

A background map showing a river and surrounding land parcels. The river is depicted in blue, flowing from the left towards the right. The land is shown in light green with white lines representing property boundaries. A red line follows the course of the river, likely indicating a trail or study area.

Santa Maria River

LEVEE TRAIL STUDY

REVISED DRAFT - SPRING 2022



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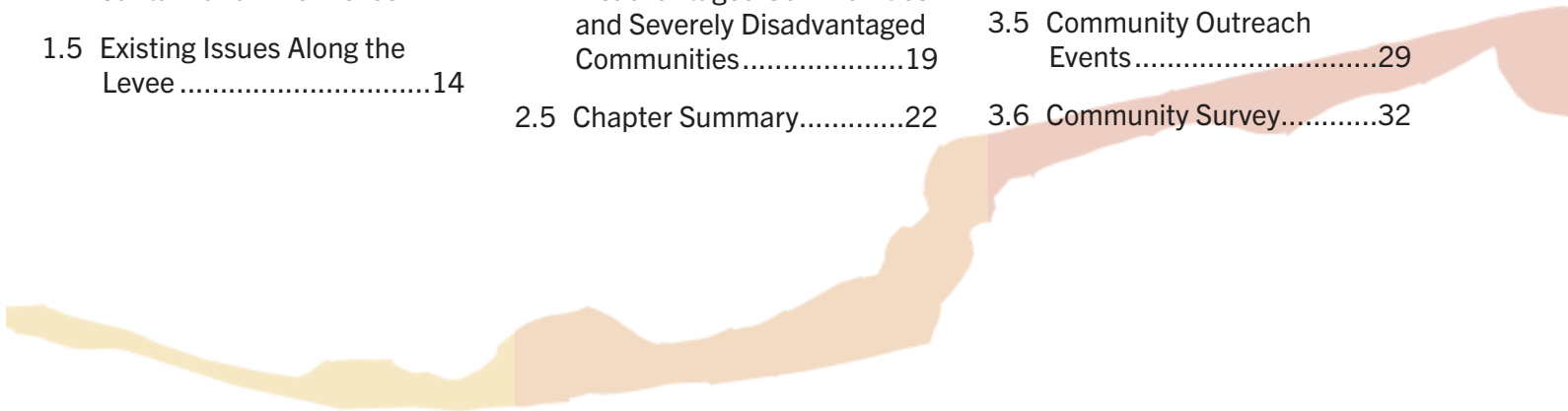
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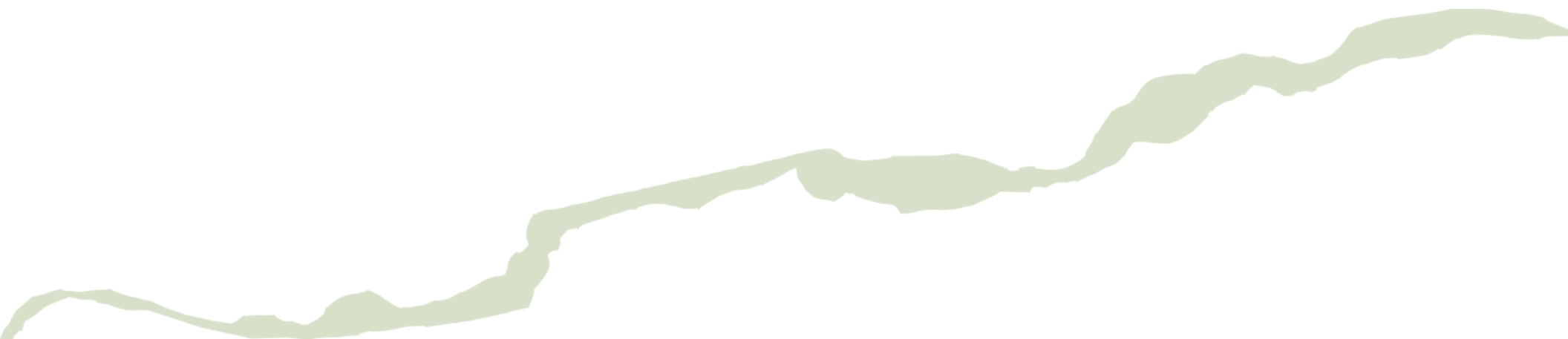
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ES

Executive Summary



ES.1 INTRODUCTION

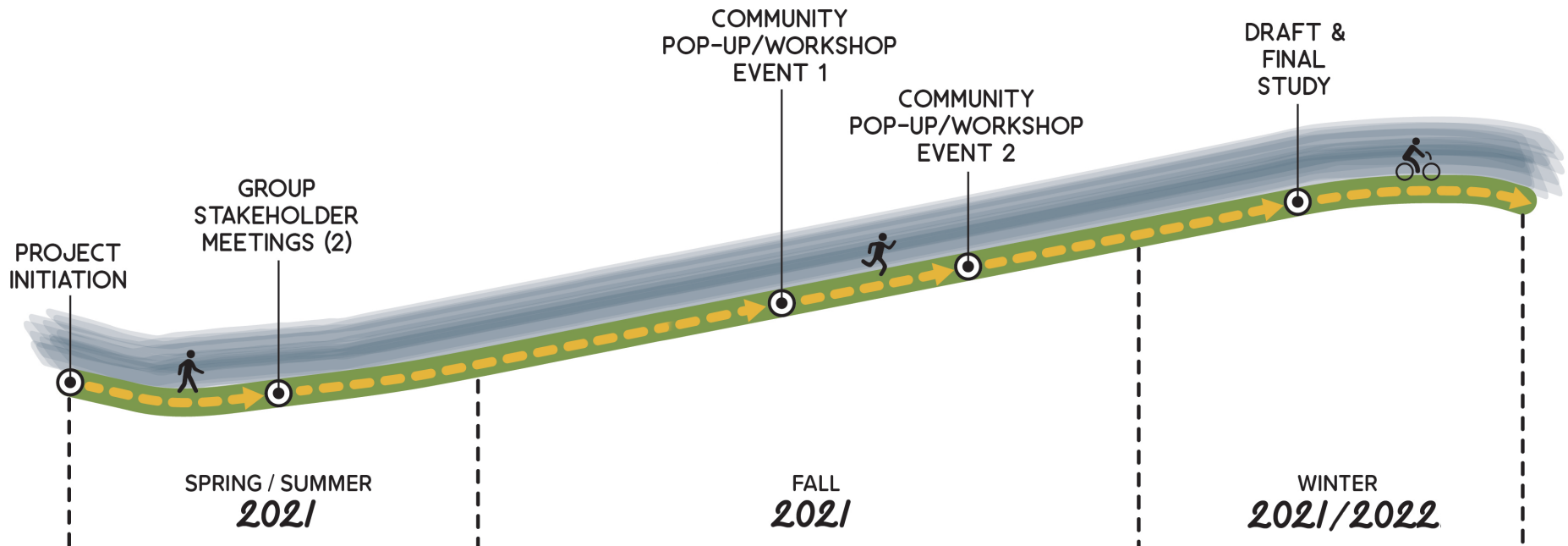
The Santa Maria River Levee Trail Study (Study) is a conceptual-level feasibility study that explores the constraints or obstacles to extending the existing trail on the Santa Maria River Levee to the City of Guadalupe. The Study entails community outreach to Guadalupe and Santa Maria along with outreach to stakeholders, including adjacent landowners, agencies, the surround communities, and the general public. The Study started in Spring 2021 and extended until Winter 2022. The Study includes the following components:

- » Public and stakeholder outreach;
- » Community profiles;
- » Case studies of other similar projects;
- » Potential design treatments for the trail;
- » Cost analysis.

The purpose of the Study is not to design and engineer a trail. Rather, the Study's focus is to hear from the community and stakeholders and identify constraints and design elements that are important to the project and provide information that will help make informed decisions on next steps.

The Study Objectives include:

1. Conduct community engagement with adjacent landowners, agricultural operators, agency staff, and the local community to identify obstacles and opportunities to implement the proposed Santa Maria River Levee Trail; and
2. Summarize the input from the community engagement efforts to help determine the feasibility of the project overall, as well as elements to incorporate into a future trail concept.

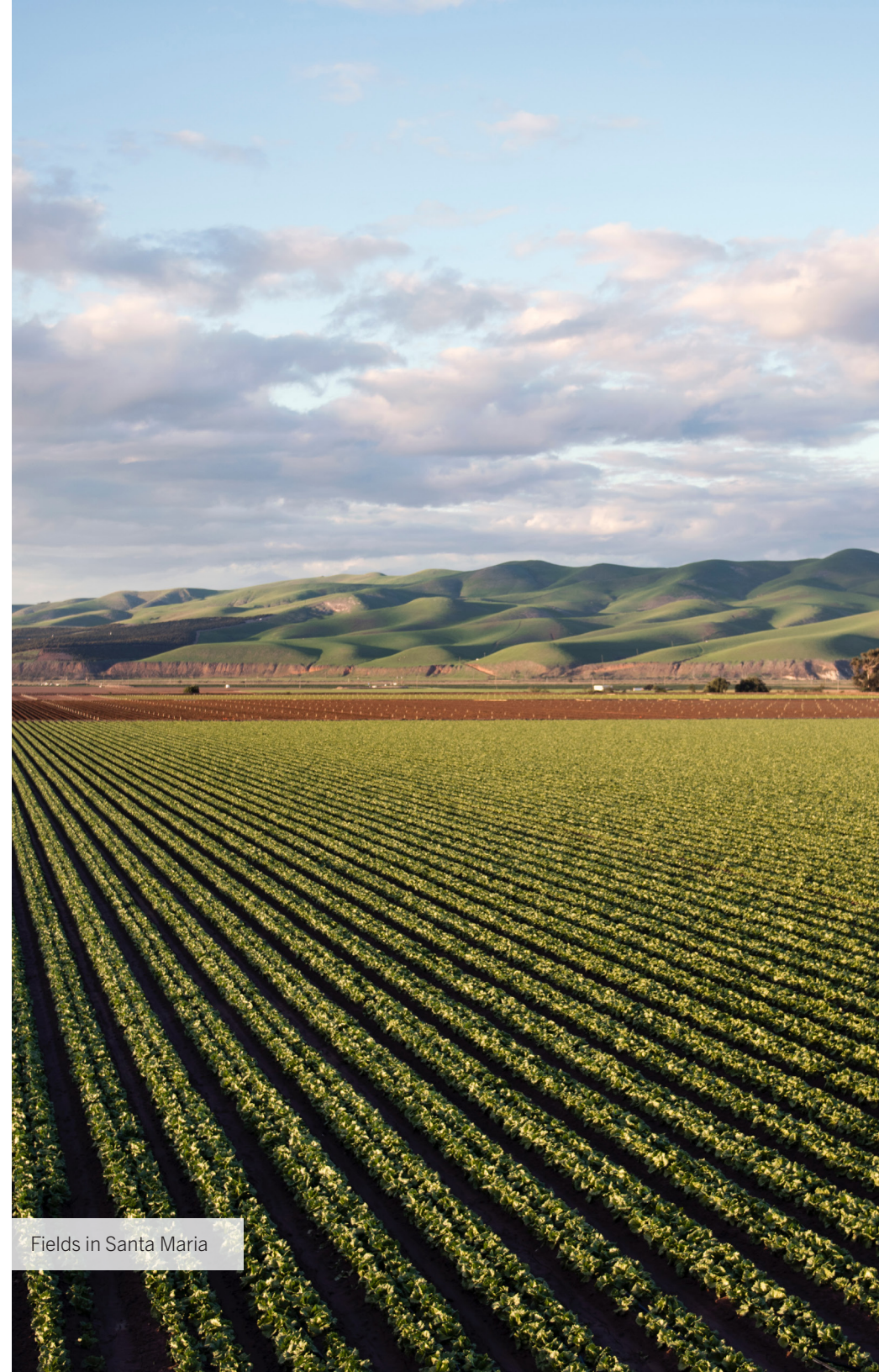


ES.2 PROJECT OVERVIEW

The Santa Maria River Levee System is a 17-mile stone-revetted levee located along the south side of the Santa Maria River. The levee was designed to convey peak flows on the Santa Maria River from the confluence of the Cuyama and Sisquoc Rivers downstream to Highway 1 near the City of Guadalupe. The study site consists of an approximately 6.7-mile-long segment of the levee that stretches west from North Blosser Road to the Highway 1 bridge, connecting the cities of Santa Maria and Guadalupe (See Figure ES-1). The levee is approximately 16-18 feet wide at the top and drops down between 5 to 30 feet at approximately 2:1 slopes to the river on the north side and farmland on the south with limited farmland on the north side of the levee. The surface of the levee is generally graded flat, with a rocky soil cover. The river is surrounded by agricultural lands predominately on the south side with some crops located on the north side towards the eastern portion of the levee. Agricultural crops grown along the proposed section of the levee trail vary by season and are predominantly broccoli, strawberries, and lettuce.

The Santa Maria Valley Multi-Purpose Trail, renamed the Tom Urbanske Multi-Purpose Trail in 2016, stretches for 2.7 miles along an unpaved portion of the levee within the City's jurisdiction and terminates at North Blosser Road, west towards the City of Guadalupe. The proposed trail would extend the trail west and connect to the City of Guadalupe. The Santa Maria River Levee Trail would include a crossing at Bonita School Road. The trail would provide a separated path from vehicle traffic between the cities of Guadalupe and Santa Maria. If constructed, the multi-purpose trail would provide a direct, separated, and low-stress option for active transportation between Santa Maria and Guadalupe. When combined with the Tom Urbanske multi-purpose trail the entire trail network could provide nearly 10 miles of Class I bikeway facilities in the Santa Maria Valley area, representing the most extensive separated bike facility in Santa Barbara County.

The proposed trail is a complicated project that will require continued discussions and further analysis from key stakeholders including Flood Control and the cities of Santa Maria and Guadalupe among others. This study takes an initial step towards understanding the communities interest and needs in a trail and areas that require further discussion and analysis.



Fields in Santa Maria

01

Background & Surrounding Context



1.1 HISTORY AND PLANNING CONTEXT

The proposed trail has a long history in the region and has been identified as a priority project for several decades. Talks about opening the levee for recreational use first started when the City of Santa Maria adopted the Santa Maria Bikeway Plan in 1992. The 1992 Plan identified the Santa Maria/Guadalupe Dunes Levee Bikeway as a proposed “multi-purpose trail” along the Santa Maria River Levee with a bikeway “feeder” system providing access from the City of Santa Maria to the levee. Subsequent to adopting the Bikeway Plan, the City of Santa Maria prepared the Santa Maria/Guadalupe Dunes Bikeway Plan in 1993. The 1993 Plan served as a feasibility study which analyzed the potential of developing a trail from Santa Maria to the Guadalupe Nipomo Dunes Preserve and to investigate design guidelines and development standards for a multi-purposed trail facility atop the levee. The study focused on design standards, construction materials, technical challenges, and design solutions associated with the trail. The City of Santa Maria then amended their General Plan, Circulation Element (1994), and Resources and Management Element (1996) to include the Santa Maria River levee trail. The Tom Urbanske Trail eventually opened to the public around 2000 in the City of Santa Maria.

The extension of the levee trail is discussed again in the Santa Maria Bikeway Master Plan and the City of Guadalupe Community Plan in 2009. More recently the proposed trail was included or mentioned in the following planning documents:

- » San Luis Obispo County Bikeways Plan (2010)
- » Santa Barbara County Association of Governments (SBCAG) Regional Active Transportation Plan (2015)
- » City of Santa Maria Active Transportation Plan (2020)
- » Guadalupe Mobility and Revitalization Plan (2020)
- » Guadalupe General Plan (2021)
- » SBCAG Connected 2050 RTP/SCS

Several of these related studies and plans are discussed in more detail in Section 1.2.

In 2018, the County applied for an Active Transportation Program grant to design and construct the trail, but the grant was not awarded. During that process, it was determined that the corridor needed further study and additional stakeholder input before pursuing a grant for full implementation. This study focused on community engagement to better understand existing issues and interest in a trail.

Existing walking path on trail



1.2 RELATED STUDIES

Guadalupe to Beach Multi-Use Trail Study (2021)

The purpose of the Guadalupe to Beach Multi-Use Trail Feasibility Study is to identify potential alignment alternatives for a future trail connection between the City of Guadalupe and the nearby beach/dune area. The project is intended as an initial phase in trail planning, identifying top priority alignments to help focus future investment in more detailed technical analyses and comprehensive environmental documentation prior to implementation. The study highlights three Top Trail Alignment Alternatives based on eight criteria listed below. These alignments all terminate at Peralta Street where it would potentially connect with the proposed extension of the Santa Maria River Levee Trail, which is the study area herein this report. These criteria include:

1. Connectivity
2. Access
3. Opportunity
4. User Types
5. Environmental Impacts
6. Costs and Funding
7. Safety
8. Support

The three Top Trail Alignment Alternatives are:

Alternative Alignment A: River Trail

The “River Trail” runs parallel to the Santa Maria River, connecting the City of Guadalupe to the Rancho Guadalupe Dunes Preserve and to the potential Santa Maria Levee River Trail. East to west, the alignment transitions from a separated shared-use path to an on-street shared-use path at the City boundary along Peralta Street.

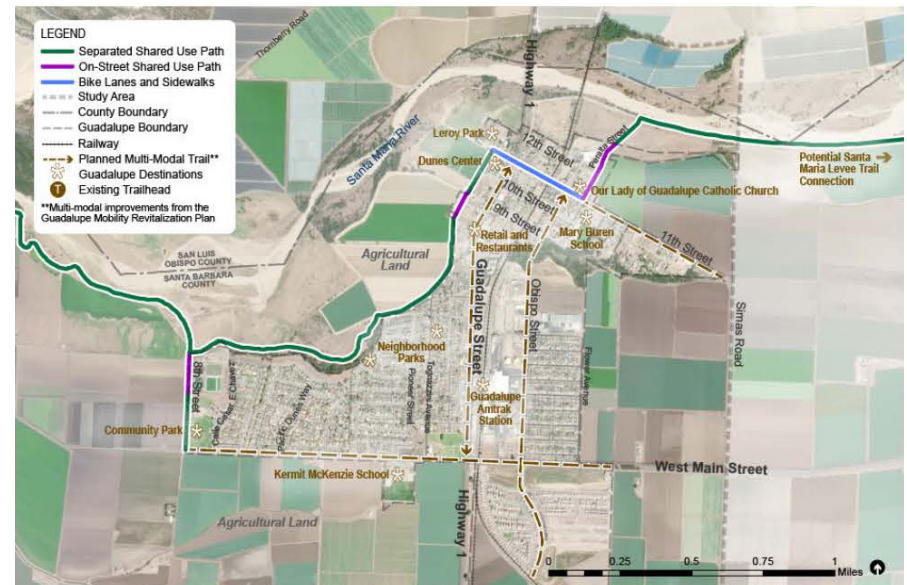


FIGURE 1-1: River Trail: Guadalupe Segment

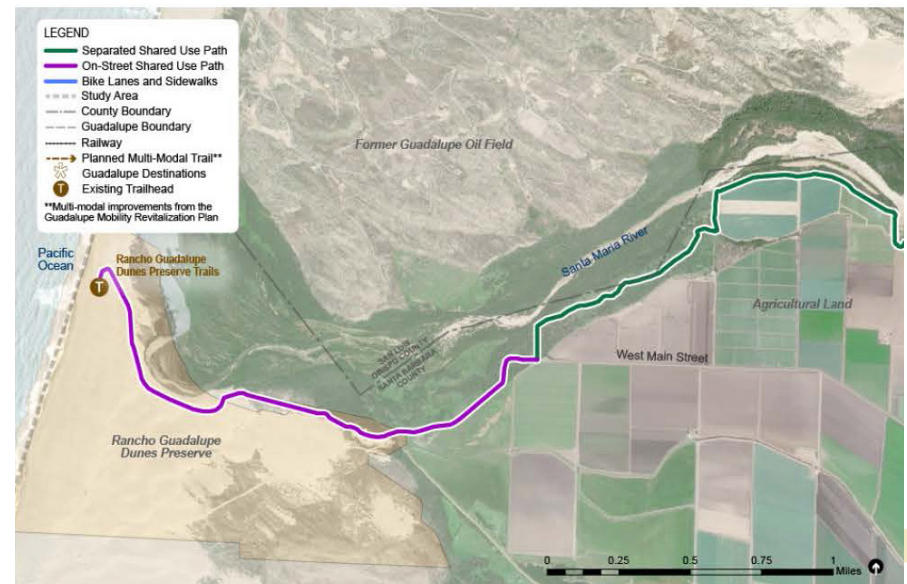


FIGURE 1-2: River Trail: Dunes Segment

Alternative Alignment B: Walkaround Trail

The “Walkaround Trail” skirts around the northern boundary of Guadalupe, connecting the City to the Rancho Guadalupe Dunes Preserve and to the potential Santa Maria Levee River Trail. East to west, the alignment transitions from a separated shared-use path to an on-street shared-use path at the City boundary along Peralta Street.

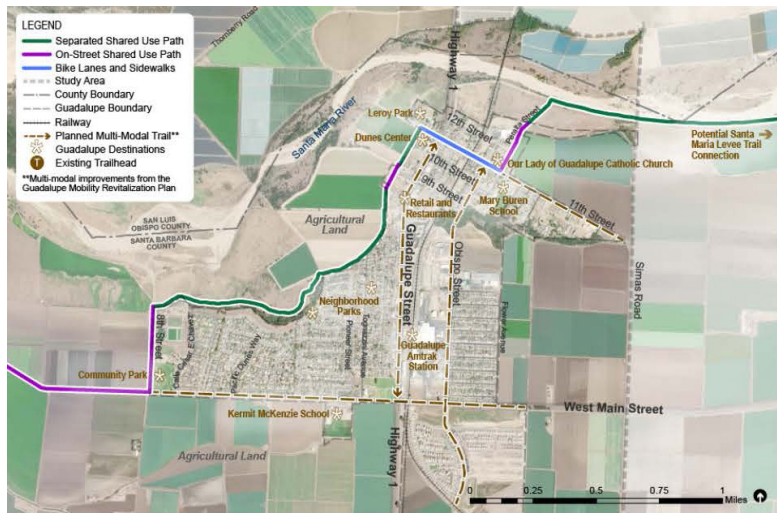


FIGURE 1-3: Walkaround Trail: Guadalupe Segment

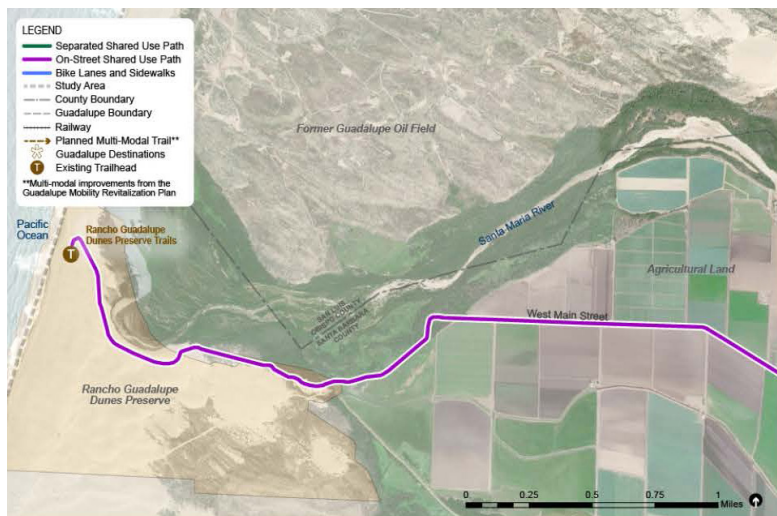


FIGURE 1-4: Walkaround Trail: Dunes Segment

Alternative C: “West Main Trail”

The “West Main Trail” provides a direct connection from the City of Guadalupe to the Rancho Guadalupe Dunes Preserve. East to west, the alignment is an on-street facility beginning in south Guadalupe at West Main Street and Guadalupe Street.

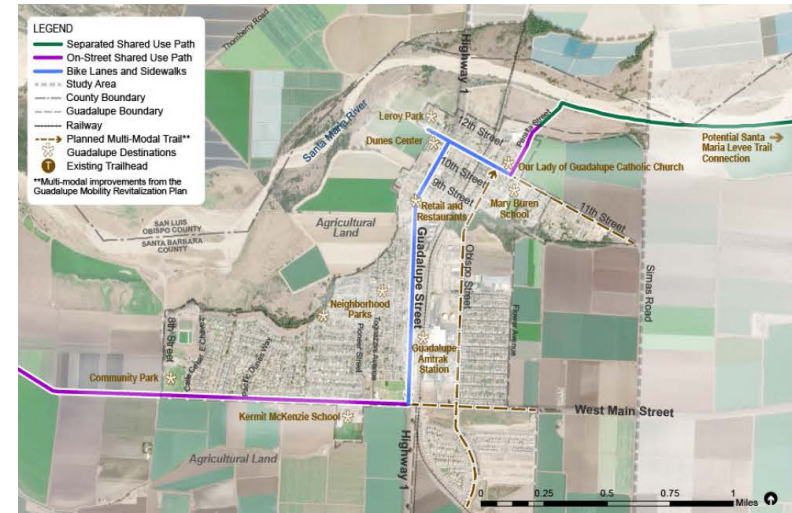


FIGURE 1-5: West Main Trail: Guadalupe Segment

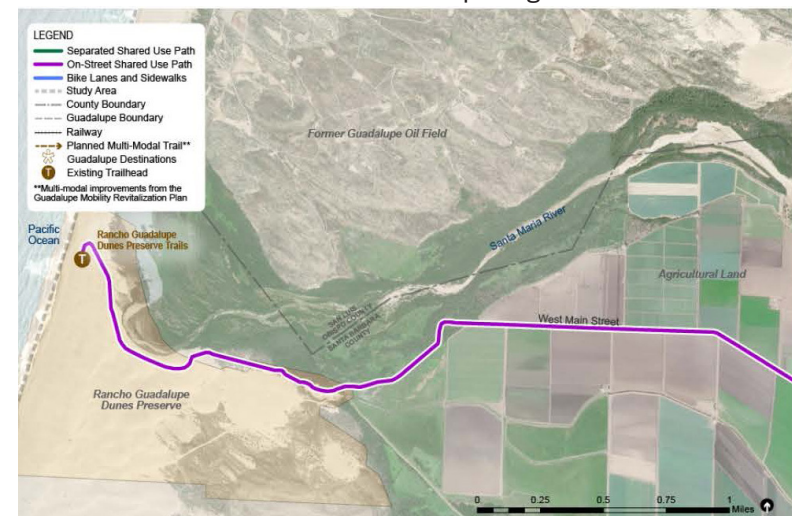


FIGURE 1-6: West Main Trail: Dunes Segment

City of Santa Maria Active Transportation Plan (2020)

The Santa Maria Active Transportation Plan (ATP) was a planning-level study intended to support provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in the community. The ATP seeks to inform future active transportation improvements by providing planning-level concepts, which will require further evaluation, including consideration of local, County, and California Department of Transportation standards. Through the development of this Plan, the City of Santa Maria is promoting a more sustainable and equitable community by improving safety, mobility, and access while reducing greenhouse gas emissions, improving air quality, and supporting public health for its residents. The ATP acts as a strategic plan to achieve citywide connectivity for people bicycling and walking, including safe routes to schools and equitable access for disadvantaged community members.

The ATP identifies the Tom Urbanske Trail as an existing low-stress facility classified as a Class I shared use path from N. Blosser Road to approximately 1 mile west of the western terminus of the Tom Urbanske Trail. A plan map does show a proposed shared use path for the remainder of the alignment to the City of Guadalupe. However, the Santa Maria River Levee Trail is not recommended as a project in the ATP since it's not within the City's jurisdiction.

City of Santa Maria Circulation Element (2009)

The Santa Maria Circulation Element evaluates the transportation needs of the City and presents a comprehensive transportation plan to accommodate those needs. The intent of the Circulation Element is to guide the orderly improvement of the circulation system in direct response to the Land Use Element of the General Plan. This plan identifies trails to be planned along the Santa Maria River Levee, parks, special use areas, and specialized recreation areas throughout the City. The following are policy objectives that support the implementation of the Santa Maria River Levee Trail.

Objective C.6.c.1 Santa Maria Bikeway Policies (Resolution 2009-168)

"The City will strive to complete a connection between the City of Guadalupe and the City of Santa Maria via the Santa Maria River Levee Trail. The planning of this trail will include coordination with Santa Barbara County Planning and Development and the Santa Barbara County Agricultural Commissioner and may require further CEQA review as this trail is outside the City's jurisdiction."

Implementation Programs

"Examine the feasibility, desirability, and cost of establishing an equestrian trail in the Santa Maria River and other locations in the City. If feasible, designate a segment of the River for an equestrian trail."

1.3 SURROUNDING CONTEXT

Guadalupe is in northern Santa Barbara County approximately 10 miles west of the City of Santa Maria. The two cities are connected by State Route (SR) 166. Guadalupe is situated where east-west SR 166 intersects with north-south Highway 1, resulting in a lot of commercial truck traffic through the city serving the local agriculture industry. The Santa Maria River defines the northern edge of the city, and the Guadalupe Nipomo Dunes are three to five miles to the west, a destination for both locals and tourists. Guadalupe has a population of 7,719 people with a high percentage of residents under 30 years old. The City meets the definition of a Disadvantaged Community according to the Department of Water Resources (DWR) Disadvantaged Communities (DAC) criteria.

Santa Maria has a population of 107,859, with its main economic drivers include construction, farming, and service jobs. The City's median age is 30 years old. The City is 77% of Hispanic origin with 13% of families in the City having below-poverty-level incomes¹. Most of the City of Santa Maria is designated as either Disadvantaged or Severely Disadvantaged Communities under DWR DAC criteria, while some areas are designated as Low-Income Communities under AB 1550. Full demographic profiles of each city are provided in Chapter 2 (Demographic & Socioeconomic profile).

SR 166

Direct access between the cities of Guadalupe and Santa Maria is limited to State Route (SR) 166, a Caltrans-owned facility. SR 166 is a two-lane undivided highway with a speed limit of 55 miles per hour. The highway lacks sidewalks, crosswalks, and bike lanes and is heavily used by trucks and large vehicles. The segment of SR 166 between Guadalupe and Santa Maria, like most State highways in the region, is a high collision corridor with approximately 14 collisions per year, including 3 fatal collisions between 2010 and 2019². There are no recorded fatal or severe collisions involving pedestrians and cyclists in that same time period. This is likely because SR 166 presents an uncomfortable and high-stress route for active transportation. As a result, few pedestrians and cyclists use the highway.

¹ 2019 American Community Survey 5-Years Estimates Data Profiles

² TIMS. <https://tims.berkeley.edu/tools/query/index.php?clear=true>



Guadalupe Beach

1.4 SANTA MARIA RIVER LEVEE

Ownership & Maintenance of Levee

The study site, a 6.7-mile segment of the levee from Station 287+82.11 (downstream) to 647+80 (upstream), is part of a larger 17-mile levee system along the south side of the Santa Maria River. The embankment on the Santa Maria River side (north) of the levee includes rip-rap slope protection while the embankment on the south side of the levee is predominantly a compacted base material that extends down to a local drainage channel or directly to agricultural fields. A portion of the levee, approximately 300 feet east of the Union Pacific Railroad tracks is protected with concrete gunite, intended as a spillway to allow floodwaters from major storm events to enter the river in a controlled manner from the Guadalupe side of the embankment. The elevation of the spillway is intentionally lower than the adjacent levee, ensuring that spills into the river take place at this. The United States Army Corps of Engineers (USACE), Los Angeles District, began construction of the levee in 1959 and completed it in 1963. After completion of construction, the USACE transferred ownership and maintenance to the Santa Barbara County Flood Control District (Flood Control), as is common practice with federally constructed facilities throughout the United States. Flood Control owns the Santa Maria River Levee facility in fee while the USACE retains jurisdictional authority for projects that may alter/modify the public works facility. Approval of any modifications, alterations, or occupation of public works projects is granted through the USACE Section 408 program which requires the local sponsor to review and provide a non-objection position to the project. As the local agency responsible for the operation and maintenance of the levee, Flood Control performs continuous minor maintenance, isolated repair, and surveillance of the levee. Flood Control also owns and maintains two tailwater ditches and an access road to the south.

The segment of the levee between the cities of Guadalupe and Santa Maria is unreinforced and not composed of soil cement, like the portion within the City of Santa Maria. Since the levee through this section lacks the structural composition of the other sections of the levee, it requires

constant maintenance from Flood Control. Some of the typical maintenance activities include the following:

- » Spraying herbicide along rock slopes on the north side of the levee and the access road to the south
- » Mowing slopes and clearing vegetation on the south side of the levee
- » Down tree removal and tree trimming to keep rock slopes free of vegetation
- » Emergency work along the rock slopes during storm events
- » Maintaining two tailwater ditches on the southside of the levee with tracked excavators
- » Maintaining a flat surface on the top of the levee and monitoring for standing water

The USACE surveys the facility every five years to identify low points in the embankment and potential areas for reconstruction. Reconstruction activities may include the placement of fill material to establish minimum required embankment elevations.

Tom Urbanske Multi-Purpose Trail

Flood Control and the City of Santa Maria entered into a License Agreement in 2000, allowing the City to construct, operate, and maintain a trail for use by the general public. The 2.7-mile multi-purpose trail extends along the levee from N. Blosser Road to Suey Crossing Road/Bull Canyon Road.

The License Agreement was made possible by Santa Barbara County Flood Control Resolution No. 98-266 (1998), which created “A policy for secondary uses of Flood Control & Water Conservation Facilities for bikeway and recreational uses.” The policy created a uniform policy controlling permitted secondary uses on all County and Flood Control property used primarily for flood control purposes. As indicated in the title of the policy, secondary uses on Flood Control properties may be agreeable provided the primary use of the properties as flood control facilities is not affected.

The License Agreement between the City of Santa Maria (Licensor) and the County Flood Control (Licensee) specifies the terms and conditions for constructing, operating, and maintaining the trail as well as an acknowledgment that the primary use of the levee is for flood control purposes, consistent with Resolution No. 98-266.

The License Agreement stipulates that Flood Control may not be held responsible or liable for damage or removal of any fences, gates, asphalt or concrete paving, landscaping, or other which may be placed, installed, repaired, or constructed as part of the trail or when Flood Control finds it necessary to accomplish work for the maintenance, repair, reconstruction or alteration of the property. Additionally, the license agreement includes various conditions which the City must abide by, such as Flood Control retaining the right to temporarily close the trail as needed. The City is responsible for maintaining and repairing all elements related to the trail, patrolling the trail, and obtaining any necessary permits or approvals, indemnification language, and other terms and conditions.

Santa Barbara County Flood Control

The study team coordinated with Flood Control staff during the preparation of this study. As the owner of the levee and the agency responsible for the operation and maintenance of the facility, Flood Control is a critical voice in any future plans to extend a trail. Flood Control is not supportive of trail design elements that will impact the Maintenance team's ability to operate the levee and keep the facility in good standing with the USACE.

In general, Flood Control strongly advises against fencing and lighting on top of the levee in the trail design. Fencing may limit Flood Control's ability to operate and maintain the facility. Flood Control expressed concerns about the potential impacts of lighting and fencing to wildlife along the corridor. Maintaining access is another key issue for Flood Control. Flood Control cautioned that it may be challenging to maintain existing legal access for agricultural use while also restricting the public and unauthorized vehicles and equipment from accessing the levee and surrounding area.

Flood Control indicated that they will require an agreement in place, similar to the License Agreement with Santa Maria, prior to authorizing the construction, operation, and maintenance of an extended trail between the cities of Santa Maria and Guadalupe. According to Flood Control staff, the existing License Agreement is a successful model for a future trail.

City of Santa Maria

On November 10, 2021, the study team spoke with staff from the City of Santa Maria, Department of Recreation and Parks, to learn more about the existing license agreement. Overall, City staff agreed that the existing agreement has been a successful and functional model for the proposed extension of the trail. The City's main responsibilities are controlling access, patrolling, and maintaining the Tom Urbanske Trail. The City restricts access to the trail during significant rain events. The City also has a crew that walks the trail weekly to make sure the trail is free of trash and litter. The City's patrol activities extend beyond the trail and into the Santa Maria Riverbed. The City owns approximately 200 acres north of the levee and east of US 101. According to City staff, encampments are a larger issue within the riverbed rather than on the trail. Jurisdictional boundaries in the Santa Maria Riverbed make patrolling encampments challenging as the City's Police Department only patrol City-owned property, not private property or property owned by Caltrans or the County of San Luis Obispo. Therefore, City staff suggested a collaborative approach to patrolling a future trail. The City staff did not report many incidents of vandalism or damage to signage or fencing along the trail. City staff noted that the City has not made any improvements to the surface of the trail, or added any amenities such as lighting, hydration stations, or furniture to the trail since it opened. Currently, the trail is open from 8am to 8pm weekly, however, gates are not physically closed at access points to the trail at 8pm. Estimating costs for maintenance is challenging because the City does not have an annual budget explicitly for the maintenance of the trail. However, staff estimates that the cost to maintain the trail is relatively minor, compared to other public facilities in the City.

The study team also consulted with staff from other agencies, including the City of Guadalupe, Santa Barbara County Agricultural Commissioner's Office, Coastal Conservancy, and others.

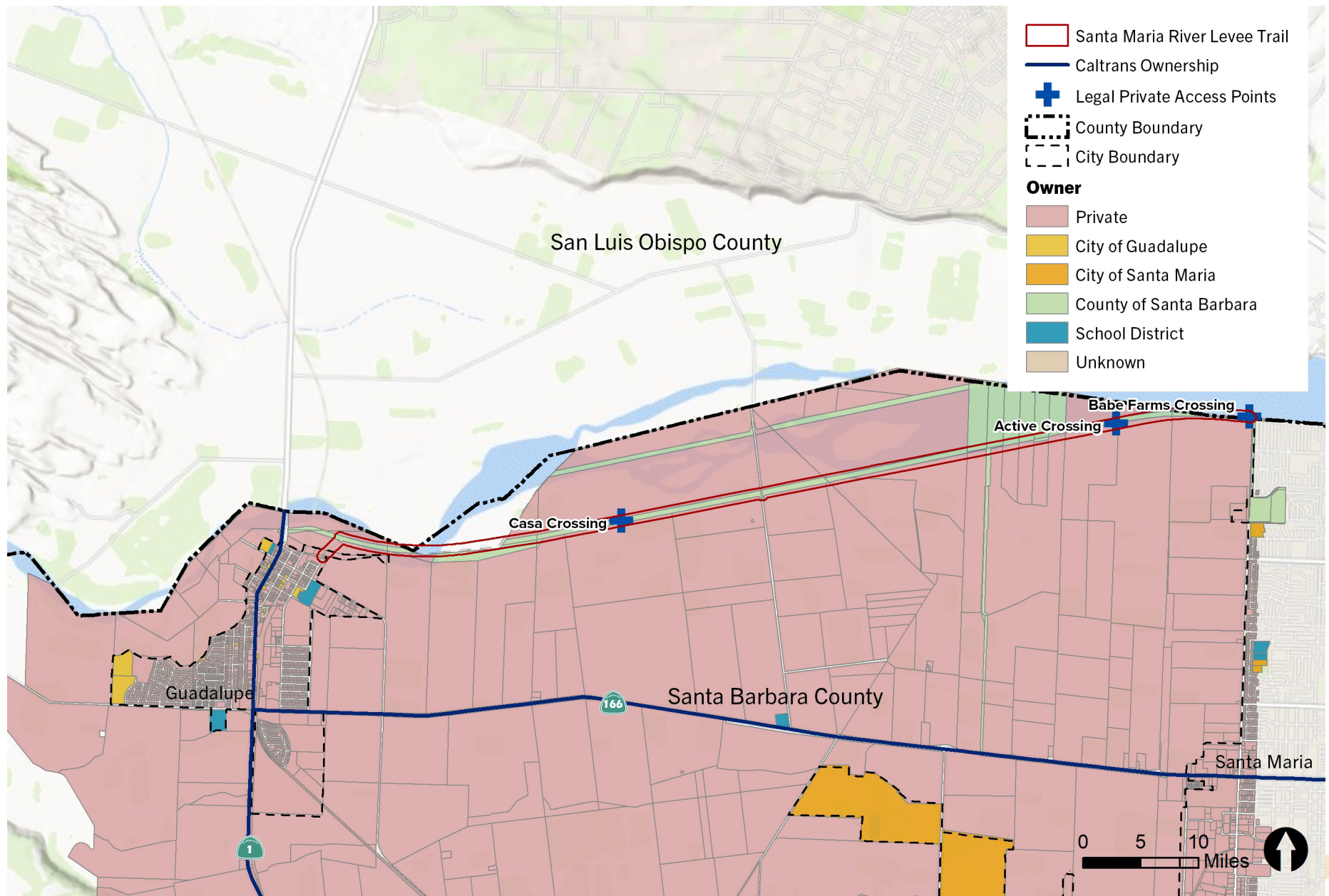


FIGURE 1-7: Parcel Ownership

1.5 EXISTING ISSUES ALONG THE LEVEE

County staff met with representatives from Babe Farms, Facts from Farmers, County Sheriff representatives from Santa Barbara and San Luis Obispo, and the County's Third District to visit the study site and discuss the existing conditions along the levee on September 7, 2021. At the site visit, staff witnessed people bypassing the denial fencing at the terminus of the Tom Urbanske multi-purpose trail at North Blosser Road.

Most of the users of the trail appeared to be residents recreating, exercising, or walking dogs. Staff also noticed people letting their dogs off-leash despite posted notices saying leashes are required at all times. According to the farmers along the levee, people intentionally bypass the gates at North Blosser Road and head west towards Bonita School Road with their dogs off-leash because there are fewer people around. According to stakeholders, off-leash dogs are of particular concern to the operators along the levee because dogs can carry certain pathogens that can be transmitted to crops through cross-contamination, direct contact, or excrement. Many of the agricultural operations, including Babe Farms, put up minimal gopher fences around their fields to keep animals out of their crop. However, the fencing is regularly trampled and requires constant maintenance and repair.

The farmers talked about their issues with unhoused neighbors and vandalism along the levee. Operators are required to provide toilet facilities within a 5 minute walk or a quarter mile. Generally, there are few exceptions to this requirement. The operators shared accounts of the porta-potties being overrun and vandalized. This results in concerns about employee safety, costs, and compliance with workplace regulatory agencies. According to the growers the study team spoke with, encampments in or around active agriculture operations also could jeopardize relationships with buyers. If an operator fails a food safety audit or buyers lose faith in a grower's ability to meet standards, the grower may potentially lose contracts with buyers.

Sheriff officers from both Santa Barbara and San Luis Obispo counties elaborated on the issue of unhoused in and around the Santa Maria River. Theft, including stolen vehicles and farm equipment, is common along the Santa Maria River according to the officers. The Santa Maria Riverbed is occasionally used as a dumping grounds for stolen vehicles and equipment. The riverbed offers privacy and separation from others so it's used as a staging area to strip parts and leave stolen items behind.

Santa Barbara Sheriff officers also stated that there is more foot traffic than expected along the levee between Guadalupe and Santa Maria. Encampments are more concentrated near Guadalupe and Santa Maria, however, the sheriff's also receive calls about fires and encampments in the area between the cities as well.



Bonita School Crossing

02

Demographics & Socioeconomic Profile



2.1 DEMOGRAPHICS & SOCIOECONOMIC PROFILE

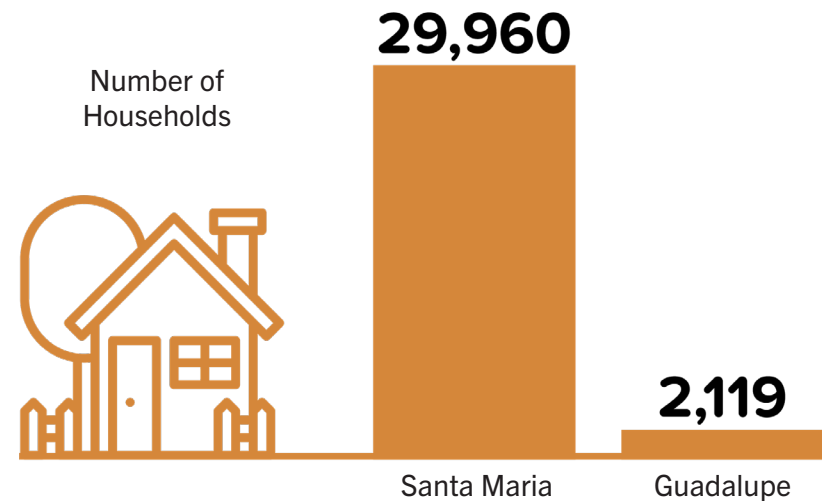
Demographic Data

The City of Santa Maria is the largest city in Santa Barbara County, home to 107,859 people. The City is also projected to grow 16.2% by 2050 with an 8.9% increase by 2025 (US Census 2019; SBCAG 2018). Over 30% of the residents in the City are children under 18 who require access to playgrounds, ballfields, and diverse active recreation opportunities. However, according to the California State Parks Park Access Tool, 20% of residents in Santa Maria live further than a half mile from a park and 47% of residents live in areas with less than 3 acres of parks or open space per 1,000 residents.

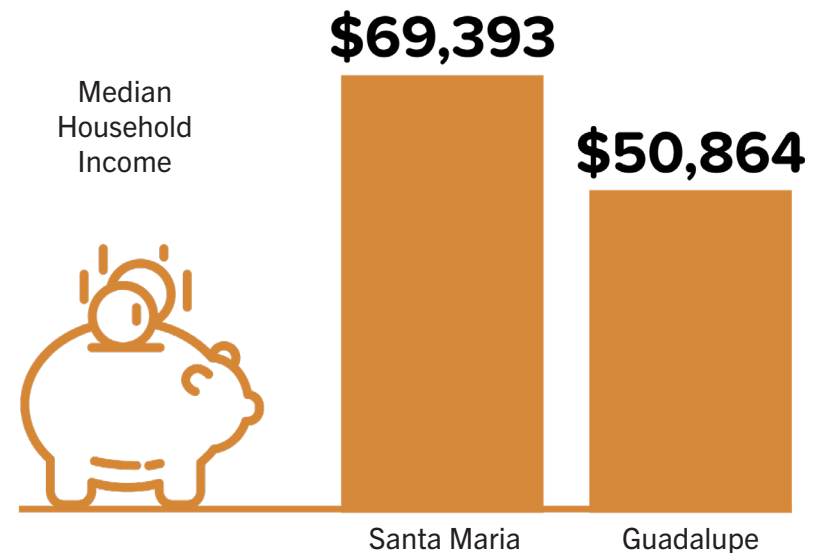
The City of Guadalupe is one of the smallest incorporated cities in Santa Barbara County with 7,719 residents. However, the City is expected to grow by 27.9% by 2050, the largest projected increase in Santa Barbara County (US Census 2019; SBCAG 2018). Similar to Santa Maria, over 30% of the residents are children under 18 who require access to recreational opportunities. Due to its smaller geography and population, only 5% of residents live further than half a mile from a park. However, the City of Guadalupe only has two parks larger than one acre in size, Jack O'Connell Park and Leroy Park. Additionally, the entire City of Guadalupe is considered a disadvantaged or severely disadvantaged community with a median household income of \$48,680, which is 33.9% less than the County's median income.

Community health is another concern in the Santa Maria Valley, which includes the cities of Guadalupe and Santa Maria, as well as the unincorporated communities of Orcutt, Casmalia, Garey, and Sisquoc. 10 to 14.9% of residents in the Santa Maria Valley have diabetes or prediabetes and approximately 23% of residents are obese and 15% or more are physically inactive (Cottage Health 2019)¹.

¹ Cottage Health, Population Health (2019). Cottage Health Community Health Needs Assessment Report, 2019. Santa Barbara, CA.

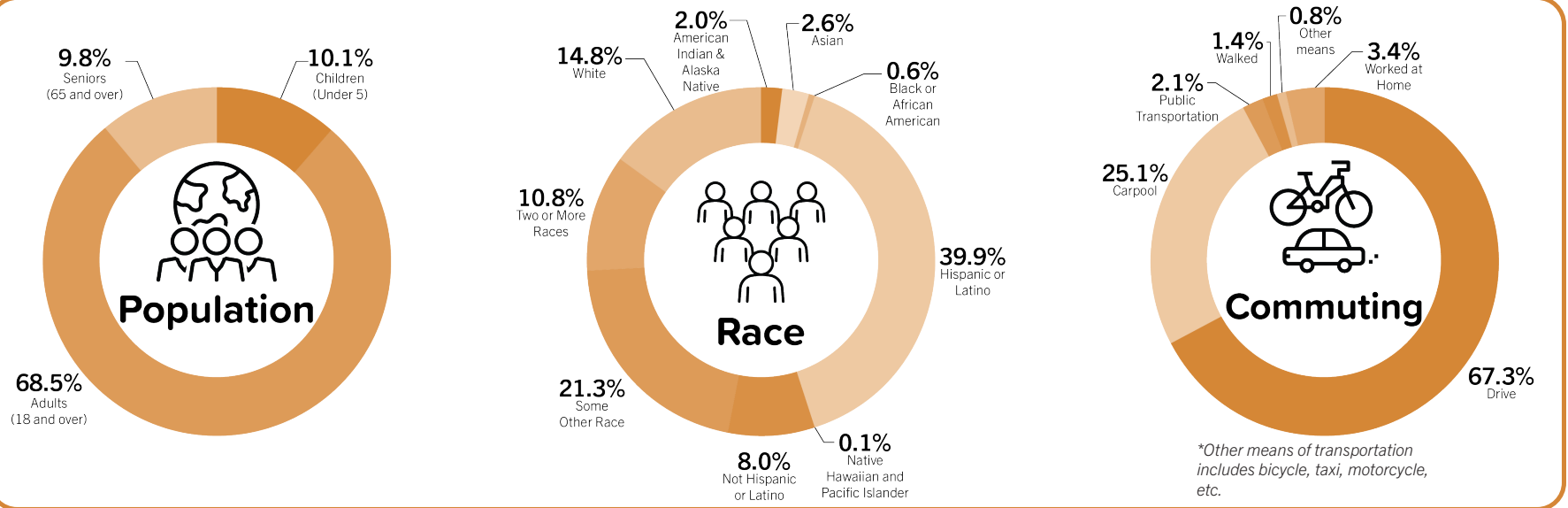


Source: 2019 American Community Survey 5-Years Estimates Data Profiles



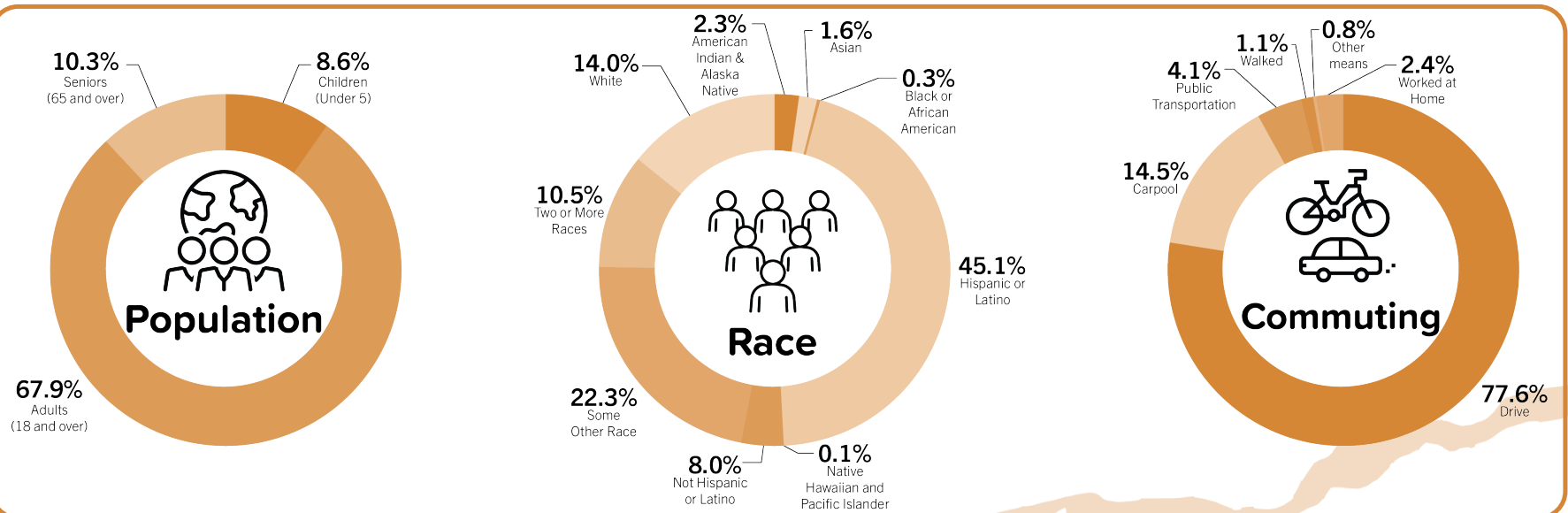
Source: 2019 American Community Survey 5-Years Estimates Data Profiles

SANTA MARIA



Source: 2019 American Community Survey 5-Years Estimates Data Profiles

GUADALUPE



Source: 2019 American Community Survey 5-Years Estimates Data Profiles

2.2 COMMUTE SUMMARY

Guadalupe to Santa Maria

The land between Guadalupe and Santa Maria consists of agricultural land, with SR 166 serving as the main connector between the two cities. The City of Guadalupe is relatively small at only 843 acres, stretching around two miles at its widest, making for a short commute time throughout the city of around three minutes or less. From the center of Guadalupe to the center of Santa Maria following SR 166, the distance to commute is about eight miles, making for a typical travel time of around 15 minutes. Out of the 42.7% of the total population in Guadalupe commute to work and, 83.7% of those commuters travel outside of Guadalupe for work. For those commuting from Guadalupe to other parts of Santa Maria, travel times may be around 15-20 minutes. However, commute times can be significantly lengthened in the early morning and afternoon due to high traffic volumes. When assessing the commuting time for residents of Guadalupe the data between less than 10 minutes, 10-14 minutes, and 15-19 minutes tells a compelling story -- almost half the residents who commute to work take less than 20 minutes to do so. Furthermore, 15.6% of residents commute less than 10 minutes to work, which, based on location, indicates that this percent either works within the community or within the immediate surrounding area. Over 48% of workers have access to three or more vehicles. Out of the residents who commute, 78% drive alone, 14% carpool, 0% bike, and 1% walk.

Santa Maria to Guadalupe

Commuting from the City of Santa Maria to Guadalupe is relatively minimal as most commuting traffic occurs along the 101 to go north to San Luis Obispo County. Minimal commuting out of Santa Maria is shown through the 44.1% of the population who commute to work, and only 37.5% if those people working outside of Santa Maria. The anticipated primary use of the trail by Santa Maria residents would be recreational which is supported by the community survey responses in which 66% of participants indicated that they would use the trail for recreation. Furthermore, the current use of the existing trail is primarily used for recreation although there isn't a destination at the end of this trail segment. The potential connection to the beach may increase the desire for individuals to use the trail for recreation as they could reach a unique destination safely without a car. Since active transportation is a priority for Santa Maria, the trail may also provide an opportunity for safe linear recreational and commute activities that connect to the Tom Urbanske trail.

2.3 CALENVIROSCREEN 4.0

CalEnviroscreen 4.0 is a mapping tool that can be used to help identify California communities that are disproportionately burdened by pollution and where people are most vulnerable to its effects. It uses environmental, health, and socioeconomic information to produce scores for every census block and tract in the state. The online tool allows users to download GIS-based data to study how well the community they're studying stands. The tool depicts the area's scores: a high score means higher pollution and environmental burden compared to areas with lower scores.

The City of Santa Maria and Guadalupe census tracts are depicted in Figure 2-1. The CalEnviroscreen results show that the census tract Guadalupe falls into is more likely to be burdened by negative environmental effects than Santa Maria. The census tract that Guadalupe falls under is in the 81st percentile for CalEnviroscreen 4.0, 68 percentile for pollution burden, and 81 percentile for population characteristics. Santa Maria has 17 census tracts within its boundaries that range from the 49-70 percentile.

For additional clarity, the 2020 American Community Survey (ACS) for Guadalupe estimated that there are 3,225 "Workers 16 years and over who did not work from home." Of that, only 0.9% walked and 0.0% bicycled, resulting in a total commuting population of 30 individuals that walked or bicycled. Destination information is not provided through the ACS. A 2017 traffic analysis for the Black Road/SR-166 intersection improvements summarized 0 pedestrians and bicyclists in the AM and PM counts. While the estimates for the ACS survey and 2017 counts are low, counts in the future near potential trail entrances at Blosser Road and Bonita School Road could be conducted to supplement the Black Road/SR-166 survey.

The results from this data can assist the County and associated agencies make informed decisions during the recommendations and prioritization process. Agencies that distribute grants value trails and open spaces that prioritize projects located in underserved and environmentally challenged areas.

2.4 DISADVANTAGED COMMUNITIES AND SEVERELY DISADVANTAGED COMMUNITIES

The Disadvantaged Communities (DAC) mapping tool was created by the California Department of Water Resources to assist local agencies and other interested parties in evaluating DAC status throughout the State. The status of a DAC or Severely Disadvantaged Community (SDAC) is determined by median household income. DAC status means the median household income for the designated area falls between \$42,737-\$56,981, whereas a SDAC is \$42,737 or less.

Looking at the block groups in the City of Santa Maria and Guadalupe in Figure 2-2, we can see what portions of each city fall within a DAC/SDAC. In Santa Maria about ten block groups are a SDAC making up for approximately 6.6% of the city, and about 16 block groups that fall under a DAC making up about 35% of the city. Approximately 42% of the City of Santa Maria is a DAC/SDAC. In Guadalupe, there are a total of three block groups each within a DAC or SDAC category covering the entirety of the city. Two of the three block groups in Guadalupe are SDAC making up about 75.6% of the entire city, while the other block group makes up around 24.4%.

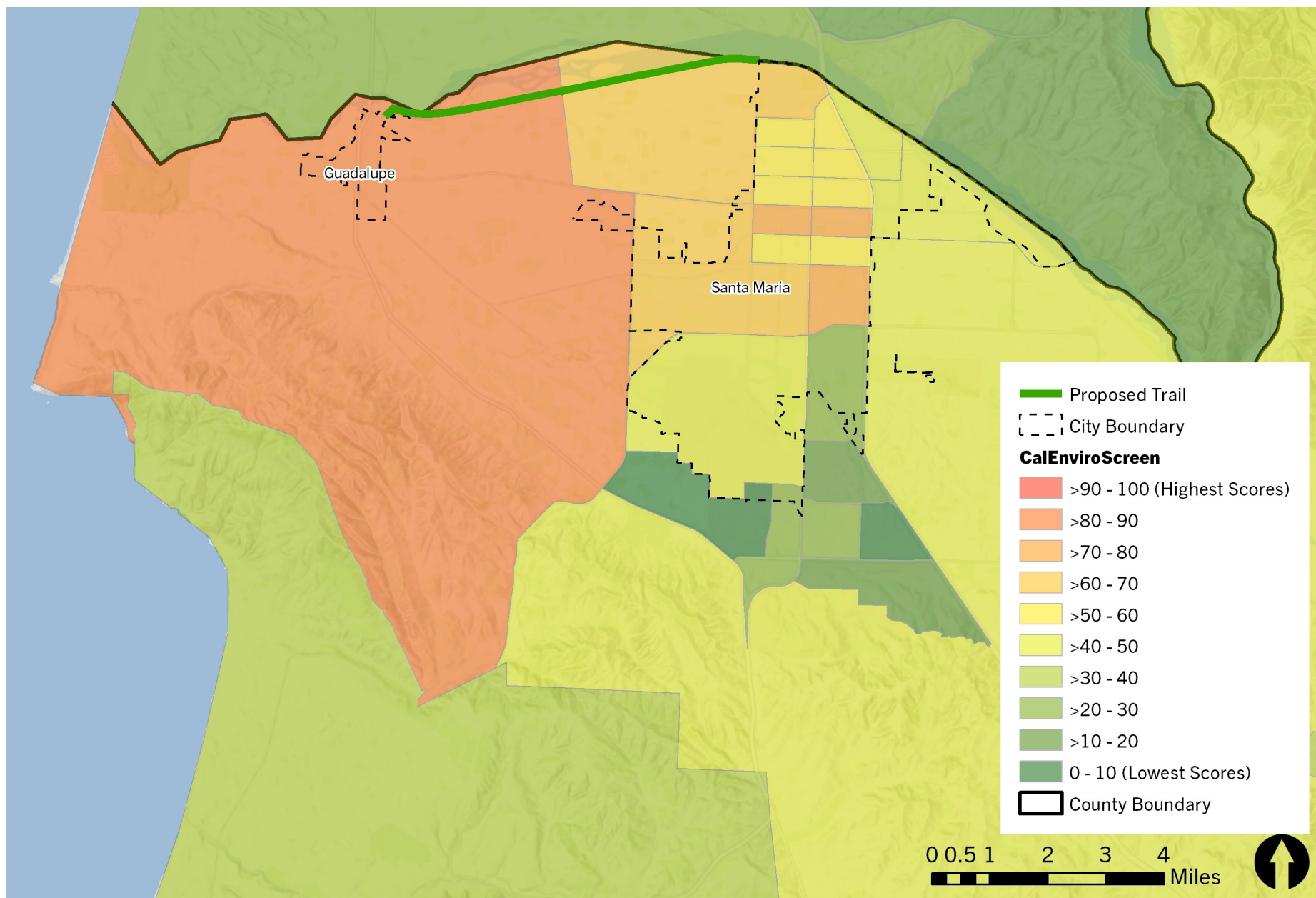


FIGURE 2-1: CalEnviroScreen 4.0 Results

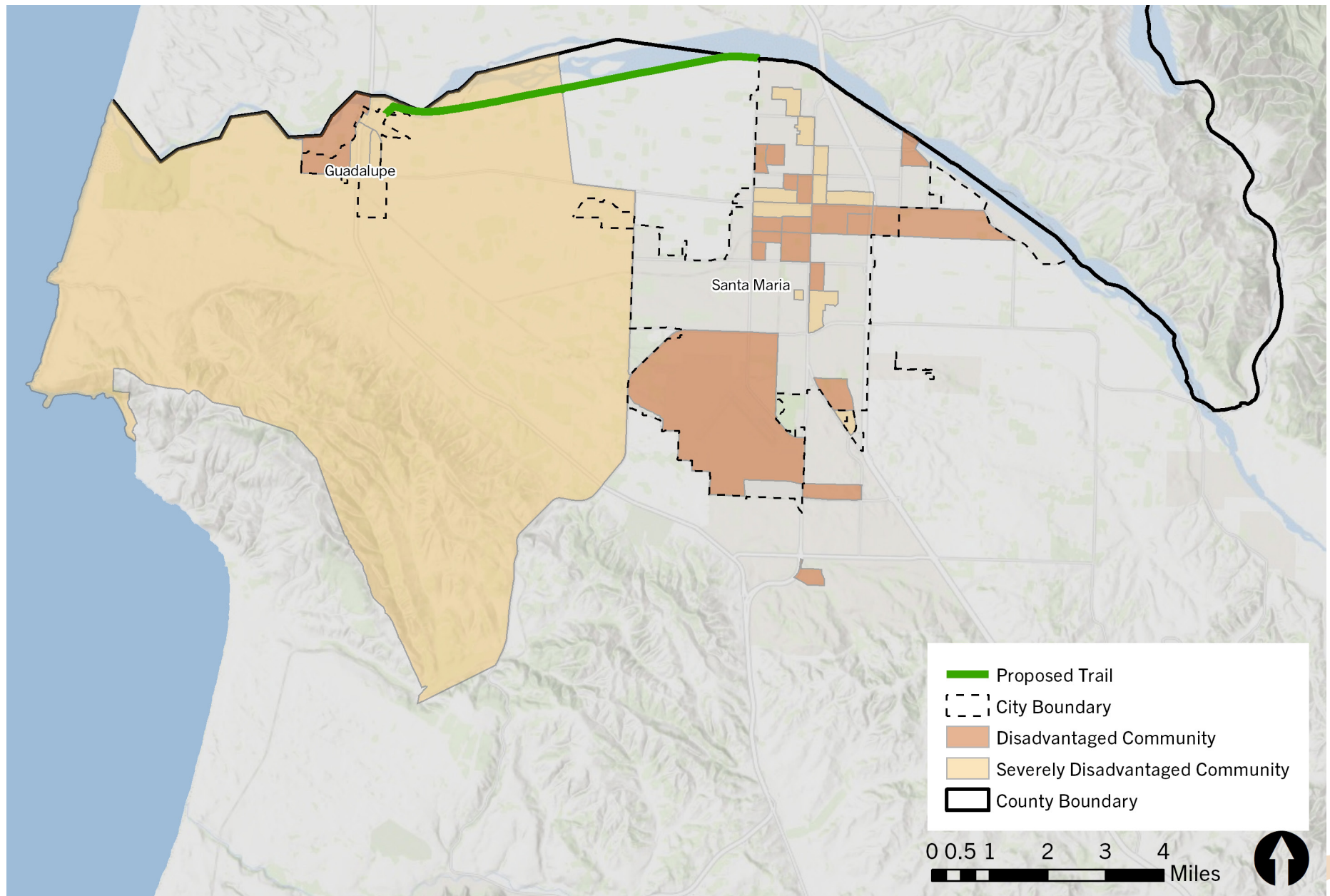


FIGURE 2-2: DAC/SDAC Results

2.5 CHAPTER SUMMARY

Gaining a clear understanding of the existing demographic character of the surrounding community is an important component of the planning process for this study area. A demographic profile was completed using the most current data available (December 2019) from the U.S. Census Bureau and U.S. Census Bureau's American Community Survey.

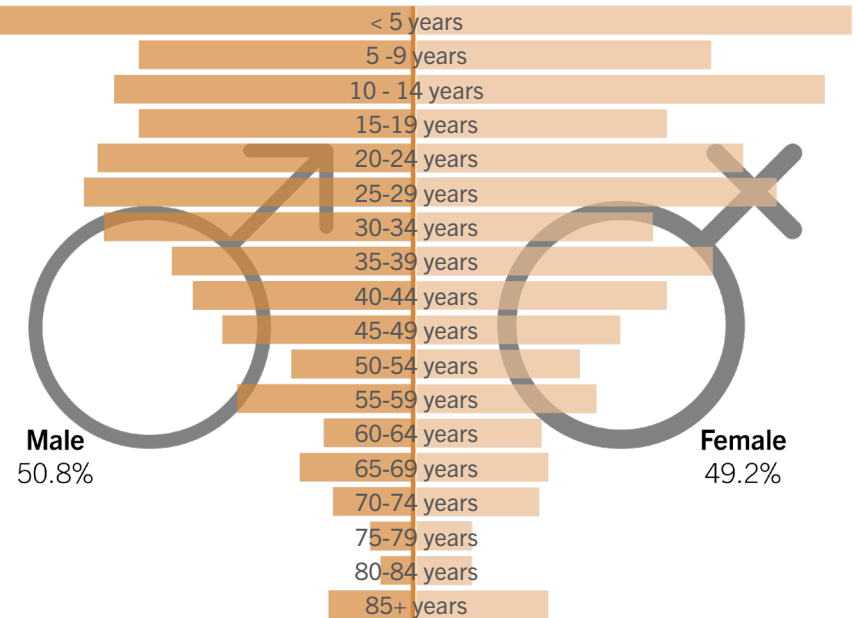
Key areas were analyzed to identify current demographic statistics and trends that impact the planning and provision of public parks and recreation services in Santa Maria and Guadalupe. Community characteristics analyzed and discussed consist of:

- » Total population; and
- » Age distribution; and
- » Racial and ethnic character; and
- » Household information.

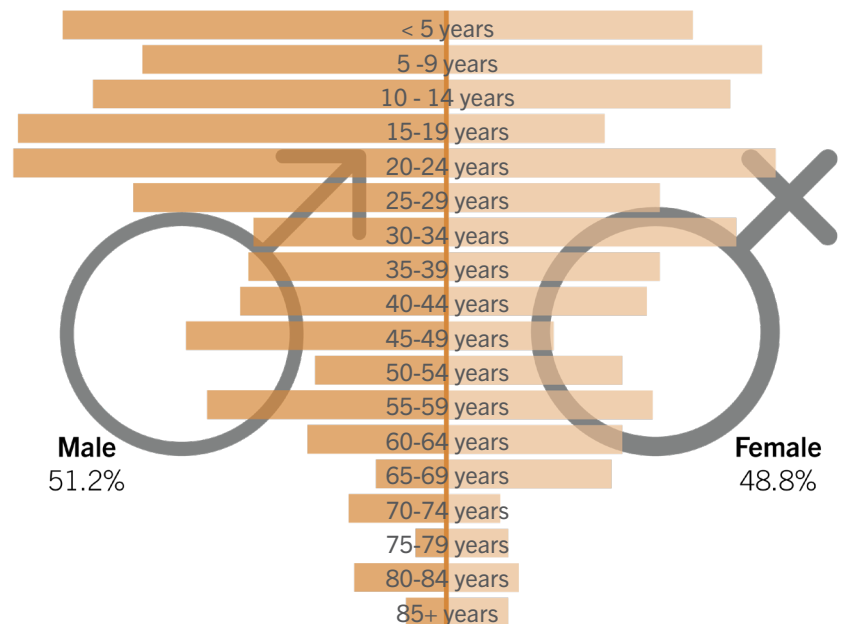
The estimated median age of Santa Maria's residents is 28.7 whereas Guadalupe is 28.5, much lower than the median age of California residents (37.0) and that of the United States (38.1). The median household income in Santa Maria is \$69,393 and \$50,864 in Guadalupe. Both cities are lower than the State of California median household income of \$80,440 and only Guadalupe is lower than the United States median income of \$67,521.

Santa Maria's 2019 estimated population is 107,859, an increase from the 2010 census count of 99,553. The average annual growth rate between 2010 and 2020 was 7.84 percent, higher than the growth rate of California (0.61%) and the United States (0.75%). The population is fairly evenly split between female (49.2%) and male (50.8%) residents. Guadalupe's 2019 estimated population is 7,719, a large increase from the 2010 census count of 7,080. The average annual growth rate between 2010 and 2020 was 14.73 percent, higher than the growth rate of California (0.61%) and the United States (0.75%). The population is fairly evenly split between female (48.8%) and male (51.2%) residents. The population of California and the United States are also roughly evenly divided between both genders.

SANTA MARIA

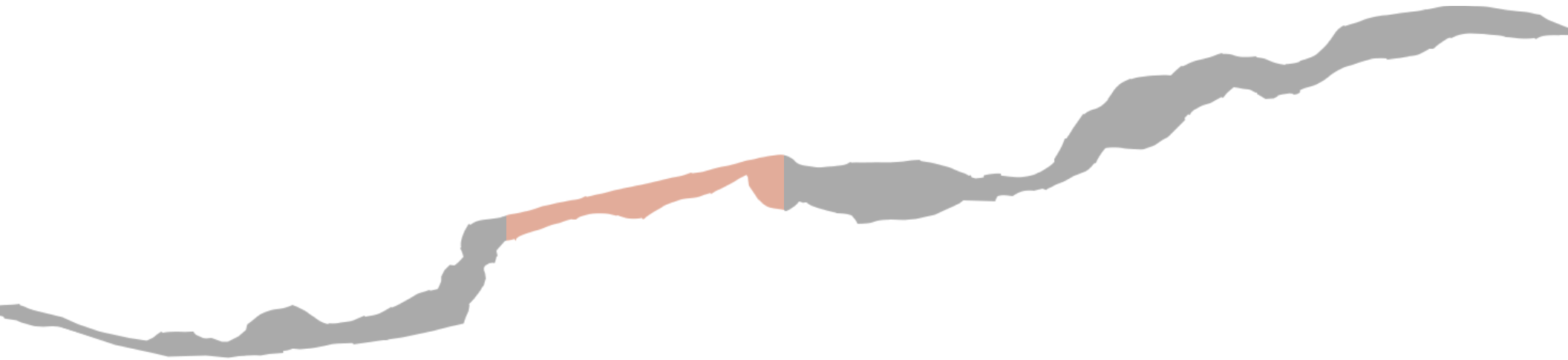


GUADALUPE



03

Public Outreach



3.1 OUTREACH PLAN

A major component of the study is developing a comprehensive needs assessment which is derived from community outreach, surveying, and interviews. This process seeks to develop a list of prioritized recommendations, assessments on funding, operations, maintenance, and site-specific conceptual designs.

The team developed an outreach plan at the outset of the study. The outreach plan focused on ways to engage the community, with a focus on stakeholders and the public. The County is committed to making the planning process a collaborative effort with the community, stakeholders, and staff. As such, the team made sure that engagement with people through a series of public workshops, surveys, online maps, and other meetings was the emphasis of the outreach strategy so that feedback could be gathered for this study.

The outreach plan further outlined a diverse set of outreach strategies to ensure the planning process gathers feedback from people of all ages and demographic backgrounds. The team developed key messages and outreach strategies to gather feedback, paying particular attention to the Hispanic/Latino community and providing all data in translated versions. The team also utilized the County's database of previous resident and stakeholder involvement to further boost outreach efforts.

This study consisted of a kick-off meeting and two stakeholder meetings with the first one focused on landowners and operators. The second stakeholder meeting focused on local and regional agencies and advocacy groups. Participants from these meetings included:

- » Landowners
- » Operators and growers
- » Agricultural Advisory Committee (AAC)
- » Santa Barbara County Supervisorial District Representatives
- » City of Santa Maria
- » City of Guadalupe
- » Los Amigos de Guadalupe
- » Santa Barbara Trails Council
- » Caltrans
- » Coastal Conservancy
- » Sheriff's Office
- » Santa Barbara County Association of Governments (SBCAG)
- » Santa Barbara Bicycle Coalition (SBBIKE+COAST)
- » Central Coast Alliance United for Sustainable Economy (CAUSE)
- » Santa Barbara County Flood Control
- » Santa Barbara County Public Health
- » Santa Maria and Guadalupe Chamber of Commerce
- » Agricultural Commissioner's Office

3.2 MARKETING MATERIALS

At the start of this project, the spread of COVID-19 was still an unknown obstacle to the community outreach components of this project. During this time, public engagement shifted to online strategies through community outreach surveys and online workshops via Zoom since it was deemed safer to conduct virtual rather than in-person workshops while following County health guidance. Alternative methods for meaningful community engagement included virtual stakeholder meetings, printed and mailed stakeholder announcements, and online surveys. This was fundamental in keeping the Study moving forward while ensuring that community engagement was adequately met.

In the summer of 2021 some COVID-19 restrictions were lifted, allowing for the consultant team to conduct in-person outreach events. These events included the Santa Maria Farmers Market, City of Guadalupe Food Distribution event, and Santa Maria's Downtown Fridays event where surveys, interactive exercises, and raffle prizes were provided.

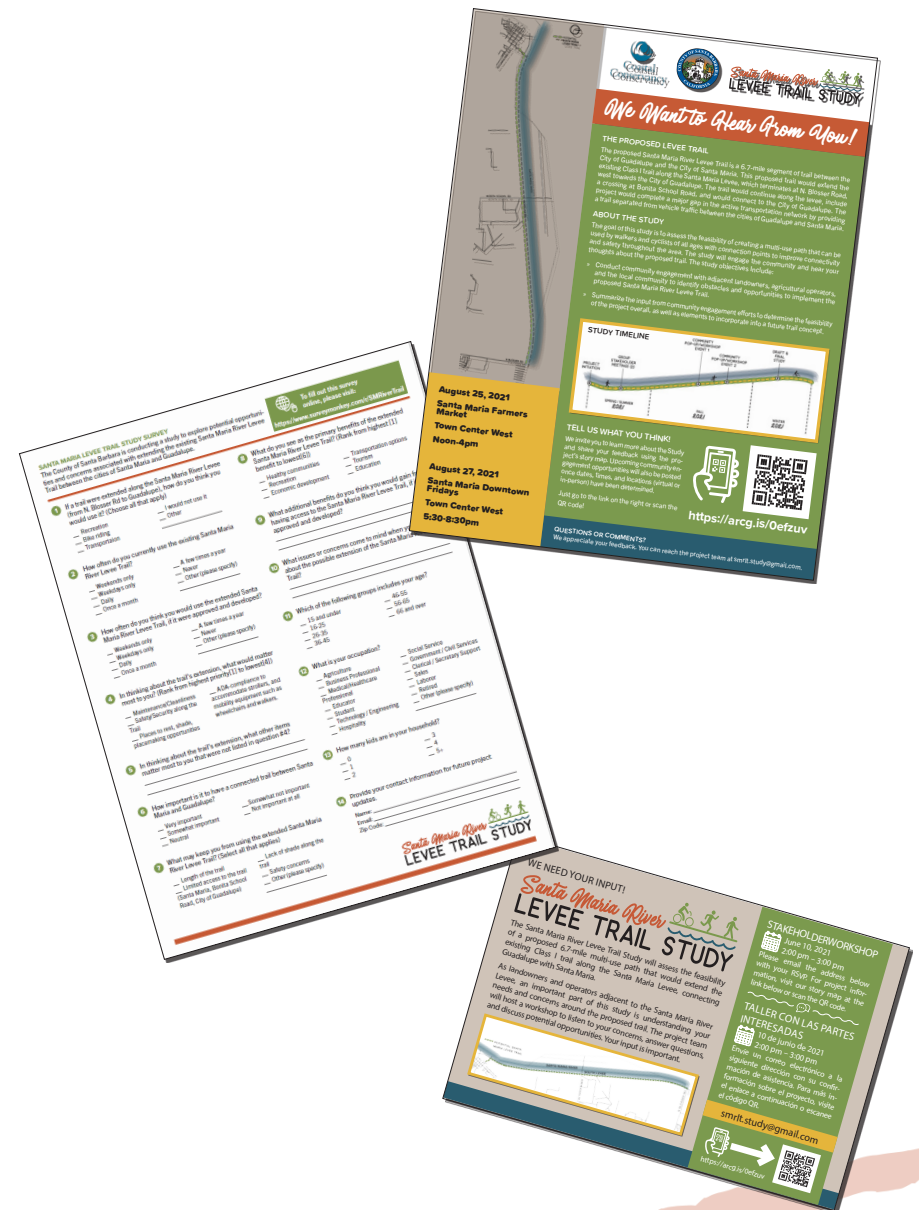
To promote the outreach events, the consultants developed a variety of marketing materials such as social media messaging, flyers, postcards, and a project website.



The project team will be in Santa Maria and Guadalupe on the following dates to gather feedback regarding your concerns and opportunities for the feasibility of the Santa Maria River Levee Trail.

August 25, 2021 Santa Maria Farmers Market Town Center West Noon-4pm	August 26, 2021 4681 11th Street, Guadalupe Noon-1:00pm	August 27, 2021 Santa Maria Downtown Fridays Town Center West 5:30-8:30pm
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Online announcement for outreach events



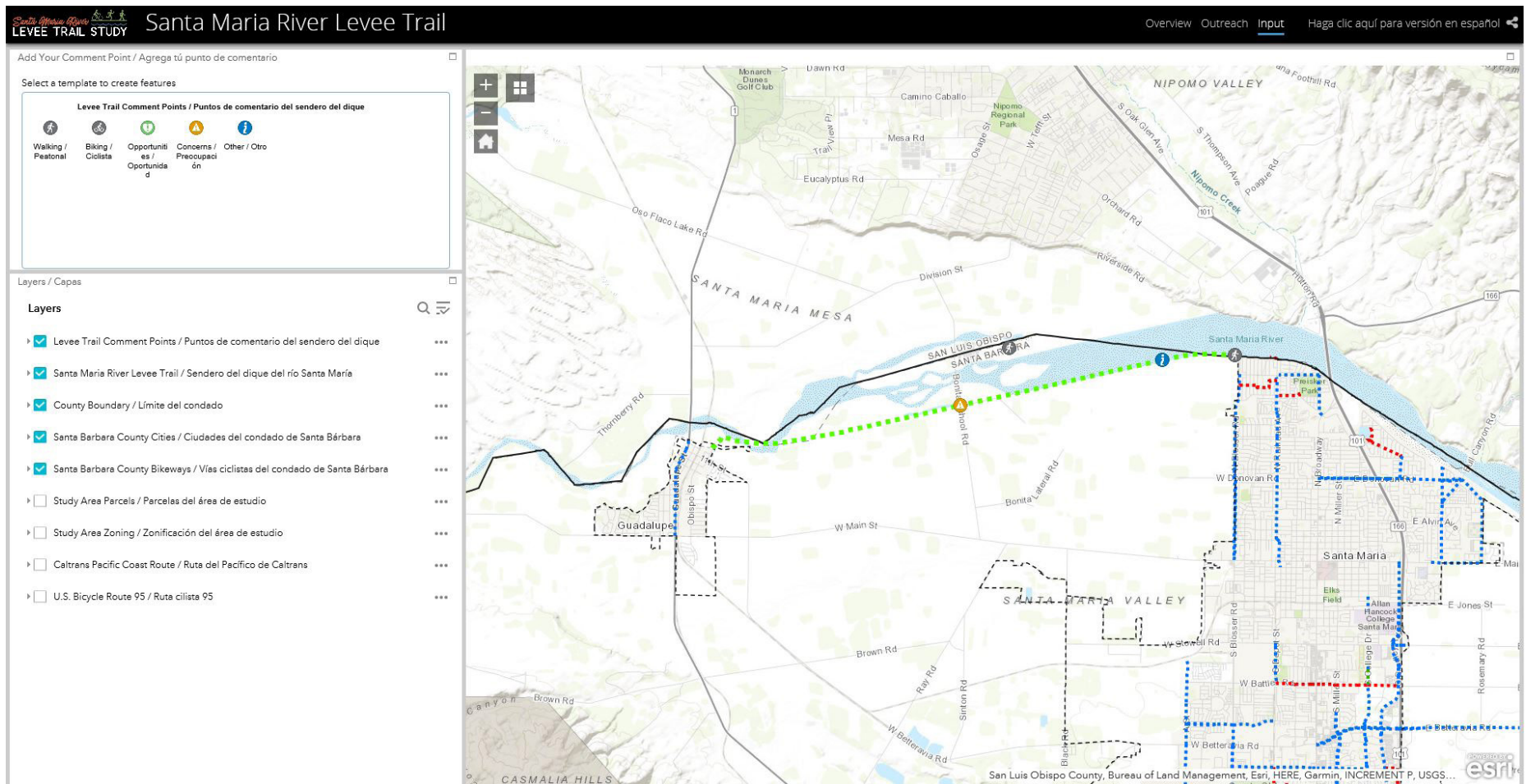
Marketing materials

3.3 PROJECT WEBSITE

StoryMap is a web-based application tool that provided online access to information about the project and served as the project website for the Study. The StoryMap website provides general information and milestones about the project, upcoming outreach events, online surveys, and an interactive mapping survey. The StoryMap website was an integral outreach component during the infancy of the project as COVID-19 restrictions were active and the public could provide feedback via an online survey or an interactive map survey that highlighted location-specific opportunities and constraints. The StoryMap website remained an important tool to reach the community as restrictions were lifted so community members could stay informed and participate in in-person outreach events.



QR Code used for the Project Website



Project Website's Map Survey

3.4 STAKEHOLDER MEETINGS

Kick-off Meeting

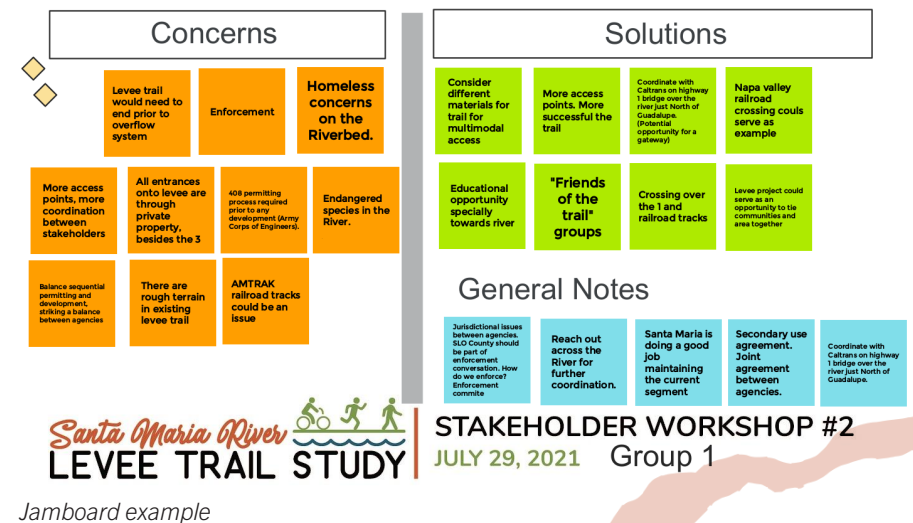
The kickoff meeting included member agencies and members of the Santa Barbara Agricultural Advisory Committee (AAC) to better understand the overall constraints and opportunities for this trail alignment and guide community engagement. The project and tasks were presented prior to opening the meeting with a discussion on opportunities and constraints, methods of outreach, data collection and contacts, upcoming events, social media, and COVID-19 protocols. Key elements from this meeting include:

- 1 Meeting with adjacent landowners and operators first since they will be the group most directly affected by the trail.
- 2 Extend the outreach to landowners and operators to one-mile from the trail.
- 3 Meet with the AAC to brief them on the project.
- 4 Send hardcopy flyers and/or postcard invitations to the first Stakeholder meeting. While email is preferred and cost effective, many of the operators prefer hardcopy reminders.
- 5 Due to COVID-19 safety guidance, virtual online meetings are the preferred meeting platform.

Announcements and Virtual Workshop Activities

Upon guidance from the kickoff meeting for announcing the the first stakeholder meeting, postcards and flyers were developed, printed, and mailed out to the landowners and operators from the database provided by the County Agricultural Commissioner's office. A follow-up eblast with the flyers and invitation was also sent. Within a week of the meeting, a reminder eblast was sent to the same group. For the second stakeholder meeting with agencies, ebasts and follow-up phone calls were conducted to announce and schedule the meeting.

Following the outreach plan, recommendations from the kickoff meeting and County health guidance, virtual platforms were scheduled for the two stakeholder meetings. These virtual meetings were designed to be collaborative and engaging to simulate an in-person workshop. Breakout rooms were used to keep the groups smaller for more direct involvement in the activities. Google-based Jamboard was used to collect concerns and solutions about the trail and color-coded based on the topic. Any additional observations brought up were also collected. Each participant was asked what they were most concerned about with duplicated responses tallied using squares over each topic.



Jamboard example

Stakeholder Meeting 1: Adjacent Landowners and Operators

Stakeholder meeting #1 was held virtually via Zoom on June 10th 2021, with a total of 20+ participants -- which included landowners, growers, operators, members of the Agricultural Advisory Committee and staff from the cities of Santa Maria and Guadalupe. A brief presentation reviewed the goals of the Santa Maria River Levee Trail Study, discussed the project's background, schedule, and next steps. The main exercise of the meeting was a breakout room session to discuss general opinions, concerns, and opportunities along the Santa Maria Levee River Trail. Participants were divided into three breakout room sessions and asked about the current conditions of the trail and commentary on the proposed trail.

Many of the top concerns included:

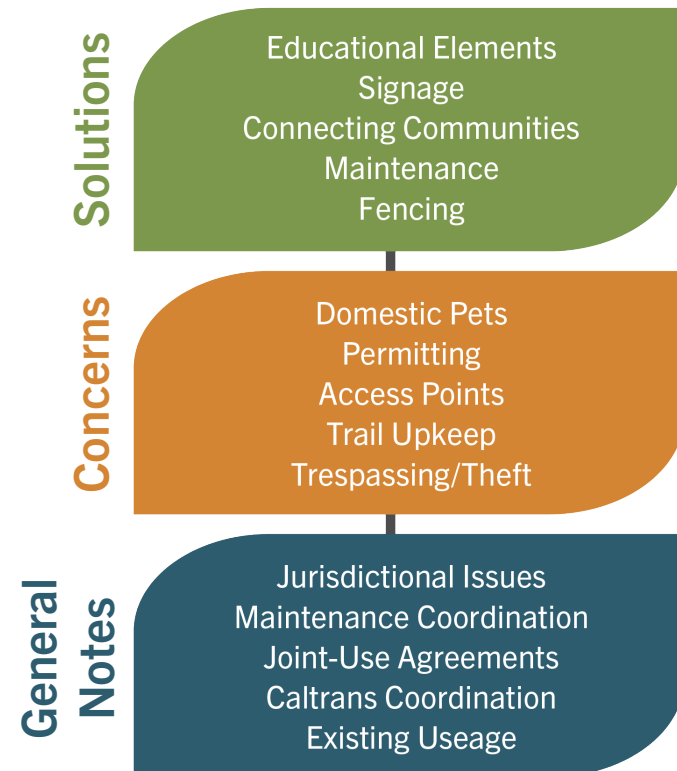


Stakeholder #1 Meeting Top 10 Concerns

Stakeholder Meeting 2: Agencies and Advocates

Stakeholder meeting #2 was held virtually via Zoom on July 29th, 2021, and a total of 10 stakeholders participated in the meeting. Stakeholders participating in this meeting included, cities of Santa Maria and Guadalupe, Caltrans, Santa Barbara Bicycle Coalition, CAUSE, SBCAG, County of Santa Barbara, and the Agricultural Commissioner. The meeting reviewed the goals of the Santa Maria River Levee Trail Study, discussed the project's background, schedule, and next steps. The main exercise of the meeting was a breakout room session to discuss general opinions, concerns, and opportunities along the Santa Maria River Levee Trail. Participants were divided into three breakout room sessions and asked about the current conditions of the trail and commentary on the proposed trail.

Many of the top concerns included:



Stakeholder #2 Respondents Feedback

3.5 COMMUNITY OUTREACH EVENTS

As the project progressed, in-person events began to be scheduled and it was determined that participating in scheduled events would be the best approach to engage the community. Events were coordinated with the County and cities of Santa Maria and Guadalupe for participation and logistics. These events were planned to be held as quickly as possible in case other COVID-19 restrictions were to be recommended as Fall approached. Each event was structured with the same activities and provided a blank Jamboard for participants to interact with similar to the stakeholder meetings. For the Downtown Friday event, a raffle for school supplies and two backpacks were provided to garner participation. In addition, the project team collaborated with the County's Climate Action team representative to support community input and encourage survey and activity participation. Spanish translation was provided at each event and Spanish-translated surveys were also available for participants.

The events selected all occurred between August 25-27, 2021.

- » City of Santa Maria Farmers Market, Aug. 25, Downtown Santa Maria between 12-4pm
- » City of Guadalupe Food Distribution, Aug. 26, Bonita Center between 12-2pm
- » City of Santa Maria Downtown Fridays, Aug. 27, Downtown Santa Maria between 5-9pm

Farmers Market

Upon approval of in-person events, the team conducted its first outreach event which was held at the Santa Maria Farmers Market in Downtown Santa Maria. This weekly event draws a steady crowd throughout the day. A booth was set up and with flyers, maps, and comment boards to gather input from participants. English and Spanish translation was provided. Over 20 people provided input throughout the day. Incentives were also provided such as reflective bracelets and mini bicycle lights.



Consultant team at the Farmer's Market Booth

Guadalupe Distribution Event

The second event took place the next day at the Guadalupe Food Distribution event at the Bonita Center. Bilingual surveys, maps, and comment boards were on hand to gather input from participants. Residents from the community attended and voiced their support of a trail to connect to Santa Maria. Representatives from the Recreational Master Plan team were also present to gather input for their project. The two outreach teams worked together to gather input for both County efforts.

Downtown Fridays

This final in-person event for the summer took place at the popular Santa Maria Downtown Fridays, at the same location as the Farmers Market. This event was very well attended with surveys and map comments

being completed for the entire duration of the event. Over 60 participants completed surveys and provided map comments. Giveaways such as reflective bands and mini bicycle lights were provided to incentivize participation. A raffle was also conducted to incentivize survey participation which proved to be very popular for the event attendees. The raffle proved the most effective way to garner survey participation. The Recreation Master Plan team and Santa Maria River Levee Trail team once again coordinated efforts to gather input for both projects.



Consultant team's booth at the distribution event in Guadalupe



Downtown Fridays set up



Booth at the event



Team member handing out giveaways

CAUSE Signatures

During July 2021, three members of CAUSE's Santa Maria Youth Committee spent four days of their summer break canvassing the Santa Maria River Levee Riverbed trail for signatures in support of formally expanding the existing trail to Guadalupe. Heading out for two hours each evening, they walked the riverbed levee trail itself, speaking with locals about the project, ways they could get involved, and asking them to sign the petition. Further, the youth went door to door in surrounding neighborhoods in northern Santa Maria near Taylor Elementary, Tommie Kunst Jr. High, and Preisker Park to inform those living closest to the riverbed about the project. The community overwhelmingly showed support and excitement for the expansion proposal, with the physical petition garnering over 140 signatures with only four evenings of canvassing.

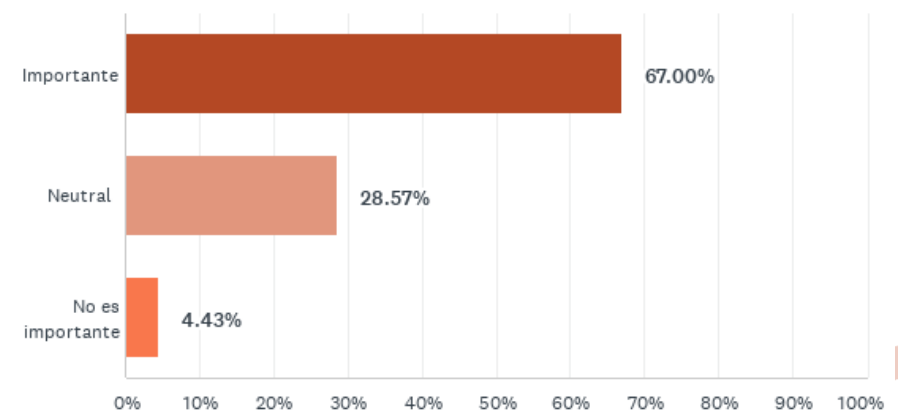


CAUSE's Santa Maria Youth Committee

Promotores

For this study, the county brought on Promotores for additional outreach by engaging the Spanish-speaking community in Santa Maria and Guadalupe. The Promotores team handed out surveys and talked with community members on 12 occasions in neighborhoods, swap meets, parks, and the riverbed. With their ongoing efforts, the team collected over 200 surveys resulting in 67% of people saying that the connection between Santa Maria and Guadalupe via the levee trail is important.

According to the survey results, 64% survey respondents use the existing levee trail in some capacity and the only thing keeping them from using it is safety concerns. However, 70% said that they would use the Levee Trail and cited safety and security measures along with maintenance and cleanliness as their top priorities. Furthermore, respondents mentioned that if the trail extended along the levee that they would utilize it most for walking/running (68%) and biking (36%). Users see recreation and healthy communities as the primary benefit.



Results: How important is it to have a connected trail between Santa Maria and Guadalupe?

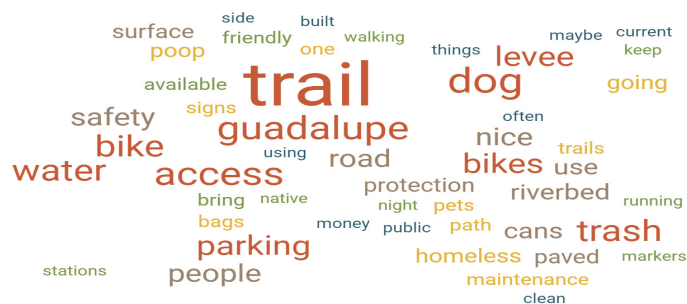
3.6 COMMUNITY SURVEY

A total of 336 people completed the online and in-person surveys. The results were analyzed and helped to provide an understanding of the communities' desires, priorities, and uses. The survey also provided the Project Team with a current view of the communities' opinions, concerns, and desires for the future of the Santa Maria River Levee Trail.

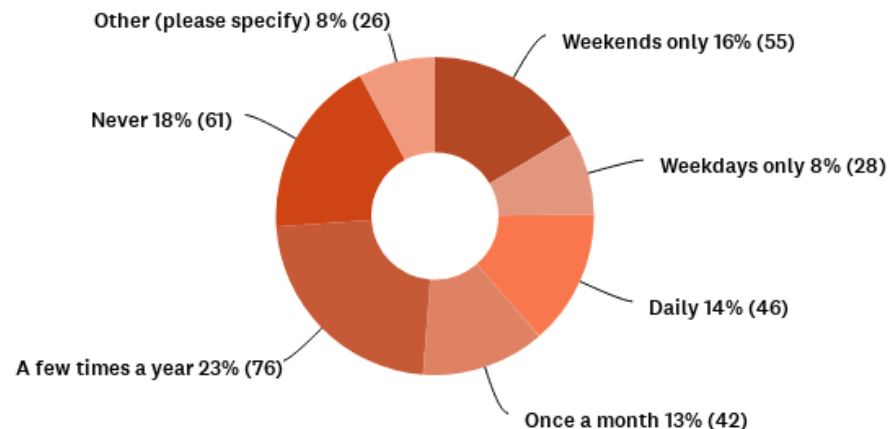
According to the survey results, 68% survey respondents use the existing levee trail in some capacity and the only think keeping them from using it is safety concerns. However, 77% said that they would use the Levee Trail and cited safety and security measures along with maintenance and cleanliness as their top priorities. Furthermore, respondents mentioned that if the trail extended along the levee that they would utilize it most for biking (71%) and walking/running (67%). The results also showed that the connection the SMRLT provides is 56% very important and 26% important, and users see recreation and healthy communities as the primary benefit.

The survey results from the Promatores survey and community survey concluded with almost identical results. From these results, conclusions were made for recommendations in Chapter 4. One of the main conclusions we can draw is that this path will be utilized for recreation and bicycling, which emphasizes the need for a pathway connecting Guadalupe and Santa Maria along the levee.

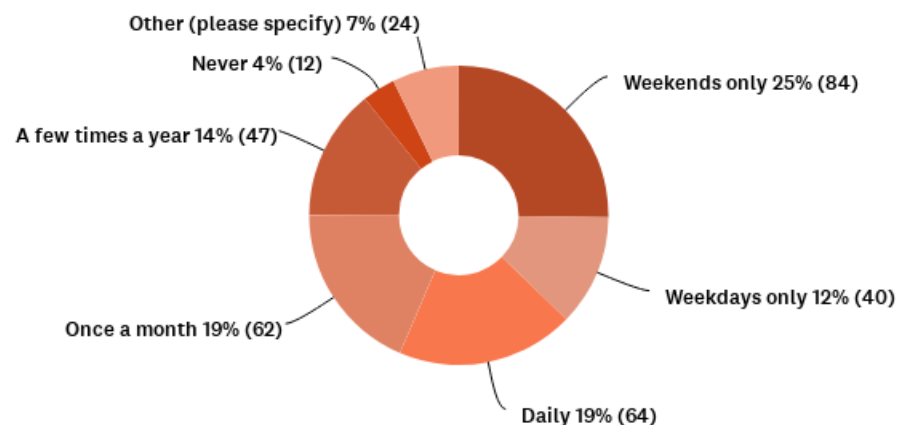
Note: For some questions that allow multiple answers, the total number of answer choices selected for a question can be greater than the number of respondents that answered the question. This can cause the total response percentages to exceed 100 percent. Full results can be found in the appendix of this report.



Wordcloud from respondents benefits gained if trail approved and developed



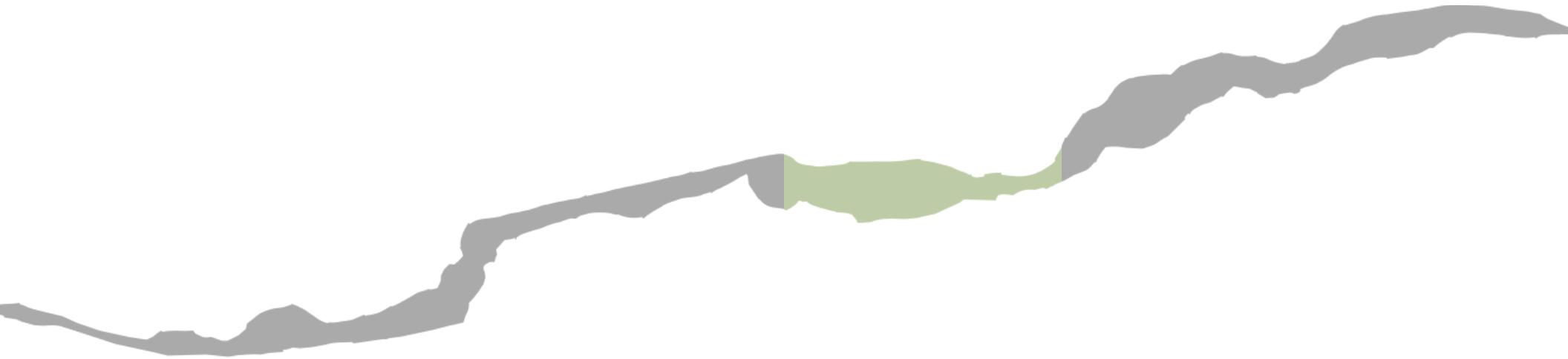
Results: How often do you currently use the existing Santa Maria River Levee Trail?



Results: How often do you think you would use the extended Santa Maria River Levee Trail, if it were approved and developed?

04

Planning & Implementation Constraints & Considerations



4.1 PERMITTING

The agency responsible for constructing the proposed trail will be required to obtain all necessary permits and environmental clearance prior to beginning any work on the levee. Permits are typically required at the state, local, and federal level for similar trails. The study team conducted a preliminary review of which permits may be required for the implementation of the trail; however, the permitting agencies will ultimately dictate which permits are actually required.

Local

The proposed trail will not require any planning permits pursuant to the County's Land Use and Development Code (LUDC), Section 35.10.040.G, which states that the LUDC does not apply to development in the inland areas by the County or any district of which the Board of Supervisors is the governing body. Building and grading permits are also not typically required for County projects. The lead agency may be responsible for obtaining Temporary Entry Permits (TEPs) to access privately owned land for survey and biological study work. The list of potential local-level permits is summarized below:

- » Temporary Entry Permits (County)

State

Since the trail is considered a project according to the California Environmental Quality Act (CEQA), and it is not exempt (Statutorily or Categorically), it will require some level of environmental review. Currently, after only completing preliminary desktop reviews of the project site, the anticipated level of CEQA review is an Initial Study-Mitigated Negative Declaration (IS-MND). If potentially significant and unavoidable impacts are identified in the Initial Study, preparation of an Environmental Impact Report would be required. See Section "4.7 Environmental Review Process" at the end of the chapter.

I. California Department of Fish and Wildlife

Fish and Game Code section 1602 requires notifying the California De-

partment of Fish and Wildlife (CDFW) prior to beginning any activity that may impact the natural flow, or bed, channel, or bank of any river, stream, or lake. The Santa Maria River qualifies as "any river, stream, or lake," therefore the CDFW may require a Lake and Streambed Alteration Agreement (LSA) for any under-crossings, impacts to vegetation, or any project-related impacts to the bed and banks adjacent to the Santa Maria River. Additionally, any project-related impacts to the bed and banks of the Santa Maria River may require a LSA.

Trail design elements like fencing and lighting may also need to be analyzed for potential impacts to biological communities and wildlife movement. Fencing, for instance, could impact wildlife corridors as the levee may be used by wildlife for seasonal or daily migration. Depending on the presence of wildlife in the area, fencing design may need to incorporate elements that provide for wildlife movement and avoid habitat fragmentation.

Bird species have the potential to nest within the study site and may be protected during their nesting periods under the provisions of the Federal Migratory Bird Treaty Act (MBTA) and Fish and Game Code Sections 3503 and 3503.5. Avoidance, minimization, and mitigation measures may be required in the environmental document to avoid and minimize potential project-related impacts to nesting birds pursuant to the MBTA and Fish and Game Sections 3503 and 3503.5. Specific avoidance and minimization measures for nesting birds would be detailed in the environmental document.

II. California Regional Water Quality Control Board

The California Regional Water Quality Control Board (RWQCB), Central Coast Region, requires projects which disturb one (1) or more acres of soil to obtain coverage under the General Permit for Discharges of the Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to these permit requirements includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore line, grade, or capacity of a facility.

The California RWQCB, Central Coast Region, adopted Resolution R3-2013-0032, Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast. Therefore, development projects that create or replace 2,500 square feet or more of impervious surface must incorporate specified measures to reduce runoff. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP will include best management practices and a monitoring program.

III. U.S. Environmental Protection Agency (EPA)

Section 303(d) of the Clean Water Act authorizes the U.S. Environmental Protection Agency (EPA) to develop Total Maximum Daily Loads (TMDLs) for impaired waterbodies. A TMDL establishes the maximum amount of a pollutant allowed in a waterbody and serves as the starting point or planning tool for restoring water quality. The EPA lists the Santa Maria River as an impaired waterbody under section 303(d). The Santa Maria River was reported as an impaired waterbody in 2016 for every designated use with the exception of Non-Contact Water Recreation. The causes of impairment include elevated levels of nitrate, chlorpyrifos, fecal coliform, dieldrin, diazinon, endrin, DDT, DDD, DDE, toxaphane, chloride, sodium, E. Coli, turbidity, toxicity, cypermethrin, and malathion.

The list of potential State-level permits is summarized below:

- » IS-MND (CEQA) including potential mitigations pursuant to the MBTA and Fish and Game sections 3503 and 3503.5
- » LSA Agreement (CDFW)
- » Construction General Permit (RWQCB) and preparation of a SWPPP

Federal

I. U.S. Army Corps of Engineers (USACE)

All required permits and agreements must be obtained from the U.S. Army Corps of Engineers (USACE) prior to any construction along the levee. The USACE constructed and retains jurisdiction of the levee as described in Chapter 1. Therefore, the lead agency will be required to

obtain a Letter of Permission (LOP) from the USACE. LOPs are individual permits issued through an abbreviated process which includes coordination with Federal and State Fish and Wildlife agencies, a public interest evaluation, but no publishing of an individual notice.

The USACE may require a section 404 permit if the top of the levee is to be resurfaced or if design elements such as fencing or lighting are included. Section 404 of the Clean Water Act requires authorization from the Secretary of the Army, acting through the USACE, for the discharge of dredged or fill materials into all waters of the United States, including wetlands. However, a section 404 permit will not be required if the project avoids fill or excavation within the Waters of the United States, defined within the Ordinary High-Water Mark (OHWM). At this point, it is not anticipated that any project-related construction work will occur within the Santa Maria River, therefore OHWM and Section 401 Water Quality Certification will not be required from the RWQCB.

After a preliminary desktop review of the study site, there does not appear to be any blue line creeks or mapped wetlands within the study site. However, if wetlands or blue line creeks are discovered during subsequent site visits, the lead agency will be responsible for providing a geographical Jurisdictional Determination (JD) of the project area to determine if wetlands or other waters are present, and if the USACE regulates them. If wetlands are discovered, the project will need to comply with Executive Order 11990, Protection of Wetlands, which requires minimization of the destruction, loss or degradation of wetlands, and encourages the preservation and enhancement of their natural and beneficial values. Potential avoidance and minimization measures may include limiting staging to areas outside of the riverbed and excluding any development or access to wetland or waterfilled areas, disposing of all alluvial material off-site, pre-construction surveys, temporary exclusion fencing during construction, and timing construction to dry seasons.

The USACE must grant permission, via a Section 408 Permit, for the occupation or use of a USACE civil works project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project. Section 408 permits can be a lengthy and time-consuming process. The applicant for the trail will be required to provide technical analysis and design documentation, operation and maintenance information, real estate documentation, and environmental compliance prior to the USACE granting permission. When reviewing the Section 408 permit, the USACE will assess whether the trail will restrict the flow in the river. The USACE hydraulics department reviews plans to determine impacts to the river. The USACE will also check if the trail has any impacts to Federally-endangered southern steelhead or their designated critical habitat. The USACE requires applicants to provide a federally issued Categorical Exclusion (CE) pursuant to the National Environmental Protection Act (NEPA). Recreational Trails are one of the project types listed on the USACE, Los Angeles District, application for Section 408 permission. The initial list of potential state-level permits is summarized below:

- » LOP (USACE)
- » Section 408 Permit (USACE)
- » CE (NEPA)

4.2 MAINTENANCE (JOINT USE AGREEMENT)

Finding an adequate Licensor for Flood Control presents a challenge for the proposed multi-purpose trail. The Licensor must be willing to accept and implement the terms and conditions of a similar agreement as the City of Santa Maria's. A potential challenge with the proposed trail is that it is outside of the incorporated boundaries of Guadalupe and Santa Maria and is within the unincorporated area of Santa Barbara County. The Santa Maria Riverbed, however, contains both privately owned parcels and land owned by the counties of San Luis Obispo and Santa Barbara. The proposed trail is also more than twice as long as the Tom Urbanske multi-purpose trail (6.7 miles vs. 3.2 miles) and is unreinforced, therefore the costs to construct, operate, and maintain the trail are expected to be higher. A Licensor has not been identified for the proposed trail at this time. Several stakeholders suggested a collaborative approach, where the County of Santa Barbara, Santa Maria, Guadalupe, County of San Luis Obispo and local advocacy groups partner together to take on the Licensor's responsibilities for the trail. A collaborative approach for the funding, construction, operation, and maintenance of the trail could also make sense considering the trail is within the unincorporated areas of Santa Barbara County but most of the users of the trail are likely to be residents and visitors in cities of Santa Maria and Guadalupe.

Table 4-1 describes some of the expected terms and conditions of a future license agreement for the trail with potential agencies who may help take responsibility. Table 4-1 is a preliminary list and not an exhaustive list of conditions. Terms of the agreement will ultimately be dictated by Flood Control and the chosen design for the trail.

TABLE 4-1: Roles and Responsibilities

POTENTIAL TERMS AND CONDITIONS	POTENTIAL RESPONSIBLE PARTIES
Liability for any damage or removal of any fences, gates, asphalt or concrete paving, landscaping, or other which may be placed, installed, repaired, or constructed as part of the Trail	County Parks, County Public Works, Santa Maria, Guadalupe
Indemnification from any and all loss, liability, expense, claims, costs, suits, and damages, including attorney fees	County of Santa Barbara
Maintaining property in a clean, safe, and presentable condition free from graffiti, waste, litter, dog feces, any human excrement, and other items resulting from public access to the property. "Litter" shall include, but not limited to, paper, garbage, refuse, building materials, trimmings, and other items that detract from the neat and tidy appearance of the property	County Parks, Santa Maria, Guadalupe, or follow the Adopt-A-Highway model and partner with local non-profits such as SB Trails Council, SBBike, Rancho, Los Amigos De Guadalupe, Guadalupe-Nipomo Dunes Center
Keeping the trail free from weeds and other vegetation, and to abate weeds to local fire district standards	County Parks, Santa Maria, Guadalupe, or follow the Adopt-A-Highway model and partner with local non-profits such as SB Trails Council, SBBike, Rancho, Los Amigos De Guadalupe, Guadalupe-Nipomo Dunes Center
Obtain all required permits and environmental clearances for construction of the trail, including USACE permits	County Public Works, County Parks
Design, construct and maintain all facilities to provide continuous unobstructed vehicle access, at access points, which is 16' wide. Primary use of the trail will include vehicles with weights up to and in excess of sixteen-ton axle loads. Agree to assume all responsibility for the repair and maintenance of any damage that may be caused by the use of Flood vehicles	County Parks, County Public Works, Santa Maria, Guadalupe
Install barricades as necessary to prevent unauthorized access by motor-driven vehicles and shall post signs at points of entry to the path that such vehicles are prohibited install barricades as necessary to prevent unauthorized access by motor-driven vehicles and shall post signs at points of entry to the path that such vehicles are prohibited	County Parks, County Public Works, Santa Maria, Guadalupe
Provide patrol service as necessary to prevent unauthorized use of the trail and protect the safety of the users of the trail.	SB County Sheriff, SLO County Sheriff, Santa Maria Police Department
Responsibility for maintaining the surface of the trail at all times including after maintenance or other activities which make the surface of the trail hazardous or undesirable for use by the public	County Parks, County Public Works, Santa Maria, Guadalupe
Maintain signs and install appropriate informational and warning signs	County Parks, Santa Maria, Guadalupe, or follow the Adopt-A-Highway model and partner with local non-profits such as SB Trails Council, SBBike, Rancho, Los Amigos De Guadalupe, Guadalupe-Nipomo Dunes Center
Maintain any fencing or barricades	County Parks, County Public Works, Santa Maria, Guadalupe

4.3 CONNECTIONS TO GUADALUPE

The proposed trail has advantages when it comes to alignment and right-of-way. Unlike the Guadalupe to the Beach segment, which was analyzed in a separate feasibility study (see Section 1.2), the alignment and right-of-way for the majority of the proposed trail already exists along the top of the levee, where the County of Santa Barbara Flood Control owns and maintains the facility in fee from the USACE.

Where the alignment becomes less clear is at the western terminus of the trail. The study team analyzed two alternatives for connecting the proposed trail to the City of Guadalupe, shown in Figure 4-1.

Alternative 1

Under Alternative 1, the levee trail ends approximately 1,000 feet east of the Union Pacific Railroad (UPR) tracks and connects to Peralta Street via an easement. There are a few challenges with Alternative 1. The first challenge is that Flood Control only has an access easement and not fee ownership of the privately-owned properties between the levee and Peralta Street. Additionally, the existing easement over APNs 115-020-014 and 115-020-018 are for flood control purposes only and not for recreational use. Furthermore, Alternative 1 has potential technical feasibility concerns with incorporating the grouted rock levee spillway adjacent to UPR as part of the trail. Therefore, the trail operator will be required to negotiate a separate easement for access with the owners to make Alternative 1 feasible. The study team has not discussed the possibility of a new easement with the private property owners at this time.

Alternative 2

Alternative 2 bypasses the access easement to Peralta Street and continues west along the levee. Under this alignment the proposed trail crosses under the UPR tracks and continues to the east side of Highway 1. The trail then deviates south from the levee along a portion of County fee-owned area of the relinquished Caltrans right-of-way east of Highway 1 before connecting to 12th Street in the City of Guadalupe.

A challenge with Alternative 2 is that there is no existing legal access across the UPR tracks. Therefore, permits and authorizations from UPR and the California Public Utilities Commission (CPUC) are required for the undercrossing. The CPUC, Rail Crossings and Engineering Branch, evaluates requests to construct new rail crossings to ensure that rail crossings are safely designed, constructed, and maintained. An undercrossing that's below the top of the levee embankment may also trigger additional environmental permits as well.

Another challenge with Alternative 2 is that it would require resurfacing a portion of the levee directly east of the UPR tracks that is protected with concrete and gunite and is currently not passable by bike or on foot. Resurfacing this section of the levee would be challenging as the gunite surface serves as a spillway for the levee so this section of the trail would require input and approvals from both Flood Control and the USACE. Undercrossings are also challenging from an operational standpoint because small and moderate storm events have the potential to trigger the closure of the trail due to the lower elevations. This can increase the maintenance costs for the trail operator.

The study team suggests Alternative 1 as the preferred connection to Guadalupe as it avoids potential permit requirements and right-of-way negotiations with UPR and Caltrans.



FIGURE 4-1: Alternative Connections

4.4 BONITA SCHOOL ROAD CROSSING

This study previously discussed the challenges and constraints associated with the proposed trail near the western terminus to the City of Guadalupe. The Bonita School Road crossing is another location that requires additional analysis. Bonita School Road is the only public road that intersects the proposed trail. The levee currently crosses Bonita School Road at-grade. Bonita School Road is a high-speed (55 MPH) arterial road that provides critical access between the counties of San Luis Obispo and Santa Barbara. The roadway carries a high volume of agriculture machinery, trucks, and commuter traffic. The levee crossing is uncontrolled which would present safety concerns for pedestrians and cyclists using the future trail.

The County plans to replace the existing Bonita School Road Bridge with a new 2,400 foot bridge that will span the entire width of the Santa Maria River between levees. Construction is slated to begin in 2024 and finish in 2026. The bridge is being replaced because the existing bridge is structurally deficient, lacks proper flood control, and is experiencing increased traffic volumes. The new bridge deck will incorporate complete streets measures, including 8 foot shoulders that will accommodate buffered Class II bike lanes in each direction and a separated 5 foot pedestrian pathway. The bridge will be designed to include a pre-cast box culvert to accommodate drainage and serve as an undercrossing for cyclists and pedestrians to bypass the at-grade crossing at Bonita School Road if a future trail is built. Public Works continues to progress the design of the bridge in preparation for the start of construction.



View of the trail from Bonita School Road

4.5 ACCESS

Emergency Access

Emergency access is a concern that came up during the outreach process. Emergency response times may be slower and access more limited to the proposed trail due to its rural setting. Potential trail users should exercise caution when using the trail, similar to hiking trails, as emergency response times are expected to be slower than in urban environments. The proposed trail is nearly 7 miles long and public access is limited to Bonita School Road.

The project team set up phone interviews with the Santa Barbara County Fire and Sheriff's Office to discuss the potential trail with first response personnel. The Sheriff's Office agreed that access to the trail will be challenging for law enforcement. The Sheriff's Office could patrol the trail by car, foot, quad, or helicopter. Each mode presents challenges, however, as not all Sheriff officers are trained and certified to use quads and the nearest helicopter is based in Santa Ynez. If fencing or barriers are installed, the Sheriff's Office will request additional emergency access points to the trail so there's redundancy. According to the Sheriff's Office, Bonita School Road would not be sufficient as the only access point to the trail if the rest of the trail is fenced. The Sheriff's Office currently responds to calls about trespassing in the study area because there's no public access to the area. The Sheriff's office was also concerned about the proposed hours for the trail. According to a Lieutenant, the County Sheriffs would have difficulty responding to

complaints about encampments along the levee trail if the trail is open 24 hours a day. If the trail is closed during certain hours, County Sheriff can respond to calls about loitering or encampments during the hours the trail is closed to the public.

County Fire did not think the proposed trail presented challenges for fire protection. The trail is not located in a high or very high fire hazard area that is prone to wildfires. County Fire and the Sheriff's Office both advised against building restrooms, hydration stations, or other amenities as they could unintentionally increase the presence of the unhoused along the trail and would present maintenance issues.

Legal Farm Access

Several property owners adjacent to the levee have existing legal access to cross the levee and access private property within the Santa Maria Riverbed. If fencing is installed as part of a future trail, the project team must work with the property owners and the Flood Control to identify all of the legal crossing locations depicted in Figure 1-7 and design the fencing so that it doesn't restrict or cut-off existing legal crossings. Additionally, crossings should also be designed to deter trespass onto farms or fields adjacent to the levee and be accessible to larger heavy equipment regularly used in the fields.

4.6 FARMING OPERATIONS & CONSIDERATIONS

Pesticide Management

The proposed trail is adjacent to active commercial farmland, which presents concerns for both growers and trail users. The top of the levee is within 60 feet of the edge of planting areas to the south and some segments of the levee are surrounded by farmland on both sides of the levee. Pesticide use is critical in agriculture for controlling pests, improving productivity, protecting from crop loss and yield reduction, vector disease control, and other important benefits.

The Santa Barbara County Agricultural Commissioner's Office is the local agency responsible for the permitting and enforcement around pesticide use. Growers are required to submit plans and requests of permission to the Agricultural Commissioner's Office and Flood Control prior to the application of certain fumigants adjacent to the levee. These fumigants, which are applied directly into the soil, can require legal noticing and closure of surrounding areas. This prevents access into designated agricultural buffer zone areas for set amounts of time to avoid hazardous exposure to humans and animals. Fumigation season generally occurs in the spring and fall depending on the variety of the crop.

Currently, growers along the levee must only request and notify Flood Control operations and maintenance staff about closing the levee during and after fumigant applications as public access is restricted. Growers will post notices onsite and Flood Control will then ensure their staff does not access the buffer zone areas. This process has been in place for decades and proven to be effective for both parties. Further research and discussions between growers, Flood Control, and the Agricultural Commissioner's office will be required in order to understand how opening the levee for public access will impact current pesticide management practice and legal requirements for growers. Notifying the public about trail closures, and enforcing such closures, will require more resources and staffing from growers, Flood Control, and the Agri-

cultural Commissioner's Office. These notices could include additional signage and information related to pesticide operations, closure hours clearly posted in both English and Spanish, or physical barriers to prevent access at certain times.

In addition to field fumigations, other pesticide applications made by air or ground rig are essential for growers. The impact of increased pedestrian traffic along the levee to growers' or pest control businesses' willingness to make pesticide applications should be considered.

Several successful case studies of multi-modal trails adjacent to agriculture are listed in section 5.1. However, there are also examples of trails impacting adjacent growers ability to cultivate crops, such as strawberries, due to public access and buffer zone requirements. In some cases, the opening of a trail within pesticide buffer zone areas led to increased violations and changes to the agricultural operations of the adjacent farmland.

Trespassing from Domestic Pets and Trail-users

Though the Tom Urbanske trail currently is open and access into farmland is relatively uncontrolled along the levee, an extension of the trail will promote additional use of this area, and access control should be considered in order to maintain health and food safety for the adjacent farmland and ensure continued farming viability. Intrusion into or contamination of a field can lead to repercussions for growers, including regulatory actions from food safety auditors and an inability to market their produce. A fence that prevents the intrusion of dogs and pets on the trail should be considered. This may also deter trespassing from trail users as well and may improve the current uncontrolled conditions. Signage at entrances along with signs posted periodically on fencing may help to further deter trail users from trespassing onto farmland. Certain types of fencing may also prevent trash that may accumulate on the trail from blowing into the farmland.

Access & Operations Across the Levee

Further considerations should be made to allow the growers and operators to continue their access across the levee where legal permission is in place. Additional outreach should be done with the adjacent growers and operators to understand current routes and use across the levee. As fencing and guardrails are practical measures for trespassing and access control, gates or openings may be needed in order to maintain operations. The fencing design should consider the amount of traffic and peak times of use of the levee by the growers to maintain access for agricultural operations and keep the trail users away from tractors and other heavy equipment. Further considerations should also be made such as how to manage mud and debris from the tractors, providing safety flashing lights, or other measures to provide successful access and operations along and across the levee.

Security and Patrolling Considerations

The project should consider security and patrolling procedures in order to prevent any criminal activities from occurring on or around the trail. These procedures may include sheriff patrol by vehicle or drones, curfews, fines, and other regulatory or punitive measures. Patrolling should also be done via cameras that may be used on or adjacent to the trail and may also include routine inspection and patrolling of nearby farmland and areas within the levee bed.

4.7 ENVIRONMENTAL REVIEW PROCESS

In accordance with the California Environmental Quality Act (CEQA) the study area will need to go through an environmental review process if it proceeds as a defined project. In most cases, the agency in charge of permitting the project, referred to as the “lead agency”, can conduct an initial study once the proposed action is determined to be a “project” under CEQA. The initial study will determine the impacts of the environmental review which is compiled into a document determining if there’s no adverse impact which would lead to a Negative Declaration (ND) in the category, or if there were some environmental impacts which would lead to a broader report with studies for the respective impact category.

These impact areas cover 18 categories ranging from aesthetics, air quality, biological resources, cultural resources, noise, recreation, traffic/transportation, and several others. The CEQA process allows public agencies, the public, and other entities to evaluate the project to understand the potential environmental impacts and develop mitigation measures if deemed necessary to reduce these impacts. Typically, a full environmental review is only required when the project could result in a significant adverse impact. If broader studies are required, the determination may conclude that a mitigated negative declaration (MND) is sufficient. An MND is a larger document than a ND as it includes written mitigation strategies for each impact and justification for why the strategy will reduce the impacts to a “less than significant” result. If biological resources are the reason for the mitigation, typically a biological resources technical study is completed to justify the findings and proposed mitigation.

Mitigation can include:

- » Avoiding the impact altogether by not taking a certain action or parts of an action
- » Minimizing impacts by limiting the degree or magnitude of the action and its implementation
- » Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment
- » Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- » Compensating for the impact by replacing or providing substitute resources or environments

If the initial study checklist results in findings of a “Potentially Significant Impact” for at least one of the Environmental Impact Report (EIR) sections, then the applicant will need to proceed with a full EIR. A full review of the environmental impacts for all reasonable alternatives to the project is a major difference between a MND and an EIR.



View of the trail looking at surrounding farmland

05

Potential Trail Design



5.1 CASE STUDIES

The Study team looked at several existing trails in the state to see what are successful models for trails with similar constraints, as well as the lessons learned from each project.

Bob Jones Trail, San Luis Obispo, CA

The Bob Jones Trail is a five-mile trail located in San Luis Obispo County. The trail begins near the Historic Octagon barn in southern San Luis Obispo and continues south between Ontario Road/Highway 101 eventually turning westerly and terminating at Avila Beach. The trail wanders along the San Luis Obispo Creek, eventually leading to the ocean, making this trail known as the City to the Sea Trail. This trail is used for walking, biking, running, and bird-watching year-round.¹

The Bob Jones Trail project began nearly two decades ago as an environmental protection project. The goals of the creation of this trail were to: (1) support conservation of San Luis Obispo Creek, its floodplain, and agricultural land; (2) provide safe access to the Trail for public enjoyment; and (3) protect the scenic views along Highway 101.

However, as an urban to rural trail, the City of San Luis Obispo ran into a few issues with the unhoused contaminating the creek. During the global pandemic, the City sought to clean up along the Bob Jones trail to prevent contamination of the creek that flows into the ocean at Avila

Beach. In October 2020 police, city rangers, and social workers monitored a clear-out along the trail. An event was hosted by the social workers two weeks prior to the clear-out where the unhoused could connect with additional services.²

Similarities to Santa Maria River Levee

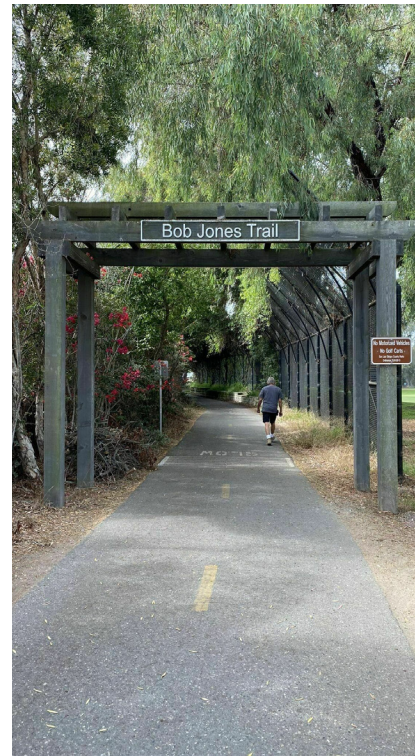
- » Central Coast;
- » Located along a river;
- » Connects two towns together.

Lessons Learned

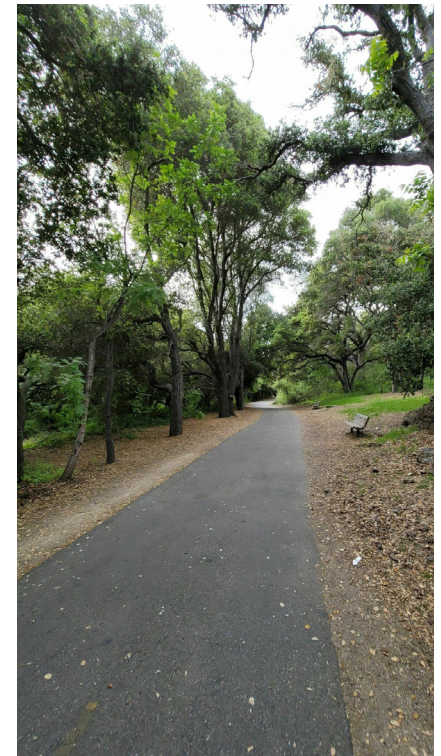
- » Enforcement may be needed;
- » Conservation along the creek/river.



View from trail



View from trail



View from trail

Two Rivers Trail, Phase 1. Sacramento, CA

The Two Rivers Trail is a 2.4-mile multi-use levee path by Sacramento State. The trail provides residents with a safe, convenient, and protected path into downtown Sacramento. The overall vision is to have the trail connect to the Sacramento River Parkway and create a continuous trail system along both sides of the Sacramento and American Rivers. In the effort of designing this trail, multiple design alternatives were analyzed, including levee top, levee toe, and an intermediate slope design. Due to restrictions imposed by flood protection agencies, the levee toe was identified as the preferred design. Over the portion of the levee that does not have a toe between the levee and high-water mark, a trail alternative alignment and configuration was developed in close cooperation with flood protection agencies to allow the trail on top of the levee in



New paved path on Two Rivers Trail



View from trail on levee ⁶

this segment. The materials used to create the path are decomposed granite and asphalt.

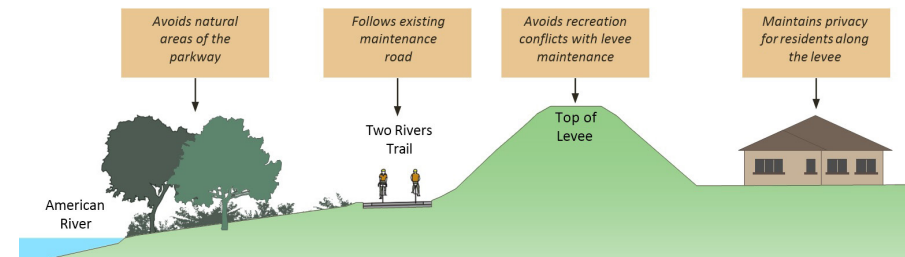
Opposition to this path came from residents whose main concern was that the Two Rivers Trail would provide a path into their neighborhood for the unhoused. However, the City has integrated concepts of crime prevention through environmental design (commonly abbreviated as CPTED). The enthusiastic usage of this reach will increase “eyes on the trail.” According to the National Recreation and Parks Association, and their parks and law enforcement staff, bike trails tend to reduce crime by cleaning up the landscape and attracting people who use the trail for recreation and transportation. ^{3, 4, 5}

Similarities to Santa Maria River Levee

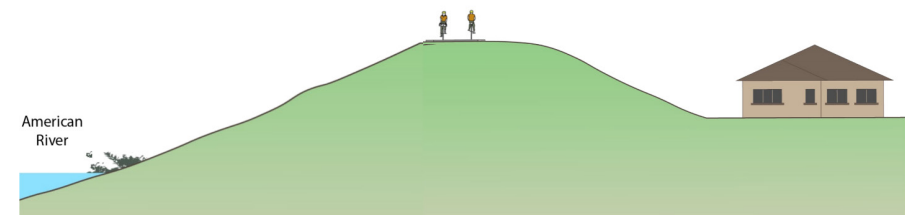
- » Connects two areas together;
- » Located on a Levee.

Lessons Learned

- » Close cooperation with Flood Control for trail placement and materials;
- » Find design through CPTED.



Levee toe design ⁷



Top of levee design ⁷

Agri-Tourism in the Sacramento Delta

The mission of the Sacramento River Delta Grown Agri-Tourism Association is to promote agricultural sustainability and profitability of local farmers in the Sacramento River Delta area through agri-tourism and agri-education by providing public access to local farms while enhancing the public's awareness of production agriculture and the enjoyment of the rural farming experience.^{8, 9, 10}

Objectives include:

- » Preservation of locally grown Delta agricultural production, natural resources, environmental ecosystems, and rural heritage
- » Increase agricultural literacy through on-site educational tours to include:
 - » Production agriculture (commercial and small farm) Delta environmental ecology;
 - » Agricultural and environmental history;
 - » Promote and advertise the marketing of Sacramento River Delta Grown products for the preservation of the Delta farming community and economy;
 - » Offer support to local Delta agricultural and environmental organizations through donations, service, and/or scholarships.



Farm tours

Similarities to Santa Maria River Levee

- » Agriculturally focused community;
- » Located near a body of water;
- » Desire to educate the public about the crops in their region.

Lessons Learned

- » Benefit from tourism through introducing trail users to the crops in their region, supporting the farm to table movement;
- » Approval from farmers;
- » Depending on the crops (agritourism and hay crops vs commercially-focused fresh produce), growers in this region may not be subjected to the same stringent food safety standards under the U.S. FDA's Food Safety Modernization Act (FSMA) and those along the Santa Maria River Levee Trail.



Apple picking at local farm



Sacramento Delta

San Pasqual Valley Agricultural Preserve Trail

The San Pasqual Valley Agricultural Preserve Trail is an 8.75-mile trail that wanders alongside agricultural land in Escondido, California. The trail starts at the San Pasqual Valley Staging Area and wanders through agricultural land for about 2.75 miles. Crops being produced in this region include asparagus, gourd, squash, and oranges. With its proximity to agricultural land, trail signage advises that you bear in mind that the trail is a result of the cooperation of the farmers and that under no circumstance you should leave the trail, interfere with farming operations, or take produce or equipment. A protocol for trail closure when an area near the trail is being sprayed with pesticides was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers.^{11, 12, 14} Throughout the trail's website and hand-outs, an important message is attached that states:



View from trail



Trail signage

"San Dieguito River Park trails and activities are limited to public lands and private lands whose owners have given written consent. Inclusion in the Park's Focused Planning Area in no way affects the property rights of the owner. Private property may not be entered without the owner's permission. Trespassers may be subject to prosecution."¹³

Similarities to Santa Maria River Levee

- » Surrounded by agricultural land;
- » User safety concerns and constraints when it comes to agricultural property.

Lessons Learned

- » Legislation;
- » Cooperation of farmers, written consent;
- » Trail closure during pesticide spraying;
- » Trail signs to warn of trespassing etc;
- » Depending on the sales and direct to consumer sales of a particular farm, the farm or product might not be covered under the US FDA FSMA Produce Safety Rule or could qualify for a qualified exemption.



View of agricultural land adjacent to trail¹⁵

Santa Ana River Trail

The Santa Ana River Trail is a 30-mile multi-use path that stretches from the Pacific Ocean in Huntington Beach to the Orange-Riverside County line. The trail traverses along the Santa Ana River and through many cities throughout Orange County passing landmarks like the Angels MLB team stadium. Since this trail passes through many urban environments, there have been issues with encampments and perceived safety due to the presence of people experiencing homelessness along the trail and within the riverbed. In 2018, a stretch of the trail from Santa Ana to Orange was occupied by encampments, limiting access to the trail. Due to this issue the trail was closed while Orange County cleaned up the area and placed the 700 unhoused people in motels and additional temporary housing. Prior to reopening the trail, the County fenced off encampment areas to help discourage this from happening. With the updated safety measures in place, the reopening of the trail brought many users back to recreate.



Bicyclist on the Santa Ana River Trail¹⁷

Similarities to Santa Maria River Levee

- » Located along a river and atop a levee.

Lessons Learned

- » Trail closure for cleanup;
- » Additional fencing used as safety measure.



View of Santa Ana River from Trail¹⁸



View of Angels Stadium in Anaheim¹⁹

5.2 AMENITIES TOOLKIT

Multi-purpose trails can come in many different designs. The Study team created an amenities toolkit to provide insights into the full spectrum of design treatments for the proposed trail. The intent of the study and the amenities toolkit is not to prescribe a specific trail design but to



factor some of the constraints and opportunities that were brought up during outreach into a menu of potential design treatments.

Each amenity discussed in this section has a menu of options listed below it that briefly highlight the longevity, ease of maintenance, aesthetics, and cost of that item. Based on the details of the options under each amenity, the study team determined which items are the suggested improvement for this study.

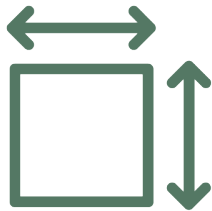
It is important to note that the costs listed in Section 5.4 represent the consultant's opinion of probable construction only costs based on current-day market figures at the time of this report. The costs should be further analyzed based on specific site locations, accurate material and item selection, and installation costs at the time of construction. Costs may be greatly affected by significant decreases in the availability of materials and subsequent increases in costs due to the COVID-19 economic impacts and material shortages. The cost estimates in Section 5.4 don't include permitting and environmental review, design, and on-going maintenance costs associated with the trail.

Description of Options

In an effort to guide meaningful discussion on what a future trail might look like, the study team made recommendations for two different options of trails, described below. However, a future trail design may incorporate elements from either option or the amenities toolkit.

Option 1 is a lower cost option with less amenities and improvements. This Option includes limited fencing, signage, and other improvements that were mentioned as important aspects of the trail design.

Option 2 is a higher cost option which may include a more formal surface treatment, additional placemaking features, overlooks or rest areas, furnishings, and additional improvements to the entries and staging areas.



SURFACE TREATMENTS

Surface treatments are the materials that make up the path for the trail system. The materials presented range in their accessibility for bicyclists and other wheeled devices. Materials such as decomposed granite (DG), make a great walking/running path but aren't always the best for cyclists and need frequent maintenance. Materials like asphalt, concrete, and permeable concrete have a longer life span with not as much maintenance and make a great surface for bikes. The levee is currently composed of unreinforced aggregate base.

Location: The location of the surface treatments are along the top of the levee embankment where bicyclists and pedestrians would travel. Surface treatments may also occur at access and staging areas, or other areas where amenities, furnishings, and signage are placed.

Suggested Improvements:

Option 1: Washed class 2 surface or DG surface for a more natural/rural aesthetic.

Option 2: Asphalt to allow for a wider range of bicycle, scooter, and other wheeled pedestrian transportation devices to be utilized.



Option 1



Option 2



AMENITY OPTIONS

Decomposed Granite (DG)

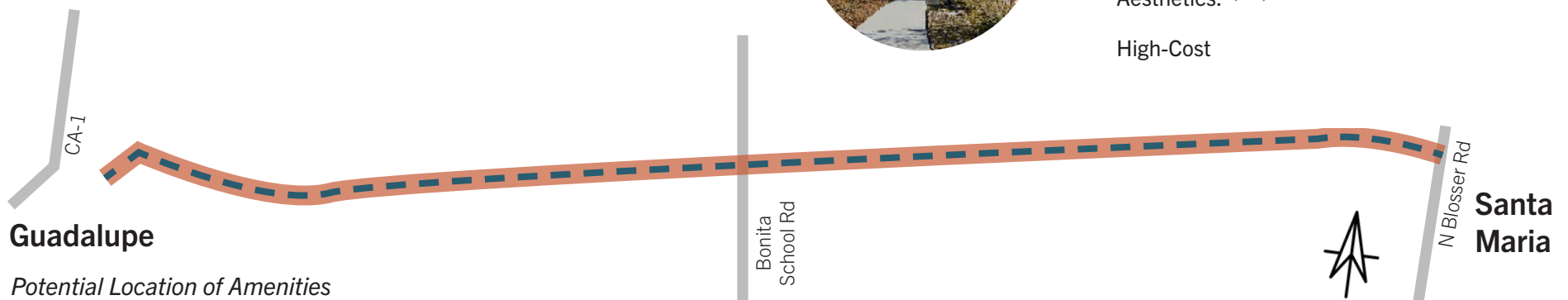
Longevity: ✓
Ease of Maintenance: ✓
Aesthetics: ✓✓
Low-Cost

Asphalt

Longevity: ✓✓
Ease of Maintenance: ✓✓
Aesthetics: ✓
Mid-Cost

Concrete

Longevity: ✓✓✓
Ease of Maintenance: ✓✓✓
Aesthetics: ✓✓
High-Cost



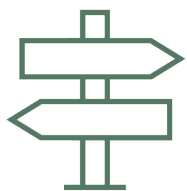
Guadalupe

Potential Location of Amenities

Bonita
School Rd

N Blosser Rd

Santa
Maria



SIGNAGE AND WAYFINDING

Signage and wayfinding options fall under three different price points: low, mid, and high. Under each option, the amenities for each are the same but fall within these prices due to the materials the items are made of. The amenities included in this category include mile markers, maps, educational signs, etc. An additional option for this category would be minimal improvements, where the trail would include very little or no signage and wayfinding.

Location: It is recommended that signage and wayfinding be found throughout the trail to ensure the safety and effectiveness of their intended purpose. The location of signage and wayfinding is to be placed in highly trafficked areas for users to understand their place throughout the trail. Mile markers, for example, are a great indicator for the trail user and for emergency services to understand their location along the trail. Additional signage such as no trespassing signs can be recommended.

Suggested Improvements:

Option 1: Minimal improvements such as only including mile markers and no trespassing signage.

Option 2: Low to mid-cost signage used at key locations along the trail. Explore natural and cultural items that are unique to the area such as; local farms, crops, natural river estuaries, upstream river ecology, bluffs/dunes, and other elements that are unique to the area and experience of the trail.

AMENITY OPTIONS

No Improvements

Low-Cost

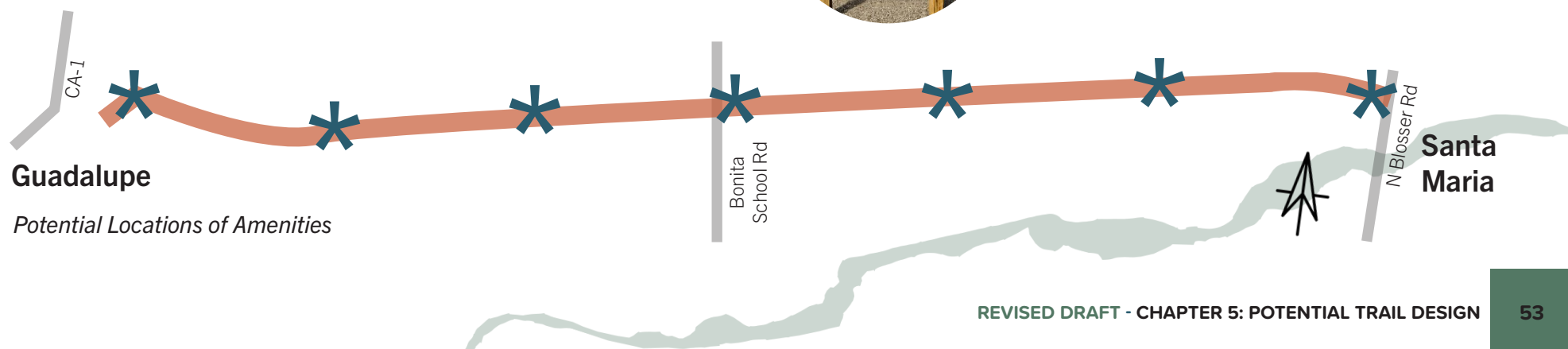
- Longevity: ✓
- Ease of Maintenance: ✓
- Aesthetics: ✓

Mid-Cost

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓

High-Cost

- Longevity: ✓✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓✓





GUARDRAIL

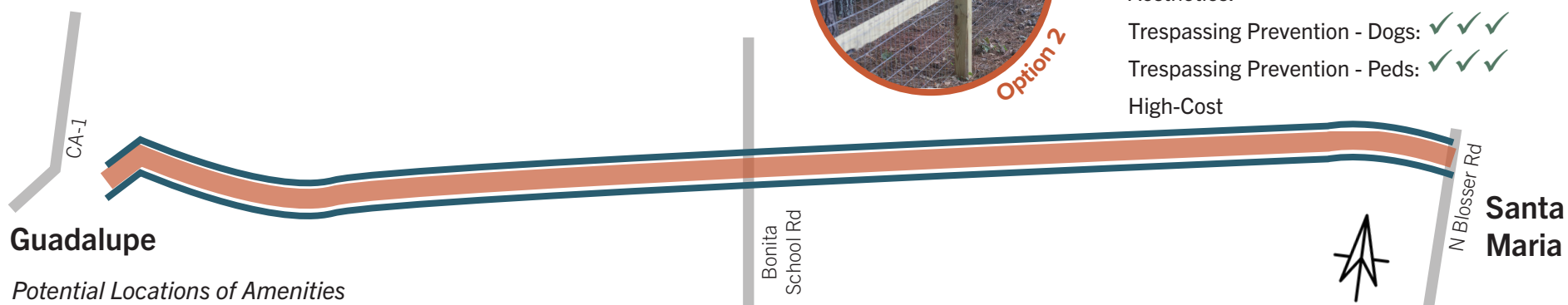
Guardrails for the Santa Maria River Levee Trail include a variety of options and price points. Due to the configuration of the trail, a guardrail may be considered along the top of the slope to deter pedestrians from going off the trail into the riverbed and into farmland. Within the different guardrail options listed, trespassing prevention is highlighted as it was listed as a main concern from the stakeholders interviewed for this project; however, as guardrails are typically lower in height which helps with views out to the landscape, the potential to fully prevent pedestrians from going over them is somewhat low and unless a hog wire mesh or a tighter spacing of split rails is used, they may not prevent dogs or animals from going into farmland. Additionally, guardrail must not inhibit Flood Control Operations and Maintenance staff from completing routine monitoring and upkeep of the levee. See the fencing section for additional suggestions to help prevent these further.

Location: Guardrails would be located on either side of the trail at the top of the slope.

Suggested Improvements:

Option 1: Minimal improvements and/or post and rope type guardrails at the top of slope of the trail.

Option 2: Framed hog wire fence.



AMENITY OPTIONS

Post & Rope

- Longevity: ✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓
- Trespassing Prevention - Dogs: ✓
- Trespassing Prevention - Peds: ✓✓
- Low-Cost



Option 1

Split Rail

- Longevity: ✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓
- Trespassing Prevention - Dogs: ✓
- Trespassing Prevention - Peds: ✓✓✓
- Mid-Cost

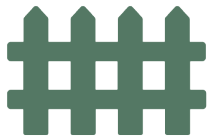


Framed Hog Wire

- Longevity: ✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓
- Trespassing Prevention - Dogs: ✓✓✓✓
- Trespassing Prevention - Peds: ✓✓✓✓
- High-Cost



Option 2



FENCING

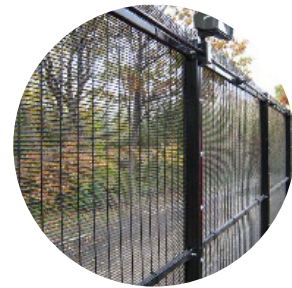
Fencing options for the Santa Maria River Levee Trail include a variety of options and price points. Each fencing type has different visibility into the surrounding areas, with some allowing the user to see through the fence/rail, and others blocking all views. Within the different fencing options listed, trespassing prevention is highlighted as it was listed as a main concern from the stakeholders interviewed for this project. Fencing could also impact Flood Control operations and will need to be discussed in more detail in consultation with Flood Control, the USACE, and biologists.

Location: Fencing for the trail is proposed on the south side of the trail, between the unpaved Flood Control access road and farmland. Fencing may also be considered on the north side of the levee where adjacent to farmland.

Suggested Improvements:

Option 1: Chain link fencing with optional vinyl paneling and no trespassing signs.

Option 2: No fencing is proposed as the hog wire guardrail should effectively deter most trail users from leaving the top of the levee embankment.



AMENITY OPTIONS

No Improvements

Chain Link

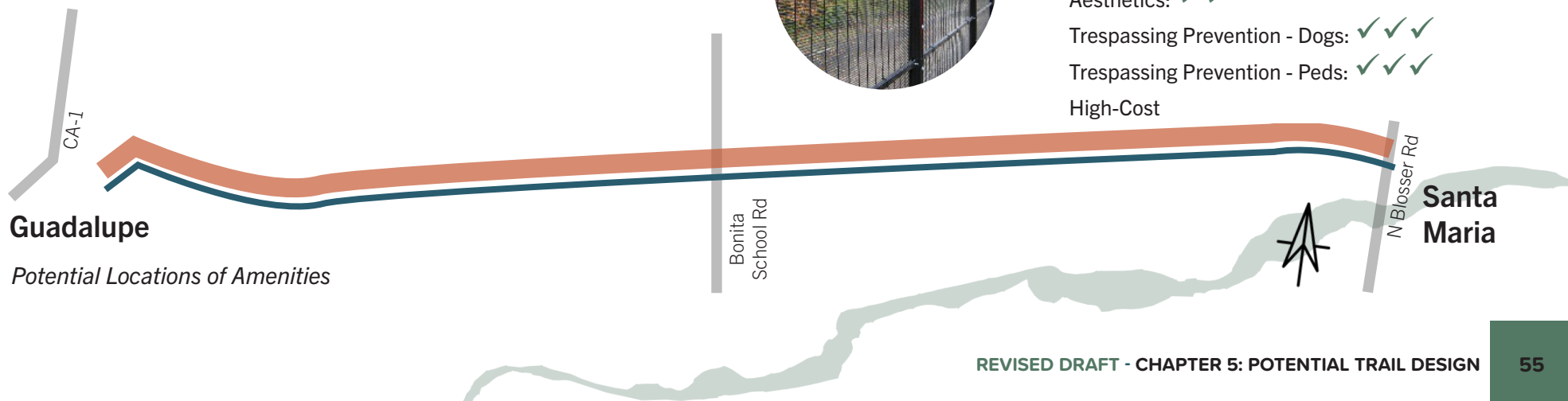
- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓
- Trespassing Prevention - Dogs: ✓✓
- Trespassing Prevention - Peds: ✓✓
- Low-Cost

Framed Hog Wire

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓
- Trespassing Prevention - Dogs: ✓✓
- Trespassing Prevention - Peds: ✓✓
- Mid-Cost

Welded Wire

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓
- Trespassing Prevention - Dogs: ✓✓✓
- Trespassing Prevention - Peds: ✓✓✓
- High-Cost





FURNISHINGS

Furnishing options fall under three different price points: low, mid, and high. Under each option, the amenities for each are the same but range in design treatments, quality of materials, and design. As such, the ranking implies a higher cost item which typically results in a higher-performing furnishing item versus a lower cost item that may have lower performance standards. Benches should be designed to deter overnight stays. The amenities included in the furnishing category include the following assumptions for each category:

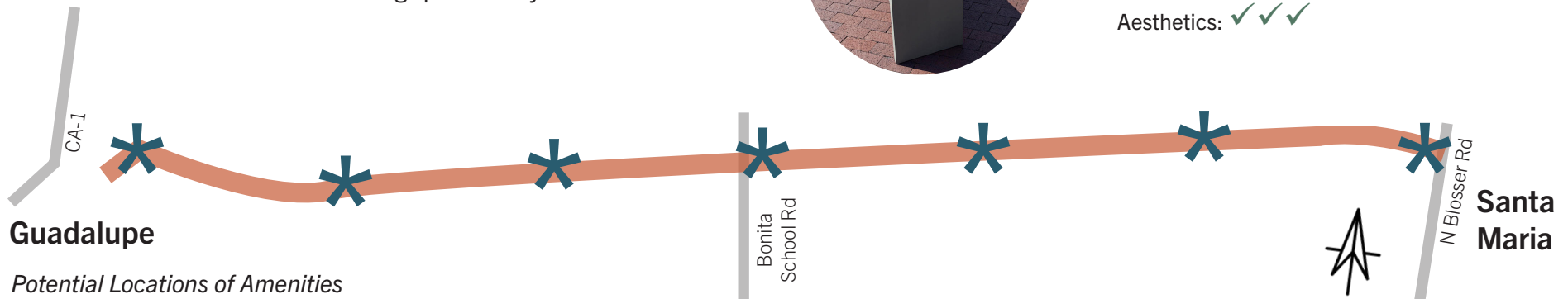
- » Low-cost: Inexpensive to moderately cost benches and trash receptacles
- » Mid-cost: Moderately cost benches, trash receptacles, dog waste stations
- » High-cost: Moderate to high-cost benches, trash receptacles, dog waste stations, bike storage

Location: Site furnishings may be placed throughout the trail at areas where vista points, rest stations, or other significant locations along the trail as deemed necessary. The staging areas/entry nodes may include these items see the staging areas/entry nodes section for more information.

Suggested Improvements:

Option 1: Minimal improvements.

Option 2: Mid to high-cost level furnishings at the Guadalupe or Santa Maria staging areas/entry nodes with low to mid-cost furnishings at the Bonita School crossing staging/rest point may also be considered. Throughout the trail consider low to mid-cost furnishings periodically for overlook areas.



AMENITY OPTIONS

Minimal Improvements

Low-Cost

- Longevity: ✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓



Mid-Cost

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓



High-Cost

- Longevity: ✓✓✓
- Ease of Maintenance: ✓
- Aesthetics: ✓✓✓





RESTROOM

A restroom facility may be considered for trail users considering the length of the trail and lack of current facilities at either end of the current trail alignment. Restroom facilities may encourage proper use of facilities, mitigating the concern of users having to venture off of the trail to find other options. A restroom facility may range from a low-cost, low infrastructure solution such as a porta potty to a custom-built restroom facility. Porta-potty costs may depend on the costs to rent enough units to accommodate trail users. Maintenance, location, and proximity to adjacent properties should be considered upon further exploration of a restroom facility.

Location: A restroom facility may be most appropriate at the staging areas of the trail at the Santa Maria and/or Guadalupe connection points. Additionally, one may be considered at the midpoint of the trail near the Bonita School Road crossing.

Suggested Improvements:

Option 1: No improvements.

Option 2: Low-cost restroom at a location to be further determined.



AMENITY OPTIONS

No Improvements

Low-Cost

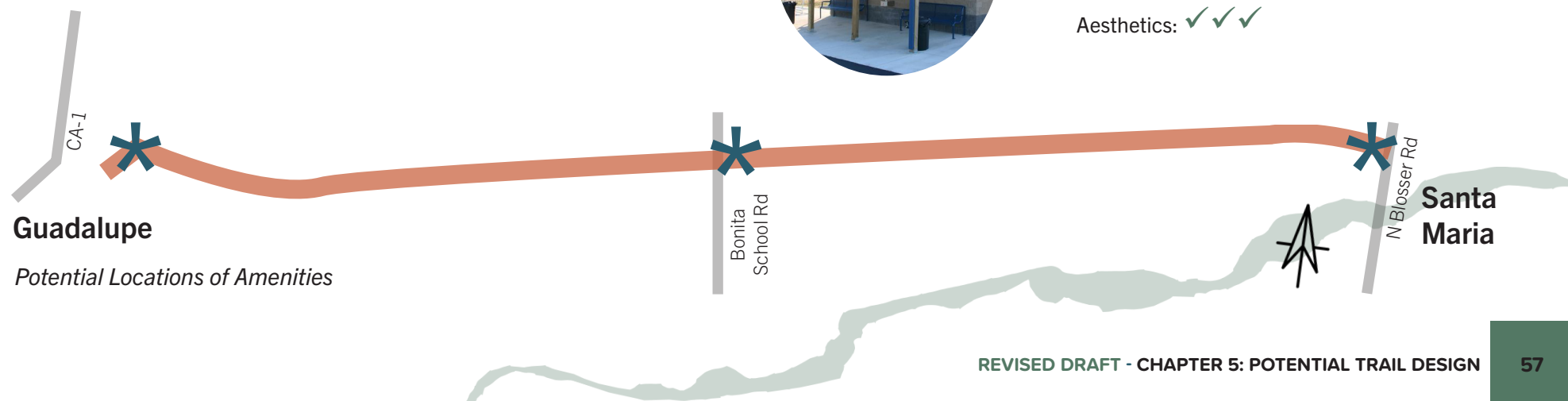
- Longevity: ✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓

Mid-Cost

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓

High-Cost

- Longevity: ✓✓✓
- Ease of Maintenance: ✓
- Aesthetics: ✓✓✓





STAGING AREAS/ ENTRY NODES

Staging areas and entry nodes options fall under three different price points: low, mid, and high. Under each option, the amenities for each are the same but fall within these price ranges. Amenities at staging areas/entry nodes typically include kiosks, maps, trailheads, and parking. Probable costs for these items include the assumed treatments for each cost tier:

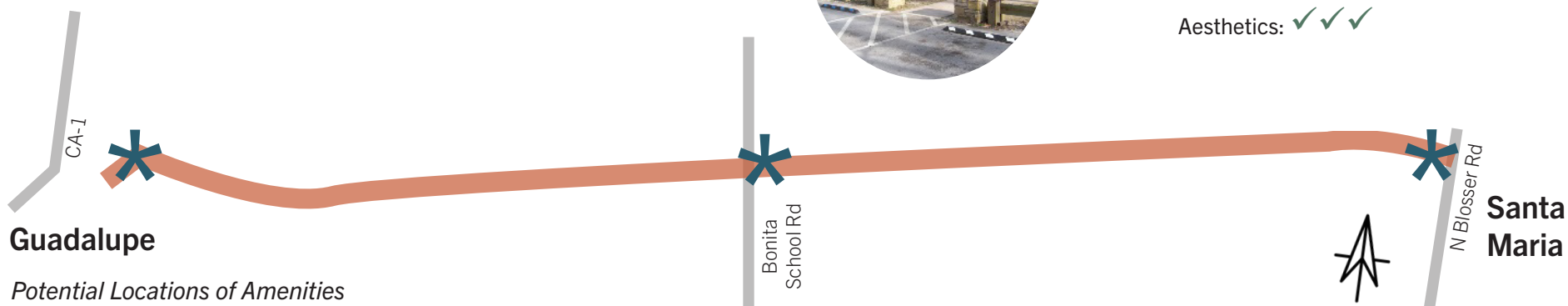
- » Low-Cost: Entry pedestrian control/gates, DG or gravel surface treatment, limited parking, no kiosk, no furnishings
- » Mid-Cost: Entry pedestrian control/gates, asphalt surface treatment, limited parking, mid-size kiosk or rest station, mid-cost furnishings
- » High-Cost: Entry pedestrian control/gates, asphalt surface treatment, limited parking, mid-size kiosk or rest station, high-cost furnishings, fitness equipment

Locations: Potential locations for staging areas would be the Santa Maria and/or Guadalupe connection points. Additionally, one may be considered at the midpoint of the trail near the Bonita School Road crossing.

Suggested Improvements:

Option 1: Low-cost staging area at a location to be further determined.

Option 2: Three locations for easier access for trail users and emergency services: two mid/high-cost entry node locations located at either end of the trail, and one low-cost entry node where Bonita School Rd and the trail intersect.



AMENITY OPTIONS

Low-Cost

- Longevity: ✓
- Ease of Maintenance: ✓
- Aesthetics: ✓

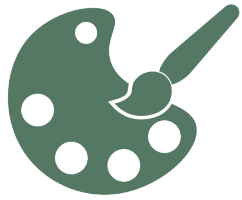
Mid-Cost

- Longevity: ✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓

High-Cost

- Longevity: ✓✓✓
- Ease of Maintenance: ✓✓✓✓
- Aesthetics: ✓✓✓





PLACEMAKING FEATURES

Placemaking features options fall under three different price points: low, mid, and high. Under each option, the amenities for each are the same but fall within these prices. Placemaking features under the low-cost category could include a community-funded installation where community members pay for a tile to personalize to get displayed at different locations of the trail, or an interactive mural. Examples of a mid-cost art installation would include an entry archway or small statues, whereas high-cost art may have large statues or fountains.

Locations: Art installations may be most appropriate at the staging areas of the trail at the Santa Maria and/or Guadalupe connection points. Additionally, one may be considered at the midpoint of the trail near the Bonita School Road crossing.

Suggested Improvements:

Option 1: No art is proposed on the trail.

Option 2: With the heavy focus on community involvement between the two cities and the concept of this trail bridging them together, a low-cost community art project could be considered.

AMENITY OPTIONS

No Improvements

Low-Cost

- Longevity: ✓
- Ease of Maintenance: ✓
- Aesthetics: ✓



Option 2



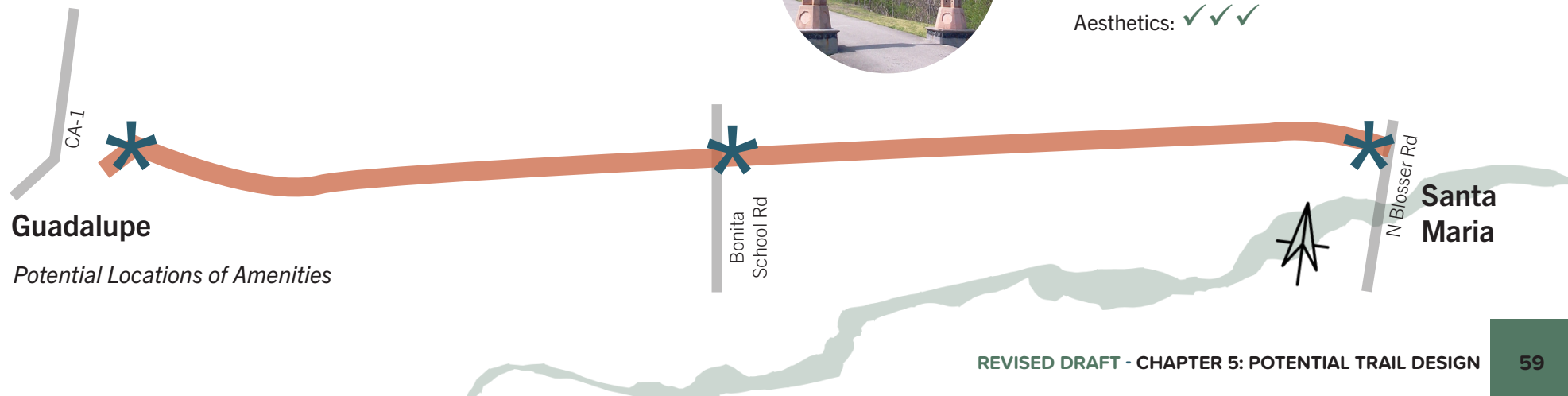
Mid-Cost

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓



High-Cost

- Longevity: ✓✓✓
- Ease of Maintenance: ✓✓✓
- Aesthetics: ✓✓✓





LIGHTING

Lighting for the Santa Maria River Levee Trail can be considered to increase the safety and security of its users. Although lighting may only be used for several hours during the day depending on the operational hours of the trail, it is an important aspect of keeping the trail safe during the evening hours. A Variety of lighting options are available for the trail such as solar, overhead, and in-ground lights.

Locations: Lighting would be located throughout the trail to ensure visibility during the trail's evening hours. Specialized lighting may be considered at staging areas/entry nodes.

Suggested Improvements:

Option 1: No lighting be installed until further permitting and improvements are made. The hours of operation for the trail can be limited to allow for law enforcement action.

Option 2: Solar lighting be installed along the trail with lighting available in higher trafficked areas such as staging areas/entry nodes.

AMENITY OPTIONS

No Improvements

Overhead (Solar)

Longevity: ✓✓

Ease of Maintenance: ✓✓

Aesthetics: ✓✓

Mid-Cost



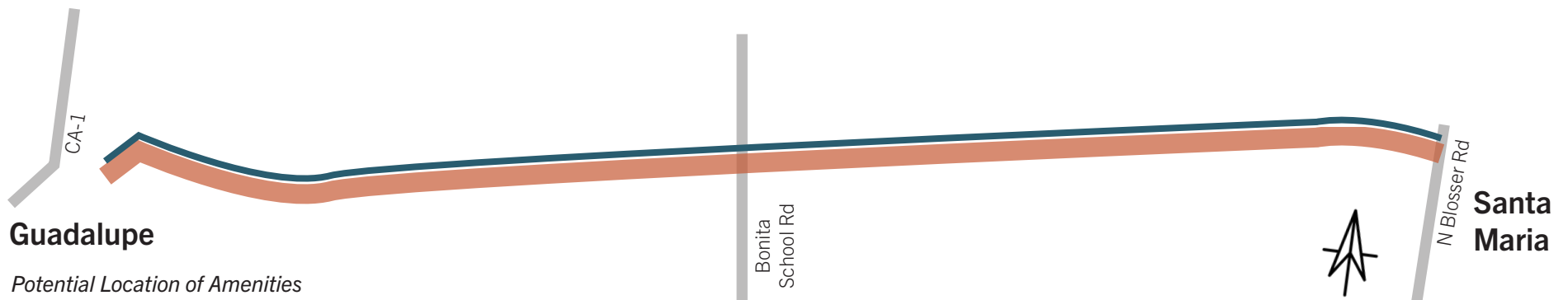
Accent Lighting

Longevity: ✓✓✓

Ease of Maintenance: ✓✓✓

Aesthetics: ✓✓✓

High-Cost





SECURITY

Security options fall under three different price points: low, mid, and high. Under each option, the amenities for each are the same but fall within these prices. Amenities within each category could be: call boxes, security cameras, security personnel, and drones. Each amenity has its own price-point with some hosting better security programs or more camouflaged than others.

Locations: Security systems should be located at least near the three potential entry locations along the trail. Additional security could be located at several places between the entry areas to ensure a more secure pathway. Security options that need to be affixed to poles can be located on existing raptor poles located throughout the levee.

Suggested Improvements:

Option 1: Minimal security improvements, such as call boxes, that fall under the low-cost category are included.

Option 2: Provide a mid-cost security system for the trail. This may include call boxes and security cameras at the locations mentioned above.

AMENITY OPTIONS

No Improvements

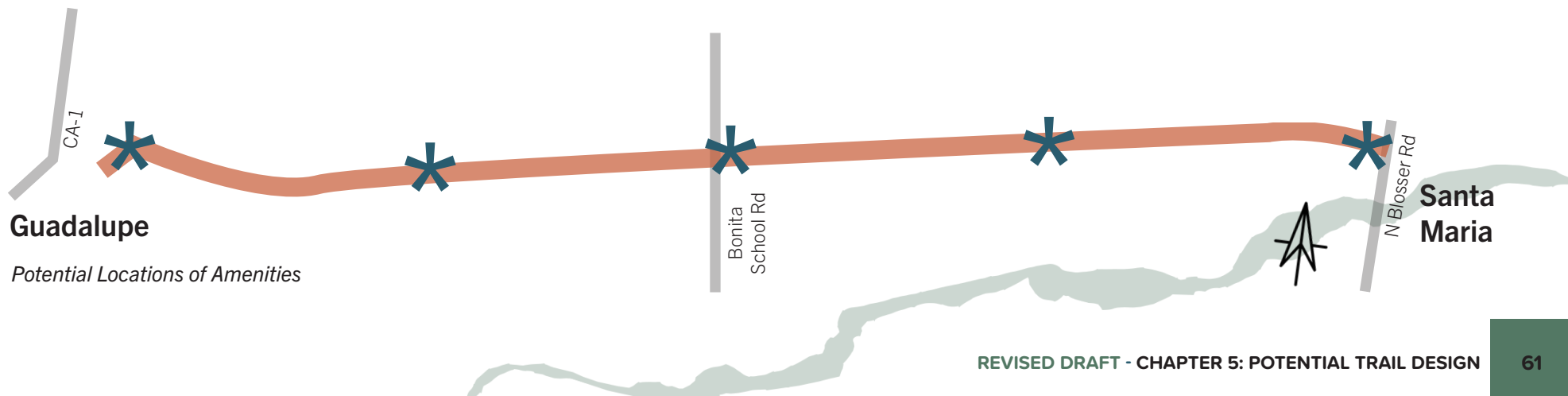
Call Boxes

- Longevity: ✓
- Ease of Maintenance: ✓
- Aesthetics: ✓
- Mid-Cost



Security Cameras

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓
- Mid/High-Cost





BIKE PARKING

Parking facilities may be considered for trail users considering the length of the trail and the lack of storage facilities at either end of the current trail alignment. Parking in this category takes into consideration not only the parking of personal vehicles but also of bikes. This trail may be the primary route

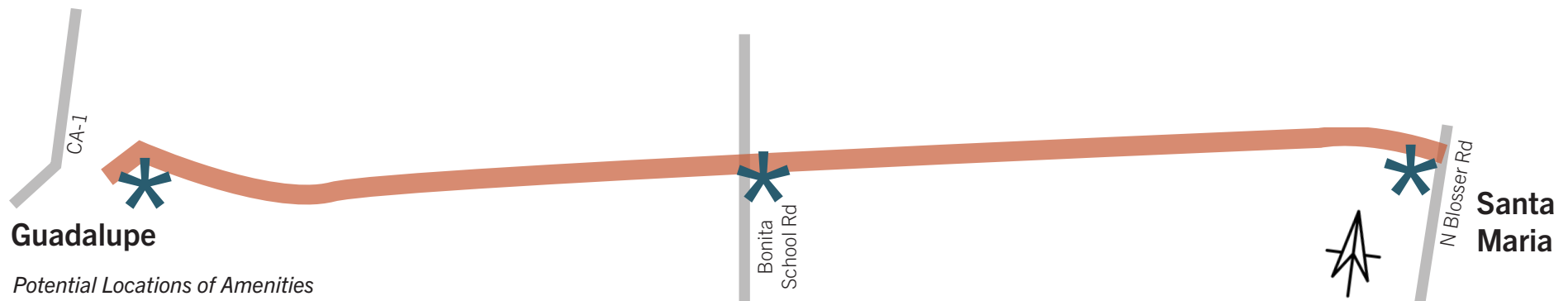
between Guadalupe and Santa Maria for healthy alternative modes of transportation. Placing a park and ride facility, as indicated under the staging areas toolkit page, would allow for users to keep their personal vehicles at one side of the trail so they could utilize alternative modes of transportation to the other city; however bike storage may still be desired for travelers who may need to take a drink, or other leave their bike for an extended period of time.

Locations: Parking facilities may be most appropriate at the staging areas of the trail at the Santa Maria and/or Guadalupe connection points. Additionally, an option may be considered at the midpoint of the trail near the Bonita School Road crossing.

Suggested Improvements:

Option 1: Minimal improvements like low-cost bike racks.

Option 2: Longer term bike storage be available at the trail under the second option. Bike racks should be available at each staging area/entry nodes.



AMENITY OPTIONS

No Improvements

Bike Rack

- Longevity: ✓
- Ease of Maintenance: ✓
- Aesthetics: ✓
- Low-Cost



Bike Locker

- Longevity: ✓✓
- Ease of Maintenance: ✓✓
- Aesthetics: ✓✓
- Mid-Cost



5.3 SUGGESTED TRAIL DESIGN

The suggested improvements in the amenities toolkit are based on community input, existing constraints, and some of the planning and implementation challenges associated with a future trail. This section provides additional context for the Option 1 suggestions, described in 5.2. If the County decides to pursue an extended trail along the Santa Maria River Levee, the study team recommends a trail design similar to Option 1. Option 1 is the lower-cost and less impactful design in terms of permitting and construction. However, a future trail may incorporate different elements from each option or elements not discussed in 5.2. Ultimately, the final design should be developed in coordination with Flood Control, the USACE, and all participating groups and agencies to confirm that the trail can be properly maintained and patrolled in the future.

Surface Treatment:

The surface of the trail will help determine the types of users that the trail can accommodate. In the levee's current condition, the surface isn't adequate for cyclists with road bikes or narrow gauge tires. However, with minimal improvements, including adding additional stabilizers, the trail could be suitable for pedestrians, joggers, and cyclists with wider bikes, such as gravel and mountain bikes. Soil stabilizing surfacing involves various organic agents which are mixed with native soil, graded, and compacted to a firm surface. It should be noted, while the surface will be firm initially, use and weathering along the levee will cause deterioration and increased maintenance costs long-term. Not paving the trail is also likely to better accommodate recreational users rather than commuters as you move faster and more efficiently on hard, flat surfaces, such as asphalt and concrete.

The study team suggests minimal improvements to the levee surface rather than paving with asphalt or concrete. The surface of the trail would be similar to the existing surface of the Tom Urbanske trail. However, more up-keep and maintenance will be required on this segment

of the levee because it is not reinforced with soil cement. This would substantially decrease initial construction costs but would increase long-term maintenance costs. Maintaining the existing surface of the levee would also preserve the rural nature and feel of the trail as opposed to asphalt or concrete, which is associated with roadways and urban infrastructure.

If the levee is resurfaced to accommodate a trail, the study team recommends asphalt paving with the appropriate thickness and subbase material to prevent cracking under Flood Control maintenance vehicle loads, as Flood Control operates heavy trucks and equipment on top of the levee. To avoid cracking with a concrete surface, the surface would need to be constructed 6" to 8" thick, approximately county roadway standards for residential roads, which could be cost-prohibitive. Decomposed Granite (DG) could be used instead of washed Class II base. DG is aesthetically appealing, however, it is prone to weathering, labor-intensive to install, and can be costly to maintain over time with regular maintenance cycles.

Guardrail and Fencing:

The study team suggests low-cost pedestrian barriers such as a post and rope along both sides of the top of the levee where there are less opportunities for people or dogs to deviate from the trail. If post and rope is not a sufficient barrier, the more robust Option 2 fencing, which includes framed hogwire fencing on both sides, could be included in locations directly adjacent to farmland where there are no barriers. The study team suggests some type of barrier with signs periodically indicating to trail users that trespassing on either side of the trail is subject to fines or other appropriate statements to deter undesired pedestrian activities. Guardrails and fencing must not negatively impact Flood Control operations and must be approved by Flood Control and the USACE. More substantial fencing, such as chainlink or barbed wire fencing is recommended on the south side of the Flood Control access road to the south of the levee. This fence will help prevent people and pets from traversing into the farming areas to the south and won't impact Flood Controls operations. Challenges with fencing include cost, maintenance, access for growers with existing legal access across the levee, emergency access, potential impacts to wildlife movement, and the

length of additional approval and permitting process. However, chain link fencing could help address some of the concerns from the growers and adjacent landowners around safety, security, and food safety. Further studies and collaboration with landowners, operators, Flood Control, and other agency stakeholders is needed to explore the appropriate locations for access points. The Flood Control District and USACE must ultimately approve whatever fencing treatment is selected.

Signage:

The study team suggests minimal and low-cost signage for the trail. Given the length of the proposed trail, the team recommends mileage markers, no trespassing signage, and some basic wayfinding signage so users and emergency response personnel can more easily determine location and proximity on the trail.

Security:

Low-cost security measures such as call boxes are suggested at select locations along the trail. The team heard accounts of illegal behavior along the levee and complaints about the lack of enforcement from adjacent property owners and growers. Given the existing context, as well as the slower than expected emergency response times, security measures are suggested.

Other Amenities:

The team does not suggest lighting, restroom, hydration stations, or other such amenities for the trail based on discussions with law enforcement and stakeholders. However, these elements may be explored in the future as many community members expressed interest in these types of amenities. If furnishing and amenities are included, crime prevention through environmental design (CPTED) principles should be included in the final selection. The study team suggests limiting the hours of the trail from dawn to dusk as lighting isn't recommended at this time. Limiting hours of operation may limit the effectiveness of the proposed trail as a commuter route however.

Each trail design element has an upfront cost and long term maintenance cost associated with it. All costs should be considered and weighed with stakeholder and community input when determining the final trail design. A consistent and community-supported trail design, with long-term maintenance considered, is critical to determining budget and roles and responsibilities for a successful trail. This section and this study is intended as a tool to help guide decision-makers and the public. These suggestions are not meant to be definitive and only reflect the opinions of the study team based on the various meetings and input received throughout the project duration.



Current Trail conditions

5.4 SUMMARY OF FINDINGS

***Note:** Total line item costs include a 25% contingency. Total approximate cost range includes a 8% soft cost. All costs are based on current day material value and assumes prevailing wages for labor (2022).

OPTION 1 - SELECTED

<u>Amenity Category</u>	<u>Selected Option</u>	<u>Approx. Cost</u>
Surface Treatments:	DG surface	\$782,100
Signage and Wayfinding:	Mid-cost w/ minimal use	\$12,500
Guardrails:	Post & rope w/ signs	\$869,000
Fencing:	Chain link (galvanized)	\$2,085,600
Furnishings:	Minimal improvements	\$25,000
Restrooms:	N/A	--
Staging Areas/ Entry Nodes:	Low-cost improvements (washed gravel)	\$50,000
Placemaking Features:	N/A	--
Lighting:	N/A	--
Security:	Call boxes at two locations	\$10,000
Bike Parking:	Minimal parking	\$5,000

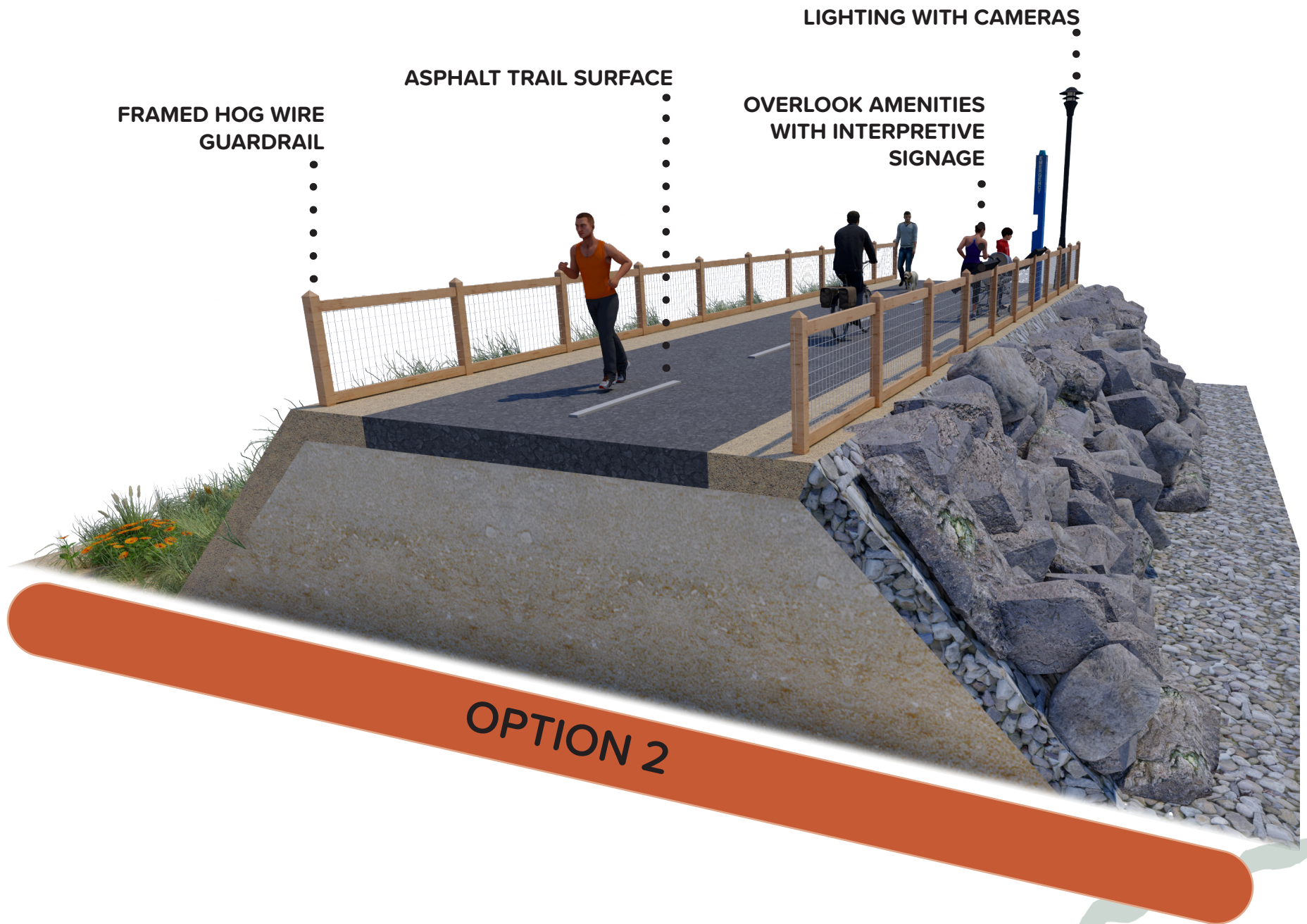
***Approximate Cost Range: \$4.1M - \$4.5M**

OPTION 2

<u>Amenity Category</u>	<u>Selected Option</u>	<u>Approx. Cost</u>
Surface Treatments:	12' Asphalt (4" depth)	\$5,083,650
Signage and Wayfinding:	Mid-cost w/ additional use throughout trail	\$25,000
Guardrails:	Framed hog wire fence	\$1,303,500
Fencing:	Chain link installed under Phase 1	--
Furnishings:	Additional furnishing installed throughout	\$25,000
Restrooms:	Low-cost restroom	\$150,000
Staging Areas/ Entry Nodes:	Additional improvements such as fencing, surfacing, etc.	\$50,000
Placemaking Features:	Art pieces at the Guadalupe and Santa Maria entrances	\$12,500
Lighting:	Pedestrian lighting	\$62,500
Security:	Cameras on light poles	\$50,000
Bike Parking:	Bike lockers	\$7,500



***Approximate Cost Range: \$7.3M - \$8M**





5.5 DESIGN CONCERNS AND SOLUTIONS

Although elements of the proposed trail design may present conflicts with the operational needs from Flood Control and growers and operators, there are various design solutions that may help reduce the impact of the suggested design while still providing the needed functional, operational, and aesthetic needs of the trail. The following table helps to identify some of the top concerns expressed and shows some potential reduction measures that may be considered for the trail.

	CONCERN/ISSUES	REDUCTION MEASURES	
FOOD SAFETY	<p>Food safety was a top concern brought up as increased domestic pets and pedestrians on the trail introduce the possibility of contamination.</p>	<p>The use of fencing to prevent domestic pets, pedestrians, and litter from going into active farming areas. The fencing should be a tight enough grid to prevent dogs from passing through.</p>	
TRESPASSING & PROPERTY DAMAGE	<p>Trespassing and property damage is a current issue and concern from the farmworkers and operators as there has been reported incidents where farm equipment was stolen or vandalized.</p>	<p>The use of security systems for the trail which may include call boxes and security cameras at locations throughout the trail. Security systems can be affixed to existing raptor boxes located along the levee.</p>	

LIGHTING SPILLOVER

CONCERN/ISSUES

Although some levels of lighting throughout the trail will help with safety and security, the concern of lighting spillover relative to sensitive species and other sensitive receptors is a concern that will require appropriate design treatment.

REDUCTION MEASURES

One reduction measure to avoid lighting spillover is using lighting that has directional spread that directs the lighting onto the trail and prevents spillover and is dark sky compliant.



FLOOD CONTROL OPERATIONS

Operations along the trail present some challenges to accomplish current flood control operations including applying herbicide, mowing, and doing other general maintenance.

Features such as removable fencing or the ability to remove portions of the post and rope fence may be a consideration to allow current operations to remain.



FARMER ACCESS ACROSS LEVEE

Per discussions with farmers and operators along the levee there's current operations that require passing across the levee at specific crossing points. Concerns about fencing at these areas impacting current operations is one that was expressed by growers and operators.

The use of automatic gates with hog wiring or other preventative meshing or a tight grid fencing style on the gates may help to prevent the concerns of pets going into farmland while still allowing for access across the levee.



Endnotes:

¹ *Bob Jones City-to-Sea Trail*. The Land Conservancy of San Luis Obispo. <https://lcslo.org/project/bob-jones-city-to-sea-trail/>

² Wilson, Nick (2020, October 19) . *SLO Clearing 58 Homeless Camps along Bob Jones Trail*. San Luis Obispo Tribune. <https://www.sanluisobispo.com/news/local/article246560388.html>

³ Banks, Deb (2018, September 11). *Two Rivers Trail*. Sacramento Area Bicycle Advocates. <https://sacbike.org/two-rivers-trail/>

⁴ Banks, Deb (2019, March 22). *City proposed levee-top trail*. Sacramento Area Bicycle Advocates. <https://sacbike.org/city-proposes-levee-top-trail/>

⁵ Bjarke, Tony (2018, January 19). *Why leaders are celebrating a new river trail*. <https://www.sacbee.com/news/local/article195456359.html>

⁶ *Levee Path*. All Trails. <https://www.alltrails.com/explore/trail/us/california/levee-path?mobileMap=false&ref=sidebar-static-map>

⁷ *Two Rivers Trail - Phase II*. City of Sacramento. <https://www.cityofsacramento.org/Public-Works/Engineering-Services/Projects/Current-Projects/Two-Rivers-Trail-Phase-II>

⁸ *Agritourism: Welcome to America's Farm-to-Fork Capitol*. Visit Sacramento. <https://www.visitsacramento.com/travel-trade/itineraries/agritourism/>

⁹ *Delta Farm and Winery Trail*. <https://www.localharvest.org/delta-farm-winery-trail-M67641>

¹⁰ *Sacramento River Delta Grown Agri-Tourism Association*. Sacramento 365. <https://www.sacramento365.com/organization/sacramento-river-delta-grown-agri-tourism-association/>

¹¹ *Coast to Crest Trail*. <http://www.sdrp.org/wordpress/wp-content/uploads/15.06.24-Trail-Map-San-Pasqual-Valley.pdf>

¹² Lister, Pricilla (2016, December 2). *Take a Hike: San Pasqual Valley Trail*. <https://www.sandiegouniontribune.com/sdut-take-hike-san-pasqual-valley-trail-2010dec12-html-story.html>

¹³ *San Dieguito River Park Concept Plan*. Updated February 15, 2002. <http://www.sdrp.org/wordpress/wp-content/uploads/SDRP-Concept-Plan.pdf>

¹⁴ *San Pasqual Valley Plan (2006, February)*. City of San Diego Planning Department. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/pdf/sanpasqual/spvpfv.pdf>

¹⁵ *Ysabel Creek Road to San Pasqual Valley Staging Area*. All Trails. <https://www.alltrails.com/trail/us/california/ysabel-creek-road-to-san-pasqual-valley-staging-area>

¹⁶ CBS Los Angeles. *Santa Ana River Trail Reopens After Being Closed For Months*. April 7, 2018. <https://www.youtube.com/watch?v=nH00PG-RaJ0>

¹⁷ <https://images.squarespace-cdn.com/content/5e41c166b53bd-7281d4eb849/1607911591968-UYGF90SBLWGSPG1BJVXZ/santa-ana-river-trail19+%281%29.jpg?content-type=image%2Fjpeg>

¹⁸ Callahan, Ryan. *Santa Ana River West Trail*. Photo taken November 14, 2021. <https://www.alltrails.com/trail/us/california/santa-ana-river-west-trail>

¹⁹ Duran, Jack. *Santa Ana River West Trail*. Photo taken January 15, 2022. <https://www.alltrails.com/trail/us/california/santa-ana-river-west-trail>

06

Summary / Closing



6.1 LIST OF GRANTS

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. In addition, there is increasing competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and infrastructure in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), an Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bicycle infrastructure programs exist, there is usually an active transportation coordinator with an extensive understanding of funding sources, such as Caltrans. Agency staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and pedestrians within their jurisdictions. Some of the following information on federal and state funding sources were derived from the previously mentioned FHWA publication.

If directed, the County, City of Guadalupe, and Santa Maria should pursue state level grants through programs such as Caltrans' Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council's Sustainable Community Plan-

ning Grants, Urban Greening Grants and through the Highway Safety Improvement Program (HSIP). It will be important to coordinate efforts with adjacent jurisdictions on projects that affect and benefit both cities. Coordination and joint efforts also strengthen an application due to combined benefits for multiple jurisdictions.

Table 6-1 through Table 6-3 identify potential federal, state, and local funding opportunities that may be used from design to maintenance phases of projects.

Refer to funding sources for specific details on funding cycles.

FUNDING ORIGIN

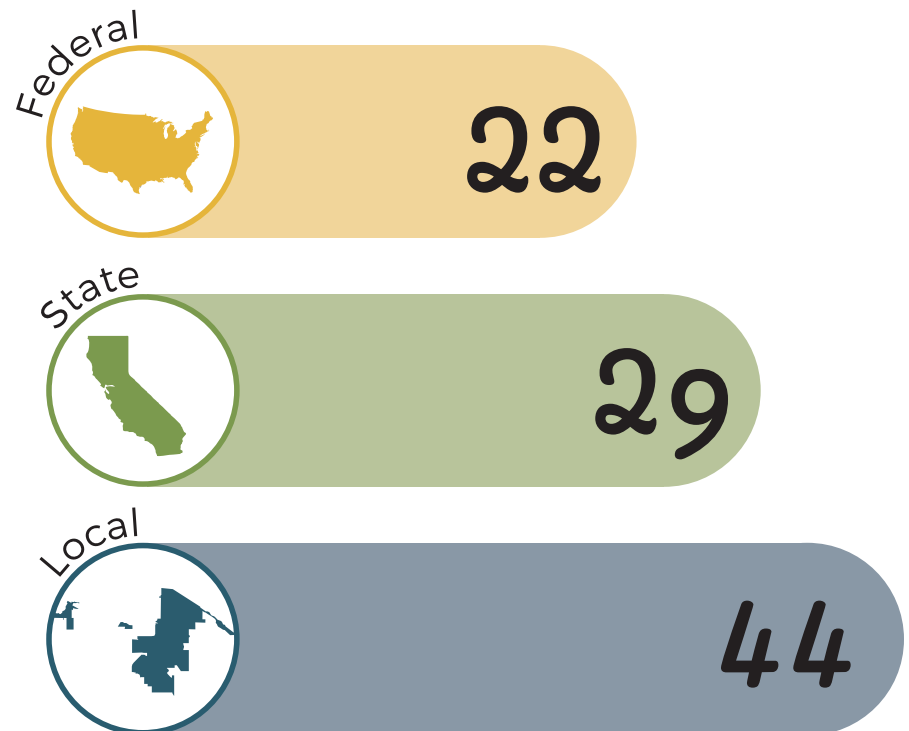


TABLE 6-1: Federal Funding Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Unavailable	X	X		<ul style="list-style-type: none"> • Mobility management programs • Building an accessible path to a bus stop • Improving signage, or way-finding technology 	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Both
Safe Routes to Parks, Activating Communities Program	National Center for Safe Routes to School and Caltrans	The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement.	Unavailable	X		X	<ul style="list-style-type: none"> • Safe Routes to Parks action plans • Implementation activities such as acquiring rights-of-way, maintenance, and street design 	https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2019	Competitive
Pilot Program for Transit-Oriented Development Planning - Section 20005(b)	FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Annual	X			<ul style="list-style-type: none"> • TOD projects and plans 	https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Public Transportation COVID-19 Research Demonstration Grant Program	FTA	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Unavailable			X	<ul style="list-style-type: none"> Plans and measures for innovative solutions that improve the operational efficiency of transit agencies and enhance the mobility of transit users affected by the COVID-19 public health emergency 	https://www.transit.dot.gov/grant-programs/public-transportation-covid-19-research-demonstration-grant-program	
Public Transportation Innovation - 5312		Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Unavailable	X			<ul style="list-style-type: none"> Research, development, demonstration and deployment projects 	https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312	Competitive
Safety Research and Demonstration Program		The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Annual			X	<ul style="list-style-type: none"> Operational safety programs 	https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
State of Good Repair (SGR) Grants - 5337	FTA	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Four Fiscal Years			X	<ul style="list-style-type: none"> Fixed guideway and high intensity motorbus systems 	https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337	Formula
Urbanized Area Formula Grants - 5307		Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Annual			X	<ul style="list-style-type: none"> Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies 	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307	Formula
Accelerating Innovative Mobility (AIM)		AIM will highlight FTA's commitment to support and advance innovation in the transit industry.	Unavailable			X	<ul style="list-style-type: none"> Research and technology programs and plans 	https://www.transit.dot.gov/aim	Competitive
Access and Mobility Partnership Grants		This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Unavailable			X	<ul style="list-style-type: none"> Coordination of non-emergency medical transportation services program 	https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	FTA	US DOT's BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Annual	X			<ul style="list-style-type: none"> Construction projects 	https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program	Competitive
Capital Investment Grants - 5309		Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Annual	X			<ul style="list-style-type: none"> Design and construction of new fixed-guideways or extensions to fixed guideways 	https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310		Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Annual			X	<ul style="list-style-type: none"> Planning program to meet the special transportation needs of seniors and individuals with disabilities 	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Formula
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149		CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Annual		X	X	<ul style="list-style-type: none"> Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard 	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Flexible Funding Programs - National Highway Performance Program - 23 USC 119	FTA	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Annual		X		<ul style="list-style-type: none"> Construction projects of highways, bridges, ferry boats, and facilities 	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	Formula
Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133		Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Annual					https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm	Formula
Grants for Buses and Bus Facilities Formula Program - 5339(a)		Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Annual		X		<ul style="list-style-type: none"> Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities 	https://www.transit.dot.gov/funding/grants/busprogram	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Areas of Persistent Poverty Program	FTA	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Areas of Persistent Poverty Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	June			X	<ul style="list-style-type: none"> • Improve transit service and facilities in areas of persistent poverty 	https://www.transit.dot.gov/HOPE	
Integrated Mobility Innovation (IMI)		FTA's IMI Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Annual			X	<ul style="list-style-type: none"> • Trip planning services, planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation. 	https://www.transit.dot.gov/IMI	Competitive
Mobility for All Pilot Program Grants		This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	January			X	<ul style="list-style-type: none"> • Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc 	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	FTA	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Annual				<ul style="list-style-type: none"> • Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers • Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities • State or local government entities • Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education 	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Our Town	National Endowment for the Arts	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Aug-21		X		<ul style="list-style-type: none"> • Arts Engagement (Artist residency, art festivals, community co-creation of art, performances, public art) • Cultural planning (district, asset, and art) • Design (Artist/designer-facilitated community planning, Design of artist space and cultural facilities, public space design) • Artist and creative industry support (Creative business and professional artist development) 	https://www.arts.gov/grants/our-town	Competitive

TABLE 6-2: State Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	July	X			<ul style="list-style-type: none"> • Bikeshare programs • “Quick build” right-of-way safety improvements for bicycles and scooters 	https://www.cleanmobilityoptions.org/	Formula
Sustainable Transportation Equity Project (STEP)	Air Resources Board	<p>The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents’ transportation needs and prepare to implement clean transportation and land use projects.</p> <p>The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use</p>	August	X	X	X	<ul style="list-style-type: none"> • New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/ access/safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals 	https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Unavailable	X			<ul style="list-style-type: none"> • Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS) 	https://catc.ca.gov/programs/sb1/local-streets-roads-program	Formula
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Every Two Years	X			<ul style="list-style-type: none"> • Construct Class I and Class II bikeways • Pedestrian improvements and plaza at a transit station • Intersection improvements 	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
State Transportation Improvement Program (STIP)	California Transportation Commission/ California Department of Transportation (Caltrans)	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Every Two Years	X			<ul style="list-style-type: none"> • Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Multi-Use paths • Complete Streets improvements 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program	Competitive
Urban Forestry Program	California Department of Forestry and Fire Protection (CAL FIRE)	This program funds Urban Greening projects that result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.	Unavailable	X		X	Urban Forest Expansion and Improvement <ul style="list-style-type: none"> • Urban Forest Management Activities • Urban Wood and Biomass Utilization 	https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/	Competitive
Infill Infrastructure Grant Program for Small Jurisdictions	California Department of Housing and Community Development	The purpose of the program is to provide grants for Capital Improvement Projects in support of Qualifying Infill Projects or Qualifying Infill Areas. Funding for this NOFA and program requirements are provided under Assembly Bill 101 (Stats. 2019, ch. 159, 20) and Part 12.5 (commencing with section 53559) of Division 31 of the Health and Safety Code.	Varies	X				https://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Land and Water Conservation Fund (LCWF)	California Department of Parks and Recreation	The LWCF is a program to conserve irreplaceable lands and improve outdoor recreation opportunities. The program can be used for local efforts to support state and local parks and playgrounds and to provide the tools that communities need to meet their diverse conservation and recreation needs.	Annual	X	X		<ul style="list-style-type: none"> • Recreational areas, trails • Support for community parks, trails recreational access sites and open spaces 	https://www.lwcfcalition.com/	Formula
Regional Park Program (Prop 68)		This program provide competitive grants to create, expand, or improve regional parks and regional park facilities. This is a Proposition 68 (2018 Bond Act) program.	Unavailable	X	X		<ul style="list-style-type: none"> • Acquisition for public access and use • Multiuse trails 	https://www.parks.ca.gov/?page_id=29940	Competitive
Statewide Park Program		The goal of this program is to create new parks and new recreation opportunities in underserved communities across California.	December	X	X		<ul style="list-style-type: none"> • Acquisition of land • Jogging and walking loop, par course, running track • Non-motorized trail, pedestrian/ bicycle bridge, greenbelt/linear 	https://www.parks.ca.gov/?page_id=29939	Competitive
Recreational Trails Program (RTP) (Prop 68)		The RTP provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses.	Annually	X	X		<ul style="list-style-type: none"> • Acquisition of land • Rehabilitation of trails, Trailside and Trailhead Facilities • Construction of new trails • Maintenance of existing trails 	https://www.parks.ca.gov/?page_id=24324	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Habitat Conservation Fund (Prop 117)	California Department of Parks and Recreation	The Habitat Conservation Fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and acquisition and development of wildlife corridors and trails.	Unavailable	X	X		<ul style="list-style-type: none"> • Acquisition of land • Trail Development 	https://www.parks.ca.gov/?page_id=21361	Competitive
Active Transportation Planning Grants (ATP)	California Department of Transportation (Caltrans)	Funding for Sidewalks, bike lanes, trails, Safe Routes to School programs, and pedestrian and bicycle plans. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.	July-September	X	X	X	<ul style="list-style-type: none"> • Capital Improvements • Bicycle, pedestrian Plan • Safe Routes to School Plan • Active Transportation Plan • Education, Encouragement, and Enforcement Activities • Quick-Build Project 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Transportation Development Act (TDA) Article 3 (SB 821)	California Department of Transportation (Caltrans)	The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.	Annually • Article 3 Bicycle and Pedestrian projects and Article 3 Transit Stop Access Improvement Program.	X		X	<ul style="list-style-type: none"> Partners with member jurisdictions to apply for the Transit Stop Access Improvement Program for ADA bus stop improvements and amenities 	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act	Formula
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans)	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Annually			X	<ul style="list-style-type: none"> Safe Routes to School Plan Active Transportation Plan Bike/ped Trail/ Path Feasibility Study Complete Streets Plan Sustainable Communities Plan Transit-Oriented Development Plan First/Last Mile Connectivity Plan 	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Urban Greening	California Natural Resources Agency	<p>The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • 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. (California Climate Investments) 	Unavailable	X			<ul style="list-style-type: none"> • Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets 	https://resources.ca.gov/grants/urban-greening	Competitive
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency and Caltrans	The EEMP is an annual program established by legislation in 1989 and amended on September 26, 2013. It offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.	Unavailable	X				https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Partnership Program - Competitive and Formulaic	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	March - June	X	X	X	<ul style="list-style-type: none"> • Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing 	https://catc.ca.gov/programs/sb1/local-partnership-program	Both
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	January	X	X	X	<ul style="list-style-type: none"> • Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans 	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program	Both

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Unavailable		X		<ul style="list-style-type: none"> • Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access 	https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Due in January			X	<ul style="list-style-type: none"> • Safety education and encourage • Campaigns to promote safety • SRTS safety programs 	https://www.ots.ca.gov/Grants/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	February	X	X		<ul style="list-style-type: none"> • Class I, II, III, & IV bike facilities • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs 	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml	Competitive
California Energy Commission Blueprints for Medium- and Heavy-Duty Zero -Emission Vehicle Infrastructure	California Energy Commission	<p>For planning “blueprints” that will identify actions and milestones needed for implementation of medium- and heavy- duty zero-emission vehicles and the related electric charging and/or hydrogen refueling infrastructure. This is a planning grant to:</p> <ul style="list-style-type: none"> • Build upon, but not be duplicative of previous planning efforts funded through the CEC. • Be comprehensive and implementable to assist fleets in the complete transition to MD/HD zero-emission vehicles and infrastructure. • Identify electric charging and/or hydrogen refueling requirements needed for the planned transition to or acquisition of MD/HD vehicles. 	Unavailable	X			<p>Planning funds to chart next steps for:</p> <ul style="list-style-type: none"> • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations 	https://www.energy.ca.gov/filebrowser/download/1166	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
California Energy Commission Zero-Emission Transit Fleet Infrastructure Deployment	California Energy Commission	To fund electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles at multiple transit agencies serving diverse geographic regions and populations. Total available funding: \$20 million	Annual	X			Planning funds to chart next steps for: <ul style="list-style-type: none"> • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations 	https://www.energy.ca.gov/solicitations/2020-07/gfo-20-602-zero-emission-transit-fleet-infrastructure-deployment	Competitive
Local Partnership Grant Program	California Transportation Commission	Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.	Summer 2021		X		<ul style="list-style-type: none"> • Alternative fuel buses acquisition • Charging infrastructure to fuel/power alternative fuel buses • Maintenance facility upgrades or construction of new O&M facilities • Innovative fare payment systems • New operational model • Bus shelter improvements • Fare collection upgrades 	https://catc.ca.gov/programs/sb1/local-partnership-program	Both
Placemaking Grants	National Association of Realtors (NAR)	Placemaking means many things to different people, but NAR looks at placemaking as a way to make communities better places to live by transforming unused and underused sites and “eyesores” into welcoming destinations accessible to everyone in a community.	October 15, 2021		X		<ul style="list-style-type: none"> • Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.) • Site preparation • Artist fees 	https://realtorparty.realtor/community-outreach/placemaking/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Levitt AMP Music Series	Levitt Foundation	An exciting matching grant program made possible by the Mortimer & Mimi Levitt Foundation, a national creative placemaking funder dedicated to strengthening the social fabric of America through the power of free, live music. With Levitt AMP, the joy of free, live music is bringing communities together in small and mid-sized towns and cities across the country.	Annual		X		<ul style="list-style-type: none"> • Free Music Series 	https://grant.levittamp.org/submit-a-registration/	Competitive
Online Fundraising Platform	IOBY	<p>ioby stands for “in our backyards,” but it also stands for taking care of each other, for civic participation, and for trusting neighbors to know what’s best for the neighborhood.</p> <p>ioby gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up. Our crowdfunding platform helps connect local leaders with support and funding from their communities to make our neighborhoods more sustainable, healthier, greener, more livable, and more fun.</p>	Ongoing		X		<ul style="list-style-type: none"> • Clear air programs • Clean water programs • Climate change programs • Compost programs • Education programs • Mutual Aid programs • Open Space & Greening programs • Public Health & Nutrition programs • Recycling programs 	https://ioby.org/	
Transformative Climate Communities (TCC)	Strategic Growth Council/ Department of Conservation		February	X				http://www.sgc.ca.gov/programs/tcc/	

TABLE 6-3: Local Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Special Habitat Conservation Programs	Regional MPOs/Local Cities	Unavailable
Special Parks and Recreation Bond Revenues		
Special Transportation Bonds and Sales Tax Incentives		
Sustainable Communities Program (SCP) ¹	Southern California Association of Governments (SCAG)	Annual Budget May-July
Local Community Engagement and Safety Mini-Grants ²		
Advertising Sales/Naming Rights	Local Jurisdictions	Annual Budget
Community Facilities District (CFD)		
Infrastructure Financing District (IFD)		
Facilities Benefit Assessment District (BFA)		
Easement Agreements/Revenues		
Equipment Rental Fees		
Facility Use Permits Fees		
Fees and Charges/Recreation Service Fees		
Food and Beverage Tax		
General Fund		
General Obligation Bonds		
Intergovernmental Agreements		
Lease Revenues		
Mello Roos Districts		
Residential Park Improvement Fees		
Park Impact Fees		
Traffic Impact Fees		
In-Lieu Fees		
Pouring Rights Agreements		
Private Development Agreements		

Websites:

¹ <https://scag.ca.gov/sustainable-communities-program>

² <https://scag.ca.gov/apply-mini-gran>

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Surplus Real Estate Sale Revenues Revenue Bond Revenues Sales Tax Revenues Transient Occupancy Tax Revenues Wastewater Fund Reserves Utility Taxes	Local Jurisdictions	Annual Budget
Business Improvement Districts (BID) Maintenance Assessment Districts (MAD) Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)	Non-profits, Business Organizations or City	Unavailable
Various Sports Field Grants	Various Agencies, Foundations and Corporations	
Community Health Initiatives	Kaiser Permanente	
America's Historical Planning Grants	National Endowment for Humanities	
Corporate Sponsorships	Private Corporations	
Private Sector Partnerships	Non-Profit Corporations	
Foundation Grants	Private Foundations	
Private Donations	Private Individuals	Unavailable
Irrevocable Remainder Trusts		
Targeted Fund-raising Activities	Local Jurisdictions	Twice a year
Healthy Places by Design	Robert Wood Johnson Foundation	
PeopleForBikes Community Grant Program	PeopleForBikes/Partners	

6.2 NEXT STEPS

The County of Santa Barbara Staff will present this Study to the County Board of Supervisors in spring/summer 2022 for review. There is currently no funding allocated to advance the trail design beyond the scope of this study. If the Board directs staff to continue work on the trail, next steps should include the following:

- » Determine trail design and alignment, with close consultation with Flood Control
- » Initiate discussions with USACE on desired design elements for the trail
- » Continued discussions with growers, the Agricultural Commissioner's Office and Flood Control on pesticide buffers, noticing, and legal requirements
- » Secure funding for PA&ED, PS&E, and Construction phases, including funding for the box culvert at the Bonita School Road Bridge Replacement undercrossing
- » Advanced discussions with private property owners and Flood Control on existing easements and legal crossings
- » Work with applicable County departments, Santa Maria, Guadalupe, and the County of San Luis Obispo on roles and responsibilities related to trail operation and maintenance
- » Identify staffing/funding for on-going trail maintenance
- » Complete initial survey work and ROW negotiations
- » Obtain necessary permits (local, state, federal) and environmental clearance
- » Complete PS&E
- » Construct trail and desired design elements



A

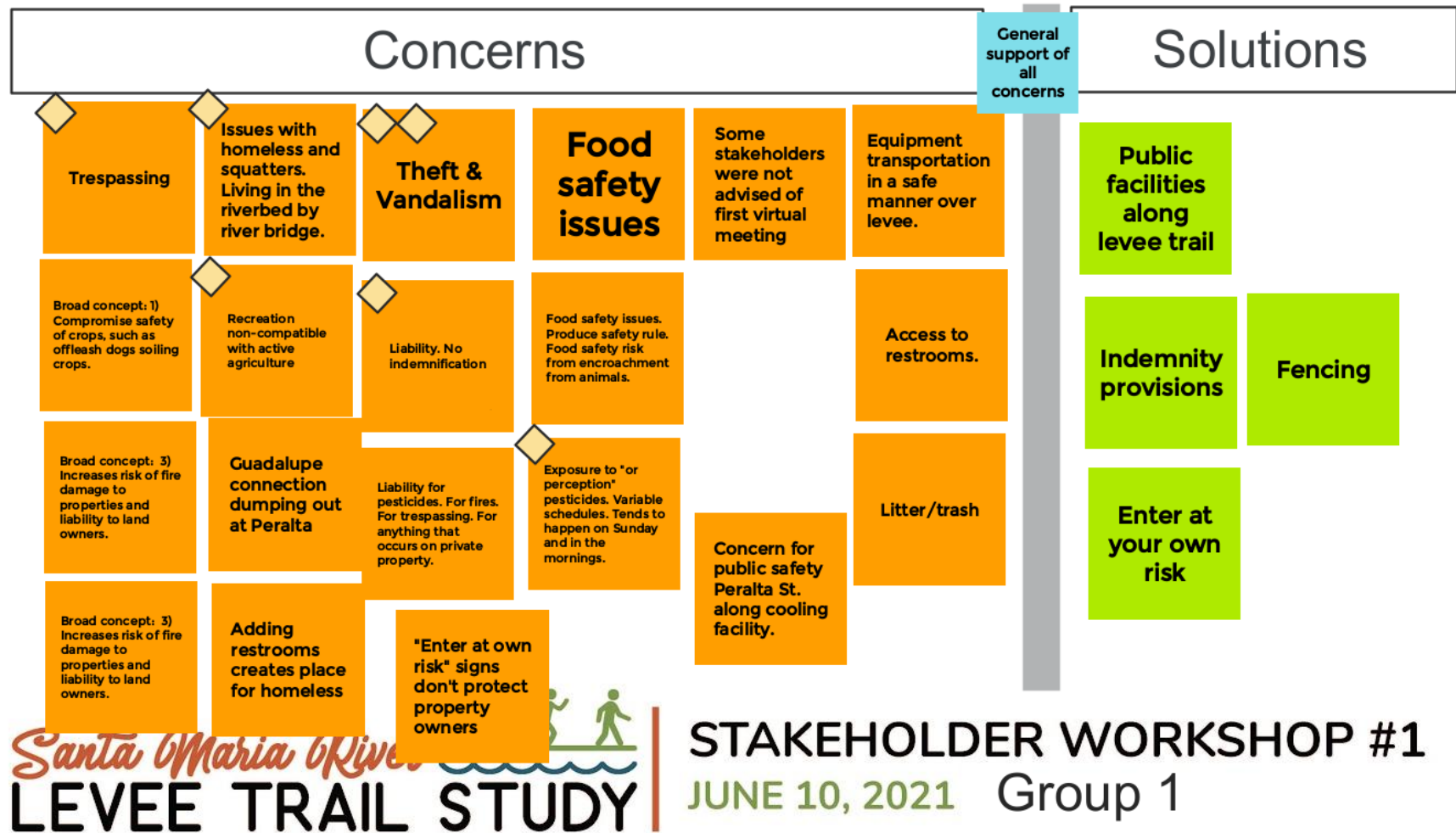


Appendix

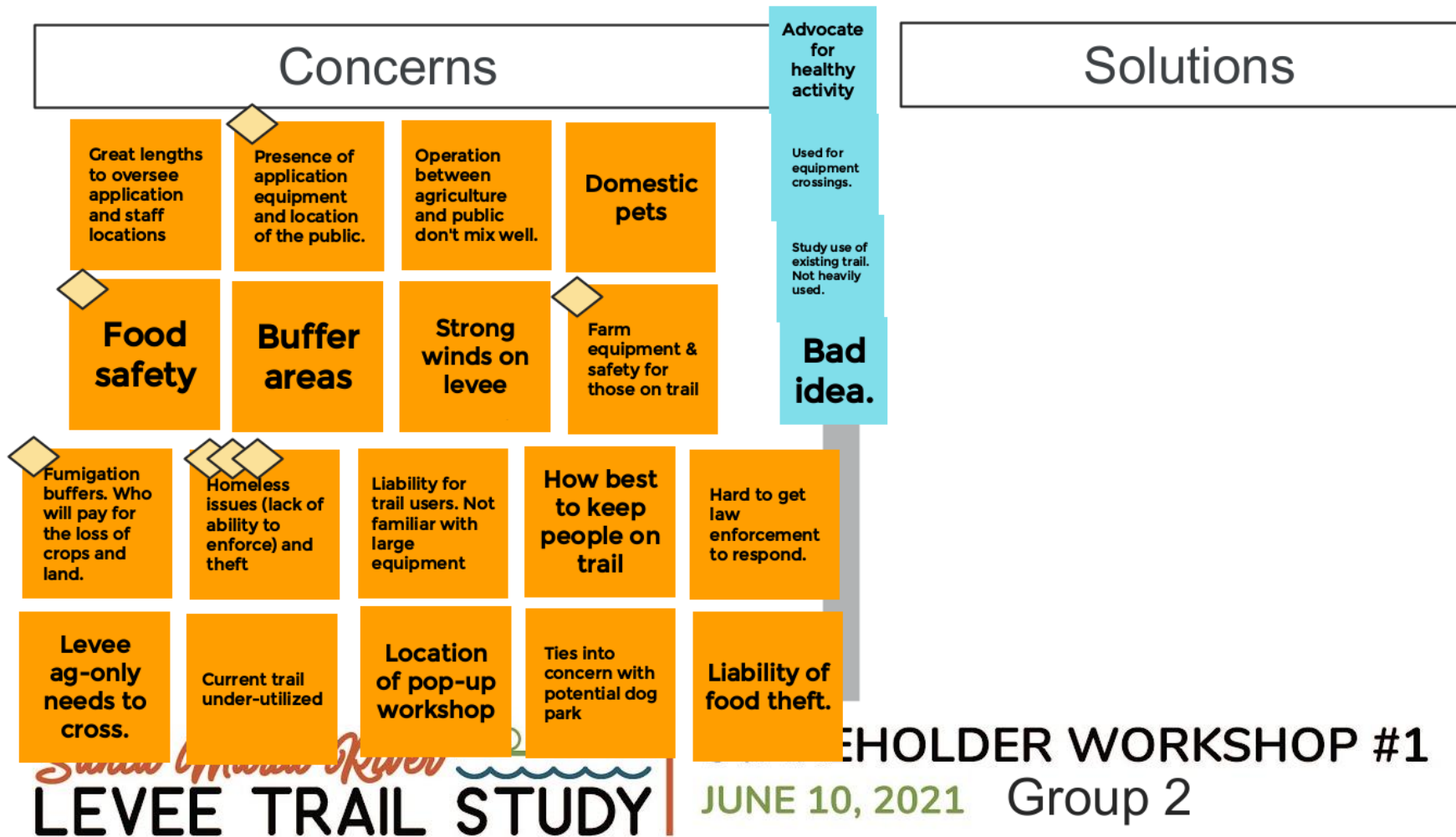


I. JAMBOARD RESULTS AND SUMMARY OF STAKEHOLDER MEETING #1

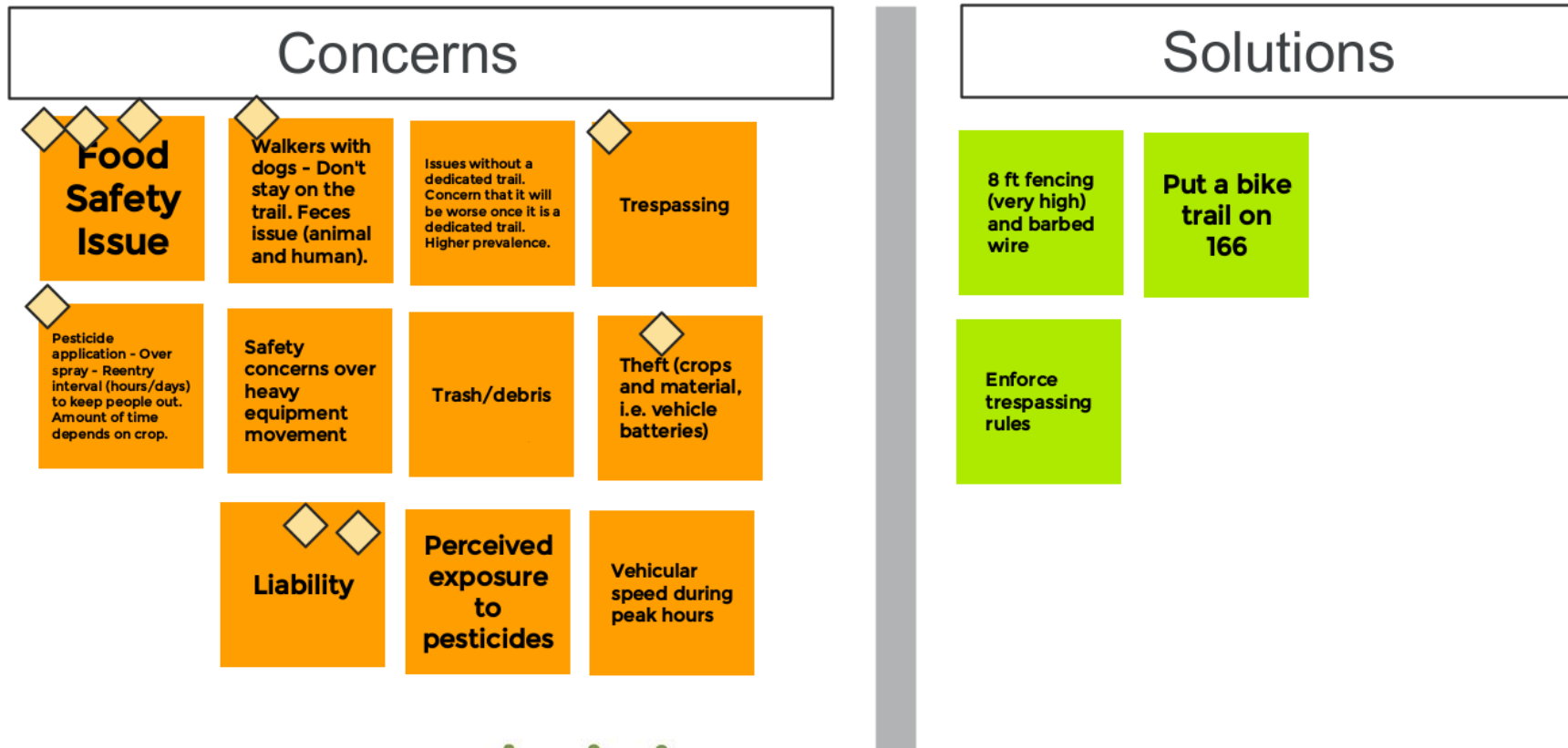
Jamboard Results:



Jamboard Results Continued:



Jamboard Results Continued:



Jamboard Results Matrix:

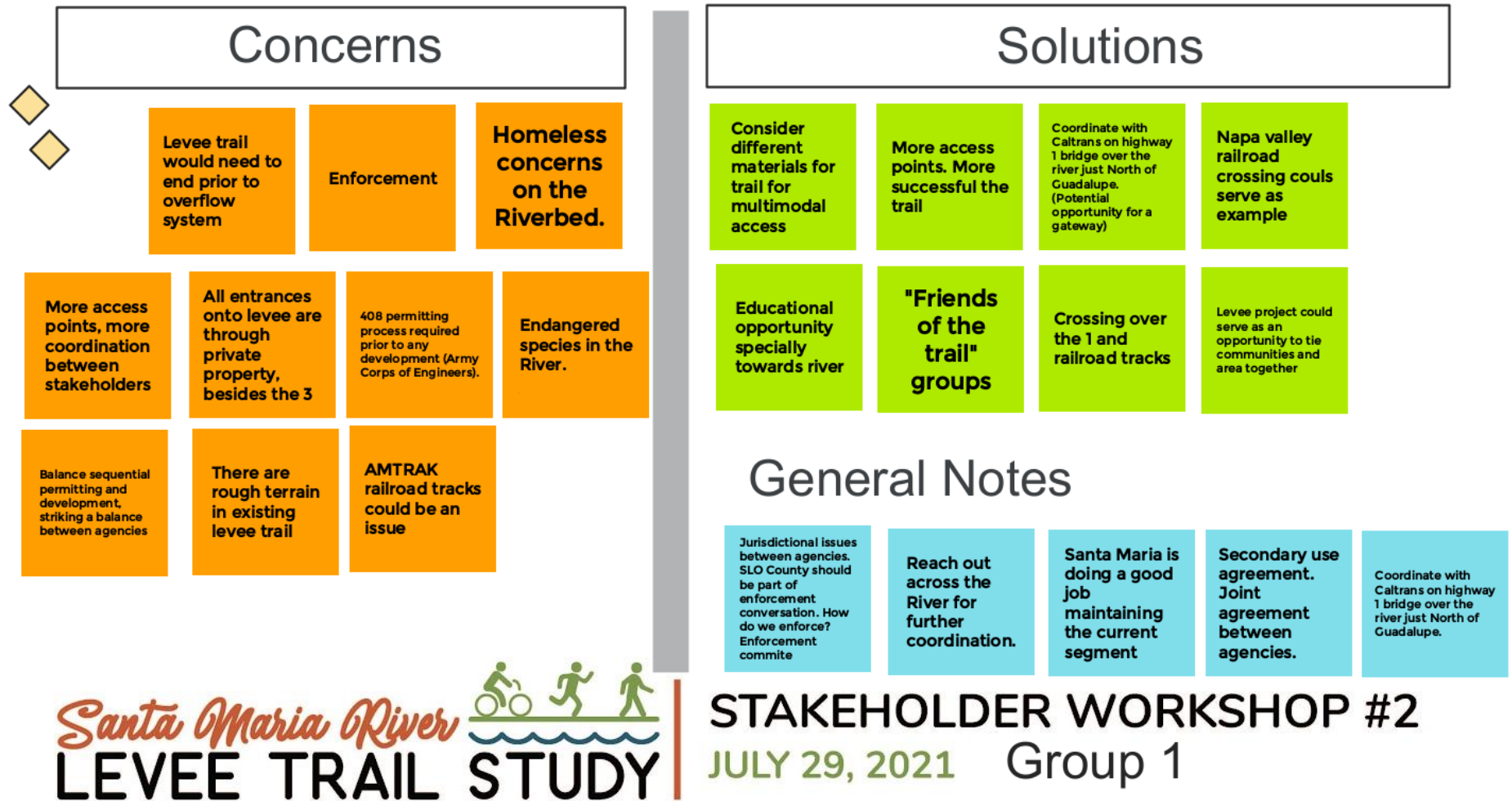
	User Safety	Domestic Pets	Buffer Areas	Pesticide/Health Concern	Trespassing/Theft	Food Safety	Liability of private land owners with heavy machinery	Homeless	Trash	Other
Trespassing					2					
Broad Concept 1) comprise safety of crops, such as offleash dogs soiling crops		1				1				
Broad Concept 2) increased risk of fire damage to properties and liability to land owners							1			
Issues with homeless and squatters. Living in the riverbed by river bridge.								2		
Recreation non-compatible with active agriculture	2									
Guadalupe connection dumping out at Peralta										1
Adding restrooms creates place for homeless								1		
Theft & Vandalism					3					
Liability. No indemnification							2			
Liability for pesticides. For fires. For trespassing. For anything that occurs on private property.	1			1			1			
"Enter at own risk" signs don't protect property owners	1						1			
Food safety issues						1				
Food safety issues. Produce safety rule. Food safety risk from encroachment from animals.		1				1				
Exposure to "or perception" pesticides. Variable schedules. Tends to happen on Sunday and in the mornings.	2									
Some stakeholders were not advised of first virtual meeting										1
Concern for public safety Peralta St. along cooling facility.	1									
Equipment transportation in a safe manner over levee.					1		1			
Access to restrooms.								1		1
Litter/trash									1	
Great lengths to oversee application and staff locations										1
Food safety						2				
Fumigation buffers. Who will pay for the loss of crops and land.	2		2							
Levee ag-only needs to cross.										1
Presence of application equipment and location of the public.	2				2		2			

Jamboard Results Matrix Continued:

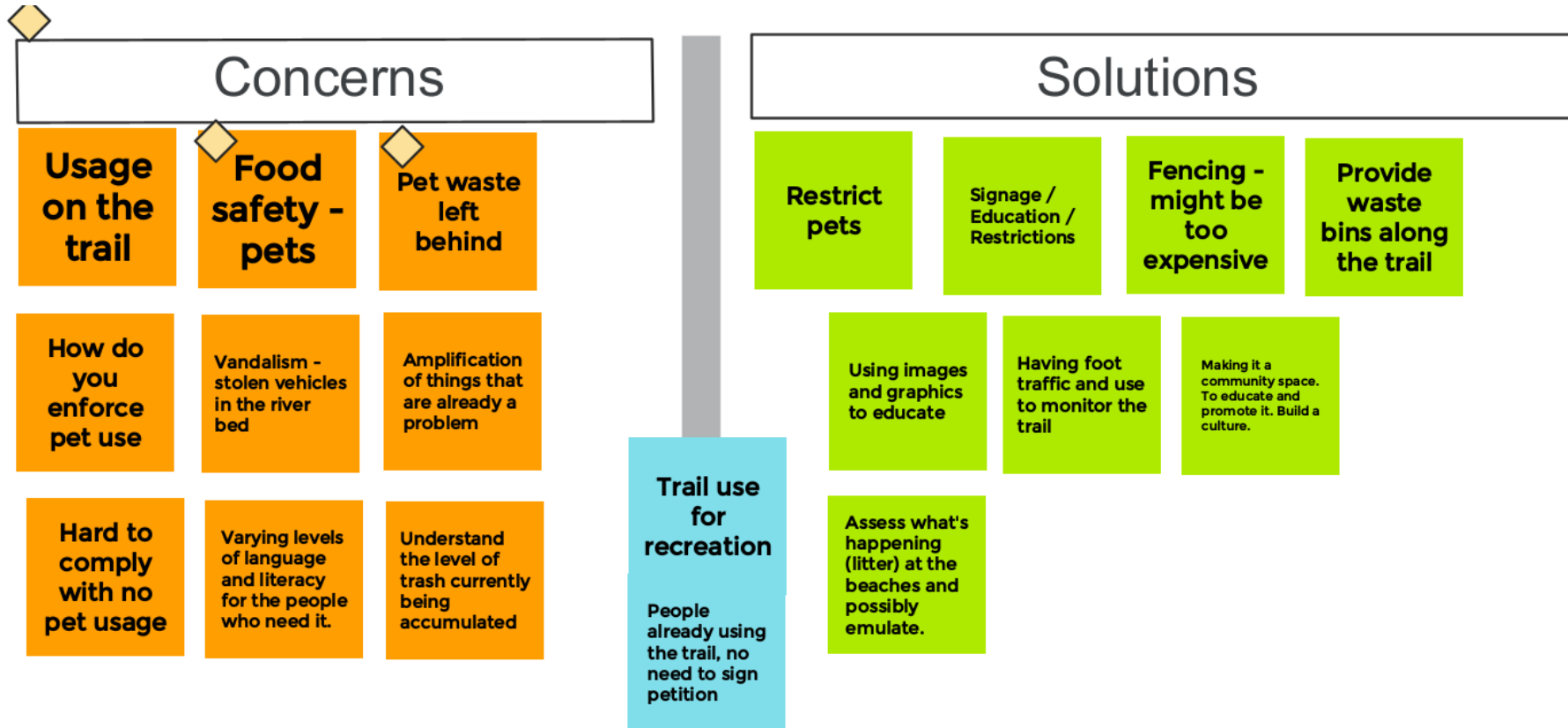
	User Safety	Domestic Pets	Buffer Areas	Pesticide/Health Concern	Trespassing/Theft	Food Safety	Liability of private land owners with heavy machinery	Homeless	Trash	Other
buffer areas			1							
Homeless issues (lack of ability to enforce) and theft					4			4		
Current trail under-utilized										1
Operation between agriculture and public don't mix well.	1						1			
Strong winds on levee										1
Liability for trail users. Not familiar with large equipment	1						1			
Location of pop-up workshop										1
Domestic pets		1								
Farm equipment & safety for those on trail	2						2			
How best to keep people on trail	1				1					
Ties into concern with potential dog park		1								
Hard to get law enforcement to respond.										1
Liability of food theft.					1		1			
Food safety issue						4				
Liability							3			
Pesticide application - Over spray - Reentry interval (hours/days) to keep people out. Amount of time depends on crop.				2						
Walkers with dogs - Don't stay on the trail. Feces issue (animal and human).		2			2					
Safety concerns over heavy equipment movement	1						1			
Issues without a dedicated trail. Concern that it will be worse once it is a dedicated trail. Higher prevalence.	1						1			
Trash/debris									1	
Perceived exposure to pesticides				1						
Trespassing					2					
Theft (crops and material, i.e. vehicle batteries)					2					
Vehicular speed during peak hours										1
Totals:	18	6	3	4	20	9	18	8	2	10

II. JAMBOARD RESULTS AND SUMMARY OF STAKEHOLDER MEETING #2

Jamboard Results:



Jamboard Results Continued:



Santa Maria River
LEVEE TRAIL STUDY



STAKEHOLDER WORKSHOP #2
JULY 29, 2021 Group 2

Jamboard Results Continued:

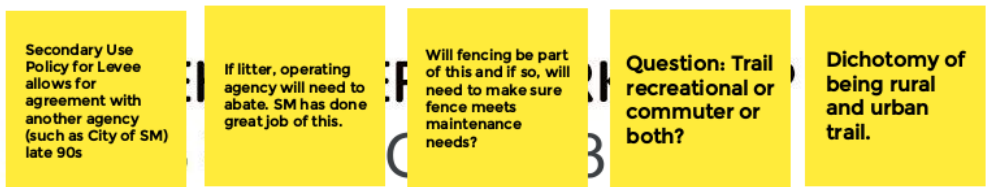
Concerns



Solutions



Other questions/comments



San Antonio Maria River
LEVEE TRAIL STUDY

Jamboard Results Matrix:

Comment	Challenges									
	Permitting	Domestic Pets	Trail Upkeep	Access Points	Enforcement	Trespassing/ Theft	Food Safety	Homeless	Trash	Other
Levee trail would need to end prior to overflow system										1
Enforcement					1					
Homeless concerns on the Riverbed.								1		
More access points, more coordination between stakeholders				1						
All entrances onto levee are through private property, besides the 3				1						
408 permitting process required prior to any development (Army Corps of Engineers).	1									
Endangered species in the River.										1
Balance sequential permitting and development, striking a balance between agencies	1									
There are rough terrain in existing levee trail			1							
AMTRAK railroad tracks could be an issue										1
Usage on the trail	1									
Food safety - pets		2					2			
Pet waste left behind		2								
How do you enforce pet use		1								
Vandalism - stolen vehicles in the river bed						1				
Amplification of things that are already a problem										1
Hard to comply with no pet usage		1								
Varying levels of language and literacy for the people who need it.										1
Understand the level of trash currently being accumulated									1	
Federal requirements need Army Corp of Engineers approval and 408 permit. Has a long timeline - 2 yrs. Requires proj description & changes to area.	1									
Trespassing concerns (animals and people)						1				
Need more ways on/off trail				1						
Easement needed to get access to levee.				1						
Grower and landowner buy-in										1
People are already trespassing. Lack of awareness?						1				
Aspects of trail are not bike-friendly so additional work would need to be done.										1
Agency in charge would need to enforce closures, as needed.					1					

Jamboard Results Matrix Continued:

City of SM exploring hard surface on trail. Base road easier to maintain. Drainage concerns for harder surface. Perhaps cost-prohibitive.										
Does trail surface need enhancement to make it more comfortable for users (esp. commuters)? And what would maintenance needs be?										
TOTAL	4	6	3	4	2	3	2	1	1	7
Solutions										
	Signage	Fencing	Educational Elements	Connect Communities	Maintenance	Rail Crossing	Other			
Comments										
Strong package and advance planning needed for Corp of Engineers.							1			
Parking? Mid-way parking options given length of trail.							1			
CAUSE - 140 signatures in support in two days							1			
Mile markers to reference where someone is on trail. If needed for emergencies or distance tracking.		1								
There are posts already there to add mile markers.		1								
Need for alternative way to get between communities (versus 166)				1						
Maintenance: will it be SM or Guadalupe or MOU with others? Way to address this.					1					
Compacted road base option? Compact center section of levee to improve quality of use.							1			
Signs already being used on SM side that could be duplicated.		1								
Fencing would help trespassing on farm lands. Cameras.			1							
Restrict pets							1			
Signage / Education / Restrictions		1		1						
Fencing - might be too expensive			1							
Provide waste bins along the trail					1					
Using images and graphics to educate			1							
Having foot traffic and use to monitor the trail							1			
Making it a community space. To educate and promote it. Build a culture.			1	1						
Assess what's happening (litter) at the beaches and possibly emulate.					1					
Consider different materials for trail for multimodal access							1			
More access points. More successful the trail							1			

Jamboard Results Matrix Continued:

Coordinate with Caltrans on highway 1 bridge over the river just North of Guadalupe. (Potential opportunity for a gateway)							1		
Napa valley railroad crossing could serve as example						1			
Educational opportunity specially towards river			1						
"Friends of the trail" groups							1		
Crossing over the 1 and railroad tracks						1			
Levee project could serve as an opportunity to tie communities and area together				1					
TOTAL	4	2	4	3	3	2	10		
General Notes									
Jurisdictional issues between agencies. SLO County should be part of enforcement conversation. How do we enforce? Enforcement committee									
Reach out across the River for further coordination.									
Santa Maria is doing a good job maintaining the current segment									
Secondary use agreement. Joint agreement between agencies.									
Coordinate with Caltrans on highway 1 bridge over the river just North of Guadalupe.									
Trail use for recreation									
People already using the trail, no need to sign petition									
Secondary Use Policy for Levee allows for agreement with another agency (such as City of SM) late 90s									
If litter, operating agency will need to abate. SM has done great job of this.									
Will fencing be part of this and if so, will need to make sure fence meets maintenance needs?									
Question: Trail recreational or commuter or both?									
Dichotomy of being rural and urban trail.									

III. JAMBOARD RESULTS FROM 3-DAY WORKSHOP

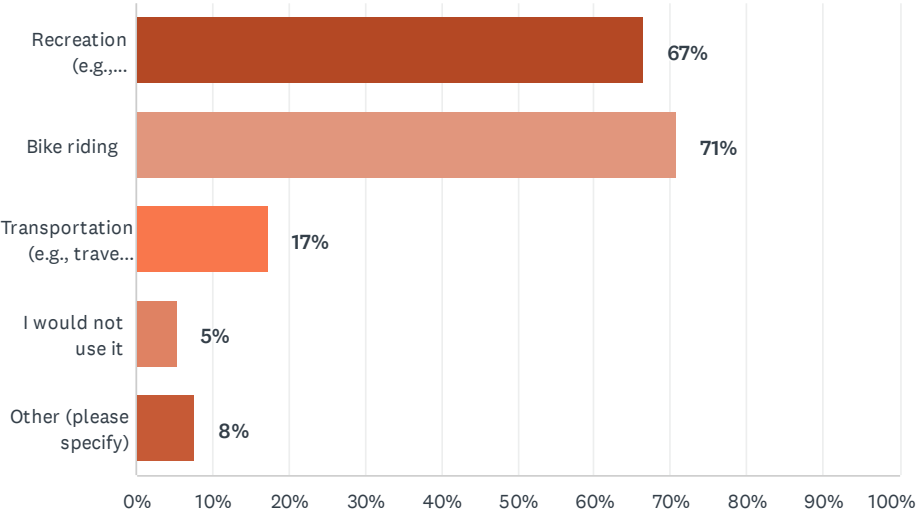
Concerns	Solutions
<p>Bike trail paved to avoid going on main st</p> <p>Parking & TRAIL HEAD</p> <p>AREAS FOR MERCHANDISE & INFORMATION</p> <p>WOULD LIKE TO SEE INFORMATION ABOUT WILDLIFE!</p> <p>Alot of people park along Blosser and use the trail going North. @ Ben Canyon</p> <p>THE TRAIL IS A GREAT CONNECTOR TO THE ONE AND THEY WOULD BE GREAT FOR BUSINESS IN SM</p>	<p>OPEN ACCESS PAVE TRAIL BENCHES, MARKED CROSSINGS,</p> <p>Make you happy</p>

Please provide your input by placing your thoughts on a sticky note. If you see a comment that you support you may place a dot on the sticky note to show your support. Please visit one of the booth moderators for a sticky note and/or dots.

IV. Public Survey Results

Q1 If a trail were extended along the Santa Maria River Levee (from N. Blosser Rd to Guadalupe), how do you think you would use it? (Choose all that apply)

Answered: 335 Skipped: 1



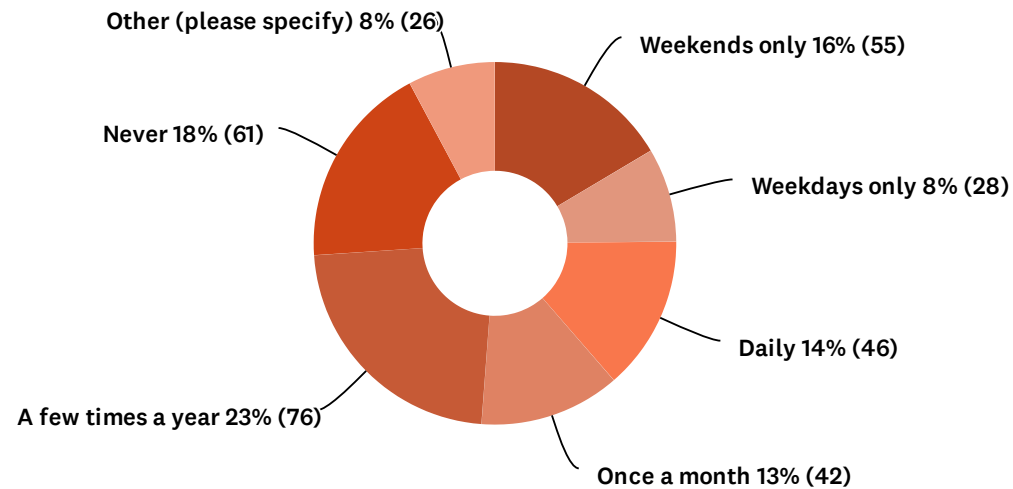
ANSWER CHOICES	RESPONSES	
Recreation (e.g., walking/running)	67%	223
Bike riding	71%	237
Transportation (e.g., travel to work/school/services)	17%	58
I would not use it	5%	18
Other (please specify)	8%	26
Total Respondents: 335		

Question #1 Continued:

#	OTHER (PLEASE SPECIFY)	DATE
1	birding	9/1/2021 10:13 AM
2	family would use	9/1/2021 10:04 AM
3	walking	9/1/2021 9:59 AM
4	Equestrian	8/30/2021 12:44 PM
5	Recreation- Horseback riding	8/30/2021 6:23 AM
6	Horseback	8/29/2021 8:23 AM
7	Bike trail	8/26/2021 11:55 PM
8	Walk my dog	8/26/2021 5:33 PM
9	All the above.....	8/26/2021 4:39 PM
10	Birding - viewing birds in the riverbed from the levee trail, also enjoying the view down into the riverbed.	8/26/2021 3:23 PM
11	I am opposed to the trail in principal. It will cause many conflicts between intensive production of fresh consumed produce and the urban population.	8/26/2021 10:29 AM
12	study the wildlife plants	8/25/2021 5:51 PM
13	Horseback riding	8/25/2021 1:32 PM
14	Roller skating	8/25/2021 9:09 AM
15	Equestrian	8/22/2021 2:31 PM
16	Horseback riding	8/14/2021 10:19 AM
17	Horseback riding	8/11/2021 7:51 PM
18	Horseback riding	8/11/2021 6:57 PM
19	Equine	8/11/2021 6:31 PM
20	Trail ride my horses	8/11/2021 6:12 PM
21	Horse back riding	8/11/2021 6:02 PM
22	horseback riding	8/11/2021 5:11 PM
23	Running/ pet walking	8/10/2021 6:43 PM
24	Would be great for horseback riding	8/10/2021 1:06 PM
25	Mostly for hanging out with friends and such	8/3/2021 5:34 PM
26	Support long distance rider avoid 166.	6/16/2021 1:18 PM

Q2 How often do you currently use the existing Santa Maria River Levee Trail?

Answered: 334 Skipped: 2



ANSWER CHOICES	RESPONSES	
Weekends only	16%	55
Weekdays only	8%	28
Daily	14%	46
Once a month	13%	42
A few times a year	23%	76
Never	18%	61
Other (please specify)	8%	26
TOTAL		334

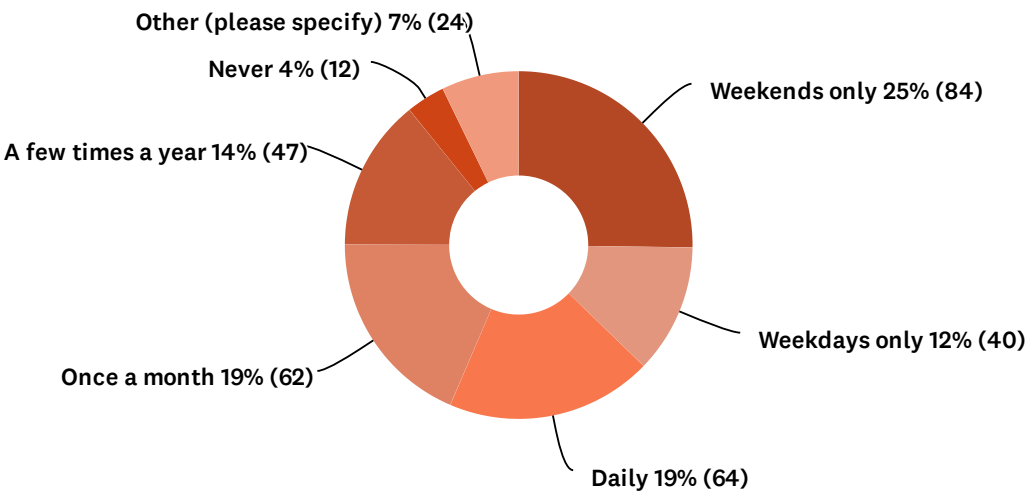
#	OTHER (PLEASE SPECIFY)	DATE
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Question #2 Continued:

1	Weekends but more often during summer	11/14/2021 11:34 PM
2	I would use it more if the connection is made with Gualaupe.	11/13/2021 4:43 PM
3	Several days a week, no specific days	11/10/2021 4:34 PM
4	In the near past I used it several times a week, but tired of the rough, uneven, hard surface material.	10/2/2021 8:10 AM
5	when working in Santa Maria, I use it daily	10/1/2021 11:03 PM
6	2-4 times a week	10/1/2021 10:09 PM
7	Several times a month	9/10/2021 5:40 PM
8	mix of weekday/ends >1/month	9/1/2021 10:13 AM
9	2x a month	9/1/2021 10:04 AM
10	20 times a year	9/1/2021 9:56 AM
11	Didn't know about it	8/29/2021 8:23 AM
12	I didn't know we had trails!	8/29/2021 6:39 AM
13	I Use it to walk the dog	8/26/2021 11:55 PM
14	A mix of weekends, weekdays and more than once/month	8/26/2021 3:23 PM
15	Weekly	8/26/2021 2:43 PM
16	I have used the levee four times in order to put on a half-marathon and 10k walk between Guadalupe, CA and Blosser Rd. Santa Maria, CA. These events required a permit and owner land agreements in order to cross farmland and get to the levee from Guadalupe.	8/26/2021 1:03 PM
17	Whenever I'm visiting the area!	8/25/2021 8:02 AM
18	I didn't know it existed; now I will use it	8/23/2021 12:49 PM
19	A few days a week and weekends with my family bike rides and I jog	8/23/2021 8:23 AM
20	Only used it when I lived in SM, now live in Guadalupe	8/22/2021 4:44 PM
21	I was not aware of it, but will start regularly using it	8/11/2021 6:12 PM
22	Once	8/9/2021 5:19 PM
23	Twice or three times per month	8/3/2021 7:26 PM
24	2 to 4 times a week	6/28/2021 7:33 AM
25	A few times per week	6/22/2021 9:47 AM
26	Moved to the other end of town but when I lived off off Hidden Pines and Blosser I used the trail at least four times a week. It was great!!!	6/21/2021 9:44 PM

Q3 How often do you think you would use the extended Santa Maria River Levee Trail, if it were approved and developed?

Answered: 333 Skipped: 3



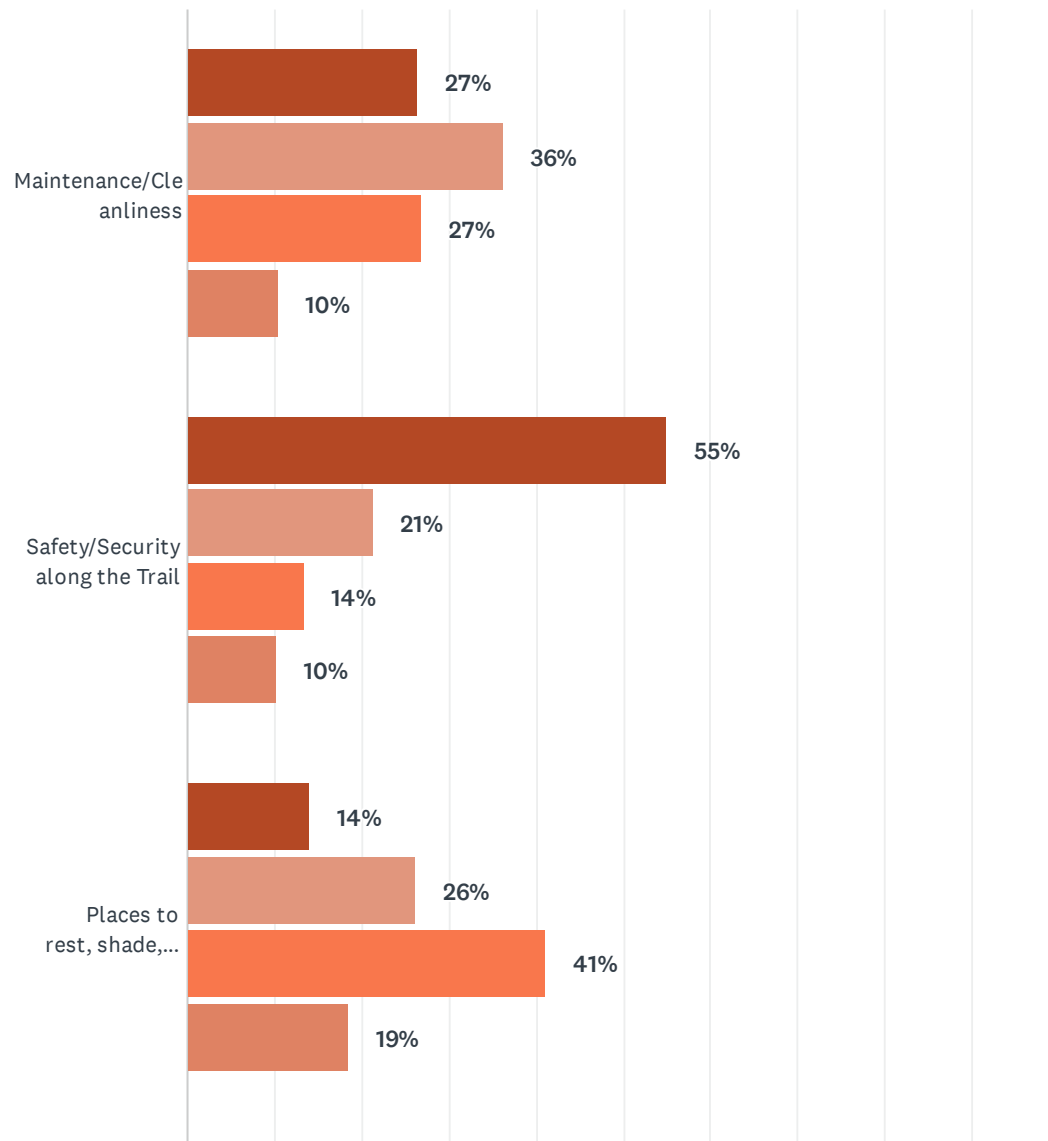
ANSWER CHOICES	RESPONSES	
Weekends only	25%	84
Weekdays only	12%	40
Daily	19%	64
Once a month	19%	62
A few times a year	14%	47
Never	4%	12
Other (please specify)	7%	24
TOTAL		333

Question #3 Continued:

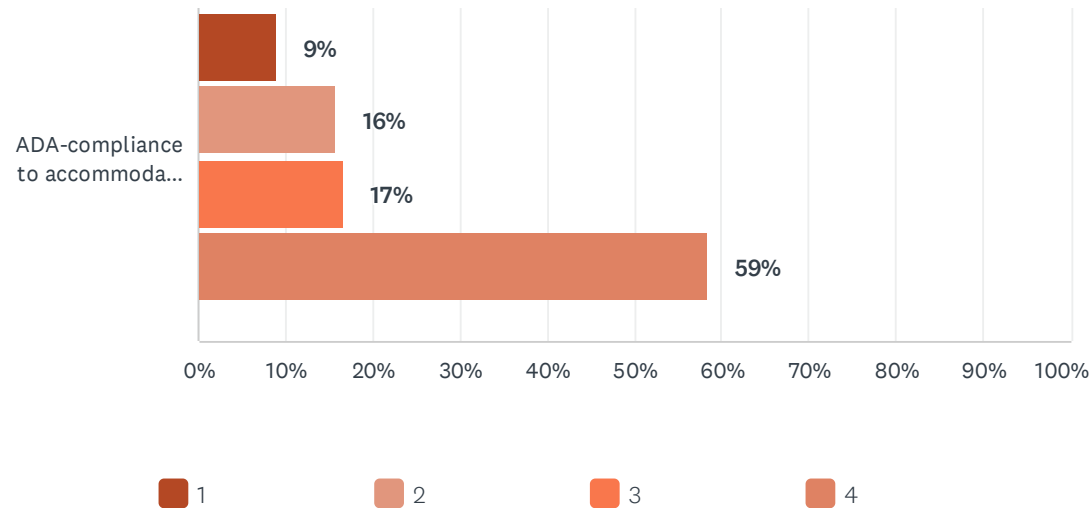
#	OTHER (PLEASE SPECIFY)	DATE
1	A few times a month	11/14/2021 11:34 PM
2	Several days a week	11/10/2021 4:34 PM
3	Both weekends and weekdays	10/2/2021 8:10 AM
4	when in Santa Maria, I would use it weekly; I would also take bike ride groups through the area...maybe stopping for burritos in Guadalupe	10/1/2021 11:03 PM
5	Several times a month	9/10/2021 5:40 PM
6	2x a month	9/1/2021 1:00 PM
7	20 times a year	9/1/2021 9:56 AM
8	Couple to three times a month	8/30/2021 12:44 PM
9	Several times a month.	8/27/2021 4:07 PM
10	Give us the option to use it.i would like it to be completedleted	8/26/2021 11:55 PM
11	I would would try use it weekends and weekdays multiple times per/month.	8/26/2021 3:23 PM
12	Weekly	8/26/2021 2:43 PM
13	If entry access was safe (ei. no train crossings or busy road crossings) I would use it several times each week.	8/26/2021 1:03 PM
14	More than once a month	8/26/2021 12:06 PM
15	Some weekends, some weekdays	8/25/2021 9:09 AM
16	Whenever I'm visiting!	8/25/2021 8:02 AM
17	Weekends and a few weekdays	8/23/2021 8:23 AM
18	A mix of weekends and weekdays a few times per month	8/22/2021 4:28 PM
19	Several days a week.	8/22/2021 3:17 PM
20	Weekends and weekdays, probably 3-4 times a week.	8/22/2021 2:12 PM
21	5 times per year, maybe more	8/3/2021 7:26 PM
22	2 to 4 times a week	6/28/2021 7:33 AM
23	A few times per week	6/22/2021 9:47 AM
24	only the homeless for camping, that is an unsafe trail.	6/20/2021 2:22 PM

Q4 In thinking about the trail's extension, what would matter most to you? (Rank from highest priority to lowest)

Answered: 326 Skipped: 10



Question #4 Continued:



	1	2	3	4	TOTAL	SCORE
Maintenance/Cleanliness	27% 79	36% 108	27% 80	10% 31	298	2.79
Safety/Security along the Trail	55% 171	21% 66	14% 42	10% 32	311	3.21
Places to rest, shade, placemaking opportunities (e.g., signage, informational kiosks, lighting)	14% 43	26% 80	41% 126	19% 57	306	2.36
ADA-compliance to accommodate strollers, and mobility equipment such as wheelchairs and walkers.	9% 27	16% 47	17% 50	59% 175	299	1.75

Q5 In thinking about the trail's extension, what other items matter most to you that were not listed in question #4?

Answered: 159 Skipped: 177

#	RESPONSES	DATE
1	Natural beauty and trees	12/9/2021 4:15 PM
2	environmental stewardship and healthy habits - providing opportunities for alternative transportation like electric bikes, regular bikes, walking and running	12/8/2021 5:41 PM
3	Community access, noise pollution, biodiversity aesthetic	11/16/2021 2:24 PM
4	Access in/out to connect to other routes.	11/14/2021 7:34 AM
5	Interpretational signs and benches for rest	11/13/2021 5:43 PM
6	Access for people living in both communities and even Nipomo for transportation and recreation are important for north county goals. This is an excellent opportunity to connect housing and jobs with where we play.	11/13/2021 4:43 PM
7	The homeless taking advantage of it. Possibly helping them travel to Guadalupe and squat there.	11/11/2021 3:58 PM
8	This would increase a lot of bad traffic and homeless	11/10/2021 8:07 PM
9	Signage for pedestrian/ cyclist right of way.. dividers for pedestrians and cyclists..	10/31/2021 11:31 AM
10	All covered	10/17/2021 11:40 AM
11	Access for bicycles. Allowing dogs. Restrooms or portapotties. Several access points to get on the trail.	10/12/2021 3:46 PM
12	Surface material that's solid and smooth unlike that which is on the present levee trail.	10/2/2021 8:10 AM
13	Bathroom stall midway. Water fountains doggie bag poles	10/2/2021 7:43 AM
14	connection to other trails or bike paths	10/1/2021 11:03 PM
15	Smoother road bed. Connected trail to Nipomo.	10/1/2021 10:09 PM
16	Nice running path. I run 9 miles and need a nice surface non cement	9/22/2021 11:51 PM
17	Parking	9/8/2021 11:07 AM
18	Estaciones para arreglar bicis.	9/2/2021 4:50 PM
19	maintenance and cleanliness	9/1/2021 1:44 PM
20	playgrounds	9/1/2021 1:33 PM

Question #5 Continued:

21	water faucets, restroom	9/1/2021 12:56 PM
22	supporting native wildlife and plants	9/1/2021 12:33 PM
23	better for the community	9/1/2021 12:31 PM
24	do not destroy the nature	9/1/2021 10:57 AM
25	a bathroom	9/1/2021 10:40 AM
26	access, safe crossing	9/1/2021 10:39 AM
27	flowers and bike trails	9/1/2021 10:23 AM
28	scenery	9/1/2021 10:16 AM
29	protection of wild spaces in the river bed, keep the native habitat	9/1/2021 10:13 AM
30	protection at night	9/1/2021 10:07 AM
31	guide signs, list of courtesy conduct, and mile markers	9/1/2021 10:04 AM
32	room for walking	9/1/2021 9:59 AM
33	garbage receptacles	9/1/2021 9:54 AM
34	ADA accommodation	9/1/2021 9:52 AM
35	access for bikes and hikes	9/1/2021 9:48 AM
36	drive a car	9/1/2021 9:39 AM
37	safety	9/1/2021 9:31 AM
38	bathrooms	9/1/2021 9:26 AM
39	cleaning	9/1/2021 9:21 AM
40	cleanliness	9/1/2021 9:07 AM
41	bike road	9/1/2021 8:54 AM
42	Safety enforcement.	8/30/2021 6:23 AM
43	paved for road bike use, gravel free.	8/29/2021 11:10 AM
44	Easy access	8/29/2021 6:39 AM
45	Beautification. I'd run the trail often, and having something to break up the running and distract from the monotonous views would be nice.	8/28/2021 5:47 PM
46	Having it paved so we can use road bikes. It would also be easier to push strollers wheelchairs etc	8/28/2021 11:06 AM
47	Appealing for features on the hike like what can be seen.	8/28/2021 8:09 AM

Question #5 Continued:

48	Environmental protection and enhancement.	8/28/2021 1:35 AM
49	Maybe some porta potties.	8/27/2021 4:07 PM
50	Dog trails, trash bags for dog shits, garbage cans for trash	8/26/2021 11:55 PM
51	Places to get on and off the trail besides blosser and Guadalupe. That's a big stretch w/ no access.	8/26/2021 7:32 PM
52	Water for dogs	8/26/2021 5:33 PM
53	Protection of the riverbed as habitat for birds and other wildlife and as a corridor for species. The current levee trail often has dog poop from people who do not clean up after their pets. There's also nothing to keep people out of the riverbed which is okay and pets are okay but it appears as though no one is really taking care of the things that are going wrong, ie not picking up after pets, eroding the south sides of the levee (not using designated access points), homeless sheltering and unregulated bicycle trails in the riverbed, use of OHVs in the riverbed, no cleanup of trash and dog poop. In short, there has to be long-term maintenance plans built into the trail and protection of the riverbed.	8/26/2021 3:23 PM
54	Places to get off the trail so that one is not forced to go miles before leaving the levee and going into the city.	8/26/2021 1:03 PM
55	Creating a real bike path with 2 directions or a softer surface for running.	8/26/2021 12:06 PM
56	What will parking and trail access be like at the Guadalupe side?	8/26/2021 10:02 AM
57	Rideability! What is the surface like?	8/26/2021 6:50 AM
58	How public safety agencies can quickly arrive to any potential emergencies. Vehicle access or adding capabilities such as ATV or UTV.	8/26/2021 6:11 AM
59	It would just be lovely for the levee to go all the way to Guadalupe	8/25/2021 8:59 PM
60	None.	8/25/2021 8:47 PM
61	Keeping the homeless out of the riverbed. Sanitary reasons and they beg for money	8/25/2021 6:43 PM
62	doggie poop bags maybe a book nook	8/25/2021 5:51 PM
63	Homeless people and Crome are too high along the levee and parking areas - until that is corrected this isn't the place for families and that's a shame because it is a great opportunity wasted	8/25/2021 5:03 PM
64	Soft surface (packed cinder or gravel or dirt vs paved)	8/25/2021 4:45 PM
65	No being ticketed for use of public property	8/25/2021 2:01 PM
66	Horse friendly	8/25/2021 1:32 PM
67	Lighting	8/25/2021 12:57 PM
68	Bike friendly!	8/25/2021 11:54 AM
69	Bring people closer	8/25/2021 10:38 AM
70	Reduce logistics costs	8/25/2021 10:38 AM
71	Bring people closer	8/25/2021 10:38 AM

Question #5 Continued:

72	convenient	8/25/2021 10:38 AM
73	convenient	8/25/2021 10:38 AM
74	Bring people closer	8/25/2021 10:38 AM
75	N/A	8/25/2021 10:38 AM
76	N/A	8/25/2021 10:29 AM
77	N/A	8/25/2021 9:37 AM
78	N/AV	8/25/2021 9:37 AM
79	N/A	8/25/2021 9:37 AM
80	N/A	8/25/2021 9:37 AM
81	N/A	8/25/2021 9:37 AM
82	N/A	8/25/2021 9:37 AM
83	N/A	8/25/2021 9:37 AM
84	N/A	8/25/2021 9:37 AM
85	water fountains.	8/25/2021 9:36 AM
86	Wide enough clearance for two way traffic and to accommodate fast and slow riders going one way	8/25/2021 9:09 AM
87	Ensuring that the chosen design is as cheap as possible to help get it built sooner. Don't get bogged down with extras like informational kiosks that could be built later if funding allows.	8/25/2021 8:02 AM
88	Trash cans and restrooms	8/25/2021 8:00 AM
89	N/A	8/25/2021 7:52 AM
90	Restrooms And water fountain Safety 911 call box	8/25/2021 7:49 AM
91	Distance Markers	8/25/2021 6:36 AM
92	Nice views	8/25/2021 2:15 AM
93	No homeless encampments visible	8/24/2021 11:53 PM
94	Biking, hiking & walking possibilities from Santa Maria to to Guadalupe Dunes & Beach is so important for BOTH communities -- for health to citizens & bring tourists to both cities.	8/24/2021 11:01 PM
95	Fencing same as what's on the levee east of Blosser rd. Mile markers would be nice in the event of a 911 call needed to be made.	8/24/2021 9:30 PM
96	Good pavement	8/24/2021 9:29 PM
97	The whole north side needs a makeover	8/24/2021 7:49 PM



Question #5 Continued:

98	The trail should be paved if at all possible.	8/24/2021 5:22 PM
99	Promoting the trail so the public uses it more often.	8/24/2021 3:03 PM
100	N/A	8/24/2021 11:06 AM
101	If there can be cell coverage that would be great	8/23/2021 6:21 PM
102	Wide enough to accommodate 2 lanes (1 bikes & 1 walkers) of traffic each way fir a total of 4 lanes. Dog friendly with dog stations, trash cans and disease-fine signs for those who don't pick up dog waste	8/23/2021 12:49 PM
103	Easy access on the Western end (Guadalupe). Currently there are RR track you have to cross and it would be nice to enter the trail on the East side of the tracks so you don't have to cross or a path going under the RR bridge..	8/23/2021 11:13 AM
104	no more environmental degradation than there already has been	8/23/2021 8:35 AM
105	Dogs allowed	8/23/2021 1:36 AM
106	Water stations	8/22/2021 9:29 PM
107	Exercise equipment along the trail	8/22/2021 7:47 PM
108	Their being plenty of light when using in afternoons or nights.	8/22/2021 7:43 PM
109	Lights	8/22/2021 7:37 PM
110	Trashcans and doggy baggies available.	8/22/2021 7:07 PM
111	A 24 security booth or emergency phones. Security cameras would be good too!	8/22/2021 6:44 PM
112	I am concerned that it can become a homeless camp attraction.	8/22/2021 5:57 PM
113	Clear bicycling lanes would be wonderful to ensure safety of all using the trail	8/22/2021 2:12 PM
114	What a waste of money. Seriously. There's so many other things needed in Guadalupe. How about fixing our parks first? This will not be used very much--too dangerous. And if you have a problem, who do you call? Guadalupe or Santa Maria. Another example of politicians not being in touch with the residents. No one wants this. Clean our current streets and fix what's already there before making more eyesores.	8/22/2021 1:31 PM
115	N/a	8/22/2021 1:11 PM
116	Trees, shade	8/12/2021 9:15 AM
117	Please allow equestrians.	8/11/2021 7:51 PM
118	Trailhead parking and high visibility of parking location to deter theft	8/11/2021 6:57 PM
119	Adequate parking for horse trailers	8/11/2021 6:31 PM
120	horse trailer parking	8/11/2021 5:11 PM
121	Access to the bottom of the levee	8/10/2021 6:43 PM
122	Good signage so people use it	8/10/2021 5:52 PM

Question #5 Continued:

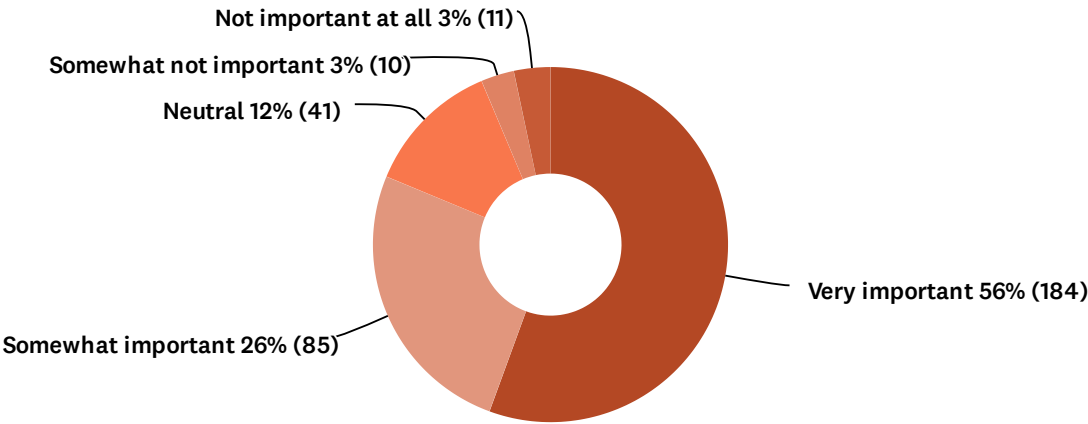
123	Pet-friendliness, bike station with pump	8/10/2021 2:10 PM
124	adding horseback riding use	8/10/2021 1:06 PM
125	Pesticide information and when the fields are being sprayed.	8/10/2021 12:06 PM
126	Some parking when getting to Guadalupe maybe ?	8/9/2021 11:17 PM
127	Allowing sections of the trail to be adapted by local groups for maintenance and helping the city.	8/9/2021 11:02 PM
128	A water faucet pets or a drinking fountain.	8/9/2021 9:48 PM
129	None	8/9/2021 9:35 PM
130	Plaque with information about native plants animals, history of river etc signs that encourage ppl to keep the environment clean Areas to rest and have picnic or play areas	8/9/2021 5:19 PM
131	Nice pavement.	8/3/2021 7:26 PM
132	I can't think of any as of right now!	8/3/2021 6:10 PM
133	ensuring the farmers in the area will not be affected.	8/3/2021 5:40 PM
134	Having a trail that is useful for road bikes as well as trail bikes. The current trail is too rough for road bikes.	7/27/2021 7:19 PM
135	All things were listed	7/14/2021 3:58 PM
136	Ability to cross Bonita school safely	6/28/2021 7:33 AM
137	Night watch/ safety	6/26/2021 6:19 PM
138	Dog bags and trash cans.	6/26/2021 4:06 PM
139	Place to put dog poop trash	6/26/2021 3:57 PM
140	Water lake	6/22/2021 4:54 PM
141	Pet friendly	6/22/2021 4:51 PM
142	Congestion. Make sure the path is wide enough to accommodate many users.	6/22/2021 8:51 AM
143	Will it be paved? Every time I've ridden a bike I get a flat tire.	6/22/2021 12:04 AM
144	Trail maintenance Being able to ride my bike or push my stroller safely is important.	6/21/2021 10:31 PM
145	Benches along the way to rest/enjoy the surroundings	6/21/2021 9:53 PM
146	Lighted	6/21/2021 8:24 PM
147	I love the idea of connecting our town to Guadalupe. It would be a win for both cities.	6/21/2021 7:29 PM
148	Dog poop bag dispensers and trash cans.	6/21/2021 6:02 PM
149	Vehicle access of authorities or emergency services	6/21/2021 5:00 PM

Question #5 Continued:

150	available for 'road bikes' with skinny tires	6/21/2021 2:10 PM
151	How much space will this be. I would hope there would be a separate walking and biking lane. Accessible trash cans and dog waste bags available. Also, having educational prompts available.	6/20/2021 11:36 PM
152	Can the money be appropriated for something actually useful? Like parks in Guadalupe?	6/20/2021 2:22 PM
153	lighting for night walks.	6/20/2021 11:45 AM
154	Try ending the trail at LeRoy Park which is an ideal resting spot. Even it is signage to LeRoy Park.	6/16/2021 1:18 PM
155	Safety of the wild animals that live among the trail	6/10/2021 4:54 PM
156	Trespassing	6/10/2021 1:52 PM
157	Water breaks	6/3/2021 6:38 PM
158	Danger signs because it alerts hikers/bikers of potential harm.	6/3/2021 3:01 PM
159	I do not think that a trail gong through commercial agriculture is appropriate.	6/1/2021 2:51 PM

Q6 How important is it to have a connected trail between Santa Maria and Guadalupe?

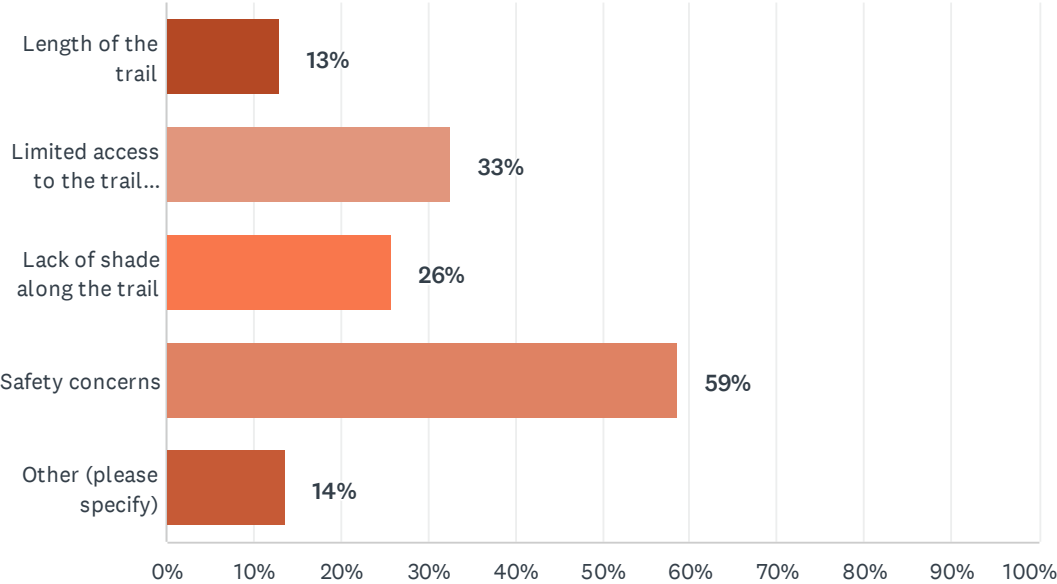
Answered: 331 Skipped: 5



ANSWER CHOICES	RESPONSES	
Very important	56%	184
Somewhat important	26%	85
Neutral	12%	41
Somewhat not important	3%	10
Not important at all	3%	11
TOTAL		331

Q7 What may keep you from using the extended Santa Maria River Levee Trail? (Select all that applies)

Answered: 307 Skipped: 29



ANSWER CHOICES	RESPONSES	
Length of the trail	13%	40
Limited access to the trail (Santa Maria, Bonita School Road, City of Guadalupe)	33%	100
Lack of shade along the trail	26%	79
Safety concerns	59%	180
Other (please specify)	14%	42
Total Respondents: 307		

Question #7 Continued:

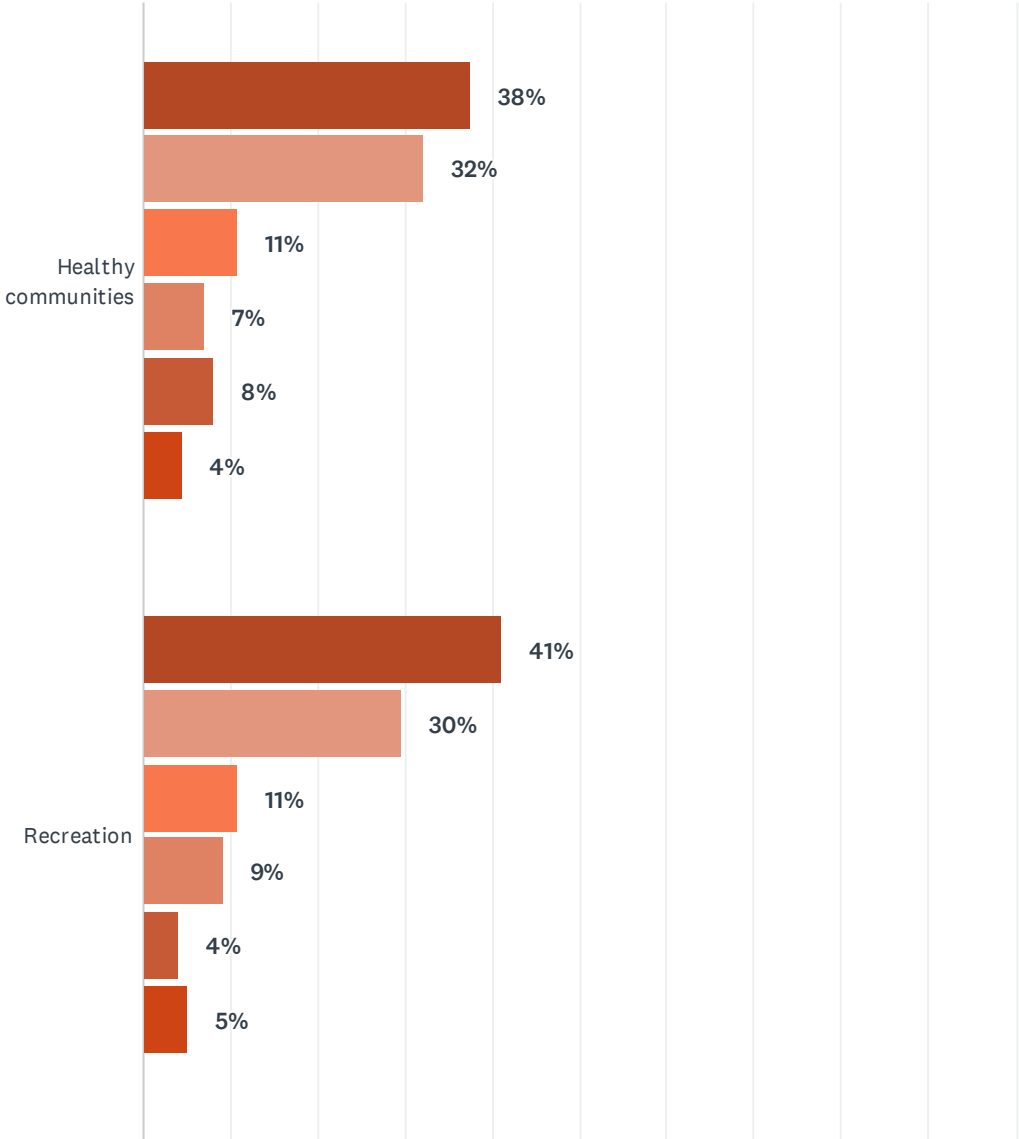
#	OTHER (PLEASE SPECIFY)	DATE
1	I live in South County, so this would be a special trip to the trail but I would be happy to do it.	12/9/2021 4:15 PM
2	Car noise	11/16/2021 2:24 PM
3	Connecting with bikeways and pedestrians. Some would like to drive to the trail so some parking. Restroom facility would be nice.	11/13/2021 4:43 PM
4	n/a	10/17/2021 11:40 AM
5	a rough uneven hard surface	10/2/2021 8:10 AM
6	Nothing... we need this	9/2/2021 8:32 PM
7	condition of trail	9/1/2021 1:48 PM
8	laziness	9/1/2021 12:33 PM
9	lack of maintenance	9/1/2021 10:13 AM
10	nothing	9/1/2021 9:56 AM
11	resistance from farms	9/1/2021 9:48 AM
12	Inadequate parking for truck/trailer rig and staging area to saddle horses	8/30/2021 6:23 AM
13	lack extension to the Guadalupe beach... also to Oso Flaco. Allowing co-use with motorized vehicles	8/29/2021 11:10 AM
14	Do not reside in the area	8/27/2021 6:28 PM
15	Weather	8/26/2021 11:55 PM
16	none.....	8/26/2021 4:39 PM
17	Lack of a good plan for safety and compatibility of users (there needs to be education on trail etiquette), illegal use by OHVs or gas-powered bicycles, mini bikes etc., lack of someone to go to when problems occur, lack of response when problems are reported. I would not use the trail or support it if it meant the riverbed ecosystem would be destroyed.	8/26/2021 3:23 PM
18	Owner allowances to get on to the levee from their property.	8/26/2021 1:03 PM
19	A real bike path	8/26/2021 12:06 PM
20	I oppose its existence.	8/26/2021 10:29 AM
21	easy/convenient access	8/26/2021 10:02 AM
22	homeless people along the route	8/25/2021 5:51 PM
23	Nothing I use it now I just don't want to be hassled for doing so.	8/25/2021 2:01 PM
24	Time constraints only!	8/25/2021 11:54 AM
25	Homeless	8/25/2021 8:34 AM

Question #7 Continued:

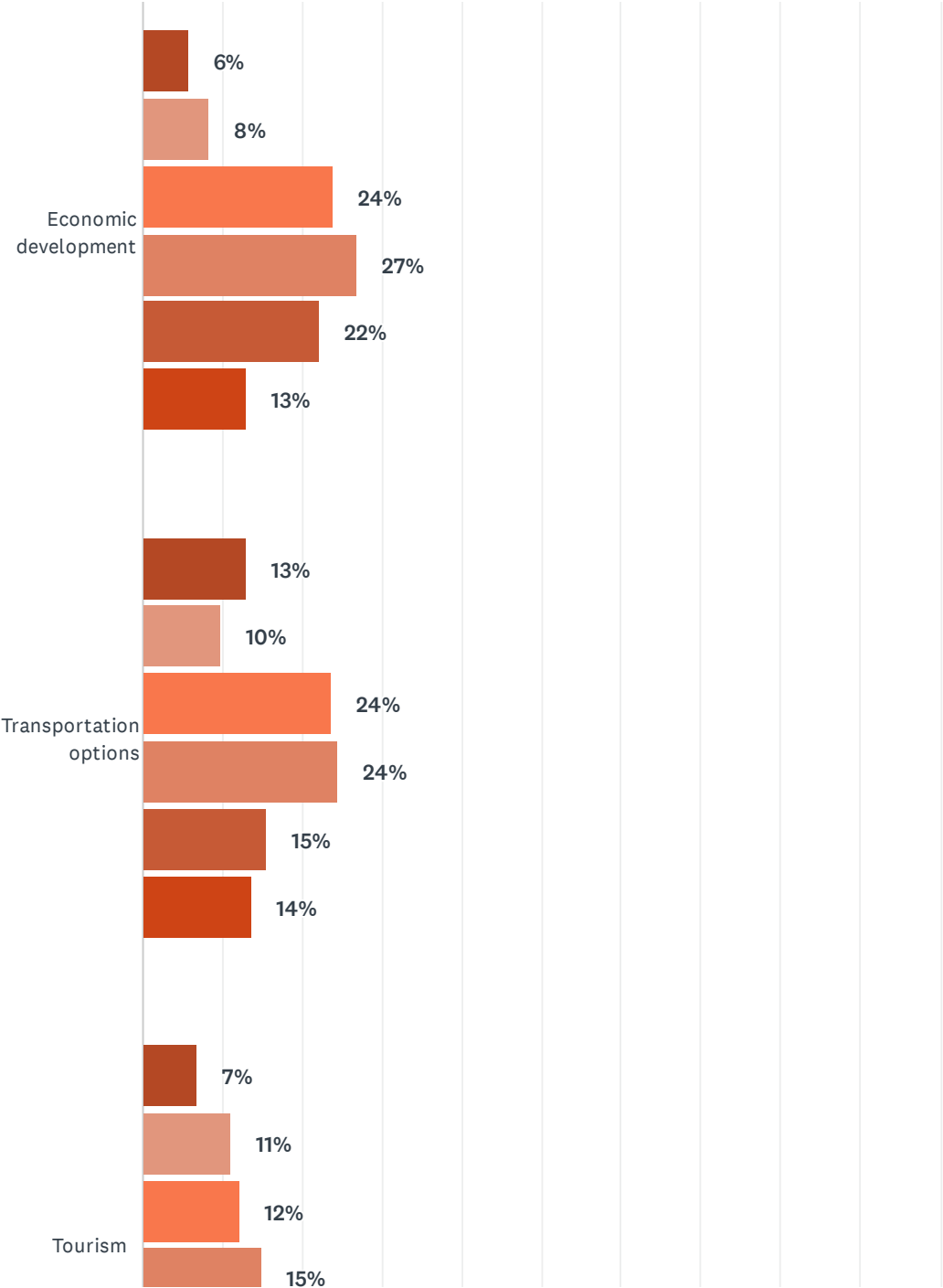
26	Parking area	8/25/2021 8:00 AM
27	Trail not long enough	8/25/2021 7:54 AM
28	Homelessness	8/25/2021 2:15 AM
29	If motorcycles are using it too.	8/24/2021 9:30 PM
30	My location from it	8/24/2021 8:26 PM
31	Poor maintenance, lack of paving	8/24/2021 5:22 PM
32	Nothing could stop me	8/23/2021 6:21 PM
33	Guadalupe is growing quickly and there are quite a few cyclists here now, and the area is not cycling friendly. HWY 1 needs to have a shoulder between Guadalupe and Orcutt as well.	8/23/2021 11:13 AM
34	I live out of the area now	8/22/2021 8:00 PM
35	Dirty and not paved	8/22/2021 6:44 PM
36	Lack of equestrian access.	8/11/2021 7:51 PM
37	Cleanliness	8/11/2021 6:31 PM
38	Limited parking for truck and horse trailer	8/11/2021 6:12 PM
39	Lack of trailer staging area	8/11/2021 6:02 PM
40	I'll use it.	8/3/2021 7:26 PM
41	Need A place to rest. Benches.	6/20/2021 10:02 PM
42	I dont think a trail going through commercial agriculture is appropriate.	6/1/2021 2:51 PM

Q8 What do you see as the primary benefits of the extended Santa Maria River Levee Trail?
(Rank from highest benefit to lowest)

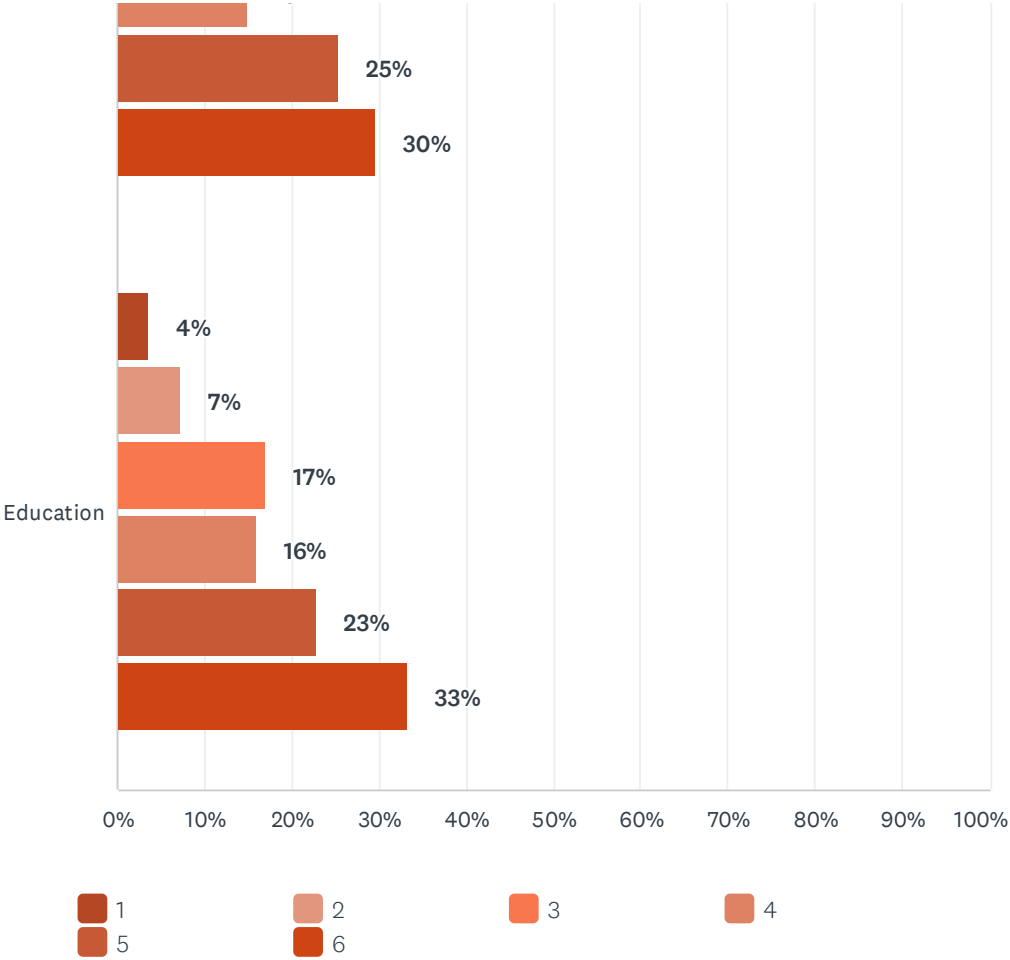
Answered: 320 Skipped: 16



Question #8 Continued:



Question #8 Continued:



	1	2	3	4	5	6	TOTAL	SCORE
Healthy communities	38% 111	32% 95	11% 32	7% 21	8% 24	4% 13	296	4.71
Recreation	41% 121	30% 87	11% 32	9% 27	4% 12	5% 15	294	4.79
Economic development	6% 16	8% 23	24% 66	27% 74	22% 61	13% 36	276	3.10
Transportation options	13% 36	10% 27	24% 66	24% 68	15% 43	14% 38	278	3.39
Tourism	7% 19	11% 31	12% 34	15% 42	25% 71	30% 83	280	2.70
Education	4% 10	7% 20	17% 47	16% 44	23% 63	33% 92	276	2.53

Q9 What additional benefits do you think you would gain from having access to the Santa Maria River Levee Trail, if it were approved and developed?

Answered: 185 Skipped: 151

#	RESPONSES	DATE
1	Another beautiful place to walk and see birds.	12/9/2021 4:15 PM
2	community pride and potential reduction of emissions	12/8/2021 5:41 PM
3	Community enrichment and pride for local surroundings, improved mental health, family friendly activity	11/16/2021 2:24 PM
4	Less pollution if I would ride a bike to Guadalupe instead of driving	11/14/2021 11:34 PM
5	Nature and historical place to outreach and educate about the area.	11/14/2021 7:34 AM
6	Community interest in clean water and healthy ecosystems.	11/13/2021 5:43 PM
7	I believe there are educational opportunities connecting the history, native stewardship and our youth.	11/13/2021 4:43 PM
8	None	11/11/2021 3:58 PM
9	Wild life education but increase in shift for homeless to live	11/10/2021 8:07 PM
10	Seeing a different part of Santa Maria and experiencing something new with my family.	11/10/2021 4:34 PM
11	To set to the tone to prioritize walkable and bikeable spaces. To prioritize public open spaces.	10/31/2021 11:31 AM
12	A very important link between the 2 cities.	10/17/2021 11:40 AM
13	A feeling that our county is paying attention to the needs of the north county, coming into a new way of thinking about transportation, recreation and connecting communities to each other.	10/12/2021 3:46 PM
14	Much needed improved access to the outdoors, ability to exercise freely on your own time schedule, less money spent on gas if used for transportation, increased awareness of the value of farming in our region.	10/2/2021 8:10 AM
15	Awesome run	9/22/2021 11:51 PM
16	Open space	9/8/2021 11:07 AM
17	Actividades y espacio natural	9/2/2021 4:50 PM
18	A place to be outdoors on a bicycle, away from traffic	9/2/2021 5:01 AM
19	hour of loads of fun	9/1/2021 1:48 PM
20	walking	9/1/2021 1:46 PM

Question #9 Continued:

21	biking	9/1/2021 1:45 PM
22	nature walks in the wilderness	9/1/2021 1:44 PM
23	less dangerous streets	9/1/2021 1:21 PM
24	more space for cycling	9/1/2021 1:13 PM
25	would be nice for community	9/1/2021 1:02 PM
26	water fountain	9/1/2021 12:56 PM
27	health	9/1/2021 12:40 PM
28	seniors would use the heck out of it	9/1/2021 12:33 PM
29	a means of getting to Guadalupe	9/1/2021 11:00 AM
30	have more people participate in outdoor activities	9/1/2021 10:57 AM
31	security	9/1/2021 10:55 AM
32	fun	9/1/2021 10:52 AM
33	safe place to bike	9/1/2021 10:47 AM
34	healthy lifestyle	9/1/2021 10:39 AM
35	approve	9/1/2021 10:26 AM
36	seeing things never seen before	9/1/2021 10:23 AM
37	arrive faster	9/1/2021 10:19 AM
38	walking and exercising more	9/1/2021 10:15 AM
39	education about native plants/animals in the river and its/our connection to the ocean and dunes	9/1/2021 10:13 AM
40	they all fit	9/1/2021 10:07 AM
41	increases recreation opportunities for elderly folk	9/1/2021 10:04 AM
42	walk	9/1/2021 10:02 AM
43	health and fitness, more exposure to guadalupe	9/1/2021 9:59 AM
44	draw tourism to our community	9/1/2021 9:58 AM
45	fitness	9/1/2021 9:56 AM
46	sports	9/1/2021 9:54 AM
47	connection for tourist on CA-1 to Santa Maria	9/1/2021 9:48 AM
48	more jobs	9/1/2021 9:39 AM



Question #9 Continued:

49	community	9/1/2021 9:35 AM
50	more area for recreationn	9/1/2021 9:33 AM
51	safety	9/1/2021 9:31 AM
52	longer set out trail	9/1/2021 9:26 AM
53	to do sports	9/1/2021 9:21 AM
54	examples	9/1/2021 9:18 AM
55	shade and rest	9/1/2021 9:07 AM
56	Enjoying trails a bit more than usual	9/1/2021 9:02 AM
57	being healthy on a daily basis	9/1/2021 8:58 AM
58	Additional horse-friendly trails	8/30/2021 6:23 AM
59	Potential nature walks. Potential agricultural studies	8/29/2021 11:10 AM
60	I would love to be able to run at night and feel safe	8/29/2021 6:39 AM
61	A new option to run longer distances would be nice, especially if there were something on the trail that would make the run worthwhile.	8/28/2021 5:47 PM
62	Gives the area a "thing"	8/28/2021 11:25 AM
63	Mental health improved due to more exercise	8/28/2021 11:06 AM
64	Health	8/28/2021 8:09 AM
65	More access to places	8/27/2021 6:28 PM
66	A safe place to bike without worrying about motor vehicles.	8/27/2021 4:07 PM
67	My town might be cooler!	8/26/2021 7:32 PM
68	Something to do.	8/26/2021 5:33 PM
69	A chance to view nature and to get away from the noise of the city as well as a nearby place to bird.	8/26/2021 3:23 PM
70	Having a car-alternative that connects our communities is such an obvious component of Santa Maria participating in the 21st century. Our current reliance on individual cars and unreliable public transportation is antiquated and is the reason young people leave this community.	8/26/2021 2:43 PM
71	Easy access to the trail would allow cars and pedestrians to be separated. Other events such as fun runs going to the beach would be possible.	8/26/2021 1:03 PM
72	It would get more people out. Walking, running, biking.	8/26/2021 12:33 PM
73	Mental Health Benefits	8/26/2021 12:12 PM
74	Another option in North Countv besides Orcutt Hill that allows for outdoor hikina/bikina. There is not enough bike friendly roads around Santa Maria. There is not enough walking trails either.	8/26/2021 12:06 PM

Question #9 Continued:

75	The risks to a major portion of the US food supply exceed any possible benefits.	8/26/2021 10:29 AM
76	Creative use of the space for things like races.	8/26/2021 10:02 AM
77	People would get out more and drive less. They would then dine closer rather than going to SLO	8/26/2021 6:50 AM
78	Increased community involvement. Better knowledge of the ecosystem that surrounds us.	8/26/2021 6:11 AM
79	A safer transportation route to and from Guadalupe (the main st route is scary and just not safe being inches from cars and trailers)	8/25/2021 8:59 PM
80	None.	8/25/2021 8:47 PM
81	Safe place to ride/walk (no cars).	8/25/2021 6:43 PM
82	meet new friends	8/25/2021 5:51 PM
83	You covered it	8/25/2021 5:03 PM
84	A place to go roller skating	8/25/2021 4:26 PM
85	I think after the trail opens both communities Santa Maria and Guadalupe could open a new bike shops Restaurants and stores in communities will gain more business. Of communities will have a tourist attraction	8/25/2021 2:01 PM
86	Mental health	8/25/2021 1:32 PM
87	Na	8/25/2021 12:57 PM
88	Encourage more healthy activities for Guadalupe residents.	8/25/2021 12:31 PM
89	It would be way safer than riding my bike on the street	8/25/2021 11:54 AM
90	More trails	8/25/2021 11:49 AM
91	Something for people to do	8/25/2021 11:37 AM
92	N/A	8/25/2021 10:38 AM
93	N/A	8/25/2021 10:38 AM
94	N/A	8/25/2021 10:38 AM
95	N/A	8/25/2021 10:38 AM
96	N/A	8/25/2021 10:38 AM
97	N/A	8/25/2021 10:38 AM
98	n/a	8/25/2021 10:38 AM
99	Make it easier for people to travel	8/25/2021 10:29 AM
100	Make it easier for people to travel	8/25/2021 9:37 AM

Question #9 Continued:

101	Reduce logistics cost	8/25/2021 9:37 AM
102	Bring people closer	8/25/2021 9:37 AM
103	convenient	8/25/2021 9:37 AM
104	Speed up the circulation of items	8/25/2021 9:37 AM
105	Make it easier for people to travel	8/25/2021 9:37 AM
106	Make it easier for people to travel	8/25/2021 9:37 AM
107	Bring people closer	8/25/2021 9:37 AM
108	Potential for running events to be held on the trail.	8/25/2021 9:36 AM
109	A safe and alternative way to get to the beach, healthy outdoor alternative to exercise, great way to bring the community together and be outside.	8/25/2021 9:09 AM
110	Could do 5k and 10k trail run events for the cities. All sort of cool ideas could be thought up for this trail	8/25/2021 8:57 AM
111	Building a sense Community	8/25/2021 8:34 AM
112	Giving people car-free mobility options.	8/25/2021 8:02 AM
113	possibilities To train for a long distance races	8/25/2021 8:00 AM
114	More options for spontaneous outdoor recreation	8/25/2021 7:54 AM
115	A new exercise route	8/25/2021 7:52 AM
116	Training area for longer running and biking events	8/25/2021 7:49 AM
117	Different recreational options	8/25/2021 6:36 AM
118	More jobs for people	8/25/2021 2:15 AM
119	A place where community can exercise	8/24/2021 11:53 PM
120	A place to exercise every, plus have tourists use the same space. We need bike trails -- very healthy for the community -- and terrific exercise.	8/24/2021 11:01 PM
121	Think you captured all possible benefits.	8/24/2021 9:30 PM
122	A SAFE way to bicycle between Santa Maria and Guadalupe. As it is now we must ride on the shoulder of Hwy 466	8/24/2021 5:22 PM
123	1. A sense of community pride. 2. Friendlier relations with a neighboring city through collaboration.	8/24/2021 3:03 PM
124	N/A	8/24/2021 11:06 AM
125	For those of us who ride bikes it will reduce fatalities since we will have an option other than sharing the road	8/23/2021 6:21 PM
126	Wildlife, Nature, and Historical information along the trail. Community engagement.	8/23/2021 12:49 PM
127	Southbound cyclists could use the levee trail as a route to connect to Blosser Rd., then to the 135 to continue (rather than riding on the dangerous Hwy1 (no shoulder)	8/23/2021 11:13 AM

Question #9 Continued:

128	More outgoing quality times with my family	8/23/2021 8:23 AM
129	Biking trail in this area	8/22/2021 9:29 PM
130	None	8/22/2021 7:37 PM
131	New community race event with Guadalupe & Santa Maria	8/22/2021 7:15 PM
132	Better relationship among the two cities.	8/22/2021 7:07 PM
133	We need more hiking trails.	8/22/2021 5:57 PM
134	A safe way to exercise.	8/22/2021 4:28 PM
135	More recreation options. Another opportunity to enjoy open space.	8/22/2021 3:17 PM
136	Having additional options for travel between our two cities	8/22/2021 2:12 PM
137	None. Absolutely none. Stop wasting our taxes.	8/22/2021 1:31 PM
138	The benefit of being more active and exercise more.	8/22/2021 1:11 PM
139	Would use if horseback riding was an option	8/14/2021 10:19 AM
140	I would like to have another place to ride my dog and ride my horse.	8/11/2021 7:51 PM
141	An additional local place to ride.	8/11/2021 6:02 PM
142	a peaceful place to spend time	8/11/2021 5:11 PM
143	School education programs in the areas of safety, health, community, alternative transportation, environmental.	8/11/2021 12:42 PM
144	Use of an E-bike instead of a car	8/10/2021 5:52 PM
145	Community building, relationships	8/10/2021 2:10 PM
146	Great recreation asset. It needs to be longer than current open path to be beneficial.	8/10/2021 2:08 PM
147	More activities for people to get involved. Both communities to interact more with each other. The youth having another trail to use. Admiring the agriculture around us.	8/9/2021 11:17 PM
148	It would be great for tourism, "come and stay in SM and ride your bike to the beach"	8/9/2021 11:02 PM
149	We need places with things to do. This will give people in different areas something to do.	8/9/2021 9:48 PM
150	None	8/9/2021 9:35 PM
151	Health	8/9/2021 9:26 PM
152	Might reduce traffic on Main Street. People can walk or ride their bikes if they have better access and feel safe.	8/9/2021 9:17 PM
153	A local place to hike and exercise as well as have access to natural environment.	8/9/2021 5:19 PM



Question #9 Continued:

154	More places to ride bicycles. At least 4 more loops. Safe access to Guadalupe Train Station, Rancho Guadalupe Dunes and other places.	8/3/2021 7:26 PM
155	More accessibility to the two cities	8/3/2021 5:40 PM
156	I think just easier transportation, and recreation.	8/3/2021 5:38 PM
157	New memories!!	8/3/2021 5:37 PM
158	Having a fun place to hang around with my friend group	8/3/2021 5:34 PM
159	Potential for peripheral benefits to Nipomo by providing a route alternate to Orchard and Thompson roads. Increased visits to Oso Flaco as a desired waypoint for cyclists.	7/27/2021 7:19 PM
160	Teens have a place to hang out and may have more access to the beach	7/14/2021 3:58 PM
161	Less interactions with cars when I ride my bike	6/28/2021 7:33 AM
162	Place to run	6/26/2021 3:57 PM
163	Educational purposes for kids	6/26/2021 3:54 PM
164	Dog friendly	6/23/2021 10:40 AM
165	A place were we would enjoy with our families.	6/22/2021 4:54 PM
166	Maintain my health and more recreational options	6/22/2021 4:51 PM
167	Health benefits	6/22/2021 4:48 PM
168	I can see how it would help the city of Guadalupe, but what businesses will it be connected to here in Santa Maria? Access??	6/22/2021 12:04 AM
169	Being able to exercise and get from our area to Pioneer High School is a great advantage.	6/21/2021 10:31 PM
170	A further distance to walk	6/21/2021 9:53 PM
171	Access to Guad	6/21/2021 9:34 PM
172	Give kids an outlet	6/21/2021 8:24 PM
173	Santa Maria could use a great recreation area on the north end of town. It would be an asset to our community.	6/21/2021 7:29 PM
174	More options for a safe place to walk.	6/21/2021 6:23 PM
175	Great asset to community for safe pedestrian travel & recreation. Encourages people to get outside into our beautiful community and enjoy nature.	6/21/2021 6:02 PM
176	Bird watching, observing nature	6/21/2021 5:00 PM
177	Students from Guadalupe who stay late at school would have another way to get home.	6/21/2021 2:10 PM
178	Health benefits and education benefits. A nice place to meet with friends & an adventure close to home.	6/20/2021 11:36 PM
179	Ride into SM on bike rather than drive the car.	6/20/2021 10:02 PM

Question #9 Continued:

180	Dogs on leash	6/20/2021 2:49 PM
181	None, waste of money	6/20/2021 2:22 PM
182	Annual bike/runs.	6/20/2021 11:45 AM
183	There are few bike riders in Guadalupe. The Levee trail would encourage more Guadalupe riders.	6/16/2021 1:18 PM
184	Walking longer	6/10/2021 4:54 PM
185	Our families can go on bike rides or hikes like any other family and it would be in our community. My family has to go to out of town to ride our bikes together. It is often difficult to go biking because we are new to it and it is especially hard to find new bike trails.	6/3/2021 3:01 PM

Q10 What issues or concerns come to mind when you think about the possible extension of the Santa Maria River Levee Trail?

Answered: 181 Skipped: 155

#	RESPONSES	DATE
1	None	12/9/2021 4:15 PM
2	making sure that the trail is protected from potential flooding during extreme weather events	12/8/2021 5:41 PM
3	Lack of consideration for wildlife in the design and execution of the project, maintenance	11/16/2021 2:24 PM
4	I know there have been women attacked on the trail before...so safety	11/14/2021 11:34 PM
5	Long distances between access points in case people need help. Maybe set up periodic call boxes with rest stations	11/14/2021 7:34 AM
6	liability and safety concerns	11/13/2021 5:43 PM
7	Be respectful of private ownership along the route.	11/13/2021 4:43 PM
8	Safety	11/11/2021 3:58 PM
9	The increase in homeless living on the back trail	11/10/2021 8:07 PM
10	Safety and possibility of people taking advantage of the isolated location to commit crimes.	11/10/2021 4:34 PM
11	Safety	10/31/2021 11:31 AM
12	No issues, only benefits.	10/17/2021 11:40 AM
13	That farmers will block the extension.	10/12/2021 3:46 PM
14	Safety	10/2/2021 8:10 AM
15	More homeless	10/2/2021 7:43 AM
16	Security	9/8/2021 11:07 AM
17	Homeless issues	9/2/2021 8:32 PM
18	Que la ciudad no lo va a aprobar.	9/2/2021 4:50 PM
19	Safety, ie crime to persons or property	9/2/2021 5:01 AM
20	my health	9/1/2021 1:44 PM
21	safety	9/1/2021 1:33 PM

Question #10 Continued:

22	cars	9/1/2021 1:13 PM
23	security	9/1/2021 12:56 PM
24	homeless housing, drinking fountain/bathroom	9/1/2021 12:26 PM
25	not following through with this project	9/1/2021 11:00 AM
26	security	9/1/2021 10:57 AM
27	homeless population and safety	9/1/2021 10:52 AM
28	very beneficial	9/1/2021 10:26 AM
29	flooding	9/1/2021 10:23 AM
30	concerned about removal or destruction of the riverbed	9/1/2021 10:13 AM
31	security	9/1/2021 10:09 AM
32	security	9/1/2021 10:07 AM
33	maintenance cost	9/1/2021 10:04 AM
34	possible extension to the beach	9/1/2021 9:59 AM
35	crime, lack of security	9/1/2021 9:56 AM
36	security	9/1/2021 9:52 AM
37	resistance from farms	9/1/2021 9:48 AM
38	traffic	9/1/2021 9:40 AM
39	safety, people trespassing	9/1/2021 9:33 AM
40	safety	9/1/2021 9:31 AM
41	more transients setting up their tents	9/1/2021 9:26 AM
42	security	9/1/2021 9:21 AM
43	safety	9/1/2021 9:18 AM
44	if the lighting is good	9/1/2021 9:15 AM
45	im not sure myself	9/1/2021 9:02 AM
46	my only concern is just keeping it	9/1/2021 8:58 AM
47	The stones and eagles are silent	9/1/2021 8:54 AM
48	Safety. Access. Patrol and rule enforcement.	8/30/2021 6:23 AM
49	farmland / hazardous chemical use and waste. Was this addressed in an environmental impact report?	8/29/2021 11:10 AM

Question #10 Continued:

50	Control of bicycles and courtesy of riders	8/29/2021 8:23 AM
51	Could it be unsafe	8/29/2021 6:39 AM
52	Mischievous behavior	8/28/2021 5:47 PM
53	Nothing	8/28/2021 8:09 AM
54	Homeless encampments, safety, lighting, cleaning/maintenance, trash, shade	8/27/2021 11:37 PM
55	None that I can think of.	8/27/2021 4:07 PM
56	Safety	8/26/2021 5:33 PM
57	I worry that some of our city leaders will not work to provide a long-term solution to the homeless problems we have and that their proposed "solutions" will not be what's needed (mental health and other services). I also worry that some of our city or county leaders will not support it simply because it's a potential jewel for the community and the benefits that will provide (connection to nature, healthy exercise etc.), but because they won't see economic benefits or they think the concerns of adjacent landowners are most important. I also worry that it will be beautiful in the beginning but will turn ugly because no one will be willing to maintain it except for a few. I also fear for the long-term protection of the riverbed.	8/26/2021 3:23 PM
58	Homeless encampment that would be a major safety and health issue	8/26/2021 3:16 PM
59	An incomplete trail.	8/26/2021 2:43 PM
60	Train crossings	8/26/2021 1:03 PM
61	Lack of maintenance over time will be an issue. Can our trails be maintained long term?	8/26/2021 12:12 PM
62	Homeless encampments causing unsanitary conditions, access by the public to private property, theft and vandalism. food safety risks, perceived exposure to pesticides during applications.	8/26/2021 10:29 AM
63	Parking and access at the Guadalupe side. Off trail exploration between end points	8/26/2021 10:02 AM
64	Homeless population and lack of police response. Work wiith SM rangers or create a sheriffs ranger program.	8/26/2021 6:50 AM
65	Incorporation of police, fire and emergency services. To ensure the public will be protected with adequate services and in a timely fashion.	8/26/2021 6:11 AM
66	Safety is the only concern as it is quite a ways to Guadalupe.	8/26/2021 12:03 AM
67	The fact that it's not for certain. I see nothing bad coming from this but happier locals	8/25/2021 8:59 PM
68	Homeless/Vagrants using the trail for unintended purposes.	8/25/2021 8:47 PM
69	Homeless	8/25/2021 6:43 PM
70	Access to the levee if someone is injured in an area with no roads	8/25/2021 5:03 PM
71	Homeless	8/25/2021 4:26 PM
72	Homeless people living near or close to the trail.	8/25/2021 3:22 PM
73	The old school dumbass farmers not being on board because they want to spray pesticides on their crops which eventually land in the water table and get rained out to the Ocean habitats.	8/25/2021 2:01 PM

Question #10 Continued:

74	Safety for horses. Homeless excampments	8/25/2021 1:32 PM
75	Na	8/25/2021 12:57 PM
76	Safety. I would hope the trail wouldn't encourage the development of homeless encampments.	8/25/2021 12:31 PM
77	Crime & Trash (Safety)	8/25/2021 11:54 AM
78	Safety and shade	8/25/2021 11:49 AM
79	The homeless need a place to live. I would hope the city would be working on this if they're displaced.	8/25/2021 11:03 AM
80	Environmental pollution	8/25/2021 10:38 AM
81	Environmental pollution	8/25/2021 10:38 AM
82	Environmental pollution	8/25/2021 10:38 AM
83	Destroy the forest	8/25/2021 10:38 AM
84	Destroy the forest	8/25/2021 10:38 AM
85	Environmental pollution	8/25/2021 10:38 AM
86	Environmental pollution	8/25/2021 10:38 AM
87	Destroy the forest	8/25/2021 10:29 AM
88	Environmental pollution	8/25/2021 9:37 AM
89	Environmental pollution	8/25/2021 9:37 AM
90	Destroy the forest	8/25/2021 9:37 AM
91	Environmental pollution	8/25/2021 9:37 AM
92	Environmental pollution	8/25/2021 9:37 AM
93	Destroy the forest	8/25/2021 9:37 AM
94	convenient Make it easier for people to travel Bring people closer Speed up the circulation of goods Reduce logistics costs Bring people closer Environmental pollution Destroy the forest	8/25/2021 9:37 AM
95	Destroy the forest	8/25/2021 9:37 AM
96	Mainly security.	8/25/2021 9:36 AM
97	Trash. Please make sure there's enough trash cans along the trail. I would dislike the amount of trash that could accumulate along the path or even in the river. I believe if trash cans were accessible, people are less likely to litter.	8/25/2021 9:09 AM
98	It's desolate or there when I run the full length I'm usually all by myself	8/25/2021 8:57 AM
99	I'm concerned that it may take many years for it to get built.	8/25/2021 8:02 AM

Question #10 Continued:

100	Safety, restroom, water, and parking	8/25/2021 8:00 AM
101	Safety is my biggest concern. As it is, there are sometimes sketchy people or dogs off leashes, and walking alone (as a woman) gets scary sometimes.	8/25/2021 7:52 AM
102	More place for homeless camps. No current lightening. Further away from the cities, less safe it is if no one is around especially for women.	8/25/2021 7:49 AM
103	Safety	8/25/2021 6:36 AM
104	Homelessness	8/25/2021 2:15 AM
105	Homeless encampments along riverbed Safety concerns in areas further away from city	8/24/2021 11:53 PM
106	just make it safe, and have it -- we all need a place to safely walk, ride bikes and exercise. OUTSIDE - now more than ever -- We are lucky to live in this area !!	8/24/2021 11:01 PM
107	Safety always. Ability to call 911 and give my location. Homeless living in camps in riverbed. Gates that prevent clear path. Dirt road in Guadalupe with gates to exit levee and enter Guadalupe. Signage in Guadalupe to food, dunes, ocean, or Hwy 1 hwy 166.	8/24/2021 9:30 PM
108	Homelessness in the river and possible crime in more remote area at twilight	8/24/2021 8:26 PM
109	Lack of maintenance over the long term	8/24/2021 5:22 PM
110	Current homeless encampment	8/24/2021 3:12 PM
111	1. Homelessness 2. Adequate first aid response if needed	8/24/2021 3:03 PM
112	N/A	8/24/2021 11:06 AM
113	None. It is such a great idea. I think it will be a huge asset to both cities. I am a resident of the city and a homeowner and I vote.	8/23/2021 6:21 PM
114	Homeless and reckless people	8/23/2021 12:49 PM
115	None, have ridden it many times and it already is suitable for MTB/trail bikes, new surfacing would make it excellent for road bikes as well.	8/23/2021 11:13 AM
116	vandalism. litter. habitat destruction.	8/23/2021 8:35 AM
117	Transients	8/23/2021 8:23 AM
118	Homelessness/safety	8/22/2021 9:29 PM
119	Low maintenance to none. Lack of safety along the trail.	8/22/2021 7:47 PM
120	Homeless	8/22/2021 7:37 PM
121	It not being safe. Homeless people living, drug activities.	8/22/2021 6:44 PM
122	Homeless camps and crime.	8/22/2021 5:57 PM
123	I just want to feel safe as a woman with children.	8/22/2021 4:44 PM

Question #10 Continued:

124	Traffic safety if not addressed correctly	8/22/2021 2:12 PM
125	Horrible use of money by politicians.	8/22/2021 1:31 PM
126	Easy access	8/22/2021 1:14 PM
127	Trail being over crowded.	8/22/2021 1:11 PM
128	None	8/11/2021 7:51 PM
129	Security, cleanliness	8/11/2021 6:31 PM
130	Loose dogs	8/11/2021 6:12 PM
131	Safety. The homeless community gathering around the area. Cameras would be ideal along the way.	8/11/2021 12:42 PM
132	Enough poop bags and trash cans	8/10/2021 6:43 PM
133	Lack of support from the community	8/10/2021 5:52 PM
134	Maintenance and cleanliness - will the city be responsible? How often? Sufficient solar powered lighting would be great.	8/10/2021 2:10 PM
135	Vandalism such as graffiti.	8/10/2021 2:08 PM
136	Safety	8/10/2021 1:06 PM
137	Possible homeless population camping by the trails. As an avid biker along the area I've been harassed and thrown beer bottles by homeless individuals.	8/10/2021 12:06 PM
138	None really	8/9/2021 11:17 PM
139	Parking on the SM side of the trail and not having enough places	8/9/2021 11:02 PM
140	Wildlife habitat destruction.	8/9/2021 9:35 PM
141	Homeless people tend to throw things at people or yell. Some people do not feel comfortable going to the riverbed.	8/9/2021 9:17 PM
142	That people will litter or cause damage to the environment.	8/9/2021 5:19 PM
143	Homeless encampments, room to safely pass bicyclists and pedestrians.	8/3/2021 7:26 PM
144	n/a	8/3/2021 6:10 PM
145	Farms in the area being affected	8/3/2021 5:40 PM
146	I don't really know	8/3/2021 5:38 PM
147	More policing	8/3/2021 5:37 PM
148	More trash overall but it would be an easy thing to fix as a community.	8/3/2021 5:34 PM
149	Transient population similar to what is present on existing trail. Rough trail bed not conducive to non-trail cycles (e.g. skinny tire road bikes and recumbent bikes).	7/27/2021 7:19 PM



Question #10 Continued:

150	Maintenance to ensure safe and clean trail.	7/13/2021 9:28 AM
151	None it already exists, just has gates	6/28/2021 7:33 AM
152	Animals and shade	6/26/2021 4:05 PM
153	Same concerns that I have now when I walk out there twice a day. If I didn't have a dog, I would not go that far out due to the homeless that have moved into the riverbed and levee areas. I have found them sleeping on the sides of the levee and in the water passages. There are times when I am alone that I turn around and come back, due to encountering angry "campers".	6/24/2021 3:18 PM
154	Dogs off leash	6/23/2021 10:40 AM
155	That it might not be extended.	6/22/2021 4:54 PM
156	Lack of Shade and places to sit	6/22/2021 4:51 PM
157	Safety and being able to get law enforcement down there	6/22/2021 4:48 PM
158	It should be open NOW. You can walk right into our country, but you have a locked gate on the levee? Seriously?	6/22/2021 9:47 AM
159	Homeless problem growing; safety issues; encounters	6/22/2021 12:04 AM
160	Homelessness. They are growing daily and I do not feel comfortable with them setting up housing in the riverbottom. I also don't feel comfortable letting my son travel by the levee with homeless in the riverbottom.	6/21/2021 10:31 PM
161	Total Safety	6/21/2021 9:53 PM
162	Safety	6/21/2021 9:44 PM
163	Safety	6/21/2021 9:34 PM
164	safety and upkeep	6/21/2021 8:24 PM
165	The homeless folks that live in the riverbed.	6/21/2021 7:29 PM
166	All the homeless individuals that loiter and harass me as I walk.	6/21/2021 6:23 PM
167	The current levee trail has a lot of areas that are safety concerns due to transient camps, trash such as discarded needles and broken glass, gangbangers walking around in the riverbed with guns tucked into their pant waistbands.	6/21/2021 6:02 PM
168	Vagrancy hanging out on the trail & in the river bed, response time of police or emergency services. I would like native plants to be used if a trail is opened.	6/21/2021 5:00 PM
169	homeless encampments, lighting after dark	6/21/2021 2:10 PM
170	Lack of cleanliness, maintenance and homeless issue along trail.	6/21/2021 9:36 AM
171	Cleanliness. I'm worried that with this trail will come trash. & safety. Will there be lights, patrol?	6/20/2021 11:36 PM
172	Will there be easy access to grocery stores and medical offices.	6/20/2021 10:02 PM
173	How much money it will waste that could be spent on parks or other Guadalupe beautification projects.	6/20/2021 2:22 PM

Question #10 Continued:

174	Dog poo on the trail.	6/20/2021 11:45 AM
175	How long it will take. Hurry up!	6/16/2021 1:18 PM
176	Wind and dust	6/10/2021 5:52 PM
177	Killing, kidnap, or rob	6/10/2021 4:54 PM
178	trespassing vandalism trash	6/10/2021 1:52 PM
179	Security for one who are alone	6/3/2021 6:38 PM
180	Space and safety. I would feel safe if we are guaranteed that it is safe for all ages.	6/3/2021 3:01 PM
181	I do not think it is smart to place a recreational trail in the middle of commercial agriculture.	6/1/2021 2:51 PM

Q11 What is your zip code?

Answered: 314 Skipped: 22

#	RESPONSES	DATE
1	93108	12/9/2021 4:15 PM
2	93108	12/8/2021 5:41 PM
3	93444	11/16/2021 2:24 PM
4	93458	11/14/2021 11:34 PM
5	93444	11/14/2021 7:34 AM
6	93454	11/13/2021 5:43 PM
7	93401	11/13/2021 4:43 PM
8	93458	11/11/2021 3:58 PM
9	93434	11/10/2021 8:07 PM
10	93458	11/10/2021 4:34 PM
11	93454	10/31/2021 11:31 AM
12	93454	10/17/2021 11:40 AM
13	93455	10/12/2021 3:46 PM
14	93455	10/11/2021 9:39 AM
15	93455	10/3/2021 8:26 AM
16	93454	10/2/2021 8:10 AM
17	93458	10/2/2021 7:43 AM
18	93108	10/1/2021 11:03 PM
19	93454	10/1/2021 10:09 PM
20	93454	9/22/2021 11:51 PM
21	93458	9/22/2021 11:40 PM
22	93434	9/14/2021 10:47 AM

Question #11 Continued:

23	93454	9/10/2021 5:40 PM
24	93455	9/8/2021 11:07 AM
25	93454	9/2/2021 8:32 PM
26	93454	9/2/2021 4:50 PM
27	93455	9/2/2021 5:01 AM
28	93454	9/1/2021 1:48 PM
29	93454	9/1/2021 1:45 PM
30	93454	9/1/2021 1:44 PM
31	93454	9/1/2021 1:41 PM
32	93458	9/1/2021 1:37 PM
33	93458	9/1/2021 1:34 PM
34	13454	9/1/2021 1:33 PM
35	93458	9/1/2021 1:24 PM
36	93454	9/1/2021 1:21 PM
37	93454	9/1/2021 1:15 PM
38	93458	9/1/2021 1:13 PM
39	93456	9/1/2021 1:07 PM
40	93458	9/1/2021 1:04 PM
41	93458	9/1/2021 1:00 PM
42	93458	9/1/2021 12:56 PM
43	93434	9/1/2021 12:45 PM
44	93434	9/1/2021 12:43 PM
45	93434	9/1/2021 12:42 PM
46	93434	9/1/2021 12:40 PM
47	93434	9/1/2021 12:37 PM
48	93434	9/1/2021 12:34 PM
49	93455	9/1/2021 12:33 PM
50	93454	9/1/2021 12:26 PM

Question #11 Continued:

51	93455	9/1/2021 11:14 AM
52	93458	9/1/2021 11:00 AM
53	93458	9/1/2021 10:57 AM
54	93454	9/1/2021 10:55 AM
55	93251	9/1/2021 10:52 AM
56	93434	9/1/2021 10:49 AM
57	93434	9/1/2021 10:47 AM
58	93434	9/1/2021 10:44 AM
59	93430	9/1/2021 10:41 AM
60	93434	9/1/2021 10:39 AM
61	93434	9/1/2021 10:26 AM
62	93434	9/1/2021 10:24 AM
63	93434	9/1/2021 10:23 AM
64	93458	9/1/2021 10:19 AM
65	93454	9/1/2021 10:15 AM
66	93454	9/1/2021 10:13 AM
67	93458	9/1/2021 10:09 AM
68	93458	9/1/2021 10:07 AM
69	93455	9/1/2021 10:04 AM
70	9345	9/1/2021 10:02 AM
71	93434	9/1/2021 9:59 AM
72	93433	9/1/2021 9:58 AM
73	93455	9/1/2021 9:56 AM
74	93458	9/1/2021 9:54 AM
75	93458	9/1/2021 9:52 AM
76	93454	9/1/2021 9:48 AM
77	93434	9/1/2021 9:46 AM
78	93434	9/1/2021 9:44 AM

Question #11 Continued:

79	93458	9/1/2021 9:43 AM
80	93458	9/1/2021 9:42 AM
81	93458	9/1/2021 9:40 AM
82	93545	9/1/2021 9:39 AM
83	93458	9/1/2021 9:37 AM
84	93458	9/1/2021 9:35 AM
85	93455	9/1/2021 9:33 AM
86	93458	9/1/2021 9:31 AM
87	93458	9/1/2021 9:28 AM
88	93458	9/1/2021 9:26 AM
89	93458	9/1/2021 9:22 AM
90	95458	9/1/2021 9:21 AM
91	93455	9/1/2021 9:18 AM
92	93458	9/1/2021 9:07 AM
93	43454	9/1/2021 9:02 AM
94	93434	9/1/2021 8:58 AM
95	93458	9/1/2021 8:56 AM
96	93444	9/1/2021 8:54 AM
97	93454	8/31/2021 12:22 PM
98	93111	8/30/2021 12:44 PM
99	93463	8/30/2021 6:23 AM
100	93454	8/29/2021 7:58 PM
101	93454	8/29/2021 11:10 AM
102	93463	8/29/2021 8:23 AM
103	93458	8/29/2021 6:39 AM
104	93454	8/28/2021 5:47 PM
105	93455	8/28/2021 11:25 AM
106	93455	8/28/2021 11:06 AM

Question #11 Continued:

107	93401	8/28/2021 10:37 AM
108	93455	8/28/2021 8:09 AM
109	93455	8/28/2021 4:40 AM
110	93463	8/28/2021 1:35 AM
111	93455	8/27/2021 11:37 PM
112	93433	8/27/2021 6:28 PM
113	93454	8/27/2021 4:07 PM
114	93434	8/26/2021 11:55 PM
115	93454	8/26/2021 9:38 PM
116	93454	8/26/2021 7:32 PM
117	93434	8/26/2021 5:33 PM
118	93434	8/26/2021 4:39 PM
119	93454	8/26/2021 3:23 PM
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124	93458	8/26/2021 12:33 PM
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127	93434	8/26/2021 10:51 AM
128	93458	8/26/2021 10:29 AM
129	93434	8/26/2021 10:02 AM
130	93455	8/26/2021 8:03 AM
131	93455	8/26/2021 6:50 AM
132	93445	8/26/2021 6:29 AM
133	93455	8/26/2021 6:11 AM
134	93455	8/26/2021 12:03 AM

Question #11 Continued:

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137	93454	8/25/2021 8:59 PM
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139	93455	8/25/2021 6:43 PM
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146	93454	8/25/2021 2:01 PM
147	93434	8/25/2021 2:00 PM
148	93444	8/25/2021 1:32 PM
149	93440	8/25/2021 12:57 PM
150	93434	8/25/2021 12:31 PM
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152	93455	8/25/2021 11:49 AM
153	93434	8/25/2021 11:37 AM
154	93401	8/25/2021 11:14 AM
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156	93101	8/25/2021 10:38 AM
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159	93111	8/25/2021 10:38 AM
160	93105	8/25/2021 10:38 AM
161	93111	8/25/2021 10:38 AM
162	93110	8/25/2021 10:38 AM

Question #11 Continued:

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164	93101	8/25/2021 9:37 AM
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166	93110	8/25/2021 9:37 AM
167	93105	8/25/2021 9:37 AM
168	93105	8/25/2021 9:37 AM
169	93110	8/25/2021 9:37 AM
170	93105	8/25/2021 9:37 AM
171	93101	8/25/2021 9:37 AM
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173	93455	8/25/2021 9:12 AM
174	93455	8/25/2021 9:12 AM
175	93455	8/25/2021 9:09 AM
176	93455	8/25/2021 8:57 AM
177	93455	8/25/2021 8:34 AM
178	94110	8/25/2021 8:02 AM
179	93458	8/25/2021 8:00 AM
180	93455	8/25/2021 7:54 AM
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183	93454	8/25/2021 6:36 AM
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185	93458	8/24/2021 11:53 PM
186	93434	8/24/2021 11:01 PM
187	93434	8/24/2021 9:30 PM
188	93117	8/24/2021 9:29 PM
189	93455	8/24/2021 8:26 PM
190	93458	8/24/2021 7:49 PM

Question #11 Continued:

191	93111	8/24/2021 5:22 PM
192	93458	8/24/2021 3:12 PM
193	93434	8/24/2021 3:03 PM
194	93427	8/24/2021 11:06 AM
195	93454	8/23/2021 7:56 PM
196	93455	8/23/2021 7:30 PM
197	93454	8/23/2021 6:21 PM
198	93434	8/23/2021 12:49 PM
199	93434	8/23/2021 11:13 AM
200	93455	8/23/2021 8:35 AM
201	93454	8/23/2021 8:23 AM
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205	93454	8/22/2021 8:35 PM
206	93454	8/22/2021 8:31 PM
207	93103	8/22/2021 8:00 PM
208	93434	8/22/2021 7:47 PM
209	93458	8/22/2021 7:43 PM
210	93434	8/22/2021 7:37 PM
211	93434	8/22/2021 7:15 PM
212	93434	8/22/2021 7:07 PM
213	93434	8/22/2021 6:44 PM
214	93434	8/22/2021 5:57 PM
215	93434	8/22/2021 5:36 PM
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Question #11 Continued:

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220	93420	8/22/2021 2:31 PM
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222	93434	8/22/2021 2:12 PM
223	93434	8/22/2021 1:31 PM
224	93434	8/22/2021 1:14 PM
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228	93455	8/12/2021 9:15 AM
229	93444	8/11/2021 7:51 PM
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231	93420	8/11/2021 6:31 PM
232	93455	8/11/2021 6:12 PM
233	93420	8/11/2021 6:02 PM
234	93420	8/11/2021 5:11 PM
235	93454	8/11/2021 12:42 PM
236	93454	8/10/2021 6:43 PM
237	93458	8/10/2021 6:38 PM
238	93454	8/10/2021 5:52 PM
239	93454	8/10/2021 2:10 PM
240	93455	8/10/2021 2:08 PM
241	93455	8/10/2021 1:06 PM
242	93458	8/10/2021 12:06 PM
243	93455	8/10/2021 5:12 AM
244	93454	8/9/2021 11:57 PM
245	93458	8/9/2021 11:17 PM
246	93458	8/9/2021 11:02 PM

Question #11 Continued:

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248	93458	8/9/2021 9:35 PM
249	93463	8/9/2021 9:31 PM
250	93458	8/9/2021 9:26 PM
251	93458	8/9/2021 9:17 PM
252	93455	8/9/2021 5:19 PM
253	93455	8/3/2021 7:26 PM
254	93454	8/3/2021 6:10 PM
255	93454	8/3/2021 5:40 PM
256	93454	8/3/2021 5:38 PM
257	93454	8/3/2021 5:37 PM
258	93458	8/3/2021 5:34 PM
259	93454	7/27/2021 7:19 PM
260	93458	7/14/2021 3:58 PM
261	93455	7/13/2021 9:28 AM
262	93444	6/30/2021 8:57 PM
263	93434	6/28/2021 7:33 AM
264	93454	6/27/2021 10:47 AM
265	93454	6/26/2021 6:19 PM
266	93454	6/26/2021 6:18 PM
267	93455	6/26/2021 5:36 PM
268	93454	6/26/2021 4:37 PM
269	93458	6/26/2021 4:06 PM
270	93458	6/26/2021 4:05 PM
271	93458	6/26/2021 3:57 PM
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274	93455	6/23/2021 7:10 AM

Question #11 Continued:

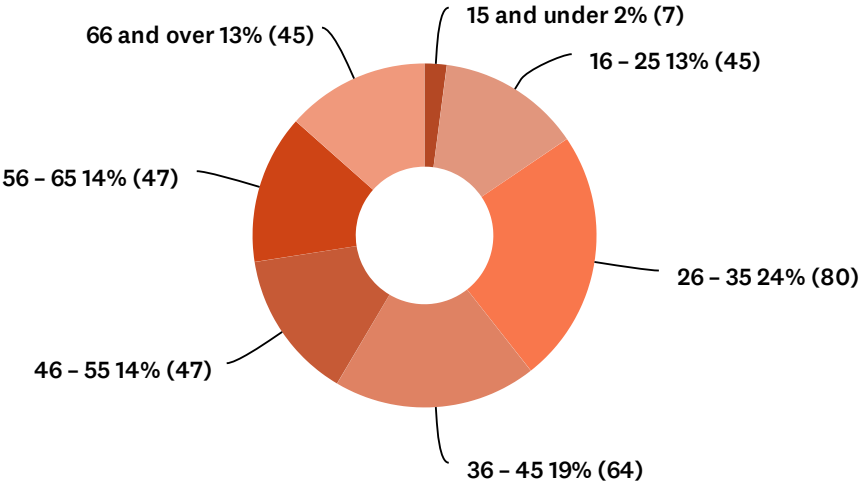
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279	93454	6/22/2021 9:07 AM
280	93434	6/22/2021 8:51 AM
281	93454	6/22/2021 8:27 AM
282	93454	6/22/2021 7:29 AM
283	93454	6/22/2021 12:04 AM
284	93458	6/21/2021 10:31 PM
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293	93454	6/21/2021 7:29 PM
294	93454	6/21/2021 7:12 PM
295	93455	6/21/2021 6:39 PM
296	93455	6/21/2021 6:23 PM
297	93458	6/21/2021 6:11 PM
298	93455	6/21/2021 6:02 PM
299	93454	6/21/2021 5:00 PM
300	93455	6/21/2021 2:10 PM
301	93454	6/21/2021 9:36 AM
302	93434	6/20/2021 11:36 PM

Question #11 Continued:

303	93434	6/20/2021 10:02 PM
304	93434	6/20/2021 2:49 PM
305	93434	6/20/2021 2:22 PM
306	93434	6/20/2021 12:33 PM
307	93434	6/20/2021 11:45 AM
308	93434	6/16/2021 1:18 PM
309	93454	6/10/2021 5:52 PM
310	93458	6/10/2021 4:54 PM
311	93455	6/10/2021 1:52 PM
312	93454	6/3/2021 6:38 PM
313	93454	6/3/2021 3:01 PM
314	93454	6/1/2021 2:51 PM

Q12 What is your age group?

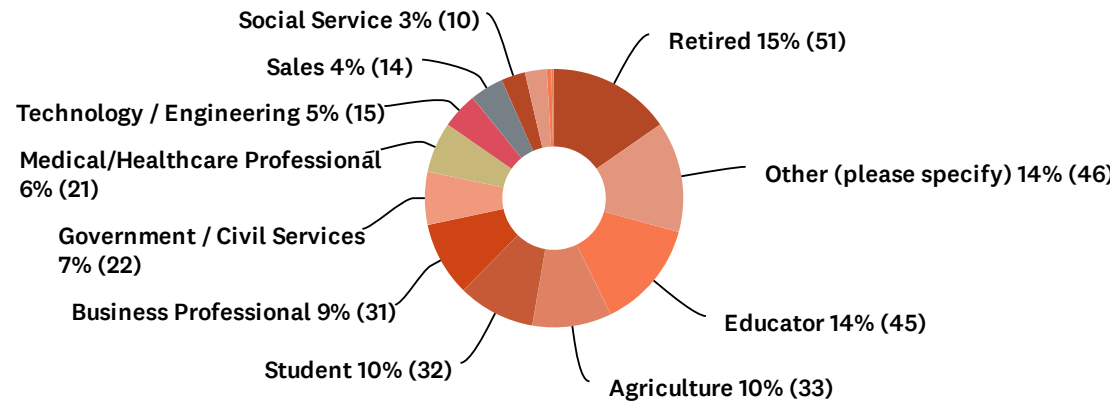
Answered: 335 Skipped: 1



ANSWER CHOICES	RESPONSES	
15 and under	2%	7
16 – 25	13%	45
26 – 35	24%	80
36 – 45	19%	64
46 – 55	14%	47
56 – 65	14%	47
66 and over	13%	45
TOTAL		335

Q13 What is your occupation?

Answered: 332 Skipped: 4



Question #13 Continued:

ANSWER CHOICES	RESPONSES	
Retired	15%	51
Other (please specify)	14%	46
Educator	14%	45
Agriculture	10%	33
Student	10%	32
Business Professional	9%	31
Government / Civil Services	7%	22
Medical/Healthcare Professional	6%	21
Technology / Engineering	5%	15
Sales	4%	14
Social Service	3%	10
Hospitality	3%	9
Laborer	1%	2
Clerical / Secretary Support	0%	1
TOTAL		332

#	OTHER (PLEASE SPECIFY)	DATE
1	non profit program director	12/8/2021 5:41 PM
2	Automotive field	10/17/2021 11:40 AM
3	nonprofit administrator	10/12/2021 3:46 PM
4	Mother	10/2/2021 8:10 AM
5	household	9/1/2021 12:43 PM
6	homemaker	9/1/2021 12:40 PM
7	disabled	9/1/2021 12:37 PM
8	homemaker	9/1/2021 10:57 AM

Question #13 Continued:

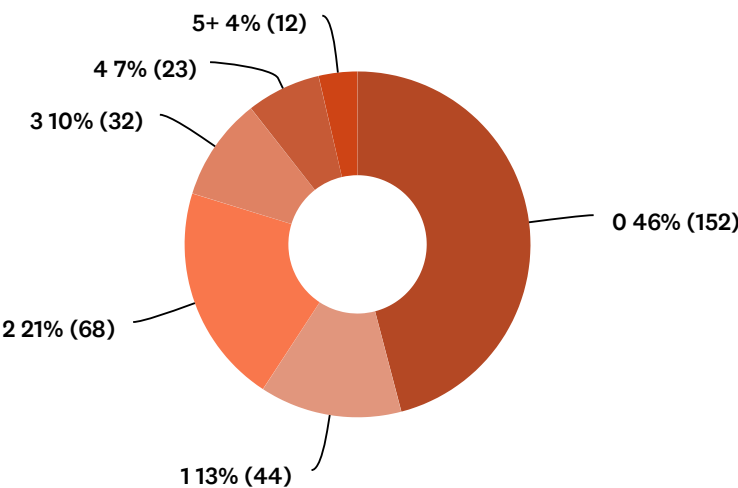
9	homemaker	9/1/2021 10:49 AM
10	housewife	9/1/2021 10:41 AM
11	housewife	9/1/2021 10:40 AM
12	Local volunteer with non profits	9/1/2021 10:13 AM
13	homemaker	9/1/2021 10:09 AM
14	homemaker	9/1/2021 10:07 AM
15	military employee	9/1/2021 10:04 AM
16	disabled	9/1/2021 9:54 AM
17	caretaker	9/1/2021 9:52 AM
18	delivery and packages	9/1/2021 9:39 AM
19	housewife	9/1/2021 9:15 AM
20	housewife	9/1/2021 8:58 AM
21	work from home	9/1/2021 8:54 AM
22	Care provider	8/26/2021 11:55 PM
23	Mom	8/26/2021 7:32 PM
24	Policy Advisor	8/26/2021 2:43 PM
25	Manufacturing company	8/26/2021 12:33 PM
26	food server	8/25/2021 5:51 PM
27	Project manager	8/25/2021 5:03 PM
28	encampment. But still bike	8/25/2021 12:31 PM
29	Finance	8/25/2021 9:36 AM
30	Electrician	8/25/2021 7:54 AM
31	Retired military currently working for high school district in support services.	8/24/2021 9:30 PM
32	Realtor	8/24/2021 3:12 PM
33	Recent Retiree who moved to the Pasadera neighborhood...there are quite a few of us here now who are cyclists	8/23/2021 11:13 AM
34	Stay at home mom	8/22/2021 11:28 PM
35	Custodian	8/22/2021 9:29 PM
36	Stay at home mom	8/22/2021 7:37 PM

Question #13 Continued:

37	Architecture	8/14/2021 6:19 PM
38	Stay at home	8/12/2021 9:15 AM
39	Grocery	8/10/2021 6:43 PM
40	no occupation yet but I will major in marine biology	8/3/2021 5:38 PM
41	Fast food place	6/26/2021 3:57 PM
42	Retail	6/26/2021 3:54 PM
43	Real Estate	6/24/2021 3:18 PM
44	Childcare	6/21/2021 10:31 PM
45	Recreation & Park Commissioner ~City of Santa Maria	6/21/2021 7:29 PM
46	Manufacturing	6/10/2021 5:52 PM

Q14 How many kids are in your household?

Answered: 331 Skipped: 5



ANSWER CHOICES	RESPONSES	
0	46%	152
1	13%	44
2	21%	68
3	10%	32
4	7%	23
5+	4%	12
TOTAL		331

V. COST MATRIX

Santa Maria River Levee Trail

Estimate of Probable Cost Spreadsheet

25% Global Contingency

Option 1: Initial Buildout

Amenity Category	Selected Amenity	Unit	Total Unit Amount	Cost Per Unit	Total Amenity Cost	Total Amenity Cost w/ Contingency
Surface Treatments:	DG Surface	SF	625,680	\$ 1.00	\$ 625,680.00	\$ 782,100.00
Signage and Wayfinding:	Mid-cost w/ minimal use	LS	1	\$ 10,000.00	\$ 10,000.00	\$ 12,500.00
Guardrails:	Post & rope w/ signs	LF	69,520	\$ 15.00	\$ 1,042,800.00	\$ 1,303,500.00
Fencing:	Chain link (Vynyl)	LF	34,760	\$ 48.00	\$ 1,668,480.00	\$ 2,085,600.00
Furnishings:	Minimal improvements	LS	1	\$ 20,000.00	\$ 20,000.00	\$ 25,000.00
Staging Areas/ Entry Nodes:	Low cost improvements (class 2) with minor parking	LS	2	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00
Placemaking Features:	No art	Allow.	1	\$ -	\$ -	\$ -
Lighting:	No lighting	Allow.	-	\$ -	\$ -	\$ -
Security:	Call box at 2 locations	LS	2	\$ 4,000.00	\$ 8,000.00	\$ 10,000.00
Bike Parking:	Minimal parking	Allow.	1	\$ 4,000.00	\$ 4,000.00	\$ 5,000.00

Notes:

1. Costs only account for the cost of install and not maintenance.

Total Cost	\$ 4,273,700.00
Soft Costs (8%)	\$ 341,896.00
Grand Total	\$ 4,615,596.00
Grand Total High (+10%)	\$ 5,042,966.00

Notes

On both sides of levee

Cost item 800360 per Caltrans = \$48 a LF in Distric

Bonita = 7,419 / Guad 1 = 10,957

Does the County want night use and lighting?

Low

High

Option 2: Final Buildout

Amenity Category	Selected Amenity	Unit	Total Unit Amount	Cost Per Unit	Total Amenity Cost	Total Amenity Cost w/ Contingency
Surface Treatments:	12' Asphalt (6-8" depth)	SF	625,680	\$ 6.50	\$ 4,066,920.00	\$ 5,083,650.00
Signage and Wayfinding:	Mid-cost w/ additional use throughout trail	LS	1	\$ 20,000.00	\$ 20,000.00	\$ 25,000.00
Guardrails:	Framed Hog Wire	LF	69,520	\$ 10.00	\$ 695,200.00	\$ 869,000.00
Fencing:	Chain link installed under phase 1	LF	34,760	\$ -	\$ -	\$ -
Furnishings:	Additional furnishing installed throughout	LS	1	\$ 20,000.00	\$ 20,000.00	\$ 25,000.00
Staging Areas/ Entry Nodes:	Additional improvements such as fencing, surface cleanup, etc.	LS	2	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00
Placemaking Features:	Art pieces at the Guadalupe and Santa Maria entrances	Allow.	2	\$ 5,000.00	\$ 10,000.00	\$ 12,500.00
Lighting:	Lighting throughout	Allow.	1	\$ 50,000.00	\$ 50,000.00	\$ 62,500.00
Security:	Call boxes installed under phase 1 - cameras on poles	LS	4	\$ 10,000.00	\$ 40,000.00	\$ 50,000.00
Overlook platforms		LS	-	\$ 50,000.00	\$ -	\$ -
Bike Parking:	Bike lockers	Allow.	1	\$ 6,000.00	\$ 6,000.00	\$ 7,500.00

Notes:

1. Costs only account for the cost of install and not maintenance.

Total Cost	\$ 6,185,150.00
Soft Costs (8%)	\$ 494,812.00
Grand Total	\$ 6,679,962.00
Grand Total High (+10%)	\$ 7,298,477.00

Resources:

<https://sv08data.dot.ca.gov/contractcost/>

Notes

Cost item 394090 per Caltrans = \$50 a SY in Distric

<https://www.homeadvisor.com/cost/fencing/>

Cost item 800360 per Caltrans = \$48 a LF in Distric

Bonita = 7,419 / Guad 1 = 10,957

Does the County want night use and lighting?

Low

High

VI. GRANT



GRANT APPLICATION – COVER PAGE

Please read the Grant Application Instructions document.

CONTACT INFO			
Organization*	Santa Barbara County		
Contact Person	Brittany Heaton	Email	bheaton@cosbpw.net
Position/Title	Programs and Projects Manager		
Phone	805-568-3035		
Address	123 E. Anapamu St., Santa Barbara, CA 93101		
Federal Tax ID #	95-6002833		

***Organization Type** – If applicant qualifies as a 501(c)(3) organization, provide your IRS 501(c)(3) letter and Articles of Incorporation as attachments to your completed [Non-Profit Questionnaire](#). *Note: Applicants who have submitted the Non-Profit Questionnaire in the past two years do not need to resubmit. Non-profits only need to submit the articles of incorporation and 501c3 letter once, unless they are updated.*

PROJECT INFO				
Project Name	Santa Maria Levee Trail Study			
Summary	The project would study the Santa Maria Levee corridor to assess feasibility of creating a bike trail from Guadalupe to the existing trail in the City of Santa Maria. If built, the trail would create an approximately 6.7 mile segment of trail between the City of Guadalupe and the City of Santa Maria.			
Total Project Cost	\$80,000	Amount Requested	\$40,000	
Start Date	1/1/2020	End Date	4/1/2021	
Project Type (check all that apply)	<input checked="" type="checkbox"/> Planning <input type="checkbox"/> Acquisition <input checked="" type="checkbox"/> Implementation/Construction <input checked="" type="checkbox"/> Access <input type="checkbox"/> Agricultural Preservation <input type="checkbox"/> Climate Change <input type="checkbox"/> Habitat Conservation/Enhancement <input type="checkbox"/> Urban Greening <input type="checkbox"/> Urban Waterfront			
Acres	16.3	Trail Miles	6.7	APNs (Acquisition Only)

LOCATION INFO			
County	Santa Barbara	Specific Location	Along Santa Maria River Levee
Latitude	34° 58' 33.73"N	Longitude	120° 33' 58.41" W
What point is represented by the lat/longs (eg., parking lot, center of site, etc):	Western Limit of study area		
Is project in a Disadvantaged Community?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Partially mapping tool: https://gis.water.ca.gov/app/dacs/		

ELECTED OFFICIALS		
Districts	Number(s)	Name(s)
State Assembly	37	Monique Limon
State Senate	19	Hannah Beth Jackson
Congressional	24	Salud Carbajal

PROJECT DESCRIPTION

GRANT APPLICATION – PROJECT DESCRIPTION

Complete each of the elements of the project description below with clear, but detailed answers. Limit your response to this Project Description section to no more than four pages if possible.

- Need for the project.** Describe the specific problems, issues, or unserved needs the project will address.

This trail would provide an alternative transportation connection from the City of Santa Maria to the City of Guadalupe and the coast beyond it. Currently, the only bicycle and pedestrian connection between the City and the coast is along State Route 166, a dusty 2-lane rural highway with speed limits of up to 55 MPH that is heavily used by freight, farming, and commercial vehicles.

The project would complete a major gap by providing multimodal connectivity between existing facilities on Highway 1 in Guadalupe and the City of Santa Maria Class 1 trail on the Santa Maria Levee. This trail would be separated from vehicle traffic, and includes a crossing at Bonita School Road and connection point to new bicycle and pedestrian facilities to be constructed across the river, connecting Santa Barbara and San Luis Obispo Counties.

- Goals and objectives.** The goals and objectives should clearly define the expected outcomes and benefits of the project.

The goal of this study is to assess the feasibility of creating a path with connection points. The expected outcome is to determine if a project is feasible, and identify any constraints and issue area to address if fully designed and built. The first goal would be to complete preliminary cross sections and other exhibits showing the scope of a trail. The next goal would be to identify obstacles to implementing this design, then to get feedback from stakeholders on issue areas and potential solutions. Finally, feasibility of the project overall, as well as elements to incorporate into a future project to meet stakeholder needs would be developed and a concept plan approved.

The benefit of this project is it would vet the trail concept and provide more detailed plans and information to seek funding for construction, should a preferred project be identified. The benefit would be that the project would be well positioned for Active Transportation Program or other grant opportunities, with enough detail to be competitive.

Ultimately, the benefit of a trail along the levee would be access for disadvantaged communities in both Santa Maria and Guadalupe by providing a link between the two, and to recreational users from these cities. It would create a protected path to travel all the way from Santa Maria to Guadalupe, and link up with travel paths to the coast through the Rancho Guadalupe Dunes Preserve.

- Project Description.** Describe all of the major project components (i.e., what will actually be done to address the need and achieve the goals and objectives).

- Engineered drawings will be created. These include typical cross-section, as well as a plan view drawing of the trail alignment and materials.
- Detailed drawings will be created for areas with more complex issues. These include the tie-in points at the City of Guadalupe to the west and the City of Santa Maria at the east. It also includes the Bonita School Road Crossing, and any other areas where more details need to be addressed in detailed design and/or for stakeholder discussion.

- 3) Right of way exhibits will be prepared, identifying any needed right of way and details. Any needed acquisition would be identified, but would be included in future work, and not be completed as part of this grant work.
- 4) An Engineer's Estimate will be developed for the preferred alignment. Multiple estimates may be needed if there are different options to be explored with stakeholders.
- 5) Stakeholder meetings will be held to identify issue areas and where more detailed work is needed.
- 6) Preliminary environmental analysis will be completed, to determine what type of environmental document(s) are needed, what permits would be required (if any), and any potential impact areas that would affect alignment, material, and other details.
- 7) A Project Study Report will be completed, identifying a preferred option, detailing stakeholder input, and providing a summary and details of engineering, analysis, and other information to inform development of plans, specifications, and estimates for a project.

4. **Site Description.** Describe the project site or area, including site characteristics that are tied to the project objectives (i.e.: for acquisition of habitat, describe current vegetation assemblages, condition of habitats, known wildlife migration corridors, etc.). When relevant, include ownership and management information.

The site consists of an unimproved access across the top of the Santa Maria Levee. It is generally graded flat, with a rocky soil cover. The levee is approximately 16-18 feet wide at the top, then slopes down at approximately 2:1 to the river on the north side and farmland on the south. The project objective would be to provide access for bicycles and pedestrians with the minimum changes to the current conditions. The underlying owner is the Army Corps of Engineers, and permits may be needed, particularly if changes to the levee configuration were needed. In addition, the levee is operated and maintained by the Santa Barbara County Flood Control District. Any improvements would be coordinated with these agencies to ensure no negative impacts or major modifications are needed to the levee, habitat, or their operations. The majority of the project would be improving the surface of the levee for ridability and walkability. It could also include things like advisory signs and/or denial fencing or other guides to keep people on the trails.

In addition, access points would need to be studied, particularly at the west end where the trail would leave the levee and connect with the City of Guadalupe transportation network.

5. **Specific Tasks.** Identify the specific tasks that will be undertaken and the work that will be accomplished for each task.

#	Task Name	Description	Expected Completion Date
1	Engineered drawings	Concept plans and cross sections	5/1/2020
2	Estimates and analysis	Cost estimates, issue area identification, exhibit preparation	9/1/2020
3	Stakeholder meetings	Gather input and identify stakeholder issues and potential solutions	12/15/2020
4	Project Study Report	Compile analysis, create report	4/1/2021

Add or delete rows as necessary.

6. **Work Products.** List below the specific work products or other deliverables that the project will result in:

- 25% Engineering plans and typical cross section(s)
- Engineer's Estimate
- Project Study Report

7. **Measuring Success.** For projects involving restoration, construction or land acquisition, describe the plan for monitoring, evaluating and reporting project effectiveness, and implementing adaptive management strategies if necessary. For planning projects, do the plans include monitoring and measuring project success? Who will be responsible for funding and implementing ongoing management and monitoring?

Success for this phase would be completion of the Project Study Report. Final implementation and monitoring would be included in future work.

8. **Applicant Capacity.** The applicant must demonstrate that it can adequately administer the grant and manage the project, and that its entire operating budget is not dependent upon the underlying grant. The applicant should address the following organizational capacity and expertise elements, including but not limited to:

- Capacity to manage a state grant, including fiscal system and staff dedicated to financial operations;
- Ability to address cash flow and how the applicant will handle the process of reimbursement payments;
- Proof of qualified staff or contractors to carry out the project activities;
- A record of success completing similar projects and the commitment to see the project to completion.
- If applicant qualifies as a 501(c)(3) organization, provide your IRS 501(c)(3) letter and Articles of Incorporation as attachments to your completed [Non-Profit Questionnaire](#). *Note: Applicants who have submitted the Non-Profit Questionnaire in the past two years do not need to resubmit.*

Santa Barbara County Public Works- Transportation manages approximately \$10-20M/year in projects. This includes local, state, and federally funded grants such as Safe Routes to School, Active Transportation Program, Highway Bridge Program, Community Development Block Grant projects, FEMA and FHWA-ER projects, Hazard Mitigation Grant Projects, Measure A grant projects, and Highway Safety Improvement Program grant projects. We have six full-time accounting and finance professionals dedicated to financial operations, and utilize fiscals systems with tight controls including internal and external audits to ensure all financial operations meet funding and grant requirements. Our division has a multimillion-dollar reserve fund to handle cash flow, and our financial professionals are well versed in invoicing and reimbursement processes for various grants. For other technical project activities, we have a staff that includes multiple licensed professional engineers, engineering associates, and technicians with the skills and expertise to carry out all project activities. In addition, we have senior environmental planners, project managers, a geologist, structures specialists, and a surveyor for any specific technical work needed.

PROJECT DESCRIPTION

ADDITIONAL INFORMATION

Santa Barbara County has a record of completing approximately \$10-20M/year in transportation infrastructure on an annual basis. Many of these projects started with the studies and community process this grant would provide for.

9. **Project History.** Provide a history of the project including how it was identified as a priority, organizations involved in development of the project, key steps that have already been completed, and any background information not provided in the project description. Is the project related to any previous or proposed Coastal Conservancy projects? If so, which ones and how are they related?

This project was identified by the active transportation community as a priority project for the area. An Active Transportation Program grant was sought to implement it. During that process, we determined that this area needed further study and stakeholder input before pursuing a grant for full implementation. This grant would allow that process to take place. It also would tie into the Rancho Guadalupe Dunes Preserve work being done, and create a broad access network to the Dunes that stretches all the way east to Santa Maria and north to San Luis Obispo.

10. **Maps and Graphics.** Provide the following project graphics with your application. Project maps and design plans should be combined into one pdf file with a maximum size of 10 MB. Project photos should be provided in jpg format.

- Regional Map – Clearly identify the project's location in relation to prominent area features and significant natural and recreational resources, including regional trails and protected lands.
- Site-scale map – Show the location of project elements in relation to natural and man-made features on-site or nearby. Any key features discussed in project description should be shown.
- Design Plan – Construction projects should include one or more design drawings or graphics indicating the intended site improvements.
- Site Photos – One or more clear photos of the project site

See Attached

GRANT APPLICATION – PRELIMINARY BUDGET AND SCHEDULE

In the budget matrix below, relist the tasks identified in question #5 above and for each task provide: 1) the estimated completion date for the task, 2) the estimated cost of the task, and 3) the funding sources (applicant, Conservancy, and other) for the task. The table will automatically sum the totals for each row and column.

Note: Please do not include in-kind services or contributions in the table below. Please also note that food and drinks are not allowable expenses. Attendance at conferences or trainings must be included as a separate line item in the budget and must clearly support successful implementation of the project.

Task Number	Task	Coastal Conservancy	Other CA State Funds	Other Non-State Funds	Total Cost	Expected Completion Date
1	Eng. Drawings	12,500		12,500	25,000	5/1/2020
2	Estimates and Analysis	8,000		8,000	16,000	9/1/2020
3	Stakeholder process	6,250		6,250	12,500	12/15/2020
4	Project Study Report	13,250		13,250	26,500	4/1/2021
TOTAL		\$ 40,000	\$ 0	\$ 40,000	\$ 80,000	

Add or delete rows as necessary.

Other Funds

Please list all of the sources of match funding described above. Please indicate if other funding sources have been secured or are pending (applied for but not yet awarded). **Do not** include in-kind services or contributions in the table below.

Source	Amount (\$)	Status - Secured / Applied for	State of CA Funds Y/N
TDA- Bike and Pedestrian Account	40,000	Secured	YES
TOTAL	\$40,000		

Add or delete rows as necessary.

In Kind Services

In-kind services or contributions include volunteer time and materials, bargain sales, and land donations. Describe and estimate the value of expected in-kind services.

Budget Justification

Please provide a brief narrative explanation of the budget that explains and justifies the costs. The purpose of the narrative is to provide background and detail to explain the costs in the budget, including the source of the estimates. The narrative should specify whether the budget includes administrative or

ADDITIONAL INFORMATION

indirect costs, and/or contingencies and those amounts of each. If the budget is based on an engineer's cost estimate, provide a copy of the estimate and specify how complete (i.e., what percent) is the design on which the estimate is based.

Attached is the estimate for the scope included in the grant. The County has an approved Federal Indirect Cost Rate. However, the estimate is based on 15% markup of base costs, not the FICR.

GRANT APPLICATION - ADDITIONAL INFORMATION

For each question unless otherwise specified, please limit your answer to one concise paragraph. See grant application instructions for more information. **Questions 11-19 should be answered by all applicants.** For questions 20-23, enter "not applicable" if the question does not pertain to your project.

- 11. Environmental Review:** Projects funded by the Coastal Conservancy must be reviewed in accordance with the California Environmental Quality Act ("CEQA"). CEQA does not apply to projects that will not have either a direct or indirect effect on the environment. For all other projects, if the project is statutorily or categorically exempt under CEQA, no further review is necessary. If the proposed project is not exempt, it must be evaluated by a public agency that is issuing a permit, providing funding, or approving the project, to determine whether the activities may have a significant effect on the environment. The evaluation results in a "Negative Declaration (Neg Dec)," "Mitigated Negative Declaration (MND)," or "Environmental Impact Report." **NOTE – the Coastal Conservancy can not grant funding for construction or restoration projects without final CEQA documentation.** For more information on CEQA, visit: <http://resources.ca.gov/ceqa/flowchart/>.

The proposed project.... (select the appropriate answer):

- ☒ Is not a project under CEQA. Briefly specify why.
- ☐ Is exempt under CEQA. Provide the CEQA exemption number and specify how the project meets the terms of the exemption.
- ☐ Requires Neg Dec, MND, or EIR. Specify the lead CEQA agency (the agency preparing the document) and the (expected) completion date. Please note that the Conservancy will need to review and approve any CEQA document.

This grant would cover preliminary engineering and a project study report. The environmental analysis and any environmental documents or exemptions would be determined in future phases. One part of the scope of the grant is to determine what environmental document (if any) would be required for construction.

- 12. Permits:** If this is an implementation project, please list permits the project will require and their respective status.

Name of permit(s)	Status (e.g. acquired, pending, included in scope of proposed project)	Date of permit (or expected date)
n/a		

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ADDITIONAL INFORMATION

Add more rows as needed

- 13. Wetland / Riparian Area Monitoring Plan:** Does the project involve the construction or restoration of a wetland or riparian area? n/a –study only

- ☐ No
- ☐ Yes

If yes, and the project is awarded a Conservancy grant, please note that you will be required to conduct a baseline report utilizing the California Rapid Assessment Method (CRAM) within the year prior to the beginning of project construction, unless otherwise agreed upon in writing by the Conservancy and the grantee. (More information is available at <http://www.cramwetlands.org/>). You will also be required to provide a plan for Completion of Post-Construction CRAM Assessment, including a budget and timeline for the collection of at least one additional CRAM assessment following construction of the project and prior to the completion date of the grant agreement in order to document the change in wetland condition at the project site. Costs associated with CRAM assessment can be included in the proposed project budget.

- 14. Consistency with State Plans:** If the proposed project will help to implement or promote the goals of any of the State Plans listed below, check that plan and specify which of the plan's goals, objectives, priority actions, etc. will be furthered by the project. Provide 1-3 sentences per relevant plan explaining how the project advances that plan.

- ☐ California @ 50 Million: The Environmental Goals and Policy Report
- ☐ CA Climate Adaptation Strategy/Safeguarding California: Reducing Climate Risk Plan
- ☐ California Water Action Plan
- ☐ CA Wildlife Action Plan
- ☐ California Aquatic Invasive Species Management Plan
- ☐ California Essential Habitat Connectivity Strategy for Conserving a Connected California
- ☐ State and Federal Species Recovery Plans (specify the plan)
- ☐ Habitat Conservation Plans/Natural Community Conservation Plans (specify the plan)
- ☐ California Coastal Sediment Management Master Plan
- ☐ Completing the California Coastal Trail
- ☐ Other relevant state or regional plan(s) (specify the plan):

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15. **Consistency with Conservancy's 2018-2022 STRATEGIC PLAN:** Please list up to 3 of the most applicable Conservancy strategic plan goals and objectives that this project meets.

GOAL(S) & OBJECTIVE(S):

- Consistent with **Goal** ____, **Objective** ____ of the Conservancy's 2018-2022 Strategic Plan.
- Consistent with **Goal** ____, **Objective** ____ of the Conservancy's 2018-2022 Strategic Plan.

Explore the Coast – This trail will connect Santa Maria to paths that lead to the Rancho Guadalupe Dunes coastal area. It falls under the following "Explore the Coast" objectives:

- Design new trail segments
- Construct new trail segments
- Implement projects that expand or enhance opportunities for access for people with disabilities to and along the coast and coastal trails.
- Design new regional trails and river parkways that connect inland populations to the coast
- Construct new regional trails and river parkways that connect inland populations to the coast.

16. **Support:** List the public agencies, non-profit organizations, elected officials, and other entities and individuals that support the project. Describe involvement in the development of the project by communities impacted or benefited by the project

SBCAG has included it the regional Bicycle Master Plan

The SB Bicycle Coalition supports this project

The Cities of Guadalupe and Santa Maria support this study

County Third District Supervisor Joan Hartmann supports this study

All of the above have collaborated in the process of selecting this project as a priority for further study, including public meetings and letters of support.

17. **Need:** What would happen to the project if no funds were available from the Conservancy? What project opportunities or benefits could be lost and why if the project is not implemented in the near future?

If no funds were available, studies may not be completed that would make a project a candidate for State Active Transportation Program funding through a competitive process.

18. **Regional Significance:** Describe the regional significance of the project with respect to recreation (regional trails and parks, staging areas, environmental education facilities, etc.), agricultural resources, and/or natural resources (including listed species, identified high priority habitat, wildlife corridors, watersheds, and agricultural soils).

This project would complete a critical gap in regional recreational use, as well as connectivity between the cities of Guadalupe and Santa Maria, connecting the inland parts of Santa Maria to Guadalupe and into the system that leads to the coast. It will provide links between San Luis Obispo and Santa Barbara County Cities and the Guadalupe Dunes area, completing a network of miles of separated multiuse trails for recreation and connectivity.

19. **Sea Level Rise Vulnerability:** If the project involves a site that is close to a shoreline (i.e. potentially flooded or eroded due to climate change), please identify vulnerabilities of the site in relation to flooding, erosion, and sea level rise/storm surges for the years 2050 and 2100 (assume 16 inches and 55 inches of sea level rise respectively). For reference, see the [State of California's Sea Level Rise Guidance Document \(2018 Update\)](#). Describe any adaptive management approaches you have considered for addressing Sea Level Rise. Specify the expected lifespan or duration of the project.

n/a

ONLY AS APPLICABLE:

20. **Innovation:** Describe how the project is innovative. [Many kinds of innovation are possible - technical, environmental, design, economic, etc.]

This project is innovative in that it uses an already-constructed levee for an alternate use of transportation. Thus, with extremely cost-effective, relatively minor modifications it could create miles of new useable trails.

21. **Vulnerability from Climate Change Impacts Other than Sea Level Rise:** Describe how the project objectives or project may be vulnerable to climate change impacts (fire, drought, species and habitat loss, etc.) other than sea level rise, coastal erosion or flooding. Identify design, siting, or other measures incorporated into the project to reduce these vulnerabilities.

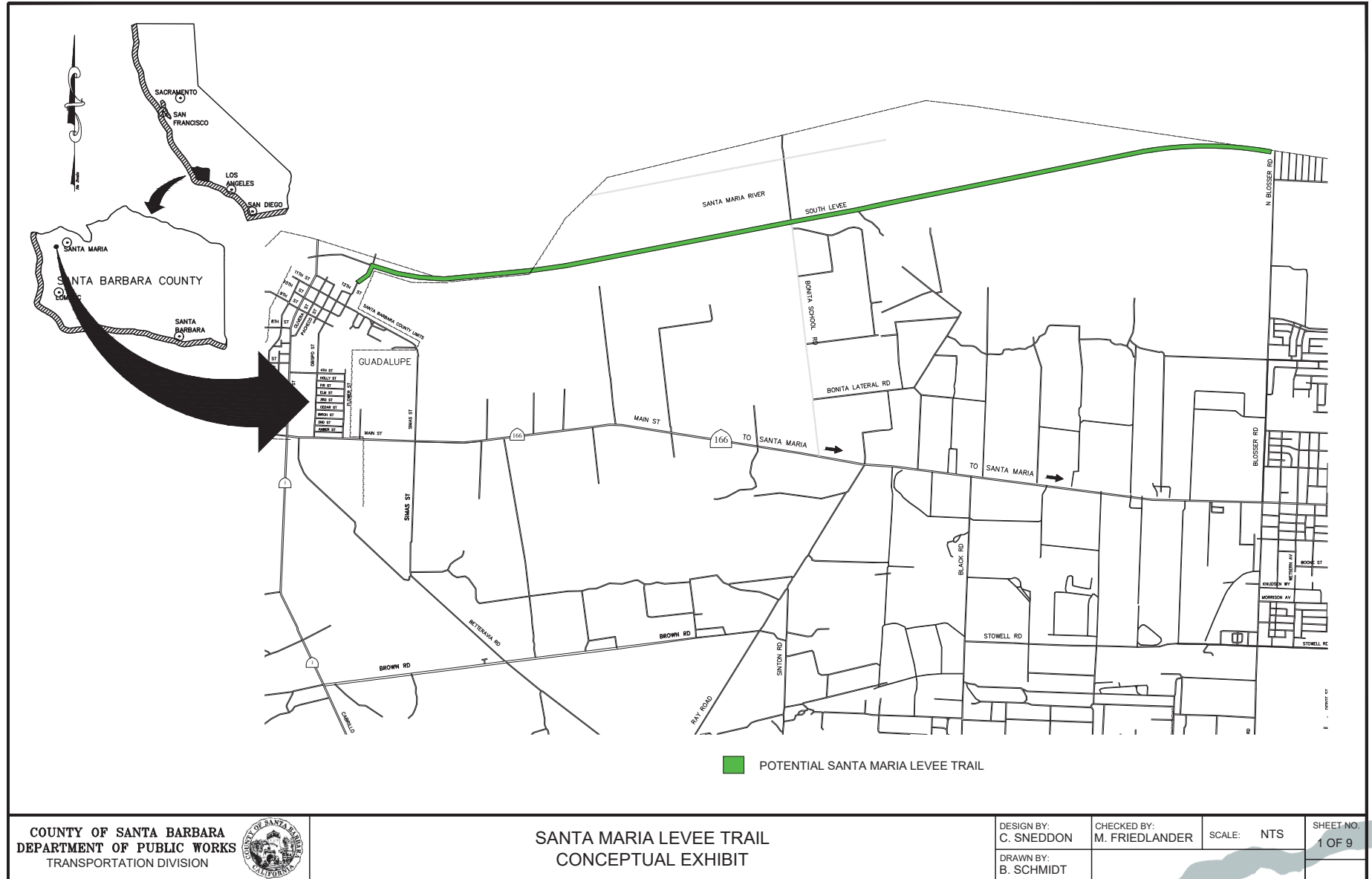
22. **Greenhouse Gas Emissions/Climate Change:** If the proposed project will result in production of greenhouse gas emissions (including construction impacts and vehicle miles travelled as part of a public access component), describe the measures the project includes to reduce, minimize or avoid greenhouse gas emissions through project design, implementation construction, or maintenance. What, if any, are the possible sources or sinks of greenhouse gases for the project, such as carbon sequestration from habitats at the site? If one of the project goals is to sequester carbon (reduce greenhouse gas concentrations), how do you intend to ensure continued long-term sequestration while achieving project objectives? Do you have any plans to seek carbon credits for the carbon sequestration activities on the project site?

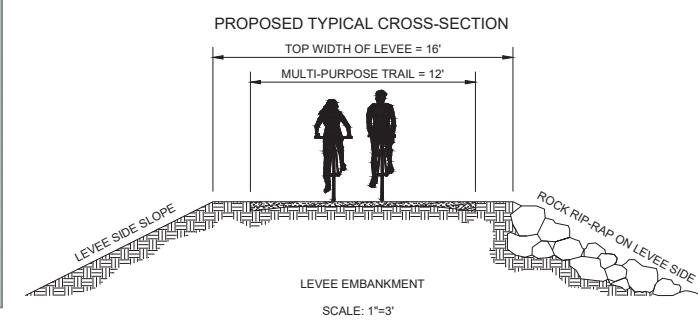
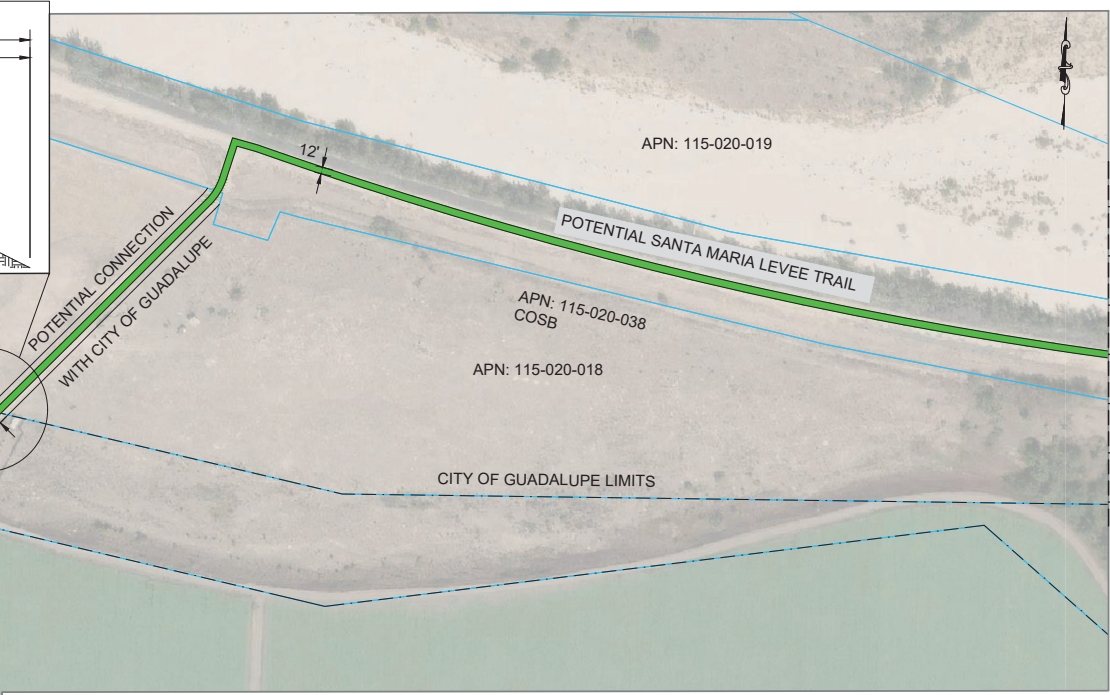
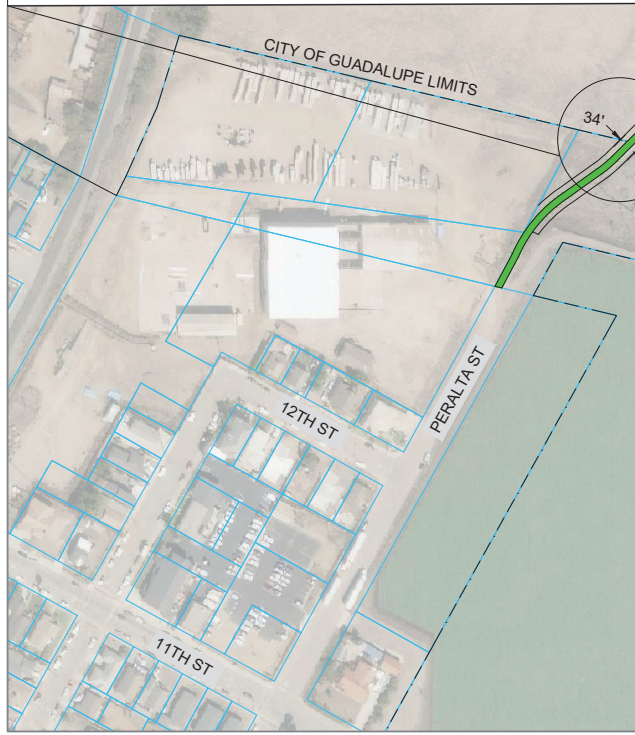
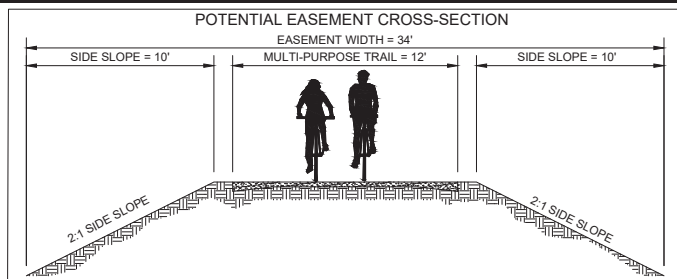
This project would reduce greenhouse gas emissions by promoting non-motorized modes of transportation.

23. **California Conservation Corps:** Applicants proposing construction projects are urged to consider using the California Conservation Corps. If the project involves construction, please indicate that you have contacted the Corps regarding the project and the results of that contact.

n/a – no construction

VII. CAD DRAWINGS





LEGEND:

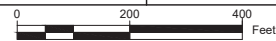
RECORD BOUNDARY

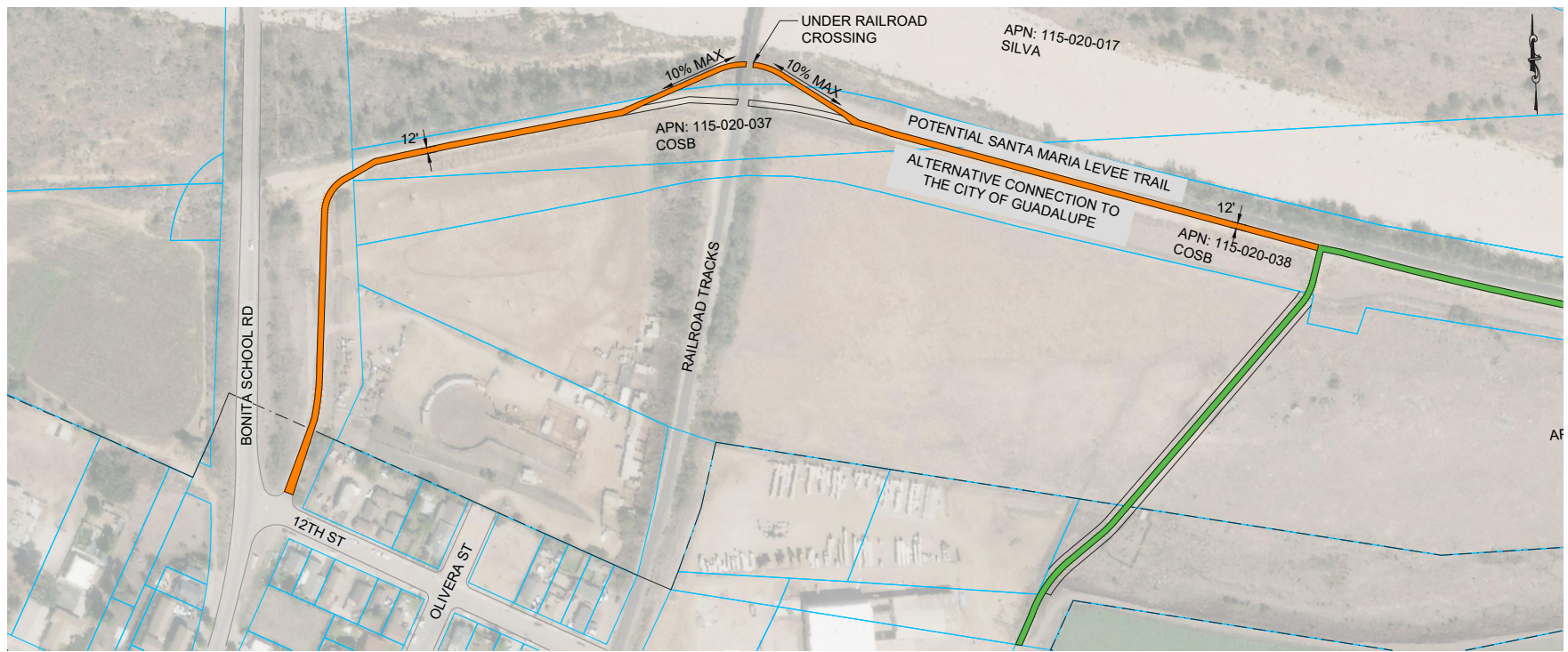
12' MULTIMODAL PATH

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

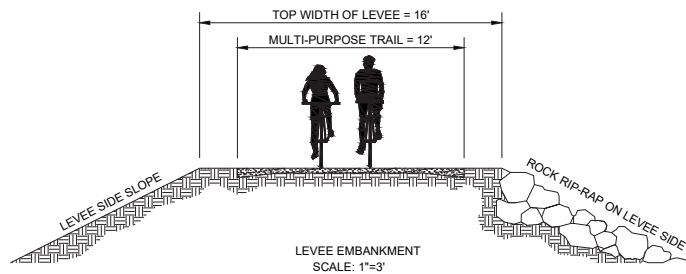


SANTA MARIA LEVEE TRAIL
CONCEPTUAL EXHIBIT

DESIGN BY: C. SNEDDON	CHECKED BY: M. FRIEDLANDER	SCALE: 1"=100'	SHEET NO. 2 OF 9
DRAWN BY: B. SCHMIDT			



PROPOSED TYPICAL CROSS-SECTION



LEGEND:

RECORD BOUNDARY
12' MULTIMODAL PATH
ALTERNATIVE CONNECTION



COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



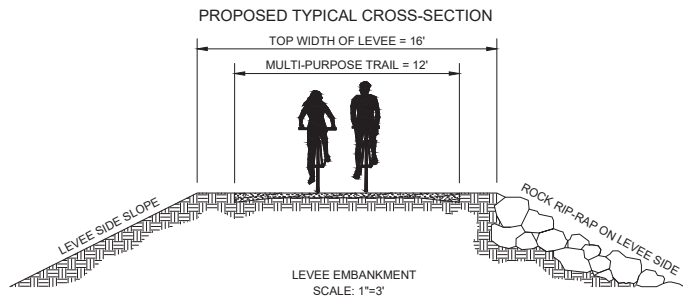
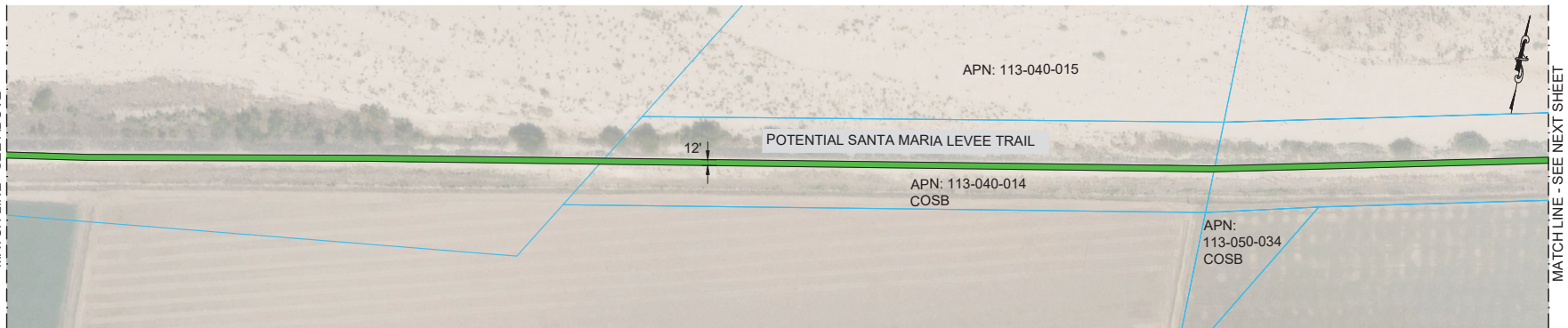
SANTA MARIA LEVEE TRAIL
CONCEPTUAL EXHIBIT

DESIGN BY:
C. SNEDDON
DRAWN BY:
B. SCHMIDT

CHECKED BY:
M. FRIEDLANDER

SCALE: 1"=100'

SHEET NO.
3 OF 9



LEGEND:

RECORD BOUNDARY

12' MULTIMODAL PATH



COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



SANTA MARIA LEVEE TRAIL CONCEPTUAL EXHIBIT

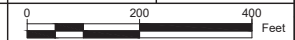
DESIGN BY:
C. SNEDDON

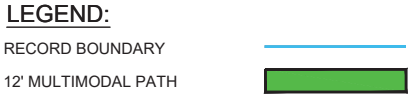
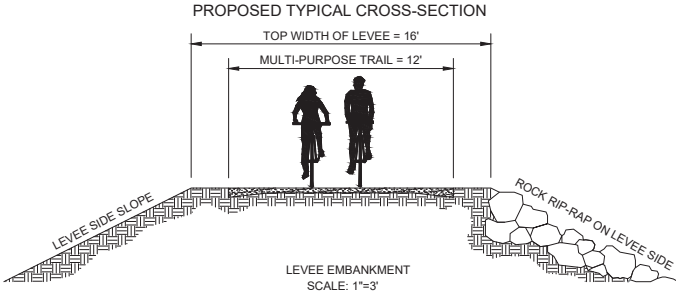
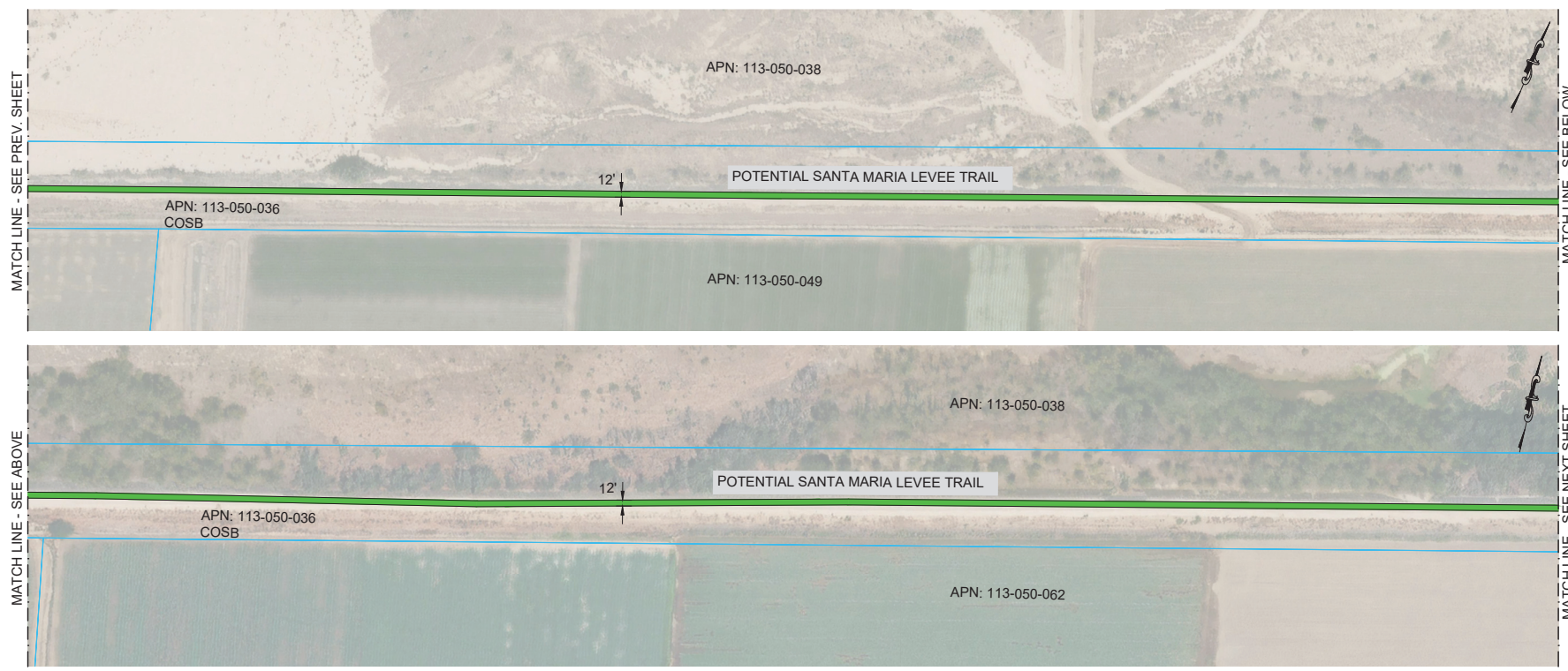
CHECKED BY:
M. FRIEDLANDER

SCALE: 1"=100'

SHEET NO.
4 OF 9

DRAWN BY:
B. SCHMIDT



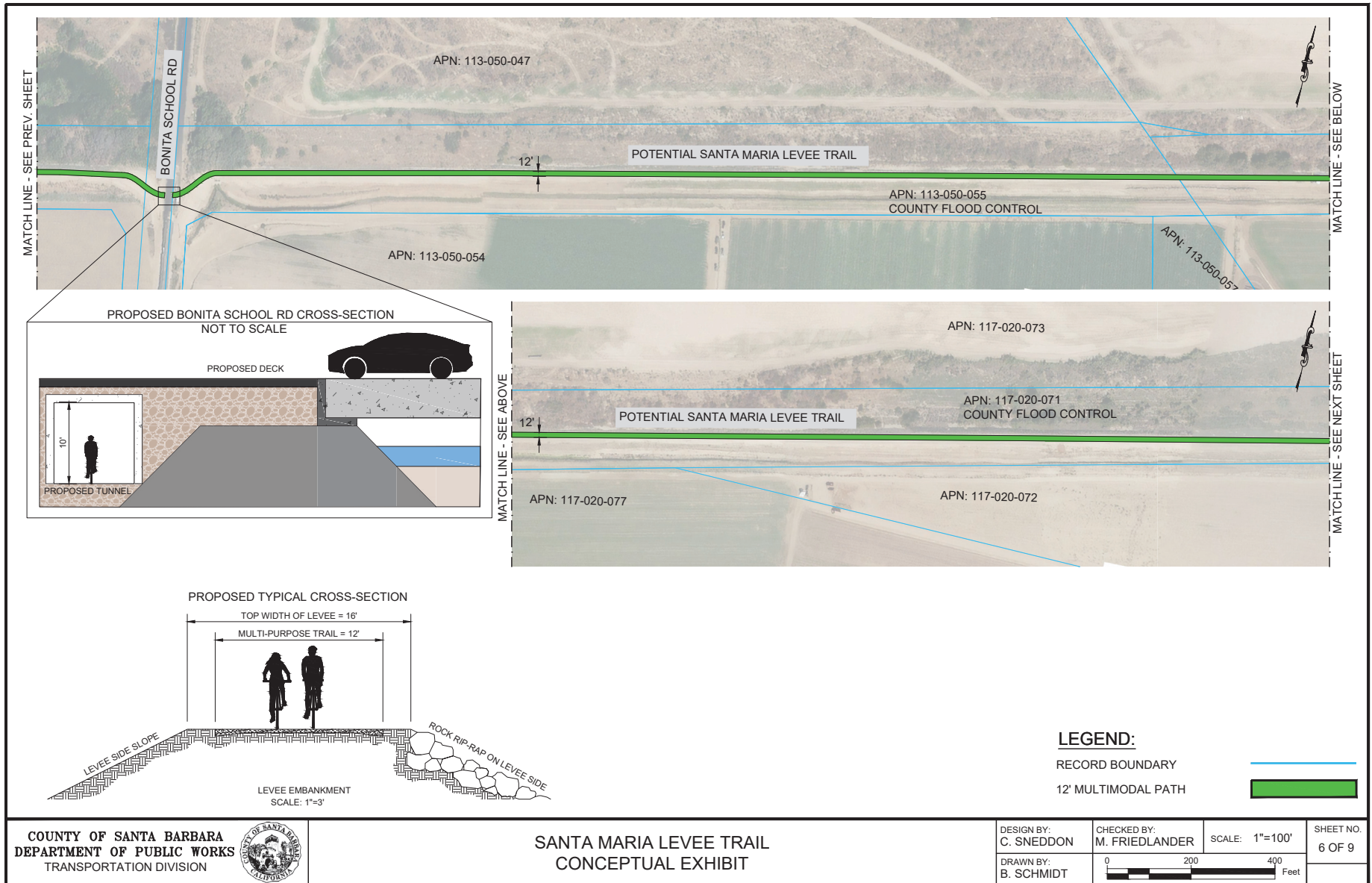


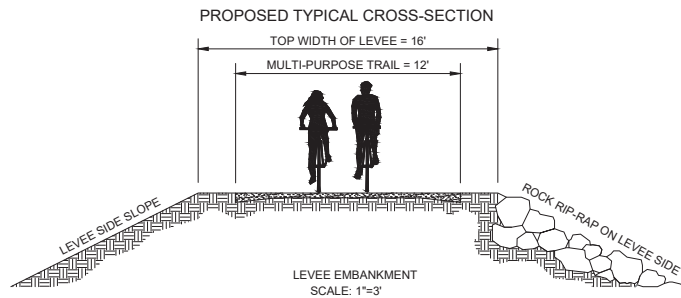
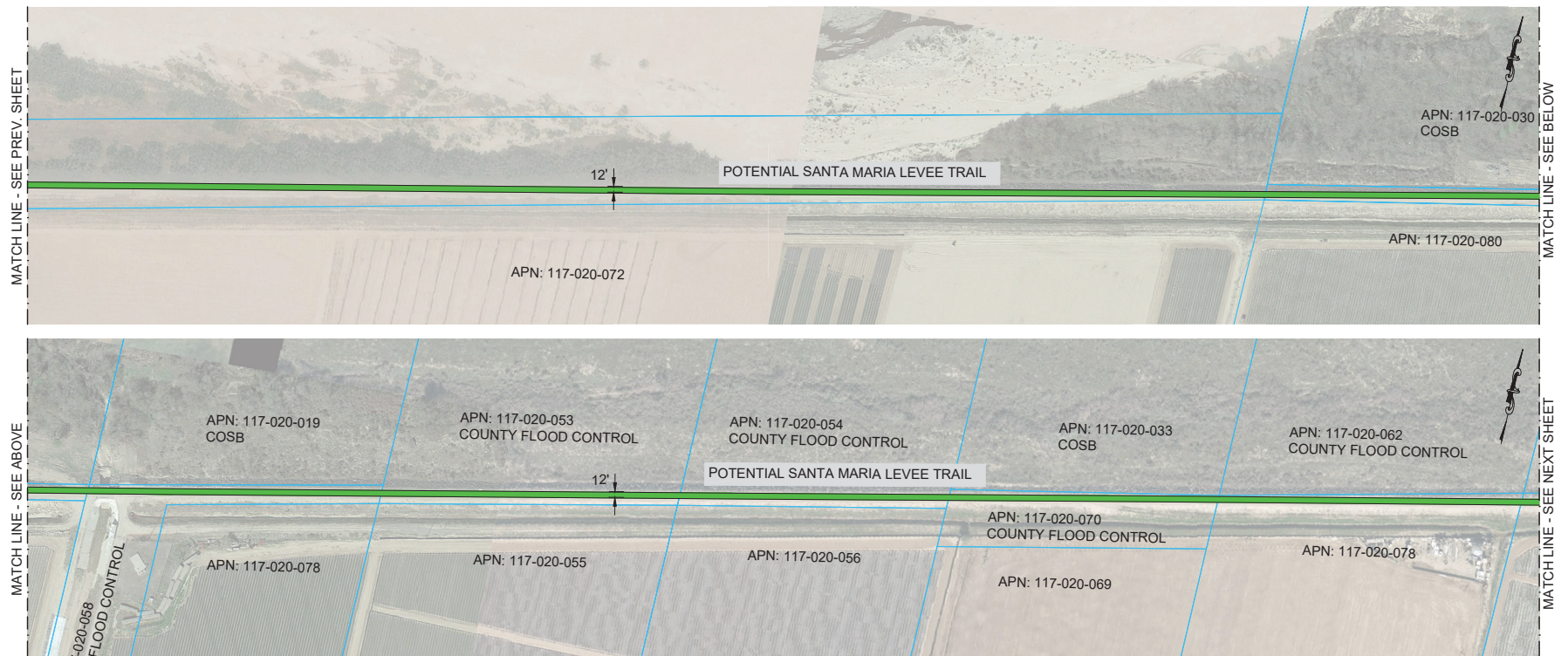
COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



SANTA MARIA LEVEE TRAIL
CONCEPTUAL EXHIBIT

DESIGN BY: C. SNEDDON	CHECKED BY: M. FRIEDLANDER	SCALE: 1"=100'	SHEET NO. 5 OF 9
DRAWN BY: B. SCHMIDT			





LEGEND:

RECORD BOUNDARY

12' MULTIMODAL PATH



COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



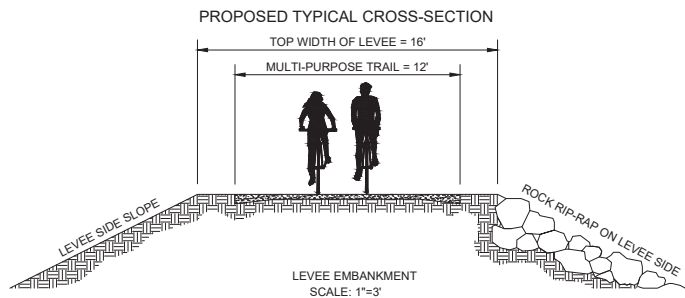
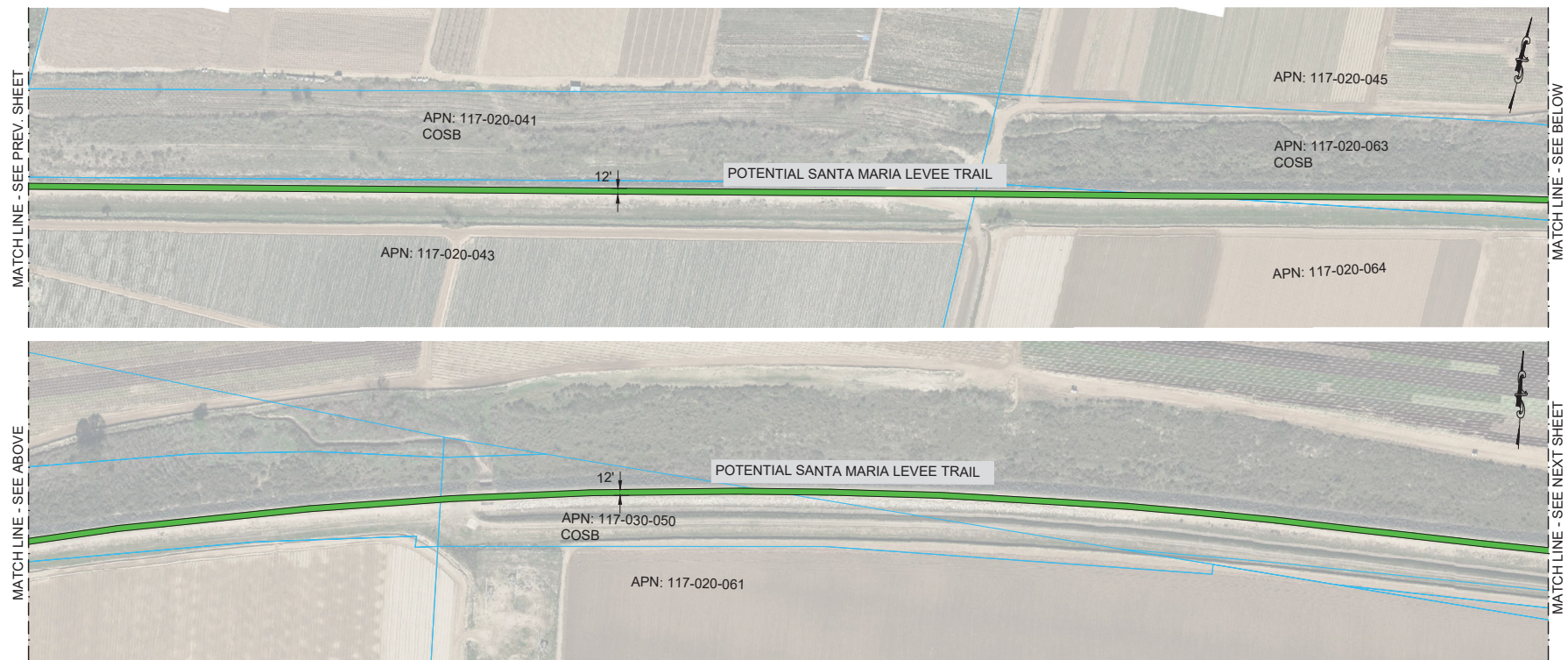
SANTA MARIA LEVEE TRAIL CONCEPTUAL EXHIBIT

DESIGN BY:
C. SNEDDON
DRAWN BY:
B. SCHMIDT

CHECKED BY:
M. FRIEDLANDER

SCALE: 1"=100'
0 200 400 Feet

SHEET NO.
7 OF 9



LEGEND:

RECORD BOUNDARY

12' MULTIMODAL PATH



COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



SANTA MARIA LEVEE TRAIL
CONCEPTUAL EXHIBIT

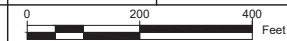
DESIGN BY:
C. SNEDDON

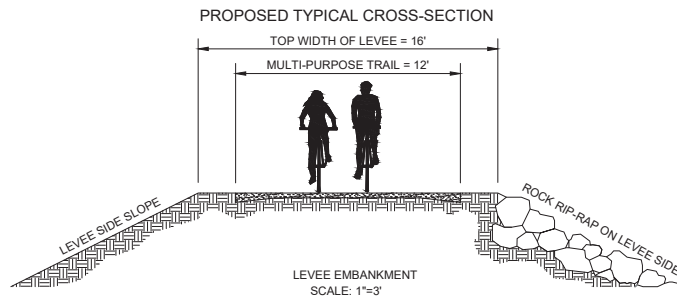
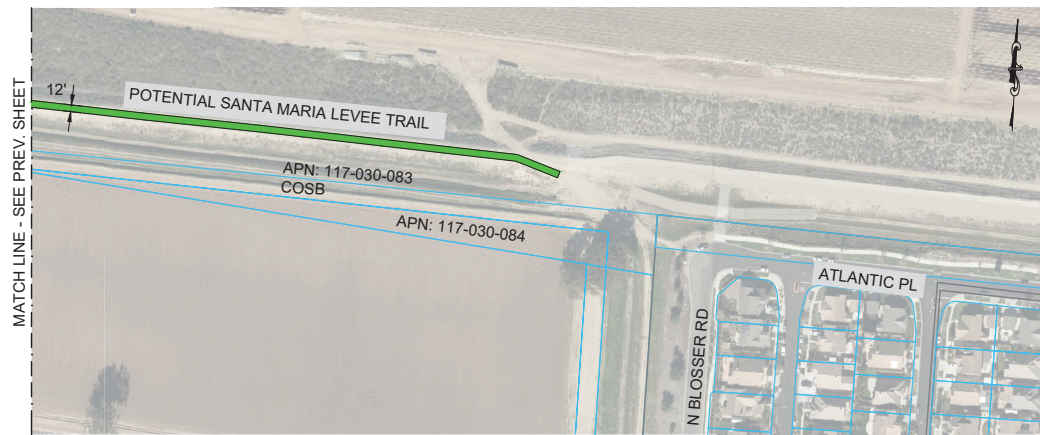
CHECKED BY:
M. FRIEDLANDER

SCALE: 1"=100'

SHEET NO.
8 OF 9

DRAWN BY:
B. SCHMIDT





LEGEND:

RECORD BOUNDARY

12' MULTIMODAL PATH



COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



SANTA MARIA LEVEE TRAIL CONCEPTUAL EXHIBIT

DESIGN BY:
C. SNEDDON
DRAWN BY:
B. SCHMIDT

CHECKED BY:
M. FRIEDLANDER

SCALE: 1"=100'

SHEET NO.
9 OF 9