APPLICATION FORM

ALPINE TRAIL PROJECT

Midpeninsula Regional Open Space District
<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>Requested Amount</th>
<th>$272,211</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Other Funding Sources</td>
<td>$2,104,789</td>
</tr>
<tr>
<td>Project Physical Address</td>
<td>Estimated Total Project Cost</td>
<td>PHASE 1 CONSTRUCTION COST</td>
</tr>
<tr>
<td>Alpine Road, San Mateo County</td>
<td>Nearest Cross Street</td>
<td>Page Mill Road</td>
</tr>
<tr>
<td>Applicant (entity applying for the grant)</td>
<td>Applicant’s Mailing Address</td>
<td>330 Distel Circle Los Altos, CA 94022</td>
</tr>
<tr>
<td>Midpeninsula Regional Open Space District</td>
<td></td>
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</tr>
</tbody>
</table>

**AUTHORIZED REPRESENTATIVE**

**Ana Ruiz, General Manager**
arui@openspace.org
650-691-1200

**DIRECTOR/PRESIDENT/CEO**

**Ana Ruiz, General Manager**
arui@openspace.org
650-691-1200

**DAY-TO-DAY CONTACT for ADMINISTRATION of the Funds (if different from AUTHORIZED REPRESENTATIVE)**

**Bryan Apple, Project Manager**
bapple@openspace.org
650-691-1200

I represent and warrant that this Application describes the intended use of the requested funding to complete the project items identified. I declare under penalty of perjury, under the laws of the State of California, that the information contained in this Application, including required attachments, is accurate.

Signature Authorized Representative

Print Name  
Ana M Ruiz

Title 
General Manager
1. **Project Description**
Describe the proposed recreational project to be funded. What form(s) of recreation does the project enable?

The Midpeninsula Regional Open Space District (District) is currently working on a crucial regional recreational trail connection in unincorporated San Mateo County that utilizes the alignment of the defunct Alpine Road to create a new regional hiking, cycling, and equestrian trail.

The Alpine Trail Project will provide new public recreational access by building a new trail on the old roadbed of the former dirt segment of Alpine Road, a County of San Mateo road that dating back to 1894, that has been closed to vehicular traffic since 1979. The road is in poor condition with significant rutting, large culvert and fill-slope failures and actively failing stream crossings. The road currently contributes significant quantities of sediment to Corte Madera Creek, a tributary to San Francisquito watershed.

The Alpine Trail Project will build a new sustainable regional multi-use trail on the old roadbed. In the current condition, Alpine Road is not suitable as a regional trail connection. While people have use the route informally, due to its deteriorated condition, regular closures have been required. During the winter of 2017, overwhelming winter storms caused a major failure of a large stream crossing culvert resulting in a lengthy closure of the road and sending sediment to Corte Madera Creek. Several other stream crossings along the road are currently at risk of failing. The project will reduce the sediment contributions of Alpine Road significantly by repairing failing stream crossings that were associated with the old road, reducing sedimentation and increasing regional recreational opportunities.
The Alpine Road Trail project will construct a trail that will provide opportunities to access the adjacent Coal Creek Open Space Preserve. With direct connections to Coal Creek OSP and Monte Bello OSP, there are opportunities for shorter loop trail experiences as well as long regional outings. Parking is available along a roadside pullout on Page Mill Road at the southern segment of the trail with additional parking accessible via established trails 0.6 miles away at the Los Trancos and Monte Bello Open Space Preserves. The Monte Bello OSP parking area provides restroom facilities.

Provide the location of the project.

The project site consists of approximately 6.5 acres of the existing Alpine Road alignment located adjacent to and within the Coal Creek Open Space Preserve (Preserve). The Preserve is located in unincorporated San Mateo County (County), approximately 4 miles east of the Town of La Honda and 6 miles southwest of the City of Los Altos. The project site is generally located north of Page Mill Road, about 0.7 miles north of its intersection with Skyline Boulevard (State Route [SR] 35). Currently San Mateo County owns the road easement and sections of fee title and is responsible for the old roadbed.
Is the project part of a long-range project (multi-phased)? If so, where does the project fit into the anticipated larger program?

The Alpine Trail Project would be implemented in two phases. Phase I will address the largescale roadbed issues, road-to-trail conversions, culvert and fill-slope failures, and several failed or actively failing stream crossing culverts associated with the old Alpine Road alignment. Phase II will construct a new approximately 0.5-mile trail to replace an informal, interim bypass trail that avoids a 1990s road failure, that is currently in poor condition and does not meet trail standards. Once Phase I construction is complete, the trail would open to the public as a continuous segment, with the overly steep interim bypass trail still in place. District trail crews would then complete construction of the Phase II trail segment during the following grading season, replacing the interim bypass trail.

Large culvert failure along Alpine Road resulting in complete loss of the roadbed
2. **Project Purpose**

How would the proposed recreational project benefit the target beneficiaries, i.e., existing or new Stanford campus residents and facility users?

The **Alpine Trail** would benefit the target beneficiaries in the following ways:

a. The **Alpine Trail** will provide a 2.3-mile sustainable regional trail that will connect the valley floor with Skyline Boulevard. This regional trail provides links to over 20 miles of trails through Coal Creek and Monte Bello Open Space Preserves, as well as trail systems further west that reach the Pacific Ocean. This alignment also connects to the north-south regional Bay Area Ridge Trail corridor that extends along the Santa Cruz Mountains ridgeline, including a nearly 20-mile continuous segment that extends from Skyline Ridge Open Space Preserve (at the intersection of Page Mill Road and Skyline Boulevard) to Santa Clara County’s Skyline-Sanborn County Park. This regional trail connection will also provide an alternative to using Page Mill Road as a primary route to connect to the variety of parks and preserves located along Skyline Boulevard. The **Alpine Trail** also serves as an effective connection to the Bay Area Ridge Trail.

![Connection of old Alpine Road to Coal Creek Preserve – Meadow Trail](image)

b. As alternative mitigation for Stanford University’s reduction of campus open space, the elimination of dirt running trails, and increased crowding of existing recreational resources and parks associated with the General Use Permit development on the Stanford Campus, the **Alpine Trail Project** will provide the opportunity to connect to the uncrowded, natural beauty, and extensive trail network of the Santa Cruz mountains, a highly sought-after recreational experience that cannot be found close to campus. **Alpine Trail** is an extension of the existing Alpine Trail managed by San Mateo County and the town of Portola Valley that connects to the Stanford campus.
and Portola Valley. Bicyclists can use the town and county Alpine Road to connect to the future Alpine Trail project. While hikers and equestrians can make the connection to Alpine Trail primarily on off street trails. The intent of the trail design is to accommodate various styles of bicyclists (i.e. hybrid, gravel, cyclocross) by creating a sustainable trail with suitable grades, aggregate base surfacing, and adequate drainage.

Regional Cycling Connections to Alpine Trail (Attachment 3)

3. **Budget**

Provide the total project budget and the basis for the funding level request.

The District has allocated $1.95 million of Measure AA funding toward the construction of the Alpine Trail. The District is currently under contract to complete design, engineering, CEQA, and permitting costs for approximately $500,000. The construction estimate for Phase I work is $2.377 million (not including contingency). Based upon this budget, the funding proposal for this project is $272,211. The District is exploring other funding sources to close the funding gap between the Measure AA allocation and the overall anticipated cost of the project. However, the District has the ability to reallocate funds from the Measure AA portfolio to cover project construction costs if other funding partners are unavailable.
### Funding Request Table

<table>
<thead>
<tr>
<th>Item</th>
<th>Total Item Cost</th>
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<tbody>
<tr>
<td>Funding Request for Construction</td>
<td>272,211</td>
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<tr>
<td>District Measure AA Funds</td>
<td>1,950,000</td>
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<tr>
<td>Additional Funding Needed*</td>
<td>154,789</td>
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<tr>
<td><strong>Phase I Trail Construction Estimate</strong></td>
<td>2,377,000</td>
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</table>

*District exploring other funding options and will reallocate Measure AA funds if necessary

### Total Project Budget Table

<table>
<thead>
<tr>
<th>Item</th>
<th>Total Item Cost</th>
<th>Anticipated Timeframe</th>
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</thead>
<tbody>
<tr>
<td>Phase I: Design, Engineering, CEQA and Permitting</td>
<td>500,000</td>
<td>2021</td>
</tr>
<tr>
<td>Phase I Trail Construction*</td>
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<td>2022</td>
</tr>
<tr>
<td>Phase II: Design, Engineering, and Permitting</td>
<td>100,000</td>
<td>2022</td>
</tr>
<tr>
<td>Phase II Trail Construction**</td>
<td>150,000</td>
<td>2023</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>3,127,000</strong></td>
<td><strong>NA</strong></td>
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</table>

*Requested funds would be used to cover a portion of the Phase I Construction Costs

**Estimated in-kind cost for District trail crews to construct

Identify the amount and provide evidence of other sources of matching funding, if any, and the entity that is committing these funds.

The project has an allocation of $1.95 million of Measure AA funds. In 2014, the voters passed Measure AA, setting aside funding for the top 25 Vision Plan projects. As such, the District will cover a significant portion of the Alpine Road Trail costs through Measure AA funds, and will
seek to leverage the funds to cover the total cost. District trail crews will construct the phase II trail segment providing in-kind construction services for the project. The District is currently exploring other matching funding opportunities from local and regional entities. However, has the ability to reallocate funds from the Measure AA portfolio to cover project construction costs if other funding partners are unavailable.

Contingency Funding: Discuss how funds will be identified for contingencies and, if not, how contingencies would be addressed if discovered during the project.

The District typically budgets a set amount of contingency in all contracts to address unforeseen issues or conditions that are arise during the design or construction of a project. Contingencies arising during construction would be addressed using District funds.

4. **Available Funds**

$5,242,711 is available on a one-time basis to fund in part or in whole eligible projects.

5. **Project Timeline**

Attach a timeline indicating the key milestones (such as, design, engineering, construction) for project completion.

<table>
<thead>
<tr>
<th>Project Timeline</th>
<th>ESTIMATED COMPLETION DATE</th>
</tr>
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<tbody>
<tr>
<td><strong>Phase I Trail Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>65% Engineering and Design</td>
<td>Complete</td>
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<tr>
<td>Certify CEQA – IS/MND</td>
<td>5/30/2020</td>
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<tr>
<td>Regulatory Permitting</td>
<td>12/31/2021</td>
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<tr>
<td>Finalize Design – Bid &amp; Award</td>
<td>5/30/2022</td>
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<tr>
<td>Construction</td>
<td>10/31/2022</td>
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<tr>
<td><strong>Phase II Trail Improvements</strong></td>
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<td>Engineering and Design</td>
<td>5/30/2022</td>
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<tr>
<td>Obtain Permits</td>
<td>10/30/2022</td>
</tr>
<tr>
<td>Construction</td>
<td>5/1/2023</td>
</tr>
</tbody>
</table>

6. **CEQA Compliance**

Grant projects require compliance with the California Environmental Quality Act (CEQA) before the grant is awarded.

In June 2016, the County of San Mateo Public Works Department completed and filed a Notice of Exemption for the County’s proposed repairs to the large culvert failure on Alpine Road, based on earlier dimensions and designs. However, District staff determined that additional environmental review would be needed for a significant change in scope
with the District’s proposed plans for the Alpine Trail, that differ from the culvert repairs that were originally proposed by the County. The District’s proposed project will convert damaged segments of the roadbed into a multi-use pedestrian-bicycle trail. District staff and consultants are preparing an Initial Study/Mitigated Negative Declaration (IS/MND) with an anticipated certification timeframe of early summer 2020.

7. **Execution of Project Agreement**
   The applicant is required to execute a legally binding Project Agreement with the County of Santa Clara, which includes the Grant Scope/Cost Estimate for the project. The scope of work cannot be materially changed once the grant is awarded and the Project Agreement is executed.
   The District has reviewed and agrees to the terms and conditions within the Project Agreement.

8. **Operation and Maintenance**
   As a condition of grant approval, the applicant must make the property available for public access and recreational use, and continuously operate and maintain the property for the benefit of the public. Ongoing maintenance of the property is the sole responsibility of the applicant.
   The District acknowledges this requirement.

9. **Public Access**
    Demonstrate public accessibility, including hours of operation.
    Alpine Trail will be incorporated into the Coal Creek Open Space Preserve (Preserve) as part of the Memorandum of Understanding (Attachment 6) with San Mateo County. The Preserve is open to the public from dawn until a half hour after sunset 365 day of the year. Alpine Road will be available for hikers, bicycles, equestrians, and dogs on leash.

10. **Required Regulatory Permits**
    Attach a list of existing and additional permits required to complete the grant project, if applicable, the status of each, and indicate when permit approval would occur.
The following permits would be required to implement the project. Permitting is expected to occur from Spring 2020 through 2021.
1. U.S. Army Corps of Engineers (USACE) Section 404 Nationwide Permit
2. U.S. Fish and Wildlife Service, Endangered Species Act Section 7 Consultation and Biological Opinion
3. San Francisco Bay Regional Water Quality Control Board, Clean Water Act Section 401 Water Quality Certification
4. California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement
5. County of San Mateo, Department of Public Works Encroachment Permit, Building Permit, Tree Removal Permit

11. Insurance
Grantees must meet the insurance requirements in the Project Agreement and agree to the indemnification obligation.

The District has reviewed and agrees with the insurance requirements stipulated within the Project Agreement.

12. Prevailing Wages
The District is a public agency and by law must comply with prevailing wage provisions of Labor Code Section 1720.

13. Progress Reports
Grantees must submit written progress reports to the Office of the County Executive on May 1 and November 1 each year while the Project Agreement is active.
The District acknowledges this requirement.

14. Record Retention
The District agrees to and will comply with the Record Retention provisions.

Attachments:
Attachment 1: Regional Map
Attachment 2: Trail Map
Attachment 3: Regional Cycling Connections Map
Attachment 4: Memorandum of Understanding with San Mateo County
Attachment 5: Alpine Trail Funding Resolution