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Summary Recommendations

The study recommends alternative #2. This alternative provides an off-street, paved class I multi-use trail and is consistent with current bicycle and pedestrian plans adopted by the City. The trail links to existing on-street facilities, residential neighborhoods, employment centers, schools, retail and commercial uses. The estimated cost to build out the recommended alternative is \$45.2 million.

The SCVWD and the City of Cupertino will have to enter into a joint use agreement for the corridor if any of the alternatives are pursued. The City would also be responsible for all trail maintenance. Utility agencies would continue to operate and maintain their facilities.

Safety, security, and privacy were the biggest concerns raised by the community. To address these concerns, fencing upgrades will be recommended where existing fences are deficient in terms of privacy and security. The study recommends implementing a sheriff patrol program and that the City consider the use of security cameras and milestone markers.

Throughout the alignment, there are a number of sub-alternatives at specific locations to consider. The table below summarizes the alternatives and provides recommendations for each.

Trail Alignment Recommendations Summary

Alternatives

Location	Options
Overall Trail Alignment	Alt #1 Alt #2

Sub-Alternatives

Location	Options
Mary Ave Connection to Trail	East West
Stelling Rd Crossing	Under-Crossing Only At-Grade Crossing Only Both Under-Crossing and At-Grade Crossing
De Anza Blvd Crossing	Tunnel Bike-Pedestrian Bridge within SCVWD Right-of-Way Bike-Pedestrian Bridge within both SCVWD and Caltrans Right-of-Way At-Grade Crossing, Alt #1 At-Grade Crossing, Alt #2

= Recommended Option

Cost Estimate

Costs for the Junipero Serra Trail were estimated for each trail alternative, broken out by segment, and in 2018 dollars. A line item was developed for “basic project” costs. Those costs include all the work required to build a basic trail project plus contingencies, escalation, and professional services related to the basic project. The basic project includes costs for construction of the trail with trailheads (including the Mary Avenue West Option) and at-grade crossings. Costs for the Stelling Road undercrossing, De Anza Boulevard tunnel, De Anza Boulevard bike-pedestrian bridge, and De Anza Boulevard at-grade crossing were broken out as separate ‘all-in’ costs. This estimating strategy allows decision-makers to see price points at various levels of trail implementation and starts to suggest where project phasing might occur. Detailed cost estimates for alternative #1 and alternative #2 can be reviewed in the Appendix.

Trail Alignment Cost Matrix

Options	Alternative #1 (in millions of dollars)	Alternative #2 (in millions of dollars)
Basic Project	\$7.1	\$29.4
Basic Project, Stelling Rd Under-Crossing and At-Grade Crossing, and De Anza Blvd Bike-Pedestrian Bridge within both SCVWD and Caltrans Right-of-Way	\$22.9	\$45.2
Basic Project, Stelling Rd Under-Crossing and At-Grade Crossing, and De Anza Blvd Tunnel	\$30.1	\$52.4

Grant Funding Sources

There are several grant funding programs the Junipero Serra Trail will be eligible for, including the Transportation Fund for Clean Air: Bicycle Facilities Grant Program (TFCA), administered by the Bay Area Air Quality Management District; The Land and Water Conservation Fund (LWCF), administered by the California Department of Parks and Recreation; and the Active Transportation Program (ATP), funded by the California Transportation Commission. Funding for these programs has concluded for Fiscal Years 2018-2019, but additional cycles are anticipated.

The 2018 TFCA program allocated over \$5 million to fund construction of new bicycle facilities that will reduce vehicle trips for commutes to work and/or school. With its proximity to multiple schools and direct connection to multiple large employers, the Junipero Serra Trail would be a strong candidate for the award. Minimum awards in this past cycle were \$100,000 with a 10% required match.

The LWCF aims to fund park projects that meet the goals of the Statewide Comprehensive Outdoor Recreation Plan. This project meets those goals by providing community space for healthy lifestyles, and through its process of community engagement. The maximum award for this program's 2018 cycle was \$3,000,000 with a required minimum 50% match.

The ATP Cycle 4 is expected to announce the award of approximately \$440 million in May, 2019. The program extends through 2023, and is awarded annually to California infrastructure projects that enhance safety and mobility for non-motorized transportation. It also gives consideration to Safe Routes to School projects, with the stated goal of enhancing public health and reducing childhood obesity. Because the project is within two miles of more than one public school, it qualifies for the Safe Routes to School designation, and enhanced consideration under this program.

Another potential source is the Pedestrian and Bicycle Project Funds available under the Transportation Development Act, Article 3. For a project to be included in annual allocation of these funds, a city must request that the county recommend the project for inclusion in its allocation. These funds are available for projects that exclusively benefit pedestrians and/or bicyclists, and that are consistent with the City's bicycle and pedestrian plan. Continuous interconnected routes, continuity with longer routes, and access to activity centers are all preferred qualities.

Santa Clara County voters approved Measure B in 2016, which would have funded a variety of transportation projects, including bicycle and pedestrian improvements. However, a legal challenge and subsequent appeal has delayed initiation of any projects related to the measure until the suit is resolved. The Junipero Serra Trail would be a strong candidate for award of funds pending resolution of the lawsuit.

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Acknowledgments

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