



Midpeninsula Regional
Open Space District

R-26-125
Meeting 26-20
August 26, 2026

AGENDA ITEM 3

AGENDA ITEM

Funding Agreement with the San Francisco Public Utilities Commission for the Highway 35 Multi-use Trail Parking and Crossing Project and the Spur Trail Project, both located at or adjacent to Purisima Creek Redwoods Open Space Preserve

GENERAL MANAGER'S RECOMMENDATION

Adopt a resolution authorizing the General Manager to execute an agreement and accept up to \$683,690 in funding from the San Francisco Public Utilities Commission for construction of the Highway 35 Multi-use Trail Parking and Crossing Project and the Spur Trail Project.

SUMMARY

The General Manager recommends that the Midpeninsula Regional Open Space District (District) adopt a resolution authorizing the General Manager to execute a funding agreement with the San Francisco Public Utilities Commission (SFPUC) for funding to support two projects, the Highway 35 Multi-use Trail Crossing and Parking Area Project (Parking and Crossing Project) and Spur Trail Project (collectively, Projects). Under the proposed agreement, SFPUC would contribute up to \$683,690. Of this amount, SFPUC would contribute \$500,000 toward construction of the Parking and Crossing Project and \$183,690 toward the Spur Trail Project, a roughly 400-foot trail segment connecting the Project's new Highway 35 crossing to SFPUC's newly opened Ridge Trail Extension. The Parking and Crossing Project design is currently at the 65% design documentation level and is undergoing environmental review as part of the Purisima Comprehensive Use and Management Plan (CUMP), which also includes the Spur Trail. Construction is anticipated to begin in 2027 pending completion of the environmental review and permitting.

DISCUSSION

The Parking and Crossing Project will expand the existing North Ridge Parking Area at Purisima Creek Redwoods Open Space Preserve (Preserve) and establish a multi-use trail crossing at Highway 35 (SR 35) to connect to regional trails. On November 8, 2023, the Board of Directors approved the feasibility study and conceptual design for the Parking and Crossing Project. The design is now at a 65% design development level (Attachment 2) and is undergoing environmental review as part of the CUMP.

The Parking and Crossing Project will expand the existing North Ridge parking area from 41 standard stalls to 67 (including 4 EV and 4 ADA-accessible spaces) plus two designated equestrian trailer stalls, while reducing informal parking along the SR 35 shoulder from 10

spaces to 3. The Parking and Crossing Project includes installation of a new multi-use SR 35 on-grade crossing, a replacement double ADA-accessible vault restroom, ADA-compliant pathways, stormwater bioretention, bike racks and equestrian amenities. The Spur Trail Project consists of an approximately 400-foot-long, 6-foot-wide gravel/native dirt trail segment east of SR 35 on SFPUC property connecting the multi-use crossing to SFPUC's Bay Area Ridge Trail Extension.

Both Projects support a key regional trail connection between District and SFPUC properties. SFPUC recently completed construction of the Skyline Watershed Ridge Trail across its Peninsula Watershed lands, which will connect to the Preserve's North Ridge Parking Area via the proposed Highway 35 crossing and spur trail. This crossing and spur trail will link directly to an existing segment of the Bay Area Ridge Trail in the Preserve and, in the longer term, to the approximately 40-mile Bay to Sea Trail being planned in partnership with Peninsula Open Space Trust (POST), connecting the San Francisco Bay to the Pacific Ocean. The expanded North Ridge Parking Area will accommodate the additional public access anticipated from these regional trail connections.

SFPUC did not include the Spur Trail in its environmental review of the Bay Area Ridge Trail Extension on its property. To avoid delaying the Spur Trail Project, the District offered to include the Spur Trail's project description in the CUMP CEQA review already underway. Because the District is currently handling design, permitting, and construction for the Parking and Crossing Project, the District agreed to assume those same responsibilities for the Spur Trail. A District-hired design consultant and contractor will perform the work within the Caltrans right-of-way due to the level of complexity in construction, while District crews will construct the Spur Trail outside the right-of-way on SFPUC property.

The agreed-upon alignment of the Spur Trail is based on the initial conceptual design and feasibility study approved by the Board on November 8, 2023. Contingency funding for the design contract was authorized to allow the design consultant to develop further refined alignment options for SFPUC review and approval. The alignment selected by SFPUC is at the 65% design level, consistent with the level of design for the other portions of the Project. SFPUC will cover design permitting and construction costs for the Spur Trail from the 65% design level onward. The selected alignment is memorialized in the cost-sharing agreement for reference.

Under the proposed agreement, SFPUC would contribute \$183,690 toward the design, permitting, and construction of the Spur Trail Project and \$500,000 toward construction of the Parking and Crossing Project, for a total SFPUC contribution not to exceed \$683,690. The District would be responsible for designing, permitting, and constructing both elements, including procuring and managing its own consultants and contractors, and would bear any costs in excess of the SFPUC contribution. Funding would be provided up front, with the District invoicing SFPUC for the full not-to-exceed amount following execution of the agreement. Because the Spur Trail lies on SFPUC's Peninsula Watershed land, SFPUC would assume long-term management and maintenance of the Spur Trail once the District accepts it as complete.

FISCAL IMPACT

The escalated project cost estimate for 2027 is \$2,632,304 for the general conditions, parking lot, Highway 35 right of way, and Spur Trail. Upon review and approval by SFPUC, this funding opportunity would have a positive impact of up to \$683,690.

PRIOR BOARD AND COMMITTEE REVIEW

September 29, 2020: The Legislative, Funding and Public Affairs Committee (LFPAC) reviewed a partnership agreement and recommended Board adoption of a resolution authorizing the General Manager to accept \$114,000 in grant funding from the SFPUC for the Project ([R-20-101](#); [Minutes](#)).

October 28, 2020: The Board adopted a resolution authorizing the General Manager to accept grant funding for the Project ([R-20-123](#); [Minutes](#)).

April 4, 2023: PNR received a presentation on the Project and provided feedback on the Project goals, technical studies, opportunities and constraints analysis, and preliminary considerations for parking expansion ([R-23-38](#); [Minutes](#)).

July 25, 2023: PNR provided feedback on conceptual parking design options and TDM strategies to consider at the Purisima North Ridge parking area. PNR selected a preferred parking design option to forward to the Board ([R-23-87](#); [Minutes](#)).

November 8, 2023: Highway 35 Multi-use Trail Crossing and Parking Feasibility Study at Purisima Creek Redwoods Open Space Preserve ([R-23-137](#); [Minutes](#)).

January 10, 2024: Award of Contract with Ascent Environmental to provide Planning and Environment Review (CEQA) Services for the Purisima Creek Redwoods Open Space Preserve Comprehensive Use and Management Plan ([R-24-07](#); [Minutes](#)).

March 27, 2024: Award of Contract for Detail Design and Engineering Services for the Highway 35 Multi-use Trail Crossing and Parking Area Project at Purisima Creek Redwoods Open Space Preserve ([R-24-36](#); [Minutes](#)).

August 27, 2025: Highway 35 Multi-use Trail Crossing and Parking Area - 65% Design FYI Memo to the Board outlines design updates for the Parking Area Project and how they refine and improve upon the original concept design and are responsive to the Board-approved Staging/Parking Area and Trailhead Design Standard Guidelines ([FYI Memo](#); [Minutes](#)).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act.

CEQA COMPLIANCE

Authorization of a funding agreement is not a project subject to CEQA. Receiving funding will not result in a direct physical change to the environment and does not constitute Board approval of the proposed project. Potential environmental effects of both Projects are currently under review as part of the Purisima Comprehensive Use and Management Plan development.

NEXT STEPS

Upon approval by the Board, the General Manager will execute the Agreement and submit to SFPUC Board of Supervisors for their approval on or after September 22, 2026. Staff are

proceeding with design and permitting for both Projects. Tasks covered by the cost-sharing agreement will occur once the agreement is finalized, including final designs and construction of the Spur Trail.

Attachments

1. Resolution
2. Illustrative Plan of the Highway 35 Multi-use Trail Crossing, Parking Area, and Spur Trail

Responsible Department Head:
Carol Schimke, Grants Program Manager

Prepared by:
Danny Morrison, Grants Management Analyst II, Admin Services

Contact person:
Alex Harker, Capital Project Manager III, Engineering and Construction

RESOLUTION NO. 26-XX

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA
REGIONAL OPEN SPACE DISTRICT AUTHORIZING THE GENERAL
MANAGER TO EXECUTE AN AGREEMENT WITH AND ACCEPT GRANT
FUNDS FROM THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION FOR
THE HIGHWAY 35 MULTI-USE TRAIL PARKING AND CROSSING PROJECT
& SPUR TRAIL PROJECT**

WHEREAS, the San Francisco Public Utilities Commission (the “SFPUC”) is a public agency of the City and County of San Francisco that provides water, wastewater, and electric power services to the city and an additional 1.9 million customers within three San Francisco Bay Area counties; and

WHEREAS, SFPUC manages watershed lands on the San Francisco Peninsula which includes construction and maintenance of regional recreational trails including the Bay Area Ridge Trail and other trails that are adjacent to and intersect with Midpeninsula Regional Open Space District trails; and

WHEREAS, SFPUC and the Midpeninsula Regional Open Space District (the “District”) have agreed that SFPUC will provide funding for the District’s Highway 35 Multi-Use Trail Parking and Crossing (“Parking and Crossing Project”) and the Spur Trail Project (collectively, the “Projects”); and

WHEREAS, the Projects are a partnership between the District and SFPUC; and

WHEREAS, District and SFPUC intend to execute an agreement setting forth the parties’ respective obligations for design, permitting, construction and funding of the Projects (“Agreement”).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Midpeninsula Regional Open Space District hereby:

1. Authorizes the General Manager to execute the Agreement with SFPUC to accept funding up to \$683,690 from SFPUC to support the District’s completion of the Projects;
2. Authorizes the General Manager or General Manager’s designee to execute any and all other documents necessary or appropriate to effectuate the terms of the agreement.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the Midpeninsula Regional Open Space District on August 26, 2026, at a regular meeting thereof, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

Margaret MacNiven, Secretary
Board of Directors

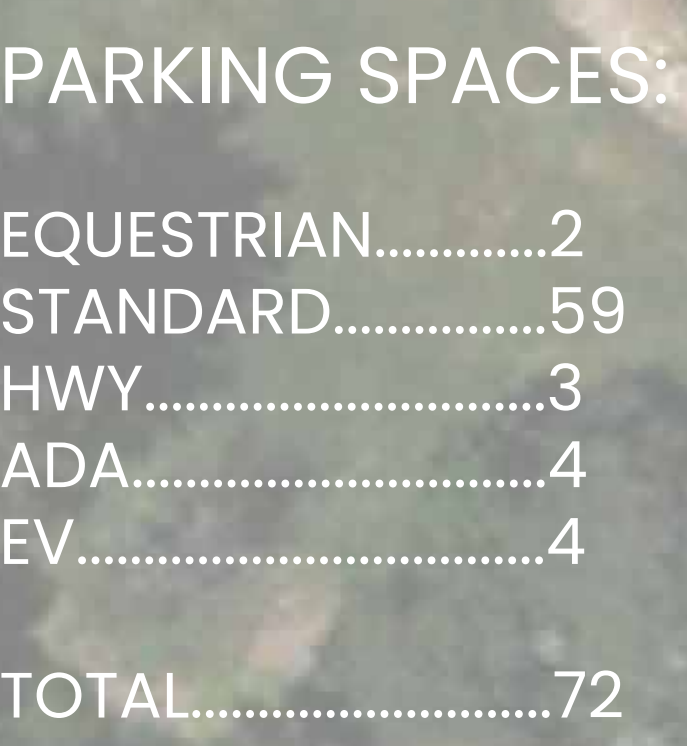
Zoe Kersteen-Tucker, President
Board of Directors

APPROVED AS TO FORM:

Hilary Stevenson, General Counsel

I, the District Clerk of the Midpeninsula Regional Open Space District, hereby certify that the above is a true and correct copy of a resolution duly adopted by the Board of Directors of the Midpeninsula Regional Open Space District by the above vote at a meeting thereof duly held and called on the above day.

Maria Soria, District Clerk



HIGHWAY 35 MULTI-USE TRAIL CROSSING AND PARKING AREA

