ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Mathilda Avenue Improvements at SR 237 and US 101
Resolution LPP-P-1819-03B
(Will be completed by CTC)

1. FUNDING PROGRAM
☐ Active Transportation Program
☒ Local Partnership Program (Competitive)
☐ Solutions for Congested Corridors Program
☐ State Highway Operation and Protection Program
☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE
2.1 This Project Baseline Agreement (Agreement) for the Mathilda Avenue Improvements at SR 237 and US 101,
effective on, August 15, 2018 (will be completed by CTC), is made by and between the California Transportation
Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant,
Santa Clara Valley Transportation Authority (VTA), and the Implementing Agency,
Santa Clara Valley Transportation Authority (VTA), sometimes collectively referred to as the “Parties”.

3. RECITAL
3.2 Whereas at its May 16, 2018 meeting the Commission approved the Local Partnership Program (Competitive), and included in this
program of projects the Mathilda Avenue Improvements at SR 237 and US 101, the parties are entering into this Project Baseline
Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached
hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs
represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS
The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which
provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:
☐ Resolution Insert Number, “Adoption of Program of Projects for the Active Transportation Program”,
dated
☒ Resolution LLP-P-1718-01, “Adoption of Program of Projects for the Local Partnership Program”,
dated May 16, 2018
☐ Resolution Insert Number, “Adoption of Program of Projects for the Solutions for Congested Corridors Program”,
dated
☐ Resolution Insert Number, “Adoption of Program of Projects for the State Highway Operation and Protection Program”,
dated
☐ Resolution Insert Number, “Adoption of Program of Projects for the Trade Corridor Enhancement Program”,
dated
4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 The Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.

4.6 The Santa Clara Valley Transportation Authority (VTA) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 The Santa Clara Valley Transportation Authority (VTA) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A:  Project Programming Request Form
Exhibit B:  Project Report

Project Baseline Agreement
SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
Mathilda Avenue Improvements at SR 237 and US 101
Resolution LPP-P-1819-028

Nuria I. Fernandez 6-13-18
General Manager, Santa Clara Valley Transportation Authority
Project Applicant

Nuria I. Fernandez 6-13-18
General Manager, Santa Clara Valley Transportation Authority
Implementing Agency

James E. Davis 6/27/18
District Director
California Department of Transportation

Laurie Berman 7-17-18
Director
California Department of Transportation

Susan Bransen 3/16/18
Executive Director
California Transportation Commission
Mathilda Avenue Improvements at SR 237 and US 101

Location (Project Limits) Description (Scope of Work)

In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and construct new complete streets improvements. The total length of the project is about one mile on Mathilda Avenue.

Component

| PA&E | VTA |
| PS&E | VTA |
| Right of Way | VTA |
| Construction | VTA |

Assembly: 22  Senate: 11  Congressional: 15

Project Benefits

The Build alternative results in a significant reduction in vehicle delay during the AM peak and PM peak. The project will result in a decrease of 15,650 daily VMT at open to traffic (2020) and a 61,133 reduction in the horizon year (2040). The project reduces GHG (nearly 5,000 metric tonnes annually) in the horizon year as well as other criteria pollutants - all consistent with the RTP/SCS for the region.

Purpose and Need

The primary purpose of the project is to improve traffic operations and traffic flow on Mathilda Avenue, reducing congestion and improving mobility for all modes of traffic. The project will also improve traffic safety, particularly at the freeway interchanges by eliminating weaving movements. The project will also provide new complete streets improvements in the corridor. The project's primary need is based on current congestion and safety as well as a lack of complete bicycle and pedestrian facilities.

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<td>ADA Improvements</td>
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<td>Does Not Include Sustainable Communities Strategy Goals</td>
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Project Milestones

- Project Study Report Approved: 02/13/15
- Circulate Draft Environmental Document: 08/12/16
- Draft Project Report: 08/11/16
- End Environmental Phase (PA&E Milestone): 01/20/17
- Begin Design (PS&E) Phase: 01/21/17
- End Design Phase (Ready to List for Advertisement Milestone): 06/15/18
- Begin Right of Way Phase: 02/01/17
- End Right of Way Phase (Right of Way Certification Milestone): 06/10/18
- Begin Construction Phase (Contract Award Milestone): 12/01/18
- End Construction Phase (Construction Contract Acceptance Milestone): 12/01/20
- Begin Closeout Phase: 12/01/20
- End Closeout Phase (Closeout Report): 12/01/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (816) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,
**Additional Information**

**Roadway Improvements**

The Project would consist of the following roadway improvements:

- Realign and widen the northbound US 101 ramps and signalize the ramp intersection with Mathilda Avenue, and construct a left-turn lane on southbound Mathilda Avenue to access the northbound US 101 loop on-ramp.
- Realign the southbound US 101 off-ramp and loop on-ramp and signalize the ramp intersection with Mathilda Avenue.
- Modify the Mathilda Avenue/Ross Drive signal intersection.
- Remove the northbound US 101 loop off-ramp to Mathilda Avenue and shift traffic to the northbound US 101 diagonal off-ramp.
- Remove the westbound SR 237 ramp signal intersection. Realign the westbound SR 237 off-ramp opposite Moffett Park Drive and modify the signal intersection. The existing signalized intersections on Mathilda Avenue at the SR 237 westbound off-ramp and Moffett Park Drive would be removed.
- Signalize the reconfigured westbound SR 237 off-ramp/Moffett Park Drive intersection. The westbound SR 237 off-ramp would be modified to intersect with Mathilda Avenue just south of the new signalized intersection. Mathilda Avenue northbound traffic heading to westbound SR 237 would have to make a U-turn movement at the new signalized intersection to access the on-ramp.
- Modify the westbound SR 237 ramps to provide a diamond configuration.
- Close Moffett Park Drive between Bordeaux Drive and Mathilda Avenue, replace with a Class I bikeway and shift traffic to Bordeaux Drive and Innovation Way. Innovation Way would be extended from Mathilda Avenue to Bordeaux Drive as part of the Moffett Place Campus Project. Moffett Park Drive eastbound north of Mathilda Avenue would remain.
- Modify and signalize the Innovation Way and Juniper Networks driveway intersection.
- Provide three continuous through lanes in each direction on Mathilda Avenue.

**Bicycle improvements consist of:**

- Installing sidewalk along the west side of Mathilda Avenue between Almanor Avenue and Moffett Park Drive. The sidewalk would be a minimum of 6 feet wide where feasible.
- Class II bike lanes based on available pavement widths within the Project area, and would connect to the existing Class II bike lanes and Class III bike routes on Mathilda Avenue and the Class I bikeway on the Sunnyvale West Channel.
- Bicycle improvements on Moffett Park Drive would consist of a Class I bikeway between Borregas Avenue and Mathilda Avenue.

**Pedestrian Improvements include:**

- Upgrading existing pedestrian facilities to incorporate current Americans with Disabilities Act standards, including curb ramps at all crosswalks.
- Incorporating pavement delineation with new crosswalk markings.
- Realigning ("feeling up") and signalizing ramp termini to provide new pedestrian crossings, where feasible.
- The Project proposes to extend the Class I bicycle path on Moffett Park Drive to Innovation Way and connect to the existing Class II bicycle lanes that extend to Ellis Street in Mountain View.
## Existing Total Project Cost ($1,000s)

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Implementing Agency: VTA

## Proposed Total Project Cost ($1,000s)

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Notes:
PROJECT REPORT

on Mathilda Avenue from Almanor Avenue to Innovation Way; on SR 237 from 0.3 mile east of US 101/SR 237 Junction to 0.3 mile east of Mathilda Avenue Undercrossing; and on US 101 from 0.5 mile south of Mathilda Avenue Overcrossing to 0.3 mile south of SR 237/US 101 Junction in City of Sunnyvale, in Santa Clara County

I have reviewed the right of way information contained in this report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

MARK L. WEAVER, DEPUTY DISTRICT DIRECTOR
RIGHT OF WAY AND LAND SURVEYS

APPROVAL RECOMMENDED

DINA EL-TAWANSY, CALTRANS PROJECT MANAGER

APPROVED

HELENA "LENKA" CULIK-CARO
DEPUTY DISTRICT DIRECTOR, DESIGN

Date
This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions and decisions are based.

REGISTERED CIVIL ENGINEER
TIMOTHY J. LEE
WMH CORPORATION

12/21/2016
DATE
Mathilda Avenue Improvements at SR 237 and US 101 Project Report
1. INTRODUCTION

The State of California, Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA) and the City of Sunnyvale, is proposing the “Mathilda Avenue Improvements at SR 237 and US 101 Project” (Project) to improve Mathilda Avenue in the City of Sunnyvale from Almanor Avenue/Ahwane Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and U.S. Highway 101 (US 101)/Mathilda Avenue interchanges. On SR 237, the Project limits are from 0.3 mile east of the US 101/SR 237 interchange (post mile [PM] 2.7) to 0.3 mile east of the Mathilda Avenue Undercrossing (PM 3.3). On US 101, the Project limits are from 0.5 mile south of the Mathilda Avenue Overcrossing (PM 45.2) to 0.3 mile south of the SR 237/US 101 interchange (PM 45.8). The total length of the Project on Mathilda Avenue is approximately one mile.

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<th>04-SCL-237 PM 2.7/3.3; SCL-101-PM 45.2/45.8</th>
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<td>Funding Year</td>
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<td>Type of Facility</td>
<td>Mathilda Avenue: 6 Lane Arterial</td>
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<td>SR 237: Varies 4-6 Lane Freeway</td>
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<td>US 101: 8 Lane Freeway</td>
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<td>Number of Structures</td>
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<tr>
<td>Environmental Determination or Document</td>
<td>Environmental Impact Report (EIR)</td>
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<td>Legal Description</td>
<td>In Santa Clara County in Sunnyvale on Mathilda Avenue from Almanor Avenue to Innovation Way; on SR 237 from 0.3 mile east of US 101/SR 237 Junction to 0.3 mile east of Mathilda Avenue Undercrossing; and on US 101 from 0.5 mile south of the Mathilda Avenue Overcrossing to 0.3 mile south of the SR 237/US 101 Junction</td>
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<td>Project Development Category</td>
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The current estimated total project cost is $38.45 million, which includes Capital Outlay and Support costs. This project is proposed to be fully funded by the City of Sunnyvale and from other local sources. The proposed project is listed in the 2016 Transportation Improvement Program (TIP) (TIP ID: SCL1300001, RTP ID: 240443).
The project is consistent with the Metropolitan Transportation Commission's (MTC) Transportation 2040 Plan for the San Francisco Bay Area, adopted in July 2013.

This project has been assigned the Project Development Category 3 because it requires new right of way, but does not require a new route adoption.

For the full project report, go to:
https://www.dropbox.com/s/hi042awp701kwh8/Signed%20PR_Mathilda.pdf?dl=0