



Council Meeting: October 28, 2008

SUBJECT: Mary Avenue Extension Project Environmental Impact Report Certification and Project Approval

REPORT IN BRIEF

This project involves the construction of a new road extension and bridge from the current northern terminus of Mary Avenue at Almanor Avenue over U.S. 101 and State Route 237 to 11th Avenue. The project is currently at the conceptual engineering/project approval/environmental document phase of design. A Draft Environmental Impact Report (DEIR) has been prepared and circulated for public comment. Public comments have been responded to in the Final Environmental Impact Report (FEIR) (Attachment A). These two documents constitute the Environmental Impact Report (EIR) for the project.

Staff, the Bicycle and Pedestrian Advisory Commission (BPAC), and the Planning Commission are recommending certification of the EIR, formal approval of the project, and monitoring of traffic conditions on Mary Avenue south of Central Expressway by staff to ascertain whether traffic congestion or safety issues warrant the consideration of implementing engineering measures. In addition, the BPAC expressed strong support for increasing Transportation Demand Management (TDM) programs in the Moffett Park area and construction of a pedestrian access from the project to the Moffett Park light rail station and to Ross Drive. The BPAC also requested that if the project is approved, that the BPAC be given multiple opportunities to review the project construction plans. Staff concurs with the BPAC recommendation on TDM measures in Moffett Park within existing operational resources. The project does include a potential pedestrian access from the project to the Moffett Park light rail station. While staff believes that review of construction plans is an operational issue, staff can provide the BPAC with status updates on the project plans as an information item.

BACKGROUND

The Mary Avenue Extension project is a long-planned project to extend Mary Avenue from its current northern terminus at Almanor Avenue into the Moffett Industrial Park area (Park). The project would bridge over the U.S. 101 and S.R. 237 freeways. The purpose of the project is to provide additional north-south roadway capacity into and out of the Moffett Industrial Park major employment area and to improve local circulation to and through the Park. Without the Extension, traffic on other north-south arterials that access the

Park, namely Lawrence Expressway, Fair Oaks Avenue/Wolfe Road, and Mathilda Avenue, are forecast to become congested.

History of Planning for the Mary Avenue Extension

This project has been in the City's General Plan since the early 1970's. The issue of north-south roadway capacity has been studied extensively since that time, as well as the traffic impacts of various land use proposals, comprehensive Citywide transportation needs, funding for transportation improvements, and improvements to regional (non-City) roads within Sunnyvale. The need for and effectiveness of the project has been affirmed and re-affirmed many times. Plans and studies that provide the basis for the current Mary Avenue Extension proposal include the following:

- 1972 General Plan
- 1981 General Plan Transportation Element
- Southern Pacific Corridor Plan – 1983
- North-South Corridor Studies (Phases I and II) (1983, 1986)
- Mini-Triangle Study (1990)
- Tasman LRT EIR/S, Alternatives Analyses, etc.(late 80's early 90's)
- Mary Avenue Extension Project Study Report (1991)
- Futures Study (1993)
- Lockheed Site Master Use Permit and EIR (1994)
- Land Use and Transportation Element - 1997
- Downtown Specific Plan, Downtown Design Plan, Downtown Redevelopment Plan (1993-2003)
- Moffett Park Class A office developments (1999-2005) – Yahoo, Network Appliance, Juniper Networks, Ariba,
- Fair Oaks/Tasman GPA – Transportation Impact Analyses
- County Expressway Study (2003)
- Moffett Park Specific Plan (2004)
- Transportation Strategic Program (2003)
- 237 Corridor Study (2004)
- Highway 85 Corridor Study (2004)
- Citywide (Transportation) Deficiency Plan (2005)
- Moffett Towers Development EIR (2006)

There are several recently prepared environmental and policy documents and the City's transportation capacity improvement funding program (called the Transportation Strategic Program) that are still in force of policy and law. The 1997 Land Use and Transportation Element (LUTE) of the General Plan; the 2003 Transportation Strategic Program; the Moffett Park Specific Plan, the Citywide Deficiency Plan, and environmental documents and project

entitlements for certain individual projects in the Moffett Industrial Park all promote the planning and construction of the Mary Avenue Extension project.

Chronology of Current Project Approval/Environmental Document (PA/ED) Phase of the Project

The current phase of the project involves a formal cooperative effort between the City, the Santa Clara Valley Transportation Authority (VTA), the California Department of Transportation (Caltrans), and the Federal Aviation Administration to accomplish three primary objectives:

1. Complete an environmental document and review process to allow the City Council to consider certification of the environmental document.
2. Complete the preparation of a Caltrans-required Project Study Report/Project Report (PSR/PR) and supporting technical documentation to allow Caltrans to consider approval of the project.
3. Prepare and present sufficient information to the City Council to allow the City Council to consider formal project approval.

Initiation of the current phase was prompted by several factors. In 2003 the City adopted a Traffic Impact Fee to fund transportation improvement projects that mitigate anticipated traffic growth and congestion from the City's land use plan. While most of these projects will not be needed for several years, the Mary Avenue Extension project is a major, long lead time project. It is sensible to actively plan for this project at the current time.

The project's primary benefit is to reduce anticipated congestion at the Mathilda/237/101 interchange and other north-south corridors. Recent traffic monitoring shows that the Mathilda/237/101 is nearing the point of congestion, and approved but not yet built buildings plus an increase in occupancy of existing buildings in the Moffett Industrial Park are likely to trigger significant traffic congestion at this location in the near term.

The Mathilda/237 interchange does not lend itself to typical level of service-type congestion analysis due to closely spaced intersections and considerable weaving movements within the interchange. If the interchange is analyzed using intersection Level of Service (LOS) techniques, the individual intersection rating on the A (free flowing) through F (gridlocked) scale would be at an F level, which is a congested condition. But it really doesn't tell the picture, because the four closely spaced intersections don't operate independently of one another, they operate as a unit of four intersections. If a corridor simulation model is used, the interchange would analyze at an F level. So once again, an analysis technique will conclude that technically the interchange is congested today. Observation of traffic however, finds that traffic moves pretty well through the interchange given the complexity, because the City has invested a lot in signal timing and technology. So to the driver, it doesn't

currently drive like a true "F" location, because queues don't grow over the peak hour and traffic moves, albeit not like free flow, but it does move. So in short, one could say that the interchange is currently congested, but is operating fairly effectively. What the studies of forecast traffic show is that it will break down completely, queues will grow over the peak hour, and traffic will not move effectively when the traffic from planned and approved growth is added.

The Mathilda/237 interchange is a complex interchange that is difficult to run efficiently no matter what, so there are delays. The volume of traffic utilizing the interchange currently is effectively the maximum amount that can be handled without gridlock and lengthy traffic jams. Without the Mary Avenue Extension, there will be significant traffic jams in the relatively near term.

Another factor in initiating the project approval process was completion of a traffic operations analysis of Route 237 and Mathilda Avenue in 2004. This study, known as the 237 Corridor Study and prepared jointly by the City and the VTA sought to identify future traffic impacts in the 237/Mathilda/101 area, evaluate roadway improvement alternatives, and identify the most effective traffic improvements for addressing anticipated future traffic conditions. The Mary Avenue Extension project was determined to be one of a set of improvements that best address anticipated congestion.

A third factor that prompted initiation of the PA/ED phase was the Moffett Towers development project. This project, located at the southwest corner of the Moffett Industrial Park, would be built on land potentially required to construct the Mary Avenue Extension. There was a desire on the City's behalf to both facilitate this development and determine and secure right of way for the Mary Avenue Extension. Initiation of the PA/ED study allowed the City to not impede the developer for lack of information on the planned Mary Avenue Extension, and allowed the City to move forward with consideration of the development proposal with sufficient and accurate information on the Mary Avenue Extension project. This eventually resulted in securing of right of way for a portion of the Mary Avenue Extension project as a condition of development approval and at no cost to the City.

To initiate the PA/ED phase, the City executed a cooperative agreement with the VTA to manage and fund the PA/ED phase and the consultant team. This facilitated prompt retention of a consultant team by utilizing VTA's pre-qualification process, and allowed the City staff to take advantage of VTA's experience with large transportation projects involving Caltrans. VTA facilitated Caltrans participation with the study team. The three agencies have prepared a cooperative agreement to define roles and responsibilities during the PA/ED phase. The civil engineering firm of BKF Engineers is the prime consultant for this phase. BKF Engineers' consultant team includes

environmental, structural, hazardous materials and geotechnical engineering experts as well.

Work began in earnest in August, 2006. Detailed conceptual engineering drawings of two project alternatives and a number of technical documents to support both the Project Study Report/Project Report (PSR/PR) and environmental document were initially prepared. This included:

- Alternatives Analysis –Plan/Profile/Sections
- Right of Way Mapping and Data Sheet
- Topographic Mapping
- Advance Planning Studies
- Traffic Forecast and Operations Report
- Preliminary Geotechnical Study
- Caltrans Geometric Approval Drawings
- Caltrans Fact Sheets for Mandatory Design Exception Report
- Storm Water Data Report
- Area of Direct Impact Report
- No Preclusion of Future Improvements Study
- FAA Aeronautical Study
- Drainage Concepts

A draft PSR/PR was submitted to Caltrans in October, 2006. Comments were received and a number of significant issues identified. A second draft PSR/PR was prepared and submitted for Caltrans review in February, 2007. Issues raised by Caltrans required the preparation of significant, unanticipated engineering studies and much discussion and correspondence with Caltrans. A third draft of the PSR/PR to address Caltrans comments and the outcome of negotiations was submitted in October, 2007. A final PSR/PR for consideration of approval by Caltrans has been submitted, and approval is anticipated in December, 2008. Caltrans will consider approval only after certification of the environmental document. Additional information on Caltrans participation and issues identified is included in this Report under the Discussion section.

The initial formal step in initiating the environmental document was to file a Notice of Preparation and hold a public scoping meeting. This occurred in January and February, 2007. Preparation of a Draft EIR then commenced, and a draft was released in August, 2007. During the time of preparation of the environmental document, the City, with the assistance of VTA staff and the consultant team, held a series of six public information forums to provide background on the project and the environmental review process.

Themes for the forums were as follows:

- A History of Sunnyvale Transportation and Land Use Planning
- The Breadth of Transportation Improvement Projects in and around Sunnyvale
- What is the Mary Avenue Extension project?
- What to expect and how to review the Mary Avenue Extension DEIR.

At this time the City has completed and circulated a Draft Environmental Impact Report (DEIR) on the project. The City circulated the DEIR to the public for an 81 day review period, a longer review period than the 45 days required by CEQA. The longer review period was provided to respond to citizen requests for a longer review period. The DEIR was made available to all persons who requested a copy, including distribution of CD's containing the DEIR from City Hall and at community meetings, posting of the DEIR on the City's website, and placement of the DEIR at City Hall, the Sunnyvale Public Library, and the Sunnyvale Community Center for review. A significant number of individuals and other entities provided comments on the DEIR. Comments received have been responded to in a Final Environmental Impact Report (FEIR). A peer review of the DEIR and FEIR has also been completed.

Other Planned Transportation Improvements In and Around Sunnyvale

The Mary Avenue Extension Project is one of many planned transportation improvements by the City and other agencies responsible for the roadway system in and around Sunnyvale. A very common theme of public comments on the project is that other alternatives to constructing the Mary Avenue Extension should be considered. In fact, transportation planning by the City, the VTA, the County of Santa Clara Roads and Airports Department, and the Caltrans has been deliberate, thorough, and comprehensive over the past several decades. There are many other transportation improvements that are planned to meet the various forecast deficiencies.

The Mary Avenue Extension addresses two specific issues – the need for improved north-south roadway capacity, and the need for improved access to the Moffett Industrial Park, primarily the west side of the Park. As summarized above, many studies have been completed, and many alternatives considered. The Mary Avenue Extension represents one of four types of improvements that are planned to address the two issues of north-south capacity and access to Moffett Park. Twelve distinct projects including the Mary Avenue Extension, interchange improvements at Mathilda/237/101, grade separations on Lawrence Expressway, and intersection widening at various locations throughout Sunnyvale have been identified as necessary to mitigate planned growth in the City. Adopted improvement plans demonstrate that the impacts of planned growth have been studied extensively and mitigation has been identified. Adopted plans and the associated planning efforts also show that

other improvements are in fact necessary to address the issue, and that no one project can solve forecast traffic congestion, nor can one be eliminated from the transportation plans for the City and surrounding area without resulting in traffic congestion. A comprehensive transportation plan is necessary for the City and the surrounding area to maintain safe, efficient traffic flow through the City, and in fact is in place. This includes the Mary Avenue Extension project.

A complete list and a map of planned improvements in and around the City is included as Attachment B.

EXISTING POLICY

Land Use and Transportation Element C3, Attain a transportation system that is effective, safe, pleasant and convenient.

Land Use and Transportation Element R1.6, Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101.

Land Use and Transportation Element Appendix E, Transportation Mitigation – Mary Avenue road extension

DISCUSSION

Environmental Impact Report Findings

The DEIR was prepared and circulated in Fall, 2007 for 81 days of public review. Responses to comments are included in the Attached FEIR (Attachment A). The overarching purpose of an Environmental Impact Report is to inform decision makers of potential impacts to the environment from a proposed project, the significance of those impacts, and whether those impacts can be lessened to insignificant levels through mitigation. A significant environmental impact is identified as a substantial adverse change in any of the physical conditions within the area affected by the project. Significance is more precisely defined for differing categories of impact, and is often determined by adopted standards, such as traffic level of service or heritage tree definitions. The EIR for the Mary Avenue Extension Project identifies seven significant impacts of the preferred project design that, unless mitigated to a lesser state, would substantially change the project environment. The project is being designed to take this into account and provide features that reduce the change or improve conditions so that the negative aspects of the impact are lessened or eliminated.

The document finds that there are no significant environmental impacts with the preferred project design that cannot be mitigated to a less-than significant level.

Significant impacts and potential mitigation are as follows:

- Traffic congestion at Mary/Maude intersection- requires an additional southbound right turn lane
- Potential disruption of cultural resources – proposes test excavations prior to project construction and determination of measures to avoid or minimize the effects of construction. Archeologist and Native American monitors to be present during construction.
- Potential for burrowing owls and nesting raptors to be present – pre-construction surveys, creation of construction buffers should nesting owls be present, relocation of owls during non-breeding season, off site habitat compensation
- Tree removal – 62 significant trees. Replacement, relocation, or replanting per the Municipal Code
- Potential for liquefaction – detailed geotechnical study to determine appropriate foundation systems
- Potential to hit contaminated water, soil – monitoring, disposal per regulations
- Construction noise to nearby commercial, industrial properties – scheduling of noisy activities, use of quieter equipment and techniques, coordination with adjacent property occupants

Traffic impacts of the proposed project on Mary Avenue south of Central Expressway/Evelyn Avenue is a key issue for residents in the area. The EIR identifies the forecast traffic growth in Sunnyvale, the impacts of that forecast traffic growth on the planned roadway system without the proposed project, and the effect of the proposed project on future traffic circulation.

The analysis found that the greatest effects of implementing the Mary Avenue Extension on traffic circulation are concentrated primarily on segments of major north-south streets north of Central Expressway and in the Moffett Park area. Improvements to circulation were found on Lawrence Expressway/Caribbean Drive, Fair Oaks Avenue, Mathilda Avenue, Middlefield Road/Ellis Street, Tasman Drive, and Moffett Park Drive. Traffic increases were concentrated on Mary Avenue north of Central Expressway, Central Expressway east of Mary Avenue, and Wolfe Road north of Central Expressway. Changes to traffic patterns on the City street system south of Central Expressway due to the Mary Avenue Extension were found to be negligible.

This conclusion is counterintuitive to many, but in fact, most users of a Mary Avenue Extension will be employees in the Moffett Industrial Park that are commuting from areas of the City to the southeast and east. Because Mary

Avenue is primarily an intra-city roadway serving land uses in the southwest portion of the City, and since it does not connect to the roadway network south of State Route 280, South Mary Avenue does not present a faster route to and from Moffett Industrial Park than the roadways that connect to Cupertino, West San Jose, Santa Clara, Interstate 280 and other points south and east. Also, the barrier to traffic capacity into and out of the Park is formed by U.S. 101 and State Route 237, so the improvement in roadway capacity provided by the Mary Avenue Extension and any consequent diversion of traffic is mostly localized in that area to the north. Therefore, it can be anticipated that traffic diversion to South Mary Avenue south of Central Expressway will be negligible. Traffic modeling also shows that the Mary Avenue Extension does not divert nor otherwise affect traffic on Highway 85.

Project Alternatives

The alternatives analysis resulted in no comparable alternative that meets the project objectives (Improving north-south roadway capacity, and improving access to the Moffett Industrial Park) and is environmentally superior. In addition to the proposed project, eight alternatives were quantitatively evaluated in the EIR to determine if they could meet the project objectives, while at the same time avoiding the significant impacts of the project. These are:

1. No Project
2. H Street Alignment
3. Improve Other North-South Sunnyvale Corridors (Mathilda Avenue, Fair Oaks Avenue/Wolfe Road)
4. Widen SR 85
5. Reduce the number of lanes on Mary Avenue south of Evelyn Avenue
6. Two-Lane Mary Avenue Extension
7. No Thru Traffic at Mary Avenue and Evelyn (added in FEIR)
8. Two Lanes Entire Length of Mary Avenue (added in FEIR)

The “No Project” and “Widen SR 85” alternatives were found to not meet the project objectives of improving north-south Sunnyvale travel corridor capacity and improving access to the Moffett Industrial Park. The “Improve Other North-South Sunnyvale Corridors” alternative was found to be infeasible because improvements in those corridors (e.g. Mathilda Avenue, Fair Oaks Avenue) over and above what is already planned would result in major relocations of businesses and residences.

The four “Mary Avenue” alternatives are variations on the proposed project in that they all include either a 2- or 4- lane extension over U.S. 101 and SR 237. They also include various measures aimed at reducing traffic volumes on Mary

Avenue, either by removing existing lanes or by closing Mary Avenue to thru north-south traffic at Evelyn Avenue.

Because each of the four “Mary Avenue” alternatives include the northerly extension of Mary Avenue into the Moffett Park area, some benefit to that area is provided, which is consistent with the project objective. However, when compared to the proposed project, each of the four alternatives results in greater traffic impacts. The primary reason for this is that, by reducing capacity on Mary Avenue to varying degrees, the traffic that would otherwise use Mary Avenue as the shortest route to its destination would instead use alternate routes. This would increase traffic on nearby streets such as Bernardo Avenue, Pastoria Avenue, Hollenbeck Road, Sunset Avenue, and Mathilda Avenue. In other words, because traffic demand is generated by land uses, reducing capacity on Mary Avenue does not reduce such demand; rather the demand is simply accommodated on alternate routes.

The H Street alignment alternative is no longer feasible, as the City Council acted to release right-of-way for this alternative to facilitate completion of the Moffett Towers project. This alignment was released based on the findings in the Draft EIR that an H Street alignment would have greater traffic and cultural resource impacts than the proposed project.

Five additional transportation improvement alternatives that did not include the Mary Avenue Extension are also discussed in some detail in the document. Information on these alternatives is presented to address suggestions by citizens, rather than because these alternatives are true variations of the project or reduce project impacts. These are:

1. Improve transit service Citywide to reduce motor vehicle capacity demand and meet the need for the Project (added in FEIR)
2. Construct north-south transit improvements (added in FEIR)
3. Construct a light rail spur in Moffett Park (added in FEIR)
4. Construct regional highway improvements (added in FEIR)
5. Construct expressway improvements (added in FEIR)

These additional schemes are found either to not meet the purpose and need for the Project (improving north-south Sunnyvale travel corridor capacity and improving access to the Moffett Industrial Park), have greater environmental impacts than the project, are infeasible, or are necessary and planned to occur in addition to the Mary Avenue Extension Project (highway and expressway improvements).

Community Outreach and Input

A number of community meetings were held throughout the PA/ED process. A scoping meeting was held prior to initiating preparation of the environmental

document. A series of six community forums was held as the document was being prepared to provide background on the project and the current project phase. City staff also attended meetings with a small number of community groups such as the Cherry Chase Parent-Teachers Association and the Moffett Park Business and Transportation Association. Subsequent to release of the DEIR, two open houses were held and formal testimony from the public was taken.

Outside of the formal DEIR comment process, the City has received additional public input at the meetings summarized above and from additional correspondence. A record of public input received independent of the formal DEIR comment process is included as Attachment C.

Additionally, in September/October of 2008, the City held two community information meetings on the FEIR, gave a series of presentations to community groups including the Sunnyvale West Neighborhood Association, the Moffett Park Business and Transportation Association, the Sunnyvale Neighbors of Arbor Including La Linda, the Downtown Association, and the Sunnyvale Chamber of Commerce. Notification of community information meetings and an offer to speak to any community groups were direct mailed to 2,026 citizens, community groups, and businesses. City staff have maintained an extensive notification list throughout the project, as well as using the City's Community E-News list, and the City's web page.

Staff has also received additional correspondence and input directly related to the EIR analysis subsequent to the release of the FEIR from the general public and the Bicycle and Pedestrian Advisory Commission and the Planning Commission. In the interest of providing a comprehensive response on environmental issues, staff has prepared responses to comments germane to the EIR analysis and the adequacy of the environmental document for those comments received subsequent to release of the FEIR up to the time of finalization of the staff report. This is not required by law, but is done in the interest of providing as complete a record as possible on comments and responses to the EIR. Comments and responses are included as Attachment D.

Bicycle and Pedestrian Advisory Commission and Planning Commission Review and Recommendations

The Bicycle and Pedestrian Advisory Commission (BPAC) considered a recommendation to the City Council on certification of the EIR and project approval at its September 18, 2008 meeting. The Planning Commission considered the same issues at its September 22, 2008 meeting.

The BPAC voted unanimously to approve a motion as follows: BPAC does not take a position regarding the concerns expressed by residents about increased

traffic on Mary Avenue. For the purposes of Bike/ped issues exclusively, the BPAC supports certification of the EIR and approval of the project with four additional recommendations:

The four recommendations:

- 1) Emphasize and increase to the extent possible the Transportation Demand Management program goals of companies within Moffet Park;
- 2) Strongly encourage a bike and pedestrian connection between the extension bridge and the light rail service;
- 3) Recommend Council direct staff to establish a monitoring and reporting program for traffic conditions in the residential areas on Mary Avenue to the south of Central Expressway; and,
- 4) Should the project be approved, provide BPAC with multiple chances to review and comment on the project.

Minutes of the BPAC meeting are included as Attachment E.

The Planning Commission voted 6-1, Commissioner McKenna dissenting, to recommend that the City Council certify the EIR and approve the project. The Planning Commission also recommended that the City Council direct staff to monitor traffic conditions on Mary Avenue in order to ascertain whether traffic congestion or safety issues warrant the consideration of implementing engineering measures. This might include measures such as travel lane reduction, bike lanes, speed feedback signs, and enhanced crosswalks. Minutes of the Planning Commission meeting are included as Attachment F.

Caltrans Participation in Project Planning

This section provides a summary of coordination with Caltrans and feedback on the project to date.

Caltrans has worked cooperatively as part of the project team since the inception of the PA/ED phase. A Project Manager was assigned and has attended all monthly project trend meetings. Caltrans coordination and management staff from the Program Management and Design Divisions for Santa Clara County have also attended most trend meetings. As mentioned previously in this report, Caltrans requires the preparation and approval of a number of technical documents in addition to the PSR/PR project approval document. The Project Manager and staff have facilitated the timely and detailed review of these documents by more than 30 “functional units” (divisions) of Caltrans District 4. The project has received detailed scrutiny and there has been significant dialogue regarding various issues throughout the process.

Issues that required significant study and dialogue have included:

- Potential preclusion of future improvements to US 101 and SR 237
- Location of bridge piers within the Caltrans right of way
- Ramp operations and queuing on the freeway mainline
- Exceptions to design standards for shoulder width

At this time staff believes that Caltrans and the project team have reached resolution of issues sufficient to allow Caltrans to approve the PSR/PR. An extensive amount of effort was conducted to resolve issues, particularly on the issue of the preclusion of future improvements. Caltrans has responded in writing that they are satisfied that the analyses provided by the project team confirm that no planned or contemplated future improvements are precluded by the Mary Avenue project. In compliance with their requirements, Caltrans will consider approving the PSR/PR once an environmental document is certified by the City. Correspondence received from Caltrans is included as Attachment G.

EIR Peer Review

Given the visibility of this project and the sizeable number of community concerns on the perceived environmental impact, as well as heightened scrutiny by the courts of the content and substance of environmental reports, prompted the City (at Council's direction) to commission an independent review of the environmental document for the Mary Avenue project. This independent review is intended to provide an objective appraisal of the environmental analysis as a means to support the information used in subsequent decision making, or, in the case that the City is sued over the environmental analysis, to support the substance and quality of the analysis. Staff sought to retain the professional services of an environmental consultant from outside the Santa Clara County market to assure objectivity.

Amy Skewes-Cox, a member of the American Institute of Certified Planners and an environmental planner based in Marin County, was retained to conduct the review. Ms. Skewes-Cox provided a number of comments on the Administrative Draft FEIR in an initial peer review document. After review by staff and the City Attorney's office, modifications were made to the FEIR to respond to some comments. Not all comments made by the peer reviewer resulted in modifications to the document; some were believed to be adequately addressed in the document, or clarification of the City's approach was required. A response to comments was subsequently prepared by the City after discussions with the peer reviewer. The peer reviewer then reviewed the City's proposed responses and prepared a letter to reconcile her positions with the City's positions on the peer review issues raised.

All of the peer reviewer's comments have been responded to at this time, and the peer reviewer concerns have been clarified. The peer reviewer has determined that the document and the City's response to the peer review appear to adequately disclose potential impacts. The FEIR analysis and the City's response to the peer review adequately conclude that there are no additional significant environmental issues that are identified in the comments on the FEIR that require additional analysis and recirculation of the EIR. At the conclusion of the peer review process, the peer reviewer agreed with the City's response on most issues, and understood the City's methodology on two issues and while the approaches used were not methods that the peer reviewer was familiar with, believed those methodologies adequately disclose potential impacts.

The two primary issues that the peer reviewer had pertained to what base year to compare project conditions to, and whether a detailed air quality analysis is required. Staff clarified to the consultant's satisfaction the reasoning behind utilizing the year 2020 for the base year methodology, which has to do with compliance with VTA transportation impact analysis standards and the anticipated completion date of the project. Staff also provided additional comparison information for the existing condition compared to an existing plus project condition. The peer reviewer concludes that she understands the methodology that was used but was not previously familiar with the VTA standards, and therefore cannot come to a conclusion regarding CEQA compliance.

For the air quality analysis, the peer reviewer is used to seeing detailed air quality analyses. A detailed air quality analysis was not prepared for the Mary Avenue Extension EIR. It was determined that existing information from the Metropolitan Transportation Commission's regional air quality analyses shows that there will be a regional reduction in certain pollutant levels (CO). Use of information from regional models is a common method for EIR's prepared for transportation projects. Also, according to Caltrans standards (which are standards the City utilizes for transportation projects per the Municipal Code) a analysis for other pollutant levels (particulate matter) is only required for projects exceeding 125,000 average daily trips. The Mary Avenue Extension project would serve far less than 125,000 trips. After further discussion the consultant agreed that reference to Metropolitan Transportation Commission air quality analyses is appropriate, and that detailed analysis for particulate matter is not required.

The peer reviewer also inquired about including tables for peak hour traffic data. Tables presenting peak hour data were not included in the body of the EIR because it was determined that figures graphically displaying this information conveyed the impacts of the project better. The information that

the peer reviewer requested is available in the appendix, and this was subsequently brought to her attention.

Peer review documentation and the resolution of peer review comments is included as Attachment H.

EIR Certification and Project Approval

The staff recommendation is to adopt a resolution of findings (Attachment I) regarding the EIR, certify the EIR, and approve the project. By adopting the resolution of findings and certifying the EIR, the City Council is acknowledging that the information contained in the EIR and the process used to prepare and review the EIR are adequate to inform decision making and conform with California environmental law. Action to approve the project will act to direct staff to proceed with preparation of construction documents and eventually construct the project.

Project Rejection

The Mary Avenue Extension is identified as mitigation for the Land Use and Transportation Element, the Moffett Park Specific Plan and several corporate campus developments approved for the Moffett Industrial Park.

Development activity in the Park has occurred steadily over the last 10 years. Job growth in the Park is resulting in steadily increasing traffic. In order to address forecast traffic congestion, the City has comprehensively planned for transportation improvements. The Mary Avenue Extension has been affirmed and reaffirmed as one of several essential improvements to maintaining traffic flow in the City's primary commute travel corridors. Most recently, the City initiated an engineering and environmental analysis in 2006 to begin transitioning the project from a plan to a project approved for construction. The proposed project is a capital improvement of significant scale, complexity and community interest. Lead times for the City's decision making process, the California Department of Transportation's decision making process, and the Santa Clara Valley Transportation Agency as a major funding partner are anticipated to be lengthy. This assumption has borne out to be true as the engineering and environmental analysis has progressed.

As previously stated, the Mary Avenue Extension project is integral to mitigating the traffic impact of planned development in the Moffett Industrial Park. Should the City elect not to proceed with the project, there would be significant implications on the environmental analysis of the City's current land use plan as well as specific previously approved development projects, the Citywide Deficiency Plan, and the City's transportation improvement funding

program. Actions that likely would occur should the project be rejected include, but are not limited to:

- Moffett Park building moratorium until plans and previous environmental clearances are revised
- Re-visit environmental clearance for the Land Use and Transportation Element, Moffett Park Specific Plan, approved but not built projects in Moffett Park
- Reconsider the City's transportation improvement plans. However, the City's transportation system has been studied extensively over the past three decades, and it is highly unlikely that an improvement plan will be identified that will address congestion on Sunnyvale north-south corridors that provide access to the Moffett Industrial Park. The City's current transportation improvement plan calls for a \$46 million investment *in addition to* the Mary Avenue Extension. The current cost estimate for the Mary Avenue Extension is \$55 million. It is likely that any other identified improvement to "replace" the Mary Avenue Extension will have a significant cost approximating or exceeding the cost of the Mary Avenue Extension.
- Revise Transportation Impact Fee
- Revise or invalidate the Citywide Deficiency Plan
- Increasing congestion at Mathilda/237/101 interchange, eventually capacity breakdown

Conversion of Mary Avenue from Four Lanes to Three Lanes with Bike Lanes

There has been significant community interest in reconfiguring the roadway geometry of Mary Avenue south of Evelyn Avenue from the current four lane configuration to two through lanes, a center turn lane, and bike lanes. Community interest prompted analysis of this reconfiguration as one of the project alternatives (as an accompaniment to the project to address the traffic concerns of residents on the southern portion of Mary Avenue).

This analysis focused on roadway capacity impacts, specifically intersection level of service at key intersections on Mary between Evelyn Avenue and Fremont Avenue. The EIR analysis found that elimination of lanes would result in congested conditions at three intersections: Mary/Evelyn, Mary/El Camino Real, and Mary/Fremont.

The EIR analysis assumed that these intersections would be reconfigured with two through lanes only, rather than the existing four. However, further analysis by City staff considered whether four through lanes could be retained at key intersections without impacting on-street parking or other existing roadway features. The two lane configuration would be implemented between

intersections, with traffic merging from four lanes to two on the downstream side of the key intersections.

From a capacity and geometric standpoint, it appears to be feasible to implement this reconfiguration. This is with the following caveats:

1. A complete assessment of impacts cannot occur until a plan laying out the new geometry is prepared. Intersection left turn geometry, for example, is an important issue to assess.
2. An existing exclusive right turn lane from southbound Mary Avenue to Carson Drive may need to be eliminated. This should not cause capacity or operational issues.
3. Capacity impacts were not assessed at Mary/Washington, Mary/Iowa, Mary/Heatherstone, Mary/Knickerbocker, and Mary/Ticonderoga due to the unavailability of data. Staff assumes, however, because side street volumes are very low, it is unlikely that there would be capacity issues. It would be prudent to confirm this prior to implementation of a project, however. Staff assumes that Mary Avenue would require only a single lane in each direction at these locations. This would increase overall delay, but likely will still be within City level of service standards.
4. Lane widths would need to be reduced from existing widths at Evelyn, El Camino Real, and Fremont Avenue.
5. Geometric changes at intersections will require modification of traffic signal equipment.
6. Some removal of on-street parking would be required at Fremont Avenue in the northbound direction, adjacent to a medical office building (less than 10 spaces).
7. Downstream merge lengths still need to be calculated. It does not appear that there would be a need to remove parking to accommodate merging geometry, but this still needs to be confirmed.
8. Some congestion or slowing of traffic will occur at merge locations. This will be most severe at Evelyn, El Camino Real, and Fremont. We cannot specifically gauge merge queue lengths without doing simulation modeling, but based on anticipated traffic volumes on Mary Avenue at these locations, it is anticipated that merge queues would not be significant.

This approach was utilized in implementing the recently completed Evelyn Avenue bike lanes project. A similar project on Mary Avenue would have a similar scope to the Evelyn Avenue project (same number of traffic signals, slightly shorter roadway conversion length). The Evelyn Avenue project was a \$550,000 project.

The City's approach to considering bike lane projects involving travel lane changes, parking removal and other reconfigurations has been to utilize

priorities established in the Bicycle Capital Improvement Program (CIP). This planning document is used as a guide for securing grant funding and making decisions on revised roadway reconfigurations. Of the roadway segments on the Bicycle CIP priority list that have not yet been reconfigured or considered for bike lanes, Mary Avenue from Fremont to El Camino Real is currently the third priority, and the El Camino Real to Evelyn segment is the fifth priority. Should the City continue its past practice for considering bike lane projects and associated roadway reconfiguration, then the City would initiate detailed project-specific studies and outreach at such time that funding opportunities for bike lane projects present themselves. Mary Avenue reconfigurations would be the third and fifth priorities.

Currently, El Camino Real is the first priority, Mathilda Avenue from US 101 to Maude Avenue is the second priority, and Duane Avenue from Fair Oaks to Lawrence Expressway is the fourth priority. The Bicycle CIP priorities are not formal priorities, but rather are used as guidance for pursuing funding and construction of projects. These priorities can be recast at any time. Because City bikeway construction projects are done on a revenue dependent basis, there is no fiscal impact from re-ordering priorities.

Information from Council Member Moylan

Information from a travel time survey conducted by Council Member Moylan is included as Attachment J, at the request of the Council Member.

FISCAL IMPACT

There is no fiscal impact associated with certification of the Final Environmental Impact Report. Should the EIR be certified and the project proceed to design and construction, the current estimated cost of the project is approximately \$55 million. One half of the project funding is planned from Transportation Impact Fees, and the other half from State Transportation Improvement Program Funds, and regional Measure A funds. The project design phase is currently fully funded, but construction funding is not currently programmed. The project is recommended as the #1 local road improvement priority (out of 112 submitted projects) in the pending Valley Transportation Plan 2035, the transportation plan for Santa Clara County. This increases the likelihood of near term funding of State funds. There is no formal schedule for construction at this time, but should the project be approved, staff estimates that construction could be complete within 5-10 years.

Funding (to date and planned) is as follows:

Funding Source	Amount	Committed/Planned
City of Sunnyvale Transportation Impact Fees	\$ 885,000	Committed
City of Sunnyvale Transportation Impact Fees	\$ 26,530,000	Planned
Measure A Funds	\$ 3,500,000	Committed
State Transportation Improvement Program	\$ 24,280,000	Planned

CONCLUSION

A Draft EIR has been prepared and circulated for the Mary Avenue Extension project. Fifty comment letters were received and responded to in the Final EIR, as well as comments recorded in formal transcripts from two public meetings on the Draft EIR. Major concerns were consideration of additional alternatives (seven additional transportation improvement alternatives are discussed in the FEIR), traffic intrusion into residential areas, and noise and air quality impacts. No new significant, unavoidable environmental impacts were identified in the FEIR. A set of project alternatives was evaluated as well. No alternative was found to meet the project objectives and be environmentally superior to the preferred project. Staff is recommending certification of the EIR and approval of the Mary Avenue Extension project.

ALTERNATIVES

1. Adopt the attached resolution (Attachment I) of findings, certify the Final EIR for the Mary Avenue Extension Project.
2. Formally approve the project, and direct staff to proceed with Mary Avenue Extension Project design and construction as generally outlined in this report.
3. Direct staff to monitor traffic conditions on Mary Avenue south of Central Expressway by staff to ascertain whether traffic congestion or safety issues warrant the consideration of implementing engineering measures such as, but not limited to, travel lane reduction, bike lanes, speed feedback signs, enhanced crosswalks.
4. Should the project be approved, provide the BPAC with status updates on the project plans as an information item.
5. Emphasize and increase to the extent possible the TDM program goals of companies within Moffett Park;
6. Strongly encourage a bike and pedestrian connection between the extension bridge and the light rail service;
7. Do not certify the FEIR or approve the project, and provide staff with direction on how to proceed with revisions to land use and transportation planning and programs.

RECOMMENDATION

It is recommended that Council approve Alternatives 1, 2, 3, 4 and 5:

1. Adopt the attached resolution (Attachment I) of findings, certify the Final EIR for the Mary Avenue Extension Project.
2. Formally approve the project, and direct staff to proceed with the Mary Avenue Extension Project design and construction as generally outlined in this report.
3. Direct staff to monitor traffic conditions on Mary Avenue south of Central Expressway by staff to ascertain whether traffic congestion or safety issues warrant the consideration of implementing engineering measures such as, but not limited to, travel lane reduction, bike lanes, speed feedback signs, enhanced crosswalks.
4. Should the project be approved, provide the BPAC with status updates on the project plans as an information item.
5. Emphasize and increase to the extent possible the TDM program goals of companies within Moffett Park.

The EIR did not identify any significant, unavoidable environmental impacts. All project impacts can be mitigated, and mitigation will be included in the project plans. Of the project alternatives evaluated, no alternative was found to meet the project objectives and be environmentally superior to the preferred project. Staff believes TDM measures in Moffett Park are important to emphasize, and staff will continue efforts to improve TDM by businesses in Moffett Park within existing operational resources. The project does include a potential pedestrian access from the project to the Moffett Park light rail station. While staff believes that review of construction plans is an operational issue, staff does not see any problems with providing the BPAC opportunities to review construction plans as an information item.

Reviewed by:

Marvin Rose, Director, Public Works
Prepared by Jack Witthaus, Transportation and Traffic Manager

Approved by:

Amy Chan
City Manager

Attachments

- A. Environmental Impact Report
- B. List of Sunnyvale Area Planned Transportation Improvements
- C. Correspondence Received in Addition to Comments on the FEIR
- D. Comments Germane to the Environmental Document Received Subsequent to Release of the FEIR, and Responses
- E. Draft BPAC Minutes of September 18, 2008
- F. Planning Commission Minutes of September 22, 2008
- G. Correspondence Received from Caltrans
- H. Peer Review Documentation
- I. Resolution of Findings
- J. Travel Time Information from Council Member Moylan

ATTACHMENT A

ENVIRONMENTAL IMPACT REPORT

MARY AVENUE EXTENSION

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)

ATTACHMENT B

LIST OF SUNNYVALE AREA PLANNED TRANSPORTATION IMPROVEMENTS

List of Sunnyvale Area Planned Transportation Improvements

Attachment B

Location	Improvement	Estimated Cost	Funding Source	Responsible Agency	Timing
Washington/Mathilda	Intersection widening to provide additional westbound left turn	\$ 998,000	Developer contributions	Sunnyvale/Developer	Near term
Borregas Avenue @ US 101, SR 237	Bicycle/pedestrian overpasses of Highways 101 and 237	\$ 8.4 M	Federal, state, regional grants, transportation impact funds, local bicycle/pedestrian funds	Sunnyvale	Near term
Mary Avenue/Route 280	Bicycle/pedestrian overpass	\$ 10.8 M	Federal, state grants, local Cupertino and Sunnyvale funds	Cupertino/Sunnyvale	Near term
Evelyn Avenue	Bike Lanes	\$ 564,000	Federal, state funds	Sunnyvale	Near term
Various arterial and collector streets	Radar Speed Signs	\$ 200,000	Gas Tax	Sunnyvale	Near term
Sunnyvale Multimodal Station	Electronic day use bike parking	\$ 11,000	Regional air quality grant	Sunnyvale/Caltrain	Near term
Frances Street, Evelyn to Capella	Transit center	\$ 1.3 M	Federal, regional grant funds, transportation impact funds	Sunnyvale/VTA	Near term
Tasman/Fair Oaks Area	Streetscape, sidewalk	\$ 2.2M	Regional grant	Sunnyvale	Near term
Sunnyvale/Arques	ADA modifications	\$ 550,000	Gas Tax	Sunnyvale	Near term
Community Center area	Signing and Safety Enhancements	\$ 265,000	Gas Tax	Sunnyvale	Near term

Mary Avenue/El Camino Real	Add southbound right turn lane	\$500,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Mary Avenue/Fremont Avenue	Add eastbound left turn lane	\$800,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Mary Avenue/Evelyn Avenue	Add southbound right turn lane	\$500,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Sunnyvale-Saratoga Road/Remington Drive	Add westbound right turn lane, northbound right turn lane	\$1 million	Transportation Impact Fees	Sunnyvale	Mid-long term
Fair Oaks Avenue/Arques Avenue	Add westbound through lane, southbound right turn lane	\$500,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Wolfe Road/Kifer Road	Add southbound right turn lane, westbound right and left turn lanes, northbound right turn lane, eastbound left turn lane	\$1 million	Transportation Impact Fees	Sunnyvale	Mid-long term
Wolfe Road/Reed Avenue	Add westbound right turn lane	\$500,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Mary Avenue	bikeway	\$ 500,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Java Drive	bikeway	\$ 550,000	Transportation Impact Fees	Sunnyvale	Mid-long term
Industrial areas Citywide	sidewalks	\$6 million	Transportation Impact Fees	Sunnyvale	Mid-long term

Mary Avenue	Extend roadway north of Almanor Avenue to Moffett Industrial Park	\$ 47 million	Transportation Impact Fees, State Transportation Improvement Program (VTP 2030)	Sunnyvale/VTA	Mid-long term
Mathilda Avenue/SR 237/US 101	Modify interchanges and ramps to improve signal spacing, stacking distance, reduce weaving	\$ 13 million	Transportation Impact Fees, State Transportation Improvement Program (VTP 2030)	Sunnyvale/VTA	Mid-long term
Various locations, TBD	Future Traffic Signal Construction/Modification	\$ 5.3 M	Traffic impact funds, gas tax	Sunnyvale	Mid-long term
Bernardo Avenue @ Caltrain	Bicycle/pedestrian undercrossing	\$ 6.5 million	VTP 2030	Sunnyvale	Mid-long term

<p>Various arterial and collector streets, including: El Camino Real Mathilda Avenue Mary Avenue Fair Oaks Avenue Duane Avenue Hollenbeck Road Patria Avenue Hendy Avenue Tasman Drive Maude Avenue Bernardo Avenue Belleville Way Wildwood Avenue Remington Drive California Avenue Olive Avenue Sandia Avenue Weddell Drive Sunnyvale Avenue Washington Avenue Iowa Avenue Moffett Park Drive Java Drive Ahwanee Avenue</p>	<p>Bikeways, via parking removal, parking restrictions, travel lane removal, roadway widening?</p>		<p>TBD</p>	<p>Sunnyvale</p>	<p>Mid-long term</p>
<p>Various neighborhood streets, including: Birdland Lakewood Village San Miguel Ponderosa Serra</p>	<p>Bike Boulevards</p>		<p>TBD</p>	<p>Sunnyvale</p>	<p>Mid-long term</p>

Lawrence Expressway/Wildwood Avenue	Roadway realignment and new traffic signal	\$ 4.2 M	TBD	Sunnyvale/County of Santa Clara/Caltrans	Long term
Citywide	Traffic Management Center Integration with area jurisdictions		TBD	Sunnyvale	Long term
Major arterials	Closed Circuit TV Traffic Management System		TBD	Sunnyvale	Long term
Major arterials	Expansion of Adaptive Traffic Signal Control		TBD	Sunnyvale	Long term
Remington @ Bernardo	Stevens Creek Trail Connector		TBD	Sunnyvale	Long term
Various locations, TBD	Pedestrian lighted crosswalks		TBD	Sunnyvale	Long term
Citywide	Countdown pedestrian signals	\$ 195,000	TBD	Sunnyvale	Long term
East Channel from John Christian Trail to Tasman Drive	Bike Path		TBD	Sunnyvale	Long term
Various residential streets, specifically Norman Drive, Blair Avenue, Grape Avenue	Traffic Calming		TBD/regional air quality grant/Gas Tax	Sunnyvale	Ongoing
Lawrence Expressway@Lochinvar Drive, De Soto, Golden State, Granada, Buckley, and St. Lawrence	rights in, rights out only	\$ 500,000	VTP 2030	County of Santa Clara	Mid-long term
Central Expressway, San Tomas Expressway to Lawrence Expressway	widening to six lanes	\$ 10M	VTP 2030	County of Santa Clara	Mid-long term

Central Expressway, Lawrence Expressway to Mary Avenue	auxiliary lanes	\$ 13 M	VTP 2030	County of Santa Clara	Mid-long term
Lawrence Expressway/Kifer Road	grade separation (bridge)	\$ 45 M	TBD	County of Santa Clara	Long term
Lawrence Expressway/Reed-Monroe	grade separation (bridge)	\$ 45 M	TBD	County of Santa Clara	Long term
Lawrence Expressway/Arques Avenue	grade separation (bridge)	\$ 35 million	Transportation impact fees	Sunnyvale/County of Santa Clara	Mid-long term
Northbound 85 to eastbound 237	connector ramp improvement to provide improved geometry, additional lane	\$ 22 M	VTP 2030	VTA	Mid-long term
Highway 85/Fremont Avenue	ramp improvements to provide carpool lanes, additional queuing	\$ 2 M	VTP 2030	VTA	Mid-long term
Highway 85, Homestead to Fremont	auxiliary lanes in each direction	\$ 19 M	VTP 2030	VTA	Mid-long term
US 101 southbound, Lawrence Expressway to Great America Parkway	auxiliary lane	\$ 2 M	VTP 2030	VTA	Mid-long term
US 101 southbound, Ellis Street to SR 237	auxiliary lane	\$ 3 M	VTP 2030	VTA	Mid-long term
SR 237 Highway 85 to Mathilda Avenue	carpool lanes	\$ 36 M	VTP 2030	VTA	Mid-long term

SR 237/El Camino Real/Grant Road	intersection widening	\$ 3 M	VTP 2030	VTA	Mid-long term
SR 237/westbound Middlefield Road	Loop on-ramp	\$ 8 M	VTP 2030	VTA	Mid-long term
Westbound SR 237 to northbound US 101	connector ramp widening to provide an additional lane	\$ 8 M	VTP 2030	VTA	Mid-long term
Eastbound SR 237, Mathilda Avenue to Fair Oaks Avenue	auxiliary lane	\$ 5 M	VTP 2030	VTA	Mid-long term
Westbound 237 to southbound Lawrence Expressway	off ramp widening to provide acceleration/merge lane	\$ \$ 3 M	VTP 2030	VTA	Mid-long term
SR 85, Fremont Avenue to El Camino Real	auxiliary lanes	\$ 48 M	TBD	VTA	Long term
SR 85, El Camino Real to SR 237, and El Camino Real interchange improvements	auxiliary lanes	\$ 41 M	TBD	VTA	Long term
SR 85, Stevens Creek Boulevard to Saratoga-Sunnyvale Road	auxiliary lanes	\$ 25M	TBD	VTA	Long term
SR 85, Saratoga-Sunnyvale Road to Saratoga Avenue	auxiliary lanes	\$ 32 M	TBD	VTA	Long term
SR 85, Saratoga Avenue to Winchester Boulevard	auxiliary lanes	\$ 31 M	TBD	VTA	Long term

Southbound US 101 to Eastbound SR 237	ramp widening to provide an additional lane	\$ 55 M	TBD	VTA	Long term
Eastbound 237 to northbound Mathilda Avenue	Flyover off ramp	\$ 17M	TBD	Sunnyvale/VTA	Long term
Mathilda Avenue/Sunnyvale-Saratoga Road/De Anza Boulevard	Bus Rapid Transit system		Measure A funds	VTA	Mid-Long term

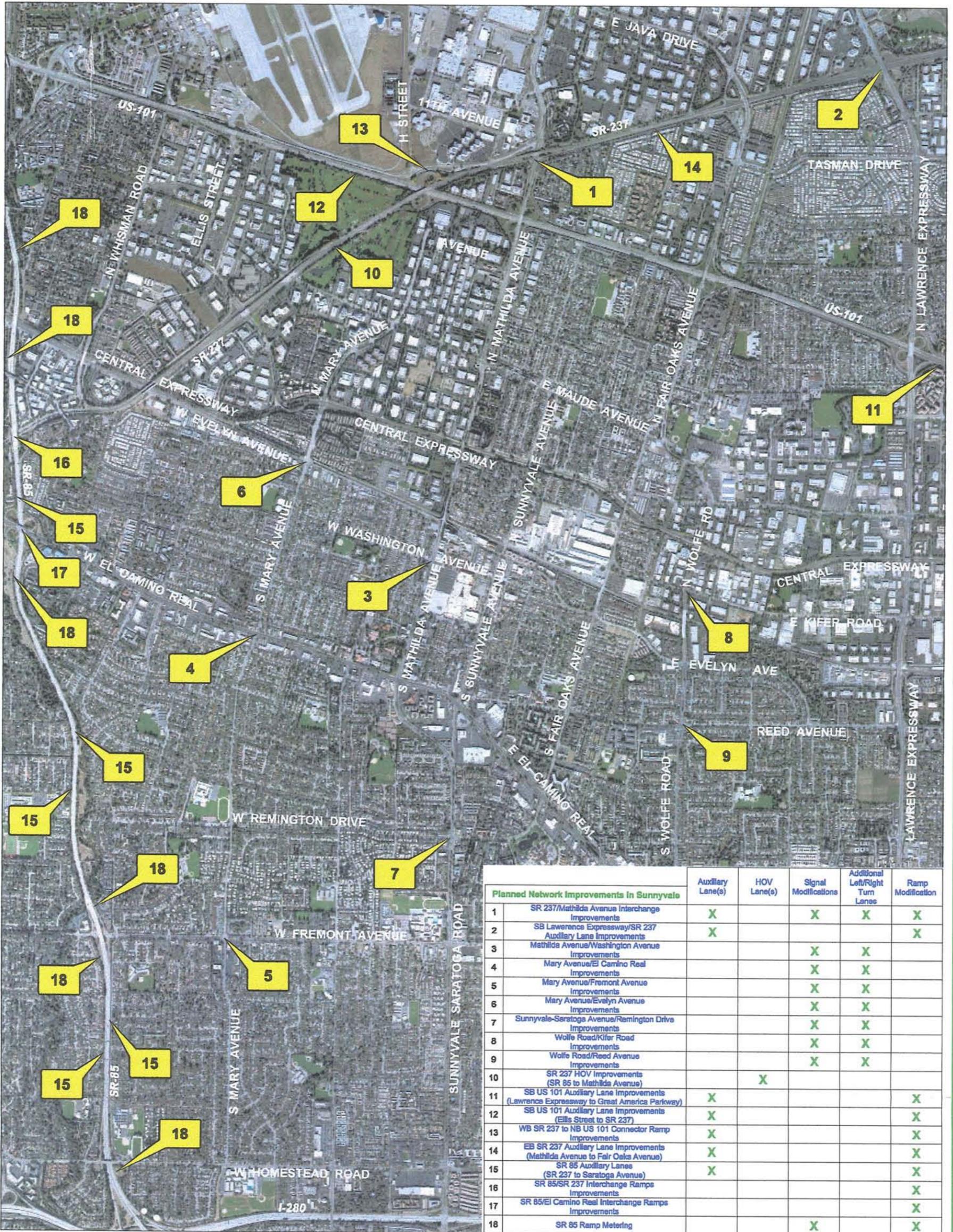
Timing

Near Term = within 3 years

Mid-Long Term = 5-20 years

Long Term = more than 20 years

Planned Roadway Improvements in Sunnyvale



		Auxiliary Lane(s)	HOV Lane(s)	Signal Modifications	Additional Left/Right Turn Lanes	Ramp Modification
Planned Network Improvements in Sunnyvale						
1	SR 237/Mathilda Avenue Interchange Improvements	X		X	X	X
2	SB Lawrence Expressway/SR 237 Auxiliary Lane Improvements	X				X
3	Mathilda Avenue/Washington Avenue Improvements			X	X	
4	Mary Avenue/El Camino Real Improvements			X	X	
5	Mary Avenue/Fremont Avenue Improvements			X	X	
6	Mary Avenue/Evelyn Avenue Improvements			X	X	
7	Sunnyvale-Saratoga Avenue/Remington Drive Improvements			X	X	
8	Wolfe Road/Kifer Road Improvements			X	X	
9	Wolfe Road/Reed Avenue Improvements			X	X	
10	SR 237 HOV Improvements (SR 85 to Mathilda Avenue)		X			
11	SB US 101 Auxiliary Lane Improvements (Lawrence Expressway to Great America Parkway)	X				X
12	SB US 101 Auxiliary Lane Improvements (Ellis Street to SR 237)	X				X
13	WB SR 237 to NB US 101 Connector Ramp Improvements	X				X
14	EB SR 237 Auxiliary Lane Improvements (Mathilda Avenue to Fair Oaks Avenue)	X				X
15	SR 85 Auxiliary Lanes (SR 237 to Saratoga Avenue)	X				X
16	SR 85/SR 237 Interchange Ramps Improvements					X
17	SR 85/El Camino Real Interchange Ramps Improvements					X
18	SR 85 Ramp Metering			X		X

