Traffic & Transportation

A well planned and maintained transportation infrastructure is a critical component for ensuring livable local communities, balancing housing and jobs, and supporting economic development. Sunnyvale has developed an excellent transportation infrastructure, but regional and local growth and the passage of time have put continual strain on capacity and maintenance needs. To Sunnyvale's credit, the City has proactively conducted long range planning for traffic and transportation needs for a number of years and is actively involved in countywide planning efforts. Several long range plans guide the development of the projects budget for the short and long term. These are: VTP 2035, Transportation Strategic Program, Downtown Specific Plan (2003), Bicycle Capital Improvement Program, 2007 Pedestrian Safety and Opportunities Study, Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan, and Moffett Park Specific Plan. Each of these plans identifies traffic and transportation projects that are important for a particular area, the City, and/or the region. These plans and a listing of their Sunnyvale transportation projects are detailed later in this section. These plans allow the City to undertake a coordinated traffic and transportation capital projects program and to position itself to compete strongly for outside specialized discretionary funding as it becomes available.

While the inventory of necessary projects far exceeds the funding available, there are several transportation funding streams from Federal and State sources that may increase significantly in the next several years. The Federal government's transportation funding programs, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has provided over $13 million to the City for various transportation projects. State Proposition 42 provides a permanent allocation of the sales tax on gasoline for transportation. Sunnyvale's share is estimated at $1.3 million annually and has been budgeted for pavement maintenance. The City has also received $2.1 million from State Infrastructure Bonds (Prop 1B) and is eligible to receive a second allocation of the same amount when the State releases the funds, which is expected to be in FY 2010/2011. A recent, and still evolving, funding source is Federal stimulus funds from the American Recovery and Reinvestment Act (ARRA) of 2009. Staff is aggressively pursuing stimulus funding in all applicable areas for transportation projects.

In addition to external sources, the City also has a local revenue stream dedicated to transportation projects. In 2003, the City established the Traffic Impact Fee, to be applied to traffic generating

development citywide. The fees are to be applied to a specific list of roadway capacity improvement projects that were identified using a citywide transportation model and updated every five years. These projects are detailed in the Transportation Strategic Program.

Traffic & Transportation Projects

The major funded projects in the Traffic and Transportation category are:

Traffic Signal Hardware and Wiring. This project provides for the replacement of traffic signal underground conduits and signal pole structures. Underground cables and conduits have a life expectancy of 20-40 years, with an average of 35 years. This project funds one location per year over the 20 year financial plan for a total of $8.7 million.

Mathilda Avenue Railroad Overpass Improvements. The State of California Department of Transportation (CalTrans) has rated the existing bridge, located at Mathilda Avenue and the Caltrain railroad tracks, below standard. The design phase of this project is complete, and construction began in late FY 2009/2010 and is expected to be complete in FY 2012/2013. The total project cost is budgeted at $36 million; however, construction bids have come in significantly lower than that amount. The project is primarily funded by a Federal Highway Bridge Program grant, which will pay for 88% of the construction costs. Staff is pursuing other funding sources for the City's share, including Federal stimulus funds. So far, a $524,000 grant from Measure A, through the Valley Transportation Authority (VTA), has been received. The remaining City share will be financed by the Gas Tax Fund and Traffic Mitigation Fees.

Pavement Rehabilitation and Annual Slurry Seal of City Streets. Every year staff surveys the condition of half of the streets throughout the City and schedules the repair, slurry seal, double chip seal, overlay and reconstruction of these streets accordingly. A constant level of funding for pavement rehabilitation is budgeted in the operating program. The Pavement Rehabilitation project budgets the additional funds needed in the years where more extensive rehabilitation work is required. The Annual Slurry Seal of City Streets is a new project to move the slurry seal expenditures from the operating program for better tracking because the work often crosses fiscal years. A total of $21.4 million is budgeted over the 20 years for the two projects. $4.6 million is budgeted annually in the Pavement Operations Program (120).

Fair Oaks Avenue Overhead Bridge. The Fair Oaks Avenue Bridge was rated "structurally deficient" in 2004 by CalTrans during their biannual inspection. The rating is primarily due to severe deck cracking and spalling, inadequate sidewalk width, barrier railings, approach railing and lateral clearance to the columns. The total project cost is estimated at $8.3 million. A funding application for the project has been submitted to CalTrans for Highway Bridge Program funds. If funding is approved, the funds would pay for 88.5% of the total cost. Although the construction of this project has been budgeted for FY 2011/2012, timing of this project is dependent on receiving Highway Bridge Program funds.

Unfunded Projects

Unfunded projects fall into two primary categories. First, several projects are in the unfunded category until a funding source is identified. Many of these projects are strong candidates for outside grants, such as In-Pavement Crosswalk Warning Lights. When a funding source is secured, the project will move into the funded status. Second, projects have been placed in the unfunded category if the timing of the project is dependent on actions from another agency. For example, the Stevens Creek Trail Connector project must be coordinated with and follow the proposed trail the City of Mountain View will build in order to provide appropriate connectors. Also the Bernardo Avenue Caltrain Undercrossing must be coordinated with the California High Speed Train project and the funding sources for this project will be impacted by this coordination effort.

In addition to the unfunded projects, the seven long range traffic and transportation plans each contain a list of specific projects. The project lists are included in the next section within the description of the specific long range plan. If a project has secured funding and is budgeted or completed, it is noted on the list. For the remaining projects, they will move into the City's projects budget when funding sources are secured. These project lists will be updated annually to track the progress the City is making toward the long range goals outlined in these plans. Some projects, particularly many of those in the VTP 2035 are not the responsibility of the City and therefore will not move into the City's projects budget. However, staff will continue to monitor and update the project list as these projects are in Sunnyvale and will impact the City's transportation infrastructure.

Traffic and Transportation Long Range Plans

There are several Traffic & Transportation planning documents that will inform capital projects over the next 20 years. As funding opportunities present themselves, individual projects will be brought before the Council for consideration and budget appropriation. Additionally, some projects are included in more than one of the planning documents listed below, as these planning documents often overlap in scope and purpose in the processes of long range planning for the City. The seven planning documents are detailed below.

VTP 2035

VTP 2035 (January 2009) is the long range vision for transportation in Santa Clara County. The Valley Transportation Authority (VTA), in its role as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for preparing and periodically updating the VTP every 4-5 years on a cycle coinciding with the update of the Bay Area's Regional Transportation Plan (RTP). VTP 2035 identifies major regional transportation programs and projects for Santa Clara County, and presents priorities for Federal and State transportation funding against funding constraints. The plan also includes projects that do not meet the VTP criteria for constrained funding, but are considered to be improvements of regional significance. These are identified in the plan as unconstrained projects. VTP 2035 projects $15B will be available over the next 25 years, primarily from federal and state sources. Projects must appear in the VTP and RTP in order to be eligible for most federal, state and regional funding. The City submits candidate projects which are subsequently ranked and determined to be constrained or unconstrained.

It should be noted that the VTP is intended solely as a planning and policy framework, and the projects identified for the City of Sunnyvale are not to be used as a programming document for which the City is responsible for carrying out. Highway and expressway projects are shown here for informational purposes only.

Projects within the Sunnyvale city limits identified in VTP 2035 are:

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
Constrained Intelligent Transportation Systems (ITS) Projects in Sunnyvale (VTP 2035)			
TBD	ITS Traffic Signal Controller	$0.5	
TBD	Expansion of Adaptive Traffic Signal Control System	$2.8	
TBD	Citywide CCTV Camera Deployment	$1.1	
TBD	Citywide Count & Speed Monitoring Stations	$1.0	
TBD	Citywide ITS Communications Infrastructure	$1.7	
TBD	Traffic Management Center Integration	$0.3	
TBD	Emergency Preemption Receiver Installation	$1.0	
Subtotal - Constrained ITS Projects in Sunnyvale		$8.4	

Constrained Highway and Express Lane Projects in Sunnyvale (VTP 2035)			
TBD	US 101 HOT Lanes, Route 85 Mountain View to Route 85 South San Jose	$90.0	
TBD	SR 237 HOT Lanes, 880 to Mathilda	$5.0	
TBD	SR 237 HOV/HOT Lanes, Mathilda to SR 85	$70.0	
TBD	US 101 SB Auxiliary Lane, Ellis to SR 237	$4.0	
TBD	SR 237 Westbound to US 101 Northbound Ramp Improvements	$9.0	
TBD	SR 85 HOT Lanes, South San Jose to Mountain View	$72.0	
TBD	SR 85 Fremont Avenue Ramp Improvements	$3.0	
2010	237/101 Mathilda Improvements	$15.0	$0.5
TBD	SR 237 Eastbound Auxiliary Lane, Mathilda to Fair Oaks	$6.0	
TBD	SR 85 Auxiliary Lanes, Fremont to Homestead	$22.0	
TBD	SR 85 Auxiliary Lanes, Fremont to El Camino Real	$56.0	
TBD	US 101 Southbound to SR 237 Eastbound Connector Improvements	$64.0	
TBD	SR 237 Eastbound flyover ramp to Northbound Mathilda	$20.0	
Subtotal - Constrained Highway and Express Lane Projects in Sunnyvale		$436.0	$0.5

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
Constrained Bicycle Projects in Sunnyvale (VTP 2035)			
2015/16	Bernardo Caltrain Undercrossing (under review by VTA)	$8.4	
TBD	Sunnyvale East Drainage Trail (JWCG – Tasman) (*also in the Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan)*	$1.5	
TBD	Stevens Creek Trail connector	$1.3	
2009	Bicycle Capital Improvement Program (*note: there is a separate plan for this explained below*)	$3.1	$0.1
Subtotal – Bicycle Projects in Sunnyvale		$14.3	$0.1

Constrained Expressway Projects in Santa Clara County (VTP 2035)			
TBD	Lawrence Expressway – close medians	$ 1.5	
TBD	Lawrence Expressway – Arques Square Loop Grade Separation	$45.0	
2008	Central Expressway – Auxiliary lanes between Mary & Lawrence	$17.0	$0.3
Subtotal – Constrained Expressway Projects in Santa Clara County		$63.5	$0.3

Unconstrained Expressway Projects in Santa Clara County (VTP 2035)			
TBD	Lawrence Expressway –Kifer Road Grade Separation	$ 59.0	
TBD	Lawrence Expressway – Reed/Monroe Grade Separation	$ 59.0	
Subtotal - Unconstrained Expressway Projects in Santa Clara County		$118.0	

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
Constrained Measure A Transit Projects in Santa Clara County (VTP 2035)			
2009	Bus Rapid Transit – The Alameda/El Camino & San Carlos/Stevens Creek (note: this project also includes the following cities: Mountain View, Palo Alto, Los Altos, Santa Clara, San Jose, Cupertino)	$207.0	
TBD	Caltrain Service Upgrades (note: this project also includes the following cities: Mountain View, Palo Alto, Santa Clara, San Jose, Morgan Hill, Gilroy	$203.0	
TBD	Sunnyvale-Cupertino Bus Rapid Transit	$68.0	
Subtotal – Measure A Transit Projects in Sunnyvale		$478.0	
Constrained Local Streets Projects in Sunnyvale (VTP 2035)			
Design – 2008	Mary Avenue Extension	$58.0	
TBD	Lawrence /Wildwood Realignment and Signalization	$5.0	
TBD	Comprehensive SW Network for Employment Area	$70.0	
TBD	Sunnyvale Local Street Improvements	$14.7	
TBD	Downtown Specific Plan Transportation Improvements	$34.0	
Subtotal – Constrained Local Streets Projects in Sunnyvale		$181.7	
Grand Total – VTP 2035		**$1,299.9**	**$0.9**

Transportation Strategic Program

Initiated in 1998, the Transportation Strategic Program (TSP) provides the financial basis for the City's current land use and transportation plan. It is updated every 5-6 years with the update of the Computerized Transportation Model Update (Project 825530), which upholds the fair valuation of the Transportation Impact Fee. Without adoption of a program and identification of funding for improvements, traffic congestion could negatively affect the City's development, economy, neighborhoods, and environmental health, among other things.

The TSP supports land development potential envisioned by the General Plan Land Use and Transportation Element and was approved by Council November 11, 2003 (RTC 03-385). Key components of the Transportation Strategic Program effort were the establishment of a revenue mechanism to recognize the impact of new development on future forecast transportation deficiencies. Council approved the imposition of a two tiered Transportation Impact Fee to address the transportation capacity needs for areas inside (north of Route 237) and outside the Moffett Industrial Park (south of Route 237), execution of a cost sharing agreement with the County of Santa Clara for County Expressway improvements, and pursuit of outside matching funding for certain transportation improvements. It should be noted that the timing of these projects is uncertain given that they are dependent on traffic congestion from the growth of the City; project timing will be reassessed periodically. The primary sources of funding will be grants and traffic impact fees.

Projects identified in the Transportation Strategic Plan are:

Anticipated Project Year	**Project Description**	**Cost ($M)**	**Funded Amount**
TBD	Mary/El Camino Real southbound right turn	$0.5	
TBD	Mary/Fremont eastbound left turn	$0.8	
TBD	Mary/Evelyn southbound right turn	$0.5	
TBD	Sunnyvale/Saratoga/Remington northbound and westbound right turns	$1.0	
TBD	Fair Oaks/Arques southbound right turn	$0.5	
TBD	Wolfe/Kifer right turns for all approaches, eastbound westbound left turn	$1.0	
TBD	Wolfe/Reed westbound right turn	$0.5	
TBD	Bikeways on Java, Mary, and Wolfe	$1.1	
TBD	Industrial area sidewalks	$6.0	
TBD	Expressway intersection Lawrence/Lochnivar turn restriction	$0.03	
TBD	Lawrence/Kifer grade separation (to be funded by the City)	$35.0	
TBD	Lawrence/Arques grade separation *(note: not to be funded by Transportation Impact Fees)*	$35.0	
TBD	Lawrence/Reed-Monroe grade separation *(note: not to be funded by Transportation Impact Fees)*	$40.0	

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
	Mathilda/237 Mary Avenue extension or other corridor improvement	$50.0	
2005	• Mary Avenue Extension Project Approval/Environmental Document		
2008	• Mary Avenue Extension Project Design		
2009	• Mathilda/SR 237/ US 101 Interchange Improvements Study Report		
	Total - Transportation Strategic Program	**$171.9**	

Downtown Specific Plan (2003)

The 2003 Downtown Specific Plan (DSP) is an update to the 1993 Downtown Specific Plan. A key component of the plan is traffic and transportation improvements. It builds on the General Plan land uses and heights approved by Council in June 2003 and provides more specific direction about public and private improvements, including goals and policies, building design guidelines, and infrastructure improvements. The 2003 DSP was approved by Council on October 14, 2003 (RTC 03-358) along with Zoning Code updates to reflect permitted land uses and applicable development standards.

The DSP area comprises roughly 125 acres, generally bounded by Evelyn Avenue to the north, Bayview Ave to the east, El Camino Real to the south and Charles St to the west. Its focus is on three goals: (1) Establishing a common vision for the downtown, (2) defining a unique market niche, and (3) creating the framework to link together current and future downtown projects into a vibrant, cohesive place.

It is expected that projects identified as part of the 2003 DSP will be grant funded with the City's share being 20%, and all projects being revenue dependent.

Transportation related projects identified in Downtown Specific Plan are:

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
2024/25	Intersection Enhancements	$0.5	
2024/25	Roadway Reconfiguration: Sunnyvale Ave reconfiguration between Evelyn and Iowa	$6.1	
2024/25	Intersection/Signal Improvements (including westbound right turn signalization arrow at El Camino Real and Mathilda, and signal timing adjustment at Sunnyvale and El Camino Real)	$0.3	
2024/25	Caltrain North Side Access	$4.0	
2024/25	Traffic Signal Reconstruction and Upgrade to Downtown Streetscape Standards	$2.1	
2008/09	Town Center Traffic Signal Modifications	$0.7	$0.7
2008/09	Sunnyvale Avenue Median from Iowa to Washington	$0.8	$0.8
2008/09	Washington Avenue/Mathilda Avenue Intersection Widening	$0.3	$0.3
TBD	Downtown Neighborhood Traffic Mitigation Features	$0.2	
	Total – Downtown Specific Plan	**$15.0**	**$1.8**

Bicycle Capital Improvement Program

The Bicycle Capital Improvement Program (Bicycle CIP) was developed in order to meet the City's goal of encouraging the use of alternative modes of transportation to the automobile in November 2000. The physical configuration of all major roadways in the City were assessed, and actions needed to develop bike lanes on a street-segment basis were presented. The Bicycle CIP was approved by Council on December 12, 2000 (RTC 00-422), and is intended to be used as a guide, not an action plan.

It is expected that the projects identified as part of the Bicycle CIP will be grant funded with the City's share being 20%, and all projects being revenue dependent. Furthermore, where the goals of the Bicycle CIP fit in with VTP 2035 Bicycle Program and comply with its various regional, state, and federal rules for funding, the City will pursue these funds. These projects will improve the service level for bicyclists living and working in Sunnyvale.

The bicycle lane projects, by street, include:

Anticipated Project Year	**Project Description**	**Cost ($M)**	**Funded Amount**
Complete	Caribbean Drive		
Complete	Crossman Drive		
Complete	Borregas Avenue, Moffett Park Drive to Caribbean		
Complete	Borregas Avenue, Maude Avenue to Ahwanee		
Complete	Moffett Park Drive, Bordeaux to Caribbean		
Complete	Old Mountain View-Alviso Road		
Complete	Lawrence Station Road		
Complete	Persian Drive, Fair Oaks Way to Ross Drive		
Complete	Lakeside Drive		
Complete	Oakmead Parkway		
Complete	Stewart Drive		
Complete	DeGuine Drive		
Complete	Commercial Street, Arques Avenue to Central Expressway		
Complete	Arques Avenue, Fair Oaks to City Limit		
Complete	Kifer Road, Fair Oaks to City Limit		
Complete	Wolfe Road, Arques Avenue to Fair Oaks Avenue		
Complete	Fair Oaks Avenue, Evelyn Avenue to Kifer Road		
Complete	Old San Francisco Road		
Complete	Sunnyvale Avenue, Evelyn to El Camino Real		
Complete	Sunnyvale-Saratoga Road, El Camino Real to Mathilda		
Complete	Manet Drive, Remington to Crescent		
Complete	Michaelangelo Drive, Remington to Community Center		
Complete	Remington Drive, Bernardo to Mary		

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
Complete	Evelyn Avenue		
Complete	Knickerbocker Drive, El Camino Real to Mango		
Complete	Hollenbeck Road, El Camino Real to Danforth		
Complete	Almanor Avenue, Mary to Vaqueros		
Complete	Maude Avenue, Mary to Pastoria		
Complete	Mary Avenue, Maude to Almanor		
Complete	Mary Avenue, Homestead to Cascade		
Complete	Hollenbeck Road, Alberta to Homestead		
2011/12	Mary Ave., Evelyn to Fremont	$0.50	
2012/13	Wildwood Ave., Bridgewood to City limits	$0.07	
2013/14	Mathilda Ave., US 101 to El Camino Real	$3.90	
2014/15	Duane Ave., Fair Oaks to Lawrence	$0.19	
2015/16	Hollenbeck Ave., Grand Coulee to Danforth	$0.20	
2016/17	Pastoria, El Camino to Evelyn	$0.24	
2017/18	Bernardo Ave., El Camino Real to Evelyn	$0.16	
2018/19	Hendy Ave., Sunnyvale to Fair Oaks	$0.67	
2019/20	Tasman Dr., Fair Oaks to City Limits	$0.30	
2020/21	Bernardo Ave., Homestead to Fremont	$0.13	
2021/22	Belleville Way, Fremont to Homestead	$0.12	
2022/23	Remington Dr., Mary to Tilton	$0.18	
2023/24	California, Mary to Fair Oaks	$0.23	
2024/25	Olive, Mathilda to Fair Oaks	$0.02	
2025/26	Lakewood/Sandia	$0.02	
2026/27	Fair Oaks, Evelyn to Old San Francisco	$0.01	
2027/28	Maude, Mathilda to Wolfe	$0.02	
2028/29	Del Rey	$0.04	
Total – Bicycle Capital Improvement Program		**$7.00**	

City of Sunnyvale
Program Performance Budget

Program 471 - Police Services

Service Delivery Plan 47104 - Traffic Enforcement

	2010/2011 Plan	2011/2012 Plan
Activity 471400 - Provide Traffic Safety Enforcement		
Product: An Enforcement Stop		
Costs:	480,113.44	357,577.03
Products:	3,725.00	3,725.00
Hours:	3,860.00	2,800.00
Activity 471410 - Investigate Major Accidents		
Product: A Major Accident Investigated		
Costs:	53,341.66	36,847.50
Products:	15.00	15.00
Hours:	425.00	285.00
Activity 471420 - Provide Court and Ancillary Activities		
Product: A Court Appearance		
Costs:	73,854.44	52,177.28
Products:	145.00	145.00
Hours:	600.00	415.00
Activity 471430 - Training for Traffic Unit		
Costs:	104,484.13	81,768.92
Products:	0.00	0.00
Hours:	800.00	600.00
Activity 471440 - Child Safety Seat		
Product: A Customer Served		
Costs:	37,652.93	25,857.89
Products:	200.00	200.00
Hours:	300.00	200.00

City of Sunnyvale
Program Performance Budget

Program 471 - Police Services

Service Delivery Plan 47104 - Traffic Enforcement

	2010/2011 Plan	2011/2012 Plan
Activity 471450 - Provide Taxi Inspections		
Product: An Inspection Completed		
Costs:	6,275.49	4,525.13
Products:	100.00	100.00
Hours:	50.00	35.00
Activity 471460, 471461, 471462, 471463, 471464, 471465 - Special Enforcement Campaign		
Costs:	8,839.44	9,137.12
Products:	0.00	0.00
Hours:	90.00	90.00
Activity 471470, 471471, 471472, 471473, 471474, 471475, 471476, 471477, 471478 - Traffic Enforcement - SLES		
Costs:	210,779.61	217,084.80
Products:	0.00	0.00
Hours:	1,700.00	1,700.00
Activity 471480 - Rental Rates - Enforcement		
Costs:	76,513.00	78,885.00
Products:	0.00	0.00
Hours:	0.00	0.00
Activity 471490 - Supervision - Enforcement		
Costs:	224,672.68	231,409.02
Products:	0.00	0.00
Hours:	1,540.00	1,540.00

City of Sunnyvale
Program Performance Budget

Program 471 - Police Services

Totals for Service Delivery Plan 47104 - Traffic Enforcement			
	Costs:	**1,276,526.82**	**1,095,269.69**
	Hours:	**9,365.00**	**7,665.00**
Totals for Program 471	**Costs:**	**24,021,413.17**	**24,542,078.75**
	Hours:	**183,043.00**	**181,343.00**

2007 Pedestrian Safety and Opportunities Study

The 2007 Pedestrian Safety and Opportunities Study (PedSOS) is a study issue that originated from the Bicycle and Pedestrian Advisory Commission and was supported by Council to study the state of pedestrian facilities on major public streets and identify opportunities for improvement. The PedSOS report characterizes and quantifies existing pedestrian activity and facilities in the City, concluding with the identification and prioritization of pedestrian improvements on major City streets. It also recommends enhancement projects in Pedestrian Opportunity District areas.

Council directed that projects identified in the PedSOS be revenue dependent. Proposed projects in the PedSOS can be funded by a variety of local, regional, state, and federal sources, including: Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), Community Based Transportation Planning (CBTP), Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) and Development Fees (such as the Transportation Impact Fee).

Two major categories of projects that were identified in the study are as follows.

(1) The improvement of pedestrian conditions in seven areas of the City by installing curb extensions, lighting, sidewalk construction, stripping, and other improvements that exceed the minimum requirement for sidewalks. The estimated cost of this list of improvements is $2.575M. The PedSOS identifies the following seven areas that warrant higher standards for pedestrian infrastructure:

i. Downtown Sunnyvale,
ii. VTA light rail corridor,
iii. El Camino Real commercial corridor,
iv. Lakewood Neighborhood district,
v. Maude Avenue district,
vi. Bernardo-Ayala neighborhood district, and
vii. Sunnyvale-Saratoga neighborhood district

(2) Improvements to 216 sidewalk segments that were identified as deficient and needing capital improvements. The estimated cost of this list of improvements is $9.1M. The deficiencies were evaluated based upon the following:

i. Missing sidewalks that are needed to provide a continuous walkway for pedestrians,
ii. Sidewalks in poor condition that are in need of repair,
iii. Sidewalks with encroachment by fixed objects that need widening, and
iv. Sidewalks with encroachment by non-fixed objects, such as vegetation, that need maintenance

Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan

The Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan was developed to complement a re-zoning of the area around the Fair Oaks light rail station to higher density residential from low-rise industrial. The City sought to encourage growth in the area to develop in a way that promotes the use of public transit and encourages bicycle and pedestrian activity. The Plan identifies a set of streetscape enhancements to apply to roads and paths in the area, including new sidewalks, wide sidewalks, specialized lighting, enhanced intersection features for pedestrians, gateways and other features of interest, and a bike path along the East Channel. While most improvements would be provided by developers as properties redevelop, a Sense of Place fee of $1,000 per new residential unit was enacted to fund improvements in areas not subject to redevelopment like the East Channel Trail and areas where sidewalks are not anticipated to be provided by redevelopment. To date, most improvements are completed or in progress, with the exception of the East Channel Trail.

Anticipated Project Year	**Project Description**	**Cost ($M)**	**Funded Amount**
Mostly complete	Enhanced sidewalks and lighting – by developer		
2009/10	Tasman/Fair Oaks Streetscape and Sense of Place - by City	$ 2.2	$ 2.2
TBD	East Channel Trail	$ 1.5	
Total – Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan		**$3.7**	**$2.2**

Moffett Park Specific Plan

The Moffett Park Specific Plan was prepared to enhance economic development opportunities in the Moffett Industrial Park area. A component of the Plan examined transportation infrastructure. While most transportation capacity needs are incorporated into other plans, the Specific Plan did call out as a desirable improvement the provision of bicycle and pedestrian trails along the East and West Channels in the Park. These trails would be constructed if outside revenue is secured.

Anticipated Project Year	Project Description	Cost ($M)	Funded Amount
TBD	Moffett Park Area Bicycle and Pedestrian Trails	$5.0	
Total – Moffett Park Specific Plan		**$5.0**	

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Project Information Sheet

Project: 825730 Pedestrian Lighted Crosswalk Maintenance and Replacement

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	610 Infrastructure Renov & Replace
Planned Completion Year:	Ongoing	Category:	Infrastructure	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

In FY 2003/2004, the City of Sunnyvale received $22,000 in grants from the State of California Business, Transportation and Housing Agency, Office of Traffic Safety (OTS) for a Pedestrian Lighted Crosswalk Project. This grant funded the purchase of a pedestrian activated in-pavement lighted crosswalk, which was constructed in the vicinity of Sunnyvale Middle School, Bishop School, Benardo/Blair, and the Fair Oaks light rail station. In FY 2004/2005, the City received an additional $83,100 in grant funding from the Bay Area Air Quality Management District, and contributed $58,100 in Gas Tax funding for four more lighted crosswalks.

Four additional crosswalks are to be constructed in FY 2008/2009: Hollenbeck/Harvard, Bernardo/Ayala, Mary/Helena, and Murphy/Evelyn.

This project funds the replacement costs of the lights and control systems. The in-pavement lights from the initial project are planned to be replaced in FY 2014/2015, assuming the streets are not overlayed/reconstructed. The control cabinets are planned to be replaced sometime after FY 2026/2027. The life cycle for these lights is 15 years. $47,250 is budgeted in FY 2017/2018 for replacement of the lights for the four additional crosswalks.

Project Evaluation and Analysis

Installation of the pedestrian lighted crosswalk improves pedestrian safety.

Fiscal Impact

This project is funded by a transfer from the Gas Tax Fund.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	0	0	0	23,164	0	0	54,275	0	0	39,485	116,924
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Gas Tax Fund			0	0	0	0	23,164	0	0	54,275	0	0	39,485	
Total	0	0	0	0	0	0	23,164	0	0	54,275	0	0	39,485	116,924
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 825740 Battery Backup System for Traffic Signals Maintenance

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	610 Infrastructure Renov & Replace
Planned Completion Year:	Ongoing	Category:	Infrastructure	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project funds the replacement costs of the battery backup system which have been installed on all the traffic signals in the City. The equipment manufacturer's documentation indicates the batteries will last approximately seven years. Battery replacement is scheduled over four year periods in FY 2010/2011, FY 2017/2018, FY 2024/2025. Unit cost of batteries is $1,400 and is based on current market pricing, adjusted for inflation. Thirty-two systems will be replaced in each of the four years. Electronic components for these devices typically last 15-20 years at a cost of $5,000 per system. Replacement of the electronic components is scheduled starting in FY 2024/2025.

Project Evaluation and Analysis

Installation of Uninterruptable Power Supplies at traffic signals reduces congestion and improves safety for all users of the City's roadway system during planned and unplanned power outages. If PG&E power is lost, the traffic signals will continue to function in a normal fashion and motorists will not be required to treat dark signalized intersections as All-Way Stop controlled intersections.

Fiscal Impact

This project is funded by a transfer from the Gas Tax Fund. Cost estimates are based on actual costs of the initial installation. This project covers three cycles of replacements of the batteries over the twenty year planning horizon based on manufacturer's recommendation of a seven year replacement cycle. It also includes replacement of electronic components on a twenty-year cycle.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	44,800	45,696	46,610	47,542	0	0	0	51,461	52,490	53,540	1,242,200	1,584,339
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Gas Tax Fund			44,800	45,696	46,610	47,542	0	0	0	51,461	52,490	53,540	1,242,200	
Total	0	0	44,800	45,696	46,610	47,542	0	0	0	51,461	52,490	53,540	1,242,200	1,584,339
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 825070 Bicycle Map Revision

Origination Year:	2003-04	Type:	Traffic & Transportation	Fund:	35 City General Fund
Planned Completion Year:	Ongoing	Category:	Special	Sub-Fund:	100 General
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project funds a bicycle map revision every 10 years to account for changes and additions to the City's bicycle network. The City typically completes 2-3 bicycle projects per year, which result in significant changes and warrant a bicycle map revision every 10 years. The project cost includes conducting in depth research of the bicycle routes and publishing a ranking of the degree of difficulty of each route.

Per Section 10.56.286 of the City's Municipal Code, "There shall be maintained on file in the Department of Public Works and available for inspection by the public, a map showing the bicycle lanes, paths, routes, and bikeways, as established from time to time by the City Council." The Sunnyvale Bicycle Plan Action Statement BP.A1.a articulates that a new map showing bicycle paths, routes and lanes and their suitability ratings should be published periodically. An update of the map will reflect changes. All expenditures for this project will go towards the cost of printing the maps in addition to the labor needed to update the street bicycle suitability ratings and other elements of the map. The latest revision of the map was completed in FY 2005/2006.

Project Evaluation and Analysis

This project will improve communication with residents about the City's existing bicycle facilities. The bicycle map is an essential promotional tool to implement bicycle policy.

Fiscal Impact

Staff will pursue grant funds and only use General Fund if other funding sources are not secured.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	41,628	0	0	0	0	0	0	55,204	0	0	0	0	71,350	168,182
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 822710 Mathilda Avenue Railroad Overpass Improvements

Origination Year:	2001-02	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2012-13	Category:	Infrastructure	Sub-Fund:	600 Gas Tax Funded
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

The existing bridge, located at Mathilda Avenue and the Caltrain railroad tracks, has been rated below standard by Caltrans. The project will provide widening and/or reconstruction of a portion of the bridge to improve traffic for Mathilda Ave. and Evelyn Ave. This project is subject to reimbursement from State/Federal funds. Funding has been granted for preliminary design and is anticipated for construction. The project will correct deficiencies and add a southbound loop off ramp to Evelyn Ave. and the Downtown area. Construction is anticipated to begin in late FY 2008/09 and complete in FY 2012/13.

Project Evaluation and Analysis

The project environmental document analyzes alternative approaches to addressing the bridge deficiencies. The proposed project meets all safety, access, environmental, and cost objectives and will reduce liability exposure and improve access to downtown. Discontinuing or postponing this project would increase liability exposure and eliminate the possibility of federal funding.

Fiscal Impact

The project is primarily funded by a Federal Highway Bridge Program (HBP) grant to pay for 80% of the total project costs. Matching funds are from Measure A funds and state and local grants; this project is contingent upon securing grant funding for the city's share (20%). Currently, a grant from Measure A has been received for $524,000 to cover part of the City's matching.

Budgeted funds are total programmed funds as they appear for the Mathilda project in the Highway Bridge Program. Currently, the design phase is almost complete, and the City only has a formal agreement for design funding in the amount of $2,996,000($2,396,800 Federal, $599,200 City). Additional agreements will need to be executed subsequent to completion of design before funds for right of way and construction become available. Additional operating costs are to operate the new traffic signal that will be placed at the Evelyn ramp.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	2,936,968	33,063,032	0	0	0	0	0	0	0	0	0	0	0	36,000,000
Revenues														
Total	2,283,763	29,855,477	0	0	0	0	0	0	0	0	0	0	0	32,139,240
Transfers-In														
Total	573,857	3,096,473	0	0	0	0	0	0	0	0	0	0	0	3,670,330
Operating Costs	0	0	0	5,741	5,855	5,972	6,092	6,214	6,338	6,465	6,594	6,726	79,419	135,416

Project Information Sheet

Project: 826570 Tasman/Fair Oaks Area Streetscape and Sense of Place

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project is identified in the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan. The project is located in the area bounded by Tasman Drive, Morse Avenue, Weddell Drive and Fair Oaks Avenue. The project includes the following elements: 1. The construction of sidewalk on the east side of Fair Oaks and Weddell Drive from the John W. Christian Greenbelt to Tasman Drive and the Fair Oaks LRT station. 2. The construction of sidewalk on the west side of Morse Avenue south of Persian Drive. 3. The construction of sidewalk on the east side of Morse Avenue north of the John W. Christian Greenbelt along the frontage of the future City Park site. 4. Intersection enhancements including reduction of curb radii and the installation of high visibility crosswalks at Weddell/Fair Oaks and Tasman/air Oaks intersections. 5. Bus stop signing, lighting and amenities enhancements at 5 bus stops for lines 54 and 26. 6. Monument and Neighborhood Gateway signs at the intersections of Tasman/Fair Oaks and Weddell/Fair Oaks to create a neighborhood Sense of place. 7. Ground plane and vertical sense of place improvements on both sides of Fair Oaks Avenue, Tasman Drive, Morse Avenue, Toyama Drive, and Karlstad Drive.
The project is under construction, which will begin in February 2008 and schedule for completion in 2009/10.

Project Evaluation and Analysis

The project will increase the service level by improving livability for the residents in the neighborhood. It also encourages increased pedestrian, bicycle and transit use through streetscape improvements, land use planning and architectural design.

Fiscal Impact

This project is revenue dependent. The project is 80% grant funded by the Valley Transit Authority (VTA) Community Design and Transportation (CDT) Capital Grant Program in the amount of $1,809,040. The remaining 20% is funded by developer contributions - $106,000, Bay Area Air Quality Management Grant - $296,260, and Transportation and Traffic Division operating program - $50,000.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	516,498	1,694,802	0	0	0	0	0	0	0	0	0	0	0	2,211,300
Revenues														
Total	443,971	1,661,289	0	0	0	0	0	0	0	0	0	0	0	2,105,260
Transfers-In														
Total	39,284	66,716	0	0	0	0	0	0	0	0	0	0	0	106,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 826730 Underground Overhead Utilities

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	Ongoing	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Mark Rogge	Project Coordinator:	Hira Raina

Project Description / Scope / Purpose

This project is to place overhead utilities, currently stuck on poles, underground on various arterials per the City's master plan. Funding shown is the City's share of support in order to qualify for PG&E's Rule 20A funds. As a result of change in the Rule 20A program, the City will have to pay only $1500 to PG&E for each meter conversion. The rest of the cost of service laterals and the private connections will be taken out of Rule 20A funds by PG&E. The City will also have to pay for the connections and installation of new street lights on concrete poles. The proposed funds include these costs in addition to the engineering cost related to the district formation. Phase I of Fair Oaks, a portion from Maude to Birch, was completed in FY 1998/1999. Phase II of Fair Oaks from Evelyn to El Camino Real is proposed for FY 2008/09. Projects beyond FY 2008/09 include Wolfe between Homestead and El Camino (FY 2011/2012), Wolfe between El Camino and Old San Francisco (FY 2014/2015), Pastoria between El Camino and Evelyn (FY 2017/2018), and Maude from Fair Oaks to Mathilda (FY 2020/2021). Other services that utilize the PG&E poles will also be located underground, and all of this cost will be paid by the providers who own these services. These providers include telephone and cable services. Planning work for Phase II has started.

Project Evaluation and Analysis

PG&E puts funds aside every year to share with cities in undergrounding of their facilities. These funds are designated for individual cities, so Sunnyvale does not lose PG&E funds to other cities. However, they can only be used by doing a project that involves the City sharing in the costs. The need for this type of project is primarily aesthetic, though there are also safety benefits in situations of extreme weather conditions. One of the costly items involves the installation of new street lights, and connecting the lights to the new underground power with buried connections. An alternative could be to install solar power panels for the street lights and not connect them to the power at all. At this time that could involve a large solar panel on the top of the light pole, which would have other aesthetic issues.

Fiscal Impact

Undergrounding utility distribution lines requires service laterals and meters to be converted on private properties. The cost of these conversions will be borne by the City, in addition to the cost of installing and connecting new street lights, and connections to the traffic signals. There will be no impact to the operating budget.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	3,601	196,399	0	102,000	104,040	0	108,243	110,408	0	114,869	117,166	0	249,882	1,106,608
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
General Fund - General			0	102,000	104,040	0	108,243	110,408	0	114,869	117,166	0	249,882	
Total	3,601	196,399	0	102,000	104,040	0	108,243	110,408	0	114,869	117,166	0	249,882	1,106,608
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 826830 Sunnyvale Ave. at Arques Ave. ADA Modifications

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	600 Gas Tax Funded
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

The project will reconstruct the intersection of Sunnyvale Avenue at Arques Avenue to provide Americans with Disabilities Act (ADA) compliant access at all four corners of the intersection. This will include reconstruction of sidewalks, curb ramps, traffic signal, possible adjustment of utility conflicts, and adjustment to grades of roadway. Design of the project is underway.

Project Evaluation and Analysis

There is no other viable solution. In order to provide ADA access at this intersection, the existing intersection will need to be rebuilt. Traffic signal poles are currently located at the center of the sidewalk, existing curb ramps are non-compliant, and utilities and roadway may need to be adjusted. Staff has identified this as a top priority for ADA compliance.
Construction of the project is planned to be started in FY 2008/2009.

Fiscal Impact

Project cost estimates based on 100% design. This project will renew the life of the traffic signal at this intersection for another 35 years. Project to be funded by Gas Tax funds.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	28,908	521,092	0	0	0	0	0	0	0	0	0	0	0	550,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	28,908	521,093	0	0	0	0	0	0	0	0	0	0	0	550,001
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 826850 Calabazas Creek Bridge at Old Mt. View-Alviso Rd

Origination Year:	2008-09	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Infrastructure	Sub-Fund:	600 Gas Tax Funded
Department:	Public Works	Project Manager:	Mark Rogge	Project Coordinator:	Hira Raina

Project Description / Scope / Purpose

This project is the result of the recommendations made in the biannual inspection report by Caltrans. Caltrans is required under Title 23 of the Code of Federal regulations to inspect bridges and culverts every two years. This bridge located on Old Mountain View Alviso Road near Highway 237 has been declared "Structurally Deficient" by Caltrans in June 2005. The structure crosses the Calabazas Creek which is owned by Santa Clara Valley Water District (SCVWD), and the bridge is shared between the City of Sunnyvale and the City of Santa Clara. The useful life of the replaced bridge is anticipated to be 40 years.

Project Evaluation and Analysis

The purpose of the Calabazas Creek Bridge Replacement Project is to upgrade the safety of the structure. Postponing this project would result in heightened liability exposure and elimination of the possibility of federal funding.

Fiscal Impact

The City of Sunnyvale, as a lead agency, has received Highway Bridge Program (HBP) funding for replacement of the bridge. The HBP funding has been approved at a total of $3,060,000, with an anticipated matching of 11%, or $396,000 for both cities. Sunnyvale's portion of the project is $198,000, to be funded by a transfer from the Gas Tax Fund.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	396,000	3,060,000	0	0	0	0	0	0	0	0	0	0	3,456,000
Revenues														
Seismic Retrofit of Bridges			3,060,000	0	0	0	0	0	0	0	0	0	0	
Total	0	198,000	3,060,000	0	0	0	0	0	0	0	0	0	0	3,258,000
Transfers-In														
Total	0	198,000	0	0	0	0	0	0	0	0	0	0	0	198,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 827630 Safe Routes to Schools City-wide Projects

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. This project will be used to install radar speed feedback signs, pedestrian countdown signals, and in-roadway crosswalk lights at locations throughout the City.

Project Evaluation and Analysis

The federal government and the State of California have prioritized Safe Routes to School programs as a means to address significant downward trends in the number of children walking and biking to school. Thirty years ago, 60.0 percent of children living within a two-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15.0 percent. Approximately 25.0 percent commute by school bus, and well over half are driven to/from school in vehicles. In the 1970s, 5.0 percent of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20.0 percent. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self-reliant, independent adults. Participating in this program will enhance the well-being of Sunnyvale's citizens of all ages.

Fiscal Impact

This project is financed entirely by a Federal Safe Routes to School Grant through the Capital Projects Fund.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	214,516	81,084	0	0	0	0	0	0	0	0	0	0	0	295,600
Revenues														
Total	188,505	107,095	0	0	0	0	0	0	0	0	0	0	0	295,600
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Project Information Sheet

Project: 827680 Mathilda Avenue Caltrain Overpass Parking Access

Origination Year:	2008-09	Type:	Traffic & Transportation	Fund:	280 Gas Tax Street Improvement
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	n.a.
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Hira Raina

Project Description / Scope / Purpose

this project will provide vehicle access from Angel Avenue to the City-owned parking lot underneath the north approach of the Mathilda/Caltrain Bridge.

Project Evaluation and Analysis

The project would improve access to an underutilized parking area and would potentially relieve parking demand from non-residents parking in the Heritage District north neighborhood.

Fiscal Impact

This project will be funded by the Gas Tax Fund and will be coordinated with the Mathilda Overpass Bridge Project (822710).

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	50,000	0	0	0	0	0	0	0	0	0	0	0	50,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 828160 Residential and School Area Sidewalks

Origination Year:	2009-10	Type:	Traffic & Transportation	Fund:	285 TDA Article 3 Funds
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	n.a.
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project will implement certain recommendations of the Pedestrian Safety and Opportunities Study (Ped SOS) by constructing new sidewalk in areas identified with gaps in the sidewalk network, minor widening of existing sidewalks to improve ADA access, and construction of curb ramps identified as high priorities in the Ped SOS. The purpose of the project is to improve conditions for pedestrians and the disabled. Locations to be improved are in residential areas and near schools.

Project Evaluation and Analysis

The City Council approved the Pedestrian Safety and Opportunities Study in 2007 to serve as a guide for comprehensively improving the City's sidewalk network. Currently, the City secures sidewalk improvements when properties redevelop. The City is also intending to construct sidewalks in industrial areas utilizing traffic impact fee revenue. Outside revenue is necessary to complete sidewalk improvements in other areas. This project utilizes outside revenue from the Transportation Development Act to provide improvements in residential areas and near schools.

Fiscal Impact

This project is funded by outside revenues.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	927,000	0	0	0	0	0	0	0	0	0	0	0	927,000
Revenues														
Total	0	927,000	0	0	0	0	0	0	0	0	0	0	0	927,000
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 828180 Homestead Road Pavement Overlay - Mary Ave to Sunnyvale Ave

Origination Year:	2010-11	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	980 Prop1B Trnsprtion Bond Local Strts & R
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Chuck Neumayer

Project Description / Scope / Purpose

This project represents participation with the City of Cupertino to repave and repair portions of Homestead Avenue between Mary Avenue and Sunnyvale Avenue. This arterial street lie in both the Cities of Cupertino and Sunnyvale. The City of Cupertino is sponsoring a stimulus project (Cupertino portion) to overlay this segment of Homestead Avenue. The project will allow the Sunnyvale portion of the roadway to be consistent with the Cupertino side by contracting for a 2" milling of the existing pavement, digouts for structurally distressed areas, and repaving with 2" rubberized hot mix asphalt concrete pavement. Work will also include replacement of traffic signal loop detection and reconstruction of substandard ADA curb ramps at various locations.

Project Evaluation and Analysis

If not completed with the Cupertino project the street surface will be inconsistent and roadway striping may not match. ADA ramps at opposite ends of crosswalks may also be inconsistent and traffic signal controls (loop detection) could be compromised. Repaving of the Sunnyvale portion of this arterial is consistent with the Sunnyvale annual overlay program.

Fiscal Impact

This project will be funded from either Federal Economic Stimulus Grant funds or the City's Prop 1B first allocation. The funding source will be updated after additional information is received regarding the Federal Economic Stimulus funds.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	1,055,000	0	0	0	0	0	0	0	0	0	0	0	1,055,000
Revenues														
Total	0	1,055,000	0	0	0	0	0	0	0	0	0	0	0	1,055,000
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 828590 Mary Avenue Street Space Allocation Study

Origination Year:	2009-10	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Special	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project will conduct engineering and environmental analysis of alternatives for configuring the roadway geometry of Mary Avenue from Fremont Avenue to Maude Avenue to provide bike facilities.

Project Evaluation and Analysis

Provision of bike facilities on Mary Avenue from Fremont Avenue to Maude Avenue has been declared a high priority by the City Council (RTC 08-320, 10/28/08). This study will present alternatives for the layout of the roadway for the Council to make a decision on whether to reconfigure the road.

Fiscal Impact

Funds for this project were appropriated as part of Budget Modification #14 (RTC 09-290, 12/1/09), and will not have a fiscal impact to the City. An 80% grant for $160,000 from the Santa Clara Valley Transportation Authority Bicycle Expenditure Program has been secured, and matching funds of $40,000 authorized (RTC 09-290, 12/1/09; RTC 09-110, 5/5/09). This project may become revenue dependent, however, as there may be future capital expenditures to reconfigure the roadway geometry of Mary Avenue. Future capital costs are not budgeted at this time.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	200,000	0	0	0	0	0	0	0	0	0	0	0	200,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	200,000	0	0	0	0	0	0	0	0	0	0	0	200,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 828600 Borregas Avenue Bicycle Lanes

Origination Year:	2009-10	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Carmen Talavera

Project Description / Scope / Purpose

This project will complete the Borregas Avenue Bicycle Corridor by constructing bike lanes on Borregas Avenue between Persian Drive and Weddell Drive, and provide intersection enhancements for bicycles and pedestrians at the landings of the Borregas Bicycle and Pedestrian Bridges at Moffett Park Drive, Persian Drive, and Weddell Drive. The purpose is to improve the interface between Bicycle Corridor users and motor vehicles.

Project Evaluation and Analysis

The features proposed for construction were not included in the project to construct the Borregas Bicycle Bridges in order to allow for post-bridge construction evaluation of use patterns to determine the appropriate type of traffic controls to install. This analysis will be completed to inform the design of this project.

Fiscal Impact

Funds for this project were appropriated as part of Budget Modification #14 (RTC 09-290, 12/1/09), and will not have a fiscal impact to the City. Grant funding in the amount of $52,000 has been secured for 100% of the project costs from the Bay Area Quality Management District Transportation Fund for Clean Air.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	52,000	0	0	0	0	0	0	0	0	0	0	0	52,000
Revenues														
Total	0	52,000	0	0	0	0	0	0	0	0	0	0	0	52,000
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Project Information Sheet

Project: 823911 Bernardo Avenue Caltrain Undercrossing

Origination Year:	2002-03	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2015-16	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project provides funding for the Bernardo Avenue Caltrain Undercrossing. This project has been identified by the Santa Clara Valley Transportation Authority (VTA) as a Tier 1 Bicycle Expenditure Program (BEP) project priority. It will eliminate a barrier for bicyclist traveling to the north of Sunnyvale on Bernardo Avenue by constructing an undercrossing of the Caltrain railroad tracks.

Per Council action on October 5, 2004 (RTC 04-350), a project update was submitted to VTA to reflect the updated cost and scope, and a deferred construction schedule of 2016 or beyond. As described in the report to Council, a feasibility study was conducted, and a project update was completed for the 2004 VTA BEP Tier 1 Project Updates. VTA is currently re-examining their bicycle program and this project may be dropped from the BEP. In addition this project will now need to be coordinated with the pending California High Speed Train project.

Project Evaluation and Analysis

The project would increase the service level for bicyclist living and/or working in Sunnyvale by significantly leveraging VTA and other grant funds.

Fiscal Impact

Cost estimates are based on the completed 2004 planning study. There likely would be ongoing electricity, landscaping, and walkway cleaning costs, which are estimated to be about $5,000 annually. This project has been placed on the unfunded list pending coordination with the California High Speed Train project.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	81,580	0	0	0	0	0	621,146	7,677,365	0	0	0	0	0	8,380,091
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	81,580	0	0	0	0	0	0	0	0	0	0	0	0	81,580
Operating Costs	0	0	0	0	0	0	0	0	5,631	5,743	5,858	5,975	70,558	93,765

Unfunded Project

Project Information Sheet

Project: 825600 Caribbean Drive Bridge Improvement

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	610 Infrastructure Renov & Replace
Planned Completion Year:	2010-11	Category:	Infrastructure	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jim Craig

Project Description / Scope / Purpose

This project is the result of the recommendations made in the biannual inspection report by Caltrans. Caltrans is required under Title 23 of the Code of Federal regulations to inspect bridges and culverts every two years. The report dated July 12, 2004 recommends deck and guard rail repair for the Sunnyvale East Channel/Carribbean Drive Left Bridge (Caltrans bridge # 37C0362L). The project costs have been increased from $109,242 to $250,000 to include the Sunnyvale East Channel/Carribbean Drive Right Bridge also. The project is expected to be completed in FY 2009/2010.

Project Evaluation and Analysis

Although the repairs recommended by Caltrans are not mandatory, it is essential for the City to complete these repairs to protect the integrity of the structure. The deck repair will extend the life of the structure and reduce possible extensive damage to the bridge. The guard rails repair is needed for safety reasons. It is prudent to do both bridges at the same time instead of creating a new project in the future for the right bridge.

Fiscal Impact

This project is dependent on outside revenue sources. Staff is proactively evaluating grant funding opportunities as they become available.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	300,000	0	0	0	0	0	0	0	0	0	0	0	300,000
Revenues														
Total	0	300,000	0	0	0	0	0	0	0	0	0	0	0	300,000
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 827580 In-Pavement Crosswalk Warning Lights

Origination Year:	2003-04	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2013-14	Category:	Capital	Sub-Fund:	600 Gas Tax Funded
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project will install in-pavement crosswalk warning lights in crosswalks at uncontrolled intersections near schools and senior facilities. Staff has received numerous requests from the Public to increase safety and motorist awareness of pedestrians in crosswalks. Staff finished evaluating the effectiveness of the new in-pavement crosswalk light device and has found that they improve pedestrian safety and alert motorists of pedestrians in the crosswalks under certain conditions, such as, a roadway user approaching a condition on or adjacent to the roadway that might not be readily apparent and may require the road user to slow down and/or come to a stop. Staff would like to implement two devices per year starting in FY 2007/2008 at critical uncontrolled high pedestrian intersections around the City. Staff proposes to install a total of 12 units on streets meeting criteria for pedestrian and vehicle volume and street configuration. Costs are based on a unit cost of $55,000 for equipment and installation. LED systems will be used which operate on solar power and do not require electric connectors.

Project Evaluation and Analysis

The in-pavement crosswalk warning lights will improve pedestrian safety when using crosswalks in intersections which do not have signals or stop signs.

Fiscal Impact

This project is a strong candidate for funding through transportation grants. Staff is actively seeking grant funding and will not proceed with the project until grant funds are secured. Future infrastructure replacement costs for crosswalk components for each set of two lighted crosswalks would be needed 12 years from the construction completion year.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	110,000	112,200	114,444	116,733	0	0	0	0	0	0	0	453,377
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 826690 El Camino Real Master Schematic Design

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	280 Gas Tax Street Improvement
Planned Completion Year:	2011-12	Category:	Special	Sub-Fund:	n.a.
Department:	Public Works	Project Manager:	Jack Witthaus	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project will develop an implementation plan for roadway design standards called for in the El Camino Precise Plan. A Precise Plan for El Camino Real was approved by City Council on January 23, 2007 (RTC 07-003). This document lays out general goals and policies for the El Camino Corridor. The document also recommends that a specific design standards for geometric roadway design and landscaping be developed. The standards will also incorporate measures to improve bicycle and pedestrian safety and convenience.

Project Evaluation and Analysis

The project will comprehensively identify improvements along the El Camino Corridor and will lay out a rational method for implementation. Planning documents such as this are fiscally prudent because it allows the City to have a handle on necessary capital improvements. This plan will also allow the City to request frontage improvements from private developers as properties redevelop.

Fiscal Impact

Capital projects for the improvement of the El Camino Real Corridor will be identified as part of this plan and could have a future fiscal impact. The City has applied for grant funds and may need to coordinate with the VTA. The project will be delayed until grant funds are secured and plans coordinated with VTA plans.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	150,000	0	0	0	0	0	0	0	0	0	150,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 900454 Stevens Creek Trail Connector

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2017-18	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

The City of Mountain View has planned an alignment for a Stevens Creek Trail extension which will pass close to the Sunnyvale border. Mountain View is pursuing full funding of the last segment of the trail, from Sleeper Drive to Mountain View High School. This last segment of trail (known as Reach 4, Segment 2) is planned to parallel the creek, just west of SR 85 going south, then continue across SR 85 near the intersection of Heatherstone Way and Dale Avenue in Mountain View, then parallel SR 85 south until a point near the end of Remington Avenue where it would cross SR 85 again and terminate at Mountain View High School and Bryant Way. The City of Cupertino is currently planning to develop a trail from Stevens Creek County Park to St. Joseph's Avenue near Los Altos. The City of Los Altos also conducted a study that proposes a connection to the trail from St. Joseph's Avenue to a point within reach of the Mountain View High School. Because the Mountain View trail is planned to be built adjacent to the City of Sunnyvale, this project will provide access to the Mountain View Reach 4 trail when completed. The feasibility, timing and costs of creating access points from surface streets to the proposed Stevens Creek Trail in Mountain View from the City of Sunnyvale will be considered. Possible access points would be identified and would include Remington Drive and Mockingbird Lane alternatives in addition to any other possibilities. Options for type of access, feasibility, costs and timing would be developed. Upon completion of project planning, development, and environmental analysis, a trail connection would be constructed.

Project Evaluation and Analysis

Timing of this project will be dependent on funding and construction of Reach 4. The City would not need to construct a connector at the time of completion of Reach 4, but postponement would delay realizing the recreation benefits of access to this major regional recreational facility.

Fiscal Impact

This project is dependent on realization of outside revenues; staff will pursue grant funding. Costs are based on the City's recent experience with construction of the Calabazas Creek Trail. The Capital expenditures range covers the cost of construction of a bridge structure crossing the creek and connecting to the Reach 4 alignment. The operating expenditures will cover the costs to maintain the structure or access point; this includes graffiti removal, enforcement, and repairs. Operating costs are based on recent experience with the Calabazas Creek Trail.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	0	0	0	0	0	281,541	1,033,817	0	0	0	1,315,358
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	3,808	3,884	45,864	53,556

Unfunded Projects

Project Information Sheet

Project: 900275 Caribbean Bridge Replacement

Origination Year:	2005-06	Type:	Traffic & Transportation	Fund:	610 Infrastructure Renov & Replace
Planned Completion Year:	2016-17	Category:	Infrastructure	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Mark Rogge

Project Description / Scope / Purpose

This project will fund the replacement of the Caribbean Bridge in order to eliminate frequent flooding due to the low elevation. The bridge replacement work can only happen after Santa Clara Valley Water District (SCVWD) improves the Bay front levees, Sunnyvale East Channel and Sunnyvale West Channel. At present, it seems that these improvements are scheduled to start in the year 2016. Anticipating that the SCVWD work will go as scheduled, the design of the Caribbean bridges replacement will start in FY 2013/2014 and construction is expected to start either simultaneously or shortly after the levee improvements are completed.

Project Evaluation and Analysis

Replacement of the bridge will eliminate frequent flooding due to the low elevation of the bridges.

Fiscal Impact

This project is revenue dependent. This project is on the unfunded projects list until the revenue sources are secured. As funding opportunities present themselves, individual projects will be brought before the council for consideration and budget appropriation.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	0	0	106,121	432,973	1,656,121	1,689,244	0	0	0	0	3,884,459
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 900468 Sunnyvale East Channel Trail (JWC Greenbelt to 237)

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	141 Park Dedication
Planned Completion Year:	2011-12	Category:	Capital	Sub-Fund:	100 Subdivisions
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project entails the construction of a trail on the Sunnyvale East Channel, from the John W Christian Greenbelt (JWCG) to Highway 237. The project would also include access to the trail, and Tasman Drive from the mobile home park located to the north of Tasman Drive. This project was identified as part of the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan in order to improve access to schools, transit and open space in the neighborhood.

Project Evaluation and Analysis

The project will increase the service level by improving livability for the residents in the neighborhood. It also encourages increased pedestrian, bicycle and transit use through streetscape improvements, land use planning and architectural design.

Fiscal Impact

This project is currently unfunded. Staff recommends this project be included in the unfunded projects listing until revenue sources are secured. FY 2010/2011 costs are for design. Construction estimates budgeted in FY 2011/2012 is based on conceptual engineering completed in 2008.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	130,000	1,326,000	0	0	0	0	0	0	0	0	0	1,456,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

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Project Information Sheet

Project: 900469 El Camino Real Gateway Program

Origination Year:	2007-08	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2011-12	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Community Development	Project Manager:	Hira Raina	Project Coordinator:	Trudi Ryan

Project Description / Scope / Purpose

This project implements gateway improvements identified in the El Camino Precise Plan, adopted by Council on January 23, 2007 (RTC 07-003). Gateways locations are identified near the east and west City limits on El Camino Real. The goal of the El Camino Real Gateway Program is to enhance the City's "front doors" by not only constructing improvements in the areas seen by most people, but by doing so in a way that provides a unique identify and sense of place for each location and the edges of the City. The program will establish design standards for each location. The overall design concept could be to provide towers, fountains, beacons, gateposts, pylons, or signs that become focal points to the City. The Program will require coordination and agreement with Caltrans.

Project Evaluation and Analysis

Enhancements to gateways would promote Sunnyvale as a destination for business, which would enhance the local economy.

Fiscal Impact

This project is currently unfunded. Staff recommends this project be included in the unfunded projects list until revenue sources are secured.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	3,060,000	0	0	0	0	0	0	0	0	0	3,060,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 900666 Sidewalk Replacement

Origination Year:	2009-10	Type:	Traffic & Transportation	Fund:	610 Infrastructure Renov & Replace
Planned Completion Year:	2011-12	Category:	Infrastructure	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	none

Project Description / Scope / Purpose

Concrete replacement cost exceeds annual funding by approximately sixty percent. Therefore, sites that cannot be replaced are deferred. Approximately 400 sites requiring replacement are discovered each year, with current funding sufficient to replace around 160 sites. Ongoing deferral cannot be maintained indefinitely.

With a deferral listing increasing each year, operational expenses are incurred. Discovered sites must be kept safe, requiring annual review of deferred sites. This requires performing whatever temporary repairs (i.e. grinding and/or asphalt patching) are necessary. This expense consumes existing annual resources, reducing funding for permanent replacement. Additionally, the potential for trips and falls also increases.

Project Evaluation and Analysis

With discovery of off street ROW concrete exceeding the funding available for the replacement on an annual basis, the primary solution is to replace the concrete rather than allow a deferred maintenance list to increase indefinitely. There are alternatives to concrete sidewalk replacement (i.e. use of interlocking pavers and rubber sidewalk panels). The limitation is funding. The alternatives, on a cost per square foot basis, are more expensive than poured in place concrete.

This project requires new sources of funding. These may be internal city funds or outside federal, state or private funding. Private funding can be in the form of a cost sharing program where adjacent property owners share the replacement cost.

Fiscal Impact

The backlog of deferred concrete replacement sites as of FY 2008-09 is 1,108. Funding for replacement at 211 sites has been identified through CDBG funds and budgeted as a separate project. The remaining 897 sites will continue to be deferred until other funding sources are secured.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	2,690,624	0	0	0	0	0	0	0	0	0	2,690,624
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

Project Information Sheet

Project: 900692 Calabazas Creek Trail Low Water Crossings

Origination Year:	2008-09	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2019-20	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project provides for the planning, design and construction of low water crossings under Tasman Drive and Highway 237. These connections will provide improved public access and safety through bypassing a physical barrier of cross street traffic. This project will greatly enhance the public's ability to experience the natural environment of Calabazas Creek and increase the recreational and alternative transportation opportunities in the region. The Highway 237 undercrossing will provide a direct connection between the Bay Trail and the Calabazas Creek Trail.

Project Evaluation and Analysis

This project originated from a 1994 study issue of opportunities for trail development along flood channels. This project will enhance the public's ability to experience the natural environment of Calabazas Creek and increase the recreational and alternative transportation opportunities in the region.

Fiscal Impact

This is a project of fairly significant cost due to environmental requirements, construction in a creek floodway, and coordination with a number of regulatory agencies and jurisdictions. The project will have ongoing operating costs to operate gates at the crossings during periods of high water, clean the trail after high water periods, graffiti removal and undercrossing lighting maintenance.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	0	0	0	0	0	0	0	0	20,316,574	0	20,316,574
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	80,670	80,670

Unfunded Project

Project Information Sheet

Project: 826810 Downtown Murphy Avenue Streetscape Revitalization

Origination Year:	2006-07	Type:	Downtown	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Chuck Neumayer

Project Description / Scope / Purpose

This project implements a portion of the "Murphy Avenue Streetscape Revitalization Plan" that was approved by City Council on November 22, 2005 (RTC 05-351). The plan provides the long-term vision for Murphy Avenue and the surrounding parcels in the "Murphy Station Historic District," as well as a short-term action plan for the street. Specifically, the plan aims to enhance physical and visual pedestrian connections between downtown transit facilities and future mixed-use and higher density residential developments. The plan includes various phases of improvements that can be accomplished as funding becomes available. This project consists of streetscape re-design of the 100 Block of Murphy Avenue.

Streetscape improvements to Murphy Avenue consist of modification to existing sidewalk layout and replacement of existing sidewalks with decorative concrete and pavers in the street. Additional enhancements include new street furnishings, new lighting, new planter urns, new custom tree grates, and replacement of the irrigation system. Costs include demolition work and drainage improvements. Improvements at the intersections of Murphy Avenue with Evelyn and Washington Avenues include new entryway features and replacement of existing crosswalk paving with concrete unit pavers coordinated with the Town Center improvements. Costing for intersection improvements includes demolition work, drainage upgrades, paving, signage, and lighting.

Project Evaluation and Analysis

This project will assure that the block around Historic Murphy Avenue is competitive aesthetically with the rest of downtown and it receives additional attention to highlight its historic status.

Fiscal Impact

Long-term maintenance costs are minimal. A grant application was approved by MTC for $1.3 million of Transportation for Livable Community funds. The City also received from VTA a Community Design and Transportation Capital Grant for $396,612. The remainder of the project will be funded by Downtown Public Improvements and Downtown Land Sale funds.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	816,230	3,882,726	0	0	0	0	0	0	0	0	0	0	0	4,698,956
Revenues														
Total	0	1,696,612	0	0	0	0	0	0	0	0	0	0	0	1,696,612
Transfers-In														
Total	816,230	2,186,114	0	0	0	0	0	0	0	0	0	0	0	3,002,344
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 826820 Town Center Traffic Signal Modifications

Origination Year:	2006-07	Type:	Downtown	Fund:	385 Capital Projects
Planned Completion Year:	2010-11	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Jack Witthaus

Project Description / Scope / Purpose

This project provides for the City share for traffic signal modifications in the Town Center area. Portions of this work are necessitated by the redevelopment, while other elements are required to be upgraded for operational and aesthetic reasons. This project will assure that work done by the developer is complemented by non-development related upgrades to provide complete, functional, aesthetically consistent traffic signals. The signal at the intersection of Mathilda and Iowa will be rebuilt by the developer at a total estimated cost of $350,000, with the City's estimated share at $250,000. The signal at the intersection of Mathilda and McKinley will be rebuilt by the developer at a total estimated cost of $475,000, with the City's not-to-exceed share at $100,000. The signal at the intersection of Sunnyvale and Iowa will be rebuilt by the developer at a total estimated cost of $375,000, with the City's not-to-exceed share at $275,000. The signal at the intersection of Sunnyvale and Washington will be rebuilt by the developer at a total estimated cost of $420,000, with the City's not-to-exceed share at $120,000.

Project Evaluation and Analysis

Redevelopment of the Town Center Mall area requires modification of traffic signals at the perimeter of the site.

Fiscal Impact

This project is funded by Downtown Public Improvements/Downtown land sale funds. Long-term maintenance costs are minimal.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	86	744,914	0	0	0	0	0	0	0	0	0	0	0	745,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	86	744,914	0	0	0	0	0	0	0	0	0	0	0	745,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Information Sheet

Project: 828670 Downtown Streetscape Improvements

Origination Year:	2009-10	Type:	Downtown	Fund:	385 Capital Projects
Planned Completion Year:	2012-13	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Mark Rogge	Project Coordinator:	Don Wimberly

Project Description / Scope / Purpose

The project will implement the adopted streetscape design standards for street furniture, sidewalk width and patterns, street lighting, landscaping, and signing and markings by filling in the gaps on portions of Mathilda Avenue, Iowa Avenue, Washington Avenue, Evelyn Avenue and Sunnyvale Avenue.

Project Evaluation and Analysis

The project is consistent with the Downtown Specific Plan and is listed in the Resource Allocation Plan as a long term, revenue dependent project priority. Grant revenue has been secured to implement these improvements.

Fiscal Impact

The total cost for establishing the Sunnyvale Downtown Streetscape Improvements is $1,875,000. The VTA Community Design and Transportation (CDT) capital grant will cover $1.5 million of the total project cost with a required 20% local match for an amount of $375,000. The local match will be funded from a dedicated source in the Capital Projects Fund/Traffic Mitigation Sub-fund that is specifically for the purpose of providing local matching funds. There are not enough funds budgeted for this purpose in FY 09/10, so dedicated local matching funds will be utilized from funds budgeted in FY 10/11 and 11/12. There may also be an opportunity to realize operating budget savings through the installation of energy efficient lighting.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	1,875,000	0	0	0	0	0	0	0	0	0	0	0	1,875,000
Revenues														
Total	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	1,500,000
Transfers-In														
Total	0	375,000	0	0	0	0	0	0	0	0	0	0	0	375,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Project Information Sheet

Project: 825581 Plaza del Sol Phase II

Origination Year:	2006-07	Type:	Downtown	Fund:	141 Park Dedication
Planned Completion Year:	2013-14	Category:	Capital	Sub-Fund:	100 Subdivisions
Department:	Public Works	Project Manager:	Hira Raina	Project Coordinator:	Mark Rogge

Project Description / Scope / Purpose

Plaza del Sol is being constructed using a phased approach as approved by Council in FY 2002/2003. Phase I, which included construction of the basic plaza design, concrete paving, young trees, other screening and selective decorative features, is complete. Phase II includes enhancements to the basic plaza. The scope and intent of Plaza del Sol is being reevaluated due to major changes occurring in downtown. The new Town Center Redevelopment project adds open space, and the plan to redevelop Town and Country may have different needs. For this reason the project design, which had been started, has been put on hold temporarily. This project will be coordinated with the Town Center and Town and Country redevelopments.

The first phase of construction was completed in June 2004 at a cost of approximately $7 million. Possible improvements for Phase II include additional landscaping, walkways, water features, restrooms, roofing for one of the two garage ramps, a memorial dedicated to Sunnyvale residents and employees who have given their lives in service of the City and country (previously authorized), tents/awnings/umbrellas over specified areas, game facilities, information/food/educational kiosks, artwork, etc. Phase II is currently being included with an estimated budget of $6 million. However, this is just an estimate until the details of the project can be identified. Upon completion of the project, there will be annual operating costs, depending upon the extent and type of improvements. This, too, may differ when the design of the proposed Phase II improvements is finalized and scheduled, and is included at an estimate of $70,000 per year.

Project Evaluation and Analysis

The completion of the Phase II of Plaza del Sol is intended to enhance service levels through the additional features of value to the public. These features have yet to be determined, but based upon earlier studies and discussions may include ornamental water features, restrooms, and/or enhanced landscapes.

Fiscal Impact

Due to the re-evaluation of scope and intent and change in timing, the FY 2008/09 budget has been moved out and the project has been placed on the unfunded list.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	151,697	0	0	0	325,000	5,587,282	0	0	0	0	0	0	0	6,063,979
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	75,770	77,286	78,831	80,408	82,016	83,656	987,799	1,465,766

Unfunded Project

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Project Information Sheet

Project: 900698 Murphy Avenue Breezeways

Origination Year:	2007-08	Type:	Downtown	Fund:	385 Capital Projects
Planned Completion Year:	2011-12	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Public Works	Project Manager:	Mark Rogge	Project Coordinator:	Hira Raina

Project Description / Scope / Purpose

The project scope includes removal of the roof overhangs of the eastern and western breezeways to improve day lighting conditions, with new water proofing and repair of the roof structure as needed. The historical building inventory will need to be revised to comply with CEQA requirements, since this work involves minor modification of buildings within the historic Murphy Station District. Imparting more visibility and attention to the breezeway entrances would be new gateway monuments proposed at either ends of the breezeways at Murphy Avenue and the backside Parking. The pedestrian experience will be further enhanced by new paving, consolidation of existing utility boxes in the breezeways, and new lighting.

Project Evaluation and Analysis

The work was included in the City Council approved master plan for the area, but could not be included in the grant-funded streetscape portion due to funding deadlines and CEQA requirements to modify a building in an historic district. At the City Council study session on the Downtown improvements, staff indicated that the breezeway work would be put into a separate capital project for consideration. This project will help in assuring that the block around Historic Murphy Avenue is competitive aesthetically with the rest of downtown. As these features are intended to make the downtown more attractive, revenues associated with business are anticipated to be correspondingly higher.

Fiscal Impact

Long term maintenance costs are minimal. The project will be funded by Downtown Public Improvements and Downtown Land Sale funds. This project will be an unfunded project until revenue sources are secured.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	960,000	0	0	0	0	0	0	0	0	0	960,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project

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Project Information Sheet

Project: 900290 Streetscape Improvements For Downtown Block 18 Completion

Origination Year:	2005-06	Type:	Downtown	Fund:	385 Capital Projects
Planned Completion Year:	2011-12	Category:	Capital	Sub-Fund:	100 General Fund Assets
Department:	Community Development	Project Manager:	Hira Raina	Project Coordinator:	Trudi Ryan

Project Description / Scope / Purpose

This project provides for the completion of streetscape improvements for the Downtown Block 18 (Northeast corner of Mathilda Avenue and Iowa Avenue). Currently, this site containing the Bank of the West, is within the Town Center Mall redevelopment area but is not part of the Town Center Mall redevelopment plan. This project includes upgrading of about 270 linear feet of new decorative sidewalk and pavers, installation of acorn style street lights and tree grate standards to bring the block up to par with the rest of the redeveloped area.

Project Evaluation and Analysis

This project would complete the Block 18 area of the downtown. Not completing the project would leave a small area of a highly visible intersection without the new downtown streetscape standard features.

Fiscal Impact

No funding has been identified for the project. It may be more cost effective to have the developer complete the project at the time of the Town Center Mall redevelopment and reimburse the developer for the expenses.

Project Financial Summary

Financial Data	Prior Actual	Current 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Y11-Y20 Total	Project Life Total
Project Costs	0	0	0	184,620	0	0	0	0	0	0	0	0	0	184,620
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unfunded Project