

INSTRUCTIONS

- Use this form for capital projects that receive 2016 Measure B funding and congestion relief projects funded through 2016 Local Streets and Roads funds.
- Pavement programs funded by 2016 Measure B Local Streets and Roads should use the Pavement Program Self-Declaration Form.
- Submit form to VTA when requesting funding. Submit an updated form with each new funding request.
- Transit operations and education/encouragement programs funded by 2016 Measure B are not required to fill out this form.
- VTA will post the completed form online.

IMPORTANT NOTES

- If requesting a project-level exception (Part 3), only fill in Parts 1, 2, and 3.
- Electronic signatures are preferred. If the signature is hand-written, please convert the signature page with optical character recognition and tag the signature appropriately. Follow the steps in https://biblio.csusm.edu/sites/default/files/signature_page_ada_accessibility.pdf
- After completing the form in Microsoft Word, please: Go to "File" and "Save As..." and select PDF from the choices provided. Do not print to PDF because it will not preserve the document's accessibility.
- Please submit any attachments (i.e. project map, fact sheet, etc.) separate from this form.
- All attachments should be made accessible and have optical character recognition.

PART 1: SPONSOR INFORMATION

Project Sponsor(s)	VTA, City of Cupertino
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Person to contact regarding this form:

Name & Title	David Stillman, Transportation Manager
Email	DavidS@Cupertino.org
Phone	408-777-3249

PART 2: PROJECT INFORMATION

Project name	I-280/Wolfe Interchange Improvements
Project limits <input checked="" type="checkbox"/> map is attached	Map is attached. See Exhibit A.
Project purpose & need (why?) <i>Be brief.</i>	<p>Purpose: The purpose of the proposed project is to improve traffic operations, promote multimodal, including bicycle and pedestrian use, and high occupancy vehicle transportation at the Interstate 280 (I-280) and Wolfe Road Interchange.</p> <p>Need: Wolfe Road is a key connector between job locations, housing, commercial, and retail developments. The existing interchange is congested with significant delays. Based on the City's General Plan: Community Vision 2015-2040 (General Plan) current build-out assumptions, without improvements, level-of-service (LOS) at the ramp termini intersections are projected to operate at LOS E/F. Sidewalks and bike lanes are narrow and cross high-speed, at-grade ramp connections, limiting access for pedestrians and bicyclists. The interchange configuration is not consistent with Caltrans' Complete Streets design guidelines or the General Plan for a walkable, bikeable community.</p>



<p>Project description (what?) <i>Be brief.</i></p>	<p>Improve the I-280/Wolfe Road Interchange through one of three interchange configurations:</p> <ul style="list-style-type: none"> - Partial Cloverleaf – Widened Structure - Partial Cloverleaf – Replaced Structure - Diverging Diamond Interchange – Replaced Structure <p>Under each of these configurations, the following improvements are proposed:</p> <ul style="list-style-type: none"> - Upgrade the Wolfe Road Overcrossing Structure to accommodate three through-lanes in each direction. - Upgrade and widen off-ramps to improve operations - Upgrade and widen on-ramps to provide HOV bypass lanes - “Square-Up” existing high-speed on-ramps - Provide one-way separated Class IV bicycle facilities in each direction. - Provide 10’ wide sidewalks throughout the interchange. - Provide a bicycle and pedestrian connection to Perimeter Road
<p>Phase(s) covered by this Complete Streets checklist</p>	<p><i>Check all that apply.</i></p> <p><input type="checkbox"/> Planning Study <input type="checkbox"/> Preliminary Engineering</p> <p><input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Final Design <input checked="" type="checkbox"/> Construction</p>
<p>Checklist status</p>	<p><input checked="" type="checkbox"/> First submittal for this project</p> <p><input type="checkbox"/> Update of a prior submittal</p>
<p>Date</p>	<p>2/15/2019</p>

PART 3: PROJECT-LEVEL EXCEPTION

Skip Part 3 if you are not requesting a project-level exception.

Project sponsor requests that the project not be required to fill out the Complete Streets checklist under the following exceptions(s):

- Funding will be used for a freeway mainline project that does not impact or modify the local transportation network (e.g. local roadways, shared use paths, bicycle/pedestrian bridges, etc.)
If checked, include project map that clearly shows project limits.
- Funding will be used for emergency maintenance, repair, or reconstruction.

Signature	Name/Title	Date

Must be signed by Public Works Director, Agency Manager or equivalent senior level staff or his/her designee. If project sponsor requests a project-level exception, the remainder of this checklist does not need to be completed.

VTA Staff Use Only: VTA concurs with project level exception.

Signature	
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Name/Title	
Date	

PART 4: PROJECT USERS

Purpose of this section is to document the existing and future users of the project.

1. How do people travel through the project limits, now or in the future?

Mode of Travel	Travels through project limits now	Will travel through project limits in the future	Have counts been conducted?	Provide volumes, if available, & data source. <i>Estimates or range of volumes is OK.</i>
Bicycle	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	30 peak hour (2017) Source: 280/Wolfe TOAR
Pedestrian	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	45 peak hour (2017) Source: 280/Wolfe TOAR
Heavy Rail Transit (BART, ACE, Caltrain)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	See agency websites.	N/A
Light Rail Transit (VTA)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	VTA Ridership Data <i>Only include counts for stops/stations within project limits.</i>	N/A
Bus Transit	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	Use link above - Only include counts for stops/stations within project limits.	26: 2838 101: 52 103: 156 182: n/a
Motorist	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	4300 peak hour (2017) on Wolfe Road Source: 280/Wolfe TOAR
Heavy Vehicles	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	114 peak hour (2017) on Wolfe Road Source: 280/Wolfe TOAR

2. Some user groups require special accommodations. Which user groups are anticipated to travel through the project frequently, now or in the future?

→ **NOTE:** *While all projects must accommodate children, seniors, and people with disabilities, this question is intended to identify if there are unusual circumstances that may warrant accommodations above legal mandates.*

<i>User Groups</i>	<i>Frequently travels through project limits now</i>	<i>Will frequently travel through project limits in the future</i>	<i>Notes and Comments (e.g. nearby schools, senior centers, services for people with disabilities)</i>
People 18 Years or Younger	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	Anticipated with presence of Apple Campus and Vallco Redevelopment.
People 65 Years or Older	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	Anticipated with presence of Apple Campus and Vallco Redevelopment.
People with Visual Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	
People with Auditory Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	
People with Mobility Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	

3. Describe how the proposed design addresses the needs of those with increased access or mobility requirements such as the disabled, elderly, and children.

New configurations will include signalization of existing high-speed ramps with current design practices including auditory pedestrian signals. Profile grade along Wolfe Road will be reduced from 6% existing to 4% to meet ADA standard if replaced structure (Parclo or Diverging Diamond interchange is selected). Wolfe road profile will remain as existing if parclo widening structure is chosen as project alternative.

PART 5: EXISTING INFRASTRUCTURE AND PROPOSED MODIFICATIONS

For projects that construct new infrastructure in an undeveloped area (e.g. new trail, new bridge, roadway extension) provide answers for the location(s) where the new infrastructure will connect to the existing network.

5-A: Pedestrian Infrastructure

4. What pedestrian infrastructure exists within the project limits now?

<i>Infrastructure</i>	<i>Provided throughout project limits, on both sides of all roads</i>	<i>Provided, but with gaps in coverage</i>	<i>Not provided</i>	<i>Not applicable</i>
Pedestrian Paths or Sidewalks	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscaped or other Buffers Adjacent to Sidewalks	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Scale Lighting	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Curb Ramps	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Marked Crosswalks	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Signals	Provided at all signalized intersections	Provided at most signalized intersections	Provided at less than half of signalized intersections	Not provided at any signalized intersections	Not applicable
Pedestrian Countdown Signals	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Audible Pedestrian Signals	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<i>Pedestrian Crossing Restrictions</i>	<input type="radio"/> <i>Pedestrians may cross at all legs of all intersections within the project limits</i> <input checked="" type="radio"/> <i>Pedestrians are restricted from crossing at one or more intersection legs within the project limits</i> <input type="radio"/> <i>Not applicable</i>
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5. Briefly describe the improvements to pedestrian infrastructure that are anticipated with the project.

The project proposes 10' sidewalks with a revised Wolfe Road profile for ADA compliance. The project will signalize or provide flashing beacons at existing uncontrolled crossings. The project proposes squared-up ramps to decrease vehicular speeds at critical crossing locations. The project will include a new connection from Wolfe Road to the Perimeter Road undercrossing and the proposed Junipero Serra Trail.

6. Will the project eliminate an existing pedestrian facility, sever an existing pedestrian connection, lengthen an existing pedestrian route or crossing, increase the time it takes for a pedestrian to cross a roadway, or otherwise result in lower quality pedestrian conditions?

No

Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

Unable to answer this time. *If selected, please explain why:*

5-B: Bicycle Infrastructure

7. What bicycle infrastructure exists within the project limits now?

Infrastructure	Provided, with no gaps in the bikeway	Provided, but with gaps in the bikeway	Not provided	Not applicable
Bicycle Lanes (Class II)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle Lanes with Painted Buffers	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Physically Separated Bikeways (Class IV)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>



Infrastructure	Provided, with no gaps in the bikeway	Provided, but with gaps in the bikeway	Not provided	Not applicable
Shared Use Paths (Class I)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Bicycle Bridges or Undercrossings	<input type="radio"/> Provided within project limits. <input checked="" type="radio"/> Not provided within project limits. <input type="radio"/> Not applicable.
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Bicycle/Vehicle Interactions	<input checked="" type="radio"/> Bicyclists must merge with or weave through vehicular traffic at one or more locations <input type="radio"/> Bicyclists do not need to merge with or weave through vehicular traffic <input type="checkbox"/>
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8. Briefly describe the improvements to bicycle infrastructure that are anticipated with the project.

The project proposes a one-way raised, separated, Class IV bicycle track in each direction. The bicycle facilities are proposed to existing behind a landscape buffer, adjacent to the sidewalks. The Class IV will cross ramp movements parallel to bikes in a "cross-bike". 5' shoulders will be provided on Wolfe Road for bicycle users who prefer to remain on the roadway. The project will include a new connection from Wolfe Road to the Perimeter Road undercrossing and the proposed Junipero Serra Trail.

9. Will the project eliminate an existing bicycle facility, sever an existing bicycle connection, lengthen an existing bicycle route or crossing, increase the time it takes for a bicyclist to cross a roadway, or otherwise result in lower quality bicycle conditions?

No

Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

Unable to answer this time. *If selected, please explain why:*

5-C: Transit Service

10. What transit service currently runs through or immediately adjacent to the project limits?

Check all that apply.

You may provide a map showing transit routes and stops in lieu of listing them here, if it is easier.

There is no transit located within the project limits

VTA Bus

Which line(s) and stops?

See attached Transit Map (Exhibit B)

Caltrain/ACE/BART

Which line(s) and station(s)?



Other transit.

Please describe:

Apple and other Tech shuttles expected to traverse the project area.

11. Will the project improve transit within the project area?

Check all that apply.

- Unable to answer at this time. Project design has not yet been developed.
- Not applicable, no transit runs through project limits.
- No. Transit runs through project limits, but the project will not provide improvements.

Yes, project includes the following improvements:

- Improved transit vehicle speeds/travel time
- Improved transit vehicle travel time reliability
- Improved bus stops or rail stations
- Improved access to transit stops or stations
- Other improvements:

Briefly describe transit improvements that will be provided as part of this project.

Improved traffic operations along Wolfe Road and at project on- and off-ramps will result in reduced travel times for transit vehicles. Upgraded bicycle and pedestrian facilities will improve multimodal access to existing bus stops around the project area.

12. Will the proposed project result in delays to transit service, increase the distance or time a transit customer must travel to access a stop/station, or otherwise result in lower quality conditions for transit customers?

No

Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

Unable to answer this time. *If selected, please explain why:*

5-D: Motor Vehicles and Trucks/Freight

Check here if there are no roads within the project limits and skip to section 5-F.

13. Are there truck routes within the project limits?

- No truck routes
- California truck route
- Local or County truck route

Please list any truck routes.

Wolfe Road and I-280 are designated Truck Routes.

14. What are the posted speeds within project limits?

Check all that apply.

less than 25 mph



- 25 mph
- 30-35 mph
- 40-45 mph
- 45-50 mph
- greater than 50 mph

15. Briefly describe the improvements to motor vehicle and truck/freight infrastructure that are anticipated with the project.

Reduced delays and increased Level of Service for motorists traversing the project.

5-E: Traffic Operations and Lighting Systems

[Check here if there are no signals within the project limits and skip to section 5-F.](#)

16. What traffic operations and lighting systems currently exist within the project limits?

<i>Item</i>	<i>Provided at all approaches to all signalized intersections</i>	<i>Provided at most approaches</i>	<i>Provided at fewer than half of the approaches</i>	<i>Not provided at any signalized intersections</i>
Passive Bicycle Detection (to actuate signals)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passive Pedestrian Detection (to actuate signals)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle Adaptive Signals (to extend signals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Pedestrian Adaptive Signals (to extend walk phase)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transit Signal Priority	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

17. Briefly describe the improvements to traffic operations and lighting systems infrastructure that may be anticipated with the project.

With reconstruction of the interchange, existing signals and lighting systems will be removed and replaced. New installations will be per current standards including safety lighting and pedestrian level lighting.

5-F: Green Infrastructure and Storm Water Management Systems

18. What green infrastructure and storm water management systems exist within the project limits?

<i>Infrastructure</i>	<i>Provided throughout project limits</i>	<i>Provided in portions of project limits</i>	<i>Not provided</i>	<i>Not applicable</i>
Permeable Pavement	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>



<i>Infrastructure</i>	<i>Provided throughout project limits</i>	<i>Provided in portions of project limits</i>	<i>Not provided</i>	<i>Not applicable</i>
Bioswales	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street Trees/Landscaping	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. Briefly describe the improvements to green infrastructure and storm water management systems that may be anticipated with the project.

Landscape strips and street/median trees will be installed when unconstrained by existing or proposed facilities. Stormwater will be treated in Bioswales consistent with Caltrans' preferred stormwater management systems and the Construction General Permit and Regional Water Quality Board requirements.

5-G: Planning Guides and Design Manuals

20. What design standards, guidelines, and manuals have you/will you consult when designing the project?

- *Caltrans*
 - Caltrans Highway Design Manual and associated Deputy Directives and Design Information Bulletins
 - California Manual of Uniform Traffic Control Devices
- *American Association of State Highway Transportation Officials (AASHTO)*
 - AASHTO Policy on Geometric Design of Streets and Highways
 - AASHTO Guide for the Development of Bicycle Facilities
 - AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
 - Highway Safety Manual
- *Institute of Traffic Engineers (ITE)*
 - ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges
- *North American City Traffic Officials (NACTO)*
 - NACTO Urban Bikeway Design Guide
 - NACTO Urban Streetscape Design Guide
 - NACTO Transit Street Design Guide
 - NACTO Urban Street Stormwater Guide
- *Local*
 - Local street standards
 - Handbooks from the Santa Clara Valley Urban Runoff Pollution Prevention Program
 - VTA Bicycle Technical Guidelines
 - VTA Pedestrian Technical Guidelines



VTA Community Design and Transportation Manual

21. Please list other design standards, guidelines, and manuals not listed above that you have/will consult when designing this project:

N/A

PART 6: SAFETY

Purpose of this section is to document any existing safety issues of the project.

22. How many reported pedestrian, bicycle, and vehicle collisions have occurred within the project limits within the most recent available 3-year timeframe?

Type of Collision	Total Injury	Total Fatal	Total Number	Timeframe	Data Source(s)
Pedestrian-Involved Collisions	0	0	0	1/1/12 – 12/31/14	Caltrans TASAS
Bicycle-Involved Collisions	3	0	3	1/1/12 – 12/31/14	Caltrans TASAS
Motor Vehicle-Only Collisions	127	1	360	1/1/12 – 12/31/14	Caltrans TASAS

23. How does the project address, if at all, the safety of users within the project limits?

The project proposes use of a 35 mph design speed on Wolfe Road with Complete Streets practices to improve visibility of bicycles and pedestrians. “Squared-up” ramps utilize geometric constraints to reduce the speed of on-ramp movements. Street Trees and narrower corridors will increase driver alertness. New signalized crossings are added at high-speed highway on-ramps. Bicycles will be vertically separated and offset from the roadway and cross vehicular traffic at designated and delineated locations. Additionally, the project will either replace or seismically retrofit the existing Wolfe Road overcrossing structure, providing increased resiliency in the event of a major seismic event, securing safe passage of users and emergency personnel.

PART 7: PLANNING CONTEXT

Purpose of this section is to understand the planning policy and context of the project.

24. Is the project design consistent with planning documents, locally adopted pedestrian, bicycle, transit, or other transportation plan or study that overlap the project limits?

Yes No Not applicable

25. List relevant plan(s) and note consistency. If project is not consistent, please describe below:

The project is identified in and consistent with the City of Cupertino’s General Plan: Community Vision 2015 - 2040 and 2018 Pedestrian Transportation Plan. The project is identified in and exceeds the recommendations within the City of Cupertino’s 2016 Bicycle Transportation Plan. The plan proposed Class II bike lanes through the project area. After input from VTA and the City’s Bicycle and Pedestrian Commission, bicycle facilities were upgraded to Class IV.



26. Please indicate if the project limits fall within the area covered by any of the following VTA planning documents.

Link brings you to the study.

- | | |
|-----------------------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> I-680 Corridor Study | Community Based Transportation Plans (CBTP) |
| <input checked="" type="checkbox"/> I-280 Corridor Study | <input type="checkbox"/> Alviso CBTP |
| <input type="checkbox"/> Pedestrian Access to Transit Plan | <input type="checkbox"/> East San Jose CBTP |
| <input checked="" type="checkbox"/> Countywide Bicycle Plan | <input type="checkbox"/> Gilroy CBTP |
| <input type="checkbox"/> Other VTA Plan (List below) | <input type="checkbox"/> Milpitas CBT |

27. If you checked any plans from the last question, describe how the project supports VTA’s plans.

I-280 Corridor Study: The I-280/Wolfe Interchange Improvements was identified as a project currently underway and consistent with the proposals in the study.

Countywide Bicycle Plan: The I-280/Wolfe Interchange Improvements was identified as a near-term Planned Freeway Interchange and as an “Unfriendly Freeway Interchange” in Figure 6-1: Across Barrier Connections (2017) and a along a Cross County Bicycle Corridor on Wolfe Road.

PART 8: PUBLIC INPUT

Purpose of this section is to document any public input and community engagement process..

28. Has input from existing/future bicycle, pedestrian, or transit users of the project been solicited?

Yes. *Briefly list how input was solicited. Include key user groups that were involved:*

The City of Cupertino, along with VTA, held a public engagement meeting in December of 2016 and February of 2017. Members of the local community including members of Walk-Bike Cupertino.

Briefly list the major comment themes and describe how the project scope addresses these comments:

Public input emphasized the need for congestion relief with the recently opened Apple Campus 2 and planned redevelopment of the Vallco Mall. This is a primary goal of the project as defined by the project purpose. Members of the public emphasized the need for bicycle and pedestrian accommodations in the project. This is a primary goal of the project as defined by the project purpose.

No. *Please list planned outreach activities, below, and skip to Part 9.*

29. How was input from the Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent committee solicited?

Consider involvement from local, neighboring, or VTA BPAC.

- Presentation(s) at BPAC
- Invitation for BPAC members to participate in public outreach meetings, surveys, other outreach activities related to the project



- BPAC member(s) participated in working group, subcommittee or other group to provide input
- Others, please describe:

The Project Team held a workshop with the Cupertino Bicycle and Pedestrian Commission in April 2017 to refine present and discuss interchange configurations and proposed bicycle and pedestrian treatments throughout the project.

30. How may the public comment on your project?

Public may provide comments or request more information on this project by contacting VTA's Community Outreach at 408-321-7575, (TTY) 408-321-2330, or community.outreach@vta.org

PART 9: BUILT ENVIRONMENT

Purpose of this section is to assess the land uses and connections to users within proximity of the project.

31. Briefly describe the predominant land uses within the project limits.

In lieu of a description, a map of land use designations may be attached.

Predominant land uses include the Apple Park campus to the north and the Vallco Shopping Center to the south. Hotels and other businesses immediately surrounding the project.

32. List major sites, destinations, and trip generators within or immediately adjacent to the project limits.

In lieu of a list, a map of destinations may be attached.

Apple Campus 2 and the Vallco Mall are both along Wolfe Road, separated only by the project area. Cupertino has a planned trail along the Junipero Serra Channel which will generate additional trips.

PART 10: EXCEPTIONS TO PROVIDING COMPLETE STREETS

The expectation is that pedestrian, bicycle, and transit infrastructure or information technology systems identified in local, regional, or countywide planning documents will be incorporated into transportation projects receiving funding if they fall within the project limits.

However, exceptions will be considered where exceptional circumstances prohibit adherence to this policy. Infrastructure or technology that is identified in a local, regional, or county planning document may be excluded from a transportation project in circumstances where:

- The cost of providing the Complete Streets element is disproportionate to the overall cost of the project, as set forth in the Federal Highway Administration [Accommodating Bicycle and Pedestrian Travel](#).
- A roadway user is legally prohibited from using the transportation facility.
- There is an absence of existing and future need.
- Detrimental environmental or social impacts outweigh the need for the infrastructure or technology.

➔ **NOTE:** *Declaring an exception does not automatically disqualify a project from receiving 2016 Measure B funding. The purpose of the declaration is to publicly document the rationale behind design decisions.*

33. Check one:



- Project sponsor has no exceptions to declare.
- Project sponsor has determined that there is at least one exception where pedestrian, bicycle, or transit infrastructure, or information technology systems identified in local, regional, or countywide plan and falling within the project limits is not being incorporated in this project.

Please describe the exception, explain the justification for the exception, and provide supporting documents, if needed.

PART 11: SIGNATURE

Please review all answers in this form before signing.

Form must be signed by Public Works Director or equivalent senior staff or their designee. Signature indicates that the signee has reviewed the document and approved the content.

Signature	Name/Title	Date
<p><i>Form must be signed by Public Works Director or equivalent senior staff or his/her designee. Signature indicates that the signee has reviewed the document and approved the content.</i></p>		
 <p>Signature</p>	<p>FOR CASEY ENOIG / DEPUTY DIRECTOR</p> <p>Name/Title</p>	<p>2/15/19</p> <p>Date</p>

EXHIBIT A

I-280/Wolfe Road Interchange Improvement Project (P-0987) Project Location Map

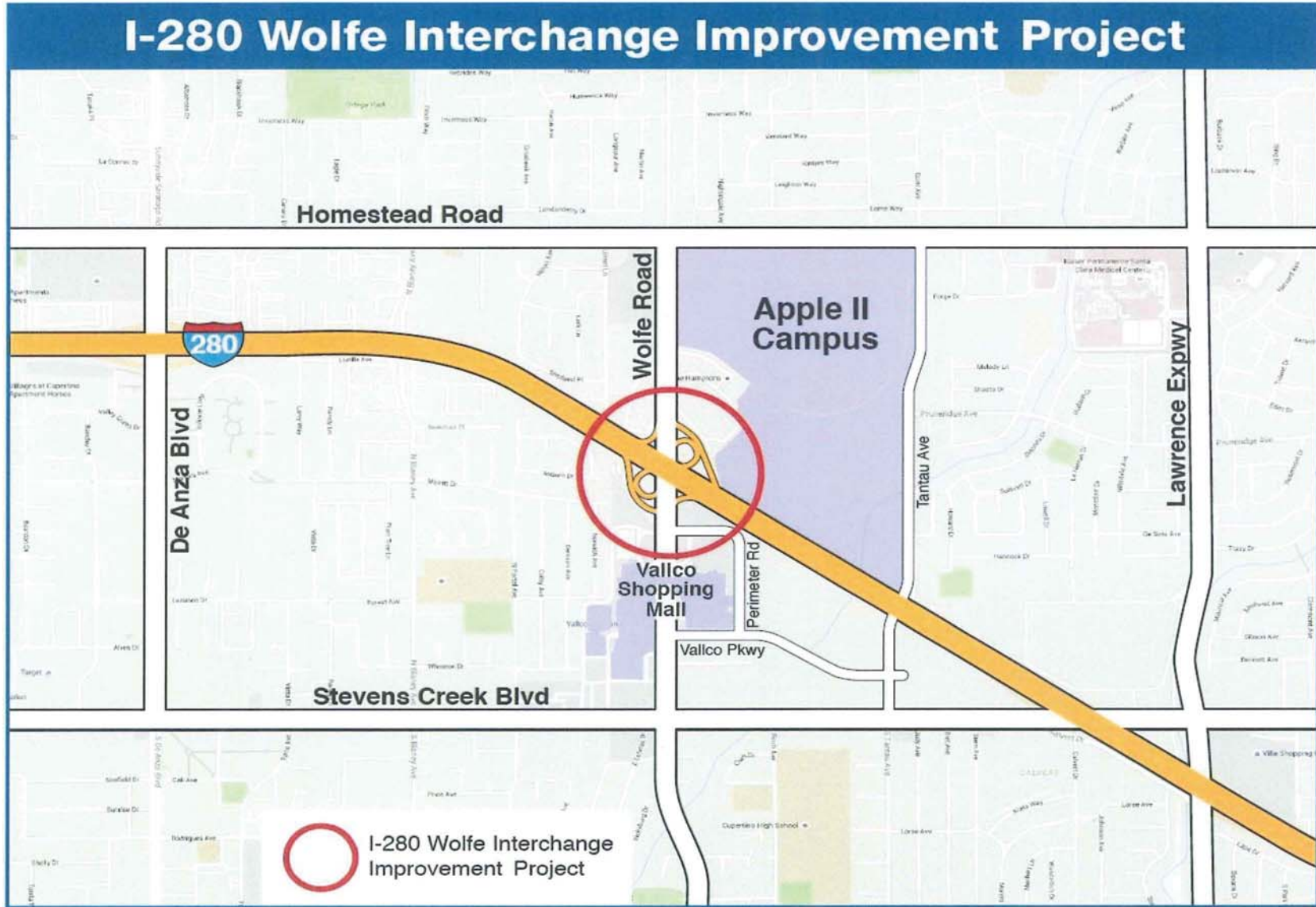
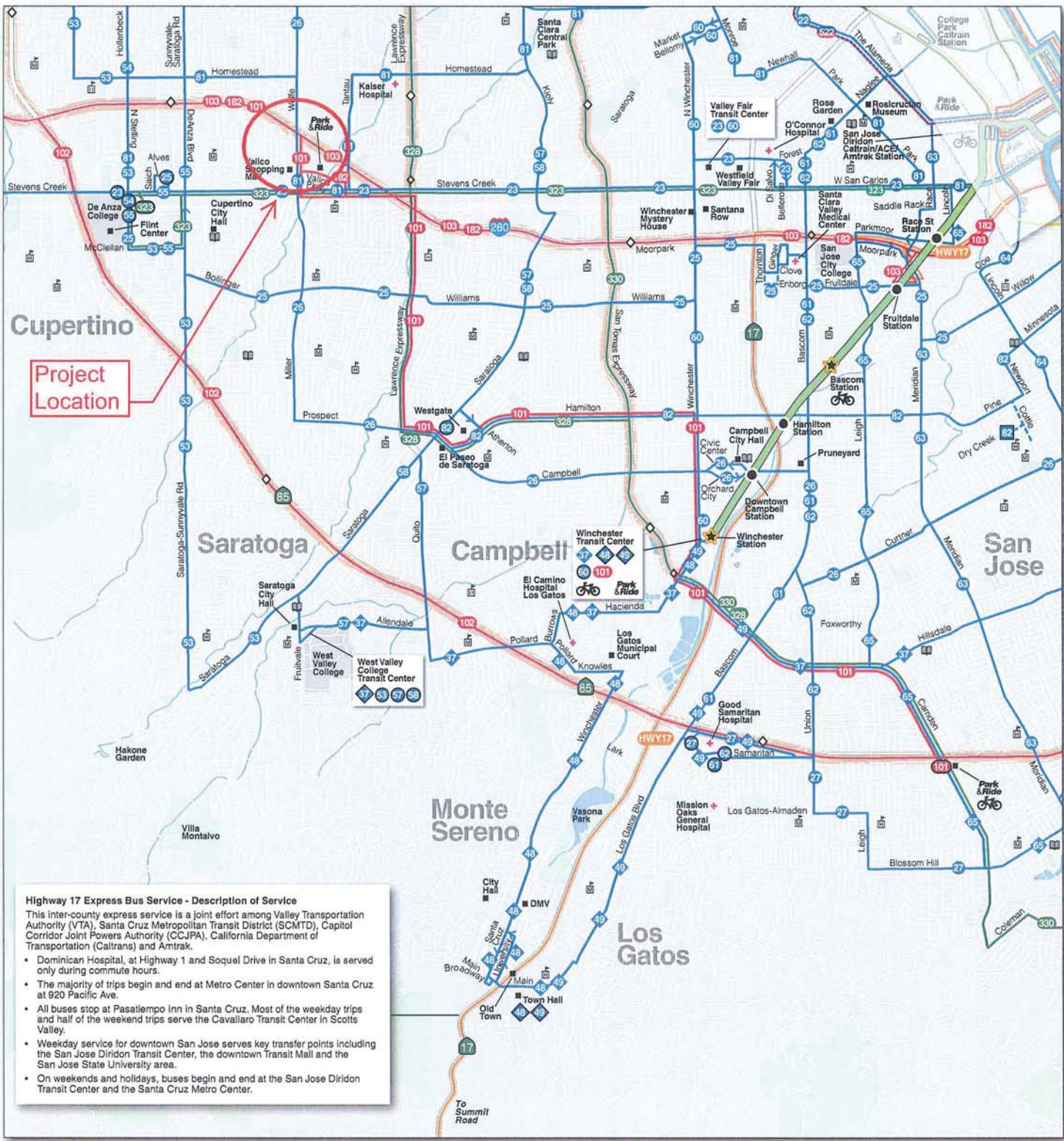


EXHIBIT B-1 : Transit Map (I-280/Wolfe Road Interchange Improvement)

Click on your bus route number/light rail station for detailed information.



- Local Bus Routes
- Community Bus Routes
- Limited Stop Bus Routes
- Express Bus Routes
- Rapid 522
- Route Terminus (final destination of specific route)
- Light Rail: Mountain View – Winchester
- Light Rail: Alum Rock – Santa Teresa
- Light Rail: Ohlone/Chynoweth – Almaden
- Free VTA SJC AIRPORT FLYER
- Free Shuttles to Light Rail Stations
- Free Downtown Area Shuttle (DASH)
- Altamont Commuter Express (ACE) Capitol Corridor
- BART Line & Stations - Future
- Caltrain Line & Stations
- Active Carpool Lane
- Start/End of Carpool Lane
- AC Transit Bus Routes
- Dumbarton Express Bus Routes
- Highway 17 Express Bus Route
- Monterey to San Jose Express Bus Route
- SamTrans Bus Routes





Highway 17 Express Bus Service - Description of Service
 This inter-county express service is a joint effort among Valley Transportation Authority (VTA), Santa Cruz Metropolitan Transit District (SCMTD), Capitol Corridor Joint Powers Authority (CCJPA), California Department of Transportation (Caltrans) and Amtrak.

- Dominican Hospital, at Highway 1 and Soquel Drive in Santa Cruz, is served only during commute hours.
- The majority of trips begin and end at Metro Center in downtown Santa Cruz at 920 Pacific Ave.
- All buses stop at Pasatiempo Inn in Santa Cruz. Most of the weekday trips and half of the weekend trips serve the Cavalario Transit Center in Scotts Valley.
- Weekday service for downtown San Jose serves key transfer points including the San Jose Diridon Transit Center, the downtown Transit Mall and the San Jose State University area.
- On weekends and holidays, buses begin and end at the San Jose Diridon Transit Center and the Santa Cruz Metro Center.

Exhibit B-2: Transit Stops Near Project Limits


I-280/Wolfe Interchange Improvements Project



-  Existing VTA Bus Stop
-  Project Area



MEMORANDUM

TO: ALL VTA STAFF
FROM: Casey Emoto, Deputy Director 
Engineering & Program Delivery Division
DATE: February 12, 2019
SUBJECT: Signature Authority – Casey Emoto

I will be out of the office February 13, 2019 through February 15, 2019. During my absence, please refer all matters requiring signature to Gene Gonzalo, Capital Program Manager, (x4236).

For general assistance, please call Valerie Contreras (x5724).