

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Willow-Keyes Complete Streets Improvements

Resolution ATP-P-2425-05B

(to be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on March 20, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of San Jose, and the Implementing Agency, City of San Jose, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 5/15/2019 meeting the Commission approved the Active Transportation Program and included in this program of projects the Willow-Keyes Complete Streets Improvements, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

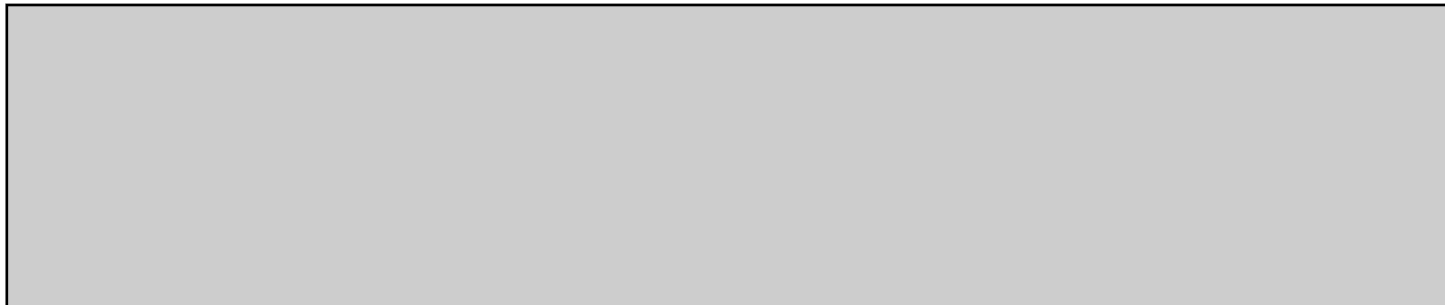
- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions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

- ☒ Resolution G-19-12, "Adoption of Program of Projects for the Active Transportation Program", dated 5/15/2019
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 City of San Jose agrees to secure funds for any additional costs of the project.
- 4.6 City of San Jose agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of San Jose agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 City of San Jose agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Willow-Keyes Complete Streets Improvements**
Resolution **ATP-P-2425-05B**
(to be completed by CTC)

Devin Gianchadani

Digitally signed by Devin Gianchadani
Date: 2025.02.14 09:40:45 -08'00'

2/14/25

Devin Gianchandani, Grants Manager

Date

City of San Jose, DOT

Project Applicant

Devin Gianchadani

Digitally signed by Devin Gianchadani
Date: 2025.02.14 09:41:01 -08'00'

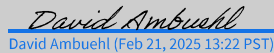
2/14/25

Devin Gianchandani, Grants Manager

Date

City of San Jose, DOT

Implementing Agency


David Ambuehl (Feb 21, 2025 13:22 PST)

02/21/2025

FOR

Dina El-Tawansy

Date

District Director

California Department of Transportation



03/13/2025

Tony Tavares

Date

Director

California Department of Transportation



05/21/2025

Tanisha Taylor

Date

Executive Director

California Transportation Commission

Exhibit A: Project Programming Request (PPR) Form

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/19/25	
District	EA	Project ID		PPNO	MPO ID		
04				2336			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SCL	N/A			City of San Jose			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Ryan Santos		408-535-1273		ryan.santos@sanjoseca.gov			
Project Title							
Willow-Keyes Complete Streets Improvements							
Location (Project Limits), Description (Scope of Work)							
On Willow Street, Graham Avenue, Goodyear Street, and Keyes Street from the underpass of SR-87 to 3rd Street. Construct Class IV protected bike lane, sidewalk, curb-extension, enhanced crosswalks and striping, pedestrian-scale lighting, transit improvements and reconfigure complex intersections.							
Component							
PA&ED		City of San Jose					
PS&E		City of San Jose					
Right of Way		City of San Jose					
Construction		City of San Jose					
Legislative Districts							
Assembly:	27,28		Senate:	15		Congressional:	19
Project Benefits							
Improvements throughout the corridor will provide continuous, safe, and accessible pedestrian and bike facilities that will enhance local and regional connectivity between communities and points of interest including, Calle Willow and Willow Glen Business Districts, Washington Elementary and Sacred Heart Nativity Schools, lightrail & Caltrain Station, churches, neighborhood parks and trails, and VTA's transit stops.							
Purpose and Need							
The project corridor has deficient bicycle and pedestrian infrastructure, gaps in facilities create discontinuous access, challenging and unusual complex intersections make it difficult and unsafe for pedestrians and bicyclists to navigate. The project will construct complete streets elements that were developed in the comprehensive, community-driven "Story-Keyes Complete Streets Study". It will enhance safety for the users while providing continuous, safe, and accessible facilities for bicyclists and pedestrians.							
Category		Outputs			Unit	Total	
ADA Improvements		New sidewalk			LF	600	
Active Transportation		Bicycle lane-miles			LF	880	
ADA Improvements		New curb ramp installed			EA	18	
Operational Improvements		Intersection / Signal improvements			EA	12	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved					02/19/25		
Begin Environmental (PA&ED) Phase					08/30/19	08/30/19	
Circulate Draft Environmental Document				Document Type	01/31/21	01/31/25	
Draft Project Report					01/31/21	01/31/25	
End Environmental Phase (PA&ED Milestone)					08/19/21	03/10/25	
Begin Design (PS&E) Phase					01/30/22	09/06/24	
End Design Phase (Ready to List for Advertisement Milestone)					04/25/23	03/31/25	
Begin Right of Way Phase					01/30/22	01/06/25	
End Right of Way Phase (Right of Way Certification Milestone)					03/01/22	03/10/25	
Begin Construction Phase (Contract Award Milestone)					07/31/23	09/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)					01/20/25	12/31/26	
Begin Closeout Phase					02/01/25	01/01/27	
End Closeout Phase (Closeout Report)					06/30/25	06/25/27	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/19/25

Additional Information

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/19/25

District	County	Route	EA	Project ID	PPNO	
04	SCL	N/A			2336	
Project Title: Willow-Keyes Complete Streets Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Jose
PS&E									City of San Jose
R/W SUP (CT)									City of San Jose
CON SUP (CT)									City of San Jose
R/W									City of San Jose
CON									City of San Jose
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,062							1,062	
PS&E	3,472							3,472	
R/W SUP (CT)	400							400	
CON SUP (CT)									
R/W									
CON		15,038						15,038	
TOTAL	4,934	15,038						19,972	

Fund No. 1:	ATP Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,926						12,926	
TOTAL		12,926						12,926	

Fund No. 2:	Leveraged Funds - Local Match								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City Of San Jose
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,062							1,062	City received \$7.046M in Local Measure B funding that is serving as match.
PS&E	3,472							3,472	
R/W SUP (CT)	400							400	
CON SUP (CT)									
R/W									
CON		2,112						2,112	
TOTAL	4,934	2,112						7,046	

Exhibit B: Project Report

To download the ATP application (equivalent to project report) use the following link:

[4-San Jose-1.pdf](#)

Active Transportation Program Benefits Form

Project Information	
Project Title: Willow-Keyes Complete Streets Improvements	Date: 2/06/2025
Project Identifier (EA, PPNO, etc): PPNO 04-2336	

Contact Information	
Nominating Agency: City of San Jose	Agency Completing Form: City of San Jose
Contact Person: Devin Gianchandani Phone: 408-975-3254	Contact Person: Devin Gianchandani Phone: 408-975-3254
Email Address: devin.gianchandani@sanjoseca.gov	Email Address: devin.gianchandani@sanjoseca.gov

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	8	10	2027
	Pedestrian Counts	Each	83	100	2027

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The project corridor's bicycle, pedestrian and transit infrastructure is a combination of the nonexistent and substandard. There are large gaps in the existing sidewalks and bicycle lanes. The unusually complex and oddly-configured intersections make it challenging and unsafe for pedestrians and bicyclists to navigate. These factors combined with high traffic volumes and vehicular speeds make the corridor very inhospitable to pedestrians, bicyclists and transit riders. These conditions are occurring in an area where the demand for Active Transportation modes is highest, and many residents have few other options.

This project will create new facilities and address deficiencies along the corridor making pedestrians and bicyclists feel safer, more comfortable and confident when using the corridor, thus will encourage more walking and biking within the disadvantaged community. The increased rate of walking and biking will foster a healthier lifestyle, and improve air quality through reduced congestion and air pollution. Less auto traffic also promote a livable environment for local residents, school-aged children, and subsequently improve the quality of life in the neighborhood.

STATEMENT OF EXEMPTION

FILE NO.	ER24-313
LOCATION OF PROPERTY	Citywide
PROJECT DESCRIPTION	Citywide, time limited, exemption for maintenance and improvements within the existing public right-of-way (ROW). Projects which qualify to use this exemption include: 1) A rehabilitation, maintenance, replacement, and/or repair project designed to improve the condition of existing transportation elements such as, but not limited to, bikeways, ADA ramps, bike parking facilities, traffic signals, sidewalks, median islands, chokers, bulb-outs, traffic circles, speed humps, radar speed, display signs, traffic signs, or other similar elements, 2) A re-paving and/or curb markings project on existing streets, or 3) other similar maintenance, repair, rehabilitation, and/or replacement activities in the public ROW without changes to the capacity of the existing streets. Any changes to the capacity of an existing signalized intersection or street closures will required further environmental review and are not subject to this exemption. This exemption is limited to a five-year time frame and will expire January 10, 2030.

CERTIFICATION

Under the provisions of Section 15301(c) of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA) as stated below, this project is found to be exempt from the environmental review requirements of Title 21 of the San José Municipal Code, implementing the California Environmental Quality Act of 1970, as amended.

15301. EXISTING FACILITIES

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use.

(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

ENVIRONMENTAL ANALYSIS

Project Description

This project includes maintenance and/or improvement work to existing streets, sidewalks, gutters, bicycle lanes, and similar public right of ways to enhance their operation. Project improvements covered under this exemption could include but are not limited to the installation of: bikeways, ADA ramps, bike parking facilities, new traffic signals, sidewalks, median islands, chokers, bulb-outs, traffic circles, speed humps, radar speed, display signs, traffic signs, or other similar features in the public ROW. Other activities covered under this project could include the repavement or existing streets and/or curb markings of existing streets without changes to capacity of the ROW. Any proposed work that would create additional automobile lanes shall be subject to separate environmental review.

Analysis

Consistent with CEQA Statute and Guidelines Section 15301 (c), the project would consist of repair, maintenance, and minor alterations to existing public rights-of-way with little to no expansion of use. The project would occur within existing, developed public ROW in the City of San José, in locations that are already disturbed by existing development of roadways, sidewalks, bicycle paths, or trails. Therefore, no rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the project areas. In addition, maintenance or improvement activities within the public ROW will not extend to structures or buildings that could be of historic value. The maintenance projects would comply with all applicable City's construction regulations and standards. Therefore, the project qualifies for CEQA Guidelines Section 15301(c).

Exceptions:

CEQA Guidelines Section 15300.2 provides exceptions to the use of Categorical Exemptions where the use of a Categorical Exemption is prohibited under certain circumstances. The City has considered the projects applicability to all of the exceptions under Section 15300.2. An analysis of each of these exceptions in reference to this specific project is provided below.

- (a) Location. Section 15300.2(a) does not apply to the Class Category 1 of exemptions.
- (b) Cumulative Impact. The proposed project is for maintenance and improvement type of activities on existing, already disturbed, ROW with no further development and no changes to the capacity of the existing ROW. Projects under this exemption would improve the operations of the existing streets, roadways, bicycle and pedestrian facilities. Based on the above analysis, there is no evidence of a potential significant cumulative impact on the environment from the proposed project. It has been determined that the project will not cumulatively impact traffic, noise, air quality, or water quality.
- (c) Significant Effect. The proposed project site does not have any unusual circumstances that would negatively impact the environment and would not result in any significant effects on the environment.
- (d) Scenic Highways. The project does not anticipate to result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. If work is to be damage the scenic resources such as trees or historic buildings, rock outcropping or similar sources within a highway official designated as a state scenic highway, this exemption cannot be used.
- (e) Hazardous Waste Sites. No work will occur in areas included on any list complied pursuant to Section 65962.5 of the Government Code. Work will be done within existing disturbed ROW.
- (f) Historical Resources. Physical work and changes will be done within existing ROW, where no buildings are present. Structures within the ROW (i.e. street lights, traffic signs, and similar features) are not identified as historic resources in the City of San José and most do not exceed 45 years of age; therefore, maintenance

will not result in damages to any historic resources.

Nhu Nguyen
Environmental Planning Manager

Christopher Burton, Director
Planning, Building and Code Enforcement

Date 2/5/25



Deputy