

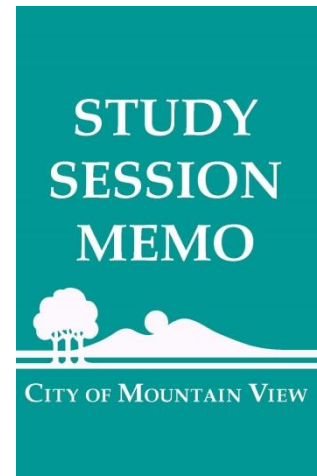
DATE: March 19, 2019

TO: Honorable Mayor and City Council

FROM: James Lightbody, Project Manager
Dawn S. Cameron, Assistant Public Works
Director
Michael A. Fuller, Public Works Director

VIA: Daniel H. Rich, City Manager

TITLE: **Mountain View Transit Center
Grade Separation and Access Project**



PURPOSE

The purpose of this Study Session is to update the City Council on the Grade Separation and Access project, one element of the Transit Center Master Plan, and to solicit input and direction on the preliminary design concepts and other key project issues.

BACKGROUND

On [November 10, 2015](#), the City Council authorized the development of a Transit Center Master Plan (Master Plan). This project was conducted in two phases. The first phase focused on the identification of a preferred grade-separation alternative for the Castro Street rail crossing. On [June 22, 2016](#), the Council approved a plan to close the Castro Street crossing of the tracks, reroute the vehicle traffic to a new access ramp from Evelyn Avenue to Shoreline Boulevard, and construct pedestrian and bicycle undercrossings of the tracks and Central Expressway.

The second phase was the development of the Master Plan for improved Transit Center services and facilities, which was conducted from mid-2016 to early 2017. Following analysis of alternative concepts and several community and stakeholder meetings, the Council approved the Master Plan on [May 23, 2017](#).

A substantial public outreach component was included in the development of the Master Plan. These activities and supporting efforts are summarized in Attachment 1.

On [February 13, 2018](#), Council supported the concept of dividing the implementation of the Master Plan into two elements. The first element (Grade Separation and Access Project or GSAP), which is the focus of this item, is the Castro Street grade separation, including a ramp to Shoreline Boulevard at Evelyn Avenue and pedestrian/bicycle undercrossings of the tracks and Central Expressway. The second element is the

changed during development of the second element is the locations of the tunnels under the tracks and Central Expressway.

Also, on February 13, 2018, Council awarded a contract to Kimley-Horn and Associates, Inc., for preliminary engineering and environmental clearance for the first element (GSAP). The Kimley-Horn team includes several firms providing specialty engineering assistance (including Biggs Cardosa Associates and Mark Thomas) as well as urban design work by Bottomley Associates.

The GSAP has been under way for about one year. During that time, staff and the consultant team have further developed the key project design elements and coordinated with key stakeholders and agency partners, including Caltrain, the VTA, and County of Santa Clara. This Study Session will discuss these design elements and seek input to proceed with completing the preliminary engineering and environmental clearance work.

The second element of the Master Plan, including the Transit Center renovation and reconfiguration and other development at the Transit Center site (primarily owned by Caltrain), will proceed when the City and Caltrain are ready to undertake a land use planning effort. The GSAP project, as designed, preserves flexibility to explore various design options for future improvements to the Transit Center, including the bus/shuttle transfer area, Centennial Plaza, Caltrain parking, and new development on Caltrain's property.

Community and Agency Outreach

- **Project Website**—The website created for the Master Plan (www.mountainviewtransitcenter.com) provides information and updates regarding the project. More than 270 individuals have signed up as stakeholders on the website or on *MyMV* to receive news and event notifications. The City, through various social media outlets, has also disseminated additional information regarding the project and notifications regarding City Council discussions.
- **Project Community Meetings**—Two Community Meetings were held to solicit project input, including a Project Update held on December 6, 2018 and an Open House held on February 20, 2019. There were about 25 community members in attendance at the first meeting and 65 at the Open House. Both meetings provided a project update and opportunity for community input for the project design elements and alternatives. In addition to the normal e-mail, website, and social media notifications, for the February 20 Open House, approximately 2,500 postcard notifications were sent to residents and property owners within a

minimum of 750' from the project limits (expanded to include whole blocks). Summaries of the Community Meetings are provided in Attachment 2.

- **Bicycle/Pedestrian Advisory Committee (B/PAC)**—Project staff solicited input from the B/PAC on the design elements and alternatives at their meeting on November 28, 2018.
- **Business Outreach**—Project team members met with representatives from both the Central Business Association (CBA) and Chamber of Commerce to review the project elements. These organizations have distributed project Fact Sheets and meeting information to their members.

The Downtown Committee received briefings on the project on September 11, 2018 and March 5, 2019.

- **Partner Agency Discussions**—Several meetings have been held with partner agencies, including: Caltrain, the VTA, the Mountain View Transportation Management Agency (TMA), and the Santa Clara County Roads and Airports Department (which is responsible for Central Expressway).

DISCUSSION

The current phase of the GSAP consists of Preliminary Engineering (35 percent Design), including design concepts and environmental clearance for the project. The work to date has refined key design elements and secured agreement with stakeholders and partner agencies on most of these elements. The project is summarized in the Fact Sheet (Attachment 3), which has been widely distributed.

The project is designed to improve safety, capacity, and multi-modal access in the area of the Transit Center. In particular, the project will replace the current at-grade rail crossing with alternative methods of access and will create a more walkable and bike-friendly environment. The undercrossings are also part of a number of improvements along the Shoreline Boulevard corridor intended to provide pedestrian and bicycle infrastructure from the Transit Center to the North Bayshore Area.

The need to eliminate the current at-grade crossing is related to existing and future Caltrain volumes. Currently, Caltrain operates five trains per hour in each direction in the peak period, resulting in train delays every six minutes on average (each delay lasts about 100 seconds). Caltrain estimates that this causes rail gates to be down about 13 minutes per hour during the peak periods. Additionally, each gate movement is accompanied by signal preemption that causes significant delays for bicycles and

pedestrians waiting to cross Central Expressway and the tracks as well as traffic backups that can take time to clear after each train crossing.

Future train volumes are being estimated in the Caltrain Business Plan, and adoption of a service plan decision is expected this summer. Current options range from a minimum of 10 trains per direction per hour up to 16 trains per direction per hour during peak periods. This would result in a train passing every one to three minutes on average. Off-peak train crossings and resulting delays would also increase.

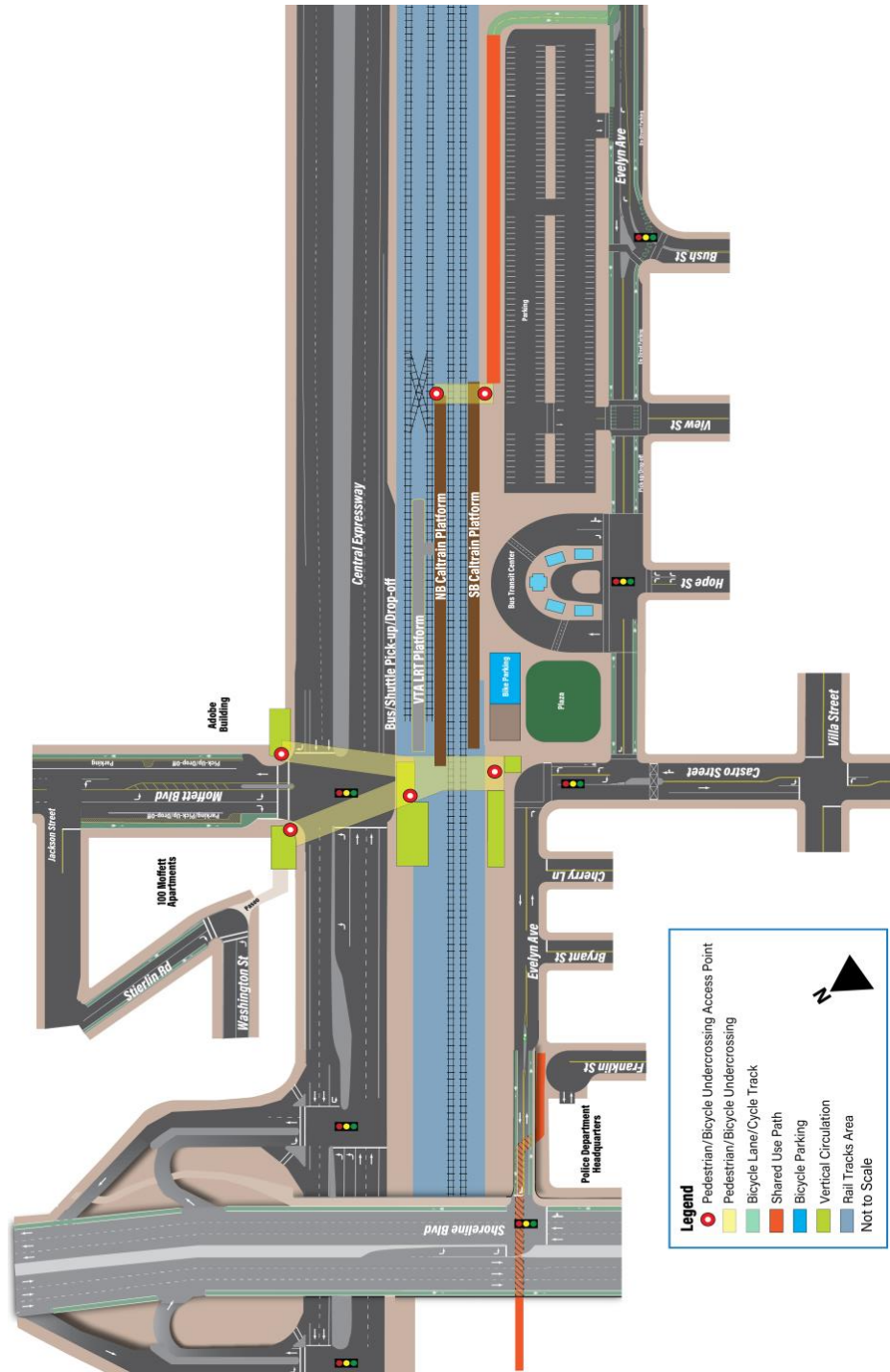
Another factor with expanded Caltrain service will be increased ridership at the Mountain View station, resulting in an increase in pedestrian and bicycle use (estimated to double) needing to cross the tracks. Additional information about the Caltrain impacts is provided in Attachment 4.

Project Scope

The project includes several improvements which are further discussed below and shown in Figure 2:

- Construction of a new vehicle ramp from West Evelyn Avenue to Shoreline Boulevard to provide an alternate route for vehicles;
- Construction of undercrossings and vertical circulation for pedestrians and bicyclists to facilitate passage from the north side of Central Expressway and the Moffett Boulevard community to both the Transit Center and downtown;
- An enhanced bicycle connection along West Evelyn Avenue between the Transit Center and the Stevens Creek Trail and other pedestrian and bicycle connections;
- Designation of areas for bus/shuttle pickup and drop-off on south side of Central Expressway next to the Transit Center and on both sides of Moffett Boulevard near Central Expressway;
- Determining the footprint for the extension of the Caltrain boarding platforms, which includes shifting them closer to Castro Street and replacing the at-grade pedestrian crossings of the tracks between platforms with undercrossings; and
- Addition of secure bicycle parking at the Transit Center.

Figure 2: Grade Separation and Access Project Improvements



Key Design Issues

West Evelyn Avenue Ramp to Shoreline Boulevard – The project includes a new two-lane vehicle ramp from West Evelyn Avenue to Shoreline Boulevard, providing an alternative connection for Evelyn Avenue and Castro Street traffic that currently cross the tracks using Castro Street (see Figure 3). To intersect the Shoreline Boulevard bridge, the ramp begins at Franklin Street. Maintaining the intersection of Franklin Street and Evelyn Avenue presents a number of significant visibility and design challenges, so the recommended concept terminates Franklin Street with a cul-de-sac. The ramp will include a sidewalk on the south side and 5' shoulders for bicycle use. To maintain east-west pedestrian access under Shoreline Boulevard, a multi-use path is included on the south side of the ramp. The ramp design is illustrated in Figures 4 and 5.

Figure 3: Evelyn Avenue Ramp to Shoreline Boulevard

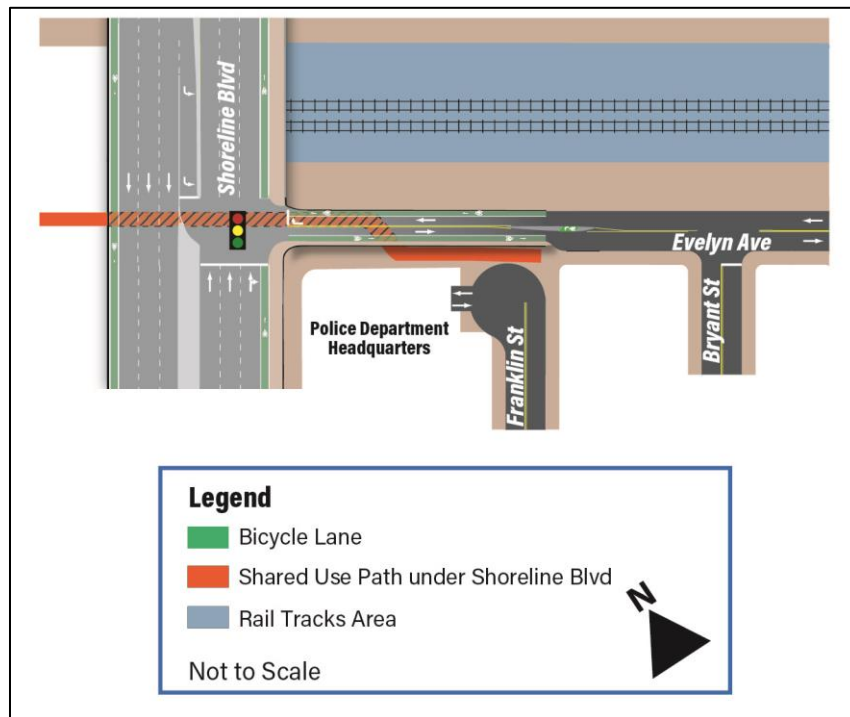


Figure 4: Evelyn Avenue Ramp to Shoreline Boulevard – Aerial View

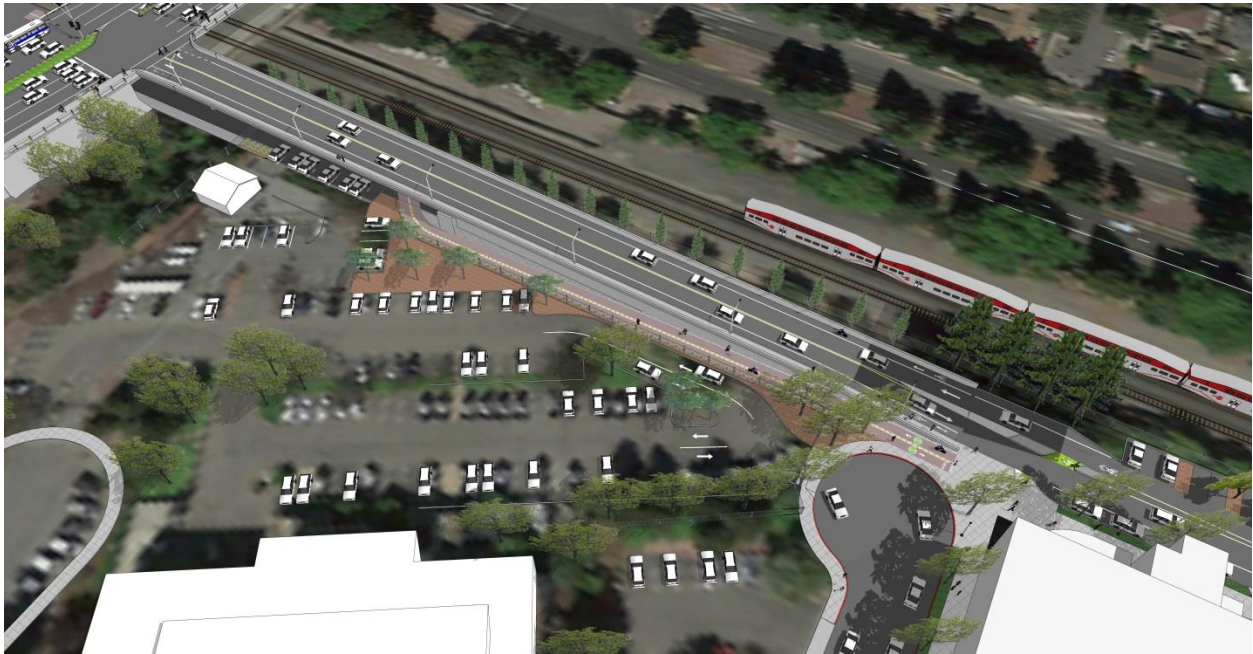


Figure 5: Evelyn Avenue Ramp to Shoreline Boulevard – Ground-Level View



The proposed ramp is adjacent to the Police/Fire Administration Building. The concept design has been reviewed with Police Department and Fire Department staff, and several design changes have been made in response to their review. The plan will

require modifications to the parking lot and access, but will not otherwise encroach on Police property.

The proposed ramp will result in a loss of approximately 77 marked and unmarked parking spaces on Evelyn Avenue from just east of Franklin Street to Shoreline Boulevard. Weekday occupancy of these spaces ranges from 30 percent in the morning to nearly 100 percent at noon. Weekend usage is minimal. These spaces do not have time limits and are generally used by downtown workers and customers. The Police/Fire Administration Building parking lot will gain five spaces.

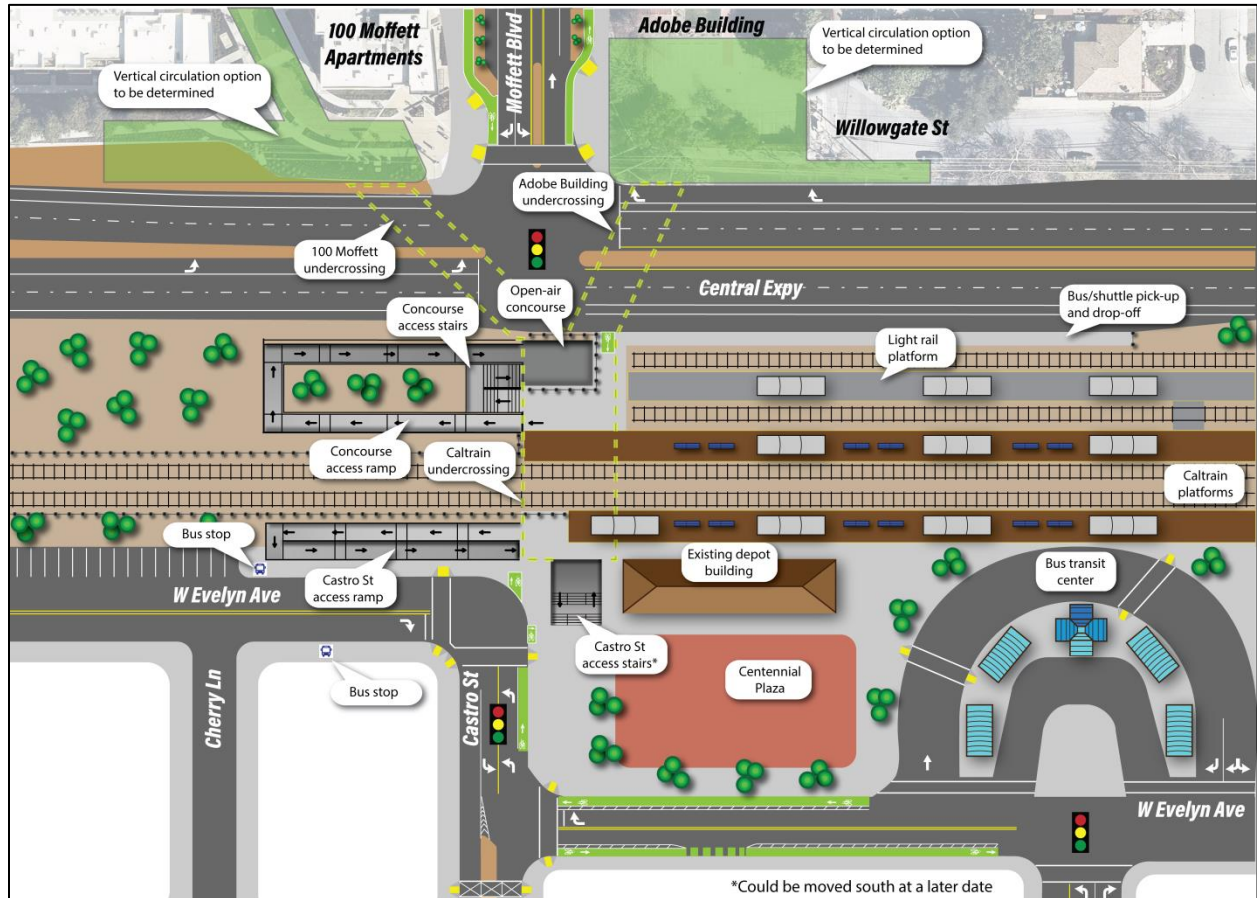
Reconfiguration of Castro Street/Evelyn Avenue Intersections—The intersection of Castro Street and Evelyn Avenue will be realigned to allow direct traffic movements from both Castro Street and Evelyn Avenue to West Evelyn Avenue as well as allowing for a narrowing of the street and widening of the sidewalk on the east side of Castro Street (see undercrossing discussion below). A planned shift of a VTA bus stop to West Evelyn Avenue and the addition of the pedestrian ramp will result in the loss of up to eight parking spaces on Evelyn Avenue west of Castro Street. Figure 6 illustrates the reconfiguration.

Figure 6: Castro Street/Evelyn Avenue Intersections Reconfiguration



Undercrossings—There are two primary components of the undercrossing project element: (1) an undercrossing of the railroad tracks with entrances at Castro Street and to a below-grade concourse north of the tracks; and (2) two undercrossings below Central Expressway connecting to both sides of Moffett Boulevard. These elements are shown conceptually in Figure 7.

Figure 7: Undercrossing Plan



The design is based on the Best Practices for creating attractive and inviting pedestrian and bicycle underpasses. Design features include:

- Line of sight through the undercrossings;
- Natural light with light wells and open-air areas;
- Lighting;

- Bicycle stairway channels to provide bicyclists the option to use the stairs in addition to the ramps;
- Wide underpasses to avoid a narrow tunnel feel;
- Public art (Visual Arts Committee will be involved in the art selection process during final design); and
- Potential for retail/coffee kiosk.

Castro Street Access/Caltrain Undercrossing—This segment of the undercrossing connects Castro Street and the Transit Center to a concourse located on the north side of the tracks (see Figure 8). Key elements of this plan include:

- A primary entrance adjacent to the realigned Castro Street at Evelyn Avenue. The entrance would include a grand stairway, 30' wide, with bike channels, aligned with Castro Street, and an Americans with Disabilities Act (ADA)-compliant switchback ramp parallel to Evelyn Avenue. Approximately eight on-street parking spaces would be lost to construct the ramp.
- A 40' wide undercrossing below the railroad tracks. For comparison, the Stevens Creek Trail undercrossing of El Camino Real is 14' wide.
- A partially open-air concourse on the north side of the tracks. Stairs and an ADA-compliant ramp would connect to the northbound Caltrain platform, the VTA light rail station, and a shuttle bus loading area along Central Expressway.
- Since this segment of the undercrossing functions as part of the transit stations, it would be designated as a bike dismount area, with a shared space for bicyclists and pedestrians.
- The concourse would have space for one or more retail kiosks.

**Figure 8a: Castro Street Entrance and Caltrain Undercrossing Concourse
View from Evelyn Avenue toward Central Expressway**



**Figure 8b: Castro Street Entrance and Caltrain Undercrossing Concourse
View from Central Expressway toward Downtown**



Central Expressway Undercrossings—Extending from the concourse would be two separate undercrossings connecting to the east and west corners of Moffett Boulevard

and Central Expressway (Figure 9). This west tunnel, leading to Stierlin Road/100 Moffett Boulevard, would be approximately 140' long, and the east tunnel, leading to the Adobe Building, would be approximately 110' long. Both are designed to have arched ceilings 10' to 12' in height and are 25' wide, divided between a 15' wide bicycle surface and a 10' wide pedestrian surface.

Figure 9: Central Expressway Undercrossings



At this point in the design, there are several potential options for the west (100 Moffett Boulevard) and east (Adobe Building) entrances. These are discussed below and in more detail in Attachment 5.

100 Moffett Boulevard Entrance

A pedestrian/bicycle undercrossing of Central Expressway leading to Stierlin Road was identified in the Shoreline Boulevard Corridor Study to lead Transit Center users to other planned pedestrian/bicycle improvements along the Shoreline Boulevard corridor. On June 18, 2013, Council authorized Prometheus Real Estate Group to proceed with design of an apartment development at 100 Moffett Boulevard that included closing the intersection of Stierlin Road and Central Expressway. The City retained the Stierlin Road right-of-way in anticipation of the pedestrian/bicycle undercrossings, and Prometheus' buildings were constructed on both sides of the right-of-way. Three design options are being considered for ramps and stairs on this right-of-way to access the undercrossing. These options include:

Option 1: East-West Ramp (Figure 10)—Option 1 has the smallest footprint but provides the least direct path for ramp users. A traditional ADA-compliant switchback ramp would be oriented parallel to Central Expressway. Stairs and ramp access are aligned with the existing Stierlin Road pedestrian and bike paths. No modifications would be made to the Stierlin Road pathways between the 100 Moffett Boulevard buildings.

**Figure 10: 100 Moffett Boulevard Entrance—Option 1
Two Views**



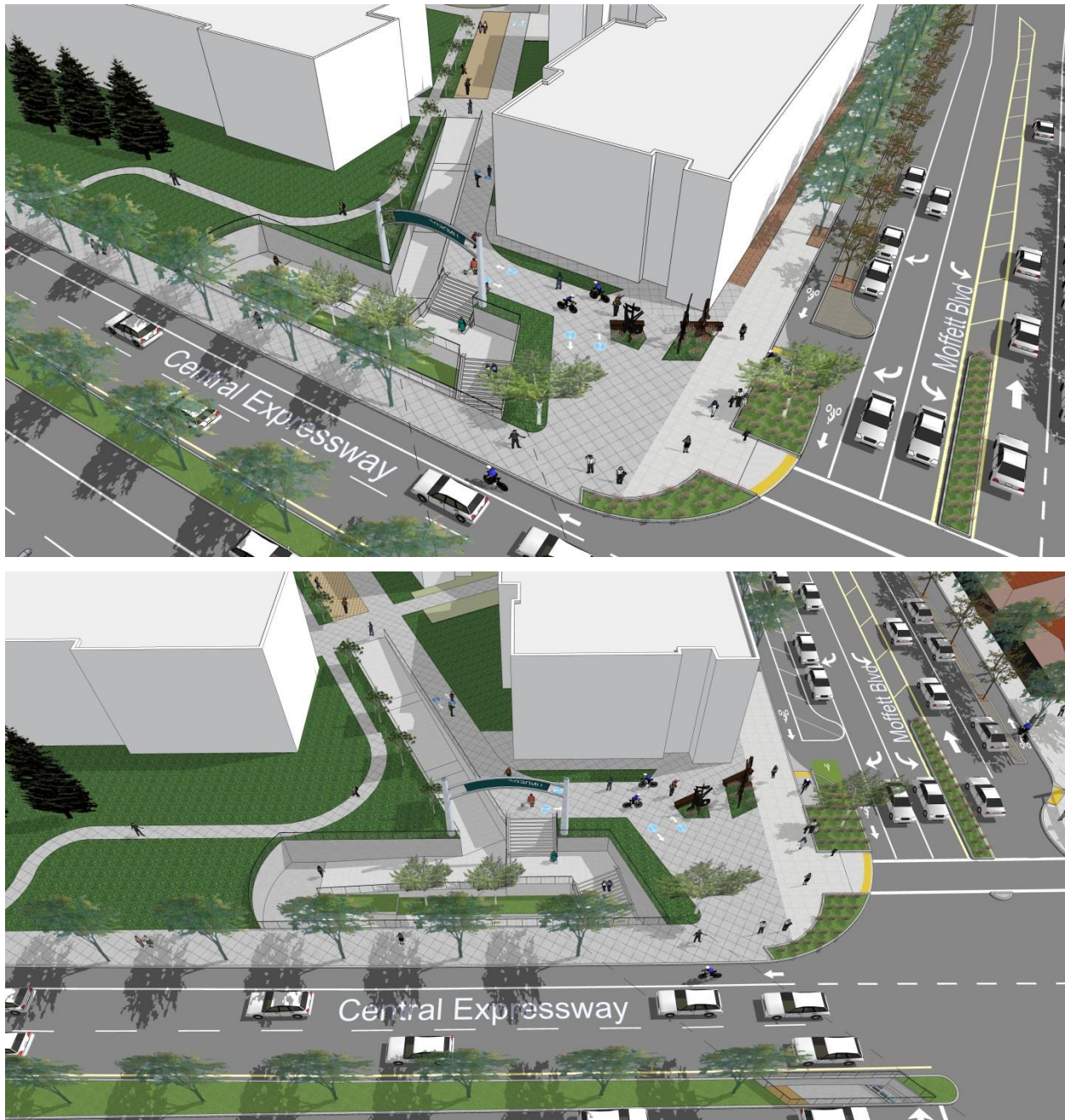
Option 2: Stierlin Ramp (Figure 11)—Option 2 provides a more direct route for ramp users, with the ramp oriented along Stierlin Road, replacing the existing at-grade bikeway between the apartment buildings. The ramp is straight with no switchbacks, providing direct access between the Central Expressway undercrossing and Stierlin Road bike lanes. A bridge would provide at-grade pedestrian access over the ramp. A bridge would provide at-grade pedestrian access over the ramp.

**Figure 11: 100 Moffett Boulevard Entrance – Option 2
Two Views**



Option 3: Hybrid Ramp (Figure 12)—Option 3 is a hybrid of Options 1 and 2, with a shorter ramp segment along Stierlin Road linking to a shorter switchback ramp along Central Expressway. Ramp access is less direct than Option 2, but the ramp does not extend as far between the apartment buildings.

**Figure 12: 100 Moffett Boulevard Entrance—Option 3
Two Views**



A priority for the 100 Moffett Boulevard entrance is to provide a convenient and direct bicycle connection to the Stierlin Road bike lanes, which in turn lead to protected bike lanes on Shoreline Boulevard. Through stakeholder (including the B/PAC meeting) and community discussions, there has been a general preference for Option 2, which includes a direct ramp extending to Stierlin Road and is more convenient for bicyclists. Option 2 is also the least expensive of the three options and would likely be approximately \$300,000 to \$600,000 less expensive to construct compared to Options 1 and 3, respectively. However, this cost differential is relatively minor when compared to the cost of the entire undercrossing structure, which will be \$30 million to \$40 million.

Adobe Building Entrance

This entrance is located adjacent to the Adobe Building, an historic structure. As a result, the alternatives were developed to avoid the historic elements of the site. They also provide options for the Adobe Building parking area, which is not historic. The parking lot (with 17 spaces) supports events at the building, although parking for events also occurs on adjacent streets. Three design options have been developed. The options range from no loss of parking with minimum ramps and stairs to the elimination of all parking to allow wider ramps, landscaping, and a new plaza. These options are described below:

Option 1: East-West Ramp (Figure 13)—The ADA-compliant ramp would be oriented east-west along Central Expressway. Stairs are located at the corner of Central Expressway and Moffett Boulevard. A sidewalk adjacent to the Adobe Building parking lot wall preserves access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street. This option is physically constrained, with stairs and ramp extending down to the undercrossing level from different locations, a narrower-than-typical ramp, and indirect paths of travel. There would no impact to the Adobe Building parking lot with this option.

**Figure 13: Adobe Building Entrance – Option 1
Two Views**



Option 2: Expanded East-West Ramp (Figure 14) – The ADA-compliant ramp would be oriented east-west similar to Option 1, but the ramp would be wider and there would be room for landscaping. Stairs are located at the corner of Central Expressway and Moffett Boulevard and have one intermediate landing shared with the ramp. A sidewalk adjacent to a relocated Adobe Building parking lot wall provides through-

access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street. Nine parking spaces are removed from the Adobe Building site to allow space for access ramps.

**Figure 14: Adobe Building Entrance – Option 2
Two Views**



Option 3: Adobe Plaza (Figure 15)—The ADA-compliant ramp would be oriented east-west parallel to Central Expressway, with access at the corner of Central Expressway and Moffett Boulevard. The ramp is U-shaped around a central terrace, with secondary stair access from the Adobe Building site and Santa Rosa Avenue/Willowgate Street. The primary stair is located at the corner of Central Expressway and Moffett Boulevard. The perimeter wall and all 17 off-street parking spaces at the Adobe Building site are removed and replaced by an expanded plaza connecting to the Adobe Building.

**Figure 15: Adobe Building Entrance—Option 3
Two Views**



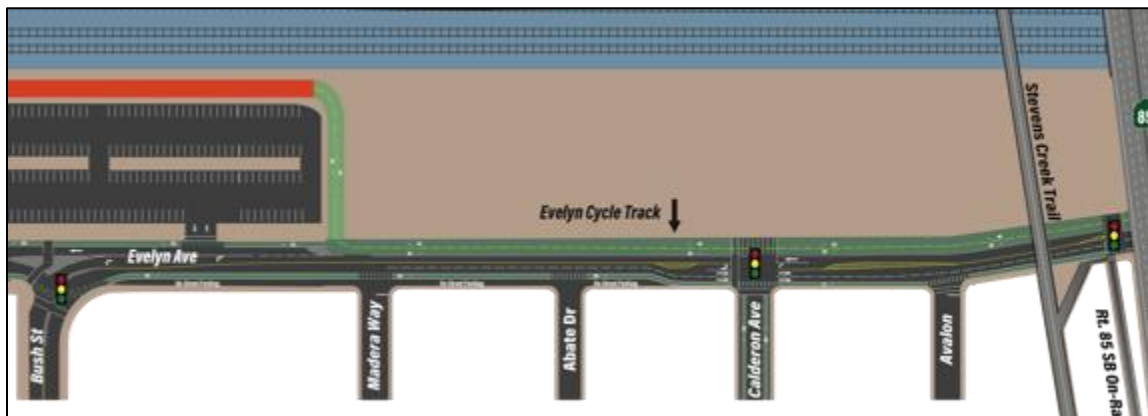
Stakeholder and community discussions have not achieved agreement on a preferred option. While there is support for better ramps and other improvements, there has also been community concern about parking impacts in the adjacent Willowgate neighborhood. Several participants noted that, at a minimum, some ADA and delivery parking spaces should be reserved for the Adobe Building.

The Adobe Building is used for both meetings and a variety of events. Approximately 200 rentals occur annually with 55 percent to 60 percent occurring on weekends for events such as weddings and birthdays. Weekday and weeknight use is primarily meetings, many of which are City-sponsored meetings. Average midweek meetings attendance is 30 people to 40 people, while 80 people to 100 people typically attend the weekend events. The rentals generate between \$90,000 and \$100,000 annually in revenue.

Option 1 would be approximately \$300,000 to \$400,000 less expensive to construct than either Options 2 or 3. However, this cost differential is relatively minor when compared to the cost of the entire undercrossing structure, which will be \$30 million to \$40 million.

The design options for this undercrossing entrance require Council direction on the tradeoffs between a minimalistic approach to the undercrossing's pedestrian/bicycle access to preserve the Adobe Building parking versus the urban design benefits of using some or all of the parking area for a more attractive and inviting bicycle and pedestrian area. Should the Council prefer Options 2 or 3, there is the possibility of supplementing the on-street parking with use of the Caltrain parking lot during the evening and weekend events. The Caltrain parking lot will be more accessible with the planned undercrossings. An alternative is to shift most of the larger Adobe Building events to other locations.

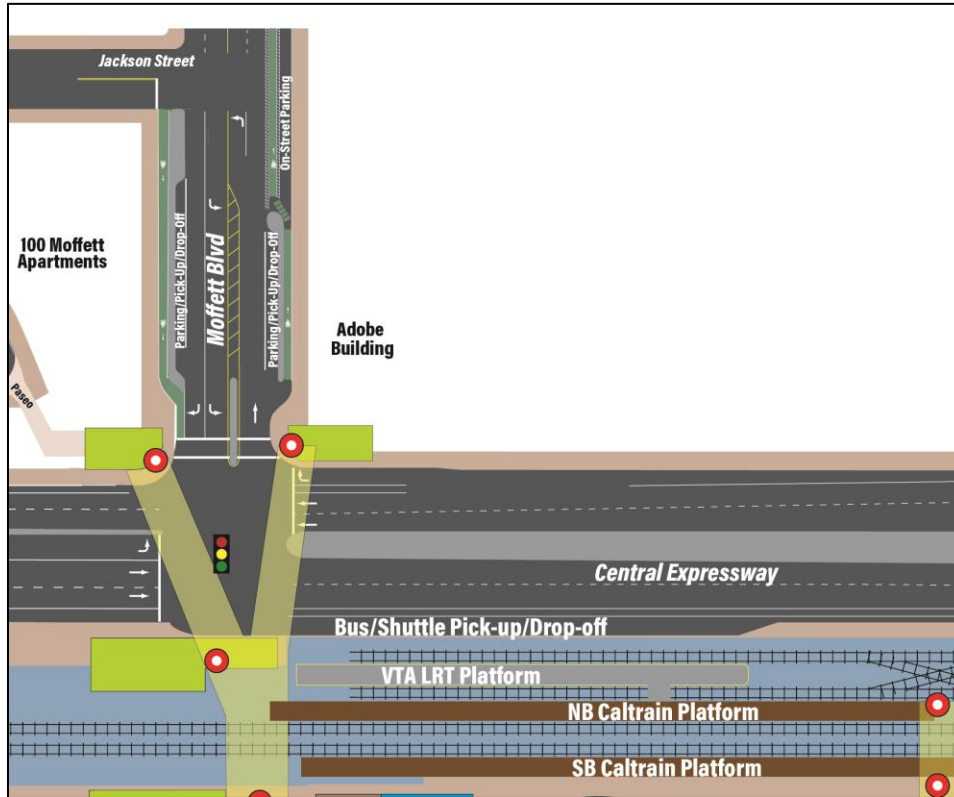
Bicycle and Pedestrian Improvements—A key element of the project is to improve bicycle connections and create a more walkable environment around the Transit Center and the first block of Castro Street. The undercrossing and other elements will help implement or connect to several key improvements identified in the 2015 Bicycle Plan. Specific bike improvements included are a two-way cycle track from the Stevens Creek Trail to the Transit Center on the north side of Evelyn Avenue (Figure 16), protected bike lanes on Moffett Boulevard north of Central Expressway, and extension of bike lanes on Evelyn Avenue from Hope Street to Castro Street.

Figure 16: Evelyn Avenue Cycle Track

Drop-off and Loading Areas – As identified in the Master Plan, there is a need today and in the future for greater space to accommodate bus and shuttle boardings and passenger pickups. To partially address this need in the near term, the current project includes the following as shown in Figure 17:

- New boarding areas along Central Expressway for shuttles only.
- Modifications to Moffett Boulevard north of Central Expressway to add some new pick-up and drop-off areas on both sides of Moffett Boulevard. This area on Moffett Boulevard can revert to general parking in off-peak hours. The result of these modifications on parking on Moffett Boulevard between Central Expressway and Central Avenue would be a gain of eight spaces in off-peak hours and a loss of four spaces in peak periods to accommodate the loading areas.

Figure 17: Central Expressway Bus/Shuttle Area and Moffett Boulevard Pick-Up/Drop-off Area



Caltrain Platforms—The project also considers the need to extend and widen the Caltrain platforms and to shift them closer to Castro Street where they can utilize the new undercrossing. An additional undercrossing is also planned on the east end of the Caltrain platform. These modifications are needed to support the longer trains and increased ridership with the current electrification project. The footprint of the platforms improvements is part of the defined project, but specific design is pending Caltrain direction on the platform configuration and the direction being established in the Caltrain Business Plan. Detailed design and implementation of the platforms modifications will be completed by Caltrain separate from the Grade Separation and Access Project construction.

Environmental Analysis

The project work includes a detailed environmental analysis leading to a document providing environmental clearance. To date, technical studies regarding traffic, noise, cultural impacts, and other issues have been completed and an Initial Study is nearly complete. According to the preliminary analysis, the significant impacts identified at

this time are related to construction (e.g., noise and vibration), which can be mitigated to less-than-significant. In particular, the traffic analysis explored the potential diversion of traffic resulting from the closure of Castro Street and determined there would not be any significant impacts in accordance with City traffic standards. Peak-hour traffic volumes in the peak direction would increase by 300 to 500 on Shoreline Boulevard, 190 to 300 on West Evelyn Avenue between Castro Street and Shoreline Boulevard, and 70 to 100 on Villa Street between Castro Street and Shoreline Boulevard.

Summary of Parking Impacts

Several project elements will impact parking in the downtown and adjacent areas, including:

- Construction of the Evelyn Avenue ramp will eliminate parking spaces located just east of Franklin Street to Shoreline Boulevard. Currently, there are 48 marked spaces and an unmarked area that could accommodate about 29 spaces that would be lost, for a total of 77 spaces. Weekday occupancy of these spaces ranges from 30 percent in the morning to nearly 100 percent at 12:00 noon. Weekend usage is minimal. These spaces do not have time limits and are generally used by downtown workers and customers.
- Construction of the ADA-compliant ramp west of Castro Street on the north side of Evelyn Avenue will eliminate eight spaces in order to accommodate a sidewalk and a VTA bus stop.
- Modifications to Moffett Boulevard north of Central Expressway will add some new pick-up and drop-off areas on both sides of Moffett Boulevard. These areas can revert to general parking in off-peak hours. The result of these modifications on parking between Central Expressway and Central Avenue would be a gain of eight spaces in off-peak hours and a loss of four spaces in peak periods to accommodate the loading areas.
- Parking on-site at the Adobe Building could be left as is, or be reduced by nine or all 17 spaces, depending on the selected design option for the Adobe Building corner's undercrossing entrance.
- The proposed extension of bike lanes on Evelyn Avenue from Hope Street to Castro Street will require the elimination of three parking spaces on the south side of Evelyn Avenue.

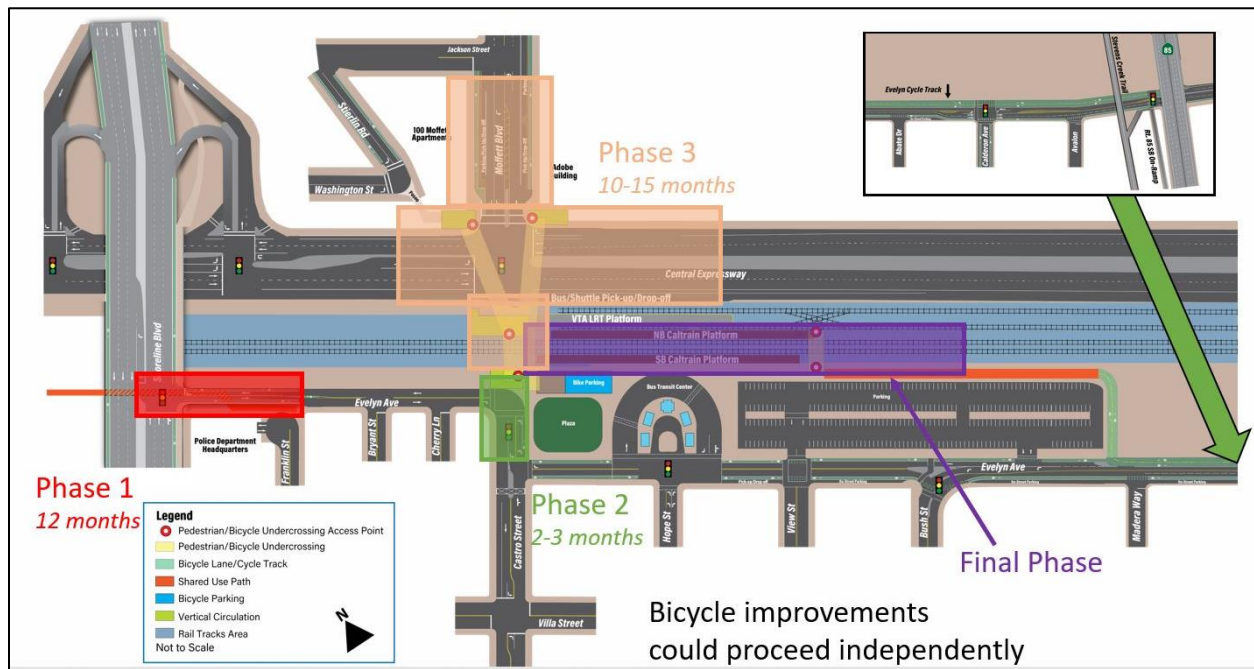
Construction Staging

Detailed construction staging design work will be part of the project's final design. However, a preliminary projection has identified the key phases and locations of work and estimated duration. The phases are shown in Figure 18 and include:

- Phase 1—Evelyn Avenue Ramp construction—the ramp construction will take about 12 months with construction limited to Evelyn Avenue between Franklin Street and Shoreline Boulevard.
- Phase 2—Evelyn Avenue and Castro Street intersection—once the ramp is open, a short phase (2 to 3 months) will reconfigure the intersection so that the at-grade crossing can be closed and the area for the undercrossing construction can be cordoned off.
- Phase 3—Undercrossing construction—this phase (estimated at 10 to 15 months) will construct the undercrossings in several subphases in order to minimize the impact to Caltrain service and traffic flow on Central Expressway.
- Final Phase—Caltrain Platforms—due to the need to clarify final plans regarding the platform design, a schedule for the shift and expansion has not been set. Caltrain will lead this element, likely as a separate project, and determine the timing, which could be in conjunction with the rest of the project or at a later date.

The two-way cycle track from the Stevens Creek Trail to the Transit Center can be designed and constructed separately from the undercrossings and proceed on its own timeline when funding is available. In addition, the bicycle parking improvements at the Caltrain station would be implemented in partnership with Caltrain independent of the grade separation project.

Figure 18: Construction Staging



RECOMMENDATION

Staff seeks input and direction from the City Council regarding the Grade Separation and Access Project, specifically:

1. Does the Council support the proposed design concept for the ramp from West Evelyn Avenue to Shoreline Boulevard?
2. Does the Council concur with Option 2—Stierlin Road Ramp for the 100 Moffett Boulevard entrance for the undercrossing?
3. Which design option does the Council support for the Adobe Building undercrossing entrance?
4. Does the Council have any additional input for the design of the project elements?

NEXT STEPS

Based on Council comments and direction, City staff and the consultant team will finalize project design concepts, prepare 35 percent design plans, and complete project environmental clearance. During this process, discussions with partner agencies (e.g., the VTA, Caltrain, Santa Clara County) will continue and additional stakeholder and

Community Meetings will be held. It is expected that this phase of the project will be completed by the end of 2019 and Final Design will begin in 2020. The VTA's preliminary Measure B budget recommendation for Fiscal Years 2019-20 and 2020-21 includes funding for Final Design.

PUBLIC NOTICING

In addition to the City's standard agenda posting requirements, notices were distributed to the persons who have signed up on the project website for updates and information, previous business and/or community meeting participants, representatives of VTA, Caltrain, and Mountain View TMA, and other interested parties. Additionally, for this Council meeting, approximately 2,500 postcard notifications were sent to residents and property owners within a minimum of 750' from the project limits (expanded to include whole blocks).

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- Attachments:
1. Summary of Transit Center Master Plan Outreach
 2. GSAP Community Meeting Summaries
 3. GSAP Project Fact Sheet
 4. Estimated Caltrain Service Impacts
 5. Undercrossing Summary

cc: CSD, ACSD, PC, PC – Nowaski, APWD – Solomon