CITY OF MOUNTAIN VIEW
CITY COUNCIL AGENDA AND NOTICE

TUESDAY, JUNE 23, 2026 - 5:00 PM
COUNCIL CHAMBERS AND VIDEO CONFERENCE, 500 CASTRO ST., MOUNTAIN VIEW, CA 94041

Mayor Emily Ann Ramos
Vice Mayor Chris Clark
Councilmember Alison Hicks
Councilmember Ellen Kamei
Councilmember John McAlister
Councilmember Lucas Ramirez
Councilmember Pat Showalter

Kimbra McCarthy, City Manager
Jennifer Logue, City Attorney
Heather Glaser, City Clerk

Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041	**5:00 PM**	**Tuesday, June 23, 2026**

JOINT MEETING OF CITY COUNCIL (REGULAR), SHORELINE REGIONAL PARK COMMUNITY (SPECIAL), AND CITY OF MOUNTAIN VIEW CAPITAL IMPROVEMENTS FINANCING AUTHORITY (REGULAR)

This meeting is being conducted with a virtual component. Anyone wishing to address the Council virtually may join the meeting online at: https://mountainview.zoom.us/j/84351267142 or by dialing (669) 900-9128 and entering Webinar ID: 843 5126 7142. When the Mayor announces the item on which you wish to speak, click the "raise hand" feature in Zoom or dial *9 on your phone. When the Mayor calls your name to provide public comment, if you are participating via phone, please press *6 to unmute yourself. Spanish or Chinese interpretation is available at no cost via Zoom upon request. Please contact the City Clerk's office by 5:00 p.m. at least two business days prior to the day of the scheduled Council meeting by phone at (650) 903-6304 or by email at city.clerk@mountainview.gov

Esta reunión se está llevando a cabo con un componente virtual. Cualquier persona que desee dirigirse al Concejo virtualmente, puede unirse a la reunión en: https://mountainview.zoom.us/j/84351267142 o marcando al (669) 900-9128 e ingresando el ID del Seminario Web. Cuando la alcaldesa anuncie el punto en el que usted desee hablar, haga clic en "levantar la mano" en Zoom o marque *9 en su teléfono. Si participa por medio de una llamada telefónica, presione *6 para proporcionar su comentario público cuando la alcaldesa mencione su nombre. Interpretación en español y chino disponible sin costo por medio de Zoom si se solicita. Comuníquese con la Oficina de la Secretaría Municipal antes de las 5:00 p. m. con al menos dos días hábiles antes del día en que la reunión del Concejo está programada. Comuníquese por teléfono al (650) 903-6304 o por correo electrónico a city.clerk@mountainview.gov

本次会议的举行将包括虚拟方式。任何希望以虚拟方式向市议会发表意见的人都可以通过以下方式在线参加会议：https://mountainview.zoom.us/j/84351267142 或拨打（669）900-9128 并输入网络会议ID：843 5126 7142。当市长宣布您希望发言的项目时，请点击Zoom中的“举手”（“raise hand”）功能，或在电话上拨打*9。当市长叫到您的名字时，如果您是通过电话参与，请按*6取消静音。西班牙语或中文口译服务可根据要求通过Zoom免费提供。 请至少在预定的市议会会议召开的两个工作日前的下午 5:00 之前通过以下方式联系市书记 办公室，致电 (650) 903-6304 或发送电子邮件至 city.clerk@mountainview.gov

5:00 P.M.-CLOSED SESSION

1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)

2. CLOSED SESSION

2.1 Public Employee Appointment (California Government Code §54957(b)(1)) Title: City Attorney

2.2 Conference with Legal Counsel-Existing Litigation (California Government Code §54956.9(d)(1)); Name of case: San Francisco Baykeeper v. City of Mountain View; City of Sunnyvale; United State District Court, Northern District of California, Case No. 20-CV-00824-EJD

2.3 Conference with Legal Counsel - Anticipated Litigation: Significant exposure to litigation pursuant to California Government Code §54956.9(d)(2) (2 potential cases)

2.4 Conference with Legal Counsel - Initiation of litigation pursuant to California Government Code §54956.9(d)(4) (1 potential case)

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL

2. CLOSED SESSION REPORT

3. PRESENTATIONS

These are presentation only. The City Council will not take any action.

3.1 National Immigrant Heritage Month Proclamation

3.2 100th Anniversary of the Kiwanis Club of Mountain View Proclamation

3.3 Proclamation Honoring City Attorney Jennifer Logue's Appointment to the Judiciary

4. CONSENT CALENDAR

These items will be approved by one motion unless any member of the Council or audience wishes to remove an item for discussion. The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise.

4.1 Approve Minutes

Recommendation(s): Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, approve the meeting minutes of February 10, 2026, February 24, 2026, March 10, 2026, March 24, 2026, and April 14, 2026.

Attachment(s): 02-10-26 Council Minutes
02-24-26 Council and Shoreline Minutes
03-10-26 Council Minutes
03-24-26 Council and Shoreline Minutes
04-14-26 Council and Shoreline Minutes

4.2 Amendment to City Code to Govern the Selection of Arguments for City Ballot Measures (Second Reading)

Recommendation(s): Adopt an Ordinance of the City of Mountain View Amending Chapter 2, Article VIII of the Mountain View City Code to Add Section 2.86.25 Governing the Selection of Arguments for City Ballot Measures and to Make Other Clarifying Modifications, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)

Attachment(s): Council Report
ATT 1 - Ordinance

4.3 Annual Appropriations Limit for Fiscal Year 2026-27

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Establishing the Fiscal Year 2026-27 Appropriations Limit, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution Establishing the Fiscal Year 2026 27 Appropriations Limit
ATT 2 - Appropriations Limit Calculation

4.4 Modifications to Council Policy A-11, Financial and Budgetary Policy

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Modifying City Council Policy A-11, Financial and Budgetary Policy, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution
ATT 2 - Council Policy A-11, Financial and Budget Policy (redline)
ATT 3 - CFC Memo, May 20, 2026

4.5 5-Year Update to the Urban Water Management Plan and Water Shortage Contingency Plan - Adoption

Recommendation(s): 1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the City of Mountain View 2025 Urban Water Management Plan, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the City Council of the City of Mountain View Adopting the City of Mountain View Water Shortage Contingency Plan, to be read in title only,

further reading waived (Attachment 2 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution Adopting the 2025 Urban Water Management Plan
ATT 2 - Resolution Adopting the Water Shortage Contingency Plan

4.6 Recommended Fiscal Year 2026-27 Capital Improvement Program

Recommendation(s): Adopt the Recommended Fiscal Year 2026-27 Capital Improvement Program by taking the following actions:

1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program, including All Amendments to Existing Projects, Excluding the Shoreline Regional Park Community, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program for the Mountain View Shoreline Regional Park Community, Including Amendments to Existing Projects, to be read in title only, further reading waived (Attachment 2 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution for the Recommended FY 26-27 CIP
ATT 2 - Resolution of the SRPC for the Recommended FY 26-27 CIP
ATT 3 - Recommended FY 26-27 CIP

4.7 Amendment to Strategic Energy Innovations Agreement for Climate Fellow Services

Recommendation(s): Authorize the City Manager or designee to amend the existing professional services agreement with Strategic Energy Innovations for Climate Corps Fellow services to extend the term to June 30, 2029, and increase compensation by $503,385.45 for a four-year total not-to-exceed amount of $735,824.45.

Attachment(s): Council Report

4.8 Public Safety Building, Project 20-49-Various Actions

Recommendation(s): 1. Adopt a Resolution of the City Council of the City of Mountain View Authorizing Temporary Closure from Public Access to Parking Lot No. 11 for a Minimum of 66 Consecutive Months Beginning October 2026, to be read in title only, further reading waived (Attachment 1 to the Council Report).

2. Approve the removal and mitigation of 40 Heritage trees at a 2:1 tree replacement ratio with 24" box trees for Public Safety Building, Project 20-49.

3. Approve plans and specifications for Public Safety Building Package 1 - Selective Demolition, Site Preparation, and Utilities Coordination, Project 20-49, and authorize staff to advertise the project for bidding.

4. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the estimated project costs for Package 1 of Public Safety Building, Project 20-49, of $5,500,000. Approximately 12.4% of the total costs from preliminary design through construction for the Public Safety Building, Project 20-49, will be funded by the Shoreline Regional Park Community Fund.

Attachment(s): Council Report
ATT 1 - Resolution
ATT 2 - Tree Planting Plan

4.9 Amendment to the Agreement with Optony Inc. for Technical Support on Solar Energy and Battery Storage Projects

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Authorizing the City Manager or Designee to Amend the Professional Services Agreement with Optony Inc. to Increase Compensation by $32,950 for Technical and Financial Advisory Support Services for Municipal Solar and Battery Storage Projects, for a total Not-to-Exceed Amount of $285,950, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution

4.10 Resilient Facilities Coalition and Proposition 4 Climate Bond Grants

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Finding That the Action Taken and Activities Approved Herein are Not Projects Subject to California Environmental Quality Act Procedures, and Authorizing the City Manager or Their Designee to: (1) Enter Into a Memorandum of Agreement With the Resilient Facilities Coalition (RFC), a Multi-Organization Coalition for Climate and Community Resilience Projects; and (2) Apply for Grant Funds Available Under California Proposition 4 and Related Programs in an Amount Estimated to be a Maximum of $35.0 Million, Including as a Lead or Partner Agency, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution

4.11 Affordable Housing and Sustainable Communities Program Resolution-Various Actions

Recommendation(s): 1. Adopt a Resolution of the City Council of the City of Mountain View Declaring that the City is Authorized to Accept and Incur an Obligation of the Affordable Housing and Sustainable Communities Grant Funds and Enter into and Execute Standard

Agreement(s) 213 with the California Department of Housing and Community Development, to be read in title only, further reading waived (Attachment 1).

2. Appropriate $5,170,000 in Affordable Housing and Sustainable Communities Grant Funding to Middlefield Complete Streets, Project 22-01. (Five votes required)

3. Approve a mid-year Capital Improvement Program project, Bus Shelter Improvements.

4. Appropriate $330,000 of Affordable Housing and Sustainable Communities Grant Funding and $45,000 of Conveyance Tax funds to Bus Shelter Improvements. (Five votes required)

5. Authorize the City Manager, or designee, to execute all documents and agreements and take all necessary actions related to the grant funding.

Attachment(s): Council Report

ATT 1 - Resolution

4.12 Notice of Intention to Vacate Public Street and Easement for Gamel Way

Recommendation(s): Adopt a Resolution of Intention of the City Council of the City of Mountain View to Vacate the Public Street and Street Easement Known as Gamel Way in its Entirety, to be read in title only, further reading waived (Attachment 1 to the Council report), and set a date for a public hearing to consider the vacation for September 8, 2026.

Attachment(s): Council Report

ATT 1 - Resolution

4.13 Mountain View Transit Center Mobility Hub Pilot, Project 23-27-Program Supplement Agreement Resolution

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Public Works Director to Execute Program Supplement No. F027 to Administering Agency - State Agreement for Federal-Aid Projects No. 04-5124F15 with the California Department of Transportation for City of Mountain View Transit Center Mobility Hub Pilot, Project 23-27, to be read in title only, further reading waived (Attachment 1 to the Council Report).

Attachment(s): Council Report

ATT 1 - Resolution

4.14 Council Policy A-13b Community Engagement in Public Meetings

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A-13b Governing Community Engagement in Public Meetings, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution – Authorizing the Adoption of Council Policy, A-13b
ATT 2 - Council Policy, A-13b Community Engagement in Public Meetings

4.15 Prohibition on the Use of City Property for Federal Civil Immigration Enforcement Activities

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A-24 Prohibiting the Use of City Property for Civil Immigration Enforcement Activities, to be read in title only, further reading waived (Attachment 1 to the Council Report).

Attachment(s): Council Report
ATT 1 - Resolution and Exhibit A (Council Policy A-24)
ATT 2 - Employee Protocol for Interactions with Federal Agents

4.16 Modifications to Council Policy D-13, Mountain View Employee HomeBuyer and Relocation Assistance Program

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Amending City Council Policy D-13, Mountain View Employee HomeBuyer and Relocation Assistance Program, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution
ATT 2 - Council Policy D-13 (redline)
ATT 3 - CFC Memo, May 20, 2026

4.17 Appointment to the Youth Advisory Committee for the 2026-27 School Year Term

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Appointing 15 Members and Nine Members-at-Large/Alternates to the Youth Advisory Committee for the 2026-27 School Year Term, to be read in title only, further reading waived (Attachment 1 to the Council Report).

Attachment(s): Council Report
ATT 1 - Resolution
ATT 2 - Council Youth Services Memorandum—May 20, 2026

4.18 Acceptance and Appropriation of up to $498,397.20 California Highway Patrol Cannabis Tax Fund Grant

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Acceptance and Appropriation of a Cannabis Tax Fund Grant from the State of California in an Amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20) Contingent Upon Award and Receipt of the Grant Funds, to Help Reduce, and Mitigate the Impacts of, Impaired Driving in Mountain View and Authorizing the City Manager or Designee to Take All Steps

Necessary to Receive the Grant Funds, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report

ATT 1 - Resolution

4.19 Shoreline Golf Links Parking Lot Repaving-Various Actions

Recommendation(s): 1. Approve a midyear Capital Improvement Program project, Shoreline Golf Links Parking Lot Repaving.

2. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $638,500 of Shoreline Series A Bond Proceeds and $1,161,864 of Shoreline Series B Bond Proceeds from Charleston Road Improvements, Design and Construction, Project 19-34, to the Shoreline Golf Links Parking Lot Repaving Project.

3. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $2,199,636 of Shoreline Series A Bond Proceeds from Plymouth/Space Park Realignment, Project 20-40, to the Shoreline Golf Links Parking Lot Repaving Project, where the total project budget is 100% from the Shoreline Regional Park Community.

4. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, appropriate $2,199,636 from the Shoreline Regional Park Community Fund to Plymouth/Space Park Realignment, Project 20-40, where the total project budget is $31,865,952, of which 27% is from the Shoreline Regional Park Community.

5. Authorize the Community Manager or designee to execute a professional services agreement with Sandis Engineers Surveyors and Planners, a California corporation (Entity No. 606309), to provide design and construction support services for Shoreline Golf Links Parking Lot Repaving, in a not-to-exceed amount of $407,000.

Attachment(s): Council Report

4.20 South Bay Salt Pond Restoration, Project 18-53-Various Actions

Recommendation(s): Acting in its capacity as Board of Directors of the Shoreline Regional Park Community:

1. Authorize the Community Manager or designee to execute a Memorandum of Agreement and a Habitat Easement Deed and Habitat Maintenance Agreement with the U.S. Fish and Wildlife Service (USFWS) to design, construct, and maintain the portions of the project components on City property for the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

2. Authorize the Community Manager or designee to execute a Memorandum of Agreement with the California State Coastal Conservancy (CSCC) to design and construct the erosion protection, and Coast Casey North Levee at Shoreline at Mountain View Regional Park to support the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

3. Authorize the Community Manager or designee to amend the professional services agreement with Marina Construction Management, Inc., a California corporation (Entity No. 6081240) for South Bay Salt Pond Restoration, Project 18-53, increasing compensation by $150,000 for additional professional services, for a total agreement not-to-exceed amount of $830,000.

4. Find that in accordance with California Environmental Quality Act requirements, the erosion protection improvements at Pond A1 is categorically exempt as Class 1, Existing Facilities, under California Public Resources Code Section 15301.

Attachment(s): Council Report

4.21 Shoreline Sea Level Rise Study Update, Project 21-54-Professional Services Amendment

Recommendation(s): Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, authorize the Community Manager or designee to amend the professional services agreement with GHD, Inc., a California corporation (Entity No. 2889127) for Shoreline Sea Level Rise Study Update, Project 21-54, increasing compensation by $400,000 for additional engineering services, for a total amount not to exceed $799,080.

Attachment(s): Council Report

4.22 Special Event Permit, Sound Amplification Permit, and Street Closure for the 11th Annual Oktoberfest

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View: (1) Approving a Special Event Permit and Sound Amplification Permit for the Oktoberfest Special Event, Subject to Conditions; (2) Approving the Closure of Certain Public Streets in the Downtown Area on Saturday, October 10, 2026, at 2:30 a.m., through Sunday, October 11, 2026, at 10:00 p.m., for the Oktoberfest Special Event Pursuant to California Vehicle Code Section 21101(e); and (3) Delegating Authority to the Community Services Director for Future Oktoberfest Events, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report
ATT 1 - Resolution
ATT 2 - Special Events Application
ATT 3 - Traffic Control Plan
ATT 4 - Event Layout
ATT 5 - Public Noticing Letter

4.23 North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and South Bay Salt Pond Restoration (Bay Trail Improvements at Pond A2W), Project 18-53-Construction Acceptance

Recommendation(s): 1. Accept North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and authorize the final contract payment.

2. Accept South Bay Salt Pond Restoration, Project 18-53 (Bay Trail Improvements at Pond A2W), and authorize the final contract payment.

Attachment(s): Council Report

4.24 Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47-Various Actions

Recommendation(s): 1. Amend title of Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47, to Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue, Project 23-47, and add to the scope site preparation activities at 939 San Rafael Avenue.

2. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Sections 15301.

3. Approve plans and specifications for Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, and authorize staff to advertise the project for bids.

4. Authorize the City Manager or designee to award a construction contract for 939 San Rafael Avenue demolition to the lowest responsive responsible bidder if the bid is within the estimated project costs for the demolition phase of Project 23-47, of $735,000.

Attachment(s): Council Report

4.25 Newspaper Advertising Bid Award

Recommendation(s): Award the contract for legal advertising for Fiscal Year 2026-27 to the Daily Journal Corporation, doing business as San Jose Post Record, as the lowest responsive, responsible bidder in an amount of $11,500 and authorize the CIty Manager or designee to execute subsequent change orders in an amount not to exceed $13,500, for a total contract amount not to exceed $25,000.

Attachment(s): Council Report

4.26 San Antonio Area Sewer Main Improvements, Project 19-45-Construction Contract and Professional Services Agreement Amendments

Recommendation(s): 1. Authorize the City Manager or designee to amend the construction contract with

Basset Engineering for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, to add $503,000 to the contingency budget for a total not-to-exceed contract amount of $3,064,362.

2. Authorize the City Manager or designee to amend the professional services agreement with Tanner Pacific, Inc., a California corporation (Entity No. 3876190), for an additional amount of $150,000 to provide additional construction management and inspection services for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, for a total not-to-exceed amount of $382,740.

Attachment(s): Council Report

4.27 2025-26 North Bayshore Trip Cap Monitoring Reports

Recommendation(s): Review and accept the fall 2025 and spring 2026 North Bayshore Trip Cap Reports

Attachment(s): Council Report

ATT 1 - Fall 2024 NBS Monitoring Report

ATT 2 - Spring 2025 NBS Monitoring Report

4.28 California Street (West) Complete Street Improvements, Pilot, Project 21-40-Various Actions

Recommendation(s): 1. Accept California Street (West) Complete Street Improvements, Pilot, Project 21-40, and authorize the final contract payment.

2. Transfer and appropriate $243,000 from the San Antonio Public Benefit Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40. (Five votes required)

3. Authorize the City Manager or designee to amend the professional services agreement with BKF Engineers, Inc., a California corporation (Entity No. 3696846), for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to add $13,000 for additional design services, for a total not-to-exceed amount of $563,000.

Attachment(s): Council Report

4.29 Professional Services Agreements for Building Plan Checking and Inspection Services

Recommendation(s): 1. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with BPR Consulting Group LLC for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed $600,000.

2. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with Shums Coda Associates, Inc. for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed

$800,000.

Attachment(s): Council Report

4.30 Increase Appropriations in the Shoreline Golf Links Fund

Recommendation(s): 1. Appropriate $81,000 and $179,000 in the Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

2. Increase revenue appropriations by $81,000 and $179,000 Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

Attachment(s): Council Report

4.31 Lease Agreement for 485 and 495 Clyde Avenue

Recommendation(s): 1. Approve the business terms for a lease agreement between the City of Mountain View and Google, Inc., that includes an option for Google to sell the property to the City, for property located at 485 and 495 Clyde Avenue (APN 160-57-006 and 160-57-007) (Attachment 1 to the Council Report) and authorize the City Manager or designee to execute a lease agreement consistent with these business terms.

2. Find that in accordance with the requirements of the California Environmental Quality Act (CEQA), under California Code of Regulations Title 14, Section 15325, the lease and potential acquisition of these properties is categorically exempt as Class 25(f) because the lease and potential acquisitions preserve lands for park purposes.

Attachment(s): Council Report

ATT 1 - Recommended Business Terms

4.32 Professional Services Agreement for Land Management Assessment Advisory Services

Recommendation(s): Authorize the City Manager or designee to execute an amendment to the professional services agreement with Plante Moran, CPAs, P.C., for Land Management System advisory services, including request for proposal development, vendor selection support, and contract and statement of work advisory services, increasing compensation by $174,955 for a total not-to-exceed amount of $397,604.

Attachment(s): Council Report

4.33 Approving Travel and Other Expenses to Attend the 50th Anniversary Commemorative Ceremony of the Sister City Relationship per Council Policy A-14

Recommendation(s): Approve travel for Mayor Ramos and Councilmember Kamei to represent the City at the 50th anniversary commemorative ceremony of the Sister City relationship between Mountain View and Iwata, Japan, and delegate the City Manager or designee to authorize funding of up to $25,000 for travel, ceremonial gifts, and other expenses per

Council Policy A-14.

Attachment(s): Council Report

ATT 1 - Iwata Sister City 50th Anniversary Invitation

ATT 2 - City Council Policy A-14 Sister City Activities

4.34 Cuesta Water Main Incident - Emergency Construction Contract Ratification

Recommendation(s): Ratify the award of an on-call emergency services construction contract with West Valley Construction Company, Inc., a California corporation, (Entity No. 351886) to remediate emergency conditions that arose during the Cuesta Water Main Incident, for a total amount not-to-exceed $600,000.

Attachment(s): Council Report

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

This portion of the meeting is reserved for persons wishing to address the Council on any matter not on the agenda. Speakers are allowed to speak on any topic within the City Council's subject matter jurisdiction for up to three minutes during this section. If there appears to be a large number of speakers, speaking time may be reduced to no less than 1.5 minutes. State law prohibits the Council from acting on nonagenda items.

6. UNFINISHED BUSINESS

6.1 Biodiversity and Urban Forest Plan Adoption

Recommendation(s): Adopt the Biodiversity and Urban Forest Plan (Attachment 1 to the Council report).

Attachment(s): Council Report

ATT 1 - Biodiversity and Urban Forest Plan (with yellow highlights)

ATT 2 - Summary of Plan Updates

7. NEW BUSINESS

7.1 Adoption of Community Ownership Action Plan-Housing Element Program 3.2

Recommendation(s): 1. Adopt the Community Ownership Action Plan (Attachment 1 to the Council Report).

2. Adopt a Resolution of the City Council of the City of Mountain to Transfer and Appropriate $1,000,000 From the Below-Market-Rate Housing Fund to the Acquisition and Preservation Subfund to Fund Community-Owned Housing Projects as Part of the Community Ownership Action Plan, to be read in title only, further reading waived (Attachment 2 to the Council report). (Five votes required)

3. Adopt a Resolution of the City Council of the City of Mountain View to Appropriate $425,000 From the General Housing Fund to Fund Capacity-Building Efforts as Part of Implementing the Community Ownership Action Plan, to be read in title only, further

reading waived (Attachment 3 to the Council report). (Five votes required)

4. Authorize the City Manager or designee to establish and implement a process, including appropriate safeguards and eligibility criteria, for evaluating and selecting Community-Owned Housing Projects for funding, and to approve and execute all funding agreements and related documents for selected projects, without returning to City Council, and direct the City Manager or designee to provide notice to City Council and the public of funding decisions within 30 days of executing all project-related funding documents.

Attachment(s): Council Report

ATT 1 - Draft Community Ownership Action Plan

ATT 2 - Resolution for Additional City Funding for Projects

ATT 3 - Resolution for Additional Funding for Capacity-Building Efforts

7.2 Call a Municipal Election for November 3, 2026, and Place a Measure for Transient Occupancy Tax on the Ballot

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View: (1) Calling a General Municipal Election and Ordering Consolidation with the Statewide General Election for the Purpose of Submitting to the Voters a Ballot Measure to Amend Mountain View City Code Section 33.2 to Authorize City Council to Increase the City's Transient Occupancy Tax; (2) Authorizing Members of the Council to Author an Argument for the Ballot Measure; (3) Directing the City Attorney to Prepare an Impartial Analysis; and (4) Authorizing the City Clerk to Contract with the County of Santa Clara for Services to be Performed in Connection with the General Municipal Election to be Held on Tuesday, November 3, 2026, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report

ATT 1 - Resolution

7.3 Resolution Appointing a Retired Annuitant as Interim City Attorney Under Government Code Section 21221(h)

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Appointing Jannie Quinn as an Interim City Attorney Under Government Code Section 21221(h), to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): Council Report

ATT 1 - Resolution

8. PUBLIC HEARINGS

8.1 Residential Development Project at 333 Franklin Street

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Conditionally

Approving a Planned Community Permit and Development Review Permit to Construct a Three-Story Multi-Family Building with 11 Apartment Units and Two, Two-Story Detached Accessory Dwelling Units (ADUs) on a Vacant Site Which Previously Contained a Multi-Family Building, Utilizing State Density Bonus Law, and a Heritage Tree Removal Permit to Remove Two Heritage Trees on a 0.172-Acre Site Located at 333 Franklin Street (APN: 158-12-069); and Finding the Project to be Categorically Exempt from the California Environmental Quality Act (CEQA), Pursuant to CEQA Guidelines Section 15332 ("In-Fill Development Projects"), to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s):
Council Report
ATT 1 - Draft Project Resolution
ATT 2 - Project Plans
ATT 3 - Administrative Zoning Recommendation Hearing of May 27, 2026
ATT 4 - Arborist Report
ATT 5 - Density Bonus Request Letter

8.2 Adoption of Fiscal Year 2026-27 Budgets, Fee Modifications, and Funding for Fiscal Year 2026-27 Capital Improvement Projects

Recommendation(s): Convene a public hearing, accept public comment, and take the following actions necessary for the City of Mountain View, the Shoreline Regional Park Community, and the Mountain View Capital Improvements Financing Authority to adopt the Fiscal Year 2026-27 budgets, fee modifications, and funding for the adopted Fiscal Year 2026-27 Capital Improvement Projects.

City of Mountain View Actions:

1. Adopt a Resolution of the City Council of the City of Mountain View: 1) Adopting the Fiscal Year 2026-27 City Budget; 2) Appropriating Funds to Cover Expenditures Approved by Said Budget; 3) Authorizing the City Manager or designee to Execute Funding Agreements Consistent with Nonprofit Funding Appropriations in the Adopted Budget; 4) Adjust the Business License Tax Amount by the Annual CPI; and 5) Authorizing the Finance and Administrative Services Director to Adjust Appropriations in Various Funds as Needed to Align with Actual Revenue Earned and Received as Specifically Set Forth Herein, Make Final Adjustments to the Community Stabilization and Fair Rent Act and Mobile Home Rent Stabilization Ordinance Budgets and Fees, Adjust Appropriations Related to the Graham Middle School Site Based on Billed Invoices, and Determine Final Budget Amounts Based on Council Direction, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the City Council of the City of Mountain View Amending the City of Mountain View Master Fee Schedule, to be read in title only, further reading

waived (Attachment 2 to the Council report).

3. Commit $2,256,000 of Park Land Dedication Funds to the adopted Fiscal Year 2026-27 Capital Projects (Attachment 3 to the Council report).

4. Adopt a Resolution of the City Council of the City of Mountain View Amending the Fiscal Year 2025-26 Salary Plan for Hourly Employees and Adopting the Fiscal Year 2026 -27 Salary Plans for Regular and Hourly Employees, to be read in title only, further reading waived (Attachment 4 to the Council report).

5. Appropriate $1,800,000 in the Water Fund for Fiscal Year 2025-26 to cover costs associated with the Cuesta water main emergency incident. (Five votes required)

6. Authorize the City Manager (as Director of Emergency Services), or designee, to approve water and sewer bill credits of up to two months or one billing cycle for the 67 households impacted by the Cuesta water main emergency incident.

Mountain View Shoreline Regional Park Community Actions:

7. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community: 1) Adopting the Fiscal Year 2026-27 Shoreline Regional Park Community Budget; 2) Appropriating Funds to Cover Expenditures Approved by Said Budget; and 3) Authorizing the Treasurer to Adjust Appropriations as Needed to Make Payments in Accordance with the Tax-Sharing Agreement with Santa Clara County and the Education Enhancement Reserve Joint Powers Agreement, to Align Appropriations with Actual Revenues Earned and Received as Specifically Set Forth Herein, and Determine Final Budget Amounts Based on Board Direction (Attachment 5 to the Council report).

City of Mountain View Capital Improvements Financing Authority Action:

8. Adopt a Resolution of the City of Mountain View Capital Improvements Financing Authority ("MVCIFA") Adopting the Fiscal Year 2026-27 Budget for Debt Service Payments, Appropriating Funds to Cover Expenditures Approved by Said Budget, and Authorizing the MVCIFA Treasurer to Make Budget Adjustments and Determine Final Budget Amounts Based on MVCIFA Board Direction, to be read in title only, further reading waived (Attachment 6 to the Council report).

Attachment(s):
Council Report
ATT 1 - Resolution—FY 2026-27 City Budget and Capital Project Funding
ATT 2 - Resolution—Amending Master Fee Schedule
ATT 3 - Park Land Dedication Fee Commitments
ATT 4 - Resolution—Salary Plans
ATT 5 - Resolution—FY 2026-27 SRPC Budget & Capital Project Funding
ATT 6 - Resolution—FY 2026-27 Budget for MVCIFA
ATT 7 - June 9, 2026 Public Hearing for FY 2026-27 Recommended Budget

9. COUNCIL, STAFF/COMMITTEE REPORTS

No action will be taken on any questions raised by the Council at this time.

10. ADJOURNMENT

NOTICE TO THE PUBLIC:

There is a 90-day limit for the filing of a challenge in Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting.

The agenda, reports, and any writings or documents provided to a majority of the City Council regarding any item on this agenda are posted at https://mountainview.legistar.com under the meeting details for the date of this meeting. The agenda may also be viewed at City Hall, 500 Castro Street, the City Clerk's Office, 500 Castro Street, Third Floor and at the Mountain View Library, 585 Franklin Street, beginning the Friday morning prior to Tuesday City Council meetings. Printed copies of the agenda, reports, and any writings or documents already provided to a majority of the City Council regarding any item on this agenda may be requested at the City Clerk's Office during normal business hours.

The Council may consider and act on items listed on the agenda in any order and thus those interested in an item listed on the agenda are advised to be present throughout the meeting. The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise. Per Council Policy A-13, no new items of business will begin after 10:00 p.m. unless an exception is made by vote of the Council.

Pursuant to the Americans with Disabilities Act (ADA), if you need special assistance in this meeting, please contact the City Clerk's Office at (650) 903-6399 or by email at city.clerk@mountainview.gov 48 hours prior to the meeting so the City can make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.160 (b) (1)). If you have a hearing or speech disability, please use the California Relay System at 711, TDD 650-967-0158 or 800-735-2929.

The City of Mountain View does not discriminate on the basis of race, color, religion, national origin, sex, disability, age, source of income, gender, gender expression or identity, or any other State or Federal protected class in any of its policies, procedures or practices. This nondiscrimination policy covers admission and access to, or treatment or employment in, the City of Mountain View programs and activities. For inquiries regarding the nondiscrimination policy, please contact the City's Section 504 Coordinator at laurel.james@mountainview.gov or 650-903-6397.

Computer-generated captioning of the City Council meeting is unedited and should neither be relied upon for complete accuracy nor used as a verbatim transcript.

ADDRESSING THE COUNCIL:

Email comments to city.council@mountainview.gov by 4:30 p.m. on the meeting date. Emails will be received directly by the City Council. Please identify the Agenda item number in the subject line of your email. Requests to show an audio or video presentation during a Council meeting should be directed to city.clerk@mountainview.gov by 4:30 p.m. on the meeting date.

Anyone wishing to address the Council in person must complete a blue speaker card indicating the name you would like to be called by when it is your turn to speak and the item number on which you wish to speak. Please complete one blue speaker card for each item on which you wish to speak. Virtual and in-person speakers will be called in order as determined by the Mayor.

Pursuant to Council Policy A-13, an individual speaker shall have up to 3 minutes to address the Council. For any agenda item or for Oral Communications on nonagenda items, if there appears to be a large number of speakers, the Mayor may reduce speaking time to no less than 1.5 minutes per speaker unless there is an objection from Council by majority vote.

If requested in advance of the public input portion of the agenda item to the Mayor or City Clerk, a speaker who represents five or more members of the public in attendance who complete cards but elect not to speak may have up to 10 minutes to address the Council, if the Mayor determines that such extension will reduce the total number of speakers who planned to speak.

An applicant and/or appellant for a zone change, precise plan or quasi-judicial hearing or appeal to the Council shall have up to 10 minutes to address the Council and, with the consent of the Council, two minutes of rebuttal at the conclusion of all public speakers.

The presiding officer may remove or cause the removal of any individual(s) for disrupting a meeting in accordance with California Government Code section 54957.95, as may be amended from time to time. In accordance with California Government Code section 54957.9, as may be amended from time to time, the Council may order a meeting room cleared and continue in session in the event a meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting impossible, and order cannot be restored by the removal of individuals who are disrupting the meeting.

Pursuant to Government Code Section 54954.3(b)(1), at least twice the allotted speaking time will be provided to a member of the public who utilizes a translator.

Legislation Text

File #: 206245, **Version:** 1

Public Employee Appointment (California Government Code §54957(b)(1)) Title: City Attorney

Legislation Text

File #: 206246, **Version:** 1

Conference with Legal Counsel-Existing Litigation (California Government Code §54956.9(d)(1)); Name of case: San Francisco Baykeeper v. City of Mountain View; City of Sunnyvale; United State District Court, Northern District of California, Case No. 20-CV-00824-EJD

Legislation Text

File #: 206198, **Version:** 1

Conference with Legal Counsel - Anticipated Litigation: Significant exposure to litigation pursuant to California Government Code §54956.9(d)(2) (2 potential cases)

Legislation Text

File #: 206254, **Version:** 1

Conference with Legal Counsel - Initiation of litigation pursuant to California Government Code §54956.9(d)(4) (1 potential case)

Legislation Text

File #: 205905, **Version:** 1

National Immigrant Heritage Month Proclamation

Legislation Text

File #: 206197, **Version:** 1

100th Anniversary of the Kiwanis Club of Mountain View Proclamation

Legislation Text

File #: 206231, **Version:** 1

Proclamation Honoring City Attorney Jennifer Logue's Appointment to the Judiciary

Legislation Text

File #: 206249, **Version:** 1

Approve Minutes

Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, approve the meeting minutes of February 10, 2026, February 24, 2026, March 10, 2026, March 24, 2026, and April 14, 2026.

Mayor Emily Ann Ramos
Vice Mayor Chris Clark
Councilmember Alison Hicks
Councilmember Ellen Kamei
Councilmember John McAlister
Councilmember Lucas Ramirez
Councilmember Pat Showalter

Kimbra McCarthy, City Manager
Jennifer Logue, City Attorney
Heather Glaser, City Clerk

February 10, 2026 **Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041**

REGULAR MEETING

This meeting was conducted with a virtual component. All members of the City Council and all speakers participated in-person unless otherwise noted.

TELECONFERENCE NOTICE:
Councilmember Ellen Kamei participated in the meeting by teleconference pursuant to Government Code §54953(b) from Moxy Washington, DC Downtown, 1011 K Street NW, Library Room, Washington, D.C. 20001. The teleconference location was accessible to the public and the agenda for the meeting was posted at that location pursuant to Government Code Section 54953(b)(3). Members of the public had the opportunity to address the legislative body at this location.

5:00 P.M.-STUDY SESSION

1. CALL TO ORDER

At 5:01 p.m., Mayor Ramos called the meeting to order.

2. ROLL CALL

Present: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Mayor Ramos

Absent: 1 - Vice Mayor Clark

3. STUDY SESSION

3.1 Legislative Program Priorities for 2026

The purpose of this Study Session was to receive City Council input on the proposed legislative program priority issues to guide the City's regional, state, and federal legislative advocacy during the 2026 session.

Intergovernmental Relations Manager Christina Gilmore presented the item.

Dane Hutchings and Jake Whitaker, California Public Policy Group, presented.

At 5:15 p.m., Vice Mayor Clark arrived.

District 13 State Senator Josh Becker provided updates.

Kyriakos Pagonis, MMO Partners, presented.

The following members of the public spoke:

John Scarboro from Mountain View.
(Virtual) Robert Cox, on behalf of Livable Mountain View.

At 7:02 p.m., Mayor Ramos recessed the meeting. The meeting reconvened at 7:20 p.m., with all Councilmembers present.

By consensus, the Council indicated support for the following additions and modifications to the proposed 2026 Regional, State, and Federal Legislative Platforms:

1. Americans with Disabilities Act frivolous lawsuits (existing statement E.8)
2. Automated license plate readers
3. California Environmental Quality Act tribal consultation
4. Community for all
5. Construction liability reform for condominiums
6. E-bike safety without over-regulation (existing proposed statement K.20)
7. Funding for soft story retrofits
8. Homelessness addressed in the Housing Element
9. Housing as part of office and public storage use
10. Office conversions to transitional housing
11. Prohousing designated city flexibility/state density bonus law reform to ensure cities can enforce local inclusionary housing ordinances (addition and edit to statement C.33)
12. Property Transfer Tax (existing proposed statement A.17)
13. Protecting reach codes
14. SB79 alternative plan timelines (existing proposed statement C.32)
15. Single stair reform
16. Speed camera pilot programs
17. Stormwater management
18. Transit-oriented development mixed-use

At 7:34 p.m., the Study Session concluded.

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

At 7:34 p.m., Mayor Ramos called the meeting to order.

Mayor Ramos led the Pledge of Allegiance.

2. ROLL CALL

Present: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

3. PRESENTATIONS

3.1 Black History Month Proclamation

Mayor Ramos presented the proclamation to City Attorney Logue.

3.2 Lunar New Year Proclamation

Mayor Ramos presented the proclamation to Dan Cheng, graduate of the City's Chinese Language Civic Leadership Academy.

There were no public speakers in-person or virtually.

4. CONSENT CALENDAR

Councilmember McAlister indicated a No vote on Item 4.1.

Councilmember Hicks recused herself from voting on Item 4.1, due to the proximity of her personal residence to the project.

Councilmember McAlister indicated a No vote on Item 4.2.

Councilmember Kamei indicated a No vote on Item 4.1.

There were no public speakers in-person or virtually.

MOTION - M/S - Showalter/Ramirez - To approve the Consent Calendar.

A roll call vote was taken, and the votes for each item are reflected below.

4.1 Notice of Intention to Vacate Public Street and Easement at 881 Castro Street

Adopt Resolution No. 19069, A Resolution of Intention of the City Council of the City of Mountain View to Vacate a Public Street and Easement at 881 Castro Street, and set a date for a public hearing to consider the vacation for March 10, 2026.

Yes: 4 - Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

No: 2 - Councilmember Kamei, Councilmember McAlister

Recused: 1 - Councilmember Hicks

4.2 Transit Center Grade Separation and Access Project (Castro and Evelyn Improvements), Project 21-35-Design Concept

1. Approve the design concept for the Transit Center Grade Separation and Access Project (Castro and

Evelyn Improvements), Project 21-35.

2. Amend Transit Center Grade Separation and Access Project, Project 21-35 title to Castro and Evelyn Bicycle and Pedestrian Improvements, Project 21-35.

Yes: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

No: 1 - Councilmember McAlister

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

The following members of the public spoke:

Greg Herrera from Mountain View discussed the cost to tow motor homes in the City.
John Scarboro from Mountain View discussed Flock Safety cameras in the City.
Eva Tang from Mountain View discussed Flock Safety cameras in the City and a public records request she submitted.
Albert Jeans from Mountain View discussed park land dedication fees.

At 8:23 p.m., the Mayor recessed the meeting. The meeting reconvened at 8:31 p.m., with all Councilmembers present.

6. STUDY SESSION

6.1 Charter Modernization - 2026 Ballot Measure

The purpose of this Study Session was to present proposed amendments to the City Charter and to provide the City Council with an opportunity to review, discuss, and provide feedback on those proposed amendments. The Study Session was intended to solicit City Council direction and policy input to inform further refinement of the proposed Charter amendments prior to any formal consideration or action.

City Attorney Jennifer Logue presented the item.

The following member of the public spoke:

(Virtual) Edie Keating

MOTION

Councilmember McAlister moved to postpone amendments to the City Charter to 2028.

The motion died for lack of a second.

A majority of the Council indicated support for:

1. Amending the Charter to correct typographical errors
2. Amending the Charter to replace gender-specific terminology with gender-neutral language
3. Amending Charter Section 501 to clarify the reference to “qualified elector" to align with State law
4. Amending Charter Section 514 to remove the requirement that ordinances and resolutions be read or have their titles read prior to adoption
5. Amending Charter Section 515 to require a roll-call vote on the adoption of ordinances and resolutions only when requested by a Councilmember or required by law
6. Amending Charter Section 709 to remove outdated references to maintaining “books” and replace them with a general reference to maintaining City records
7. Amending Charter Section 902 to clarify the requirement for staggered terms for boards, commissions, and committees
8. Amending Charter Section 504 to extend the deadline to fill a City Council vacancy by appointment or to call a special election from 30 days to 60 days
9. Option 2: Partial delegation, preserving residency and elector requirements for boards and commissions created by the Charter unless the Charter itself provides otherwise, while granting the City Council authority to establish membership qualifications for bodies created legislatively and making corresponding clarifying and conforming amendments to Charter Sections 904, 905, 906, 909, and 911
10. Conferring with the Rental Housing Committee to determine whether it supported amending Charter Section 1702 to update Municipal Code references

7. NEW BUSINESS

7.1 R3 Zoning District Update - Development Standards and Strategies

Advanced Planning Manager Eric Anderson presented the item.

At 10:06 p.m., Councilmember Kamei stated that no one attended the meeting with her from her remote location, and she left the meeting.

Present: 6 - Councilmember Hicks, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

Absent: 1 - Councilmember Kamei

The following members of the public spoke:

Olga Bright from Mountain View.
James Kuszmaul from Mountain View.
Alex Brown from Mountain View.
David Watson
(Virtual) Manuel Salazar, on behalf of Silicon Valley at Home.
(Virtual) Cliff Chambers from Mountain View.
(Virtual) Robert Cox, on behalf of Livable Mountain View.
(Virtual) Daniel Hulse from Mountain View.
(Virtual) Kevin Ma from Mountain View.

Councilmember McAlister recused himself from the discussion about General Plan land use designation Residential-110 due to the proximity of his personal residence to sites affected by this land use designation.

At 10:42 p.m., Councilmember McAlister left the dais.

MOTION – M/S - Ramirez/Showalter – To:

Update the Residential-110 General Plan land use designation to revise the nomenclature for residential designations, and to include more specific density ranges, height guidelines, and allowable uses as described in Table 3 in the Council report.

The motion carried by the following roll call vote:

Yes: 5 - Councilmember Hicks, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

Recused: 1 - Councilmember McAlister

At 10:44 p.m., Councilmember McAlister returned to the dais.

Vice Mayor Clark recused himself from the discussion about General Plan land use designation Residential-20, and draft development standards applicable to the R3-A and R3-C Subdistricts due to the proximity of his personal residence to sites affected by these designations and standards.

Councilmember Hicks recused herself from the discussion about General Plan land use designations Residential-12 and Residential-20, and draft development standards applicable to the R3-A Subdistrict due to the proximity of her personal residence to sites affected by these designations and standards.

At 10:45 p.m., Councilmember Hicks and Vice Mayor Clark left the dais.

MOTION – M/S – Ramirez/Showalter – To:

1. Update the Residential-12 and Residential-20 General Plan land use designations to revise the nomenclature for residential designations, and to include more specific density ranges, height guidelines, and allowable uses as described in Table 3 in the Council report.

2. Increase development feasibility by modifying the existing R3 development standards for height, setbacks, distance between structures, building coverage, floor area ratio (FAR), open area, and personal storage, for the R3-A Subdistrict as described in Table 5 in the Council report.

3. Ensure residential development occurs at densities consistent with areas intended for greater or lower intensities of development based on the associated R3 zoning subdistrict by establishing a minimum density of 13.2 units per acre for the R3-A Subdistrict, as described in Table 6 in the Council report.

4. Adopt new R3 Zoning District development standards for habitable ground-floor space, parking placement, and building footprint for the R3-A Subdistrict, as described in Attachment 3 to the Council report.

5. Allow commercial uses in the R3-A subdistrict, with appropriate standards as recommended by staff, including objective live-work design standards to activate streets.

The motion carried by the following roll call vote:

Yes: 3 - Councilmember Ramirez, Councilmember Showalter, Mayor Ramos

No: 1 - Councilmember McAlister

Recused: 2 - Councilmember Hicks, Vice Mayor Clark

At 10:53 p.m., Councilmember Hicks returned to the dais.

MOTION – M/S – Ramirez/Showalter – To:

1. Increase development feasibility by modifying the existing R3 development standards for height, setbacks, distance between structures, building coverage, FAR, open area, and personal storage, for the R3-C Subdistrict as described in Table 5 in the Council report.

2. Ensure residential development occurs at densities consistent with areas intended for greater or lower intensities of development based on the associated R3 zoning subdistrict by establishing a minimum density of 23.1 units per acre for the R3-C Subdistrict, as described in Table 6 in the Council report.

3. Adopt new R3 Zoning District development standards for habitable ground-floor space, parking placement, and building footprint for the R3-C Subdistrict, as described in Attachment 3 to the Council report.

4. Include the Environmental Planning Commission (EPC) recommendation to allow commercial uses in the R3-C subdistrict, with appropriate standards as recommended by staff, including objective live-work design standards to activate streets.

5. Direct staff to evaluate increasing FAR in R3-C to facilitate the development of stacked flats.

The motion carried by the following roll call vote:

Yes: 4 - Councilmember Hicks, Councilmember Ramirez, Councilmember Showalter, Mayor Ramos

No: 1 - Councilmember McAlister

Recused: 1 - Vice Mayor Clark

At 11:00 p.m., Vice Mayor Clark returned to the dais.

MOTION – M/S – Ramirez/Hicks – To:

1. Update the residential General Plan land use designations (6, 25, 35, 50, 65, 80, MH) to revise the nomenclature for residential designations, and to include more specific density ranges, height guidelines, and allowable uses as described in Table 3 in the Council report.

2. Increase development feasibility by modifying the existing R3 development standards for height, setbacks, distance between structures, building coverage, FAR, open area, and personal storage for the R3-B and R3-D Subdistricts, as described in Table 5 in the Council report.

3. Ensure residential development occurs at densities consistent with areas intended for greater or lower intensities of development based on the associated R3 zoning subdistrict by establishing minimum densities for the R3-B and R3-D Subdistricts, as described in Table 6 in the Council report.

4. Adopt new R3 Zoning District development standards for habitable ground-floor space, parking placement, and building footprint for the R3-B and R3-D Subdistricts; and on-site circulation, open area, vehicle access, screening, rooftop decks, utilities, and public improvements, including a process to grant exceptions to these standards, as described in Attachment 3 to the Council report.

5. Adopt new R3 Zoning District design standards that include a menu of objective design options to address critical topics such as massing, articulation, and pedestrian-friendly and engaging entries, as described in Attachment 3 to the Council report.

6. Expand retail and live/work opportunities by allowing live/work units throughout the R3 Zoning District; allowing ground-floor commercial as a stand-alone use in the R3-D subdistrict; and adopting operational standards to ensure compatibility between residential and commercial uses.

7. Update the off-street parking standard for multi-family development to require 1 stall for each one-bedroom and smaller unit, 1.5 stalls for each two-bedroom and larger unit, and 1 stall per 1,000 square feet for commercial uses over 1,500 square feet in area.

8. Revise the City's nonconforming zoning provisions to simplify their application, and to address residential uses in nonresidential zones, sites with density greater than allowed by the applicable zoning district, allowing redevelopment of existing single-family residences in the R3 Zoning District, modifications to nonconforming buildings that do not increase the degree of nonconformity, and to address other commonly challenging circumstances.

9. Align the R4 Zoning District to achieve consistency with the updated R3 Zoning District standards.

Direct staff to pursue the following items as practicable without jeopardizing adoption of the R-3 process in

2026:

1. Include the EPC recommendation to allow commercial uses in R3-B and R3-D subdistricts, with appropriate standards as recommended by staff, including objective live-work design standards to activate streets.

2. Include the EPC recommendation to omit the lot consolidation incentive, but instead encourage lot consolidation using guidelines and value statements as a way to better meet City goals.

3. As part of the SB 79 objective standards implementation ordinance, develop objective design standards and guidelines for treatment of and within front setbacks to support neighborhood-serving commercial uses and promote walkable environments. This should include streetscape standards (for wider sidewalks and protected bike lanes) as well as design standards and guidelines for shade, stormwater, landscaping, and/or public plazas, and not simply strict front setbacks without pedestrian-oriented design. Use "should," not "shall," language in the interim to guide treatment of front setbacks.

4. Include Ornamentation and alternative options in Section 36.17.25, Massing Features; specifically, additional treatments such as change in materials, change in ornamentation, change in percentage of windows/percentage of transparency, and landscaping.

5. Eliminate the Depth of Habitable Ground Floor Space from the Front Building Facade standard (noted in Table 36.10.70.A, Table 36.10.70.G, Table 36.10.70.M, Table 36.10.70.S). Instead, evaluate alternative standards, such as requiring at least 75% of a front facade to have habitable space behind it.

6. Allow a height exception if it facilitates the dedication of land for a new public park or preserves heritage trees.

7. Eliminate Stoops from the Building Entry Types in Section 36.17.02.

8. Evaluate the role of arcades, loggias, and cantilevered second stories or ground-floor clear stories to act as public spaces, specifically on private property, and develop objective design standards.

9. Evaluate additional Required Pedestrian Connections (Figure 36.10.73.1) based on previously received community input and staff analysis.

10. Evaluate increasing the FAR in R3-B to facilitate the development of stacked flats.

11. Explore the incorporation of development standards related to riparian corridors, referencing Valley Water guidelines.

12. Evaluate a process for periodically adding and modifying objective standards, including review by EPC and City Council, with opportunities for public input. Initially, focus on Section 36.17.25, Massing Features,

and street wall or base treatment.

The motion carried by the following roll call vote:

Yes: 5 - Councilmember Hicks, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

No: 1 - Councilmember McAlister

8. COUNCIL, STAFF/COMMITTEE REPORTS

Councilmember Ramirez stated he attended the Mayors Innovation Project Winter meeting.

Councilmember Showalter stated she attended a Cal Cities Peninsula Division and Cities Association of Santa Clara County 2026 Peninsula Division Legislator Spotlight. She stated she participated in a tour of the Diablo Canyon Power Plant with Silicon Valley Clean Energy Authority Board of Directors.

Councilmember McAlister stated he attended a Cal Cities Peninsula Division and Cities Association of Santa Clara County 2026 Peninsula Division Legislator Spotlight.

Mayor Ramos stated she attended the Mayors Innovation Project Winter meeting and the US Conference of Mayors Winter meeting.

Vice Mayor Clark stated he attended a Cal Cities Peninsula Division and Cities Association of Santa Clara County 2026 Peninsula Division Legislator Spotlight.

9. ADJOURNMENT

At 11:57 p.m., Mayor Ramos adjourned the meeting.

Mayor/President Emily Ann Ramos
Vice Mayor/Vice President Chris Clark
Councilmember/Boardmember Alison Hicks
Councilmember/Boardmember Ellen Kamei
Councilmember/Boardmember John McAlister
Councilmember/Boardmember Lucas Ramirez
Councilmember/Boardmember Pat Showalter

Kimbra McCarthy, City Manager/Community Manager
Jennifer Logue, City Attorney/Counsel
Heather Glaser, City Clerk/Secretary

February 24, 2026 **Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041**

JOINT MEETING OF CITY COUNCIL (REGULAR) AND SHORELINE REGIONAL PARK COMMUNITY (SPECIAL)

5:15 P.M.-CLOSED SESSION

At 5:15 p.m., Mayor Ramos called the meeting to order

1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)

City Attorney Logue announced the items listed for Closed Session.

There were no public speakers in-person or virtually.

At 5:18 p.m., Mayor Ramos recessed the meeting to Closed Session with all Councilmembers present.

2. CLOSED SESSION

2.1 Conference with Real Property Negotiator (California Government Code §54956.8)
Property: City Lots 4 and 8; no street address (APNs 158-20-069 and 158-20-004)
Agency Negotiators: Arn Andrews, Assistant City Manager, Dawn Cameron, Assistant City Manager, Christian Murdock, Community Development Director, Amanda Rotella, Economic Vitality Manager, and Angela LaMonica, Real Property Program Administrator
Negotiating Party: The Robert Green Company
Under Negotiation: Price and Terms of Payment for Lease of Real Property

2.2 Conference with Real Property Negotiator (California Government Code §54956.8)
Property: 928 Mariner Drive, Mountain View, CA 94043 (APN 153-24-021)
Agency Negotiators: Arn Andrews, Assistant City Manager; Christian Murdock, Community Development Director, and Angela LaMonica, Real Property Program Administrator
Negotiating Party: Department of the Army
Under Negotiation: Price and Terms of Purchase

At 6:05 p.m., Closed Session concluded.

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL

At 6:30 p.m., Mayor/President Ramos called the meeting to order.

Mayor Ramos led the Pledge of Allegiance.

Present: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

2. CLOSED SESSION REPORT

City Attorney Logue stated no final action was taken in Closed Session.

3. PRESENTATIONS

3.1 American Heart Month Proclamation

Mayor Ramos presented the proclamation to Leslie Carmichael, Board Member of Hope's Corner.

3.2 Certificates of Recognition to STEM (Science, Technology, Engineering and Math) Winners from the Santa Clara County 2025 Synopsys Championship Science Fair

Mayor Ramos presented certificates of recognition to the following:

Anastasia Aliashvili
Juliana Baltz
Milan Grbovic
Emma Krovblit
Ashley Lim
Yuqin Ma
Avni Rajagopal
Dhruv Ramasubban
Amron Seyoum
Aria Sindledecker
Meital Zayats
Abby Zhou

There were no public speakers in-person or virtually.

4. CONSENT CALENDAR

Councilmember Ramirez pulled Item 4.2 from the Consent Calendar for individual consideration.

Councilmember Hicks pulled Item 4.3 from the Consent Calendar for individual consideration.

The following members of the public spoke:

Cesar Plasencia from San Jose, on behalf of Carpenters Local 405, discussed Item 4.1.
(Virtual) Bruce England discussed Item 4.5.
(Virtual) Robert Cox discussed Item 4.3.
(Virtual) Dennise Jauregui, on behalf of Housing Choices, discussed Item 4.1.

MOTION - M/S - Ramirez/Ramos - To approve the Consent Calendar.

The motion carried, except for Items 4.2 and 4.3, by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.1 Approve Minutes

Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, approve the meeting minutes of October 14, 2025, October 21, 2025, October 28, 2025, November 4, 2025, November 18, 2025, December 9, 2025, December 16, 2025, January 13, 2026, and January 27, 2026.

4.2 Adoption of Legislative Platform for 2026

This item was pulled from the Consent Calendar by Councilmember Ramirez for individual consideration.

MOTION - M/S - Ramirez/Showalter - To Adopt the Legislative Platform to guide the City's regional, state, and federal legislative advocacy efforts for 2026, amended to delete policy statement K20 from the Local and State Legislative Platform.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.3 Thompson Mini Park, Project 26-35-Professional Services Agreement

This item was pulled from the Consent Calendar by Councilmember Hicks for individual consideration.

MOTION - M/S - Hicks/Showalter - To Authorize the City Manager or designee to execute a professional services agreement with Westwood Professional Services, Inc., a Texas corporation (Entity No. 6133015), to provide design and construction support services for Thompson Mini Park, Project 26-35, in a not to exceed amount of $385,000.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.4 Miramonte Pump Station Improvements, Phase 2, Project 23-43-Appropriation and Construction Contract Award

Transfer and appropriate $1,000,000 from the Water Fund to Miramonte Pump Station Improvements, Phase 2, Project 23-43, increasing the project budget from $4,103,000 to $5,103,000.

Authorize the City Manager or designee to award a construction contract to Anderson Pacific Engineering

Construction, Inc. for $2,830,000, which includes a $320,260 contingency.

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

The following members of the public spoke:

Elaina Tyson from Mountain View discussed proposed amendments to the smoking prohibition ordinance.
Dylan Rich, Director at Palo Alto Prep School in Mountain View, discussed sight lines for oncoming traffic.
Tim MacKenzie from Mountain View discussed cleanup of the City Charter and proposed the adoption of ranked choice voting.
Karen Burkey discussed a survey about Rengstorff Avenue improvements and traffic changes for pedestrian safety at the Middlefield Avenue and Rock Street intersection.

6. NEW BUSINESS

6.1 Automated License Plate Reader Contract

At 7:02 p.m., Councilmember Ramirez left the dais.

At 7:05 p.m., Councilmember Ramirez returned to the dais.

Chinese and Spanish interpretation was available for this item.

Police Chief Michael Canfield and Lieutenant Evan Crowl presented the item.

At 7:27 p.m., Councilmember McAlister left the dais.

At 7:31 p.m., Councilmember McAlister returned to the dais.

At 7:50 p.m., Mayor Ramos called a recess.

At 7:55 p.m., the meeting resumed with all Councilmembers present.

The following members of the public spoke:

Melissa Livanos
Karen Burkey
Brandon King from Mountain View.
Tim Mackenzie, with the Steering Committee of Silicon Valley Democratic Socialists of America, on behalf of Kimberly Woo, Austin Marshall, Brian Jones, Linda, Jenny Schroeder, and himself.
Melissa Dinwiddie from Mountain View, with Indivisible Palo Alto Plus, on behalf of Pierre, Lisa S, Alex Dillard, Manny, Elizabeth Agrament-Justiniano, and herself.
Cara Silver with Indivisible Palo Alto Plus.
Tim Domke from Mountain View.
Heidi Baikie from Mountain View.

Lucien Eckert from Mountain View.
Brandon Downey from Mountain View.
Serge Bonte from Mountain View.
James Kuszmaul from Mountain View.
Yun
Huy Tran, executive director of SIREN.
Ariel
Evan Barnes
Angelica Guadalupe on behalf of SIREN.
Juritzi on behalf of SIREN.
Katie Pieitez from Mountain View, on behalf of SIREN.
Al Brooks
John Scarboro from Mountain View.
Jesus Romero
George Duque from Mountain View.
Yanming Wen
Connor O'Brien from Mountain View.
Julie Meyerson
Alex Brown
(virtual) Victor Sin on behalf of the Santa Clara County chapter of ACLU Northern California.
(virtual) Leo
(virtual) Lucila Ortiz on behalf of Silicon Valley Rising.
(virtual) Eva Tang from Mountain View.
(virtual) Bruce England from Mountain View.
(virtual) Anna Marie Morales from Mountain View.
(virtual) Michael Multhaup from Mountain View.
(virtual) Sam Guzman
(virtual) Sebastian Brisbois from Mountain View.
(virtual) Hannah Leonard on behalf of the Steering Committee of Silicon Valley Democratic Socialists of America.
(virtual) Batman of San Jose
(virtual) Claire Witte on behalf of the Steering Committee of Silicon Valley Democratic Socialists of America.
(virtual) George Lance
(virtual) Quintin
(virtual) Larry Fink

MOTION - M/S - Kamei/Ramirez - To Authorize the City Manager or designee to terminate the existing automated license plate reader contract with Flock Safety.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

At 9:55 p.m., Mayor Ramos called a recess.

At 10:06 p.m., the meeting resumed with all members present except Councilmember Ramirez.

MOTION - M/S - Clark/Kamei - To continue the meeting past 10:00 p.m.

The motion carried by the following vote:

Yes: 4 - Councilmember Hicks, Councilmember Kamei, Vice Mayor Clark, Mayor Ramos

No: 2 - Councilmember McAlister, Councilmember Showalter

6.2 Fiscal Year 2025-26 Midyear Budget Status Report and Adjustments, Fiscal Year 2026-27 Preliminary General Operating Fund Forecast, and Fiscal Years 2025-27 Council Work Plan: 6-Month Project Update

At 10:08 p.m., Councilmember Ramirez returned to the dais.

Finance and Administrative Services Director Derek Rampone and Assistant Finance and Administrative Services Director Grace Zheng presented the item.

The following member of the public spoke:

(Virtual) George Lance

MOTION - M/S - Ramirez/Hicks - To:

1. Receive and file the Fiscal Year 2025-26 Midyear Budget Status Report, the Six-Month Status of the Fiscal Year 2025-26 Performance Measures (Attachment 1 to the Council report), and the Fiscal Year 2026-27 Preliminary General Operating Fund Forecast.

2. Adopt Resolution No. 19070 of the City Council of the City of Mountain View: (1) Amending the Fiscal Year 2025-26 Adopted Budget to Reduce Revenue Appropriations by $2,177,370 in the General Operating Fund, Increase Revenue Appropriations by $2,000,000 in the Capital Improvement Reserve, Increase Revenue Appropriations by $1,000,000 in the Strategic Property Reserve, Increase Revenue Appropriations by $1,000,000 in the Parental Leave Reserve; (2) Appropriate $2,000,000 in the City Attorney's Office, Liability Self Insurance Fund for Litigation Cases, Appropriate $2,000,000 in the General Operating Fund for a Transfer to the Capital Improvement Reserve, Appropriate $1,800,000 in the Public Works Department, Wastewater Fund for Wastewater Treatment Costs, Appropriate $1,000,000 in the General Operating Fund for a Transfer to the Strategic Property Acquisition Reserve, Appropriate $1,000,000 in the General Operating Fund for a Transfer to the Parental Leave Reserve , Appropriate $300,000 in the General Fund Parental Leave Reserve for the Parental Leave Program, Appropriate $235,000 in the City Manager's Office, General Non-Operating Fund for Revenue Measure Consulting Services, Pilot Funding for Local Organization, and Homeless Prevention Program, Appropriate $150,000 in the Finance and Administrative Services

Department, General Non-Operating Fund for Revenue Measure Consulting Services and Transient Occupancy Tax Audit, Appropriate $148,300 in the Community Services Department, General Non-Operating Fund for ActiveNet Fees, Power Washing Services, and Landscape Maintenance Services, Appropriate $125,000 in the Public Works Department, General Non-Operating Fund for Facilities Services, Appropriate $74,200 in the Public Works Department, General Operating Fund for a Facilities Maintenance Supervisor Position and Transportation Division Position Reclassifications, Appropriate $70,400 in the Community Development Department, General Operating Fund for a Public Art Administrator Position, Appropriate $48,000 in the Human Resources Department, General Non-Operating Fund for Staff Training, Appropriate $10,500 in the Public Works Department, Solid Waste Landfill 544 Acres Fund for Permit Fees; (3) Amending the Fiscal Year 2025-26 Adopted Budget to Transfer and Appropriate $155,000 from the Capital Improvement Reserve to CIP 23-26, citywide Travel Demand Model Update, Transfer and Appropriate $105,000 from the Construction and Conveyance Tax Fund to CIP 23-13, Annual Real Estate Technical and Legal Services, Transfer and Appropriate $100,000 from the Capital Improvement Reserve to CIP 26-13 Planned and Emergency Facilities; and (4) Amending the Fiscal Year 2025-26 Adopted Budget to Transfer $18,300 from the Information Technology Department, General Operating Fund, to the City Clerk's Office, General Operating Fund, for NetFile Services (Net Zero Impact) (Five votes required); as amended to allocate an additional $50k to the Homeless Prevention Direct Financial Assistance Program (Attachment 2 to the Council report).

3. Adopt Resolution S-184 of the Board of Directors of the Shoreline Regional Park Community Amending the Fiscal Year 2025-26 Adopted Budget to: (1) Reduce Revenue Appropriations by $11,665,100 in the Shoreline Regional Park Community Fund; (2) Transfer and Appropriate $475,000 from the Shoreline Regional Park Community Fund to CIP 26-10, Shoreline Landfill Gas, Cap and Leachate Maintenance; and (3) Appropriate $4,100,370 in the Shoreline Regional Park Community Fund for Administrative Overhead, Appropriate $136,800 in the Public Works Department, Shoreline Regional Park Community Fund for the Transportation Analysis Project and Facilities Maintenance Supervisor Position, Appropriate $44,800 in the Community Development Department, Shoreline Regional Park Community Fund for the Public Art Administrator Position, and Appropriate $27,300 in the Community Services Department, Shoreline Regional Park Community Fund for Landscape Maintenance Services (Attachment 3 to the Council report).

4. Adopt Resolution No. 19071 of the City Council of the City of Mountain View Authorizing the City Manager or Designee to Amend the City of Mountain View's Salary Plans for Regular and Hourly Employees (Attachment 4 to the Council report).

5. Adopt Resolution No. 19072 of the City Council of the City of Mountain View: (1) Authorizing the Addition of Ongoing Positions: 1.0 Full Time Equivalent (FTE) Public Art Administrator Position in the Community Development Department, 1.0 FTE Facilities Maintenance Supervisor in the Public Works Department, 1.0 FTE Lead Security Services Guard and 1.0 Librarian II FTE in the Library Department; (2) Authorizing the Addition of Limited-Period Positions through the end of Fiscal Year 2026-27: 1.0 FTE Limited-Period Account Clerk II Position in the Finance and Administrative Services Department, 1.0 FTE Limited-Period Senior Human Resources Analyst Position in the Human Resources Department; (3) Authorizing Reclassification of 1.0 FTE Deputy City Attorney Position to 1.0 FTE Senior Assistant City

Attorney position, 5.0 FTE Parks and Open Space Worker II Positions to 5.0 FTE Trails and Open Space Worker II Positions, 1.0 FTE Senior IT Analyst Position in the IT Department to 1.0 FTE Senior Systems Analyst Position in the Finance and Administrative Services Department; 1.0 FTE Transportation Planner Position to Chief Transportation Officer Position, 1.0 FTE Transportation Planner Position to Associate Transportation Planner Position; and (4) Authorizing a Title Change for 2.0 FTE Transportation Planner City of Mountain View Positions (Attachment 5 to the Council Report).

6. Receive and file the Fiscal Years 2025-27 Council Work Plan: 6-Month Project Update (Attachment 6 to the Council report).

The motion carried by the following vote:

Yes: 7 - Councilmember/Boardmember Hicks, Councilmember/Boardmember Kamei, Councilmember/Boardmember McAlister, Councilmember/Boardmember Ramirez, Councilmember/Boardmember Showalter, Vice Mayor/Vice President Clark, Mayor/ President Ramos

7. PUBLIC HEARING

7.1 Small Business Streamlining and Other Minor Zoning Code Updates

Assistant Community Development Director Lindsay Hagan and Economic Vitality Manager Amanda Rotella presented the item.

The following members of the public spoke:

Vadim Osipov from Mountain View, on behalf of Osipova Ballet Academy.
Tim Vago on behalf of Rengstorff Center.
Peter Katz on behalf of the Mountain View Chamber of Commerce.
(Virtual) James Kuszmaul

MOTION - M/S - Kamei/Ramirez - To introduce an Ordinance of the City Council of the City of Mountain View Amending Chapter 36 (Zoning) of the Mountain View City Code to Implement the Economic Vitality Strategy by Streamlining Permit Processes for Certain Active, Small-Footprint Land Uses, Remove Change of Use Permit Requirements, and Reduce Minimum Parking Standards for Retail and Personal Service Uses; to Make Other Modifications, Clarifications, and Technical Corrections Throughout the Chapter to Align Land Uses in the Residential, Commercial, and Industrial Zones with Parking Standards and Definitions to Improve Consistency and Clarity; and to Modernize Definitions and Land Uses to Align with Current Business Trends; and Finding that the Amendments are Exempt from Review Under the California Environmental Quality Act, as Recommended by the Environmental Planning Commission, to be read in title only, further reading waived, and set a second reading for March 10, 2026 (Attachment 1 to the Council report).

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

8. COUNCIL, STAFF/COMMITTEE REPORTS

Councilmember Showalter stated she attended a Silicon Valley Clean Energy Authority Board of Directors meeting and a San Francisco Bay Conservation Development Committee meeting.

Councilmember Kamei stated she attended a Cities Association of Santa Clara County Legislative Action Committee meeting and a Cities Association of Santa Clara County Board of Directors meeting.

9. ADJOURNMENT

At 11:34 p.m., Mayor/President Ramos adjourned the meeting.

Mayor Emily Ann Ramos
Vice Mayor Chris Clark
Councilmember Alison Hicks
Councilmember Ellen Kamei
Councilmember John McAlister
Councilmember Lucas Ramirez
Councilmember Pat Showalter

Kimbra McCarthy, City Manager
Jennifer Logue, City Attorney
Heather Glaser, City Clerk

March 10, 2026 **Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041**

REGULAR MEETING

This meeting was conducted with a virtual component. All members of the City Council and all speakers participated in-person unless otherwise noted.

5:30 P.M.-CLOSED SESSION

At 5:31 p.m., Vice Mayor Clark called the meeting to order.

Mayor Ramos stated, pursuant to Government Code Section 54953.8.3, she was participating in the meeting remotely via audio and visual technology while traveling on official business of the legislative body. She stated no other person over 18 years of age was present at the remote location with her. This was request number one of the 2026 calendar year.

1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)

City Attorney Logue announced the item listed for Closed Session. She stated Councilmember Hicks recused herself from participation in the Closed Session due to a conflict of interest.

There were no public speakers in-person or virtually.

At 5:33 p.m., Vice Mayor Clark recessed the meeting to Closed Session with all Councilmembers present except Councilmembers Hicks and McAlister.

2. CLOSED SESSION

2.1 Conference with Legal Counsel - Anticipated Litigation: Significant exposure to litigation pursuant to California Government Code §54956.9(d)(2) (1 potential case)

At 6:15 p.m., Closed Session concluded.

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL

At 6:32 p.m., Vice Mayor Clark called the meeting to order.

Vice Mayor Clark led the Pledge of Allegiance.

Present: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

Absent: 1 - Councilmember McAlister

2. CLOSED SESSION REPORT

City Attorney Logue reported the City Council considered Item 2.1, which was a settlement proposal to resolve a dispute between the City and Castro GPRV 10 LLC regarding the calculation of privately owned/publicly accessible open space credit to be applied to the park in lieu fee for the proposed mixed-use development project at 881 Castro Street. She stated the Council voted to approve settlement with the following 4 ayes, 1 absence by Councilmember McAlister, 1 recusal by Councilmember Hicks, and 1 no vote by Councilmember Kamei. She stated the settlement would result in the imposition of a park fee in the amount of two million dollars.

3. PRESENTATIONS

3.1 Women's History Month Proclamation

Vice Mayor Clark presented the proclamation to Katie Zoglin, who accepted on behalf of the League of Women Voters.

3.2 Proclamation in Recognition of Chief Information Officer/Information Technology Director Roger Jensen on His Retirement

Vice Mayor Clark presented the proclamation to Chief Information Officer/Information Technology Director Roger Jensen.

There were no public speakers in-person or virtually.

4. CONSENT CALENDAR

Councilmember Hicks pulled Item 4.2 from the Consent Calendar for individual consideration.

There were no public speakers in-person or virtually.

MOTION - M/S - Showalter/Ramirez - To approve the balance of the Consent Calendar.

The motion carried, except for Item 4.2, by the following roll call vote:

Yes: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.1 Small Business Streamlining and Other Minor Zoning Code Updates (Second Reading)

Adopt Ordinance No. 3.2026 of the City Council of the City of Mountain View Amending Chapter 36 (Zoning) of the Mountain View City Code to Implement the Economic Vitality Strategy by Streamlining Permit Processes for Certain Active, Small-Footprint Land Uses, Remove Change of Use Permit Requirements, and Reduce Minimum Parking Standards for Retail and Personal Service Uses; to Make Other Modifications, Clarifications, and Technical Corrections Throughout the Chapter to Align Land Uses in the Residential,

Commercial, and Industrial Zones with Parking Standards and Definitions to Improve Consistency and Clarity; and to Modernize Definitions and Land Uses to Align with Current Business Trends; and Finding that the Amendments are Exempt from Review Under the California Environmental Quality Act, as Recommended by the Environmental Planning Commission. (First reading: 7-0)

4.2 Updates to the Facade Grant Program

This item was pulled from the Consent Calendar by Councilmember Hicks for individual consideration.

MOTION - M/S - Hicks/Showalter - To:

Approve the proposed modifications to the Facade Grant Program to replace the tiered funding structure with a broader range of eligible projects; increase the City's matching amount from 50% to 75%; expand eligibility to include street-facing office and nonprofit uses; and establish a standalone mural option and direct staff to prioritize outreach activities to properties that would enhance placemaking and historic preservation improvements.

Yes: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.3 Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49-Design Concept

As recommended by the Council Transportation Committee, approve the design concept for Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

The following member of the pubic spoke:

Bob Rich, from Los Altos, discussed the hazard of overgrown fox tails at the Cuesta Park Annex.

6. PUBLIC HEARINGS

6.1 ~~Mixed-Use Development at 843-903 Castro Street, 700 West El Camino Real, and 750 Fairmont Avenue~~

THIS ITEM WILL NOT BE HEARD ON MARCH 10, 2026. THIS ITEM WILL BE RE-NOTICED FOR DISCUSSION AT A FUTURE DATE.

6.2 Mixed-Use Residential Development at 490 E. Middlefield Road

Councilmembers Kamei and Ramirez and Vice Mayor Clark separately disclosed they met with the applicant. Councilmembers Hicks, Kamei, Showalter, and Vice Mayor Clark separately disclosed they visited the site.

Principal Planner Diana Pancholi presented the item.

Applicant presentation: Brian Griggs and Andrew Jacobson, Development Partners with WTA Middlefield, Inc.

The following members of the public spoke:

Albert Jeans from Mountain View.
Eli Robles, on behalf of Carpenters Union Local 405.
Andrew Wills from Mountain View.
Paul Donahue from Mountain View, speaking on behalf of himself and not the Environmental Planning Commission.

MOTION - M/S - Ramirez/Showalter - To:

1. Adopt Resolution No. 19073 of the City Council of the City of Mountain View Approving a Planned Community Permit and Development Review Permit to Construct an Eight-Story, Mixed-Use Building with 460 Apartment Units, Utilizing State Density Bonus Law, and Approximately 9,371 Square Feet of Ground-Floor Commercial, Replacing an Existing Office Building, a Heritage Tree Removal Permit to Remove 29 Heritage Trees on a 2.86-Acre Site Located at 490 East Middlefield Road (APN 160-53-004); and Finding the Project to be Statutorily Exempt from the California Environmental Quality Act Pursuant to Public Resources Code Section 21080.66.

2. Introduce an Ordinance of the City Council of the City of Mountain View Approving a Development Agreement Between the City of Mountain View and WTA Middlefield, LLC, for an Eight-Story, Mixed-Use Building with 460 Apartment Units, Utilizing State Density Bonus Law, and Approximately 9,371 Square Feet of Ground-Floor Commercial, Replacing an Existing Office Building, and the Removal of 29 Heritage Trees on a 2.86-Acre Site Located at 490 East Middlefield Road (APN 160-53-004), and set a second reading for March 24, 2026.

Yes: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

6.3 Rowhouse Development Project at 515-545 North Whisman Road

Advanced Planning Manager Eric Anderson presented the item.

Councilmembers Hicks, Kamei, and Ramirez and Vice Mayor Clark separately disclosed they met with the applicant. Councilmembers Hicks, Kamei, and Showalter and Vice Mayor Clark separately disclosed they visited the site.

Applicant presentation: Brian Griggs, the owner's representative, and Jonathan Boriak, Architect, KTGY.

The following members of the public spoke:

Albert Jeans from Mountain View.
Andrew Wills from Mountain View.
(Virtual) Gabriele Heilek from Mountain View.

MOTION - M/S - Kamei/Showalter - To:

1. Adopt Resolution No. 19074 of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit, Development Review Permit, and Provisional Use Permit to Construct 195 Three-Story Attached Rowhouses, Utilizing State Density Bonus Law; and a Heritage Tree Removal Permit to Remove 139 Heritage Trees, All on a 10-Acre Site Located at 515-545 North Whisman Road (APN 160-54-002 and 160-54-003); and Finding the Project to be Statutorily Exempt from Review Under the California Environmental Quality Act Pursuant to Public Resources Code Section 21080.66.

2. Adopt Resolution No. 19075 of the City Council of the City of Mountain View Conditionally Approving a Vesting Tentative Map to Create 30 Residential Lots with 195 Condominium Units and 26 Common Lots on a 10-Acre Site at 515-545 North Whisman Road (APN 160-54-002 and 160-54-003).

Yes: 6 - Councilmember Hicks, Councilmember Kamei, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

7. COUNCIL, STAFF/COMMITTEE REPORTS

Mayor Ramos stated she attended the State of the Valley event.

Councilmember Showalter stated she attended the State of the Valley event and a San Francisco Bay Conservation and Development Commission meeting.

Councilmember Hicks stated she attended the State of the Valley event.

Vice Mayor Clark stated he was registered for the State of the Valley event but was unable to attend.

8. ADJOURNMENT

At 9:28 p.m., Vice Mayor Clark adjourned the meeting.

TUESDAY, MARCH 24, 2026 - 6:30 PM
COUNCIL CHAMBERS AND VIDEO CONFERENCE, 500 CASTRO ST., MOUNTAIN VIEW, CA 94041

Mayor/President Emily Ann Ramos
Vice Mayor/Vice President Chris Clark
Councilmember/Boardmember Alison Hicks
Councilmember/Boardmember Ellen Kamei
Councilmember/Boardmember John McAlister
Councilmember/Boardmember Lucas Ramirez
Councilmember/Boardmember Pat Showalter

Kimbra McCarthy, City Manager/Community Manager
Jennifer Logue, City Attorney/Counsel
Heather Glaser, City Clerk/Secretary

March 24, 2026 **Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041**

JOINT MEETING OF CITY COUNCIL (REGULAR) AND SHORELINE REGIONAL PARK COMMUNITY (SPECIAL)

This meeting was conducted with a virtual component. All members of the City Council/Shoreline Regional Park Community and all speakers participated in-person unless otherwise noted.

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

At 6:30 p.m., Mayor/President Ramos called the meeting to order.

Mayor Ramos led the Pledge of Allegiance.

2. ROLL CALL

Present: 6 - CouncilCouncilmembers/Boardmembers Hicks, McAlister, Ramirez, Showalter, Vice Mayor/Vice President Clark, Mayor/President Ramos

Absent: 1 - Councilmember/Boardmember Kamei

3. PRESENTATIONS

3.1 American Red Cross Month Proclamation

Mayor Ramos presented the proclamation to Mike Kasperzak, who accepted on behalf of the Silicon Valley Chapter of the Red Cross.

3.2 Youth Arts Month Proclamation

Mayor Ramos presented the proclamation to Dr. Sofia Fojas, Arts Coordinator with the Santa Clara County Office of Education.

There were no public speakers in-person or virtually.

4. CONSENT CALENDAR

Councilmember Hicks recused herself from Item 4.3, Notice of Intention to Vacate Public Street and Easement at 881 Castro Street, due to the proximity of her personal residence to the project site.

Councilmember McAlister pulled Items 4.1 and 4.4 from the Consent Calendar for individual consideration.

At 6:47 p.m., Councilmember Kamei arrived.

Present: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

Councilmember McAlister indicated a No vote on Item 4.3.

The following member of the public spoke:

Eli Robles, on behalf of North Coast States Carpenters Local Union 405, discussed Item 4.1.

Councilmember Kamei indicated a No vote on Item 4.3.

MOTION - M/S - Ramirez/Showalter - To approve the balance of the Consent Calendar.

The motion carried, except for Items 4.1, 4.3, and 4.4, by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.1 Mixed-Use Residential Development at 490 East Middlefield Road - Development Agreement (Second Reading)

This item was pulled from the Consent Calendar by Councilmember McAlister for individual consideration.

MOTION - M/S - Clark/Ramirez - To:

Adopt Ordinance No. 4.2026 of the City Council of the City of Mountain View Approving a Development Agreement Between the City of Mountain View and WTA Middlefield, LLC, for an Eight-Story, Mixed-Use Building with 460 Apartment Units, Utilizing State Density Bonus Law, and Approximately 9,371 Square Feet of Ground-Floor Commercial Replacing an Existing Office Building, and the Removal of 29 Heritage Trees on a 2.86-Acre Site Located at 490 East Middlefield Road (APN 160-53-004). (First reading: 6-0-1)

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

4.2 Application for State Funding - Prohousing Incentive Program, Round 4

Adopt Resolution No. 19076 of the City Council of the City of Mountain View Authorizing the City Manager or Designee to Submit an Application for an Award of Prohousing Incentive Program Funds in an Amount Not to Exceed $890,000; to Execute and Deliver on Behalf of the City Any and All Documents, Including Amendments, Necessary to Receive an Award of Prohousing Incentive Program Funds; and Certifying to the California Department of Housing and Community Development Compliance with the Prohousing Incentive

Program Requirements.

4.3 Notice of Intention to Vacate Public Street and Easement at 881 Castro Street

Adopt Resolution No. 19077, A Resolution of Intention of the City Council of the City of Mountain View to Vacate the Existing Public Street Known as Fairmont Avenue Between Castro Street and Hope Street and a Five-Foot Street and Utility Easement at 881 Castro Street, and set a date for a public hearing to consider the vacation for April 28, 2026.

Yes: 4 - Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

No: 2 - Councilmember Kamei, Councilmember McAlister

Recused: 1 - Councilmember Hicks

4.4 Increasing Safe Parking Capacity at Shoreline Lot B

This item was pulled from the Consent Calendar by Councilmember/Boardmember McAlister for individual consideration.

MOTION - M/S - Showalter/Ramirez - To:

1. Adopt Resolution No. S-185 of the Board of Directors of the Shoreline Regional Park Community: (1) Approving a Midyear 2025-26 Capital Improvement Program Project to Increase Capacity for Safe Parking at Shoreline Lot B ("Lot B Project"); (2) Appropriating Four Hundred Ninety Thousand Eight Hundred Fifty-Nine Dollars ($490,859) from the Shoreline Regional Park Community Fund to Fund the Midyear Lot B Project;(3) Appropriating One Million One Hundred Ninety-One Thousand Seven Hundred Three Dollars ($1,191,703) from the Shoreline Regional Park Community Fund to the City of Mountain View City Manager's Office Fiscal Year 2026-27 Lot B Safe Parking Program Budget to Fund One Million Sixty-Five Thousand Three Hundred Sixty-Eight Dollars ($1,065,368) in Ongoing Operating Costs and One Hundred Twenty-Six Thousand Three Hundred Thirty-Five Dollars ($126,335) in One-Time Site Preparation Costs for the Lot B Safe Parking Program; (4) Authorizing the Community Manager or Designee to Amend the Shoreline Amphitheatre Ground Lease With Live Nation to Extend the Term For Use of Shoreline Amphitheatre Lot B ("Lot B") for Safe Parking Through December 31, 2030, and to Increase the Capacity for Safe Parking at Lot B; and (5) Finding These Actions to be Exempt From the California Environmental Quality Act.

2. Adopt Resolution No. 19078 of the City Council of the City of Mountain View Authorizing the City Manager or Designee to: (1) Amend the Shoreline Amphitheatre Ground Lease with Live Nation to Extend the Term for Use of Shoreline Amphitheatre Lot B ("Lot B") for Safe Parking Through December 31, 2030, and to Increase the Capacity for Safe Parking at Lot B; (2) Enter into a Lease Agreement with the County of Santa Clara for Safe Parking at Lot B through June 30, 2028; (3) Amend the Cooperative Use Agreement with the County of Santa Clara for Safe Parking at 79 East Evelyn and 87 East Evelyn Avenue to Extend the Term Through August 31, 2026; (4) Enter into a Fiscal Year 2026-27 Funding Agreement with the County of Santa Clara for the Provision of Homelessness Prevention Services and Programs, in an Amount Not to Exceed One Million Six Hundred Forty-Eight Thousand Seven Hundred Three Dollars ($1,648,703); and (5) Finding These Actions to be Exempt From the California Environmental Quality Act.

The motion carried by the following vote:

Yes: 7 - CouncilCouncilmembers/Boardmembers Hicks, Kamei, McAlister, Ramirez, Showalter, Vice Mayor/Vice President Clark, Mayor/President Ramos

4.5 Housing Element Annual Progress Report

Accept the 2025 Annual Progress Report on the 2023-2031 Housing Element and direct staff to submit the report to the California Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation, as recommended by the Environmental Planning Commission (Attachment 1 to the Council report).

4.6 General Plan Annual Progress Report

Accept the 2025 Annual Progress Report on the 2030 General Plan and direct staff to submit the report to the Governor's Office of Land Use and Climate Innovation, as recommended by the Environmental Planning Commission (Attachment 1 to the Council report).

4.7 Acquisition of Real Property at 909 and 917 San Rafael Avenue (917 San Rafael Avenue Demolition Phase), Project 23-47-Construction Acceptance

Accept Acquisition of Real Property at 909 and 917 San Rafael Avenue (917 San Rafael Avenue Demolition Phase), Project 23-47, and authorize the final contract payment.

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

The following member of the public spoke:

Monica Faria introduced herself as the local Government Affairs Representative for Pacific Gas and Electric Company.

6. PUBLIC HEARINGS

6.1 Economic Development Subsidy Report and Amended and Restated Disposition and Development Agreement and Amended and Restated Ground Leases for Hope Street Lots 4 and 8

Assistant City Manager Dawn Cameron presented the item.

There were no public speakers in-person or virtually.

All Councilmembers separately disclosed that they met with the applicant.

MOTION - M/S - Clark/McAlister - To:

1. Hold a public hearing regarding an economic development subsidy report pursuant to California Government Code Section 53083 and provide to the public the information contained in Attachment 1 to the Council report.

2. Adopt Resolution No. 19079 of the City Council of the City of Mountain View Approving Business Terms for and Authorizing the City Manager or Designee to Execute an Amended and Restated Disposition and Development Agreement and Amended and Restated Ground Leases Between the City of Mountain View and RGC Mountain View I, LLC, for the Development of Hope Street Lots 4 and 8; Making Findings for the Amended and Restated Ground Leases to Exceed Fifty-Five Years; and Finding that the Approval Does Not Constitute a Project Pursuant to the California Environmental Quality Act.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

6.2 Residential Development at 555 West Middlefield Road

Councilmembers Ramirez, Hicks, Showalter, Kamei, and Vice Mayor Clark separately disclosed they met with the applicant.

Planning Manager George Schroeder presented the item.

Applicant presentation: Charlie Koch, Development Director, AvalonBay Communities, and Joe Kirchofer, Senior Vice President-Northern California Development, AvalonBay Communities.

The following members of the public spoke:

Ali Sapirman, on behalf of the Housing Action Coalition, indicated support for the project.
Daniel Shane from Mountain View indicated opposition to the project.
Sayo Nomura from Mountain View indicated opposition to the project.
Carol Mitchell from Mountain View.
Alex Brown from Mountain View indicated support for the project.
(Virtual) Matt Regan, on behalf of the Bay Area Council, indicated support for the project.
(Virtual) John Lindquist
(Virtual) Rashmi, on behalf of GreenSpacesMV.
(Virtual) Hala Alshahwany from Mountain View.
(Virtual) Kelly Stephens from Mountain View.
(Virtual) Edie Keating indicated support for the project.

MOTION - M/S - Ramirez/Showalter - To:

1. Adopt Resolution No. 19080 of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit and Development Review Permit to construct a 323-Unit Addition to an Existing 404-Unit Residential Apartment Complex with New Above-Ground Garages, a New Amenity Building/Leasing Office, and a Future 1.34-Acre Public Park Dedication (to the City), Utilizing State Density Bonus Law, and a Heritage Tree Removal Permit to Remove 88 Heritage Trees on a 14.5-Acre Site Located at 555 West Middlefield Road (APN 158-49-001); and Finding that the Project is Statutorily Exempt from the

California Environmental Quality Act, Pursuant to Section 21080.66 ("Urban Infill Exemption") of the Public Resources Code.

2. Adopt Resolution No. 19081 of the City Council of the City of Mountain View Conditionally Approving a Vesting Tentative Map to Create Three New Lots, Including One Lot for a Future 1.34-Acre Public Park and One Lot for Condominium Purposes with 97 Condominium Units, on a 14.5-Acre Project Site Located at 555 West Middlefield Road (APN 158-49-001).

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

At 9:49 p.m., Mayor Ramos recessed the meeting. The meeting reconvened at 9:57 p.m., with all Councilmembers present.

6.3 Rowhouse Gatekeeper Project at 922-950 San Leandro Avenue

Councilmembers Ramirez, Kamei, and Hicks separately disclosed they met with the applicant.

Deputy Zoning Administrator Rebecca Shapiro presented the item. She indicated revisions to recommendations four and five.

Applicant presentation: Kian Malek, Vice President of Development, City Ventures.

The following members of the public spoke:

Travis Bowie from Los Altos indicated support for the project.
(Virtual) Albert Jeans indicated support for the project.

MOTION - M/S - Kamei/McAlister - To:

1. Adopt Resolution No. 19082 of the City Council of the City of Mountain View Adopting an Initial Study/Mitigated Negative Declaration for the 922-950 San Leandro Avenue Residential Project Pursuant to Sections 15064(f)(3) and 15070, et seq., of the California Environmental Quality Act.

2. Adopt Resolution No. 19083 of the City Council of the City of Mountain View Adopting a General Plan Amendment to Modify the General Plan Land Use Map to Change the Land Use Designation for the Properties at 922-950 San Leandro Avenue (APN 153-18-026 and 153-18-031) from General Industrial to Medium-Density Residential, as Recommended by the Environmental Planning Commission.

3. Introduce an Ordinance of the City Council of the City of Mountain View Approving a Zoning Map Amendment for the Properties Located at 922-950 San Leandro Avenue (APN 153-18-026 and 153-18-031) from the MM (General Industrial) Zoning District to the R3-1.5 (Multiple-Family Residential) Zoning District,

as Recommended by the Environmental Planning Commission, and set a second reading for April 14, 2026.

4. Adopt Resolution No. 19084 of the City Council of the City of Mountain View Conditionally Approving a Planned Unit Development Permit and Development Review Permit to Construct a 38-Unit Rowhouse Development and Related Site Improvements, Utilizing State Density Bonus Law, Replacing a Multi-Tenant Industrial Building and Two Single-Family Homes, and a Heritage Tree Removal Permit to Remove Five Heritage Trees on a 1.69-Acre Site Located at 922-950 San Leandro Avenue (APN 153-18-026 and 153-18-031), amended to modify recitals and Exhibit A to read as follows:

Page 2
WHEREAS, in accordance with the City-adopted density formula, this 38-unit residential rowhouse development will add 28 net new units (which includes a credit for the two existing residential units on the subject property and excludes the 8 proposed units provided to satisfy the City's Below-Market-Rate (BMR) Ordinance to the Stierlin Planning Area. Applying the exemption for the provision of affordable housing as required by the City Code and using the 0.0060-acreage-per-dwelling-unit factor adopted by the City, the applicant is required to dedicate 0.16 acre of land (rounded) or pay a fee in lieu thereof to offset the burden the project's additional residents will place on the City's parks and recreational facilities. Because this applicant is not dedicating the land necessary to offset the impact of the approximately 72 new residents this project will bring, the current 8.14-acre parks and recreational facility deficit in the Stierlin Planning Area will increase to 8.30 acres; and

WHEREAS, based on a fair-market land value of $10,400,000 per acre, as established in Chapter 41 of the City Code, it will now cost the City $86,403,200 to provide parks and recreational facilities at a ratio of three acres per 1,000 residents within Stierlin Planning Area. Because the additional residents generated by this project will make up approximately 1% of the population of the Stierlin Planning Area, the applicant's proportional share of the total cost the City will now incur to provide parks and recreational facilities at a ratio of three acres per 1,000 residents within the Stierlin Planning Area is $864,032; and

120 PARK LAND DEDICATION FEE: Prior to the final inspection that grants occupancy, the applicant shall pay a Park Land Dedication In-Lieu Fee in the amount of $864,032 for the 28 net new residential units subject to the fee. This fee is based on a land value of $10,400,000 per acre, as established in Chapter 41 of the City Code, and represents the project's proportional share of the cost of providing three acres of park and recreational space per 1,000 residents.

5. Adopt Resolution No. 19085 of the City Council of the City of Mountain View Conditionally Approving a Vesting Tentative Map for Condominium Purposes with One Common Lot on a 1.69-Acre Site Located at 922-950 San Leandro Avenue (APN 153-18-026 and 153-18-031), amended to modify recitals and Exhibit A to read as follows:

Page 2
WHEREAS, in accordance with the City-adopted density formula, this 38-unit residential rowhouse development will add 28 net new units (which includes a credit for the two existing residential units on the

subject property and excludes the 8 proposed units provided to satisfy the City's Below-Market-Rate (BMR) Ordinance to the Stierlin Planning Area. Applying the exemption for the provision of affordable housing as required by the City Code and using the 0.0060-acreage-per-dwelling-unit factor adopted by the City, the applicant is required to dedicate 0.16 acre of land (rounded) or pay a fee in lieu thereof to offset the burden the project's additional residents will place on the City's parks and recreational facilities. Because this applicant is not dedicating the land necessary to offset the impact of the approximately 72 new residents this project will bring, the current 8.14-acre parks and recreational facility deficit in the Stierlin Planning Area will increase to 8.30 acres; and

WHEREAS, based on a fair-market land value of $10,400,000 per acre, as established in Chapter 41 of the City Code, it will now cost the City $86,403,200 to provide parks and recreational facilities at a ratio of three acres per 1,000 residents within Stierlin Planning Area. Because the additional residents generated by this project will make up approximately 1% of the population of the Stierlin Planning Area, the applicant's proportional share of the total cost the City will now incur to provide parks and recreational facilities at a ratio of three acres per 1,000 residents within the Stierlin Planning Area is $864,032; and

15 PARK LAND DEDICATION FEE: Prior to the final inspection that grants occupancy, the applicant shall pay a Park Land Dedication In-Lieu Fee in the amount of $864,032 for the 28 net new residential units subject to the fee. This fee is based on a land value of $10,400,000 per acre, as established in Chapter 41 of the City Code, and represents the project's proportional share of the cost of providing three acres of park and recreational space per 1,000 residents.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

7. COUNCIL, STAFF/COMMITTEE REPORTS

Councilmember Showalter stated she attended a Bay Area Water Supply and Conservation Agency Board of Directors meeting and the National League of Cities Congressional City Conference.

Councilmember Kamei stated she attended a Cities Association of Santa Clara County Board of Directors meeting.

Mayor Ramos stated she attended a Yale Mayor's College and CEO Caucus as part of the Yale School of Management, a Santa Clara Valley Transportation Authority Policy Advisory Committee meeting, the State of the County event, and the National League of Cities Congressional City Conference.

Councilmember McAlister stated he attended a Santa Clara Valley Transportation Authority Board of Directors meeting.

8. ADJOURNMENT

At 11:09 p.m., Mayor/President Ramos adjourned the meeting.

Mayor/President Emily Ann Ramos
Vice Mayor/Vice President Chris Clark
Councilmember/Boardmember Alison Hicks
Councilmember/Boardmember Ellen Kamei
Councilmember/Boardmember John McAlister
Councilmember/Boardmember Lucas Ramirez
Councilmember/Boardmember Pat Showalter

Kimbra McCarthy, City Manager/Community Manager
Jennifer Logue, City Attorney/Counsel
Heather Glaser, City Clerk/Secretary

April 14, 2026 **Council Chambers and Video Conference, 500 Castro St., Mountain View, CA 94041**

JOINT MEETING OF CITY COUNCIL (REGULAR) AND SHORELINE REGIONAL PARK COMMUNITY (SPECIAL)

This meeting was conducted with a virtual component. All members of the City Council/Shoreline Regional Park Community and all speakers participated in-person unless otherwise noted.

5:00 P.M.-STUDY SESSION

1. CALL TO ORDER

At 5:00 p.m., Mayor Ramos called the meeting to order.

2. ROLL CALL

Present: 4 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Mayor Ramos

Absent: 3 - Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark

3. STUDY SESSION

3.1 Fiscal Year 2026-27 Capital Improvement Program

The purpose of this Study Session was to provide the City Council an overview of the Capital Improvement Program and obtain City Council input on the Draft Recommended Fiscal Year 2026-27 Capital Improvement Program.

Public Works Director Jennifer Ng presented the item.

At 5:02 p.m., Councilmember Showalter arrived.

At 5:03 p.m., Councilmember Ramirez arrived.

At 5:08 p.m., Vice Mayor Clark arrived.

The following members of the public spoke:

April Webster from Mountain View.
(Virtual) Cliff Chambers

(Virtual) Silja Paymer from Mountain View.
(Virtual) James Kuszmaul from Mountain View.
(Virtual) Bruce England from Mountain View.
(Virtual) Tracy
(Virtual) Jesse
(Virtual) Rashmi

By consensus, the Council indicated support for the staff recommendations for projects in the Draft Fiscal Year 2026-27 Capital Improvement Program.

At 6:26 p.m., the Study Session concluded.

6:30 P.M.-REGULAR SESSION

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

At 6:38 p.m., Mayor/President Ramos called the meeting to order.

Mayor Ramos led the Pledge of Allegiance.

2. ROLL CALL

Present: 7 - Councilmembers/Boardmembers Hicks, Kamei, McAlister, Ramirez, Showalter, Vice Mayor/Vice President Clark, Mayor/President Ramos

3. PRESENTATIONS

3.1 Teen Month Proclamation

Mayor Ramos presented the proclamation to Youth Advisory Committee Chair Shahana Rajasekaran and Vice Chair Sophia Lew.

3.2 National Volunteer Week Proclamation

Mayor Ramos presented the proclamation to Claire Hubel, Chief Operating Officer and Founder of The United Effort, and Edie Chong, Volunteer Usher at the Mountain View Center for the Performing Arts.

3.3 Arts, Culture, and Creativity Month Proclamation

Mayor Ramos presented the proclamation to Adriana Marcial, Executive Director of the Community School of Music and Arts.

3.4 VTA Local Investment Plan Presentation

Greg Richardson, Deputy General Manager, Santa Clara Valley Transportation Authority (VTA), and Sam Sargant, Director, Strategy and Transformation, VTA, presented.

The following members of the public spoke:

Jim Zaorski from Mountain View discussed Item 3.4.
April Webster from Mountain View discussed Item 3.4.

(Virtual) Bruce England from Mountain View discussed Item 3.4.
(Virtual) Arjun Govindjee from Mountain View discussed Item 3.4.
(Virtual) Daniel Hulse from Mountain View discussed Item 3.4.
(Virtual) Adina Levin discussed Item 3.4.
(Virtual) Kevin Ma discussed Item 3.4.

4. CONSENT CALENDAR

Councilmember Hicks recused herself from participating in any discussion or determination about the Downtown Entertainment Zone Pilot Program, Item 4.7, due to the proximity of her personal residence to the Downtown Entertainment Zone.

The following members of the public spoke:

Albert Jeans from Mountain View discussed Item 4.3.
Donna Kirsacko from Mountain View discussed Item 4.3.
Shani Kleinhaus, on behalf of the Santa Clara Valley Bird Alliance, discussed Item 4.3.
Ping Li from Saratoga discussed Item 4.3.
Zoe Zaorski from Mountain View discussed Item 4.3.
Tracy Ferea from Mountain View discussed Item 4.3.
April Webster from Mountain View discussed Item 4.3.
(Virtual) Dashiell Leeds, on behalf of Sierra Club Loma Prieta Chapter, discussed Item 4.3.
(Virtual) Connie Cunningham, on behalf of the Santa Clara County Birding Association, discussed Item 4.3
(Virtual) Bruce England discussed Item 4.3.
(Virtual) Inna Magner from Foster City discussed Item 4.3.
(Virtual) Rowena D from Los Altos discussed Item 4.3.
(Virtual) Linda Ruthruff discussed Item 4.3.
(Virtual) Leslie Friedman discussed Item 4.3.
(Virtual) Diane McCoy discussed Item 4.3.
(Virtual) Karin Jeffrey discussed Item 4.3.
(Virtual) Tatiana Kuvaldina, on behalf of Odd Fellows, discussed Item 4.7.
(Virtual) Annie Yang discussed Item 4.3.
(Virtual) Annette Herz from Mountain View discussed Item 4.3.
(Virtual) Melanie B discussed Item 4.3.
(Virtual) Alex Brown discussed Item 4.3.
(Virtual) Aisha Thiessen discussed Item 4.3.
(Virtual) Rashmi from Mountain View discussed Item 4.3.
(Virtual) Silja Paymer from Mountain View discussed Item 4.3.
(Virtual) Yili from Sunnyvale discussed Item 4.3.

MOTION - M/S - Showalter/Kamei - To approve the Consent Calendar.

The motion carried, except Item 4.7, by the following vote:

Yes: 7 - Councilmembers/Boardmembers Hicks, Kamei, McAlister, Ramirez, Showalter, Vice Mayor/Vice President Clark, Mayor/President Ramos

4.1 Rowhouse Gatekeeper Project at 922-950 San Leandro Avenue - Zoning Map Amendment (Second Reading)

Adopt Ordinance No. 2.2026 of the City Council of the City of Mountain View Approving a Zoning Map Amendment for the Properties Located at 922-950 San Leandro Avenue (APN 153-18-026 and 153-18-031) from the MM (General Industrial) Zoning District to the R3-1.5 (Multiple-Family Residential) Zoning District, as Recommended by the Environmental Planning Commission. (First reading: 7-0).

4.2 Resolution Acknowledging City Council's Receipt of the Mountain View Fire Department's Annual Inspection Report Pursuant to Health and Safety Code Section 13146.4

Adopt Resolution No. 19086 of the City Council of the City of Mountain View, Acknowledging Receipt of the Mountain View Fire Department's Annual Inspection Report Pursuant to California Health and Safety Code Section 13146.4.

4.3 Biological Services Professional Services Agreement

Acting in its capacity as the Board of Directors for the Shoreline Regional Park Community, authorize the Community Manager or designee to amend the professional services agreement with LSA Associates, LLC, a California corporation (Entity No. 2341614), for ongoing biological services at Shoreline at Mountain View to add $105,000 for additional services for a total not-to-exceed amount of $345,000.

4.4 Miramonte Reservoir Fence Replacement, Project 23-42 and SB-1 Streets Project (Castro Street Curb Ramp Improvements), Project 20-30-Construction Acceptance

1. Accept Miramonte Reservoir Fence Replacement, Project 23-42, and authorize the final contract payment.

2. Accept SB-1 Streets Project (Castro Street Curb Ramp Improvements), Project 20-30, and authorize the final contract payment.

4.5 300 Moffett Boulevard and 747 Dana Street-Public Improvements

1. Accept the public improvements for the development at 300 Moffett Boulevard for maintenance throughout their useful life.

2. Accept the public improvements for the development at 747 Dana Street for maintenance throughout their useful life.

4.6 National Opioid Settlement - Remnant Defendants

Authorize the City of Mountain View to participate in the National Opioid Settlement with six regional distributors/dispenser defendants: Associated Pharmacies, Inc (and American Associated Pharmacies); J M Smith Corporation; Louisiana Wholesale Drug Company, Inc.; Morris and Dickson Co.; North Carolina Mutual Wholesale Drug Company, Inc.; and United Natural Foods, Inc. (including its subsidiaries SuperValu and Advantage Logistics) (Six Remnant Defendants), and authorize the City Manager or designee to execute related settlement participation forms and agreements, including, but not limited to, agreement(s) with the state or county for use of settlement proceeds without further Council action.

4.7 Downtown Entertainment Zone Pilot Program

Introduce an Ordinance of the City Council of the City of Mountain View Establishing an Entertainment Zone on Portions of Castro Street Consistent with Senate Bill 969 as Codified in Business and Professions Code Section 25692, and set a second reading for April 28, 2026.

Yes: 6 - Councilmember Kamei, Councilmember McAlister, Councilmember Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

Recused: 1 - Councilmember Hicks

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

The following members of the public spoke:

John Schacter from Stanford discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Rameshbabu Pattabiramen from Mountain View discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Hormazd Romer discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Joon Lim from Mountain View discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Jennifer Yoon from Sunnyvale discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Teresa Cho from Saratoga discussed the discontinuation of the Twilight Membership at Shoreline Golf Links.
Albert Jeans from Mountain View discussed recreational vehicles in the City.
(Virtual) Tim MacKenzie from Mountain View discussed Flock cameras in the City.

6. NEW BUSINESS

6.1 Adopt City Council Policy A-13a, Disruption of Telephonic or Internet Service During City Council Meetings

City Clerk Glaser presented the item.

There were no public speakers in-person or virtually.

MOTION - M/S - Clark/Ramirez - To:

Adopt Resolution No. 19087 of the City Council of the City of Mountain View, Adopting City Council Policy A-13a, Disruption of Telephonic or Internet Service During City Council Meetings.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmemb Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

6.2 Approve the Public Safety Building Construction Financing Plan and Recommended FY 2025-26 Fund Transfers and Appropriations

Assistant City Manager Arn Andrews presented the item.

The following members of the public spoke:

Jim Zaorski
(Virtual) Tim MacKenzie from Mountain View.

MOTION - M/S - Ramirez/Clark - To:

1. Approve the Public Safety Building development financing plan.

2. Adopt Resolution No. S-186 of the Board of Directors of the Shoreline Regional Park Community Amending the Fiscal Year 2025-26 Adopted Budget to Transfer and Appropriate $25,500,000 from the Shoreline Regional Park Community Fund to CIP 20-49, Public Safety Building, Design.

3. Adopt Resolution No. 19088 of the City Council of the City of Mountain View Amending the Fiscal Year 2025-26 Adopted Budget to Appropriate $2,000,000 in the General Operating Fund for a Transfer to the Public Safety Building Reserve.

The motion carried by the following vote:

Yes: 7 - Councilmembers/Boardmembers Hicks, Kamei, McAlister, Ramirez, Showalter, Vice Mayor/Vice President Clark, Mayor/President Ramos

6.3 Preliminary Review of Fiscal Year 2026-27 Recommended Budget

Finance and Administrative Services Director Derek Rampone presented the item.

The following member of the public spoke:

(Virtual) Tim MacKenzie

MOTION - M/S - Ramirez/Clark - To approve the City Manager's preliminary recommendations for the Fiscal Year 2026-27 General Operating Budget and Conveyance Tax Fund Budget, and direct staff to return to the June 9, 2026 Council meeting with a recommendation that right-sizes the Councilmember travel and training budget.

The motion carried by the following vote:

Yes: 7 - Councilmember Hicks, Councilmember Kamei, Councilmember McAlister, Councilmemb
Ramirez, Councilmember Showalter, Vice Mayor Clark, Mayor Ramos

7. COUNCIL, STAFF/COMMITTEE REPORTS

In response to Councilmember Ramirez, the Council directed the City Manager to evaluate the question-and-answer process ahead of Council meetings to make the process more effective and efficient for the Council and staff.

Councilmember Showalter stated she attended a final meeting of the San Francisco Bay Conservation and Development Commission Sediment and Beneficial Reuse Working Group and a meeting of the Silicon Valley Clean Energy Authority Board of Directors.

Councilmember Kamei stated she attended the Asian Pacific American Leadership Institute AAPI Public Policy Summit.

Mayor Ramos stated she attended the Asian Pacific American Leadership Institute AAPI Public Policy Summit.

8. ADJOURNMENT

At 10:37 p.m., Mayor/President Ramos adjourned the meeting.

File #: 206243, **Version:** 1

Amendment to City Code to Govern the Selection of Arguments for City Ballot Measures (Second Reading)
Adopt an Ordinance of the City of Mountain View Amending Chapter 2, Article VIII of the Mountain View City Code to Add Section 2.86.25 Governing the Selection of Arguments for City Ballot Measures and to Make Other Clarifying Modifications, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Clerk's Office
City Attorney's Office

TITLE: **Amendment to City Code to Govern the Selection of Arguments for City Ballot Measures (Second Reading)**

RECOMMENDATION

Adopt an Ordinance of the City of Mountain View Amending Chapter 2, Article VIII of the Mountain View City Code to Add Section 2.86.25 Governing the Selection of Arguments for City Ballot Measures and to Make Other Clarifying Modifications, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)

BACKGROUND

On June 9, 2026, the Council introduced an ordinance amending Chapter 2, Article VIII of the Mountain View City Code to establish a clear and objective process for resolving situations in which multiple ballot arguments are submitted within the same statutory priority category.

Specifically, the proposed ordinance would add Section 2.86.20 to the Mountain View City Code to provide that the City Clerk shall select arguments for or against any City ballot measure for printing and distribution to voters in accordance with California Elections Code Section 9287. The ordinance would further provide that, if multiple arguments are submitted by persons or entities within the same preference and priority category, the City Clerk shall determine by random drawing which argument will be printed and distributed to voters. The City Clerk would also be required to provide notice of the random drawing to the affected argument authors and provide those authors an opportunity to witness the drawing.

The proposed amendments are intended to supplement, and remain fully consistent with, California Elections Code Section 9287 by addressing a procedural circumstance not expressly covered by state law. The revisions would provide clarity to prospective argument authors, guidance to election officials, and greater certainty in the administration of future municipal elections.

FISCAL IMPACT

There is no fiscal impact with this action.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not adopt the ordinance.

2. Provide other direction.

PUBLIC NOTICING

Agenda posting. The ordinance was published at least two days prior to adoption in accordance with City Charter Section 522.

Prepared by:

Heather Glaser
City Clerk

Approved by:

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Ordinance

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF MOUNTAIN VIEW AMENDING CHAPTER 2, ARTICLE VIII OF THE MOUNTAIN VIEW CITY CODE TO ADD SECTION 2.86.25 GOVERNING THE SELECTION OF ARGUMENTS FOR CITY BALLOT MEASURES AND TO MAKE OTHER CLARIFYING MODIFICATIONS

WHEREAS, California Elections Code Section 9287 establishes the order of priority for selecting arguments for or against city ballot measures that will be printed and distributed to voters; and

WHEREAS, California Elections Code Section 9287 does not provide direction on the selection of an argument for or against a city ballot measure when multiple arguments are submitted within the same category of prioritization; and

WHEREAS, the City of Mountain desires to establish a clear and consistent procedure for the selection of ballot measure arguments in such circumstances in order to facilitate the efficient administration of municipal elections by the City Clerk; now, therefore,

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Chapter 2, Article VIII of the Mountain View City Code is amended to add, delete, or modify its provisions as set forth below. Section titles are shown in **bold** font, additions are shown in red underline font and deletions are shown by ~~strikethrough~~ font. Provisions that are not shown in underline or strikethrough font are not changed.

SEC. ~~2.86~~ 2.86.05. Elections on initiative ordinance measures—Time for holding.

a. When a special election is to be called on an initiative petition for a proposed ordinance, it shall be held within the time as specified in the State Elections Code, and shall be held in accordance with the provisions of the Elections Code of the State of California except to the extent that such elections code provisions may be in conflict with a resolution, ordinance, or charter provision of the City ~~city~~.

b. To avoid the holding of more than one election within the City ~~city~~ within any six months, the date for holding the special election on such a measure may be fixed at a later date than specified within the Elections Code of the State of California, but at as early a date as practicable after the expiration of six months from the last election that was held within the City ~~city~~. When it is legally possible to hold such a special election within six months prior to a regular election date, the City Council ~~city council~~ may submit the proposed ordinance at the regular election instead of at a special election.

c. For purposes of this section, an election is deemed to be held within the City ~~city~~ whenever such election includes all precincts within the City ~~city~~ at the time of said

election, regardless of whether the election is held by the City ~~city~~ or by some other agency.

d. Section 4020 of the Elections Code of the State of California or its successor shall not be applicable in the City of Mountain View.

SEC. ~~2.86.1~~ 26.86.10. Declaration of intention to become a candidate.

a. Each candidate for nomination to be elected to any City ~~city~~ office shall sign and file with the City Clerk ~~city clerk~~ the complete nomination papers and declarations for that office. Nomination papers shall be on a form(s) furnished only by the City Clerk ~~city clerk~~ during regular business hours and shall include an affidavit by the candidate that the candidate possesses all necessary legal qualifications to be a candidate for the designated office.

b. The City Clerk ~~city clerk~~ shall include with the nomination papers a verification of residency form for the candidate to sign under penalty of perjury confirming that the candidate is qualified as a resident and registered voter of the City ~~city~~ to hold the elective office. The candidate shall provide such information required by the City Clerk ~~city clerk~~ to confirm that residency affidavit. There are no specifically required items proving residency in the City of Mountain View and/or establishing that the candidate does not reside elsewhere. The candidate may offer information, including but not limited to: home ownership, rental or lease payments, mail service, driver's license, utility payments, etc., to confirm to the City Clerk ~~city clerk~~ that the candidate meets the residency requirements of the city charter.

SEC. ~~2.86.3~~ 26.86.15. City clerk acceptance of nominating petition.

a. If the candidate, or authorized designee, files a nominating petition within the time frame specified in the California Elections Code, the City Clerk ~~city clerk~~ will issue, at the time of filing, a receipt that documents the date of filing and the total number of signatures that the candidate claims are affixed to the petition.

b. At this time, the City Clerk ~~city clerk~~ may request the candidate, or authorized designee, to correct minor clerical errors in the circulated affidavits. Any such correction must be made within two (2) business days of the City Clerk's ~~city clerk~~ request. The City Clerk ~~city clerk~~ may also request further evidence of residency or voter qualification. The City Clerk ~~city clerk~~ shall not accept nomination papers unless nomination papers are complete, satisfactory to the City Clerk ~~city clerk~~ and unless the circulator affidavit for each section has been completed and fully executed.

c. No amendments, changes, alterations or corrections of any kind, clerical or otherwise, shall be permitted to be made in any petition after it is filed with and approved by the City Clerk ~~city clerk~~ for proceeding to the signature examination phase.

SEC. 2.86.20. Selection of arguments for City ballot measures.

a. The selection of arguments for or against any city measure for printing and distribution to voters shall be made by the City Clerk in accordance with California Elections Code Section 9287.

b. In the event that multiple arguments for or against a city measure are submitted by persons or entities within the same preference and priority category identified in California Elections Code Section 9287, the City Clerk shall select the argument to be printed and distributed to voters by random drawing. Authors of the affected arguments shall be provided notice and an opportunity to witness the random drawing.

SECTION 2. CEQA. Pursuant to California Code of Regulations section 15060(c)(2), these code amendments are not subject to the California Environmental Quality Act ("CEQA") because they will not result in a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

SECTION 4. Publication. Pursuant to Mountain View City Charter section 522, at least two (2) days prior to final adoption of this ordinance, the City Clerk shall post the ordinance in three (3) prominent places in the City and publish in the City's official newspaper notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the ordinance are posted.

SECTION 5. Effective Date. Pursuant to Mountain View City Charter section 519, this ordinance shall become effective thirty (30) days after the date of its adoption.

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File #: 205637, **Version:** 1

Annual Appropriations Limit for Fiscal Year 2026-27

Adopt a Resolution of the City Council of the City of Mountain View Establishing the Fiscal Year 2026-27 Appropriations Limit, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Finance and Administrative Services

TITLE: **Annual Appropriations Limit for Fiscal Year 2026-27**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Establishing the Fiscal Year 2026-27 Appropriations Limit, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

In 1979, the voters of the State of California passed Proposition 4, the Gann Spending Limit Initiative. The initiative establishes and defines annual appropriation limits for state and local government entities and requires that the City of Mountain View (City) adopt an appropriations limit annually. This calculation is intended to limit the annual growth in tax revenues used to fund governmental expenditures in California. Article XIIIB was changed with the passage of Proposition 111 on the June 1990 ballot. These changes permit greater flexibility with regard to annually calculating increases in the appropriations limit (Gann Limit or Limit) by allowing additional growth factors to be used. The initiative provides for annual adjustments for changes in population (for the City or County, whichever is greater), and either the statewide percentage change in per-capita personal income or percentage change in assessed valuation attributable to growth in nonresidential new construction. The factors permitting the maximum allowable increase in the appropriations limit are chosen for the calculation each fiscal year.

Pursuant to California Government Code Section 7910(a), the governing body of each local jurisdiction must establish the appropriations limit by resolution at a regularly scheduled or noticed special meeting and the documentation used to determine the appropriations limit must be made available to the public at least 15 days prior to the meeting. The documentation used to determine Mountain View's Fiscal Year 2026-27 appropriations limit was posted on the City's website on May 29, 2026. The calculation is also available in the Fiscal Year 2026-27 Recommended Budget document. Both are available at www.mountainview.gov/our-city/departments/finance-and-administrative-services/budget-and-analysis/fiscal-year-2026-27-recommended-budget.

ANALYSIS

The Fiscal Year 2025-26 Adopted Limit is $403,246,330. The recommended Limit for Fiscal Year 2026-27 is $430,951,712. The increase from Fiscal Year 2025-26 is primarily due to the percentage change of 4.95% in statewide per-capita income over prior year. The resolution displays the calculation utilized to arrive at this amount.

The recommended appropriations subject to the limitation for Fiscal Year 2026-27 are $155,321,387, which is well below the calculated recommended legal Limit above.

FISCAL IMPACT

There is no direct fiscal impact associated with adopting the recommended appropriations limit. The City's Fiscal Year 2026-27 appropriations subject to limitation are well below the proposed limit.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Establish the Fiscal Year 2026-27 appropriations limit using other allowable adjustment factors.

2. Establish the Fiscal Year 2026-27 appropriations limit with no increase from Fiscal Year 2025-26.

PUBLIC NOTICING—Agenda posting and copy on website.

Prepared by:

Ann Trinh
Senior Financial Analyst

Grace Zheng
Assistant Finance and Administrative Services Director

Approved by:

Derek Rampone
Finance and Administrative Services Director

Arn Andrews
Assistant City Manager

Attachments:
1. Resolution Establishing the Fiscal Year 2026-27 Appropriations Limit
2. Appropriations Limit Calculation

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
ESTABLISHING THE FISCAL YEAR 2026-27 APPROPRIATIONS LIMIT

WHEREAS, Article XIIIB of the California Constitution ("Article XIIIB") establishes a limit on the amount of tax revenue local governments, such as the City of Mountain View, can appropriate in any fiscal year and requires that local governments calculate the appropriations limit annually; and

WHEREAS, Title 1, Division 9 (commencing with Section 7900) of the California Government Code implements Article XIIIB and provides the method for calculating annual appropriations limits based on the appropriations limit for the prior fiscal year; and

WHEREAS, California Government Code section 7902(b) allows local governments to adjust the annual appropriations limit for the change in the cost of living and the change in population of the local jurisdiction; and

WHEREAS, California Government Code Section 7910(a) requires that the governing body of a local jurisdiction establish the appropriations limit by resolution at a regularly scheduled or noticed special meeting and that the documentation used to determine the appropriations limit be made available to the public at least 15 days prior to the meeting; and

WHEREAS, the documentation used to determine Mountain View's Fiscal Year 2026-27 appropriations limit was posted on the City's website on May 29, 2026; now, therefore, be it

RESOLVED: that the Fiscal Year 2026-27 appropriations limit for the City of Mountain View is calculated using the percent change in the California per-capita personal income and the percent change in population for City of Mountain View, as shown below

Proposition 4 Appropriations Limit
Calculation for Fiscal Year 2026-27

Fiscal Year 2025-26 Appropriations Limit	$403,246,330
2026-27 Change in California Per-Capita Personal Income	4.95%
2026 Change in City of Mountain View Population	1.83%

1.0495 x 1.0183 = 1.0687059

Fiscal Year 2026-27 Appropriations Limit	$430,951,712

; and be it

FURTHER RESOLVED: that the Fiscal Year 2026-27 appropriations limit for the City of Mountain View is $430,951,712.

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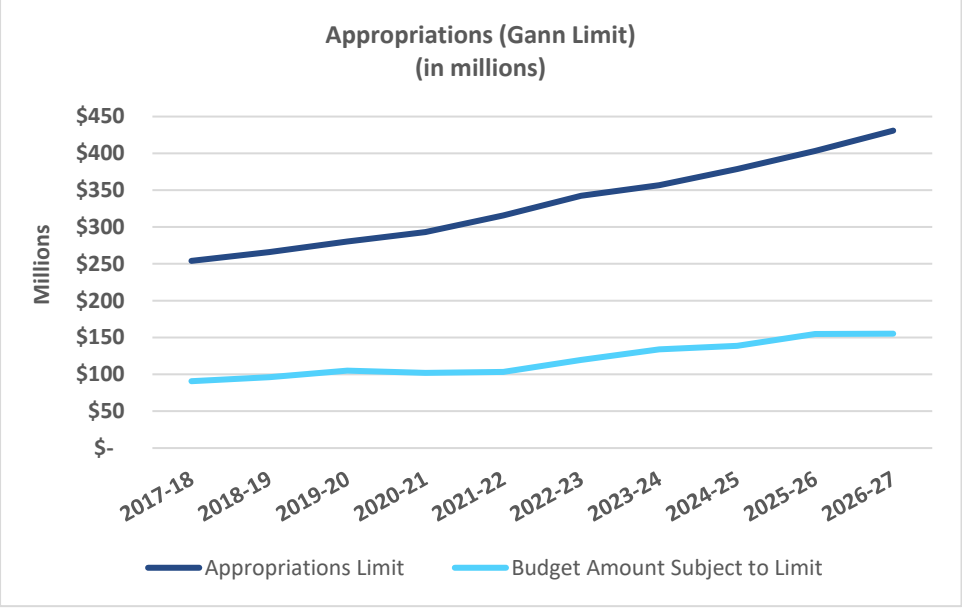
FISCAL YEAR 2026-27
Calculation of Appropriations Limit

In 1979, the voters of the State of California passed Proposition 4, the Gann spending limit initiative. The initiative establishes and defines annual appropriation limits for state and local government entities and requires the City to adopt an appropriations limit annually. This calculation is intended to limit the annual growth in tax revenues used to fund governmental expenditures in California. Article XIIIB was changed with the passage of Proposition 111 on the June 1990 ballot. These changes permit greater flexibility with regard to annually calculating increases in the appropriations limit (Gann Limit) by allowing additional growth factors to be used. The factors permitting the maximum allowable increase in the appropriations limit are chosen for the calculation each fiscal year.

The appropriations limit for FY 2026-27 is $430,951,712 while the limit for FY 2025-26 was $403,246,330. The increase from FY 2025-26 is primarily due to a percentage change of 4.95% in state-wide per capita personal income over the prior year. As can be seen below, the City is substantially under its appropriations limit. The difference between the appropriations limit and the appropriations subject to limitation has grown over time as the limit has been substantially increased by the annual adjustment factors. This, combined with the comparatively slower pace of growth in proceeds of taxes over the same time period, has contributed to the amount under the appropriations limit. The City is not expected to reach its Gann Limit in the foreseeable future.

Fiscal Year 2025-26 Limit	$ 403,246,330	(a)
2026 Change in City of Mountain View Population	1.0183	(b)
2026-27 Change in California Per Capita Personal Income	1.0495	(c)
Factor Amount – (b) x (c)	1.0687059	(d)
Fiscal Year 2026-27 Limit – (a) x (d)	430,951,712	
Fiscal Year 2026-27 Budget Amount Subject to Limitation	155,321,387	
Amount Under Appropriation Limit	$ 275,630,325	

City's Appropriations Limit History:



File #: 205726, **Version:** 1

Modifications to Council Policy A-11, Financial and Budgetary Policy

Adopt a Resolution of the City Council of the City of Mountain View Modifying City Council Policy A-11, Financial and Budgetary Policy, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Finance and Administrative Services

TITLE: **Modifications to Council Policy A-11, Financial and Budgetary Policy**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Modifying City Council Policy A-11, Financial and Budgetary Policy, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

The City Council Financial and Budgetary Policy A-11 (Policy A-11) was originally adopted on December 13, 1976 and was last modified on January 23, 2024. Policy A-11 establishes City policies related to budget revenues, expenditures, reserves, capital improvements, cash management and investments, accounting, debt management, and risk management.

On May 20, 2026, staff presented proposed modifications to the Council Finance Committee (CFC). The CFC supported the proposed modifications.

ANALYSIS

Staff reviewed the existing Policy A-11 to update the Policy to reflect current practices and recommendations, and to incorporate direction provided by CFC as follows:

1. Update Section 1 – Budget Policies

   This section has been revised to include the opportunity for Council to review and provide input on proposed General Operating Fund budget recommendations prior to the submission of the Recommended Budget to the City Council.

2. Update Section 4.f – The General Fund Open Space Reserve

   This section has been revised to reflect the operational needs resulting from the recent Measure G Real Property Transfer Tax changes approved by voters in November 2024. This

update clarifies the purpose and funding of the reserve to better align with the Measure G Real Property Transfer Tax allocation framework approved by the Council.

3. Update Section 4.j – Reserve Requirement for Compensated Absences

   This section has been revised to reflect the implementation of Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences.*

   Under the current policy, the Reserve is funded at 80% of the City's accrued compensated absences liability. Implementation of GASB Statement No. 101 results in additional compensated absence liabilities being recognized in the City's financial statements, including a broader recognition of vested sick leave obligations.

   The proposed revision modifies the reserve funding methodology to better align reserve contributions with the City's historical payout experience by basing annual funding requirements on the average actual compensated absence payouts over the preceding five fiscal years, while maintaining a minimum reserve balance. This approach is intended to maintain adequate reserve levels while avoiding the accumulation of reserves for liabilities that are unlikely to be paid out simultaneously.

4. Update Section 4.k – The Equipment Replacement Reserve

   This section has been revised to establish a funding target equal to 25% of the City's estimated equipment replacement value.

5. Update Section 4.S.4 – New Reserve Approved by City Council

   During the Fiscal Year 2023–24 budget public hearing, the City Council directed staff to establish a new reserve in the Shoreline Regional Park Community Fund for capital improvement programs. This update incorporates the reserve into Policy A-11.

6. Update Section 5.e – Capital Improvement Policies

   This revision provides additional guidance for the budgeting and administration of recurring annual or biennial capital improvement programs (CIP), including projects that are operationally recurring in nature. The update is intended to improve budget transparency, funding consistency, and long-term capital planning.

7. Update Section 7.h – Cost Allocation Plan

   This revision provides additional clarification regarding the methodology used to develop and annually adjust the City's Cost Allocation Plan, including the allocation of indirect

administrative costs among City funds. The clarification was added in response to feedback received through the GFOA Budget Award review process.

The proposed revisions are intended to maintain the City's strong fiscal management framework while ensuring Policy A-11 reflects current accounting standards, industry best practices, operational needs, and City Council priorities.

All changes are identified by underline and strikeout in the attached copy of Policy A-11 (Attachment 2).

FISCAL IMPACT

Adoption of the proposed modifications does not require an immediate appropriation. Certain revisions to reserve policies may affect future reserve funding requirements and the allocation of available resources as part of the City's annual budget process. Any required reserve contributions will be evaluated and incorporated through future budget recommendations consistent with Council Policy A-11.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Decline to accept the proposed changes.

2. Propose other revisions to the policy.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Grace Zheng
Assistant Finance and Administrative Services Director

Approved by:

Derek Rampone
Finance and Administrative Services Director

Arn Andrews
Assistant City Manager

Attachments:
1. Resolution
2. Council Policy A-11, Financial and Budget Policy (redline)
3. CFC Memo, May 20, 2026

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW MODIFYING CITY COUNCIL POLICY A-11, FINANCIAL AND BUDGETARY POLICY

WHEREAS, Council Policy A-11, Financial and Budgetary Policy, was originally adopted on December 13, 1976 (Resolution No. 11280) and last revised on January 23, 2024 (Resolution No. 18863); and

WHEREAS, Council Policy A-11 establishes City policies related to budget revenues, expenditures, reserves, capital improvements, cash management and investments, accounting, debt management, and risk management; and

WHEREAS, the proposed amendments are intended to update Council Policy A-11 to reflect current accounting standards, operational practices, reserve policies, capital planning practices, and City Council priorities; and

WHEREAS, on May 20, 2026, the Council Finance Committee (CFC) considered and discussed proposed amendments to Council Policy A-11 and recommended that the City Council approve the amendments; now therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby adopts the amended City Council Policy A-11, Financial and Budgetary Policy, attached hereto as Exhibit A; and be it

FURTHER RESOLVED: that the amended policy shall become effective immediately.

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Exhibit: A. Council Policy A-11, Financial and Budgetary Policy

CITY COUNCIL POLICY

SUBJECT: FINANCIAL AND BUDGETARY POLICY NO.: A-11

POLICY:

1. Budget Policies

All governmental fund-type annual budgets are presented on a modified accrual basis consistent with the general purpose financial statements prepared in accordance with generally accepted accounting principles. Pursuant to Council-adopted financial and budgetary policies, budgets are approved at the fund and department level and may not be exceeded without City Council approval. Transfers and adjustments between funds, departments, or capital projects must be submitted to the City Council for approval. City Charter Section 1105 requires approval by at least five votes of the seven-member City Council to amend the budget.

Proprietary funds, which include enterprise and internal service funds, are presented on an accrual basis consistent with the basis of accounting with the exception that capital projects are appropriated for the estimated cost of the total project. These financial uses of funds are not reflected as expenses in the City's financial statements but are capitalized and depreciated in accordance with generally accepted accounting principles.

Department heads are responsible for managing expenditures within their budget and assuring funds are only expended for properly authorized City expenses. Department heads are also responsible for expending funds consistent with the goals and objectives approved by the City Council.

a. The Adopted Budget shall serve as the annual financial plan for the City. This financial plan shall include the goals and objectives set by the City Council and the level of services determined by the City Council.

b. A structurally balanced General Operating Fund budget will be adopted annually, whereby recurring operating expenditures shall not exceed recurring operating revenues.

c. A midyear budget status report will be presented to the City Council annually.

d. The recommended budget shall be prepared by City staff and submitted to the City Council prior to the budget hearing each fiscal year.

POLICY:

1. Budget Policies

All governmental fund-type annual budgets are presented on a modified accrual basis consistent with the general purpose financial statements prepared in accordance with generally accepted accounting principles. Pursuant to Council-adopted financial and budgetary policies, budgets are approved at the fund and department level and may not be exceeded without City Council approval. Transfers and adjustments between funds, departments, or capital projects must be submitted to the City Council for approval. City Charter Section 1105 requires approval by at least five votes of the seven-member City Council to amend the budget.

Proprietary funds, which include enterprise and internal service funds, are presented on an accrual basis consistent with the basis of accounting with the exception that capital projects are appropriated for the estimated cost of the total project. These financial uses of funds are not reflected as expenses in the City's financial statements but are capitalized and depreciated in accordance with generally accepted accounting principles.

Department heads are responsible for managing expenditures within their budget and assuring funds are only expended for properly authorized City expenses. Department heads are also responsible for expending funds consistent with the goals and objectives approved by the City Council.

a. The Adopted Budget shall serve as the annual financial plan for the City. This financial plan shall include the goals and objectives set by the City Council and the level of services determined by the City Council.

b. A structurally balanced General Operating Fund budget will be adopted annually, whereby recurring operating expenditures shall not exceed recurring operating revenues.

c. A midyear budget status report will be presented to the City Council annually.

d. Prior to the presentation of the Recommended Budget, staff shall provide the City Council with an opportunity to review and provide input on proposed General Operating Fund budget recommendations at a public meeting of the City Council.

e. The recommended budget shall be prepared by City staff and submitted to the City Council prior to the budget hearing each fiscal year.

f. The City Council shall adopt an annual operating budget before July 1 of each fiscal year.

g. The Finance and Administrative Services Director shall have authority to make minor corrections in compiling the Adopted Budget.

h. The City Manager or their designee shall have discretion for budget adjustments within a fund and within a department's operating budget.

i. All budget adjustments between funds or departments shall be submitted to the City Council for approval.

j. Performance and workload measures which reflect the effectiveness, efficiency, or workload of departmental operations will be included in the annual budget. The budget should include comparisons of actual performance to a target goal.

k. The Finance and Administrative Services Director and the City Manager shall have the authority to increase appropriations up to the amounts authorized for the City Manager under Council Policy A-10 for professional or specialized agreements when outside grants, donations, or reimbursement revenues have been received to offset expenditures that were not anticipated or budgeted. If the grant, donation, or reimbursement is not within the City Manager's level of authorization, a request for an appropriation increase must be submitted to the City Council for approval (five votes required).

2. Revenue Policies

a. The development and maintenance of diversified and reliable revenue streams will be the primary revenue policy of the City. The City will focus its efforts to optimize existing revenue sources while periodically reviewing potential new revenue sources.

b. Revenues for the General Operating Fund will be forecast for the upcoming budget year and the four subsequent fiscal years.

c. Revenues will be estimated conservatively using information provided by State and other governmental agencies, trending of historical information, and other relevant information.

d. Sources of revenues will be evaluated periodically to determine their applicability and relevance to City needs.

e. Fees and charges for services will be evaluated and, if necessary, adjusted annually. The City's objective in setting fees and charges for services is to achieve a reasonable level of cost recovery for services that are not provided to, or do not benefit, the community as a whole.

f. Periodic reviews or audits of significant revenue sources will be conducted to determine the accuracy of amounts paid and to monitor developments in the City's revenue base.

3. Expenditure Policies

a. City services and operations will be provided in an efficient manner with the objective of delivering the highest level of service possible at the lowest level of expenditure.

b. Expenditures for the General Operating Fund will be forecast for the upcoming budget year and the four subsequent fiscal years.

c. Expenditures will be estimated conservatively using information provided by State and other governmental agencies, trending of historical information, and other relevant information.

d. A good internal control structure assuring that only properly authorized expenditures are made will be maintained.

e. Expenditures will be controlled at the fund and department level and will not exceed appropriations without City Council authorization. Appropriations lapse at the end of the fiscal year to the extent that they have not been expended or encumbered.

f. Obligations of the City will be recognized when incurred. Encumbrances will be used for outstanding commitments. Encumbrances outstanding at year-end will be carried

over to the next fiscal year and are automatically reappropriated for inclusion in the next fiscal year's budget.

4. Reserve Policies

The following is a list of reserves currently in place at the time these policies were adopted. The City Council has the authority to add or remove reserves as needed at their discretion. Some reserves are only needed for a short period of time. This list will be updated each time the policies are updated. Reserves that affect the financial stability and credit worthiness of the City, such as the General Fund Reserve, will be maintained to the degree financial stability and credit worthiness are unaffected to the greatest extent possible.

a. The General Fund Reserve, to be funded at a level between 20.0% to 25.0% of General Operating Fund budgeted expenditures, net of budget savings, shall be used: (1) for City Council-approved expenditures not appropriated during the annual budget process; (2) to cover unanticipated revenue shortfalls; (3) in situations of extreme physical or financial emergency (with the approval of the City Council); (4) to generate ongoing investment earnings; and (5) as a funding source for interfund loans and other loans or advances from the General Fund as approved by the City Council. Such loans and advances should accrue interest earnings for the General Operating Fund and include principal repayment to the extent possible.

b. The General Fund Budget Contingency Reserve shall be used to provide one-time financial resources during uncertain economic conditions. This reserve may be used for such things as the transitioning of positions to be eliminated, the phasing out of certain expenditures, smoothing of employee benefit changes, or anticipated or unanticipated revenue declines, as approved by the City Council.

c. The General Fund Earned Lease Revenue Reserve shall be used to accumulate the rent from the ground lease of a portion of the City's Charleston East property to Google LLC (Google). Google prepaid $30.0 million as rent for the initial approximately 52-year lease term. The intent is for this reserve to accumulate the rent, as it is earned, to fund one-time expenses of the City.

d. The General Fund Transportation Reserve shall be used for the purpose of major priority transportation projects to mitigate traffic congestion, improve infrastructure, and meet the needs of the City, as authorized by the City Council.

e. The General Fund Capital Improvement Reserve, to be funded with a goal of a minimum balance of $5,000,000, shall be used for the funding of unanticipated priority capital improvement projects authorized by the City Council. To the extent possible, General Operating Fund carryovers remaining from the end of the fiscal year, not designated for other reserve purposes, may be applied to this Reserve.

f. The General Fund Open Space Reserve shall be used for the purpose of acquiring, developing, and renovating parks and open space to meet the needs of the City and to enhance biodiversity throughout the City as authorized by the City Council.

g. The General Fund Strategic Property Acquisition Reserve shall be used for the purpose of setting aside specific funds for the City to use for the acquisition of strategic property(ies).

h. The General Fund Property Management Reserve shall be used to provide a source of funds for obligations which could arise from the City's leasing of property, including legal services, certain responsibilities identified in land leases, environmental testing, or other costs normally incurred by a lessor.

i. The Graham Site Maintenance Reserve shall be used to fund the maintenance obligations, per the agreement with the school district, of the Graham Sports Complex, including the playing field at Graham Middle School beneath which the City has a reservoir.

j. The Compensated Absences Reserve shall fund the disbursements of terminated or retired employees for accrued vacation and sick leave or other accrued leave as applicable. The annual contribution to this Reserve shall be based on the average payouts over the past five years while maintaining a minimum cash balance of $7.0 million.

k. The Equipment Replacement Reserve shall be maintained to fund the replacement of capital equipment. The financial objectives of this fund is to permit the budgeting of level annual amounts for capital equipment replacement while utilizing this fund's reserves to absorb the cash flow variations caused by the timing of asset replacements. Major categories of capital assets (e.g., vehicles, information technology equipment, Police and Fire radios, CAD/RMS system hardware and Communications Center furniture and equipment, etc.) are included in this Reserve. Appropriations for this fund will be requested in the annual budget. It is policy

direction that capital assets not be replaced before the end of their useful life unless justified by operating necessity. The Equipment Replacement Reserve shall maintain a minimum funding level of 25% of projected replacement costs.

l. The Workers' Compensation Self-Insurance Reserve shall be maintained at 70% confidence level for the projected liabilities as determined by an actuarial valuation to be conducted at least once every three years. This reserve may also be used for the backfill of public safety positions out on Workers' Compensation up to Two Hundred Thousand Dollars ($200,000) annually. In addition to projected liabilities, the reserve balance shall include, at a minimum, the provision for two catastrophic losses at the City's current level of self-insured retention.

m. The Liability Self-Insurance Reserve shall be maintained at 70% confidence level for the project liabilities as determined by an actuarial valuation to be conducted at least once every three years.

n. The Unemployment Self-Insurance Reserve will be reviewed annually and maintained at a level adequate to meet estimated unemployment liabilities.

o. The Employee Benefits Plan (Prescription/Vision) Reserve will be reviewed annually and maintained at a level adequate to meet estimated benefit liabilities.

p. The Retirees' Health Insurance Program Reserve will be accounted for in accordance with Generally Accepted Accounting Principles (GAAP) which includes a periodic actuarial evaluation of the City's liability and for each fund to contribute, to the extent possible, its Annual Required Contribution (ARC). In addition, to the extent possible, payments toward the Unfunded Actuarial Accrued Liability (UAAL) shall be made. This Reserve may be held with a third-party trustee for the benefit of the retirees.

q. The Parental Leave Reserve will be reviewed annually and maintained at a level adequate to meet estimated benefit liabilities.

r. The Employee Loan Reserve shall be used to provide a source of funds for the employee homebuyer and relocation assistance programs administrated by Council Policy D-13.

s. The Shoreline Regional Park Community shall maintain reserves as follows:

(1) General Reserve shall be maintained at 25% of operating expenditures.

(2) Sea Level Rise Reserve shall be incrementally increased to accumulate funds for projects identified in the most recent Shoreline Sea Level Rise Study. The contributed amount shall be determined annually based on the available resources, timeline of the projects, and results of the Shoreline Sea Level Rise Study.

(3) Landfill Reserve shall be incrementally increased to accumulate funds to rebuild the landfill system based on the most recent Landfill Master Plan. The reserve shall have adequate balance to rebuild the landfill system in case of a catastrophic event.

(4) Reserve for CIP shall be used for the Capital Improvement Program (CIP) related to the Shoreline Regional Park Community. This Reserve is to be funded with an annual allocation of $10.0 million.

t. The Water Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Goal for capital improvements which averages the amount budgeted for annual maintenance capital improvement projects over the prior three to five fiscal years.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

u. The Wastewater Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Goal for capital improvements which averages the amount budgeted for annual maintenance capital improvement projects over the prior three to five fiscal years.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

v. The Solid Waste Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Required Financial Assurance Mechanisms (FAMs) if applicable.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

5. Capital Improvement Policies

a. A five-year comprehensive Capital Improvement Program (CIP), identifying proposed major construction projects, capital equipment outlays, land acquisition, and other

capital improvement expenditures, and providing an analysis of the estimated funding available and necessary to fund these projects, shall be prepared biennially and presented to the City Council for approval. In the years when a five-year CIP is not prepared, capital projects for a single year will be presented to the City Council for approval.

b. The CIP shall identify all proposed projects to be initiated during the five-year period.

c. The first year of the CIP and single-year capital projects shall be appropriated with the annual budget. The appropriations for each project are ongoing until project completion, project cancellation, or amendment.

d. The first year of the CIP and single-year capital projects shall only include those projects which can reasonably be accomplished or substantially started within the fiscal year.

e. Recurring annual or biennial projects shall be used only to fund services and goods intended for the same year the project is created (e.g., a project created for Fiscal Year 2025-26, should only fund services and goods for the same fiscal year). These projects shall be closed out at the end of the fiscal year or as soon as all related expenditures have been paid, but no later than five years after the project's creation.

f. Capital projects will be reviewed on an annual basis for amendments or potential closure/cancellation.

g. A list of unscheduled projects (projects not included in the five-year period) will be identified in the CIP as an indication of potential future projects.

h. Future potential ongoing operating costs associated with a project will be identified with the project in the CIP.

6. Cash Management and Investment Policies

a. The City will follow modern cash management practices that require active revenue oversight, prompt collection, deposit, and investment of all funds and cash flow management which maximizes the amount of invested cash balanced with the timely payment of obligations.

b. The City will invest all funds in accordance with the City Council Investment Policy B-2 (Investment Policy) based on the following criteria:

(1) Safety of investment.

(2) Maintenance of sufficient liquidity to meet cash flow needs.

(3) Attainment of a market rate of return consistent with the requirements of the Investment Policy.

c. The City shall conduct all of its investment activities in accordance with the California Government Code Section 53600 and the Investment Policy.

d. The Investment Policy shall be updated as necessary and approved by the City Council.

e. A complete report on the City's investment portfolio shall be presented to the City Council on a regular basis.

f. A cash flow analysis shall be prepared on a monthly basis in order to estimate the amount of funds available for investment.

7. Accounting Policies

Governmental fund types are accounted for using the modified accrual basis of accounting. Revenues are recorded as received or accrued if they are both measurable and available to finance expenditures of the current period. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on long-term debt, which are recorded when paid.

Proprietary fund types are accounted for using the accrual basis of accounting wherein revenues, unbilled or billed, are recognized in the accounting period in which they are earned, and expenses are recognized in the period liabilities are incurred. For budgetary purposes, capital projects are appropriated for the estimated cost of the total project. These financial uses of funds are not reflected as expenses in the City's financial statements but are capitalized and depreciated in accordance with generally accepted accounting principles.

The City also has various internal service funds that provide service to all major funds within the City and, in turn, charge these funds for the cost of providing services. Revenues received for providing services are noted as interfund service charges in the fund schedules of the Adopted Budget.

a. A financial accounting system adequate to provide management information and meet reporting requirements shall be maintained.

b. A system of effective internal controls will be maintained that assures only properly authorized expenditures, recordings of financial transactions, and accounting entries are executed.

c. Financial reports shall be prepared and presented to the City Council on a regular basis.

d. The City's financial records will be audited annually by an independent accounting firm as required by the City Charter.

e. An Annual Comprehensive Financial Report (ACFR) shall be prepared each year within six months of the close of the previous fiscal year. The ACFR will be presented to the Council Finance Committee (CFC) in accordance with Council Policy B-6.

f. The ACFR shall be prepared in accordance with generally accepted accounting principles applicable to local governments.

g. The "Management Letter" presented by the City's independent accounting firm will be presented, with City staff's comments if applicable, to the City Council.

h. The City prepares a comprehensive cost allocation plan to identify and allocate the costs associated with centralized services to all departments and funds. These indirect charges, labeled as "General Fund Administration" on the fund schedules in the Adopted Budget, reimburse the General Operating Fund for services, such as those provided by the City Manager, Human Resources, City Attorney, Finance and Administrative Services, and Information Technology. The cost allocation process involves collecting and analyzing data from each central service department and the receiving departments. The plan uses various allocation bases tailored to the nature of the service being provided. The full cost allocation plan delineates the basis of allocation by department, which may include the total operating budget, the number

of full-time equivalent positions per department, the number of work requests, the amount of square footage occupied, the number of items processed, the number of applicable devices, etc. The City also prepares a cost allocation plan for the Water Fund similar to the General Fund plan. Indirect overhead charges allocated among City funds are adjusted annually, and the annual inflation factor is determined as part of the budget development process.

8. Debt Management Policies

These Debt Management Policies are the debt management policies for the City of Mountain View, Mountain View Shoreline Regional Park Community, City of Mountain View Capital Improvements Financing Authority, and any other entity for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities.

When used in these Debt Management Policies, "debt" refers to all forms of indebtedness and financing lease obligations.

These Debt Management Policies are intended to comply with California Government Code Section 8855 (i).

a. Long-term borrowing will be restricted to the funding of capital improvement projects and equipment. The use of long-term borrowing for ongoing operations shall be avoided.

b. Short-term debt may be issued to provide financing for the City's operational cash flows in order to maintain a steady and even cash flow balance. Short-term debt may also be used to finance short-lived capital projects; for example, the City may undertake lease-purchase financing for equipment.

c. The City may also find it beneficial to issue debt on behalf of other governmental agencies or private third parties in order to further the public purposes of the City. In such cases, the City shall take reasonable steps to confirm the financial feasibility of the project to be financed and the financial solvency of any borrower and that the issuance of such debt is consistent with the policies set forth herein.

d. The term of the debt shall not exceed the expected useful life of the capital improvement project or equipment.

e. Debt obligations will be met in a timely and efficient manner.

f. The City will comply with all debt covenants.

g. Good communications with bond rating agencies about its financial condition will be maintained.

h. The City will not exceed its legal debt margin limit of 15% of assessed value of property within the City limits.

i. Refunding techniques will be used where appropriate to allow for the restructuring of its current outstanding debt to remove or change restrictive covenants and/or to reduce annual debt service in an amount sufficient to justify the costs of the refunding/reissuance.

j. The City will comply with the postissuance policies and procedures specified in the tax certificate for any tax-exempt debt.

k. Types of Debt: The following types of debt are allowable under these Debt Management Policies:

- General obligation bonds.
- Bond or grant anticipation notes.
- Lease revenue bonds, certificates of participation, and lease-purchase transactions.
- Other revenue bonds and certificates of participation.
- Tax and revenue anticipation notes.
- Land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes.
- Tax increment financing to the extent permitted under State law.

- Conduit financings, such as financings for affordable rental housing and qualified 501(c)(3) organizations.

The City may, from time to time, find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of these Debt Management Policies.

Debt shall be issued as fixed-rate debt unless the City makes a specific determination that a variable rate issue would be beneficial to the City in a specific circumstance.

l. Relationship of Debt to Capital Improvement Program and Budget

The City is committed to long-term capital planning. The City intends to issue debt for the purposes stated in these Debt Management Policies and to implement policy decisions incorporated in the City's capital budget and the capital improvement plan.

The City shall integrate its debt issuances with the goals of its Capital Improvement Program by timing the issuance of debt to ensure that projects are available when needed in furtherance of the City's public purposes.

The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its General Fund.

m. Policy Goals Related to Planning Goals and Objectives

The City intends to issue debt for the purposes stated in these Debt Management Policies, General Plan, Precise Plans, and other planning policy documents and to implement policy decisions incorporated in the City's Capital Improvement Program and annual operating budget.

n. Internal Control Procedures

It is the policy of the City to ensure that proceeds of debt are spent only on lawful and intended uses. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee, and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the Finance and Administrative Services Director. In those cases where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the Finance and

Administrative Services Director shall retain records of all expenditures of proceeds. The Finance and Administrative Services Director shall retain records of expenditures for the period ending on the later of: (a) the final payment of the debt; and (b) the period specified in the tax certificate for tax-exempt debt.

o. Disclosure Policies and Procedures

(1) These Disclosure Policies and Procedures are intended to ensure that the City is in compliance with all applicable Federal and State securities laws.

(2) Review of Official Statements:

(a) The Finance and Administrative Services Director of the City shall review any Official Statement prepared in connection with any debt issuance by the City in order to ensure that there are no misstatements or omissions of material information in any sections that contain descriptions of information prepared by the City.

(b) In connection with its review of the Official Statement, the Finance and Administrative Services Director shall consult with third parties, including outside professionals assisting the City, and all members of City staff, to the extent that the Finance and Administrative Services Director concludes they should be consulted so that the Official Statement will include all "material" information (as defined for purposes of Federal securities law).

(c) As part of the review process, the Finance and Administrative Services Director shall submit all Official Statements to the City Council for approval. The cover letter used by the Finance and Administrative Services Director to submit the Official Statements shall briefly summarize the responsibilities of the City Council under Federal securities laws and identify the key sections of the Official Statement.

(d) The approval of an Official Statement by the City Council shall be placed on the agenda as a new business matter and shall not be approved as a consent item. The City Council shall undertake such review as deemed necessary by the City Council, following consultation with the Finance and Administrative Services Director, to fulfill the City Council's responsibilities under applicable Federal and State securities laws. In this regard, the

Finance and Administrative Services Director shall consult with the City's Disclosure Counsel to the extent the Finance and Administrative Services Director considers appropriate.

(3) Continuing Disclosure:

(a) Under the continuing disclosure undertakings that the City has entered into in connection with its debt offerings, the City is required each year to file annual reports with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access ("EMMA") system in accordance with such undertakings. Such annual reports are required to include certain updated financial and operating information and the City's audited financial statements.

(b) The City is also required under its continuing disclosure undertakings to file notices of certain events with EMMA.

(c) The Finance and Administrative Services Director is responsible for establishing a system (which may involve the retention or one or more consultants) by which:

1.) The City will make the annual filings required by its continuing disclosure undertakings on a complete and timely basis; and

2.) The City will file notices of enumerated events on a timely basis.

(4) Whenever the City makes statements or releases information relating to its finances to the public that are reasonably expected to reach investors and the trading markets, the City is obligated to ensure that such statements and information are complete, true, and accurate in all material respects.

(5) Training:

(a) The Finance and Administrative Services Director shall ensure that the members of the City staff involved in the initial or continuing disclosure process and the City Council are properly trained to understand and perform their responsibilities.

(b) The Finance and Administrative Services Director shall arrange for disclosure training sessions conducted by the City's Disclosure Counsel. Such training sessions shall include education on these Disclosure Policies and Procedures, the City's disclosure obligations under applicable Federal and State securities laws, and the disclosure responsibilities and potential liabilities of members of the City's staff and members of the City Council. Such training sessions may be conducted using a recorded presentation.

9. Risk Management Policies

a. The City will maintain an appropriate level of funding or insurance coverage for exposure to risks of financial loss through self-insurance, partial self-insurance, commercial insurance, or pooled insurance with other agencies, whichever form is the most cost-effective in the long term. If self-insuring, stop loss insurance or pooled insurance should be acquired in order to minimize the amount of self-insured retention, or financial responsibility, at the lowest level that is cost-effective. The form of insurance employed for different risks shall be periodically evaluated.

b. City property shall be appropriately insured or self-insured to cover the City's losses through theft, destruction, fire, and other insurable perils.

c. All liability-type losses and claims that occur with predictable frequency and which will not have a significant adverse impact on the City's financial position shall be self-insured to an appropriate level.

d. An annual analysis shall be made of all insurance and self-insurance to monitor and compare costs.

e. The City shall be self-insured for unemployment benefits.

f. Workers' Compensation shall be insured or self-insured to an appropriate level, and the program carried out according to State laws with the intent to care for the injured and preclude abuse to the extent allowable by law.

Revised: June 23, 2026, Resolution No. _____
Revised: January 23, 2024, Resolution No. 18863
Revised: June 12, 2018, Resolution No. 18220
Revised: June 13, 2017, Resolution No. 18147
Revised: March 27, 2007, Resolution No. 17191
Effective Date: December 13, 1976, Resolution No. 11280

CNL POL
A11-546CP

CITY COUNCIL POLICY

SUBJECT: FINANCIAL AND BUDGETARY POLICY NO.: A-11

PURPOSE:

A comprehensive and consistent set of financial and budgetary policies provides a basis for sound financial planning, identifies appropriate directions for service level development, aids budgetary decision making, and serves as an overall framework to guide financial management and operations of the City of Mountain View (City).

This document incorporates existing adopted and informal policies. The formal adoption of financial policies allows for the consistent management of the City's financial resources and avoids the possibility of inconsistent or conflicting policies. These policies will establish criteria to evaluate the City's financial condition and to create a sound financial base for City operations.

A city's adoption of financial policies also promotes public confidence and increases the city's credibility in the eyes of bond rating agencies and potential investors. Such policies also provide the resources to react to potential financial emergencies in a prudent manner.

While these City Council-adopted policies will be amended periodically, the adoption of these policies will bring increased consistency to the management of the City's financial resources while establishing criteria and fiscal goals.

Policies presented here address the following topics:

1. Budget Policies
2. Revenue Policies
3. Expenditure Policies
4. Reserve Policies
5. Capital Improvement Policies
6. Cash Management and Investment Policies
7. Accounting Policies
8. Debt Management Policies
9. Risk Management Policies

POLICY:

1. Budget Policies

All governmental fund-type annual budgets are presented on a modified accrual basis consistent with the general purpose financial statements prepared in accordance with generally accepted accounting principles. Pursuant to Council-adopted financial and budgetary policies, budgets are approved at the fund and department level and may not be exceeded without City Council approval. Transfers and adjustments between funds, departments, or capital projects must be submitted to the City Council for approval. City Charter Section 1105 requires approval by at least five votes of the seven-member City Council to amend the budget.

Proprietary funds, which include enterprise and internal service funds, are presented on an accrual basis consistent with the basis of accounting with the exception that capital projects are appropriated for the estimated cost of the total project. These financial uses of funds are not reflected as expenses in the City's financial statements but are capitalized and depreciated in accordance with generally accepted accounting principles.

Department heads are responsible for managing expenditures within their budget and assuring funds are only expended for properly authorized City expenses. Department heads are also responsible for expending funds consistent with the goals and objectives approved by the City Council.

a. The Adopted Budget shall serve as the annual financial plan for the City. This financial plan shall include the goals and objectives set by the City Council and the level of services determined by the City Council.

b. A structurally balanced General Operating Fund budget will be adopted annually, whereby recurring operating expenditures shall not exceed recurring operating revenues.

c. A midyear budget status report will be presented to the City Council annually.

d. Prior to the presentation of the Recommended Budget, staff shall provide the City Council with an opportunity to review and provide input on proposed General Operating Fund budget recommendations at a public meeting of the City Council.

~~d~~e. The recommended budget shall be prepared by City staff and submitted to the City Council prior to the budget hearing each fiscal year.

~~e~~f. The City Council shall adopt an annual operating budget before July 1 of each fiscal year.

~~f~~g. The Finance and Administrative Services Director shall have authority to make minor corrections in compiling the Adopted Budget.

~~g~~h. The City Manager or their designee shall have discretion for budget adjustments within a fund and within a department's operating budget.

~~h~~i. All budget adjustments between funds or departments shall be submitted to the City Council for approval.

~~i~~j. Performance and workload measures which reflect the effectiveness, efficiency, or workload of departmental operations will be included in the annual budget. The budget should include comparisons of actual performance to a target goal.

~~j~~k. The Finance and Administrative Services Director and the City Manager shall have the authority to increase appropriations up to the amounts authorized for the City Manager under Council Policy A-10 for professional or specialized agreements when outside grants, donations, or reimbursement revenues have been received to offset expenditures that were not anticipated or budgeted. If the grant, donation, or reimbursement is not within the City Manager's level of authorization, a request for an appropriation increase must be submitted to the City Council for approval (five votes required).

2. Revenue Policies

a. The development and maintenance of diversified and reliable revenue streams will be the primary revenue policy of the City. The City will focus its efforts to optimize existing revenue sources while periodically reviewing potential new revenue sources.

b. Revenues for the General Operating Fund will be forecast for the upcoming budget year and the four subsequent fiscal years.

c. Revenues will be estimated conservatively using information provided by State and other governmental agencies, trending of historical information, and other relevant information.

d. Sources of revenues will be evaluated periodically to determine their applicability and relevance to City needs.

e. Fees and charges for services will be evaluated and, if necessary, adjusted annually. The City's objective in setting fees and charges for services is to achieve a reasonable level of cost recovery for services that are not provided to, or do not benefit, the community as a whole.

f. Periodic reviews or audits of significant revenue sources will be conducted to determine the accuracy of amounts paid and to monitor developments in the City's revenue base.

3. Expenditure Policies

a. City services and operations will be provided in an efficient manner with the objective of delivering the highest level of service possible at the lowest level of expenditure.

b. Expenditures for the General Operating Fund will be forecast for the upcoming budget year and the four subsequent fiscal years.

c. Expenditures will be estimated conservatively using information provided by State and other governmental agencies, trending of historical information, and other relevant information.

d. A good internal control structure assuring that only properly authorized expenditures are made will be maintained.

e. Expenditures will be controlled at the fund and department level and will not exceed appropriations without City Council authorization. Appropriations lapse at the end of the fiscal year to the extent that they have not been expended or encumbered.

f. Obligations of the City will be recognized when incurred. Encumbrances will be used for outstanding commitments. Encumbrances outstanding at year-end will be carried

over to the next fiscal year and are automatically reappropriated for inclusion in the next fiscal year's budget.

4. Reserve Policies

The following is a list of reserves currently in place at the time these policies were adopted. The City Council has the authority to add or remove reserves as needed at their discretion. Some reserves are only needed for a short period of time. This list will be updated each time the policies are updated. Reserves that affect the financial stability and credit worthiness of the City, such as the General Fund Reserve, will be maintained to the degree financial stability and credit worthiness are unaffected to the greatest extent possible.

a. The General Fund Reserve, to be funded at a level between 20.0% to 25.0% of General Operating Fund budgeted expenditures, net of budget savings, shall be used: (1) for City Council-approved expenditures not appropriated during the annual budget process; (2) to cover unanticipated revenue shortfalls; (3) in situations of extreme physical or financial emergency (with the approval of the City Council); (4) to generate ongoing investment earnings; and (5) as a funding source for interfund loans and other loans or advances from the General Fund as approved by the City Council. Such loans and advances should accrue interest earnings for the General Operating Fund and include principal repayment to the extent possible.

b. The General Fund Budget Contingency Reserve shall be used to provide one-time financial resources during uncertain economic conditions. This reserve may be used for such things as the transitioning of positions to be eliminated, the phasing out of certain expenditures, smoothing of employee benefit changes, or anticipated or unanticipated revenue declines, as approved by the City Council.

c. The General Fund Earned Lease Revenue Reserve shall be used to accumulate the rent from the ground lease of a portion of the City's Charleston East property to Google LLC (Google). Google prepaid $30.0 million as rent for the initial approximately 52-year lease term. The intent is for this reserve to accumulate the rent, as it is earned, to fund one-time expenses of the City.

d. The General Fund Transportation Reserve shall be used for the purpose of major priority transportation projects to mitigate traffic congestion, improve infrastructure, and meet the needs of the City, as authorized by the City Council.

e. The General Fund Capital Improvement Reserve, to be funded with a goal of a minimum balance of $5,000,000, shall be used for the funding of unanticipated priority capital improvement projects authorized by the City Council. To the extent possible, General Operating Fund carryovers remaining from the end of the fiscal year, not designated for other reserve purposes, may be applied to this Reserve.

f. The General Fund Open Space ~~Acquisition~~ Reserve shall be used for the purpose of acquiring, developing, and renovating parks and open space to meet the needs of the City and to enhance biodiversity throughout the City as authorized by the City Council. ~~Proceeds from excess City-owned properties shall fund this Reserve as directed by the City Council.~~

g. The General Fund Strategic Property Acquisition Reserve shall be used for the purpose of setting aside specific funds for the City to use for the acquisition of strategic property(ies).

h. The General Fund Property Management Reserve shall be used to provide a source of funds for obligations which could arise from the City's leasing of property, including legal services, certain responsibilities identified in land leases, environmental testing, or other costs normally incurred by a lessor.

i. The Graham Site Maintenance Reserve shall be used to fund the maintenance obligations, per the agreement with the school district, of the Graham Sports Complex, including the playing field at Graham Middle School beneath which the City has a reservoir.

j. The Compensated Absences Reserve shall fund the disbursements of terminated or retired employees for accrued vacation and sick leave or other accrued leave as applicable. The annual contribution to this Reserve~~This Reserve~~ shall be based on the average payouts over the past five years while maintaining~~funded at~~ a minimum cash balance of $7~~80~~.0 million. ~~% of the accrued liabilities of the City for compensated absences such as vacation and vested sick leave.~~

k. The Equipment Replacement Reserve shall be maintained to fund the replacement of capital equipment. The financial objectives of this fund is to permit the budgeting of level annual amounts for capital equipment replacement while utilizing this fund's reserves to absorb the cash flow variations caused by the timing of asset replacements. Major categories of capital assets (e.g., vehicles, information

technology equipment, Police and Fire radios, CAD/RMS system hardware and Communications Center furniture and equipment, etc.) are included in this Reserve. Appropriations for this fund will be requested in the annual budget. It is policy direction that capital assets not be replaced before the end of their useful life unless justified by operating necessity. The Equipment Replacement Reserve shall maintain a minimum funding level of 25% of projected replacement costs.

l. The Workers' Compensation Self-Insurance Reserve shall be maintained at 70% confidence level for the projected liabilities as determined by an actuarial valuation to be conducted at least once every three years. This reserve may also be used for the backfill of public safety positions out on Workers' Compensation up to Two Hundred Thousand Dollars ($200,000) annually. In addition to projected liabilities, the reserve balance shall include, at a minimum, the provision for two catastrophic losses at the City's current level of self-insured retention.

m. The Liability Self-Insurance Reserve shall be maintained at 70% confidence level for the project liabilities as determined by an actuarial valuation to be conducted at least once every three years.

n. The Unemployment Self-Insurance Reserve will be reviewed annually and maintained at a level adequate to meet estimated unemployment liabilities.

o. The Employee Benefits Plan (Prescription/Vision) Reserve will be reviewed annually and maintained at a level adequate to meet estimated benefit liabilities.

p. The Retirees' Health Insurance Program Reserve will be accounted for in accordance with Generally Accepted Accounting Principles (GAAP) which includes a periodic actuarial evaluation of the City's liability and for each fund to contribute, to the extent possible, its Annual Required Contribution (ARC). In addition, to the extent possible, payments toward the Unfunded Actuarial Accrued Liability (UAAL) shall be made. This Reserve may be held with a third-party trustee for the benefit of the retirees.

q. The Parental Leave Reserve will be reviewed annually and maintained at a level adequate to meet estimated benefit liabilities.

r. The Employee Loan Reserve shall be used to provide a source of funds for the employee homebuyer and relocation assistance programs administrated by Council Policy D-13.

s. The Shoreline Regional Park Community shall maintain reserves as follows:

(1) General Reserve shall be maintained at 25% of operating expenditures.

(2) Sea Level Rise Reserve shall be incrementally increased to accumulate funds for projects identified in the most recent Shoreline Sea Level Rise Study. The contributed amount shall be determined annually based on the available resources, timeline of the projects, and results of the Shoreline Sea Level Rise Study.

(3) Landfill Reserve shall be incrementally increased to accumulate funds to rebuild the landfill system based on the most recent Landfill Master Plan. The reserve shall have adequate balance to rebuild the landfill system in case of a catastrophic event.

(4) Reserve for CIP shall be used for the Capital Improvement Program (CIP) related to the Shoreline Regional Park Community. This Reserve is to be funded with an annual allocation of $10.0 million.

t. The Water Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Goal for capital improvements which averages the amount budgeted for annual maintenance capital improvement projects over the prior three to five fiscal years.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

u. The Wastewater Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Goal for capital improvements which averages the amount budgeted for annual maintenance capital improvement projects over the prior three to five fiscal years.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

v. The Solid Waste Fund Reserve shall be maintained as follows:

(1) Minimum 10% of operating budget for emergencies.

(2) Minimum 5% of operating budget for contingencies.

(3) Goal of 10% of operating budget for rate stabilization.

(4) Required Financial Assurance Mechanisms (FAMs) if applicable.

The purpose of the rate stabilization funds is to buffer any significant changes in revenues or expenses. Use of the rate stabilization funds is allowed to gradually or incrementally change rates in any fiscal year to lessen the impact of an otherwise significant rate change. The funds are to be adjusted in following fiscal years to meet the 10% guideline.

5. Capital Improvement Policies

a. A five-year comprehensive Capital Improvement Program (CIP), identifying proposed major construction projects, capital equipment outlays, land acquisition, and other

capital improvement expenditures, and providing an analysis of the estimated funding available and necessary to fund these projects, shall be prepared biennially and presented to the City Council for approval. In the years when a five-year CIP is not prepared, capital projects for a single year will be presented to the City Council for approval.

b. The CIP shall identify all proposed projects to be initiated during the five-year period.

c. The first year of the CIP and single-year capital projects shall be appropriated with the annual budget. The appropriations for each project are ongoing until project completion, project cancellation, or amendment.

d. The first year of the CIP and single-year capital projects shall only include those projects which can reasonably be accomplished or substantially started within the fiscal year.

e. Recurring annual or biennial projects shall be used only to fund services and goods intended for the same year the project is created (e.g., a project created for Fiscal Year 2025-26, should only fund services and goods for the same fiscal year). These projects shall be closed out at the end of the fiscal year or as soon as all related expenditures have been paid, but no later than five years after the project's creation.

f. Capital projects will be reviewed on an annual basis for amendments or potential closure/cancellation.

g. A list of unscheduled projects (projects not included in the five-year period) will be identified in the CIP as an indication of potential future projects.

h. Future potential ongoing operating costs associated with a project will be identified with the project in the CIP.

6. Cash Management and Investment Policies

a. The City will follow modern cash management practices that require active revenue oversight, prompt collection, deposit, and investment of all funds and cash flow management which maximizes the amount of invested cash balanced with the timely payment of obligations.

b. The City will invest all funds in accordance with the City Council Investment Policy B-2 (Investment Policy) based on the following criteria:

(1) Safety of investment.

(2) Maintenance of sufficient liquidity to meet cash flow needs.

(3) Attainment of a market rate of return consistent with the requirements of the Investment Policy.

c. The City shall conduct all of its investment activities in accordance with the California Government Code Section 53600 and the Investment Policy.

d. The Investment Policy shall be updated as necessary and approved by the City Council.

e. A complete report on the City's investment portfolio shall be presented to the City Council on a regular basis.

f. A cash flow analysis shall be prepared on a monthly basis in order to estimate the amount of funds available for investment.

7. Accounting Policies

Governmental fund types are accounted for using the modified accrual basis of accounting. Revenues are recorded as received or accrued if they are both measurable and available to finance expenditures of the current period. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on long-term debt, which are recorded when paid.

Proprietary fund types are accounted for using the accrual basis of accounting wherein revenues, unbilled or billed, are recognized in the accounting period in which they are earned, and expenses are recognized in the period liabilities are incurred. For budgetary purposes, capital projects are appropriated for the estimated cost of the total project. These financial uses of funds are not reflected as expenses in the City''s financial statements but are capitalized and depreciated in accordance with generally accepted accounting principles.

The City also has various internal service funds that provide service to all major funds within the City and, in turn, charge these funds for the cost of providing services. Revenues received for providing services are noted as interfund service charges in the fund schedules of the Adopted Budget.

a. A financial accounting system adequate to provide management information and meet reporting requirements shall be maintained.

b. A system of effective internal controls will be maintained that assures only properly authorized expenditures, recordings of financial transactions, and accounting entries are executed.

c. Financial reports shall be prepared and presented to the City Council on a regular basis.

d. The City's financial records will be audited annually by an independent accounting firm as required by the City Charter.

e. An Annual Comprehensive Financial Report (ACFR) shall be prepared each year within six months of the close of the previous fiscal year. The ACFR will be presented to the Council Finance Committee (CFC) in accordance with Council Policy B-6.

f. The ACFR shall be prepared in accordance with generally accepted accounting principles applicable to local governments.

g. The "Management Letter" presented by the City's independent accounting firm will be presented, with City staff's comments if applicable, to the City Council.

h. The City prepares a comprehensive cost allocation plan to identify and allocate the costs associated with centralized~~providing certain~~ services to all departments and funds.~~.~~ These indirect charges, labeled~~noted~~ as "General Fund Administration" on the fund schedules in the Adopted Budget, reimburse the General Operating Fund for services, such as those provided by the City Manager, Human Resources, City Attorney, Finance and Administrative Services~~Payroll, Purchasing, Accounts Payable~~, and Information Technology. The cost allocation process involves collecting and analyzing data from each central service department and the receiving departments. The plan uses various allocation bases tailored to the nature of the service being provided. The full cost allocation plan delineates the basis of allocation by

department, which may include the total operating budget, the number of full-time equivalent positions per department, the number of work requests, the amount of square footage occupied, the number of items processed, the number of applicable devices, etc. The City also prepares a cost allocation plan for the Water Fund similar to the General Fund plan. Indirect overhead charges allocated among City funds are adjusted annually, and the annual inflation factor is determined as part of the budget development process.

8. Debt Management Policies

These Debt Management Policies are the debt management policies for the City of Mountain View, Mountain View Shoreline Regional Park Community, City of Mountain View Capital Improvements Financing Authority, and any other entity for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities.

When used in these Debt Management Policies, "debt" refers to all forms of indebtedness and financing lease obligations.

These Debt Management Policies are intended to comply with California Government Code Section 8855 (i).

a. Long-term borrowing will be restricted to the funding of capital improvement projects and equipment. The use of long-term borrowing for ongoing operations shall be avoided.

b. Short-term debt may be issued to provide financing for the City's operational cash flows in order to maintain a steady and even cash flow balance. Short-term debt may also be used to finance short-lived capital projects; for example, the City may undertake lease-purchase financing for equipment.

c. The City may also find it beneficial to issue debt on behalf of other governmental agencies or private third parties in order to further the public purposes of the City. In such cases, the City shall take reasonable steps to confirm the financial feasibility of the project to be financed and the financial solvency of any borrower and that the issuance of such debt is consistent with the policies set forth herein.

d. The term of the debt shall not exceed the expected useful life of the capital improvement project or equipment.

e. Debt obligations will be met in a timely and efficient manner.

f. The City will comply with all debt covenants.

g. Good communications with bond rating agencies about its financial condition will be maintained.

h. The City will not exceed its legal debt margin limit of 15% of assessed value of property within the City limits.

i. Refunding techniques will be used where appropriate to allow for the restructuring of its current outstanding debt to remove or change restrictive covenants and/or to reduce annual debt service in an amount sufficient to justify the costs of the refunding/reissuance.

j. The City will comply with the postissuance policies and procedures specified in the tax certificate for any tax-exempt debt.

k. Types of Debt: The following types of debt are allowable under these Debt Management Policies:

- General obligation bonds.
- Bond or grant anticipation notes.
- Lease revenue bonds, certificates of participation, and lease-purchase transactions.
- Other revenue bonds and certificates of participation.
- Tax and revenue anticipation notes.
- Land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes.

- Tax increment financing to the extent permitted under State law.

- Conduit financings, such as financings for affordable rental housing and qualified 501(c)(3) organizations.

The City may, from time to time, find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of these Debt Management Policies.

Debt shall be issued as fixed-rate debt unless the City makes a specific determination that a variable rate issue would be beneficial to the City in a specific circumstance.

l. Relationship of Debt to Capital Improvement Program and Budget

The City is committed to long-term capital planning. The City intends to issue debt for the purposes stated in these Debt Management Policies and to implement policy decisions incorporated in the City's capital budget and the capital improvement plan.

The City shall integrate its debt issuances with the goals of its Ccapital limprovement Pprogram by timing the issuance of debt to ensure that projects are available when needed in furtherance of the City's public purposes.

The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its General Fund.

m. Policy Goals Related to Planning Goals and Objectives

The City intends to issue debt for the purposes stated in these Debt Management Policies, General Plan, Precise Plans, and other planning policy documents and to implement policy decisions incorporated in the City's Capital Improvement Program and annual operating budget.

n. Internal Control Procedures

It is the policy of the City to ensure that proceeds of debt are spent only on lawful and intended uses. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee, and the City will submit written requisitions for such proceeds.

The City will submit a requisition only after obtaining the signature of the Finance and Administrative Services Director. In those cases where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the Finance and Administrative Services Director shall retain records of all expenditures of proceeds. The Finance and Administrative Services Director shall retain records of expenditures for the period ending on the later of: (a) the final payment of the debt; and (b) the period specified in the tax certificate for tax-exempt debt.

o. Disclosure Policies and Procedures

(1) These Disclosure Policies and Procedures are intended to ensure that the City is in compliance with all applicable Federal and State securities laws.

(2) Review of Official Statements:

(a) The Finance and Administrative Services Director of the City shall review any Official Statement prepared in connection with any debt issuance by the City in order to ensure that there are no misstatements or omissions of material information in any sections that contain descriptions of information prepared by the City.

(b) In connection with its review of the Official Statement, the Finance and Administrative Services Director shall consult with third parties, including outside professionals assisting the City, and all members of City staff, to the extent that the Finance and Administrative Services Director concludes they should be consulted so that the Official Statement will include all "material" information (as defined for purposes of Federal securities law).

(c) As part of the review process, the Finance and Administrative Services Director shall submit all Official Statements to the City Council for approval. The cover letter used by the Finance and Administrative Services Director to submit the Official Statements shall briefly summarize the responsibilities of the City Council under Federal securities laws and identify the key sections of the Official Statement.

(d) The approval of an Official Statement by the City Council shall be placed on the agenda as a new business matter and shall not be approved as a consent item. The City Council shall undertake such review as deemed

necessary by the City Council, following consultation with the Finance and Administrative Services Director, to fulfill the City Council's responsibilities under applicable Federal and State securities laws. In this regard, the Finance and Administrative Services Director shall consult with the City's Disclosure Counsel to the extent the Finance and Administrative Services Director considers appropriate.

(3) Continuing Disclosure:

(a) Under the continuing disclosure undertakings that the City has entered into in connection with its debt offerings, the City is required each year to file annual reports with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access ("EMMA") system in accordance with such undertakings. Such annual reports are required to include certain updated financial and operating information and the City's audited financial statements.

(b) The City is also required under its continuing disclosure undertakings to file notices of certain events with EMMA.

(c) The Finance and Administrative Services Director is responsible for establishing a system (which may involve the retention or one or more consultants) by which:

1.) The City will make the annual filings required by its continuing disclosure undertakings on a complete and timely basis; and

2.) The City will file notices of enumerated events on a timely basis.

(4) Whenever the City makes statements or releases information relating to its finances to the public that are reasonably expected to reach investors and the trading markets, the City is obligated to ensure that such statements and information are complete, true, and accurate in all material respects.

(5) Training:

(a) The Finance and Administrative Services Director shall ensure that the members of the City staff involved in the initial or continuing disclosure process and the City Council are properly trained to understand and perform their responsibilities.

(b) The Finance and Administrative Services Director shall arrange for disclosure training sessions conducted by the City's Disclosure Counsel. Such training sessions shall include education on these Disclosure Policies and Procedures, the City's disclosure obligations under applicable Federal and State securities laws, and the disclosure responsibilities and potential liabilities of members of the City's staff and members of the City Council. Such training sessions may be conducted using a recorded presentation.

9. Risk Management Policies

a. The City will maintain an appropriate level of funding or insurance coverage for exposure to risks of financial loss through self-insurance, partial self-insurance, commercial insurance, or pooled insurance with other agencies, whichever form is the most cost-effective in the long term. If self-insuring, stop loss insurance or pooled insurance should be acquired in order to minimize the amount of self-insured retention, or financial responsibility, at the lowest level that is cost--effective. The form of insurance employed for different risks shall be periodically evaluated.

b. City property shall be appropriately insured or self-insured to cover the City's losses through theft, destruction, fire, and other insurable perils.

c. All liability-type losses and claims that occur with predictable frequency and which will not have a significant adverse impact on the City's financial position shall be self-insured to an appropriate level.

d. An annual analysis shall be made of all insurance and self-insurance to monitor and compare costs.

e. The City shall be self-insured for unemployment benefits.

f. Workers' Compensation shall be insured or self-insured to an appropriate level, and the program carried out according to State laws with the intent to care for the injured and preclude abuse to the extent allowable by law.

Revised: June 23, 2026, Resolution No.
Revised: January 23, 2024, Resolution No. 18863
Revised: June 12, 2018, Resolution No. 18220
Revised: June 13, 2017, Resolution No. 18147
Revised: March 27, 2007, Resolution No. 17191
Effective Date: December 13, 1976, Resolution No. 11280

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File #: 205757, **Version:** 1

5-Year Update to the Urban Water Management Plan and Water Shortage Contingency Plan - Adoption

1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the City of Mountain View 2025 Urban Water Management Plan, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the City Council of the City of Mountain View Adopting the City of Mountain View Water Shortage Contingency Plan, to be read in title only, further reading waived (Attachment 2 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **5-Year Update to the Urban Water Management Plan and Water Shortage Contingency Plan - Adoption**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Adopting the 2025 Urban Water Management Plan, to be read in title only, further reading waived (Attachment 1 to the Council report).

Adopt a Resolution of the City Council of the City of Mountain View Adopting the Water Shortage Contingency Plan, to be read in title only, further reading waived (Attachment 2 to the Council report).

BACKGROUND AND ANALYSIS

The California Water Code requires urban water suppliers to prepare an Urban Water Management Plan (UWMP) and to update it every five years. The City of Mountain View's last UWMP was adopted in 2021. Adoption of the 2025 UWMP is due by July 1, 2026 in order to maintain eligibility for State water grant funding. A Water Shortage Contingency Plan (WSCP) is also required by State law and has been included as a chapter in the UWMP.

The City prepared and circulated the draft 2025 UWMP and WSCP for public review and held a public hearing on May 26, 2026. No Council direction or public comments were received that required changes to the draft 2025 UWMP or WSCP. Staff will file the final 2025 UWMP and WSCP with the California Department of Water Resources within 30 days of adoption. A copy of the final 2025 UWMP and WSCP will be also made available to the public within 30 days of adoption.

FISCAL IMPACT

There is no direct fiscal impact associated with adoption of the 2025 Urban Water Management Plan or the Water Shortage Contingency Plan. The recommended actions are required to comply with State law and maintain eligibility for certain State funding opportunities.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not adopt the resolutions adopting the 2025 UWMP or WSCP.

2. Direct staff to modify the 2025 UWMP and WSCP.

3. Provide other direction.

PUBLIC NOTICING

Agenda posting.

Prepared by:

Elizabeth Flegel
Water Resources Manager

Reviewed by:

Lisa Au
Assistant Public Works Director

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachments:
1. Resolution Adopting the 2025 Urban Water Management Plan
2. Resolution Adopting the Water Shortage Contingency Plan

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING THE CITY OF MOUNTAIN VIEW 2025 URBAN WATER MANAGEMENT PLAN

WHEREAS, the California Urban Water Management Planning Act (California Water Code Section 10610 et seq.) requires that urban water suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet of water per year prepare and update every five years thereafter an Urban Water Management Plan; and

WHEREAS, the City is an urban water supplier serving approximately 18,000 water customers and supplying approximately 10,000 acre-feet of water annually; and

WHEREAS, the City's last Urban Water Management Plan was prepared and adopted in 2021; and

WHEREAS, an updated Urban Water Management Plan must be adopted by the City Council by July 1, 2026 and filed with the California Department of Water Resources within 30 days of adoption; and

WHEREAS, the City has prepared and circulated a draft Urban Water Management Plan for public review, and properly noticed a public hearing regarding said plan held by the City Council on May 26, 2026; and

WHEREAS, the Mountain View City Council considered the Urban Water Management Plan, staff report, and all public testimony on May 26, 2026; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View adopts the City of Mountain View 2025 Urban Water Management Plan; and be it

FURTHER RESOLVED: that that the City Council of the City of Mountain View authorize the Public Works Director or designee to file the 2025 Urban Water Management Plan with the California Department of Water Resources, the California State Library, and the County of Santa Clara no later than 30 days after adoption as described in Section 10644(a) of the California Water Code and make the 2025 Urban Water Management Plan available to the public no later than 30 days after adoption; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View authorize the Public Works Director to implement the 2025 Urban Water Management Plan in accordance with State law; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View find and determine that adoption of the Urban Water Management Plan under California Water Code Section 10652 does not constitute a project under the California Environmental Quality Act (CEQA), and no environmental assessment is required.

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CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING THE CITY OF MOUNTAIN VIEW WATER SHORTAGE CONTINGENCY PLAN

WHEREAS, the California Urban Water Management Planning Act (California Water Code Section 10610, et seq.) require that urban water suppliers providing water to more than 3, 000 customers or supplying more than 3, 000 acre- feet of water per year prepare and update every five years thereafter an Urban Water Management Plan; and

WHEREAS, the California Urban Water Management Planning Act requires that urban water suppliers include a Water Shortage Contingency Plan as part of their Urban Water Management Plan, which must be adopted by the City Council by July 1, 2026; and

WHEREAS, the City is an urban water supplier serving approximately 18,000 water customers and supplying approximately 10,000 acre- feet of water annually; and

WHEREAS, the City' s last Urban Water Management Plan, which included a Water Shortage Contingency Plan, was prepared in 2021; and

WHEREAS, the California Urban Water Management Planning Act requires the Water Shortage Contingency Plan to be adopted by the City Council and filed with the California Department of Water Resources within 30 days of adoption; and

WHEREAS, the City has prepared and circulated a draft Water Shortage Contingency Plan for public review and properly noticed a public hearing regarding said plan held by the City Council on May 26, 2026; and

WHEREAS, the Water Shortage Contingency Plan is included as a chapter of the Urban Water Management Plan; and

WHEREAS, the Mountain View City Council considered the Water Shortage Contingency Plan, Council report, and all public testimony on May 26, 2026; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View adopt the Mountain View Water Shortage Contingency Plan; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View authorize the Public Works Director, or designee, to file the Water Shortage Contingency Plan with the California Department of Water Resources and make the Water Shortage Contingency Plan available to the

public and County of Santa Clara no later than 30 days after adoption as described in Section 10632(c) and 10644(a) of the California Water Code; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View authorize the Public Works Director to implement the Water Shortage Contingency Plan in accordance with State law; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View find and determine that adoption of the Water Shortage Contingency Plan under California Water Code Section 10652 does not constitute a project under the California Environmental Quality Act (CEQA), and no environmental assessment is required.

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File #: 205766, **Version:** 1

Recommended Fiscal Year 2026-27 Capital Improvement Program

Adopt the Recommended Fiscal Year 2026-27 Capital Improvement Program by taking the following actions:

1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program, including All Amendments to Existing Projects, Excluding the Shoreline Regional Park Community, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program for the Mountain View Shoreline Regional Park Community, Including Amendments to Existing Projects, to be read in title only, further reading waived (Attachment 2 to the Council report).

JOINT REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Recommended Fiscal Year 2026-27 Capital Improvement Program**

RECOMMENDATION

Adopt the Recommended Fiscal Year 2026-27 Capital Improvement Program by taking the following actions:

1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program, including All Amendments to Existing Projects, Excluding the Shoreline Regional Park Community, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community Adopting the Recommended Fiscal Year 2026-27 Capital Improvement Program for the Mountain View Shoreline Regional Park Community, Including Amendments to Existing Projects, to be read in title only, further reading waived (Attachment 2 to the Council report).

BACKGROUND

The City Council held a Study Session on April 14, 2026, to discuss and consider the Draft Fiscal Year 2026-27 Capital Improvement Program. The City Council took and considered public comment from all persons wishing to be heard on the Draft CIP. The City Council supported the staff recommendations for projects in the Draft Fiscal Year 2026-27 CIP.

The Council Study Session memorandum was shared with the Bicycle/Pedestrian Advisory Committee (BPAC) on April 29, 2026. The BPAC supported the list of active transportation improvements/enhancements included in the Draft Fiscal Year 2026-27 CIP.

The Recommended Fiscal Year 2026-27 CIP includes four projects to receive Park Land Dedication In-Lieu Funds. The four projects were presented to the Parks and Recreation Commission (PRC) on May 13, 2026. The PRC supported appropriating Park Land Dedication In-Lieu funds for Fiscal Year 2026-27 projects as recommended.

Based on input received from the City Council, staff has prepared the recommended CIP described in this report.

ANALYSIS

The Recommended Fiscal Year 2026-27 CIP is provided in Attachment 3. It includes the following updates to the list presented to Council at the April 14, 2026 CIP Study Session.

Additional Amendments

Rengstorff Avenue Grade Separation, Project 22-27 – On November 1, 2022, Council authorized execution of a 3-party Cooperative Agreement with Caltrain and VTA for the Final Design and Right-of-Way Acquisition for the project. The agreement included roles and responsibilities for each agency and a commitment of $42 million in VTA Measure B funding, of which $23.5 million is for right-of-way acquisition. The agreement was executed in August 2023. This amendment proposes to allocate $23.5 million of VTA Measure B funds to the Rengstorff Avenue Grade Separation, Project 22-27, bringing the total project budget to approximately $33.75 million.

SB-1 Streets Project, Project 25-03 – This amendment proposes to transfer the funds from SB-1 Streets Project, Project 26-03, in the amount of $2 million to SB-1 Streets Project, Project 25-03, bringing the total project budget to $4 million.

Biennial Shoreline Pathway, Roadway and Parking Improvements, Project 26-21 – This amendment proposes to increase the project funding in the amount of $340,000, bringing the total project budget to approximately $1.02 million.

FISCAL IMPACT

There is no immediate fiscal impact associated with adopting the recommended resolutions.

The Recommended Fiscal year 2026-27 CIP includes 21 annual/periodic infrastructure maintenance nondiscretionary projects totaling approximately $8.21 million, 30 amendments to existing projects totaling approximately $65.43 million, and 22 new discretionary projects totaling approximately $19.58 million. Attachment 3 identifies the recommended funding sources for each project and includes a cash-flow analysis for the CIP's major funding sources.

Appropriations for the Recommended Fiscal Year 2026-27 CIP are being requested in conjunction with adoption of the Fiscal Year 2026-27 Recommended Budget on June 23, 2026. Existing and anticipated available funding sources are sufficient to support the recommended CIP projects and amendments.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Direct staff to modify the Recommended Fiscal Year 2026-27 Capital Improvement Program

2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Nancy Doan
Senior Management Analyst

Jennifer Nuñez
Senior Management Analyst

Joy Houghton
Senior Civil Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachments:
1. Resolution for the Recommended Fiscal Year 2026-27 Capital Improvement Program
2. Resolution of the Shoreline Regional Park Community for the Recommended Fiscal Year 2026-27 Capital Improvement Program
3. Recommended Fiscal Year 2026-27 Capital Improvement Program

cc: Department Heads, FASD, PWD, APWD – Arango, APWD – Au, APWD – Boyer, PCE – Gonzales, PCE Byrer, PCE – Shah, PCE – Tseng, CTE – Lopez, PPM – Printy, TM – Ledbetter, SCE – Houghton, SMA – Doan, SMA – Nuñez, SMA – Goedicke, PA - Li

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING THE RECOMMENDED FISCAL YEAR 2026-27 CAPITAL IMPROVEMENT PROGRAM, INCLUDING ALL AMENDMENTS TO EXISTING PROJECTS, EXCLUDING THE SHORELINE REGIONAL PARK COMMUNITY

_____

WHEREAS, the City Council held a duly noticed Study Session on April 14, 2026 to discuss and consider the Draft Fiscal Year 2026-27 Capital Improvement Program; and

WHEREAS, the City Council took and considered public comment from all persons wishing to be heard on the Draft Fiscal Year 2026-27 Capital Improvement Program at the Study Session; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View adopts the Recommended Fiscal Year 2026-27 Capital Improvement Program, including all amendments to existing projects, excluding the Shoreline Regional Park Community, as recommended by the City Manager, a copy of which is on file in the City Clerk's Office.

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CITY OF MOUNTAIN VIEW
SHORELINE REGIONAL PARK COMMUNITY
RESOLUTION NO.
SERIES 2026

ADOPT A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SHORELINE REGIONAL PARK COMMUNITY
ADOPTING THE RECOMMENDED FISCAL YEAR 2026-27 CAPITAL IMPROVEMENT PROGRAM FOR THE MOUNTAIN VIEW SHORELINE REGIONAL PARK COMMUNITY, INCLUDING AMENDMENTS TO EXISTING PROJECTS

WHEREAS, the City Council held a duly noticed Study Session on April 14, 2026 to discuss and consider the Draft Fiscal Year 2026-27 Capital Improvement Program; and

WHEREAS, the City Council took and considered public comment from all persons wishing to be heard on the Draft Fiscal Year 2026-27 Capital Improvement Program; now, therefore, be it

RESOLVED: that the Board of Directors of the Shoreline Regional Park Community adopts the Recommended Fiscal Year 2026-27 Capital Improvement Program, including amendments to existing projects, as recommended by the Community Manager and amended by the Board of Directors, a copy of which is on file in the Secretary's Office.

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City of Mountain View

Recommended Fiscal Year 2026-27 Capital Improvement Program

City Council

Emily Ann Ramos, Mayor

Chris Clark, Vice Mayor

Alison Hicks

Ellen Kamei

John McAlister

Lucas Ramirez

Pat Showalter

Submitted by:

Kimbra McCarthy, City Manager
Jennifer Ng, Public Works Director

Prepared by:

Nancy Doan, Senior Management Analyst
Joy Houghton, Senior Civil Engineer

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Recommended FY 2026-27 Non-Discretionary Projects

(in thousands of dollars)

Brief descriptions and funding sources for the projects below are provided on the pages indicated.

Project No.	Project Title	Budget	Page No.
27-01	Annual Public Services Street Section Maintenance	613	2
27-02	Annual Maintenance Agreement for JPB/VTA Transit Center	72	2
27-03	Annual Shoreline Landfill Gas, Cap and Leachate Maintenance	537	2
27-04	Annual Water System Improvements and Recycled Water System Improvements	825	3
27-05	Annual Wastewater System Improvements	211	3
27-06	Annual Facilities Maintenance	944	3
27-07	Annual Planned and Emergency Facilities Projects	738	4
27-08	Annual New Energy Conservation Measures	125	4
27-09	Biennial ADA Improvements to City Facilities	113	4
27-10	Annual Traffic Infrastructure Maintenance/NTMP Improvements	756	5
27-11	Annual Parks Renovations/Improvements	391	5
27-12	Annual Forestry Maintenance Program and Street Tree Replanting	770	5
27-13	Biennial Good Neighbor Fence Replacements	46	6
27-14	Biennial Tennis Court Resurfacing	106	6
27-15	Biennial Turf and Bunker Improvements	742	6
27-16	Annual Developer Reimbursements	152	7
27-17	Annual North Bayshore Semi-Annual Traffic Counts	193	7
27-18	Annual Regional Public Safety	180	7
27-19	Annual Real Estate Technical and Legal Services	110	8
27-20	Annual Capital Improvement Program Development	84	8
27-21	Annual Information Technology Projects (1-5 Separate Projects Per Fiscal Year)	500	8
	Total: Non-Discretionary Projects	**$ 8,208**	

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-01	Project Sponsor:	Public Works		
Annual Public Services Street Section Maintenance	Project Manager:	Public Works		
This project funds the pole replacement preventative maintenance program (which is designed to replace poles based on a 40-year life cycle) as well as the street sign and pavement markings replacement and maintenance.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-01 2026-27**
Construction Tax	$ 553
Shoreline Community	$ 60
Total	**$ 613**

Project 27-02	Project Sponsor:	Public Works		
Annual Maintenance Agreement for JPB/VTA Transit Center	Project Manager:	Public Works		
Reimbursement of City expenses by Joint Powers Board and Valley Transit Authority.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-02 2026-27**
Other (Reimbursement)	$ 72
Total	**$ 72**

Project 27-03	Project Sponsor:	Public Works		
Annual Shoreline Landfill Gas, Cap and Leachate Maintenance	Project Manager:	Public Works		
Annual repairs and improvements to large components of the landfill gas and leachate system. Regulatory mandates of the Bay Area Air Quality Management District and the Regional Water Quality Control Board require the City to protect the integrity of the landfill cap and prevent surface emissions by regrading, filling, recompacting, and making other improvements.	Category:	Regulatory Requirements		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-03 2026-27**
Solid Waste	$ 537
Total	**$ 537**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-04	Project Sponsor:	Public Works		
Annual Water System Improvements and Recycled Water System Improvements	Project Manager:	Public Works		
Scheduled replacement of water and recycled water system components and minor unscheduled improvements to the City's water system.	Category:	Utilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-04 2026-27**
Water (Includes Water Capacity Fees)	$ 825
Total	**$ 825**

Project 27-05	Project Sponsor:	Public Works		
Annual Wastewater System Improvements	Project Manager:	Public Works		
Unscheduled improvements/repairs to the City's wastewater collection and pumping system.	Category:	Utilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-05 2026-27**
Wastewater (Includes Sewer Capacity Fees)	$ 211
Total	**$ 211**

Project 27-06	Project Sponsor:	Public Works		
Annual Facilities Maintenance	Project Manager:	Public Works		
Repair, replace, or maintain City facilities (HVAC, roofs, carpets, plumbing, painting, etc.).	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-06 2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 756
Shoreline Community	$ 188
Total	**$ 944**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-07	Project Sponsor:	Public Works		
Annual Planned and Emergency Facilities Projects	Project Manager:	Public Works		
Emergency and Planned Facilities Projects that are currently not covered by xx-06, but are vital to the City's infrastructure.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-07 2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 590
Shoreline Community	$ 148
Total	**$ 738**

Project 27-08	Project Sponsor:	Public Works		
Annual New Energy Conservation Measures	Project Manager:	Public Works		
Fund energy conservation efforts in City facilities.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-08 2026-27**
Construction Tax	$ 101
Shoreline Community	$ 24
Total	**$ 125**

Project 27-09	Project Sponsor:	Public Works		
Biennial ADA Improvements to City Facilities	Project Manager:	Public Works		
Continuation of efforts to implement ADA improvements at City facilities.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-09 2026-27**
Construction Tax	$ 113
Total	**$ 113**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-10	Project Sponsor:	Public Works		
Annual Traffic Infrastructure Maintenance/NTMP Improvements	Project Manager:	Public Works		
	Category:	Transportation and Streets		
Funding for traffic calming devices on neighborhood, local, and residential streets in conformance with the Neighborhood Traffic Management Program, as well as annual bicycle counts and contracts with consultants regarding improving traffic flow. Replace traffic signal controllers, traffic detector loops, back-up batteries, LED signal lights and radar speed signs.	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-10 2026-27**
Construction Tax	$ 681
Shoreline Community	$ 75
Total	**$ 756**

Project 27-11	Project Sponsor:	Community Services		
Annual Parks Renovations/Improvements	Project Manager:	Community Services		
	Category:	Parks and Recreation		
Annual Repairs and Improvements to City parks. In 2026-27, add $90,000 ongoing in annual funding to support the Castro Pedestrian Mall's ongoing improvements, operations, and maintenance.	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-11 2026-27**
Construction Tax	$ 391
Total	**$ 391**

Project 27-12	Project Sponsor:	Community Services		
Annual Forestry Maintenance Program and Street Tree Replanting	Project Manager:	Community Services		
	Category:	Parks and Recreation		
Contract to prune, remove, stump, purchase and plant approximately 800 to 1,000 medium to large trees within the City. Maintain trees damaged by freezing, disease, drought and other natural causes.	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-12 2026-27**
Construction Tax	$ 755
Shoreline Community	$ 15
Total	**$ 770**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-13	Project Sponsor:	Community Services		
Biennial Good Neighbor Fence (GNF) Replacements	Project Manager:	Community Services		
Funding to replace fencing between City parks and private property.	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-13 2026-27**
Construction Tax	$ 46
Total	**$ 46**

Project 27-14	Project Sponsor:	Community Services		
Biennial Tennis Court Resurfacing	Project Manager:	Community Services		
Periodic routine resurfacing of tennis courts at the following parks: Cuesta, Rengstorff, Cooper, Stevenson, Sylvan and Whisman.	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-14 2026-27**
Construction Tax	$ 106
Total	**$ 106**

Project 27-15	Project Sponsor:	Community Services		
Biennial Turf and Bunker Improvements	Project Manager:	Community Services		
Biennial CIP for turf and bunker improvements that are needed from continued settling of the landfill and wildlife habituating on and around the golf course. In 2026-27 add $390,000 in one time funding to replace the 15 outdated, analog irrigation controllers around Shoreline Golf Links with new digital controllers, and upgrade the antennae at the Shoreline Maintenance Facility.	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-15 2026-27**
Shoreline Community	$ 742
Total	**$ 742**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-16	Project Sponsor:	Public Works		
Annual Developer Reimbursements	Project Manager:	Public Works		
Construction of street and utility improvements concurrent with private development. Adjacent properties benefiting from street and utility improvements will be required to reimburse the City for the improvements.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-16 2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 38
Water (Includes Water Capacity Fees)	$ 38
Wastewater (Includes Sewer Capacity Fees)	$ 38
Shoreline Community	$ 38
Total	**$ 152**

Project 27-17	Project Sponsor:	Public Works		
Annual North Bayshore Semi-Annual Traffic Counts	Project Manager:	Public Works		
Perform traffic counts in the North Bayshore area to support the Transportation Demand Management (TDM) goals.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-17 2026-27**
Shoreline Community	$ 193
Total	**$ 193**

Project 27-18	Project Sponsor:	Police		
Annual Regional Public Safety	Project Manager:	Police		
Conversion of the City's Public Safety radio infrastructure in support of the Silicon Valley Regional Interoperability Authority's (SVRIA's) Regional Communications System (RCS) project. Annual Project needed through 2030-31.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-18 2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 180
Total	**$ 180**

Recommended Non-Discretionary Projects

(in thousands of dollars)

Project 27-19	Project Sponsor:	Public Works		
Annual Real Estate Technical and Legal Services	Project Manager:	Public Works		
Funding for appraisals, environmental reports, surveys, and lease preparation/review services for City real Estate activity**.**	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-19 2026-27**
Construction Tax	$ 110
Total	**$ 110**

Project 27-20	Project Sponsor:	Public Works		
Annual Capital Improvement Program Development	Project Manager:	Public Works		
This project funds staff time associated with preparation of the annual CIP.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-20 2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 28
Water (Includes Water Capacity Fees)	$ 28
Wastewater (Includes Sewer Capacity Fees)	$ 28
Total	**$ 84**

Project 27-21	Project Sponsor:	Information Technology		
Annual Information Technology Project	Project Manager:	Information Technology		
In 2026-27, funding for City information technology and communications improvements.	Category:	Information Technology		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-21 2026-27**
Construction Tax	$ 310
Water (Includes Water Capacity Fees)	$ 80
Wastewater (Includes Sewer Capacity Fees)	$ 80
Shoreline Community	$ 30
Total	**$ 500**

Recommended FY 2026-27 Discretionary Projects

(in thousands of dollars)

Brief descriptions and funding sources for the projects below are provided on the following pages.

Project No.	Project Title	Budget	Page No.
27-22	Street Maintenance Project (Locations TBD)	3,300	10
27-23	SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood)	2,000	10
27-24	ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study	500	10
27-25	ATI – ECR/Calderon Protected Intersection, Design	1,000	11
27-26	City Bridges and Culverts Structural Inspection and Repairs	400	11
27-27	Mountain View Standard Detail Update	54	11
27-28	Field Renovations - Shoreline Athletic Field	2,500	12
27-29	Roof Safety, Construction	240	12
27-30	Downtown Parking Wayfinding	320	12
27-31	Library Automated Materials Handling System	600	13
27-32	Fire Station Facilities Master Plan	400	13
27-33	Fire Station Flooring	200	13
27-34	City Hall Master Plan	500	14
27-35	City Hall Remodels (various)	2,200	14
27-36	Library Renovation - Settlement	1,160	14
27-37	Callahan (Crittenden) Field Lighting Upgrade	470	15
27-38	Field Renovations - Crittenden Field	1,000	15
27-39	San Veron Park Renovations	350	15
27-40	Sierra Vista Park Renovations	436	16
27-41	Sewer Main Replacement Crossing 101 at Spring, Design	1,340	16
27-42	Digitize Planning and Building Permit Files	150	16
27-43	Police CCTV Replacement	460	17
	Total: Discretionary Projects	**$ 19,580**	

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-22 **Street Maintenance Project (Location TBD)** Annual roadway pavement maintenance including application of various pavement treatments (fog seal, slurry seal and overlay), adjustment of utilities and monuments, and installation of pavement markers and traffic lines.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-22** **2026-27**
Conveyance Tax	$ 250
Gas Tax	$ 2,323
Measure B 2010 Vehicle License Fee (VLF)	$ 727
Total	**$ 3,300**

Project 27-23 **SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood)** A Streets Project for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Project can be used towards complete streets projects, traffic signals, and drainage projects.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-23** **2026-27**
Conveyance Tax	$ 225
Senate Bill-1 Road Repair and Accountability Act	$ 1,775
Total	**$ 2,000**

Project 27-24 **ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study** Study of the Evelyn Cycle Track between the Castro and Sunnyvale border at Bernardo.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	**27-24** **2026-27**
Conveyance Tax	$ 500
Total	**$ 500**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-25 **ATI - ECR/Calderon Protected Intersection, Design** Design of protected intersection along El Camino Real at Calderon Avenue.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No
			27-25	
Funding Sources			**2026-27**	
Conveyance Tax			$	1,000
Total			**$**	**1,000**

Project 27-26 **City Bridges and Culverts Structural Inspection and Repairs** Funding for construction/repairs of deficiencies of City-owned vehicular and pedestrian bridges, culverts, tunnels and observation decks identified through the inspections by City consultant and/or Caltrans.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes
			27-26	
Funding Sources			**2026-27**	
Conveyance Tax			$	400
Total			**$**	**400**

Project 27-27 **Mountain View Standard Detail Update** **U**pdate current standard details for: street widths (including lane widths), sidewalks and landscape strip widths, bike lane widths, and drop off duckouts and GSI in landscape strips.	Project Sponsor:	Public Works		
	Project Manager:	Public Works		
	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage?	No
			27-27	
Funding Sources			**2026-27**	
Conveyance Tax			$	54
Total			**$**	**54**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-28
Field Renovations - Shoreline Athletic Field
The project covers the replacement of the synthetic turf baseball/soccer field at the Shoreline Athletic Fields.

Project Sponsor: Community Services
Project Manager: Public Works
Category: Parks and Recreation
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-28 2026-27
Shoreline Community-CIP Reserve	$ 2,500
Total	**$ 2,500**

Project 27-29
Roof Safety, Construction
Installation of fall protections systems and handrailing systems at the roof level of six separate City owned and operated buildings.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-29 2026-27
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 140
Water (Includes Water Capacity Fees)	$ 50
Wastewater (Includes Sewer Capacity Fees)	$ 50
Total	**$ 240**

Project 27-30
Downtown Parking Wayfinding
Planning, design, manufacturing, and installation of vehicular wayfinding technology and signage in Downtown Mountain View.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Transportation and Streets
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-30 2026-27
Conveyance Tax	$ 320
Total	**$ 320**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-31
Library Automated Materials Handling System
Replace the Library's current automated materials handling system (AMHS) installed in 2008.

Project Sponsor: Library
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-31 2026-27
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 600
Total	**$ 600**

Project 27-32
Fire Station Facilities Master Plan
Hire consultant to create a comprehensive blueprint for the fire department's buildings and infrastructure, guiding future development and capital investments.

Project Sponsor: Fire
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? No

Funding Sources	27-32 2026-27
Other - Equipment and Scrap Sales	$ 400
Total	**$ 400**

Project 27-33
Fire Station Flooring
Project will remove all carpet throughout each fire station and replace it with hard surface flooring to minimize exposure to cancer causing carcinogens from diesel particulates from the apparatus bay.

Project Sponsor: Fire
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-33 2026-27
Other - Equipment and Scrap Sales	$ 200
Total	**$ 200**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-34
City Hall Master Plan
Focus on identifying the long-term space needs for City Hall considering current overcrowded areas and anticipated long-term needs of each department.

Project Sponsor:	Public Works		
Project Manager:	Public Works		
Category:	Facilities		
Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	27-34 2026-27
Conveyance Tax	$ 500
Total	**$ 500**

Project 27-35
City Hall Remodels (Various Locations)
Department improvements stemming from Master Plan as well as small renovations ongoing.

Project Sponsor:	Public Works		
Project Manager:	Public Works		
Category:	Facilities		
Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	27-35 2026-27
Construction Tax	$ 2,200
Total	**$ 2,200**

Project 27-36
Library Renovation-Settlement, Construction
Project focuses on construction phase of settlement-related issues surrounding the 28-year-old Library building to finalize the open Library renovation building permit.

Project Sponsor:	Library		
Project Manager:	Public Works		
Category:	Facilities		
Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	27-36 2026-27
Citywide Public Benefit Fund	$ 1,160
Total	**$ 1,160**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-37 **Callahan (Crittenden) Field Lighting Upgrade** Upgrade lighting at Callahan Field to new system to be consistent with all other lighted fields.	Project Sponsor:	Community Services		
	Project Manager:	Community Services		
	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes
			27-37	
Funding Sources			**2026-27**	
Parkland Dedication Fund			$	470
Total			**$**	**470**

Project 27-38 **Field Renovations - Crittenden Field** The project covers the replacement of the synthetic turf football/soccer field at Crittenden Middle School.	Project Sponsor:	Community Services		
	Project Manager:	Community Services		
	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes
			27-38	
Funding Sources			**2026-27**	
Parkland Dedication Fund			$	1,000
Total			**$**	**1,000**

Project 27-39 **San Veron Park Renovations** Improvements and renovations at San Veron Park, a 2.1-acre park located within the Stierlin planning area. Improvements may include repairing or replacing playground elements, replacing picnic tables, and improving landscaping.	Project Sponsor:	Community Services		
	Project Manager:	Community Services		
	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes
			27-39	
Funding Sources			**2026-27**	
Parkland Dedication Fund			$	350
Total			**$**	**350**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-40
Sierra Vista Park Renovations
Improvements and renovations at Sierra Vista Park, a 0.81-acre park located within the Rengstorff planning area. Improvements may include repairing or replacing playground surfacing, replacing picnic tables, repairing the playground water feature, and landscape improvements.

Project Sponsor:	Community Services		
Project Manager:	Community Services		
Category:	Parks and Recreation		
Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	27-40 2026-27
Parkland Dedication Fund	$ 436
Total	**$ 436**

Project 27-41
Sewer Main Replacement Crossing 101 at Spring, Design
This project will design the replacement the existing sewer main to cross under US-101 from Spring Avenue and evaluate the redirection of sewer flow downstream of the Highway 101 crossing west of North Shoreline Boulevard by installing approximately 1,700 linear feet of new sewer main along the southeast property line of 1400 N. Shoreline Boulevard.

Project Sponsor:	Public Works		
Project Manager:	Public Works		
Category:	Utilities		
Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	27-41 2026-27
Wastewater (includes Sewer Capacity Fees)	$ 1,340
Total	**$ 1,340**

Project 27-42
Digitize Planning and Building Permit Files
Digitize paper files from building and planning permits and transfer existing digital permit files from 2020 (COVID) into an electronic database to be accessible for public viewing.

Project Sponsor:	Community Development		
Project Manager:	Community Development		
Category:	Information Technology		
Additional Annual O&M Costs:	None	Prevailing Wage?	No

Funding Sources	27-42 2026-27
Construction Tax	$ 150
Total	**$ 150**

Recommended Discretionary Projects

(in thousands of dollars)

Project 27-43 **Police CCTV Replacement** Replace the aging interview system in the investigations division of the PD. This refreshes the cameras and software to enable connection to our Axon evidence system with ability to upload to the District Attorney's office.	Project Sponsor:	Police	
	Project Manager:	Police	
	Category:	Information Technology	
	Additional Annual O&M Costs:	None	Prevailing Wage? Yes

Funding Sources	**27-43** **2026-27**
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 460
Total	**$ 460**

Adopted FY 2026-27 Amendments to Existing Projects

(in thousands of dollars)

Brief descriptions and funding sources for the projects below are provided on the following pages.

Project No.	Project Title	Budget Change	Page No.
13-18	Information Technology Computer Projects	$ (16)	19
16-18	Information Technology Computer Projects	$ (131)	19
16-51	Replacement of Utility Billing/Cash Receipting/Business License System	$ 500	19
17-18	Information Technology Computer Projects	(29)	20
18-38	Rengstorff Park Aquatic Center	36	20
20-37	NB Shoreline/101 Offramp Realignment, Construction	9,804	20
20-49	Public Safety Building, Design	2,000	21
20-99	Sustainability	(101)	21
21-30	SB1 Streets Project	(300)	21
21-33	IT Project (IT Infrastructure and Telecommunication Support)	595	22
21-37	Shoreline Blvd Pathway Improvements	(700)	22
21-42	Project Management Database	200	22
22-27	Rengstorff Grade Separation, Design and ROW	23,500	23
22-29	El Camino Real Bike and Ped Improvements, Construction	(1,700)	23
22-40	Citywide Trash Capture, Phase II and III	330	23
22-45	Historic Preservation Ordinance Implementation	90	24
23-03	SB-1 Streets Project	(1,000)	24
23-37	Biodiversity Strategy	160	24
23-49	Castro/Dana and Castro/Villa Intersection Improvements	2,700	25
24-03	Moffett Blvd Complete Streets	1,500	25
24-41	Miramonte Reservoir Site Improvements	6,950	25
25-03	SB-1 Streets Project	2,000	26
25-08	Water Main/Service Line Replacement	6,723	26
25-09	Sanitary Sewer Main Replacement	4,206	26
25-12	Facilities Maintenance - Child Care Center 25-1202	170	27
25-28	Miramonte Complete Streets, D&C	5,248	27
26-02	ADA Curb Ramp and Sidewalk Repairs	1,180	27
26-11	Shoreline Closed Landfill Facility Improvements	879	28
26-21	Biennial Shoreline Pathway, Roadway and Parking Improvements	340	28
26-31	Fleet EV Charging Infrastructure and Equipment	300	28
	Total: Amendments to Existing Projects	**$ 65,434**	

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 13-18 **Information Technology Computer projects** Reduce funding and close all completed subprojects. Refund $16,637.67 to DSF. Only keep subproject 4131807.	Project Sponsor: Project Manager: Category: Additional Annual O&M Costs:	Information Technology Information Technology Information Technology and Communication None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 360*	**$ -**	*$ 360*
Development Services	*$ 20*	**$ (16)**	*$ 4*
Shoreline Community	*$ 123*	**$ -**	*$ 123*
Water (Includes Water Capacity Fees)	*$ 67*	**$ -**	*$ 67*
Wastewater (Includes Sewer Capacity Fees)	*$ 67*	**$ -**	*$ 67*
Solid Waste	*$ 9*	**$ -**	*$ 9*
Total	*$ 646*	**$ (16)**	*$ 630*

Project 16-18 **Information Technology Computer projects** Reduce funding and close all completed subprojects. Refund $131,464. Only keep subproject 4161802.	Project Sponsor: Project Manager: Category: Additional Annual O&M Costs:	Information Technology Information Technology Information Technology and Communication None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 309*	**$ (55)**	*$ 254*
Water (Includes Water Capacity Fees)	*$ 123*	**$ (20)**	*$ 103*
Wastewater (Includes Sewer Capacity Fees)	*$ 86*	**$ (20)**	*$ 66*
Solid Waste	*$ 30*	**$ -**	*$ 30*
Shoreline Community	*$ 57*	**$ (6)**	*$ 51*
Development Services	*$ 30*	**$ (30)**	*$ -*
Total	*$ 635*	**$ (131)**	*$ 504*

Project 16-51 **Replace Utility Billing System** Funding covers Phase II: Business License and Miscellaneous Cash receipts as well as integration cost increases.	Project Sponsor: Project Manager: Category: Additional Annual O&M Costs:	Finance and Administrative Services Information Technology Information Technology and Communication None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction/Conveyance Tax	*$ 60*	**$ 100**	*$ 160*
Water (Includes Water Capacity Fees)	*$ 588*	**$ 200**	*$ 788*
Wastewater (Includes Sewer Capacity Fees)	*$ 589*	**$ 200**	*$ 789*
Solid Waste	*$ 589*	**$ -**	*$ 589*
Development Services	*$ 54*	**$ -**	*$ 54*
Total	*$ 1,880*	**$ 500**	*$ 2,380*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 17-18	Project Sponsor:	Information Technology		
Information Technology Computer projects	Project Manager:	Information Technology		
Reduce funding and close all completed subprojects. Refund $29,415.38 to DSF. Only keep subproject 4171804.	Category:	Information Technology and Communication		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 382*	**$ -**	*$ 382*
Construction Tax	*$ 73*	**$ -**	*$ 73*
Water (Includes Water Capacity Fees)	*$ 95*	**$ -**	*$ 95*
Wastewater (Includes Sewer Capacity Fees)	*$ 92*	**$ -**	*$ 92*
Solid Waste	*$ 28*	**$ -**	*$ 28*
Shoreline Community	*$ 72*	**$ -**	*$ 72*
Development Services	*$ 33*	**$ (29)**	*$ 4*
Total	*$ 775*	**$ (29)**	*$ 746*

Project 18-38	Project Sponsor:	Public Works		
Rengstorff Park Aquatic Center	Project Manager:	Public Works		
Accept and appropriate PG&E Rebates of $36,483.43.	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Parkland Funds	*$ 29,000*	**$ 36**	*$ 29,036*
Total	*$ 29,000*	**$ 36**	*$ 29,036*

Project 20-37	Project Sponsor:	Public Works		
NB Shoreline/101 Offramp Realignment, Construction	Project Manager:	Public Works		
Cost rise due to contaminated soil and regulatory compliance issues.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Shoreline Community	*$ 8,950*	**$ -**	*$ 8,950*
Shoreline BOND Series A	*$ 12,210*	**$ -**	*$ 12,210*
Shoreline Community Benefit Fund	*$ -*	**$ 9,804**	*$ 9,804*
Total	*$ 21,160*	**$ 9,804**	*$ 30,964*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 20-49	Project Sponsor:	Public Works		
Public Safety Building, Design	Project Manager:	Public Works		
Transfer of reserve funds to reduce the funding gap.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ -*	**$ 2,000**	*$ 2,000*
Construction Tax	*$ 2,000*	**$ -**	*$ 2,000*
Other-Public Safety Building Reserve	*$ 7,500*	**$ -**	*$ 7,500*
Other-Reserves	*$ 6,800*	**$ -**	*$ 6,800*
Total	*$ 16,300*	**$ 2,000**	*$ 18,300*

Project 20-99	Project Sponsor:	City Managers Office		
Sustainability	Project Manager:	Various		
Three actions – 1) transferring $300,000 of GNOF out to Public Works CIP 26-31: Fleet EV Charging and 2) add $591,000 for Limited Term Analyst and consultant help for Sustainability and 3) close subproject 4209902 for CDD and release $391,666.03 back to GNOF.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	TBD	Prevailing Wage Project?	TBD

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
General Non-Operating Fund	*$ 7,890*	**$ (275)**	*$ 7,615*
Construction Tax	*$ 200*	**$ -**	*$ 200*
Conveyance Tax	*$ -*	**$ 100**	*$ 100*
Shoreline Community	*$ 1,000*	**$ 74**	*$ 1,074*
Other-Reserves	*$ 300*	**$ -**	*$ 300*
Other-Federal, State and County Grants	*$ 305*	**$ -**	*$ 305*
Other-Reimbursements	*$ 94*	**$ -**	*$ 94*
Total	*$ 9,789*	**$ (101)**	*$ 9,688*

Project 21-30	Project Sponsor:	Public Works		
SB-1 Streets Project	Project Manager:	Public Works		
Project construction is complete, release funding for other projects.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 200*	**$ -**	*$ 200*
Senate Bill-1 Road Repair and Accountability Act	*$ 1,750*	**$ -**	*$ 1,750*
Measure B 2016 Sales Tax	*$ 300*	**$ (300)**	*$ -*
Total	*$ 2,250*	**$ (300)**	*$ 1,950*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 21-33	Project Sponsor:	Information Technology		
IT Project (IT Infrastructure and Telecommunication Support)	Project Manager:	Information Technology		
Funding transferred from older projects to improve efficiency.	Category:	Information Technology and Communication		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 105*	**$ -**	*$ 105*
Construction Tax	*$ 305*	**$ 400**	*$ 705*
Shoreline Community	*$ 95*	**$ 65**	*$ 160*
Water (Includes Water Capacity Fees)	*$ 80*	**$ 65**	*$ 145*
Wastewater (Includes Sewer Capacity Fees)	*$ 80*	**$ 65**	*$ 145*
Total	*$ 665*	**$ 595**	*$ 1,260*

Project 21-37	Project Sponsor:	Public Works		
Shoreline Blvd Pathway Improvements	Project Manager:	Public Works		
Project construction contract is executed, release surplus funding for other projects.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 975*	**$ (700)**	*$ 275*
Construction Tax	*$ 2,226*	**$ -**	*$ 2,226*
Measure P GF Transportation Reserve	*$ 3,510*	**$ -**	*$ 3,510*
Other-OBAG3 Grant	*$ 2,000*	**$ -**	*$ 2,000*
Total	*$ 8,711*	**$ (700)**	*$ 8,011*

Project 21-42	Project Sponsor:	Public Works		
Project Management Database	Project Manager:	Public Works		
Add funding to complete eBuilder implementation.	Category:	Information Technology and Communication		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 305*	**$ 50**	*$ 355*
Water (Includes Water Capacity Fees)	*$ 65*	**$ 50**	*$ 115*
Wastewater (Includes Sewer Capacity Fees)	*$ 65*	**$ 50**	*$ 115*
Shoreline Community	*$ 65*	**$ 50**	*$ 115*
Total	*$ 500*	**$ 200**	*$ 700*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 22-27	Project Sponsor:	Public Works		
Rengstorff Grade Separation, Design and ROW	Project Manager:	Public Works		
Appropriate $23.5m of VTA Measure B Grade Separation Program Funds with $2,526,890.49 being the first installment.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Public Benefit - San Antonio	*$ 2,100*	**$ -**	*$ 2,100*
Measure P GF Transportation Reserve	*$ 900*	**$ -**	*$ 900*
Shoreline Community	*$ 5,000*	**$ -**	*$ 5,000*
Citywide Transportation Impact Fee	*$ 2,247*	**$ -**	*$ 2,247*
Other - County Grant	*$ -*	**$ 23,500**	*$ 23,500*
Total	*$ 10,247*	**$ 23,500**	*$ 33,747*

Project 22-29	Project Sponsor:	Public Works		
El Camino Real Bike and Ped Improvements, Construction	Project Manager:	Public Works		
Project construction is complete, release funding for other projects.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 600*	**$ (600)**	*$ -*
Measure P GF Transportation Reserve	*$ 1,800*	**$ (1,100)**	*$ 700*
Other - County Grant	*$ 4,000*	**$ -**	*$ 4,000*
Total	*$ 6,400*	**$ (1,700)**	*$ 4,700*

Project 22-40	Project Sponsor:	Public Works		
Citywide Trash Capture, Phase II and III	Project Manager:	Public Works		
Change Title and add Phase III to the existing project to increase efficiency.	Category:	Utilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Wastewater (Includes Sewer Capacity Fees)	*$ 1,130*	**$ 175**	*$ 1,305*
Storm Drain Construction Fund	*$ -*	**$ 155**	*$ 155*
Total	*$ 1,130*	**$ 330**	*$ 1,460*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 22-45	Project Sponsor:	Community Development		
Historic Preservation Ordinance Implementation	Project Manager:	Community Development		
Funding to implement various actions from the Historic Preservation Ordinance process.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Land Use Funds	*$ 680*	**$ 90**	*$ 770*
Total	*$ 680*	**$ 90**	*$ 770*

Project 23-03	Project Sponsor:	Public Works		
SB-1 Streets Project	Project Manager:	Public Works		
Project construction is complete, release funding for other projects.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 700*	**$ (700)**	*$ -*
Construction Tax	*$ 500*	**$ (300)**	*$ 200*
Senate Bill-1 Road Repair and Accountability Act	*$ 3,750*	**$ -**	*$ 3,750*
Total	*$ 4,950*	**$ (1,000)**	*$ 3,950*

Project 23-37	Project Sponsor:	Community Services		
Biodiversity Strategy	Project Manager:	Community Services		
Add funds for consultant to develop interactive web-based tree selection tool.	Category:	Miscellaneous		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 1,000*	**$ 160**	*$ 1,160*
Total	*$ 1,000*	**$ 160**	*$ 1,160*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 23-49	Project Sponsor:	Public Works		
Castro/Dana and Castro/Villa Intersection Improvements	Project Manager:	Public Works		
Amend Title and add construction phase funding to project.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ -*	**$ 2,700**	*$ 2,700*
Other - General NonOperating Fund	*$ 1,500*	**$ -**	*$ 1,500*
Measure P - Transportation Reserve	*$ 1,000*	**$ -**	*$ 1,000*
Total	*$ 2,500*	**$ 2,700**	*$ 5,200*

Project 24-03	Project Sponsor:	Public Works		
Moffett Blvd Complete Streets	Project Manager:	Public Works		
Change title and add funding to design and construction of green stormwater infrastructure and anticipated night- time work requirements by Caltrans.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Senate Bill-1 Road Repair and Accountability Act	*$ 1,635*	**$ 1,500**	*$ 3,135*
Other - OBAG 3 Grant	*$ 3,500*	**$ -**	*$ 3,500*
Total	*$ 5,135*	**$ 1,500**	*$ 6,635*

Project 24-41	Project Sponsor:	Public Works		
Miramonte Reservoir Site Improvements	Project Manager:	Public Works		
Change title, add construction phase to project and increase funding.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Water (Includes Water Capacity Fees)	*$ 697*	**$ 6,950**	*$ 7,647*
Total	*$ 697*	**$ 6,950**	*$ 7,647*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 25-03	Project Sponsor:	Public Works		
SB-1 Streets Project	Project Manager:	Public Works		
Add funding from 26-03, SB-1 Streets Project to improve efficiency and add construction phase to project.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Senate Bill-1 Road Repair and Accountability Act	*$ 2,000*	**$ 2,000**	*$ 4,000*
Total	*$ 2,000*	**$ 2,000**	*$ 4,000*

Project 25-08	Project Sponsor:	Public Works		
Water Main/Service Line Replacement	Project Manager:	Public Works		
Add funding from two active water projects to improve efficiency and add construction phase to project.	Category:	Utilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Water (Includes Water Capacity Fees)	*$ 3,200*	**$ 6,723**	*$ 9,923*
Total	*$ 3,200*	**$ 6,723**	*$ 9,923*

Project 25-09	Project Sponsor:	Public Works		
Sanitary Sewer Main Replacement	Project Manager:	Public Works		
Add funding from two active water projects to improve efficiency and add construction phase to project.	Category:	Utilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Wastewater (Includes Sewer Capacity Fees)	*$ 2,002*	**$ 4,206**	*$ 6,208*
Total	*$ 2,002*	**$ 4,206**	*$ 6,208*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 25-12	Project Sponsor:	City Manager		
Facilities Maintenance - Child Care Center (25-1202)	Project Manager:	Public Works/Community Services		
Replace the existing childcare center playground's rubber surfacing. Add additional $170,000 to subproject 02.	Category:	Facilities		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 812*	**$ 170**	*$ 982*
Shoreline Community	*$ 177*	**$ -**	*$ 177*
Total	*$ 989*	**$ 170**	*$ 1,159*

Project 25-28	Project Sponsor:	Public Works		
Miramonte Complete Streets, Design and Construction	Project Manager:	Public Works		
Change title and add funding from three active street projects to improve efficiency and add construction phase to project.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ -*	**$ 500**	*$ 500*
Construction Tax	*$ 250*	**$ -**	*$ 250*
Gas Tax	*$ -*	**$ 627**	*$ 627*
Measure B 2016 Sales Tax	*$ 750*	**$ 3,439**	*$ 4,189*
Measure B 2010 Vehicle License Fee (VLF)	*$ -*	**$ 682**	*$ 682*
Total	*$ 1,000*	**$ 5,248**	*$ 6,248*

Project 26-02	Project Sponsor:	Public Works		
ADA Curb Ramp and Sidewalk Repairs	Project Manager:	Public Works		
Change title and add funding from two active curb and sidewalk projects to improve efficiency and add construction phase to project.	Category:	Transportation and Streets		
	Additional Annual O&M Costs:	None	Prevailing Wage Project?	Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 1,674*	**$ 1,180**	*$ 2,854*
Total	*$ 1,674*	**$ 1,180**	*$ 2,854*

Recommended Amendments to Existing Projects

(in thousands of dollars)

Project 26-11
Shoreline Closed Landfill Facility Improvements
Change title and scope to better align project with future Shoreline Closed Landfill needs. This project supports the safe, reliable, and compliant operation of the City's closed landfill at Shoreline Park through improvements to landfill infrastructure, including the landfill gas collection system, flare station, and associated control and monitoring systems. Work includes mechanical, electrical, and interim SCADA upgrades necessary to maintain continuous landfill gas control operations.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Miscellaneous
Additional Annual O&M Costs: None
Prevailing Wage Project? Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Shoreline Community	*$ 191*	**$ -**	*$ 191*
Shoreline - CIP Reserve	*$ -*	**$ 879**	*$ 879*
Total	*$ 191*	**$ 879**	*$ 1,070*

Project 26-21
Biennial Shoreline Pathway, Roadway and Parking Improvements
Install fencing along Garcia Avenue between the Shoreline Athletic Fields (SAF) and the Google Athletic and Recreation (GAR) Field. The proposed project would extend the existing, matching fencing at SAF and the GAR Field to close this gap, providing a continuous fence along the southern boundary of Shoreline between the two facilities to increase safety in the area.

Project Sponsor: Community Services
Project Manager: Community Services
Category: Parks and Recreation
Additional Annual O&M Costs: None
Prevailing Wage Project? Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Shoreline Community	*$ 681*	**$ -**	*$ 681*
Shoreline - CIP Reserve	*$ -*	**$ 340**	*$ 340*
Total	*$ 681*	**$ 340**	*$ 1,021*

Project 26-31
Fleet EV Charging Infrastructure and Equipment
Change Title and Scope to better align project with future Fleet EV Charging needs. Transfer General NonOperating funds from 20-9903: Sustainability.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Miscellaneous
Additional Annual O&M Costs: None
Prevailing Wage Project? Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 500*	**$ -**	*$ 500*
Other - General NonOperating Funds	*$ -*	**$ 300**	*$ 300*
Total	*$ 500*	**$ 300**	*$ 800*

SRPC Recommended FY 2026-27

(in thousands of dollars)

Brief descriptions and funding sources for the projects below are provided on the following pages.

Project No.	Non-Discretionary Projects	Budget	Page No.
27-01	Annual Public Services Street Section Maintenance	$ 60	30
27-06	Annual Facilities Maintenance	188	30
27-07	Annual Planned and Emergency Facilities Projects	148	30
27-08	Annual New Energy Conservation Measures	24	30
27-10	Annual Traffic Infrastructure Maintenance/NTMP Improvements	75	31
27-12	Annual Forestry Maintenance Program and Street Tree Replanting	15	31
27-15	Biennial Turf and Bunker Improvements	742	31
27-16	Annual Developer Reimbursements	38	32
27-17	Annual North Bayshore Semi-Annual Traffic Counts	193	32
27-21	Annual Information Technology Project	30	32
Project No.	**Amendments to Existing Projects**	**Shoreline Budget**	**Page No.**
16-18	Information Technology Computer Projects	$ (6)	33
20-99	Sustainability Projects	74	33
21-33	IT Project (IT Infrastructure and Telecommunication Support)	65	33
21-42	Project Management Database	50	34
26-11	Shoreline Closed Landfill Facility Improvements	879	34
26-21	Biennial Shoreline Pathway, Roadway and Parking Improvements	340	34
Project No.	**Discretionary Projects**	**Shoreline Budget**	**Page No.**
27-28	Field Renovations - Shoreline Athletic Field	$ 2,500	35
	Total Shoreline Funding	5,415	

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 27-01
Annual Facilities Maintenance
This project funds the pole replacement preventative maintenance program (which is designed to replace poles based on a 40-year life cycle) as well as the street sign and pavement markings replacement and maintenance.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Transportation and Streets
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-01 2026-27
Construction Tax	$ 553
Shoreline Community	$ 60
Total	**$ 613**

Project 27-06
Annual Facilities Maintenance
Repair, replace, or maintain City facilities (HVAC, roofs, carpets, plumbing, painting, etc.).

Project Sponsor: Public Works
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-06 2026-27
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 756
Shoreline Community	$ 188
Total	**$ 944**

Project 27-07
Annual Planned and Emergency Facilities Projects
Emergency and Planned Facilities Projects that are currently not covered by xx-06, but are vital to the City's infrastructure.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-07 2026-27
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 590
Shoreline Community	$ 148
Total	**$ 738**

Project 27-08
Annual New Energy Conservation Measures
Fund energy conservation efforts in City facilities.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Facilities
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-08 2026-27
Construction Tax	$ 101
Shoreline Community	$ 24
Total	**$ 125**

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 27-10
Annual Traffic Infrastructure Maintenance/NTMP Improvements
Funding for traffic calming devices on neighborhood, local, and residential streets in conformance with the Neighborhood Traffic Management Program, as well as annual bicycle counts and contracts with consultants regarding improving traffic flow. Replace traffic signal controllers, traffic detector loops, back-up batteries, LED signal lights and radar speed signs.

Project Sponsor:	Public Works
Project Manager:	Public Works
Category:	Transportation and Streets
Additional Annual O&M Costs:	None
Prevailing Wage?	Yes

Funding Sources	27-10 2026-27
Construction Tax	$ 681
Shoreline Community	$ 75
Total	**$ 756**

Project 27-12
Annual Forestry Maintenance Program and Street Tree Replanting
Contract to prune, remove, stump, purchase and plant approximately 800 to 1,000 medium to large trees within the City. Maintain trees damaged by freezing, disease, drought and other natural causes.

Project Sponsor:	Community Services
Project Manager:	Community Services
Category:	Parks and Recreation
Additional Annual O&M Costs:	None
Prevailing Wage?	Yes

Funding Sources	27-12 2026-27
Construction Tax	$ 755
Shoreline Community	$ 15
Total	**$ 770**

Project 27-15
Biennial Turf and Bunker Improvements
Biennial CIP for turf and bunker improvements that are needed from continued settling of the landfill and wildlife habituating on and around the golf course. In 2026-27 add $390,000 in one time funding to replace the 15 outdated, analog irrigation controllers around Shoreline Golf Links with new digital controllers, and upgrade the antennae at the Shoreline Maintenance Facility.

Project Sponsor:	Community Services
Project Manager:	Community Services
Category:	Parks and Recreation
Additional Annual O&M Costs:	None
Prevailing Wage?	Yes

Funding Sources	27-15 2026-27
Shoreline Community	$ 742
Total	**$ 742**

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 27-16
Annual Developer Reimbursements
Construction of street and utility improvements concurrent with private development. Adjacent properties benefiting from street and utility improvements will be required to reimburse the City for the improvements.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Miscellaneous
Additional Annual O&M Costs: None
Prevailing Wage? Yes

Funding Sources	27-16 2026-27
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	$ 38
Water (Includes Water Capacity Fees)	$ 38
Wastewater (Includes Sewer Capacity Fees)	$ 38
Shoreline Community	$ 38
Total	**$ 152**

Project 27-17
Annual North Bayshore Semi-Annual Traffic Counts
Perform traffic counts in the North Bayshore area to support the Transportation Demand Management (TDM) goals.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Transportation and Streets
Additional Annual O&M Costs: None
Prevailing Wage? No

Funding Sources	27-17 2026-27
Shoreline Community	$ 193
Total	**$ 193**

Project 27-21
Annual Information Technology Project
In 2026-27, funding for City information technology and communications improvements.

Project Sponsor: Information Technology
Project Manager: Information Technology
Category: Information Technology
Additional Annual O&M Costs: None
Prevailing Wage? No

Funding Sources	27-21 2026-27
Construction Tax	$ 310
Water (Includes Water Capacity Fees)	$ 80
Wastewater (Includes Sewer Capacity Fees)	$ 80
Shoreline Community	$ 30
Total	**$ 500**

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 16-18
Information Technology Computer projects
Reduce funding and close all completed subprojects. Refund $131,464. Only keep subproject 4161802.

Project Sponsor: Information Technology
Project Manager: Information Technology
Category: Information Technology and Communication
Additional Annual O&M Costs: None Prevailing Wage Project? No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Construction Tax	*$ 309*	**$ (55)**	*$ 254*
Water (Includes Water Capacity Fees)	*$ 123*	**$ (20)**	*$ 103*
Wastewater (Includes Sewer Capacity Fees)	*$ 86*	**$ (20)**	*$ 66*
Solid Waste	*$ 30*	**$ -**	*$ 30*
Shoreline Community	*$ 57*	**$ (6)**	*$ 51*
Development Services	*$ 30*	**$ (30)**	*$ -*
Total	*$ 635*	**$ (131)**	*$ 504*

Project 20-99
Sustainability
Three actions – 1) transferring $300,000 of GNOF out to Public Works CIP 26-31: Fleet EV Charging and 2) add $591,000 for Limited Term Analyst and consultant help for Sustainability and 3) close subproject 4209902 for CDD and release $391,666.03 back to GNOF.

Project Sponsor: City Managers Office
Project Manager: Various
Category: Miscellaneous
Additional Annual O&M Costs: TBD Prevailing Wage Project? TBD

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
General Non-Operating Fund	*$ 7,890*	**$ (275)**	*$ 7,615*
Construction Tax	*$ 200*	**$ -**	*$ 200*
Conveyance Tax	*$ -*	**$ 100**	*$ 100*
Shoreline Community	*$ 1,000*	**$ 74**	*$ 1,074*
Other-Reserves	*$ 300*	**$ -**	*$ 300*
Other-Federal, State and County Grants	*$ 305*	**$ -**	*$ 305*
Other-Reimbursements	*$ 94*	**$ -**	*$ 94*
Total	*$ 9,789*	**$ (101)**	*$ 9,688*

Project 21-33
IT Project (IT Infrastructure and Telecommunication Support)
Funding transferred from older projects to improve efficiency.

Project Sponsor: Information Technology
Project Manager: Information Technology
Category: Information Technology and Communication
Additional Annual O&M Costs: None Prevailing Wage Project? No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 105*	**$ -**	*$ 105*
Construction Tax	*$ 305*	**$ 400**	*$ 705*
Shoreline Community	*$ 95*	**$ 65**	*$ 160*
Water (Includes Water Capacity Fees)	*$ 80*	**$ 65**	*$ 145*
Wastewater (Includes Sewer Capacity Fees)	*$ 80*	**$ 65**	*$ 145*
Total	*$ 665*	**$ 595**	*$ 1,260*

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 21-42
Project Management Database
Add funding to complete eBuilder implementation.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Information Technology and Communication
Additional Annual O&M Costs: None
Prevailing Wage Project? No

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)	*$ 305*	**$ 50**	*$ 355*
Water (Includes Water Capacity Fees)	*$ 65*	**$ 50**	*$ 115*
Wastewater (Includes Sewer Capacity Fees)	*$ 65*	**$ 50**	*$ 115*
Shoreline Community	*$ 65*	**$ 50**	*$ 115*
Total	*$ 500*	**$ 200**	*$ 700*

Project 26-11
Shoreline Closed Landfill Facility Improvements
Change title and scope to better align project with future Shoreline Closed Landfill needs.

Project Sponsor: Public Works
Project Manager: Public Works
Category: Miscellaneous
Additional Annual O&M Costs: None
Prevailing Wage Project? Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Shoreline Community	*$ 191*	**$ -**	*$ 191*
Shoreline - CIP Reserve	*$ -*	**$ 879**	*$ 879*
Total	*$ 191*	**$ 879**	*$ 1,070*

Project 26-21
Biennial Shoreline Pathway, Roadway and Parking Improvements
Install fencing along Garcia Avenue between the Shoreline Athletic Fields (SAF) and the Google Athletic and Recreation (GAR) Field. The proposed project would extend the existing, matching fencing at SAF and the GAR Field to close this gap, providing a continuous fence along the southern boundary of Shoreline between the two facilities to increase safety in the area.

Project Sponsor: Community Services
Project Manager: Community Services
Category: Parks and Recreation
Additional Annual O&M Costs: None
Prevailing Wage Project? Yes

Funding Sources	*FY 2025-26 Total Project Funding*	**Increased Funding for FY 2026-27**	*FY 2026-27 Total Project Funding*
Shoreline Community	*$ 681*	**$ -**	*$ 681*
Shoreline - CIP Reserve	*$ -*	**$ 340**	*$ 340*
Total	*$ 681*	**$ 340**	*$ 1,021*

SRPC Recommended FY 2026-27 Projects

(in thousands of dollars)

Project 27-28	Project Sponsor:	Community Services		
Field Renovations - Shoreline Athletic Field	Project Manager:	Public Works		
The project covers the replacement of the synthetic turf baseball/soccer field at the Shoreline Athletic Fields.	Category:	Parks and Recreation		
	Additional Annual O&M Costs:	None	Prevailing Wage?	Yes

Funding Sources	**27-28 2026-27**
Shoreline Community-CIP Reserve	$ 2,500
Total	**$ 2,500**

Cash Flow Analysis of Major Funding Sources

(in thousands of dollars)

CIP Reserve (including At Risk Lease Evaluation and Parking Lot Sublease)

	2026-27	
Estimated Available Funding as of July 1st	$	3,579
Net Revenue Available for Fiscal Year		2,000
Balance from Projects to be Closed on June 30th		3,200
Amount Available for Capital Projects	**$**	**8,779**
Capital Improvement Projects		
Non-Discretionary	$	1,592
Discretionary		1,200
Amendments to Existing Projects		4,180
Total of All Projects	**$**	**6,972**
Estimated Available Balance at June 30	**$**	**1,807**

Construction Tax

	2026-27	
Estimated Available Funding as of July 1st	$	3,026
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		4,377
Amount Available for Capital Projects	**$**	**7,403**
Capital Improvement Projects		
Non-Discretionary	$	3,166
Discretionary		2,350
Amendments to Existing Projects		725
Total of All Projects	**$**	**6,241**
Estimated Available Balance at June 30	**$**	**662**

Conveyance Tax (includes Measure G)

	2026-27	
Estimated Available Funding as of July 1st	$	7,656
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		-
Amount Available for Capital Projects	**$**	**7,656**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary	$	3,249
Amendments to Existing Projects		100
Total of All Projects	**$**	**3,349**
Estimated Available Balance at June 30	**$**	**4,307**

Cash Flow Analysis of Major Funding Sources

(in thousands of dollars)

Shoreline Community (Includes Sea Level Rise and CIP Reserve)

	2026-27	
Estimated Available Funding as of July 1st	$	62,445
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		7,223
Amount Available for Capital Projects	**$**	**69,668**
Capital Improvement Projects		
Non-Discretionary	$	1,513
Discretionary		2,500
Amendments to Existing Projects		1,402
Total of All Projects	**$**	**5,415**
Estimated Available Balance at June 30	**$**	**64,253**

Water Fund (Includes Water Capacity Charges + Development Impact Fees)

	2026-27	
Estimated Available Funding as of July 1st	$	27,239
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		-
Amount Available for Capital Projects	**$**	**27,239**
Capital Improvement Projects		
Non-Discretionary	$	971
Discretionary		50
Amendments to Existing Projects		13,968
Total of All Projects	**$**	**14,989**
Estimated Available Balance at June 30	**$**	**12,250**

Wastewater Fund (Includes Sewer Capacity Charges + Development Impact Fees)

	2026-27	
Estimated Available Funding as of July 1st	$	11,321
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		-
Amount Available for Capital Projects	**$**	**11,321**
Capital Improvement Projects		
Non-Discretionary	$	357
Discretionary		1,390
Amendments to Existing Projects		4,676
Total of All Projects	**$**	**6,423**
Estimated Available Balance at June 30	**$**	**4,898**

Cash Flow Analysis of Major Funding Sources

(in thousands of dollars)

Gas Tax

	2026-27	
Estimated Available Funding as of July 1st	$	2,564
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		627
Amount Available for Capital Projects	**$**	**3,191**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		2,323
Amendments to Existing Projects		627
Total of All Projects	**$**	**2,950**
Estimated Available Balance at June 30	**$**	**241**

Measure B 2016 Sales Tax Fund

	2026-27	
Estimated Available Funding as of July 1st	$	2,973
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		3,189
Amount Available for Capital Projects	**$**	**6,162**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		-
Amendments to Existing Projects		3,139
Total of All Projects	**$**	**3,139**
Estimated Available Balance at June 30	**$**	**2,023**

Vehicle License Fee (VLF) - 2010 Measure B Funding

	2026-27	
Estimated Available Funding as of July 1st	$	727
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		682
Amount Available for Capital Projects	**$**	**1,409**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		727
Amendments to Existing Projects		682
Total of All Projects	**$**	**1,409**
Estimated Available Balance at June 30	**$**	**-**

Cash Flow Analysis of Major Funding Sources

(in thousands of dollars)

Senate Bill-1 Road Repair and Accountability Act Fund

	2026-27	
Estimated Available Funding as of July 1st	$	3,275
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		2,000
Amount Available for Capital Projects	**$**	**5,275**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		1,775
Amendments to Existing Projects		3,500
Total of All Projects	**$**	**5,275**
Estimated Available Balance at June 30	**$**	**-**

Measure P GF Transportation Fund

	2026-27	
Estimated Available Funding as of July 1st	$	8,518
Net Revenue Available for Fiscal Year		(3,600)
Balance from Projects to be Closed on June 30th		-
Amount Available for Capital Projects	**$**	**4,918**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		-
Amendments to Existing Projects		-
Total of All Projects	**$**	**(1,100)**
Estimated Available Balance at June 30	**$**	**7,118**

Public Benefit Funds (Citywide, ECR, San Antonio, East Whisman and Shoreline)

	2026-27	
Estimated Available Funding as of July 1st	$	22,499
Net Revenue Available for Fiscal Year		-
Balance from Projects to be Closed on June 30th		-
Amount Available for Capital Projects	**$**	**22,499**
Capital Improvement Projects		
Non-Discretionary	$	-
Discretionary		1,160
Amendments to Existing Projects		9,804
Total of All Projects	**$**	**10,964**
Estimated Available Balance at June 30	**$**	**11,160**

Projects by Category

(in thousands of dollars)

Transportation and Streets			
	Non-Discretionary		
27-01	Annual Public Services Street Section Maintenance	$	613
27-02	Annual Maintenance Agreement for JPB/VTA Transit Center	$	72
27-10	Annual Traffic Infrastructure Maintenance/NTMP Improvements	$	756
27-17	Annual North Bayshore Semi-Annual Traffic Counts	$	193
	Subtotal: Non-Discretionary	**$**	**1,634**
	Discretionary		
27-22	Street Maintenance Project (Locations TBD)	$	3,300
27-23	SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood)	$	2,000
27-24	ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study	$	500
27-25	ATI – ECR/Calderon Protected Intersection, Design	$	1,000
27-26	City Bridges and Culverts Structural Inspection and Repairs	$	400
27-27	Mountain View Standard Detail Update	$	54
27-30	Downtown Parking Wayfinding	$	320
	Subtotal: Discretionary	**$**	**7,574**
Proj No	**Amendments to Existing Projects**		
20-37	NB Shoreline/101 Offramp Realignment, Construction	$	9,804
21-30	SB1 Streets Project	$	(300)
21-37	Shoreline Blvd Pathway Improvements	$	(700)
22-27	Rengstorff Grade Seperation, Design and ROW	$	23,500
22-29	El Camino Real Bike and Ped Improvements, Construction	$	(1,700)
23-03	SB-1 Streets Project	$	(1,000)
23-49	Castro/Dana and Castro/Villa Intersection Improvements	$	2,700
24-03	Moffett Blvd Complete Streets	$	1,500
25-03	SB-1 Streets Project	$	2,000
25-28	Miramonte Complete Streets, D&C	$	5,248
26-02	ADA Curb Ramp and Sidewalk Repairs	$	1,180
	Subtotal: Amendments to Existing Projects	**$**	**42,232**
			2026-27
	Total: Transportation and Streets	**$**	**51,440**

Utilities			
Proj No	**Project**		**2026-27**
	Non-Discretionary		
27-04	Annual Water System Improvements and Recycled Water System Improvements	$	825
27-05	Annual Wastewater System Improvements	$	211
	Subtotal: Non-Discretionary	**$**	**1,036**
	Discretionary		
27-41	Sewer Main Replacement Crossing 101 at Spring, Design	$	1,340
	Subtotal: Discretionary	**$**	**1,340**
Proj No	**Amendments to Existing Projects**		
22-40	Citywide Trash Capture, Phase II and III	$	330
25-08	Water Main/Service Line Replacement	$	6,723
25-09	Sanitary Sewer Main Replacement	$	4,206
	Subtotal: Amendments to Existing Projects	**$**	**11,259**
			2026-27
	Total: Utilities	**$**	**13,635**

Projects by Category

(in thousands of dollars)

Facilities		
Proj No	**Project**	**2026-27**
	Non-Discretionary	
27-06	Annual Facilities Maintenance	$ 944
27-07	Annual Planned and Emergency Facilities Projects	$ 738
27-08	Annual New Energy Conservation Measures	$ 125
27-09	Biennial ADA Improvements to City Facilities	$ 113
	Subtotal: Non-Discretionary	**$ 1,920**
	Discretionary	
27-29	Roof Safety, Construction	$ 240
27-31	Library Automated Materials Handling System	$ 600
27-32	Fire Station Facilities Master Plan	$ 400
27-33	Fire Station Flooring	$ 200
27-34	City Hall Master Plan	$ 500
27-35	City Hall Remodels (various)	$ 2,200
27-36	Library Renovation - Settlement	$ 1,160
	Subtotal: Discretionary	**$ 5,300**
Proj No	**Amendments to Existing Projects**	
18-38	Rengstorff Park Aquatic Center	$ 36
20-49	Public Safety Building, Design	$ 2,000
24-41	Miramonte Reservoir Site Improvements	$ 6,950
25-12	Facilities Maintenance - Child Care Center 25-1202	$ 170
	Subtotal: Amendments to Existing Projects	**$ 9,156**
		2026-27
	Total: Facilities	**$ 16,376**

Parks and Recreation		
Proj No	**Project**	**2026-27**
	Non-Discretionary	
27-11	Annual Parks Renovations/Improvements	$ 391
27-12	Annual Forestry Maintenance Program and Street Tree Replanting	$ 770
27-13	Biennial Good Neighbor Fence Replacements	$ 46
27-14	Biennial Tennis Court Resurfacing	$ 106
27-15	Biennial Turf and Bunker Improvements	$ 742
	Subtotal: Non-Discretionary	**$ 2,055**
	Discretionary	
27-28	Field Renovations - Shoreline Athletic Field	$ 2,500
27-37	Callahan (Crittenden) Field Lighting Upgrade	$ 470
27-38	Field Renovations - Crittenden Field	$ 1,000
27-39	San Veron Park Renovations	$ 350
27-40	Sierra Vista Park Renovations	$ 436
	Subtotal: Discretionary	**$ 4,756**
Proj No	**Amendments to Existing Projects**	
23-37	Biodiversity Strategy	$ 1,500
26-21	Biennial Shoreline Pathway, Roadway and Parking Improvements	$ 340
	Subtotal: Amendments to Existing Projects	**$ 1,840**
		2026-27
	Total: Parks and Recreation	**$ 8,651**

Projects by Category

(in thousands of dollars)

Regulatory Requirements		
Proj No	**Project**	**2026-27**
	Non-Discretionary	
27-03	Annual Shoreline Landfill Gas, Cap and Leachate Maintenance	$ 537
	Subtotal: Non-Discretionary	**$ 537**
	Total: Regulatory Requirements	**$ 537**

Miscellaneous		
Proj No	**Project**	**2026-27**
	Non-Discretionary	
27-16	Annual Developer Reimbursements	$ 152
27-18	Annual Regional Public Safety	$ 180
27-19	Annual Real Estate Technical and Legal Services	$ 110
27-20	Annual Capital Improvement Program Development	$ 84
	Subtotal: Non-Discretionary	**$ 526**
Proj No	**Amendments to Existing Projects**	
20-99	Sustainability	$ (101)
22-45	Historic Preservation Ordinance Implementation	$ 90
26-11	Shoreline Closed Landfill Facility Improvements	$ 879
26-31	Fleet EV Charging Infrastructure and Equipment	$ 300
	Subtotal: Amendments to Existing Projects	**$ 1,168**
		2026-27
	Total: Miscellaneous	**$ 1,694**

Information Technology and Communications		
Proj No	**Project**	**2026-27**
	Non-Discretionary	
27-21	Annual Information Technology Projects (1-5 Separate Projects Per Fiscal Year)	$ 500
	Subtotal: Non-Discretionary	**$ 500**
	Discretionary	
27-42	Digitize Planning and Building Permit Files	$ 150
27-43	Police CCTV Replacement	$ 460
	Subtotal: Discretionary	**$ 610**
Proj No	**Amendments to Existing Projects**	
13-18	Information Technology Computer Projects	$ (16)
16-18	Information Technology Computer Projects	$ (131)
16-51	Replacement of Utility Billing/Cash Receipting/Business License System	$ 500
17-18	Information Technology Computer Projects	$ (29)
21-33	IT Project (IT Infrastructure and Telecommunication Support)	$ 595
21-42	Project Management Database	$ 200
	Subtotal: Amendments to Existing Projects	**$ 1,119**
		2026-27
	Total: Information Technology and Communications	**$ 1,119**
	Grand Total: All Categories	**$ 93,452**

Active Projects
(in thousands of dollars)

Project Number	Project Title	Managing Department	Total Budget	Encumbrances Apr-26	Balance at Apr-26
04-29	Bubb Park and Huff Park Restrooms	Comm Service	840	28	415
09-35	Police Radio System Improvements and Monopole	Police	580	48	398
11-18	Information Technology Computer Projects	IT	2,608	385	1,083
13-18	Information Technology Computer Projects	IT	275	7	28
13-34	Landels Park Restroom	Comm Service	473	28	415
14-54	McKelvey Park Detention Basin SCVWD Coordination	Comm Service	982	37	384
15-18	Information Technology Computer Projects	IT	2,674	300	1,172
16-18	Information Technology Computer Projects	IT	275	152	10
16-48	East Whisman Area Transportation Oriented Development (TOD)	Public Works	9,830	640	6,614
16-51	Replacement of Utility Billing/Cash Receipting/Business License	FASD/IT	1,880	839	307
16-58	Shoreline Boulevard, Design	Public Works	4,656	492	0
16-64	City Hall Remodel	Public Works	2,900	377	466
17-18	Information Technology Computer Projects	IT	684	147	167
17-31	Charleston Slough Improvement - Feasibility Study	Public Works	817	226	309
17-32	Rengstorff Park Community Center, Construction	Public Works	24,014	196	1,693
17-41	Stierlin Road Bicycle and Pedestrian Improvements, Design and	Public Works	4,666	431	3,797
17-47	Castro School Bathroom, Partnership with School District	Comm Service	448	27	405
17-55	Free Downtown Public WiFi	IT	800	14	49
18-30	IT Project: Infrastructure and System Updates	IT	345	2	29
18-36	All-Inclusive Playground	Public Works	8,081	273	135
18-38	Rengstorff Park - Aquatics Center Replacement, D&C	Public Works	29,000	79	275
18-43	Shoreline Boulevard, Construction	Public Works	29,758	4,387	22,032
18-51	MOC Security Upgrades	Public Works	720	37	576
18-52	Lower Stevens Creek Levee Improvements	Public Works	2,940	1,468	1,284
18-53	South Bay Salt Pond Restoration Project	Public Works	19,045	2,566	11,362
18-63	IT Project: Elec Rec Mgmt. System	IT	215	13	202
18-69	Bernardo Pedestrian/Bike Undercrossing, Feasibility Study and	Public Works	6,650	418	5,722
19-18	Planned and Emergency Facilities Projects	Public Works	2,202	101	33
19-33	IT Projects - Public Safety Project (Intergraph CAD Upgrade)	Police	320	88	26
19-43	Upgrades to Irrigation Pump Station, Phase I	Public Works	6,534	5,683	356
19-44	Amphitheatre Pump Station, Construction	Public Works	5,292	521	4,448
19-45	San Antonio Area Sewer Improvements	Public Works	6,753	2,676	1,017
19-52	Mountain View Center for Performing Arts Upgrades to Facility	Public Works	3,560	626	2,302
19-55	Slater School Field, Restroom and Traffic Signal	Public Works	1,725	52	334
19-59	NB Shoreline Blvd/101 Off-Ramp Realignment, Design	Public Works	13,722	1,222	9,232
19-65	SR237/Middlefield Interchange Improvement	Public Works	7,500	2,968	2,912
20-01	Street Resurfacing and Slurry Seal Program(Miramonte)	Public Works	5,878	4,668	385
20-30	SB-1 Streets Project	Public Works	1,600	106	431
20-35	Fire Station 5 Classroom/Training, Construction	Public Works	6,958	164	846
20-36	Sailing Lake Improvements, Construction	Public Works	3,000	42	80
20-37	NB Shoreline /101 Off-Ramp Realignment, Construction	Public Works	21,160	1,229	18,572
20-39	Shoreline Boathouse Expansion	Public Works	14,777	9,146	3,261
20-40	Plymouth/SpacePark Realignment	Public Works	31,866	2,578	26,212
20-44	Charleston Pump Station Realignment	Public Works	4,150	1,624	1,890
20-49	Public Safety Building, Design	Public Works	41,800	11,446	25,665
20-50	Stevens Creek Trail Extension from Dale/Heatherstone Way to West	Public Works	6,000	357	5,485
20-54	Civic Center Infrastructure, Phase I	Public Works	3,868	270	225
20-55	Shoreline Play Structure Replacement	Public Works	1,685	920	406
20-60	2019/20 City Bridges and Culverts Structural Inspection and Repairs	Public Works	3,110	2,063	446
20-62	Shoreline Area Irrigation Main Replacements, Design and	Public Works	5,136	1,200	3,918
20-64	Solar Panel Systems at City Facilities, Study	Sustainability	296	18	273
20-66	Downtown Precise Plan Update	Comm Develop	3,082	1,647	541
20-67	R3 Zone	Comm Develop	2,197	264	222
20-99	Sustainability Projects	Various	9,789	630	3,808
21-07	Parks Pathway Resurfacing	Comm Service	87	54	-

Active Projects
(in thousands of dollars)

Project Number	Project Title	Managing Department	Total Budget	Encumbrances Apr-26	Balance at Apr-26
21-12	Street Lane Line and Legend Repainting	Public Works	1,417	36	121
21-21	Miscellaneous Water Main/Service Line Replacement	Public Works	3,260	101	325
21-22	Miscellaneous Storm/Sanitary Sewer Main Replacement	Public Works	1,588	25	42
21-30	SB-1 Streets Project	Public Works	2,250	327	543
21-33	IT Project (IT Infrastructure and Telecommunication Support)	IT	665	33	509
21-35	Castro and Evelyn Bicycle and Pedestrian Improvements	Public Works	6,200	424	5,517
21-36	Active Transportation Plan	Public Works	636	41	1
21-37	Shoreline Blvd Pathway Improvements	Public Works	8,711	6,760	1,024
21-38	El Monte Corridor Improvements, Design and Construction	Public Works	4,030	607	3,174
21-39	Grant/Sleeper and Other Pedestrian Crossing Improvements	Public Works	4,780	440	2,223
21-40	California Street (West) Complete Street Improvements, Pilot	Public Works	6,027	129	122
21-41	Street Reconstruction Project	Public Works	3,116	514	40
21-42	Project Management Database	Public Works	500	89	114
21-48	Rengstorff Park Maintenance and Tennis Buildings Replacement,	Public Works	7,060	243	16
21-49	Center for the Performing Arts Sound System, Phase II	Comm Service	800	49	751
21-50	City Buildings Workspace Study and Modifications	Public Works	2,330	183	412
21-53	Sailing Lake Access Road Improvements, Construction	Public Works	2,250	48	125
21-54	Shoreline Sea Level Rise Study Update	Public Works	1,110	68	572
21-55	Whisman Pump Station, Construction	Public Works	5,830	556	4,937
21-58	2023-2031 Housing Element	Comm Develop	1,684	137	392
21-60	525 East Evelyn Park	Public Works	2,398	68	157
21-61	1720 Villa Park	Public Works	2,591	1,318	159
22-01	Middlefield Complete Streets	Public Works	5,237	878	3,821
22-13	Planned and Emergency Facilities Projects	Public Works	595	237	15
22-19	Biennial Parks Pathway Resurfacing	Comm Service	180	180	-
22-20	Biennial Median Renovations and Roadway Landscape Renovations	Comm Service	79	4	64
22-21	Biennial Shoreline Pathway, Roadway, and Infrastructure	Comm Service	530	83	4
22-26	Biennial Real Estate Technical and Legal Services	Public Works	255	27	3
22-27	Rengstorff Grade Separation, Design/ROW	Public Works	10,247	1,370	3,518
22-29	El Camino Real Bike and Pedestrian Improvements, Construction	Public Works	6,400	638	2,273
22-30	Terra Bella Avenue Bikeway Feasibility Study	Public Works	210	58	26
22-32	Civic Center Infrastructure, Phase II	Public Works	715	49	313
22-33	MOC - Confined Space/Trench, Design and Construction	Public Works	750	196	546
22-34	City Hall HVAC GHG Offsets, Phase I and II	PW/CSD	1,680	696	458
22-37	Parks and Recreation Strategic Plan	Comm Service	750	94	32
22-38	Rengstorff House Restoration, Interior and Outdoor, Design and	Public Works	1,000	61	939
22-39	Electrical Arc Flash Assessment	Public Works	120	7	113
22-40	Citywide Trash Capture, Phase II	Public Works	1,130	79	464
22-42	Middlefield and Moffett Sewer Replacement, Design and	Public Works	10,440	774	9,098
22-44	MV Community Shuttle EV Charging Units	Public Works	1,189	430	36
22-45	Historic Preservation Ordinance & Historic Register Update	Comm Develop	680	78	95
22-47	Fire Department Fleet Replacement	PW/Fire	9,000	20	962
22-49	Acquisition of 211 Calderon Avenue	Public Works	5,800	3	65
23-03	SB-1 Streets Project	Public Works	4,950	992	1,195
23-08	Annual Water Main/Service Line Replacement	Public Works	4,298	2,119	6
23-09	Annual Storm/Sanitary Sewer Main Replacement	Public Works	6,640	1,292	1,691
23-13	Planned and Emergency Facilities Projects	Public Works	607	60	65
23-19	Biennial Good Neighbor Fence Replacements	Comm Service	41	1	18
23-20	Biennial Tennis Court Resurfacing	Comm Service	95	64	-
23-21	Biennial Turf and Bunker Improvements	Comm Service	1,782	80	1,224
23-26	Citywide Travel Demand Model Update	Public Works	355	271	83
23-27	MTC Mobility Hub Pilot	Public Works	235	13	203
23-32	Fire Bay Door Evaluation and Replacement	Public Works	470	29	441
23-33	Lot 5 Parking Structure, Study and Preliminary Design	Public Works	1,000	61	933
23-34	Adobe Building - Patio Tiles Replacement	Public Works	1,260	161	878

Active Projects
(in thousands of dollars)

Project Number	Project Title	Managing Department	Total Budget	Encumbrances Apr-26	Balance at Apr-26
23-35	Whisman Sports Center and Mountain View Sports Pavilion	Public Works	4,050	256	1,362
23-36	Pickleball Court Preliminary Study, Design and Construction	Public Works	1,200	81	691
23-37	Biodiversity Strategy	Comm Service	1,000	43	0
23-38	Citywide Benchmark Program	Public Works	190	68	85
23-40	Recycled Water System Expansion, Phase I	Public Works	4,190	2,067	1,398
23-41	Shoreline PVC Landfill Gas Header Replacement, Construction	Public Works	2,460	297	1,642
23-42	Miramonte Reservoir Pump Station Fence Replacement	Public Works	895	68	0
23-43	Miramonte Reservoir Pump Station Improvements, Construction	Public Works	5,103	3,487	433
23-44	Shoreline Park Water Control Structures Improvements,	Public Works	5,050	860	3,652
23-45	Smart Metering Program	Public Works	10,300	860	9,341
23-46	Utility Rate Study	Public Works	300	96	82
23-47	Acquisition of 909-917 San Rafael	Public Works	20,400	229	645
23-48	Community Center Resiliency Hub	Public Works	1,363	272	0
23-49	Castro/Dana and Castro/Villa Intersection Improvements	Public Works	2,500	979	154
23-50	Acquisition of 538 Thompson Avenue	Public Works	3,000	48	366
24-01	Annual Street Maintenance	Public Works	4,508	399	3,656
24-02	Concrete Sidewalk/Curb Repairs	Public Works	789	166	601
24-03	Moffett Blvd Complete Streets	Public Works	5,135	786	3,824
24-06	Water System Improvements and Recycled Water System	Public Works	423	12	179
24-07	Wastewater System Improvements	Public Works	191	89	93
24-12	Facilities Maintenance Plan	Public Works	855	134	-
24-13	Planned and Emergency Facilities Projects	Public Works	948	80	323
24-16	Annual Traffic Infrastructure Maintenance/NTMP Improvements	Public Works	689	115	122
24-17	Annual Parks Renovations/Improvements	Comm Service	273	5	-
24-19	Biennial Parks Pathway Resurfacing	Comm Service	214	214	-
24-20	Biennial Median Renovations and Roadway Landscape Renovations	Comm Service	282	17	264
24-21	Biennial Shoreline Pathway, Roadway, and Infrastructure	Comm Service	630	34	528
24-26	Annual Real Estate Technical and Legal Services	Public Works	205	101	7
24-32	Firefighter Personal Protective Equipment Storage at Fire Stations,	Public Works	1,375	760	109
24-33	Civic Center Infrastructure, Phase III	Public Works	851	98	198
24-34	Generator Project, Planning and Implementation	Public Works	1,275	124	1,151
24-35	Security Badge System, Phase II and III	Public Works	120	66	17
24-36	San Rafael Avenue Park, Design and Construction	Public Works	6,000	365	5,613
24-37	Shoreline Lake Cove and Hill Landscaping	Public Works	1,340	136	1,035
24-41	Miramonte Reservoir Site Improvements	Public Works	697	301	2
24-42	Landfill Gas Collection System Replacement Back 9, Design	Public Works	1,926	1,594	264
24-43	Creek Assessment and Erosion Repair, Construction	Public Works	3,415	208	2,910
24-44	Coast Casey Area Improvements Plan	Public Works	1,000	59	915
24-45	2025 Pierce Rescue Fire Vehicle	PW/Fire	2,183	442	507
24-46	Moffett Blvd Precise Plan	Comm Develop	1,810	477	224
24-47	Acquisition of 2231 W Middlefield	Public Works	2,500	-	293
24-48	Solar Arrays: Senior Center, MVSP and WSC	Public Works	7,578	1,460	717
25-01	Annual Street Maintenance	Public Works	2,153	128	1,953
25-03	SB-1 Streets Project	Public Works	2,000	121	1,857
25-05	Public Services Street Section Maintenance	Public Works	578	22	25

Active Projects
(in thousands of dollars)

Project Number	Project Title	Managing Department	Total Budget	Encumbrances Apr-26	Balance at Apr-26
25-06	Water System Improvements and Recycled Water System	Public Works	778	35	538
25-07	Wastewater System Improvements	Public Works	199	12	187
25-08	Annual Water Main/Service Line Replacement	Public Works	3,200	413	2,535
25-09	Annual Storm/Sanitary Sewer Main Replacement	Public Works	2,002	328	1,430
25-10	Shoreline Landfill Gas, Cap and Leachate Maintenance	Public Works	602	44	21
25-12	Facilities Maintenance Plan	Public Works	989	249	166
25-13	Planned and Emergency Facilities Projects	Public Works	695	28	376
25-16	Annual Traffic Infrastructure Maintenance/NTMP Improvements	Public Works	714	43	665
25-17	Annual Parks Renovations/Improvements	Comm Service	284	4	1
25-19	Biennial Good Neighbour Fence Program	Comm Service	44	3	41
25-20	Biennial Tennis Court Resurfacing	Comm Service	102	102	-
25-21	Biennial Turf and Bunker Improvements	Comm Service	338	19	291
25-23	Maintenance Agreement for JPB/VTA Transit Center	Public Works	69	5	49
25-25	Annual Regional Public Safety	Police	180	0	5
25-26	Annual Real Estate Technical and Legal Services	Public Works	104	26	0
25-28	Miramonte Complete Streets, D&C	Public Works	1,000	542	324
25-29	Active Transportation Improvements	Public Works	1,037	82	895
25-30	ECR/Castro Intersection and Bikeway Improvements, Design	Public Works	1,200	692	483
25-31	24/25 City Bridges and Culverts Inspections and Repairs	Public Works	671	41	630
25-33	Shoreline Landfill Master Plan Study Update	Public Works	1,320	965	330
25-34	Park Impact Fee Nexus Study	Comm Service	120	29	27
25-35	Shoreline Coastal Habitat Restoration Plan, Design	Public Works	1,200	72	1,109
25-36	Watershed Management On-Call	Public Works	250	15	235
25-37	Monta Loma Playground Renovation, D and C	Public Works	1,330	122	1,156
25-38	Eagle Park Pool Improvements	Public Works	3,296	201	2,936
25-39	Rengstorff Avenue Streets Study	Public Works	424	283	25
25-40	California/Pacchetti Park, Design	Public Works	2,366	144	2,222
26-02	ADA Curb Ramp and Sidewalk Repairs	Public Works	1,674	101	1,559
26-04	Biennial PMP Recertification	Public Works	85	5	78
26-05	Public Services Street Section Maintenance	Public Works	601	338	39
26-06	Water System Improvements and Recycled Water System	Public Works	809	435	323
26-07	Wastewater System Improvements	Public Works	207	23	184
26-10	Shoreline Landfill Gas, Cap and Leachate Maintenance	Public Works	1,088	620	110
26-11	Shoreline Closed Landfill Facility Improvements	Public Works	191	73	98
26-12	Facilities Maintenance Plan	Public Works	925	566	70
26-13	Planned and Emergency Facilities Projects	Public Works	823	50	773
26-14	Annual New Energy Conservation Measures	Public Works	123	8	115
26-15	Biennial Intersection Traffic Signal System - Major Replacements and	Public Works	1,286	78	1,028
26-16	Annual Traffic Infrastructure Maintenance/NTMP Improvements	Public Works	742	45	689
26-17	Annual Parks Renovations/Improvements	Comm Service	295	18	271
26-18	Forestry Maintenance Program and Street Tree Replanting	Comm Service	755	286	0
26-19	Biennial Parks Pathway Resurfacing	Comm Service	231	46	185
26-20	Biennial Median Renovations and Roadway Landscape Renovations	Comm Service	305	19	286
26-21	Biennial Shoreline Pathway, Roadway, and Infrastructure	Comm Service	681	40	619
26-22	Developer Reimbursements	Public Works	148	9	139
26-23	Maintenance Agreement for JPB/VTA Transit Center	Public Works	71	9	58
26-24	North Bayshore Semi-Annual Traffic Counts	Public Works	189	98	-
26-25	Annual Regional Public Safety	Police	180	11	169
26-26	Annual Real Estate Technical and Legal Services	Public Works	213	64	104
26-28	Annual Information Technology Project	IT	373	23	350
26-29	Rail Grade Crossing Safety Improvements	Public Works	500	31	469
26-30	Public Safety Vehicle Dash Cameras for Police Fleet	Police	700	146	554
26-31	Fleet EV Charging Infrastructure and Equipment	Public Works	500	105	220
26-32	Sylvan Park Improvements	Public Works	2,000	444	1,549

Active Projects
(in thousands of dollars)

Project Number	Project Title	Managing Department	Total Budget	Encumbrances Apr-26	Balance at Apr-26
26-33	Cuesta Tennis Center Improvements	Public Works	1,500	92	1,408
26-34	Cuesta Park Improvements	Public Works	1,500	126	1,179
26-35	Thompson Mini Park, Design and Construction	Public Works	3,000	567	2,397
26-36	Citywide GSI Inventory & Opportunity Assessment	Public Works	260	207	53
26-37	SCADA System Repair and Replacement	Public Works	240	27	196
26-38	SCADA Master Plan	Public Works	350	21	329
26-39	Zero Waste Plan Initiatives	Public Works	250	21	215
26-40	Safe Parking Expansion Lot B	City Manager	491	30	461
216	**Total of Active Projects**		**679,899**	**116,782**	**303,703**

Projects to Close
(in thousands of dollars)

CIPs to be closed on June 30, 2026

Project Number	Project Title	Sponsor Department	Total Budget	Encumbrances Apr-26	Balance Apr-262
12-37	Microfiche to Digital Imaging Conversion	IT	525	6	98
12-45	Regional Public Safety Automated Information Systems	Police	4,120	-	3
14-46	Caltrain Modernization Program - Environmental Review	Public Works	511	13	170
14-56	Technology Projects (Google Grant)	IT	500	-	-
15-39	Shoreline Boulevard 101 Off-Ramp Modification Feasibility Study	Public Works	2,037	0	1
15-49	Police Department/Library CCTV Replacement	Police	720	-	-
16-34	Regional Public Safety Communications System - Infrastructure Replacement	Police	2,969	4	10
16-59	Charleston Road Improvements, Feasibility Study	Public Works	3,904	405	269
16-60	Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Preliminary Design	Public Works	1,500	239	261
16-61	Water & Sewer Main Replacement Crossing Hwy 101, Design	Public Works	1,662	123	12
17-11	Developer Reimbursements	Public Works	120	3	0
17-27	Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	390	11	4
17-37	Rengstorff Grade Separation Environmental Clearance	Public Works	4,020	0	1
18-11	Developer Reimbursements	Public Works	120	7	0
18-27	Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	394	1	8
18-31	IT Project: Mobile Training Room	IT	50	1	18
18-41	Fire/Police Training and Classroom Facility at Fire Station 5, Design	Public Works	744	44	103
18-44	Rengstorff Ave and Leghorn St Traffic Signal and Geometric Modifications	Public Works	565	32	487
18-45	San Antonio and Bayshore Traffic Signal and Geometric Modifications	Public Works	805	47	720
18-62	IT Project: Business Continuity Planning and Disaster Recovery Plan	IT	57	3	54
18-64	IT Project: Application Pool	IT	54	3	50
19-11	Developer Reimbursements	Public Works	124	6	0
19-21	Miscellaneous Water Main/Service Line Replacement	Public Works	4,237	105	287
19-22	Miscellaneous Storm/Sanitary Sewer Main Replacement	Public Works	3,786	102	346
19-27	Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	402	-	-
19-30	IT Projects (IT Infrastructure)	IT	65	3	52
19-32	IT Projects - Public Safety Projects (Fiber Optic Network at PDFD & Redundancy to Audio Recording at Dispatch)	IT	110	7	103
19-34	Charleston Road Improvements, Design and Construction	Public Works	37,624	2,258	34,731
19-37	City Hall Remodel - 2nd Floor	Public Works	650	21	325
19-48	Street Reconstruction Project (Street TBD)	Public Works	3,276	12	180

Projects to Close
(in thousands of dollars)

CIPs to be closed on June 30, 2026

Project Number	Project Title	Sponsor Department	Total Budget	Encumbrances Apr-26	Balance Apr-262
19-49	Cross Culvert Removal and Storm Drain Extensions	Public Works	1,760	101	1,547
19-51	Traffic Operations Center Feasibility Study	Public Works	160	0	2
19-60	Public Safety Building, Study	Public Works	500	6	89
19-67	Acquisition, Maint, Repair 996 W Dana	Public Works	3,450	7	62
20-11	Developer Reimbursements	Public Works	124	2	0
20-18	Planned and Emergency Facilities Projects	Public Works	3,022	30	67
20-27	Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	410	1	18
20-32	IT Project (IT Infrastructure & Network Upgrade)	IT	354	16	242
20-34	IT Project (Fiber Optic Network)	IT	175	10	157
20-41	Water/Sewer Replacement at 101, Construction	Public Works	21,649	834	998
20-65	Fire Station No. 4 - Internal Modifications to FS4 and MOC	Public Works	2,052	21	317
21-04	Water System Improvements and Recycled Water System Improvements	Public Works	457	5	77
21-11	Developer Reimbursements	Public Works	128	8	6
21-19	Biennial Turf and Bunker Improvements	Comm Service	300	1	3
21-27	Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	418	7	13
21-32	IT Project (Citywide Website Software Update/Content Migration)	IT	570	11	156
22-02	Concrete Sidewalk/Curb Repairs	Public Works	1,010	4	35
22-15	Biennial Intersection Traffic Signal System - Major Replacements and Upgrades (Intersection TBD)	Public Works	1,000	20	302
22-16	Annual Traffic Infrastructure Maintenance/NTMP Improvements	Public Works	613	0	-
22-22	Developer Reimbursements	Public Works	128	8	119
22-41	Downtown Utility Improvements, D and C	Public Works	6,501	176	1,398
22-48	Shoreline Sailing Lake Pump	Public Works	400	11	40
23-07	Wastewater System Improvements	Public Works	174	7	107
23-16	Annual Traffic Infrastructure Maintenance/NTMP Improvements	Public Works	626	123	-
23-22	Developer Reimbursements	Public Works	132	8	124
23-23	Maintenance Agreement for JPB/VTA Transit Center	Public Works	67	4	47
23-31	Street Reconstruction Project	Public Works	1,205	129	826
24-10	Shoreline Landfill Gas, Cap and Leachate Maintenance	Public Works	623	0	1
24-22	Developer Reimbursements	Public Works	136	8	128
24-23	Maintenance Agreement for JPB/VTA Transit Center	Public Works	68	5	37
24-28	Street Reconstruction Project	Public Works	1,000	61	939
24-38	Underground Utilities at 1020 Terra Bella	Public Works	2,750	168	2,582
24-39	East Sewage Trunk Main, Inspection and Cleaning	Public Works	1,410	101	1,039
25-04	Biennial Installation of ADA Curb Ramps	Public Works	232	14	218
25-11	Shoreline Infrastructure Maintenance	Public Works	184	6	97
25-14	Annual New Energy Conservation Measures	Public Works	118	0	6

Projects to Close
(in thousands of dollars)

CIPs to be closed on June 30, 2026

Project Number	Project Title	Sponsor Department	Total Budget	Encumbrances Apr-26	Balance Apr-262
25-18	Forestry Maintenance Program and Street Tree Replanting	Comm Service	534	0	2
25-22	Developer Reimbursements	Public Works	140	9	131
25-24	NBS Semi-Annual Traffic Counts	Public Works	187	3	5
26-01	Annual Street Maintenance	Public Works	3,239	198	3,041
26-03	SB-1 Streets Project	Public Works	2,000	122	1,878
26-08	Annual Water Main/Service Line Replacement	Public Works	3,328	203	3,125
26-09	Annual Sanitary Sewer Main Replacement	Public Works	2,082	127	1,955
26-27	Annual Capital Improvement Program Development	Public Works	81	5	53

File #: 205892, **Version:** 1

Amendment to Strategic Energy Innovations Agreement for Climate Fellow Services

Authorize the City Manager or designee to amend the existing professional services agreement with Strategic Energy Innovations for Climate Corps Fellow services to extend the term to June 30, 2029, and increase compensation by $503,385.45 for a four-year total not-to-exceed amount of $735,824.45.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Amendment to Strategic Energy Innovations Agreement for Climate Fellow Services**

RECOMMENDATION

Authorize the City Manager or designee to amend the existing professional services agreement with Strategic Energy Innovations for Climate Corps Fellow services to extend the term to June 30, 2029, and increase compensation by $503,385.45 for a four-year total not-to-exceed amount of $735,824.45.

BACKGROUND

Strategic Energy Innovations (SEI) is a nonprofit organization that administers Climate Corps, a fellowship program that provides professional development opportunities for emerging climate leaders through the implementation of sustainability and resiliency projects. The program partners with local governments, higher education institutions, nonprofits, and for-profit businesses as host organizations. Fellows support host organizations in advancing climate-related initiatives while gaining hands-on professional experience. Since 2010, Climate Corps has engaged more than 600 partner organizations and 900 Fellows in completing approximately 1,400 high-impact projects.

The City of Mountain View has participated in the Climate Corps fellowship program since 2017. The existing agreement with SEI is for the placement of three full-time Fellows and has a not-to-exceed amount of $232,439, which includes $60,000 in grant funding from Silicon Valley Clean Energy. The recommended amendment would extend the term by three additional fiscal years and increase the contract amount by $503,385.45 to support those additional years, bringing the total not-to-exceed amount to $735,824.45. The estimated cost for the three-year extension period is up to $187,442 per fiscal year for two Fellows.

The program is currently funded through the Capital Improvement Program (CIP), Project 20-99, which was established in 2019 to support implementation of Sustainability Action Plan 4. The cumulative agreement value now exceeds the City Manager's contracting authority under

Council Policy A-10 (currently $253,000 per vendor per CIP project), necessitating City Council approval for the proposed amendment.

ANALYSIS

The proposed amendment would establish a baseline of two fellows per fiscal year for the extended term for an annual cost of up to $187,442. Fellows serve 10-month terms from September through June and support implementation of special projects focused on decarbonization and community engagement. The three-year extension would maintain continuity of fellowship support while reducing the need for repeated Council actions for future contract extensions.

Continuation of the program remains subject to annual budget availability and City discretion. The City may elect not to fund or proceed with fellows in any given fiscal year. In such cases, the associated annual expenditures would not be incurred.

Past Climate Fellow Work and Accomplishments

Climate Fellows have played an important role in advancing the City's sustainability goals by expanding program capacity, supporting broader community outreach, and helping accelerate implementation of key initiatives. The Climate Fellows program provides dedicated support that enables City staff to focus on high-priority sustainability initiatives that require technical expertise and significant staff time. In addition to supplementing staff capacity, Climate Fellows help address emerging program needs and implementation gaps through research, technical assistance, and community engagement.

Climate Fellows have contributed to a number of significant sustainability accomplishments and initiatives, including:

- Supporting greenhouse gas emissions inventory development and completion of the City's CDP (an environmental disclosure organization formerly called the Carbon Disclosure Project) questionnaire and reporting;

- Supporting training on electric landscaping equipment and smart electric vehicle charging technologies;

- Assisting with the development and implementation of the grant-funded Extreme Heat Community Preparedness Program, including delivery of heat resiliency toolkits and community outreach to residents most vulnerable to extreme heat;

- Supporting implementation and outreach for the City's "Year of the Water Heater" campaign;

- Assisting with Green Business certification for City facilities;

- Supporting research and design of a grant-funded electric vehicle charging rebate adder program for multi-family housing;

- Assisting with launch activities and outreach for the City's e-bike rebate program pilot;

- Developing plant-based eating outreach campaigns, educational materials, and community events;

- Conducting targeted research and analysis on priority topics, including outreach strategies, cool pavement approaches, and trends in building electrification permit activity across the City over time; and

- Supporting planning, outreach, and delivery of sustainability programming and activities for the City's Earth Day Festival.

FISCAL IMPACT

There is sufficient funding in the Sustainability Project Capital Improvement Program (CIP), Project 20-99, to support the proposed amendment to the professional services agreement with Strategic Energy Innovations for Climate Corps Fellow services. The amendment would increase the agreement by $503,385.45, resulting in a revised not-to-exceed amount of $735,824.45. The increased contract amount can be accommodated within existing project appropriations, and no additional appropriation is required.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Material contract modification or amendment

ALTERNATIVES

1. Approve a shorter extension of one or two fiscal years; however, this would require additional Council actions and increase administrative workload over time;

2. Direct staff to reduce the number of Climate Corps Fellows to one per fiscal year, which would decrease program capacity and scope of services;

3. Do not amend the agreement with Strategic Energy Innovations resulting in discontinuation of the Climate Corps Fellow Program upon expiration of the current term; or

4. Provide other direction.

PUBLIC NOTICING— Agenda posting.

Prepared by:

Lauren Anderson
Sustainability Analyst II

Approved by:

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Danielle Lee
Chief Sustainability and Resiliency Officer

File #: 205980, **Version:** 1

Public Safety Building, Project 20-49-Various Actions

1. Adopt a Resolution of the City Council of the City of Mountain View Authorizing Temporary Closure from Public Access to Parking Lot No. 11 for a Minimum of 66 Consecutive Months Beginning October 2026, to be read in title only, further reading waived (Attachment 1 to the Council Report).

2. Approve the removal and mitigation of 40 Heritage trees at a 2:1 tree replacement ratio with 24" box trees for Public Safety Building, Project 20-49.

3. Approve plans and specifications for Public Safety Building Package 1 - Selective Demolition, Site Preparation, and Utilities Coordination, Project 20-49, and authorize staff to advertise the project for bidding.

4. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the estimated project costs for Package 1 of Public Safety Building, Project 20-49, of $5,500,000. Approximately 12.4% of the total costs from preliminary design through construction for the Public Safety Building, Project 20-49, will be funded by the Shoreline Regional Park Community Fund.

JOINT REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works Department

TITLE: **Public Safety Building, Project 20-49– Various Actions**

RECOMMENDATION

1. Adopt a Resolution of the City Council of the City of Mountain View Authorizing Temporary Closure from Public Access to Parking Lot No. 11 for a minimum of 66 Consecutive Months beginning October 2026, to be read in title only, further reading waived (Attachment 1 to the Council Report).

2. Approve the removal and mitigation of 40 Heritage trees at a 2:1 tree replacement ratio with 24" box trees for Public Safety Building, Project 20-49.

3. Approve plans and specifications for Public Safety Building Package 1 – Selective Demolition, Site Preparation, and Utilities Coordination, Project 20-49, and authorize staff to advertise the project for bidding.

4. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the estimated project costs for Package 1 of Public Safety Building, Project 20-49, of $5,500,000. Approximately 12.4% of the total costs from preliminary design through construction for the Public Safety Building, Project 20-49, will be funded by the Shoreline Regional Park Community Fund.

BACKGROUND

The existing Police and Fire Administration facility opened in 1980, and houses fixed Police Department operations, Emergency Dispatch, the Fire Chief and Deputy Fire Chief, support staff, and the Emergency Operations Center. The building has reached the end of its useful life. For many years, the building has been undersized as the Public Safety operations have grown and changed over the past four and a half decades. The construction type and layout, concrete block walls, and complex roof and skylights in the existing building have made interior layout adjustments challenging and costly during changes in operations and staffing arrangements. Additionally, it was designed prior to the Essential Service Seismic Safety Act of 1986 and does not meet current seismic standards for such critical facilities.

The project would replace the existing facility with a completely new building on the same site. The new facility would be located at 1000 Villa Street at the corner of Villa and Franklin Streets in the Public Facility zoning district (see Figure 1). The 4.3-acre site is occupied by the City's current approximately 44,000-square-foot Police/Fire Administration Building and associated site improvements.

There have been multiple Council actions and other milestones related to the project, as shown in Table 1.

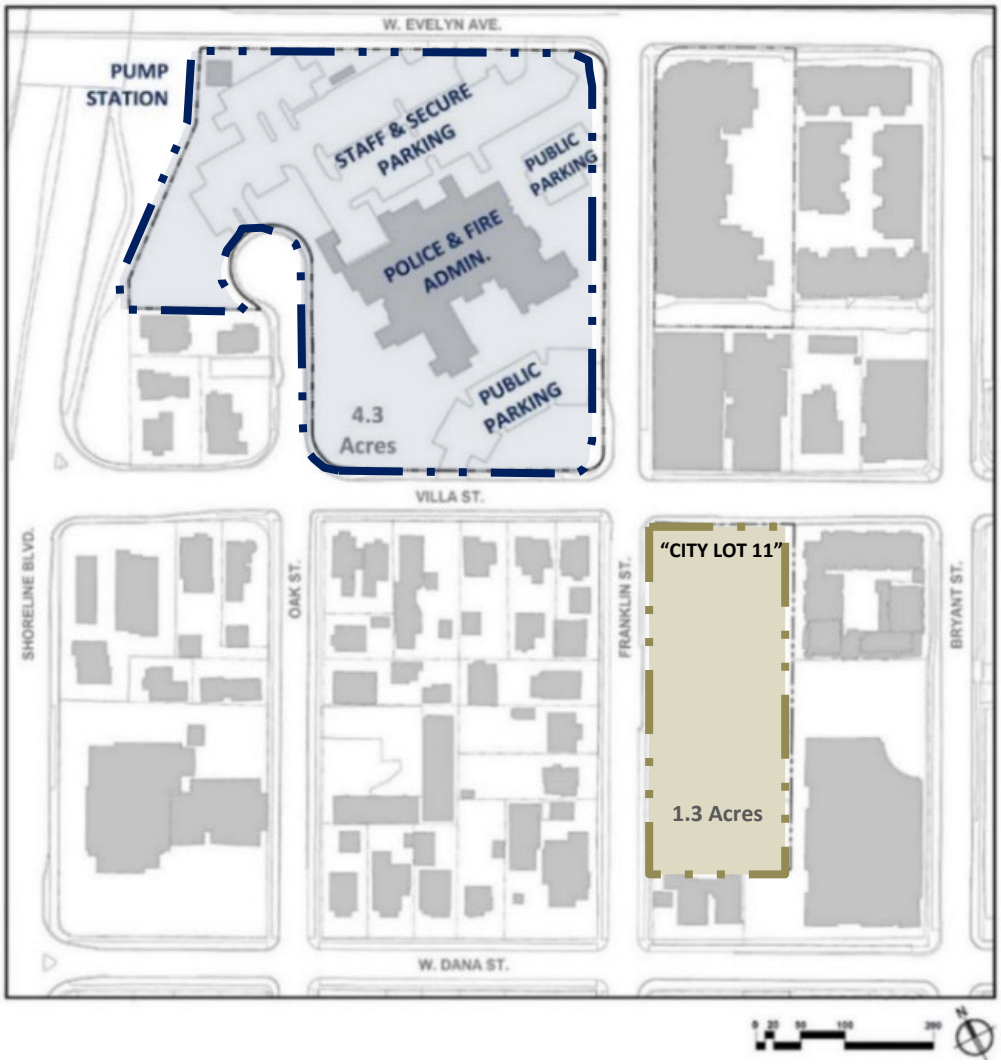


Figure 1: Location Map and Current Building Configuration

Table 1: Council Actions and Other Milestones

Date	Action/Milestone
December 5, 2023	Council took the following actions: 1. Approved the revised project scope and site plan. 2. Selected "Civic Americana" as the architectural conceptual design for the building. 3. Approved a Public Art budget increase from $400,000 to $1 million.
May 14, 2024	Council authorized the City Manager or designee to execute the Community Workforce Agreement with the Santa Clara and San Benito Counties Building and Construction Trades Council. On July 5, 2024, the City executed the Community Workforce Agreement. Public Safety Building, Project 20-49, is listed as one of the five projects subject to this agreement.
June 25, 2024	Council voted to place a revenue measure (Measure G) on the November 2024 ballot to secure additional funding for the Public Safety Building project as well as other projects to meet priority community needs.
November 5, 2024	The voters passed revenue Measure G with over 72% voting in favor of the measure.
December 17, 2024	Council took the following actions. 1. Approved the revised project scope, which reduces the size of the parking garage and shooting range and incorporates a phased approach for the shooting range. 2. Approved a Public Art Budget decrease from $1 million to $400,000. 3. Directed staff to return to the Council with a funding plan for the project.

Date	Action/Milestone
	4. Directed staff to conduct value engineering for staging and/or construction logistics for potential additional project cost savings.
November 4, 2025	Council adopted a resolution that certified the Environmental Impact Report for the Public Safety Building and adopted findings related to Environmental Impacts, Mitigation Measures, and Alternatives, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.
January 27, 2026	Council authorized the City Manager or designee to execute a professional services agreement with Kitchell/CEM, Inc. a California Corporation (Entity No. C0973818), to provide pre-construction services, construction management, Leadership in Energy and Environmental Design (LEED) commissioning, and special inspection services for the Public Safety Building, Project 20-49, in a not-to-exceed amount of $6,886,000.
April 14, 2026	Council took the following actions. 1. Approved the Public Safety Building development financing plan. 2. In its capacity as the Board of Directors of the Shoreline Regional Park Community, adopted a resolution amending the Fiscal Year 2025-26 Adopted Budget to transfer and appropriate $25,500,000 from the Shoreline Regional Park Community Fund to CIP 20-49, Public Safety Building, Design. 3. Adopted a resolution amending the Fiscal Year 2025-26 Adopted Budget to appropriate $2,000,000 in the General Operating Fund for a transfer to the Public Safety Building Reserve.
April 28, 2026	Council took the following actions. 1. Adopted a Resolution finding that the Issuance of the Lease Revenue Bonds Will Result in Significant Public Benefits; Declaring the Intention to Reimburse Expenditures on the Public Safety Building Project made prior to issuance of the Lease Revenue Bonds; Approving the Issuance and Sale of the Lease Revenue Bonds in an Aggregate Principal Amount Not to Exceed $140,000,000; Approving Related Documents, Including a Site Lease, Lease Agreement, Bond Purchase Agreement and Continuing Disclosure Certificate; Approving a Preliminary Official

Date	Action/Milestone
	Statement and Authorizing Distribution of the Preliminary Official Statement and a Final Official Statement; Appointing Bond Counsel, Disclosure Counsel and Municipal Advisor in Connection with the Lease Revenue Bonds; and Authorizing Official Actions. 2. Resolution of the City of Mountain View Capital Improvements Financing Authority Board of Directors Authorizing the Issuance and Sale of Lease Revenue Bonds to Provide Financing for a Public Safety Building Project to be Owned and Operated by the City of Mountain View, Approving Related Documents and Directing Related Actions. .

Revenue Bond Issuance

On April 28, 2026, the City Council authorized the issuance of the City of Mountain View Capital Improvements Financing Authority Lease Revenue Bonds, Series 2026, in a not-to-exceed amount of $140.0 million to finance construction of the new Public Safety Building. The bonds were successfully priced on May 6, 2026, and received strong investor demand, with orders totaling more than four times the amount offered. As a result, yields were reduced in several maturities, resulting in a true interest cost of approximately 4.31%. The financing generated approximately $135.0 million in project funding for construction and related project costs. With bond proceeds now available, staff recommends authorizing the issuance of Bid Package 1 to advance construction of the Public Safety Building project.

Project Packages and Phasing Approach

Due to the significant complexity of the project, the project will be delivered using three bid packages, constructed in phases:

Package 1 - Selective Demolition, Site Preparation, and Utility Coordination:

The new building will be constructed along the site's Villa Avenue frontage. This requires the selective demolition of a portion of the front of the existing facility and public parking lot, site clearing, grading, and building pad preparations for the next phase. Temporary public parking will be constructed on a portion of the Lot 11 parking lot. The remainder of the existing police and fire administration facility will maintain full operations during construction. This phase is expected to begin in fall 2026 and be completed in spring 2027.

Package 2 - Public Safety Building and Site Work:

Phase 1 - The main building that will house Police and administrative Fire personnel, and the Emergency Operations Center, will be constructed. The existing facility will maintain full operations during construction, and once the new building is completed, operations will move to the new building. This phase is expected to begin in fall 2027 and be completed in fall 2029.

Phase 2 - With the existing building fully vacated, construction of a secure parking lot for staff and marked vehicles will be constructed on Lot 11, after which the existing building and secure parking areas will be demolished. Work on this phase is anticipated to begin in fall 2029 and be completed in spring 2030.

Phase 3 - Construction of the new public parking area and site improvements within the existing secured parking area will be implemented. This phase is expected to begin in spring 2030 and be completed in fall 2030.

Package 3 - Parking Garage Construction:

While the Package 2 – Phase 3 site work is being constructed, a separate contract will be awarded for the new structured parking garage and cold shell of the future firing range on the upper level. Portions of this work involve off-site pre-cast and structural system fabrication, followed by on-site installation and construction once the site is cleared and ready. This phase is expected to begin in spring 2030 and be completed in summer 2031.

The final design site plan is shown in Figure 2, depicting the site's configuration after completion of all three construction packages.



Figure 2: Final Design Site Plan

1. 75,000 square foot building
2. Corner public entry plaza
3. Public event plaza
4. Public parking
5. K9 training area
6. Secure staff surface parking
7. Secure staff parking structure
8. Shooting range cold shell (top level)
9. Second Public Safety vehicle access
10. Future City use (0.6 acre)

ANALYSIS

Package 1 is the first bid package for the project which initiates the required advance work needed to prepare for the construction of main building (Package 2). Package 1 will construct the elements shown in Figure 3.

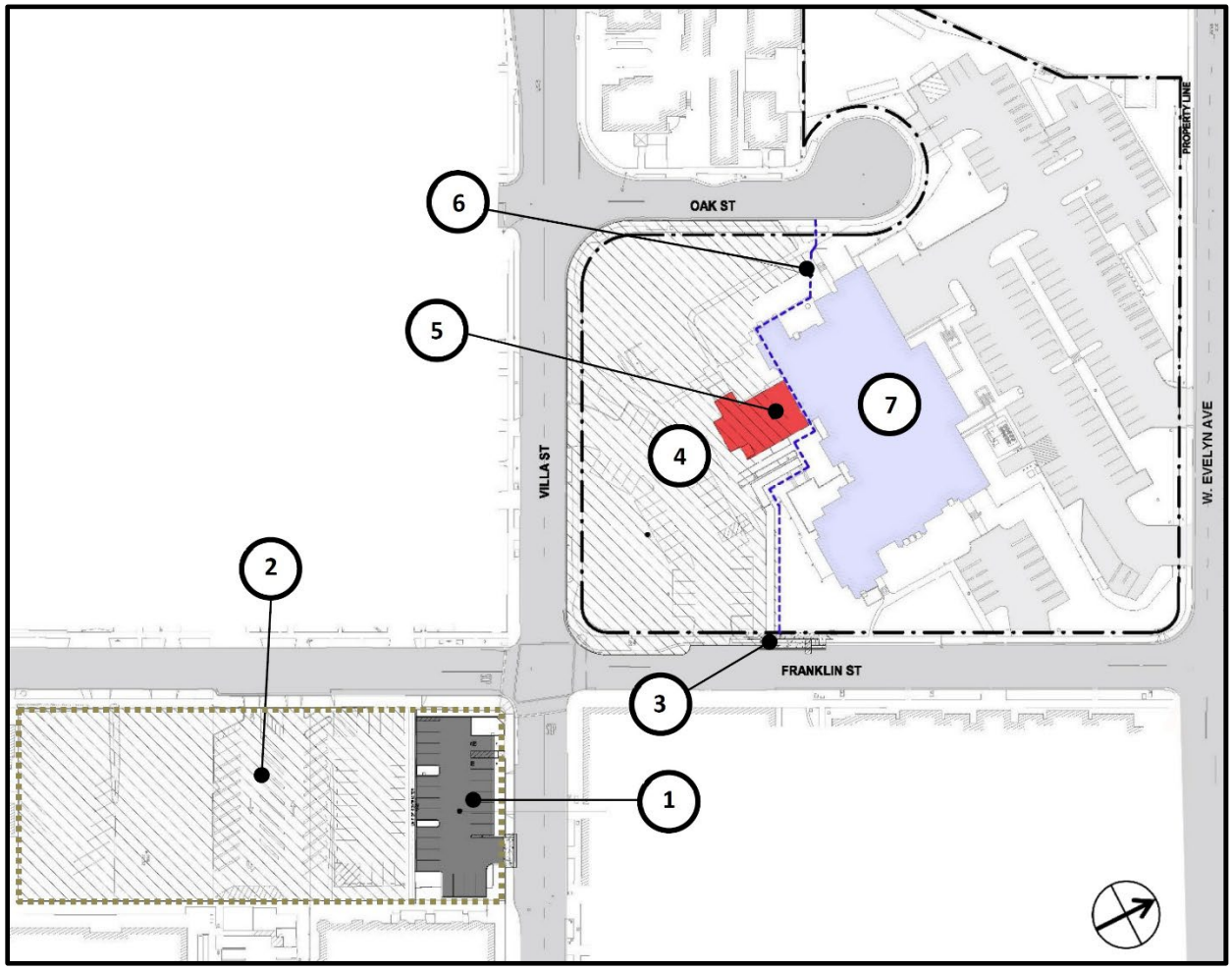


Figure 3: Package 1 – Scope of Work

1. Lot 11 - Temporary Public Parking
2. Lot 11 – Temporary Contractor Staging
3. Temporary Accessible Parking Stall
4. Site Clearing, Tree Removal & Building Pad Preparation
5. Selective Demolition of Auditorium
6. Limit of Work Line
7. Existing Administration Building and Staff/ Marked Car Parking to remain operational

Temporary Closure of Parking Lot 11

The utilization of the City's Parking Lot 11 (Lot 11) for construction activities is a critical component of the Public Safety Building project, resulting in substantial cost savings for the project. The temporary reconfiguration and closure of Lot 11 is necessary to efficiently construct all phases of the project. For an estimated duration of approximately 66 months, beginning in October 2026, a majority of Lot 11 will be closed to public use to accommodate construction activities and staff parking operations needed for the project. Closure of Lot 11 will begin with Package 1.

As part of the implementation of the new Public Safety Building project, Lot 11 will be reconfigured in phases to support construction activities while maintaining essential parking for staff and visitors to the existing Police and Fire Administration Building. A portion of Lot 11 (as shown in Figure 3) will be designated for temporary visitor parking to serve the existing Police and Fire Administration Building. The remaining area will be used for construction trailers, staging, and laydown to support early site work.

During the final phase of bid Package 2, Lot 11 will transition to staff parking to support ongoing operations. The temporary visitor parking area may continue to be available for limited public use, depending on construction sequencing and site conditions, including completion of the new Public Safety Building public parking area.

Lot 11 will be returned to public use at the conclusion of the entire project.

Staff recommends Council adopt a resolution authorizing the temporary closure of Lot 11 for the duration of construction, starting in October 2026, to facilitate the construction of the Public Safety Building project.

Urban Forestry Board

In order to construct the project on the same site as the current active building, it is necessary to remove 40 Heritage trees. The project team has made every effort to preserve existing Heritage trees where feasible. However, due to the constraints of constructing a new Public Safety Building on the same site as the existing facility, while maintaining ongoing operations, the design balances tree preservation with essential site and building requirements. Design flexibility was further limited by the need to accommodate construction phasing, contractor access, elevation and grading changes, and the City's utility easement along the Evelyn Drive frontage, which restricts the planting of new trees.

The City's Arborist conducted a site visit to evaluate the feasibility of transplanting existing trees. No trees within the project area were found to be optimal candidates for transplanting. Therefore, planting new trees as a mitigation measure is recommended over transplanting trees.

On March 17, 2026, and May 13, 2026, the project was presented to the Urban Forestry Board (UFB), and the UFB reviewed the landscaping plan identifying tree removals, native species replacement trees, and their respective planting locations (see Attachment 2). At the May 13, 2026, meeting, the UFB recommended Council approve the staff recommendation to mitigate the removal of 40 Heritage trees at a 2:1 ratio with 24" box trees and to substitute four Regal Prince Oaks on Villa Street with appropriate native trees. In addition, the UFB also recommended that staff explore other substitutions, with a preference for native trees, to be determined by the City Arborist prior to City Council approval. While some tree removals will be needed for Package 1, the balance of the tree removals and replacement tree plantings will take place with Packages 2 and 3. Therefore, final recommendation on the replacement tree species will be forwarded to Council in spring 2027 as part of the recommendation for plans and specifications approval for Package 2, which will include the final building and site improvement designs.

The project will also remove and replace 35 non-Heritage trees at a 1:1 ratio with 24" box trees and add three additional native trees to replace a 2022 deceased Heritage tree and to increase the tree count for the project. In total, 118 new trees will be planted on-site at the completion of the project.

Public Art

Commencing in fall 2026, staff will begin coordination with the Visual Arts Committee (VAC) to identify project opportunities for integration of Public Art and the issuance of a Call for Artists. Staff anticipates artist selection will be considered by the VAC in early 2027 and forwarded to Council for approval in late spring 2027. This schedule provides time for the selected art to be designed and fabricated in time for the main building's anticipated completion in the fall of 2029. The public art component of this project has a budget of $400,000.

Next Steps

The plans and specifications for the Package 1 portion of the project are complete. Should Council approve the recommended actions, staff will advertise the project for construction. If a responsive bid within the project budget is received, construction of Package 1 is anticipated to begin in fall 2026 and be completed in spring 2027. Staff will return to Council in fall 2026 to update Council on the main building architectural design and request approval of the parking garage concept design. In spring 2027, staff will seek Council approval of the plans and specifications for Package 2.

Environmental Clearance

On November 4, 2025, Council adopted a resolution that certified the Environmental Impact Report for the Public Safety Building and adopted findings related to Environmental Impacts, Mitigation Measures, and Alternatives, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

FISCAL IMPACT

On April 14, 2026, Council approved a funding strategy for the project from the following sources:

Table 2: Total Project Funding Sources

Funding Source	Amount
Bond Financing (*supported by Measure G and Ameswell Revenue*)	$135,000,000
Public Safety Building Reserve	$34,000,000
Shoreline Regional Park Community	$25,500,000
CIP Reserve	$6,800,000
Construction Tax Fund	$2,000,000
GOF Fiscal Year 2025-26 Recommended Budget Action	$2,000,000
TOTAL PROJECT FUNDING SOURCES	**$205,300,000**

While the City Council has approved a total project funding plan of $205.3 million, the project is currently funded in the amount of $41.8 million. As project packages and agreements are approved, staff will return to the City Council to appropriate and add funding from the approved funding sources to the project budget as necessary.

Due to the phased nature of the project and use of multiple bid packages, the project includes unique fiscal control opportunities not typically available on projects that are not phased. As responsive bids are received for Packages 1 and 2 and construction costs are confirmed, the City will have the opportunity to evaluate whether sufficient funding remains to construct the garage component of the project (Package 3). If bids for the main building (Package 2) are substantially higher than anticipated, the garage component (Package 3) could be removed from the scope, if necessary, to maintain the project within the approved budget. Staff will return to Council as each bid package is prepared for advertisement for monetary bids, including updated financial impacts and corresponding recommendations.

The estimated cost for Package 1 is as follows:

Table 3: Estimated Project Costs (*Package 1 only*)

Construction (including contingency)	$4,020,000
Project Management	361,000
Consultant Services	400,000
Construction Inspection and Testing	312,000
Permits and Miscellaneous	20,000
Package 1 Contingency	51,000
Subtotal	$5,164,000
City Administration	$336,000
TOTAL ESTIMATED COST	**$5,500,000**

There is sufficient funding available within the existing project budget for the recommended actions and no additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Competitively bid contract

CONCLUSION

Council approval of the Public Safety Building, Package 1 (selective demolition, site preparation, and utility coordination), enables this first element of the project to advance into the bidding phase, initiating the work needed to prepare for the construction of the main building (Package 2). Temporary closure of Parking Lot 11 provides substantial project cost savings and efficient use of this parking lot to construct the project. Forty Heritage trees require removal at

the site to accommodate the planned buildings and will be mitigated at a 2:1 replacement ratio with 24" box trees. Package 1 construction activities are estimated to begin in fall 2026 and be completed in spring 2026.

ALTERNATIVES

1. Do not adopt a resolution authorizing the temporary closure of Lot 11 for and direct staff to and direct staff to identify an alternative staging and parking area necessary to support the construction of the Public Safety Building project, resulting in increased project costs.

2. Do not approve the removal and mitigation of 40 Heritage trees at a 2:1 tree replacement ratio with 24" box trees and direct staff to provide a revised tree replacement ratio.

3. Do not approve the plans and specifications and direct staff to defer the project.

4. Provide other directions.

PUBLIC NOTICING— Agenda posting

Prepared by:

Naveen Govind
Senior Project Manager

Reviewed by:

David Printy
Principal Project Manager

Edward Arango
Assistant Public Works Director/City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: APWD—Arango, PPM-Printy, SPM—Govind, SMA—Goedicke, SMA—Nuñez, PA—Li, cmvgis@mountainview.gov, File (20-49)

Attachments:
1. Resolution for the Temporary Closure of Parking Lot 11
2. Tree Planting Plan

CITY OF MOUNTAIN VIEW
RESOLUTION NO. _____
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AUTHORIZING TEMPORARY CLOSURE FROM PUBLIC ACCESS TO PARKING LOT NO. 11 FOR A MINIMUM OF 66 CONSECUTIVE MONTHS BEGINNING OCTOBER 2026

WHEREAS, the City Council approved the CIP 20-49, Public Safety Building Project, design and construction of a 75,000 square foot New Public Safety Building and a three-story Parking Garage at 1000 Villa Street; and

WHEREAS, the City Council approved the PS&E of the CIP 20-49, Public Safety Building Project, Package 1 – Selective demolition, site preparation, and utility coordination on June 9, 2026; and

WHEREAS, project-specific conditions stated on CIP 20-49, Public Safety Building, June 9, 2026, City Council Memo, use of Parking Lot No. 11 is proposed for temporary visitor parking, construction staging, and Police and Fire staff temporary parking, and council approval is required for use of the parking lot; and

WHEREAS, twenty-five parking spaces are needed to provide temporary visitor parking for the existing Police and Fire Admin building; and

WHEREAS, fifty-three parking spaces are needed to support long-term construction material staging for materials for CIP 20-49 Public Safety Building Project, construction; and

WHEREAS, Mountain View City Code Section 19.67 prohibits the obstruction of streets or parking lots from free use; and

WHEREAS, Parking Lot No. 11, in the block bounded by Franklin Street and Villa Street is a suitable temporary location for visitor parking, to temporarily stage and transport construction materials, and provide temporary Police and Fire staff parking; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View that, pursuant to Mountain View City Code Section 19.92, seventy-eight spaces within Parking Lot No. 11 are hereby temporarily closed for 66 months commencing October, 2026, as set forth in the recitals above and as may be amended and/or scheduled, to enable the use of Parking Lot No. 11 for visitor parking, to temporarily stage and transport construction materials, and provide temporary Police and Fire staff parking; and be it

FURTHER RESOLVED: that posting and closure of the 78 parking spaces shall not occur prior to the execution of the construction contract agreement with the City of Mountain View and issuance of Notice to Proceed ("NTP") to the contractor; and be it

FURTHER RESOLVED: that staff is hereby directed to post appropriate signage to notice the temporary closure of 78 parking spaces within Parking Lot No. 11 and provide notification closure prior to October, 2026.

Attachment 2

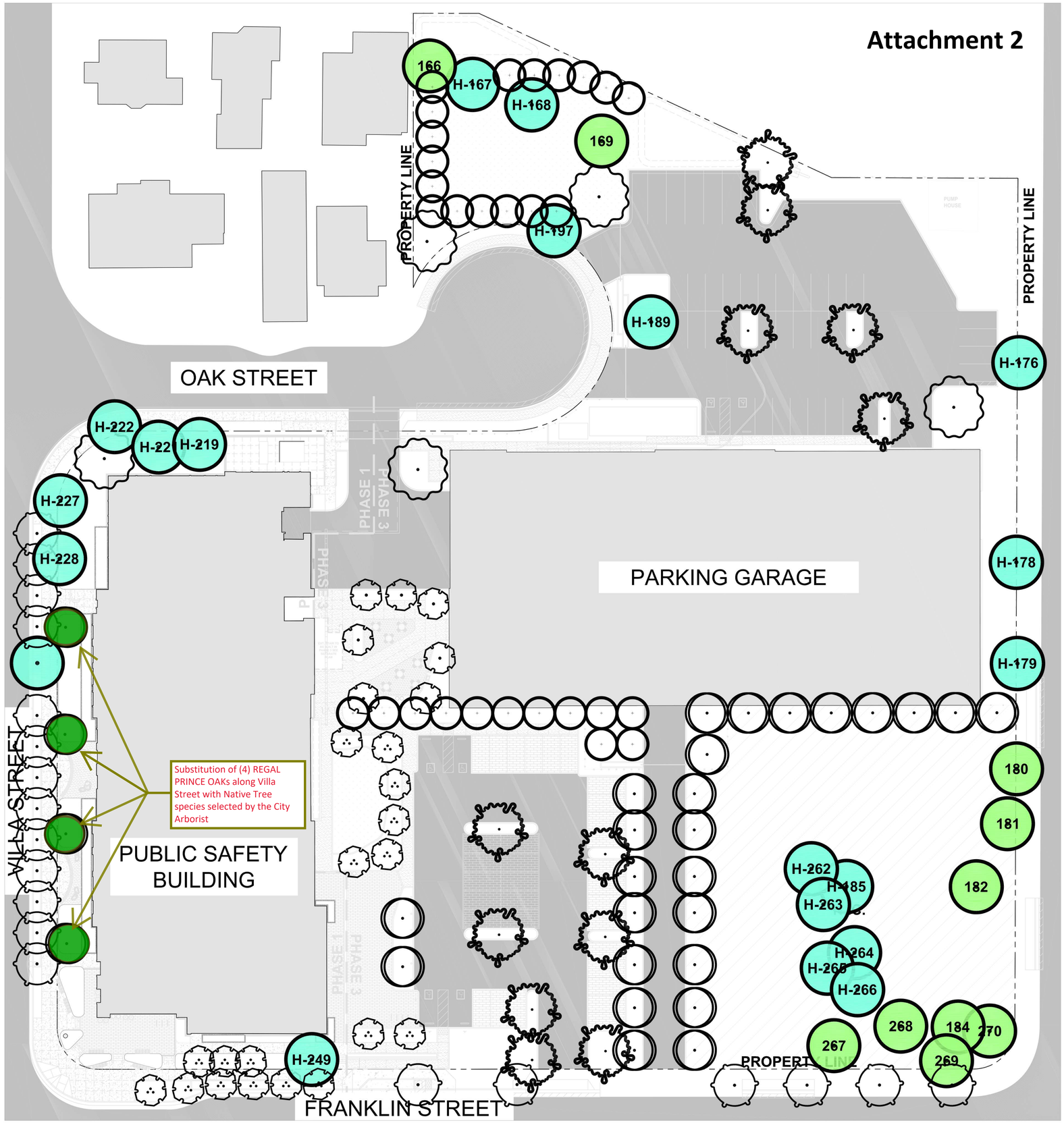
TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	NATIVE	QTY.
	ARBUTUS 'MARINA'	MARINA ARBUTUS	24" BOX	LOW	NO	7
	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	LOW	YES	17
	HETEROMELES ARBUTIFOLIA	TOYON	24" BOX	LOW	YES	29
	LAURUS NOBILIS	SWEET BAY	24" BOX	LOW	NO	19
	LAURUS 'SARATOGA'	SARATOGA LAUREL	24" BOX	LOW	NO	12
	QUERCUS LOBATA	VALLEY OAK	24" BOX	LOW	YES	5
	QUERCUS X REGAL PRINCE	REGAL PRINCE OAK	24" BOX	LOW	NO	29
	TREE TO BE PROTECTED-IN-PLACE					30
	TREE TO BE REMOVED					75

NOTES:
-ALL TREES TO BE PROTECTED IN-PLACE UNLESS OTHERWISE NOTED.

TREE REPLACEMENT

SYM	REPLACEMENT RATIO	TYPE OF TREE	TREES QUANTITY	REQUIRED REPLACEMENT
	2:1	HERITAGE TREE REMOVED	40	80
		HERITAGE TREE PRESERVED	20	
	1:1	NON-HERITAGE TREE REMOVED	35	35
		NON-HERITAGE TREE PRESERVED	10	
		DECEASED/REMOVED TREE	1	
				REQUIRED REPLACEMENT TOTAL
				115
		TYPE OF TREE	TREES QUANTITY	PROPOSED REPLACEMENT TOTAL
		PROPOSED	118	118



PUBLIC SAFETY BUILDING - TREE PLANTING PLAN

CITY STAMP

OWNER: CITY OF MOUNTAIN VIEW

PROJECT NAME: PUBLIC SAFETY BUILDING
PUBLIC SAFETY BUILDING

ADDRESS: 1000 VILLA ST.
MOUNTAIN VIEW, CA 94041

REVISIONS:

	DESCRIPTION	DATE

PROJECT NO: 2020-40114
ISSUANCE:
DATE ISSUED: 2026.05.15
SCALE:

File #: 206139, **Version:** 1

Amendment to the Agreement with Optony Inc. for Technical Support on Solar Energy and Battery Storage Projects

Adopt a Resolution of the City Council of the City of Mountain View Authorizing the City Manager or Designee to Amend the Professional Services Agreement with Optony Inc. to Increase Compensation by $32,950 for Technical and Financial Advisory Support Services for Municipal Solar and Battery Storage Projects, for a total Not-to-Exceed Amount of $285,950, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Amendment to the Agreement with Optony Inc. for Technical Support on Solar Energy and Battery Storage Projects**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Authorizing the City Manager or Designee to Amend the Professional Services Agreement with Optony Inc. to Increase Compensation by $32,950 for Technical and Financial Advisory Support Services for Municipal Solar and Battery Storage Projects, for a Total Not-to-Exceed Amount of $285,950, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

Solar Energy and Battery Storage System Projects

The City is evaluating the potential installation of solar energy and battery storage systems at Mountain View City Hall, the Mountain View Public Library, and the Rengstorff Park Aquatics Center. These projects are intended to reduce long-term utility costs, lower greenhouse gas emissions, and leverage federal clean energy incentives available through the Inflation Reduction Act (IRA) of 2022 (P.L. 117-169), including the Direct Pay provisions available to public agencies. The Direct Pay provisions offer clean energy tax credits that amount to 30% of eligible costs related to qualifying solar and battery storage projects.

Recent federal actions, including the "One Big Beautiful Bill Act" signed into law on July 4, 2025 (P.L. 119-21), have accelerated the phaseout or elimination of certain clean energy tax incentives earlier than previously anticipated, creating uncertainty regarding the future availability of these funding opportunities. Under current federal requirements, eligible projects must be completed and placed into service by December 31, 2027, to qualify for applicable incentives. Prior to these federal actions, the Direct Pay incentives were anticipated to remain available through 2032.

The City recently completed solar energy installations at the Mountain View Senior Center, Mountain View Sports Pavilion, and Whisman Sports Center in April 2026. These projects had an estimated total project cost of approximately $6 million and are projected to generate nearly $10

million in utility cost savings over the next 20 years. The City expects to receive approximately $1.5 million to $1.8 million in Direct Pay funding associated with these projects, depending on final project costs.

Following recent announcements regarding the accelerated phaseout of Direct Pay incentives, staff promptly began evaluating additional solar energy and battery storage opportunities at other City facilities.

Procurement Process and Consultant Support

The City issued a competitive Request for Proposals (RFP) on February 13, 2026, for the design and installation of solar energy systems, with an option for battery storage, at Mountain View City Hall, the Mountain View Public Library, and the Rengstorff Park Aquatics Center. The procurement process is currently in the final stages of evaluation to identify a recommended design-build vendor to begin contract negotiations.

Optony Inc. (Optony) specializes in distributed energy resources, including solar energy, battery storage, fleet electrification, and clean energy incentive programs for public agencies. Optony has been supporting the City under an existing agreement originally executed on December 15, 2022, to provide technical assistance for municipal decarbonization initiatives, including fleet electrification planning, grant applications, and participation in PG&E fleet electrification programs. Most recently, Optony has supported the City's solar energy and battery storage procurement effort through development of the design-build RFP, assistance with solicitation activities, and evaluation of proposals.

As the City advances toward contract negotiations with the recommended vendor for the solar energy and battery storage projects at City Hall, the Library, and the Rengstorff Park Aquatics Center, additional consultant support is needed to assist with technical negotiations and provide information to assist staff on key contract terms. Optony is uniquely positioned to provide continuity and technical expertise during the contract negotiation phase.

City Council Approval Required

Staff recommends increasing the Optony agreement amount by $32,950 to provide technical assistance during contract negotiations with the solar energy and battery storage vendor selected through the current procurement process. The contract with the chosen vendor is expected to be presented to the City Council for approval in September 2026.

City Council approval is required to amend the agreement with Optony because the total agreement amount resulting from the proposed amendment would exceed the City Manager's

signing authority under Council Policy A-10. Continuing services with Optony will provide continuity and technical expertise during a time-sensitive phase of the project and support the City's efforts to maintain eligibility for available federal Direct Pay incentives, which require project completion by the end of 2027.

ANALYSIS

Optony Scope of Work

The proposed amendment would provide continued technical and financial advisory support during the contract negotiation phase of the City's proposed solar energy and battery storage projects at City Hall, the Library, and the Rengstorff Park Aquatics Center. This support would assist staff in securing the most advantageous vendor agreement for the City through evaluation of contract terms, financial assumptions, financing structures, and implementation strategies that align with the City's operational and financial objectives. The scope of work also includes evaluating financing approaches that could allow the City to pursue these projects with no upfront capital cost while maximizing available federal and state incentives and long-term utility savings.

Optony has supported the project through the solicitation and proposal evaluation process and is well-positioned to assist the City during contract negotiations, given their familiarity with the project scope, financial assumptions, and procurement history. Continuing these services will support timely project implementation and coordination as the City advances the proposed solar and battery storage projects toward Council consideration.

The proposed amendment would increase the agreement amount by $32,950, resulting in a total not-to-exceed contract amount of $285,950.

Project Schedule

If approved, the amended agreement with Optony will be executed and contract negotiations with the selected solar contractor will continue through the summer of 2026. Staff anticipates returning to the City Council in September 2026 with the proposed solar energy and battery storage projects for consideration. If the project is approved, construction is expected to begin in late 2026 or early 2027, with completion anticipated by the end of 2027.

FISCAL IMPACT

The proposed amendment to the agreement with Optony Inc. would increase the existing contract by $32,950, resulting in a revised total not-to-exceed amount of $285,950. Sufficient funding for this amendment is available in the Sustainability Project Capital Improvement Program (CIP), Project 20-99. No additional appropriation is required at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Material contract modification or amendment

ALTERNATIVES

1. Do not authorize the City Manager or designee to execute an amendment to the existing professional services agreement with Optony Inc. for contract negotiation and financial advisory support services for the City's municipal solar projects, and direct staff to proceed with a competitive procurement process for these services. It should be noted that this approach may result in project delays and could jeopardize eligibility for Direct Pay funding.

2. Provide other direction.

PUBLIC NOTICING—Agenda Posting.

Prepared by:

Lauren Anderson
Sustainability Analyst II

Rebecca Lucky
Sustainability Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Danielle Lee
Chief Sustainability and Resiliency Officer

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AUTHORIZING THE CITY MANAGER OR DESIGNEE TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH OPTONY INC. TO INCREASE COMPENSATION BY $32,950 FOR TECHNICAL AND FINANCIAL ADVISORY SUPPORT SERVICES FOR MUNICIPAL SOLAR AND BATTERY STORAGE PROJECTS, FOR A TOTAL NOT-TO-EXCEED AMOUNT OF $285,950

WHEREAS, the City of Mountain View ("City") is evaluating options for the installation of solar array systems at select municipal facilities to reduce long-term utility costs, reduce greenhouse gas emissions, and advance the City's sustainability goals; and

WHEREAS, under the Inflation Reduction Act ("IRA") (P.L. 117-169), the City may qualify for certain clean energy tax credits if eligible projects are completed and placed into service by December 31, 2027; and

WHEREAS, the City issued a competitive Request for Proposals ("RFP") on February 13, 2026, for a design-build solar contract for the installation of solar energy systems and optional battery storage at certain City facilities; and

WHEREAS, Optony Inc. ("Optony") is a qualified clean energy consulting firm that currently supports the City's solar array design-build RFP process, including RFP development, solicitation support, and proposal evaluation; and

WHEREAS, the City is in need of additional specialized advisory services for its design-build solar contract, including review of project financial assumptions, contract terms, implementation requirements, and related negotiation support services; and

WHEREAS, Optony's prior and ongoing involvement in the project uniquely positions Optony to provide continuity, technical expertise, and timely support without disruption to project schedules or delays associated with transitioning services to another consultant; and

WHEREAS, continued technical and financial advisory support services are critical to ensuring the solar projects remain eligible for clean energy tax credits under the IRA and to meeting the City's implementation schedule; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby authorizes the City Manager or designee to amend the professional services agreement with Optony Inc. to increase compensation by $32,950 for technical and financial advisory support services for municipal solar and battery storage projects, for a total not-to-exceed amount of $285,950.

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File #: 206145, **Version:** 1

Resilient Facilities Coalition and Proposition 4 Climate Bond Grants

Adopt a Resolution of the City Council of the City of Mountain View Finding That the Action Taken and Activities Approved Herein are Not Projects Subject to California Environmental Quality Act Procedures, and Authorizing the City Manager or Their Designee to: (1) Enter Into a Memorandum of Agreement With the Resilient Facilities Coalition (RFC), a Multi-Organization Coalition for Climate and Community Resilience Projects; and (2) Apply for Grant Funds Available Under California Proposition 4 and Related Programs in an Amount Estimated to be a Maximum of $35.0 Million, Including as a Lead or Partner Agency, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Resilient Facilities Coalition and Proposition 4 Climate Bond Grants**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Finding That the Action Taken and Activities Approved Herein are Not Projects Subject to California Environmental Quality Act Procedures, and Authorizing the City Manager or Their Designee to: (1) Enter Into a Memorandum of Agreement With the Resilient Facilities Coalition (RFC), a Multi-Organization Coalition for Climate and Community Resilience Projects; and (2) Apply for Grant Funds Available Under California Proposition 4 and Related Programs in an Amount Estimated to be a Maximum of $35.0 Million, Including as a Lead or Partner Agency, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

In July 2024, the California Legislature authorized a $10.0 billion bond measure, the "Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024." The bond measure, Proposition 4, was approved by voters on the statewide ballot in November 2024. The state is authorized to spend $3.5 billion of the funds in fiscal year 2025-26, and the Governor has proposed appropriating $2.1 billion for fiscal year 2026-27. The bond authorizes spending in several categories, including clean energy and extreme heat mitigation.

Staff seeks City Council approval to join the Resilient Facilities Coalition (RFC), a local multi-organization coalition, and to apply for Proposition 4 Grants and related climate programs with the coalition. City Council approval is required to join the coalition and apply for grants.

ANALYSIS

Proposition 4 Climate Bond and RFC

Proposition 4, the "Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024," or "Climate Bond," is a significant opportunity to fund high-impact climate mitigation and climate adaptation projects. The bond funds will be

administered by 30 state agencies, departments, and other bodies, primarily through competitive grant opportunities.

Mountain View can increase its competitiveness for Proposition 4 grants by applying for the grants collaboratively with other agencies. Multi-jurisdictional applications demonstrate proactive coordination and a larger, more impactful project scale, which can result in higher application scores.

Mountain View collaborates regularly with other Bay Area agencies and has previously completed joint grant applications to support climate mitigation and adaptation efforts. For example, on March 26, 2024, the City Council adopted Resolution No. 18878, which authorized the City's participation in the Public Facility Resiliency Implementation Project (PFRIP) group to apply for a competitive United States Environmental Protection Agency (EPA) Climate Pollution Reduction Grant. The coalition was comprised of local jurisdictions including the cities of Cupertino and San Jose, as well as local nonprofit partners. The EPA grant was not awarded and the Memorandum of Agreement committing Mountain View's participation in the PFRIP group has since expired.

The multi-organizational group has continued to meet to share information on grant opportunities. The group is now seeking formalization as the RFC to allow participating organizations to jointly advance climate resilience, environmental protection, and community-focused infrastructure projects. The City may choose to join the coalition and jointly apply for Proposition 4 Climate Bond grants, as well as other relevant grants related to clean energy, climate adaptation, and climate mitigation. By joining the coalition, the City does not give up its right to apply for grants individually as a City.

RFC Memorandum of Agreement

The proposed Memorandum of Agreement (MOA) establishes the RFC, a collaborative partnership currently being considered among the cities of Mountain View, Cupertino, Morgan Hill, San José, and Sunnyvale, in conjunction with Prospect Silicon Valley[1]. The purpose of the RFC is to establish a formal framework for regional collaboration on projects to improve the sustainability, resilience, and energy independence of publicly owned facilities. Through this coalition, participating agencies can coordinate planning efforts, share technical expertise and best practices, and jointly pursue external funding opportunities that support climate action and emergency preparedness objectives.

[1] Prospect Silicon Valley is a nonprofit focused on advancing clean energy, decarbonization, transportation electrification, and resilient infrastructure solutions through collaboration with local governments, industry partners, and research institutions. They support grant applications, pilot programs, and climate-action initiatives.

The activities of the RFC may include:

- Building decarbonization projects, such as the electrification of heating, cooling, and water-heating systems.
- Installation of renewable energy and battery storage systems.
- Development of electric vehicle charging infrastructure for public fleets.
- Workforce development and training programs.
- Creation of shared policies, design standards, and guidance documents.

The coalition will also document and share lessons learned from member projects to help accelerate the implementation of greenhouse gas reduction and resilience measures across participating jurisdictions. Initial efforts will prioritize support for disadvantaged and vulnerable communities, as well as facilities critical to emergency response and disaster recovery.

The MOA establishes a mechanism for coalition members to collectively seek grants, rebates, incentives, and other external funding sources. Participation in any specific funding opportunity remains voluntary, and each agency is responsible for securing any required matching funds or cost-share contributions that may be required related to projects they choose to participate in. The MOA clearly states that it does not create a partnership, joint venture, or legally binding obligation to commit funding or resources beyond those separately approved by each participating agency. Any project-specific responsibilities, financial commitments, or grant administration requirements will be addressed through separate agreements as necessary.

Under the governance structure established by the MOA, each participating organization is represented by a designated representative and receives one vote in coalition decisions. Most actions are determined by a majority vote of the members present and are advisory in nature. The MOA also includes provisions related to indemnification, confidentiality, the admission of new members, and withdrawal from the coalition. Participation in the RFC allows Mountain View to continue collaborating with regional partners on resiliency and decarbonization initiatives while maintaining local control over project selection, funding decisions, and resource commitments.

Potential Grant Opportunities

The set of grants the RFC will pursue is not yet finalized; the coalition is assessing Proposition 4 grant opportunities as more information becomes available.

One promising grant opportunity identified by the coalition is the Transformative Climate Communities (TCC) Program, administered by the California Strategic Growth Council (SGC). The TCC Program funds community-driven climate projects that are expected to significantly reduce greenhouse gas emissions. The TCC Program's objectives, as stated in the Round 6 Program Guidelines posted in April 2026, are to reduce emissions, improve public health and environmental benefits, and expand economic opportunity and shared prosperity. The Notice of Funding Availability for the TCC program was released in May 2026, and the program will be open for applications in summer 2026.

In 2023, the City of Mountain View applied for a different SGC grant program, the Community Resilience Centers Program. The proposed project included installing solar arrays and battery storage at the Mountain View Senior Center, launching workforce development programs, and distributing heat-resilience kits. During the grant evaluation process, the City's application scored highly on project scope and readiness. However, the project scored lower on metrics related to Mountain View's demographics, as many parts of the City were not formally considered disadvantaged communities under SGC's evaluation framework. Applying for grants as a part of a larger coalition representing greater geographic and demographic diversity could make a Mountain View grant application more competitive for opportunities such as those administered by SGC.

Potential Projects and Programs Under Consideration

The RFC is evaluating a range of potential projects and programs that may be competitive for Proposition 4 grant opportunities. These projects are intended to accelerate building and transportation electrification, expand clean energy infrastructure, improve community resilience, and reduce greenhouse gas emissions. While the coalition has historically focused on upgrading public facilities, it is exploring expanding its scope to implement community projects. Pursuing external funding opportunities would help the City leverage limited resources, accelerate high-priority initiatives, and expand the scale and reach of decarbonization efforts citywide and regionally.

Examples of qualifying projects that may be submitted for the upcoming TCC Program may include:

- Solar photovoltaic (PV) installation
- Energy efficiency upgrades
- HVAC system replacements
- Appliance electrification
- Battery energy storage
- Electric bicycle programs
- Community microgrids
- Community-based programs, such as home retrofit programs or incentives

These potential projects align with the City's goal of achieving community-wide decarbonization by 2045. They also align with the draft actions that the City Council supported for the upcoming Five-Year Decarbonization Plan on May 26, 2026. These actions include building and transportation electrification. Additionally, the City can choose not to participate in grant opportunities that do not align with its adopted goals and policies.

Use of Grant Funds to Support the City's Five-Year Decarbonization Plan

Grant funding is particularly important for both community and municipal projects that require significant upfront investment to transition away from fossil fuels.

For municipal operations decarbonization, grants could support projects such as expanding EV charging infrastructure to advance the City's fleet electrification efforts over the next five years in compliance with the Greenhouse-Gas-Free Fleet and Landscaping Equipment Policy, which was adopted by Resolution No. 18993 of the City Council on June 10, 2025. Grant funding could offset some or all of these initial capital costs, helping the City accelerate implementation while reducing reliance on limited local funding sources. In addition to long-term fuel and maintenance savings, grant-supported projects could enable the City to pilot innovative technologies and operational strategies, modernize municipal facilities and infrastructure, and accelerate sustainability initiatives at a larger scale.

Grant funding could also significantly expand the City's ability to advance community decarbonization initiatives by supporting innovative pilot programs, increasing participation in sustainability programs, and accelerating the deployment of clean energy technologies. These funds would enable the City to reach a broader range of residents and property owners, including low- and moderate-income households and multifamily residents that may otherwise face financial or technical barriers to electrification. Grant resources could also support demonstration projects and partnerships that test scalable approaches to reducing greenhouse gas emissions.

Anticipated Grant Funding Amounts

Staff expects to apply for grants up to $35.0 million, either individually as the City or in partnership with the RFC. Grants submitted collaboratively as part of the Coalition would likely be for a larger total dollar amount, because a single application would comprise several projects from multiple organizations. Grants applied for solely by the City are likely to be smaller in scope and cost.

Grants are expected to be reimbursement-based and may include reporting, compliance, and cost-share requirements. Grants may require the City to make a financial commitment in the

form of matching funds. Staff will bring any awarded grants to the City Council for review and authorization to accept and administer them.

Next Steps

If the attached Resolution is adopted by City Council, the City Manager or their Designee will sign a Memorandum of Agreement, joining the Resilient Facilities Coalition and working with the coalition to submit grant applications.

Staff may begin applying for grants in late summer or fall 2026. If grants are awarded, staff will return to City Council to seek permission to accept and administer the grants, providing the Council with an opportunity to review grant terms before committing to them.

CONCLUSION

Joining the RFC will position the City of Mountain View to pursue significant state and other external funding opportunities that support the City's climate, sustainability, and resilience objectives. Through collaboration with neighboring jurisdictions and regional partners, the City may improve its competitiveness for grant programs, including Proposition 4-funded opportunities, while maintaining local control over project selection, funding commitments, and policy decisions. The proposed MOA provides a framework for cooperation without creating any obligation to participate in specific projects or commit City resources beyond those separately approved by the City Council.

Participation in the RFC aligns with the City's adopted sustainability goals and ongoing efforts to develop a Five-Year Decarbonization Plan. Grant funding secured through the Coalition could help accelerate implementation of municipal and community decarbonization initiatives, including building electrification, renewable energy deployment, transportation electrification, and resilience infrastructure, while leveraging limited local resources.

For these reasons, staff recommends that the City Council authorize the City Manager or their designee to execute the Memorandum of Agreement establishing the Resilient Facilities Coalition and to apply for Proposition 4 and related grant opportunities, with any future grant awards returning to the City Council for consideration and authorization prior to acceptance and implementation.

FISCAL IMPACT

The recommended actions authorize the City to participate in the Resilient Facilities Coalition and apply for grant funding under California Proposition 4 and related programs in an estimated amount of up to $35.0 million. There is no direct fiscal impact associated with entering into the Memorandum of Agreement, as participation in the coalition does not

require membership fees or commit the City to any specific financial obligation. Some grant opportunities may require a local match or other financial commitment.

Approval of the recommended actions does not authorize acceptance or expenditure of any grant funds. Staff will return to the City Council for authorization to accept, appropriate, and administer any grant awards, including any required local matching funds or ongoing fiscal commitments.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Contract between two or more state or local government agencies
☒ Contract where no party receives financial compensation

ALTERNATIVES

1. Do not authorize the City Manager or their designee to join the RFC and apply for California Proposition 4 grants and related programs.

2. Request staff to seek permission to apply for grants on a case-by-case basis.

3. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Denise Lin
Sustainability Analyst II

Rebecca Lucky
Sustainability Program Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Danielle Lee
Chief Sustainability and Resiliency Officer

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW FINDING THAT THE ACTION TAKEN AND ACTIVITIES APPROVED HEREIN ARE NOT PROJECTS SUBJECT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT PROCEDURES, AND AUTHORIZING THE CITY MANAGER OR THEIR DESIGNEE TO: (1) ENTER INTO A MEMORANDUM OF AGREEMENT WITH THE RESILIENT FACILITIES COALITION (RFC), A MULTI-ORGANIZATION COALITION FOR CLIMATE AND COMMUNITY RESILIENCE PROJECTS AND (2) APPLY FOR GRANT FUNDS AVAILABLE UNDER CALIFORNIA PROPOSITION 4 AND RELATED PROGRAMS IN AN AMOUNT ESTIMATED TO BE A MAXIMUM OF $35.0 MILLION, INCLUDING AS A LEAD OR PARTNER AGENCY

WHEREAS, the State of California has established and will administer multiple competitive grant programs pursuant to Proposition 4, approved by California voters on November 5, 2024, to support climate resilience, environmental protection, water, wildfire prevention, nature-based solutions, and related community benefits; and

WHEREAS, Proposition 4 funding programs are anticipated to be implemented through state agencies and may include planning, implementation, and capital grant opportunities awarded on a competitive basis to local agencies individually or in collaboration with partner agencies and organizations; and

WHEREAS, collaborative, multi-jurisdictional coalitions improve competitiveness for state grant funding and support coordinated regional strategies that advance greenhouse gas reduction, climate adaptation, and equitable community outcomes; and

WHEREAS, the Resilient Facilities Coalition (RFC) is a multi-agency coalition formed to advance climate resilience, environmental protection, and community-focused infrastructure projects through coordinated planning and implementation efforts consistent with City policies and adopted plans; and

WHEREAS, on March 26, 2024, the City of Mountain View City Council adopted Resolution No. 18878, which authorized participation in a coalition for climate-related grant opportunities pursuant to a Memorandum of Agreement, called the Public Facility Resiliency Implementation Project, which has since expired; and

WHEREAS, the City now desires to participate in the RFC to pursue new and upcoming funding opportunities, including grants made available under Proposition 4 and related opportunities; and

WHEREAS, participation in such coalition-based grant opportunities may require the City to apply for grant funding as a lead agency, partner agency, or fiscal agent; and

WHEREAS, many state grant programs, including those anticipated under Proposition 4, are expected to be reimbursement-based and may include reporting, compliance, and cost-share requirements consistent with program guidelines; and

WHEREAS, if the City is awarded any grant funding, City staff will return to City Council to request authorization to accept and administer such grants; now, therefore, be it:

RESOLVED: that pursuant to Section 15378(b)(4) of the California Environmental Quality Act (CEQA), the action taken and activities approved herein are not projects subject to CEQA procedures; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View authorizes the City Manager or their designee to enter into memorandum of agreements or similar coalition agreements with the Resilient Facilities Coalition (RFC) for the purposes of applying for Proposition 4 and related grant funds through the RFC; and be it

FURTHER RESOLVED: that the City Manager or their designee is hereby authorized to apply for grant funds available under California Proposition 4 and related programs in an amount not to exceed $35.0 million in the aggregate, as particularly described and listed in Exhibit A, attached hereto and incorporated herein by reference, with individual grant applications not to exceed the maximum award amount permitted under the applicable program guidelines or Notice of Funding Availability, either independently or in collaboration with RFC coalition partners, including as a lead agency or partner agency; and be it

FURTHER RESOLVED: that the Resolution shall be effective upon the date of its adoption.

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DL/1/RESO/621-06-10-25r

Exhibit: A. Proposition 4 Climate Bond & Related Grant Programs

Proposition 4 Climate Bond & Related Grant Programs

Program / Grant	Administering Agency	Estimated Funding Amount (Program Total)	Estimated Maximum Award per Individual Applicant	Prop 4 Connection
Community Resilience Centers (CRC) Program	Strategic Growth Council	~$60 million total allocation	Up to ~$10–25 million per site (varies by scope)	Yes (Prop 4 funded)
Coastal Conservancy Prop 4 Grants	California Coastal Conservancy	Within ~$1.2 billion coastal resilience allocation	Varies by program; often up to ~$10–20 million	Yes (Prop 4 funded)
Extreme Heat and Community Resilience Program	Office of Land Use and Climate Innovation	~$50 million total allocation	Typically up to ~$5–10 million	Yes (Prop 4 funded)
Storm Water Grant Program (SWGP)	State Water Resources Control Board	~$110 million available	Up to ~$10–20 million per project	Yes (Prop 4 funded)
Transformative Climate Communities (TCC) Program	Strategic Growth Council	~$100 million total allocation	Historically up to $35 million per implementation award	Yes (Prop 4 supported)
Tribal Nature-Based Solutions Climate Bond Grants	California Natural Resources Agency / Grants CA	Not yet specified (within ~$1.2 billion biodiversity allocation)	Anticipated up to ~$5–15 million	Yes (Prop 4 funded)
Urban Greening Program	California Natural Resources Agency	~$100 million total allocation	Typically up to ~$10–15 million	Yes (Prop 4 funded)

File #: 206157, **Version:** 1

Affordable Housing and Sustainable Communities Program Resolution-Various Actions

1. Adopt a Resolution of the City Council of the City of Mountain View Declaring that the City is Authorized to Accept and Incur an Obligation of the Affordable Housing and Sustainable Communities Grant Funds and Enter into and Execute Standard Agreement(s) 213 with the California Department of Housing and Community Development, to be read in title only, further reading waived (Attachment 1).

2. Appropriate $5,170,000 in Affordable Housing and Sustainable Communities Grant Funding to Middlefield Complete Streets, Project 22-01. (Five votes required)

3. Approve a mid-year Capital Improvement Program project, Bus Shelter Improvements.

4. Appropriate $330,000 of Affordable Housing and Sustainable Communities Grant Funding and $45,000 of Conveyance Tax funds to Bus Shelter Improvements. (Five votes required)

5. Authorize the City Manager, or designee, to execute all documents and agreements and take all necessary actions related to the grant funding.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works, Housing

TITLE: **Affordable Housing and Sustainable Communities Program Resolution– Various Actions**

RECOMMENDATION

1. Adopt a Resolution of the City Council of the City of Mountain View Declaring that the City is Authorized to Accept and Incur an Obligation of the Affordable Housing and Sustainable Communities Grant Funds and Enter into and Execute Standard Agreement(s) 213 with the California Department of Housing and Community Development, to be read in title only, further reading waived (Attachment 1).

2. Appropriate $5,170,000 in Affordable Housing and Sustainable Communities Grant Funding to Middlefield Complete Streets, Project 22-01. (Five votes required)

3. Approve a mid-year Capital Improvement Program project, Bus Shelter Improvements.

4. Appropriate $330,000 of Affordable Housing and Sustainable Communities Grant Funding and $45,000 of Conveyance Tax funds to Bus Shelter Improvements. (Five votes required)

5. Authorize the City Manager, or designee, to execute all documents and agreements and take all necessary actions related to the grant funding.

BACKGROUND

Affordable Housing and Sustainable Communities Grant Funding

The California Affordable Housing and Sustainable Communities Grant Funding (AHSC) Program Round 9 allocated approximately $775 million for projects ranging from $10 million to $50 million that align with program goals. The program received 47 applications, of which 46 met threshold requirements after review. Of those eligible projects, in late 2025, AHSC staff recommended awarding 21 projects, totaling $835,318,208 in funding.

On March 25, 2025, the California Department of Housing and Community Development (HCD) and the Strategic Growth Council (SGC) issued a call for projects for the AHSC Round 9. The AHSC

program provides state Cap and Trade funds for projects that integrate multiple agencies to provide a combination of affordable housing, transit operations, bus stops, and pedestrian and bicycle improvements within a mile of the affordable housing development. The AHSC must be submitted as a collaboration between three entities:

- An affordable housing developer or sponsor;
- A transit agency/operator; and
- A local agency, such as a city.

An application cannot move forward to receive affordable housing funding without all three elements, and therefore, few projects meet the eligibility requirements to apply for this competitive grant.

To position the project to be competitive under the AHSC Program and advance the City's affordable housing goals for the site, the City partnered with Affirmed Housing as the affordable housing developer and lead applicant for the residential component of the application.

Affirmed Housing Affordable Housing Development at 87 East Evelyn Avenue

On May 7, 2019, Council authorized negotiations with the Santa Clara Valley Transportation Authority (VTA) for a long-term lease and options to purchase and extend the lease for the former VTA property at 87 East Evelyn Avenue. The ground lease was executed on September 19, 2021 and the City exercised its purchase option on June 16, 2023 to acquire the property with the intent to develop affordable housing on the site.

On September 26, 2023, Council selected Affirmed Housing as the preferred development team for the 87 East Evelyn Avenue affordable housing residential development and authorized staff to enter into an Exclusive Negotiating Agreement (ENA) with Affirmed. The ENA was executed on March 1, 2024, with an initial term of 210 days and was amended on September 27, 2024 to extend the agreement by 180 days, with an expiration date of March 26, 2025. A second amendment to the ENA was subsequently approved by the City Council on March 25, 2025.

The first phase of the overall 268-unit project includes a 7-story development with 161 apartments affordable to households earning between 30% and 60% of the Area Median Income (AMI). Half of the units consist of two- and three-bedroom layouts, addressing the need for family housing in Mountain View. Community-focused amenities include a childcare center, shared green spaces, community rooms, a teen study room, a tot lot, and ample bike storage—creating a welcoming, inclusive environment.

AHSC Grant Application

Affirmed Housing assembled a project team consisting of the three required entities and submitted an AHSC application in May 2025 for the 87 E Evelyn Phase I project (Project). The application team included:

- Affirmed Housing as the affordable housing developer and sponsor;
- Peninsula Corridor Joint Powers Board as the transit agency/operator of Caltrain, and
- The City of Mountain View as the local agency responsible for pedestrian, bicycle, and bus stop improvements.

Pedestrian, bicycle, and bus stop improvements (Sustainable Transportation Infrastructure) are required to be within 1 mile of the project site. Staff worked with VTA and Affirmed Housing to identify qualified and competitive city projects and bus stops within 1 mile of the project site for the grant application. The application included the following elements:

Table 1: AHSC Application Project Elements

Project Element	Element Details
Affordable Housing Development (AHD)	Development of affordable housing at 87 E Evelyn Avenue.
Sustainable Transportation Infrastructure (STI)	• STI # 1: Improve safety for active transportation modes along Middlefield Road including VTA bus route #21 as well as the Mountain View Community Shuttle. The component will fund the design and construction of Class IV protected bikeways on Middlefield Road between Moffett Boulevard and Bernardo Avenue, a multi-use facility over the State Route 85 overpass, and pedestrian and bicycle improvements at four intersections (Moffett Boulevard, Easy Street, Tyrella Avenue, and North Whisman Road). • STI # 2: Install 10 new bus shelters. • STI # 3: Improve the Caltrain rail service between San Francisco and San Jose with the purchase of two train cars.
Program Costs (PGM)	• PGM # 1: Provide VTA SmartPass for every resident of the Project over the age of five for three years.

	• PGM # 2: Provide all residents of the Project with free high-speed internet for three years. • PGM # 3: Provide rental assistance by Community Services Agency (CSA). Clients will need to bring proof of residence in Mountain View or Los Altos and demonstrate a need. CSA will pay the owed rent directly to their landlord to prevent eviction and displacement. [1] • PGM # 4: Provide workforce development by Center for Employment Training (CET). The program will provide training and hire low-income community members participating in CET's workforce training program. CET will connect members to the Project's general contractor, which will provide them with the training needed to enter the workforce as a skilled tradesperson.

In March 2025, the Project received a point score of 82.5 out of 100, placing the Project 10th out of 47 applications. The Project received one additional point in the application, due to the City's Prohousing Designation status.

AHSC Award

In December 2025, the Project received a Conditional Award of $49,736,790, 70% of which supports the 87 E Evelyn Affordable Housing Development, 29% of which is for transportation infrastructure, 1% of which is for program costs as shown below in Table 2.

[1] In order to garner points for the AHSC application, the project must provide subsidies to anti-displacement activities and job training. These activities do not have to exclusively serve the project and may be of benefit to the wider Mountain View community.

Table 2 below provides the breakdown of AHSC grant amounts for the Project elements.

Table 2: AHSC Award Amounts by Element

Project Element	Eligible Projects/Programs	Amount
Affordable Housing Development (AHD)	• AHD - 87 E Evelyn Phase I (161 New Affordable Housing Units)	**Total - $ 35,000,000**
Sustainable Transportation Infrastructure (STI)	• STI # 1 – Middlefield Road bikeways • STI # 2 – 10 new bus shelters • STI # 3 – New Caltrain Cars	$5,170,000 $330,000 $8,878,790 **Total - $14,378,790**
Program Costs (PGM)	• PGM # 1 – VTA SmartPass for residents • PGM # 2 – free high-speed internet for three years for residents • PGM # 3 – rental assistance by Community Services Agency (CSA) • PGM # 4 – workforce development by CET	$153,000 $30,000 $150,000 $25,000 **Total - $358,000**

The Conditional Award comprises a Loan Award and a Grant Award (see Table 3).

Table 3: AHSC Program Award Components

AHSC Program Award Component	Award Amount
Loan Award	$35,000,000
Grant Award	$14,736,790
Total	**$49,736,790**

AHSC Loan Award

The Affordable Housing Development is funded as a loan rather than a grant through the AHSC program. The project was awarded $35,000,000 which will be issued directly to Affirmed Housing by HCD.

AHSC Transportation Infrastructure Grant Award

Of the $14,736,790 of grant funding awarded, the City is accepting $5,500,000 and is obligated to deliver the transportation elements within STI #1 (Middlefield Road bikeways) and STI #2 (bus shelters) by December 10, 2030. STI #1 will be delivered via the City's Middlefield Road Complete Streets, Project 22-01, and a future separate active transportation project for the multi-use facility over the State Route 85 overpass. This future project will come to Council in Fiscal Year 2026-27 and staff will identify the recommended funding sources at that time. STI #2 will be delivered via the new City project: Bus Shelter Improvements. The grant award has no local match requirements.

Delivery and implementation of STI #3 will be the responsibility of the Peninsula Corridor Joint Powers Board.

ANALYSIS

To receive the AHSC grant funding, the City Council, as the Public Entity, must adopt a resolution to accept and incur the City's obligations under the AHSC program using HCD's resolution wording (Attachment 1). The resolution includes many recitals, the most of which include:

- The City authorizes accepting and incurring an obligation to deliver STI #1 and STI #2 for the Program Award.

- The City will enter into one or more STD 213 Standard Agreements for a sum not to exceed the full amount of the AHSC Program Award, and any and all other documents and amendments required or deemed necessary or appropriate to secure the AHSC Program Award.

- Acknowledgment and agreement that Program Award funds are to be expended only on the eligible uses and activities identified in the relevant STD 213, Standard Agreement.

The AHSC grant will provide $5,170,000 to the Middlefield Road Complete Streets, Project 22-01, for bikeways on Middlefield Road, and $330,000 to the new City project, Bus Shelter Improvements, for ten new bus shelters in the City within a one-mile radius of 87 E Evelyn Avenue. Additional City funding in the amount of $45,000 for Bus Shelter Improvements is needed to provide for administrative costs and contingency.

To secure the AHSC grant, the Affirmed Housing Partners must secure all permanent financing, including tax credits and bond allocations, within 24 months of the date of the first HCD funding award to the Project, consistent with the HCD's Disencumbrance Policy. Affirmed Housing secured their tax credit and bond allocation reservation on May 12, 2026, and will commence construction on the housing component of the project by mid-December 2026.

FISCAL IMPACT

An appropriation of $5,545,000 is requested to fund the projects as outlined in the AHSC grant award. Staff recommends appropriating grant and City funding for Middlefield Complete Streets, Project 22-01, and Bus Shelter Improvements as follows:

Table 4: Recommended Appropriations

Funding Source	Project 22-01	Bus Shelter Improvements
AHSC Grant	$5,170,000	$330,000
Conveyance Tax Fund		45,000
TOTAL:	**$5,170,000**	**$375,000**

There are sufficient funds in the Conveyance Tax Fund for the recommended actions.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Contract between two or more state or local government agencies

CONCLUSION

In support of the 87 East Evelyn Avenue affordable housing development, Affirmed Housing, Peninsula Corridor Joint Powers Board, and the City were conditionally approved for a State AHSC Program Award in the amount of $49,736,790. The grant includes $35,000,000 in the form of an AHSC Program Loan for the housing development, and $14,736,790 in the form of an AHSC Program Grant for transportation infrastructure. The grant will help fund the Middlefield Complete Streets, Project 22-01, for the installation of pedestrian and bicycle improvements

along the Middlefield Corridor between Moffett Boulevard and Bernardo Avenue, and the installation of bus shelters in the vicinity of the affordable housing site. Council adoption of the resolution will allow the City to accept and incur obligations under the AHSC Program and authorize staff to execute agreements with the State.

ALTERNATIVES

1. Do not adopt the resolution required for the grant funding and direct staff to decline the grant funding.

2. Do not appropriate $45,000 of Conveyance Tax funds to Bus Shelter Improvements and direct staff to utilize a different funding source.

3. Provide other direction.

PUBLIC NOTICING— Agenda Posting

Prepared by:

Julie Barnard
Affordable Housing Manager

Hoa Nguyen
Associate Civil Engineer

Reviewed by:

Robert Gonzales
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Wayne Chen
Housing Director

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: APWD—Arango, APWD—Boyer, PCE—Gonzales, SCE—Cervantes, ACE—Nguyen, SMA—Goedicke, Nuñez, File (22-01)

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DECLARING THAT THE CITY IS AUTHORIZED TO ACCEPT AND INCUR AN OBLIGATION OF THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES GRANT FUNDS AND ENTER INTO AND EXECUTE STANDARD AGREEMENT(S) 213 WITH THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

WHEREAS, the California Department of Housing and Community Development ("Department") and the Strategic Growth Council ("SGC") have issued an Affordable Housing & Sustainable Communities Program ("AHSC" or "AHSC Program") Notice of Funding Availability, dated March 25, 2025 ("AHSC Program NOFA"); and

WHEREAS, the City of Mountain View ("Public Entity") partnered with Affirmed Housing Group, Inc. ("Affirmed Housing") who applied to the Department in response to the NOFA (the "Application") and was determined to be an eligible Applicant; and based on the Application, the Department made an award of Program funds (the "Program Award") pursuant to the conditional award letter ("Award Letter"), dated October 22, 2025; and

WHEREAS, on December 10, 2025, Department and SGC offered a conditional award to Public Entity and Affirmed Housing in the amount of $49,736,790, comprising of $35,000,000 for an AHSC Program Loan Award and $14,737,790 for an AHSC Program Grant Award; and

WHEREAS, Department and SGC have made a conditional commitment of AHSC Program funds to assist the Public Entity and Affirmed Housing with 87 E Evelyn Phase I to implement bicycle and pedestrian improvements along Middlefield Road, install ten new bus shelters within Mountain View, purchase two Caltrain cars for use along the service line between San Francisco and San Jose; and

WHEREAS, the AHSC Program Grant Award expressly identified above will hereinafter jointly be referred to as the "AHSC Program Award."

NOW, THEREFORE, IT IS RESOLVED: that the Public Entity is hereby authorized and directed to act in connection with the AHSC Program Award; and be it

FURTHER RESOLVED: that Public Entity is hereby authorized and directed to accept and incur an obligation for the AHSC Program Award. That in connection with the AHSC Program Award, the Public Entity is authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (STD 213), for a sum not to exceed the full amount of the AHSC Program Award, and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program Award from the Department and to anticipate in the AHSC Program, and all amendmendts thereto (collectively, the "Program Award Documents"); and be it

FURTHER RESOLVED: that Public Entity acknowledges and agrees that it shall be subject to the terms and conditions specified in the STD 213, Standard Agreement, and that the Affordable Housing Sustainable Communities Program of 2025 NOFA and the Application will be incorporated by reference therein and made a part thereof. Public Entity also acknowledges and agrees that any and all activities, expenditures, information, and timelines represented and described in the Application are enforceable through the relevant STD 213, Standard Agreement. Public Entity also acknowledges and agrees that Program Award funds are to be expended only on the eligible uses and activities identified in the relevant STD 213, Standard Agreement.

FURTHER RESOLVED: that the City Manager, or their designee, is hereby authorized to execute the Program Award Documents and all amendments on behalf of the Public Entity.

FURTHER RESOLVED: that this resolution shall take effect immediately upon its passage, and that any actions taken thus far in furtherance of the activities authorized by this resolution are hereby ratified.

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File #: 206158, **Version:** 1

Notice of Intention to Vacate Public Street and Easement for Gamel Way

Adopt a Resolution of Intention of the City Council of the City of Mountain View to Vacate the Public Street and Street Easement Known as Gamel Way in its Entirety, to be read in title only, further reading waived (Attachment 1 to the Council report), and set a date for a public hearing to consider the vacation for September 8, 2026.

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Notice of Intention to Vacate Public Street and Easement for Gamel Way**

RECOMMENDATION

Adopt a Resolution of Intention of the City Council of the City of Mountain View to Vacate the Public Street and Street Easement Known as Gamel Way in its Entirety, to be read in title only, further reading waived (Attachment 1 to the Council report), and set a date for a public hearing to consider the vacation for September 8, 2026.

BACKGROUND

City staff is currently reviewing a Development Review Permit, Heritage Tree Removal Permit, and a Tentative Map to construct a seven-story, 216 condominium unit residential development with two levels of podium parking. The project will replace 29 apartment units in seven existing multi-family buildings. The project is a housing development project that is being processed under the Builder's Remedy provisions of the Housing Accountability Act, which limits the City's ability to deny or condition approval of a housing development project for very low-, low-, or moderate-income households in a manner that renders the project infeasible for affordable housing development (Gov. Code, § 65589.5(d)). The project also qualifies for the statutory CEQA exemption under Public Resources Code Section 21080.66 and is eligible for administrative review under the recently adopted Streamlined Administrative Approval for Housing Development Projects Utilizing AB 130.

The applicant has requested that the City vacate the existing public street right-of-way, known as Gamel Way, in its entirety (see Figure 1). This public street was dedicated via two separate instruments. The majority of the street was established in 1949 via a grant deed to the City of Mountain View, recorded in Book 1813, Page 46. The cul-de-sac at the end of Gamel Way was established in 1964 via an easement for public use, recorded in Book 6345, Page 432. With the proposed development, the roadway and all public utilities are to be removed or relocated, and the street would no longer be needed.

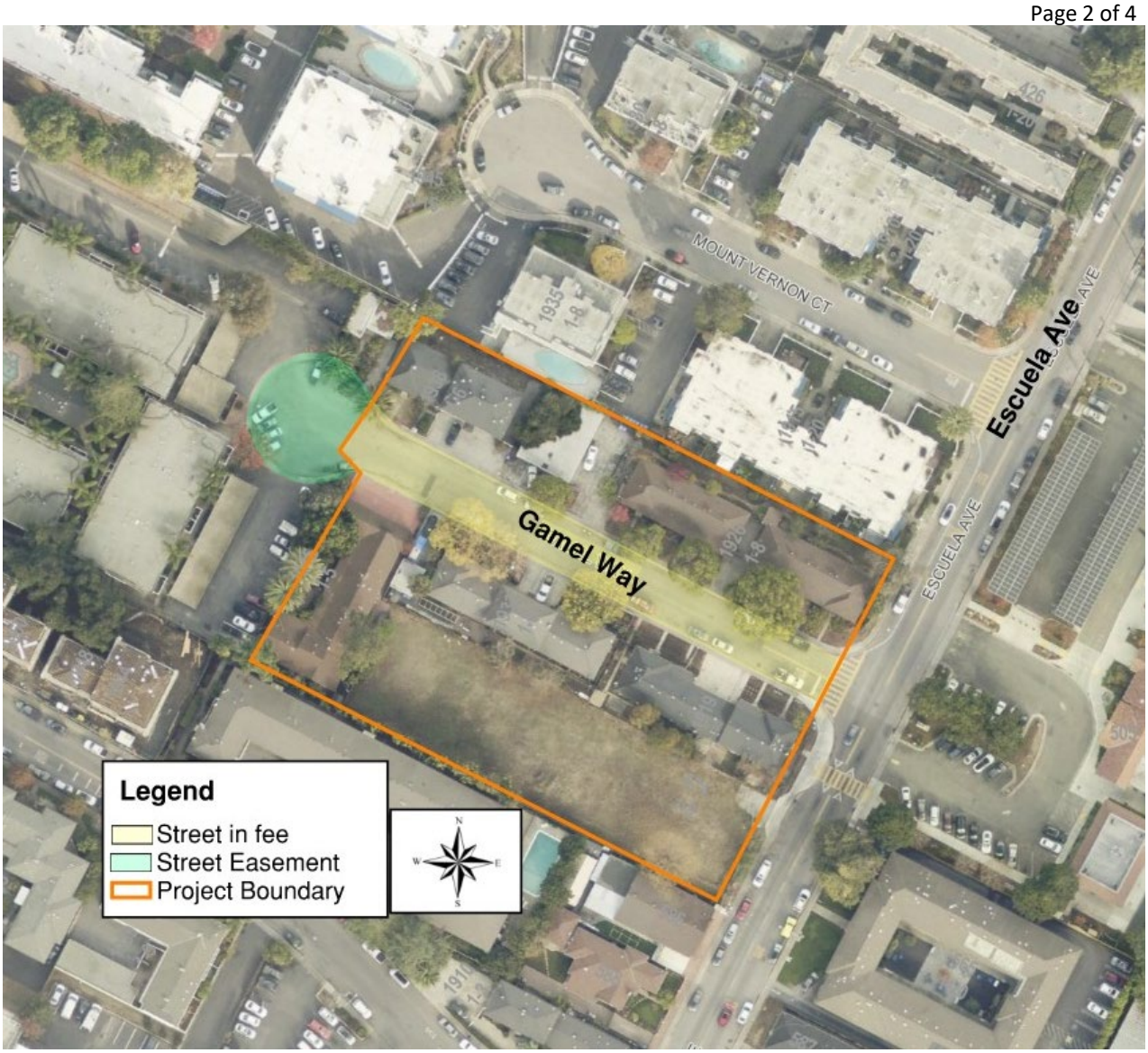


Figure 1. Existing Public Street and Easement

ANALYSIS

General vacation of a public street is a discretionary action by the Council, authorized pursuant to Streets and Highways Code Section 8300, *et seq.* Pursuant to Section 8320(b)(2) of the Streets and Highways Code, to allow for the possibility of Council approving the public street and easement vacations on September 8, 2026, Council must adopt a Resolution of Intention to vacate the public street and easement and set a date for the public hearing to consider the vacation. The recommended actions accomplish this requirement but do not obligate the Council to approve the vacation. Council will continue to have full discretion to consider the vacation at its September 8, 2026 meeting.

More details about the terms and conditions for the sale of Gamel Way will be provided at the September 8, 2026 Council meeting, at which time Council will consider the request to authorize the City Manager or designee to execute a Purchase and Sale Agreement for Gamel Way.

FISCAL IMPACT

There is no fiscal impact associated with setting the hearing date. The applicant has paid the required fees to the City to process this request.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

☒ Land development entitlements
☒ Other permit, license, or entitlement for use

ALTERNATIVES

1. Determine not to move forward with the street and easement vacation proceedings.

2. Designate an alternate date for the public hearing to consider adoption of a Resolution of Intention to vacate, with that date being not less than 15 days from the date of this Council meeting in accordance with the Streets and Highways Code.

PUBLIC NOTICING

Agenda posting. In accordance with Sections 8322 and 8323 of the Streets and Highways Code, notices of the Resolution of Intention, if adopted, will be posted along the public right of way and easements to be vacated and published in the newspaper.

Prepared by:

Renee Gunn
Senior Civil Engineer

Reviewed by:

Quynh Byrer
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Resolution

cc: DeNardi Wang Homes
4962 El Camino Real, Los Altos, CA 94022

APWD—Arango, PCE—Byrer, SCE–Gunn, File (1919 Gamel Way), SC/T, cmvgis@mountainview.gov

CITY OF MOUNTAIN VIEW RESOLUTION NO.
SERIES 2026

A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW TO VACATE THE EXISTING PUBLIC STREET AND STREET EASEMENT KNOWN AS GAMEL WAY IN ITS ENTIRETY

BE IT RESOLVED by the City Council of the City of Mountain View as follows:

1. That, pursuant to the provisions of Part 3 of Division 9 (Section 8300, *et seq*.) of the Streets and Highways Code of the State of California (the Public Streets, Highways, and Service Easements Vacation Law), the City Council does hereby declare its intention to vacate a public street and street easement known as Gamel Way in its entirety. The legal description and plat of the street and the easement to be vacated, describing the particulars of the proposed vacation, a copy of which is on file in the Office of the City Clerk of the City of Mountain View, is also attached hereto as Exhibit A and incorporated herein by reference.

2. That notice is hereby given that at the hour of 6:30 p.m., or as soon thereafter as the matter can be heard, on Tuesday, September 8, 2026, a public hearing will be held by the City Council, in accordance with California Government Code Section 54953(e) as authorized by City Council resolution (available upon request to city.clerk@mountainview.gov), by video conference and/or in-person at the City Council Chambers (500 Castro Street, Second Floor, Mountain View, 94041), at which time and place all persons interested in or objecting to the proposed vacation may appear and be heard. Participation by video conference will be through the Zoom Webinar by visiting mountainview.gov/meeting and entering Webinar ID: 843 51267142, or as otherwise provided on the posted City Council Agenda.

3. That the City Clerk be, and hereby is, directed to publish this Resolution at least 14 days prior to said hearing, pursuant to Sections 8322 of the Streets and Highways Code of the State of California.

4. That copies of this Resolution shall be conspicuously posted by the said City Clerk along the line of the aforesaid public easements proposed to be vacated at least 14 days before the date set for hearing; said notice to be posted not more than 300’ apart, but at least three of said notices to be posted along the line of said public easements proposed to be vacated, pursuant to Section 8323 of the Streets and Highways Code of the State of California.

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Exhibit: A. Plat and Legal Description

EXHIBIT "A"
Legal Description

GAMEL WAY VACATION
Mountain View, CA

Real property in the City of Mountain View, County of Santa Clara, State of California, described as follows:

Being the same lands conveyed to City of Mountain View, by that certain Grant Deed, recorded July 5, 1949 in Book 1813 at Page 46, Official Records of Santa Clara County and being the same lands conveyed to City of Mountain View as an Easement for street, utility and service purposes, by that certain Easement Deed, recorded January 14, 1964 in Book 6345 at Page 432, Official Records of said County, more particularly described:

BEGINNING at the point of intersection of the centerline of Escuela Avenue, formerly Castro Avenue, with the southeasterly prolongation of the southwesterly line of Gamel Way, this portion of roadway being 50.00 feet in width, said point being also the most southerly corner of said lands of City of Mountain View (1813 O.R. 46);

Thence leaving said corner and along said southwesterly line of said lands (1813 O.R. 46), North 63°41'55" West, 380.01 feet to the beginning of a tangent curve to the right, having a Radius of 91.25 feet;

Thence northwesterly along said curve, through a central Angle of 10°40'27", for an arc Length of 17.00 feet to the easterly corner of said Easement granted to City of Mountain View (6345 O.R. 432);

Thence leaving said corner and along the southeasterly line of said Easement (6345 O.R. 432), South 26°11'05" West, 6.54 feet to the beginning of a non-tangent curve, concave to the southeast, having a Radius of 35.00 feet, with a radial line that bears North 15°24'05" West;

Thence southwesterly, along said curve, through a central Angle of 04°22'16", with an arc Length of 2.67 feet to the beginning of a reverse curve, concave to the east, having a Radius of 45.00 feet;

Thence northwesterly, northerly and northeasterly, along said curve, through a central Angle of 214°40'05", with an arc Length of 168.60 feet to the most northerly corner of said Easement (6345 O.R. 432);

Thence leaving said corner and along the southeasterly line of said Easement (6345 O.R. 432), South 26°11'05" West, 3.63 feet to the northeasterly line of said Easement (6345 O.R. 432);

Thence along said northeasterly line, South 63°41'55" East, 20.00 feet to the most northerly corner of said lands of City of Mountain View (1813 O.R. 46), said corner being also the beginning of a non-tangent curve, concave to the southwest, having a Radius of 91.25 feet, with a radial line that bears North 45°23'43" East;

Thence southeasterly, along said curve and along the northeasterly line of said lands (1813 O.R. 46), through a central Angle of 12°41'48", with an arc Length of 20.22 feet to the beginning of a reverse curve, concave to the northeast, having a Radius of 41.25 feet;

Thence southeasterly, along said curve, through a central Angle of 31°53'26", with an arc Length of 22.96 feet;

Thence tangent to preceding course and continuing along said northeasterly line of said lands (1813 O.R. 46), South 63°41'55" East, 380.00 feet to the most easterly corner of said lands (1813 O.R. 46), said corner being also on said centerline of Escuela Avenue;

Thence leaving said corner, along said centerline and along the southeasterly line of said lands (1813 O.R. 46), South 26°11'05" West, 50.00 feet to the point of **BEGINNING**.

Containing an area of 25,643 square feet, more or less.

As shown on EXHIBIT "B" attached hereto and by this reference made a part hereof.

By: John Koroyan
John Koroyan
P.L.S. No. 8883

Date: SEPT. 23, 2020



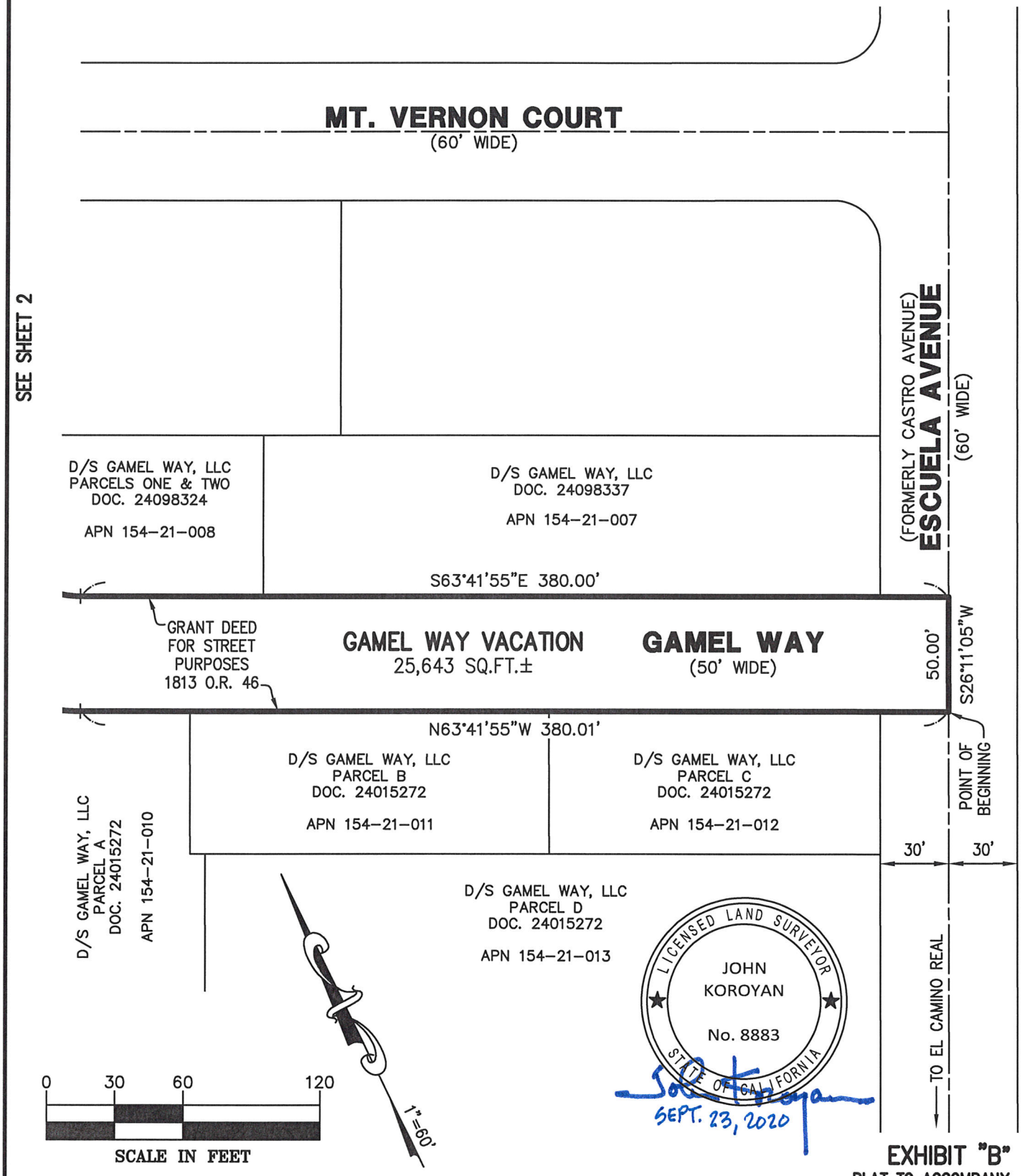


EXHIBIT "B"
PLAT TO ACCOMPANY LEGAL DESCRIPTION

K:\2018\181378_GAMEL_WAY\SUR\DWG\PLATS\VACATION (OVERALL)\SHEET_1.DWG

BkF
ENGINEERS / SURVEYORS / PLANNERS

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
www.bkf.com

Subject GAMEL WAY VACATION
MOUNTAIN VIEW, CA
Job No. 20181378
By CASC Date 09-23-2020 Chkd. JVK
SHEET 1 OF 2

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	91.25'	10°40'27"	17.00'
C2	35.00'	4°22'16"	2.67'
C3	91.25'	12°41'48"	20.22'
C4	41.25'	31°53'26"	22.96'

LINE TABLE		
NO.	BEARING	LENGTH
L1	S26°11'05"W	6.54'
L2	N15°24'05"W	(R)
L3	S26°11'05"W	3.63'

LINE TABLE		
NO.	BEARING	LENGTH
L4	S63°41'55"E	20.00'
L5	N45°23'43"E	(R)

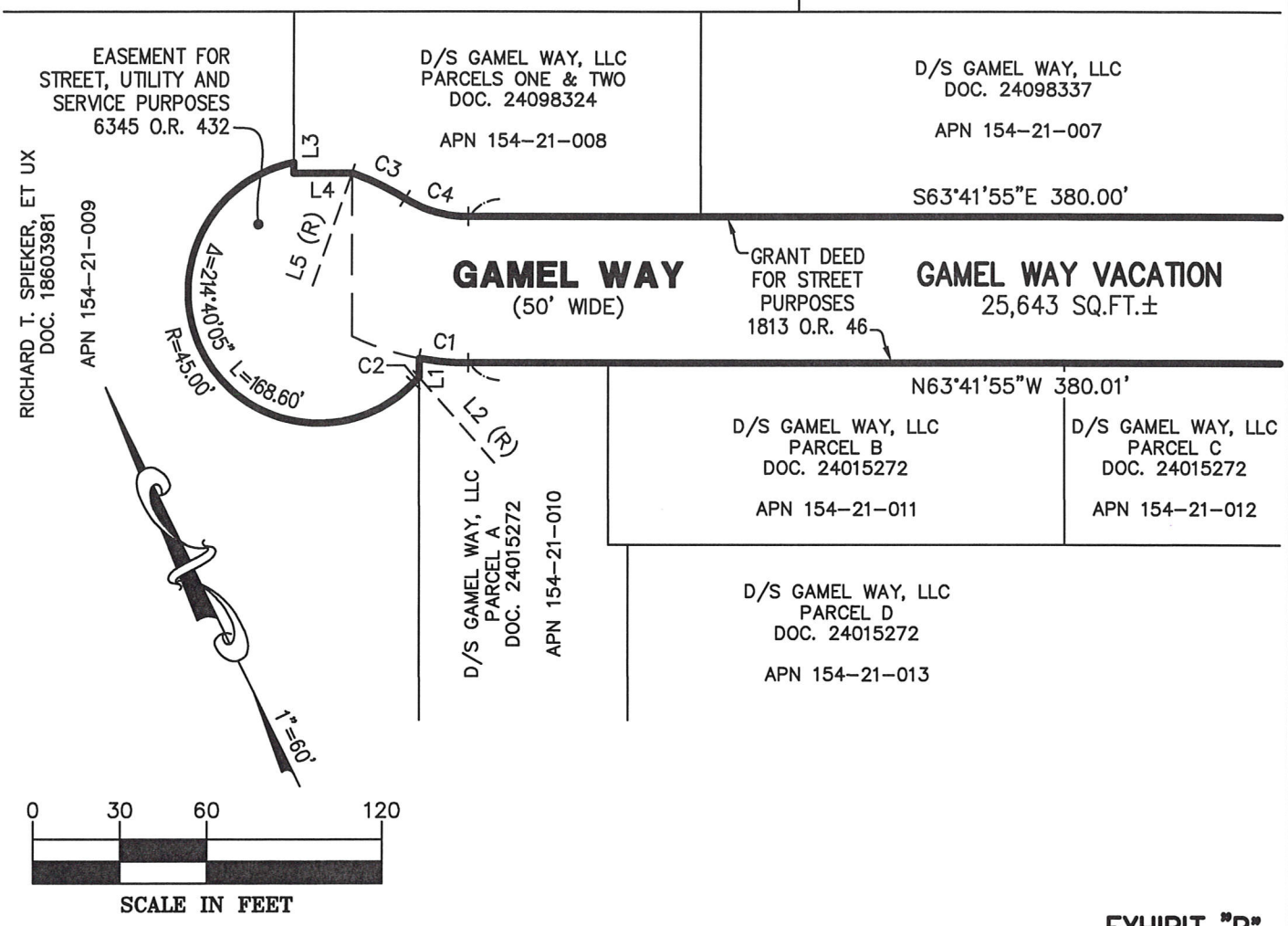


EXHIBIT "B"
PLAT TO ACCOMPANY LEGAL DESCRIPTION

K:\2018\181378_GAMEL_WAY\SUR\DWG\PLATS\VACATION (OVERALL)\SHEET_2.DWG

BKF ENGINEERS / SURVEYORS / PLANNERS

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
www.bkf.com

Subject GAMEL WAY VACATION
MOUNTAIN VIEW, CA
Job No. 20181378
By CASC Date 09-23-2020 Chkd. JVK
SHEET 2 OF 2

File #: 206165, **Version:** 1

Mountain View Transit Center Mobility Hub Pilot, Project 23-27-Program Supplement Agreement Resolution
Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Public Works Director to Execute Program Supplement No. F027 to Administering Agency - State Agreement for Federal-Aid Projects No. 04-5124F15 with the California Department of Transportation for City of Mountain View Transit Center Mobility Hub Pilot, Project 23-27, to be read in title only, further reading waived (Attachment 1 to the Council Report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Mountain View Transit Center Mobility Hub Pilot, Project 23-27– Program Supplement Agreement Resolution**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Public Works Director to Execute Program Supplement No. F027 to Administering Agency – State Agreement for Federal-Aid Projects No. 04-5124F15 with the California Department of Transportation for Mountain View Transit Center Mobility Hub Pilot, Project 23-27, to be read in title only, further reading waived (Attachment 1 to the Council Report).

BACKGROUND

On October 23, 2018, the City Council adopted a resolution authorizing the Public Works Director to execute the Master Agreement Administering Agency – State Agreement for Federal-Aid Projects (Master Agreement). The Master Agreement specifies the process for the City to receive Federal-funded transportation grants and the City's responsibilities and obligations.

The City has been awarded a federal grant through the One Bay Area Grant (OBAG) program of $200,000 for the Mountain View Transit Center Mobility Hub Pilot (Project). The Project will be located at the Transit Center and supports the Transit Center Master Plan goals of improving the Transit Center's facilities to better serve residents and commuters (see Figure 1).

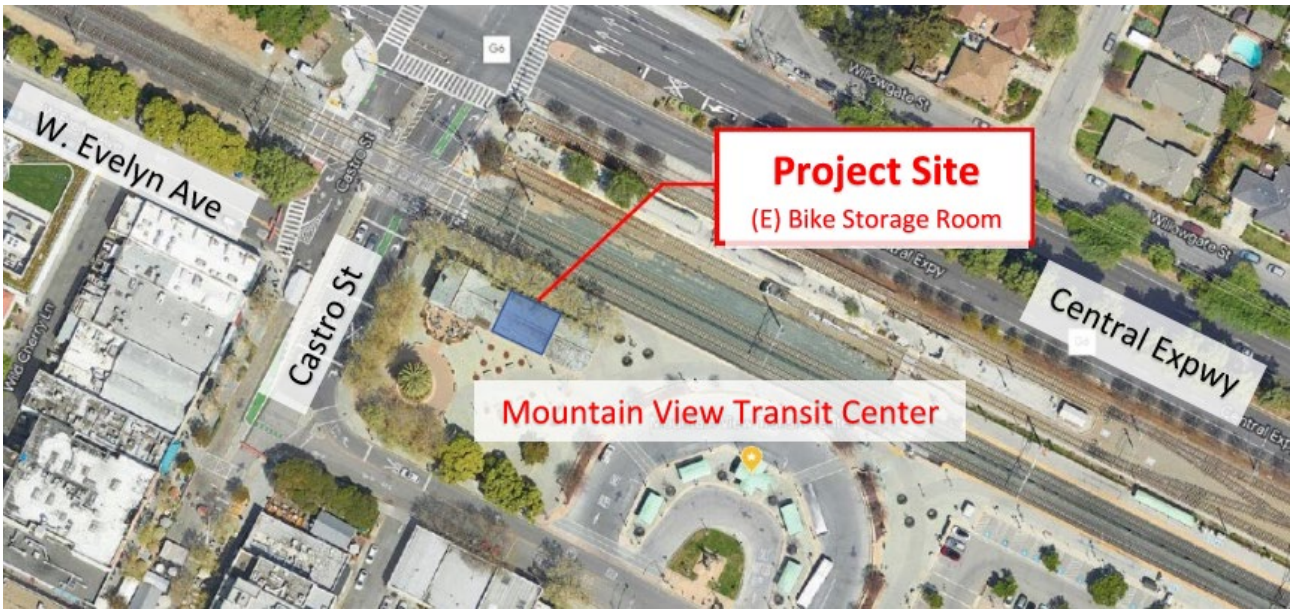


Figure 1: Project Site

ANALYSIS

Under the terms of the State Master Agreement, project-specific Program Supplement Agreements that establish the terms and funding limits for approved projects must be executed. To receive the grant for the Project, a City Council resolution authorizing the Public Works Director to execute the Program Supplement Agreement is required.

The Project will include installation of multi-modal enhancements including upgrading the existing bicycle storage room at the Transit Center with new bicycle racks and electrical upgrades, micro-mobility park and charge system, charging ports for bicycle and scooters, a bicycle fix-it station, mobility information kiosks, mobility hub branding, and wayfinding.

The project design is complete. Advertisement for construction will commence after execution of the Program Supplement Agreement, expected in summer 2026, with construction anticipated to start in early 2027.

FISCAL IMPACT

There is no fiscal impact associated with this action. Approval of the Program Supplement No. F027 enables the California Department of Transportation to release Federal funds to the City for Project 23-27. No additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Contract between two or more state or local government agencies

ALTERNATIVES

1. Do not adopt a Resolution for the Program Supplement Agreement, and direct staff to decline the grant funding.

2. Provide other direction.

PUBLIC NOTICING – Agenda posting

Prepared by:

Robert Gonzales
Principal Civil Engineer

Reviewed by:

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Resolution

cc: APWD—Arango, PCE—Gonzales, PPM—Printy, SPM—Saiidnia, SMA—Nuñez, Goedicke, File (23-27)

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE PROGRAM SUPPLEMENT NO. F027 TO ADMINISTERING AGENCY- STATE AGREEMENT FOR FEDERAL-AID PROJECTS NO. 04-5124F15 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORATION FOR CITY OF MOUNTAIN VIEW TRANSIT CENTER MOBILITY HUB PILOT, PROJECT 23-27

WHEREAS, the City of Mountain View is eligible to receive Federal funding for certain transportation projects through the California Department of Transportation; and

WHEREAS, to receive such funds, a Master Agreement and Program Supplemental Agreement, which govern the terms and conditions and the City's use of funds in connection with approved projects, need to be executed between the City and the California Department of Transportation; and

WHEREAS, the City has an executed Master Agreement with the California Department of Transportation adopted by Resolution No. 18609; and

WHEREAS, Program Supplement Agreement No. 04-5124F15 to the Master Agreement is required to be executed for Mountain View Transit Center Mobility Hub Pilot, Project 23-27; and

WHEREAS, the terms and the Program Supplement Agreement No. 04-5124F15 require a resolution to be adopted by the City Council designating the official authorized to execute the Program Supplement Agreement; and

WHEREAS, the City Council wished to designate authority to the Public Works Director;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the City of Mountain View, a public entity under the laws of the State of California, hereby authorizes the Public Works Director to execute Program Supplement No. F027 to Administering Agency-State Agreement for Federal-Aid Projects No. 04-5124F15, and any amendments there to with the California Department of Transportation.

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File #: 206185, **Version:** 1

Council Policy A-13b Community Engagement in Public Meetings

Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A-13b Governing Community Engagement in Public Meetings, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Council Policy A-13b Community Engagement in Public Meetings**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A13b Governing Community Engagement in Public Meetings, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

Senate Bill 707, signed into law in October 2025, amended the Ralph M. Brown Act to, among other things, add California Government Code § 54953.4. This section requires cities to, among other things, "make reasonable efforts, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings."

The proposed Council Policy A-13b - Community Engagement in Public Meetings will ensure the City of Mountain View meets the new public access and engagement requirements set forth in Section 54953.4.

ANALYSIS

The recommended policy builds on the City's extensive communications and engagement strategies, which have been in place for many years and meet most of the requirements in California Government Code § 54953.4. The remaining requirement is to document and adopt the City's communications and engagement strategies into a policy that establishes clear procedures for the City's community outreach efforts to (1) make reasonable efforts to engage the community in the governmental process through a variety of communication channels, and (2) promote broad and inclusive participation in public meetings, with particular attention to underrepresented and non-English-speaking communities.

The recommended policy details the City's efforts to engage the community through a variety of communication channels, including: providing public notice and encouraging public participation through the City website; Customer Relationship Management system (online service requests and Frequently Asked Questions (FAQ) platform) and mobile app; City print publications and e-

newsletters; social media; email notifications and subscriptions; government access cable channel; and media outreach.

In addition, the recommended policy outlines the City's efforts to increase participation in public meetings by individuals and groups that have been historically underrepresented. Such efforts include, but are not limited to, outreach at City-sponsored events, participation in community and neighborhood association meetings and events, the programs and services of the City's Multicultural Engagement Program, including translation and interpretation and Spanish and Chinese Language Civic Leadership Programs, adoption of the City's Language Access and Multicultural Community Engagement Administration Instruction, and posting public meeting agendas, including City Council agendas, on the bulletin board outside City Hall, as well as incorporating the direction by the Council Policy and Procedures Committee (CPPC), summarized below.

CPPC Recommendation

Staff presented the recommended policy to the CPPC on May 6, 2026. The CPPC recommended the following modifications:

- **Additions to Section 1** – include additional flexible language for each communication tool, platform, and product to provide for different channels and technology, as applicable; the addition of storyboards and passive/physical signage; and the option, if necessary, to stay current, removing the reference to different communication tools and products, and reference to an administrative "Exhibit."

- **Enhancements to Section 2** – incorporate other outreach that is conducted to nonprofits, community-based organizations, and others, as consistent with City practices.

The final recommended Council Policy includes the CPPC's direction above, except for the use of an administrative "Exhibit," which was determined to not be necessary.

Staff recommends adoption of a resolution to adopt Council Policy A-13b, Community Engagement in Public Meetings. Adoption of this policy is necessary to meet the statutory requirements for encouraging community engagement and participation in public meetings. City Council approval of the policy will ensure the City remains in compliance with the Brown Act while continuing to encourage broad and inclusive participation in public meetings, with particular attention to underrepresented and non-English-speaking communities.

FISCAL IMPACT

The new mandates required by SB 707 are not reimbursable by the state. Most actions required by the legislation reflect current City practices and can be implemented with existing resources. No appropriation is needed at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Modify the recommended policy and adopt a resolution to ensure compliance with the new Senate Bill 707 provisions of the Brown Act.

2. Do not approve the recommended policy and resolution.

3. Provide other direction.

PUBLIC NOTICING

Agenda posting.

Prepared by:

Lenka Wright
Chief Communications Officer

Kimberly S. Thomas
Deputy City Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Attachments:
1. Resolution –Authorizing the Adoption of Council Policy, A-13b
2. Council Policy, A-13b Community Engagement in Public Meetings

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING COUNCIL POLICY A-13b GOVERNING COMMUNITY ENGAGEMENT IN PUBLIC MEETINGS

WHEREAS, California Senate Bill 707, enacted on October 3, 2025, amended the California Government Code to, among other things, add Section 54953.4 governing public access to meetings of local legislative bodies; and

WHEREAS, pursuant to Section 54953.4, the City of Mountain is required to make a reasonable effort, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings; and

WHEREAS, staff recommends that the Council adopt Council Policy A-13b - Community Engagement in Public Meetings attached hereto and incorporated herein as Exhibit A, to ensure the City makes reasonable efforts as required by Section 54953.4 to engage the community in the governmental process through a variety of communication channels; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby adopts Council Policy A-13b - Community Engagement in Public Meetings attached hereto and incorporated herein as Exhibit A.

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Exhibit: A. Council Policy A-13b

CITY COUNCIL POLICY

SUBJECT: Community Engagement in Public Meetings NO.: 13b

PURPOSE:

This Policy establishes procedures to encourage residents to participate in public meetings, including City Council meetings, in accordance with California Government Code § 54953.4. It also describes the City's community outreach efforts designed to promote broad and inclusive participation in these meetings, with particular attention to underrepresented and non-English-speaking communities.

POLICY:

1. Public Notice and Participation

   The City shall make reasonable efforts to engage the community in the governmental process through a variety of communication channels. Such efforts may include, but are not limited to, the following methods for providing notice of public meetings and encouraging public participation, but are subject to modification as determined by the City:

   a. City Website.

      (1) Public meeting agendas shall be accessible from the City's homepage;

      (2) Information regarding procedures for providing in-person or remote oral public comment and, for submitting written public comment, shall be available online and included in meeting agendas; and

      (3) Website content shall be available in English, Spanish, and Chinese, and non-English content shall be reviewed by bilingual staff for accuracy and cultural relevance. The languages are determined by the Language Access and Multicultural Community Engagement Administration Instruction.

   b. Customer Relations Management System.

      The City shall maintain an online platform, commonly known as Ask MV, through which community members may access public meeting information, frequently asked questions, and information about City services.

c. City Publications.

(1) The City Hall Connection e-newsletter, published biweekly, shall be made available online on the City website and distributed through email notification subscriptions; and

(2) The View print newsletter, published semiannually, shall be mailed to all residential and business addresses in the City and made available on the City website.

d. Social Media.

City social media platforms should be used, when feasible and appropriate, as a supplemental method for providing public notice of upcoming meetings.

(1) The City's YouTube channel shall provide livestreams of City Council and other public meetings.

e. Email Notification Subscriptions.

The City shall offer email notification subscriptions to provide notice of upcoming public meetings and City events.

f. Government Access Television.

Mountain View City Television (Comcast Channel 28 and AT&T U-verse Channel 99) shall broadcast live and recorded meetings of the City Council, Environmental Planning Commission, Rental Housing Committee, and Human Relations Commission meetings, and shall display upcoming meeting information on its electronic bulletin board.

g. Media Outreach.

To the extent feasible, City staff shall coordinate with local media organizations to promote awareness and coverage of public meetings and City events.

2. Community Engagement Efforts

The City shall make reasonable efforts to increase participation in public meetings by individuals and groups that have been historically underrepresented. Such efforts shall include, but are not limited to, the following:

a. Outreach at City-sponsored events;

b. Participation in community and neighborhood association meetings and events;

c. Implementation of the City's Multicultural Engagement Program, including the provision of translation and interpretation services (e.g., Spanish and Mandarin), outreach through community events, schools, and nonprofit organizations, and programs that promote civic leadership and ongoing community engagement; and

d. Posting of public meeting agendas, including City Council agendas, on the bulletin board located outside City Hall.

3. Policy Review and Updates

Amendments to this Policy shall be adopted by the City Council at a duly noticed public meeting.

Effective Date: June 23, 2026, Resolution No. _____

CITY COUNCIL POLICY

SUBJECT: Community Engagement in Public Meetings NO.: 13b

PURPOSE:

This Policy establishes procedures to encourage residents to participate in public meetings, including City Council meetings, in accordance with California Government Code § 54953.4. It also describes the City's community outreach efforts designed to promote broad and inclusive participation in these meetings, with particular attention to underrepresented and non-English-speaking communities.

POLICY:

1. Public Notice and Participation

   The City shall make reasonable efforts to engage the community in the governmental process through a variety of communication channels. Such efforts may include, but are not limited to, the following methods for providing notice of public meetings and encouraging public participation, but are subject to modification as determined by the City:

   a. City Website.

      (1) Public meeting agendas shall be accessible from the City's homepage;

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   b. Customer Relations Management System.

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d. Posting of public meeting agendas, including City Council agendas, on the bulletin board located outside City Hall.

3. Policy Review and Updates

Amendments to this Policy shall be adopted by the City Council at a duly noticed public meeting.

Effective Date: June 23, 2026, Resolution No. _____

File #: 206196, **Version:** 2

Prohibition on the Use of City Property for Federal Civil Immigration Enforcement Activities

Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A-24 Prohibiting the Use of City Property for Civil Immigration Enforcement Activities, to be read in title only, further reading waived (Attachment 1 to the Council Report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Prohibition on the Use of City Property for Federal Civil Immigration Enforcement Activities**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Adopting Council Policy A-24, Prohibiting the Use of City Property for Civil Immigration Enforcement Activities, to be read in title only, further reading waived (Attachment 1 to the Council Report).

BACKGROUND

On May 26, 2026, in response to a nationwide increase in federal civil immigration enforcement actions, continued increases in community fear related to these actions, and concern over the loss of life connected to these actions, the City Council directed staff to return to the Council with a policy prohibiting the use of City of Mountain View property for federal immigration enforcement activities.

Mountain View has long benefited from the contributions of immigrants and people from diverse backgrounds who have helped shape the City's cultural, economic, and civic life as residents, workers, students, and community leaders. In 2017, the City Council adopted the 'Community for All' Council Strategic Priority, confirming Mountain View's commitment to promote strategies to protect vulnerable populations and preserve the community's socio-economic and cultural diversity.

Recent federal immigration enforcement activities in the United States, carried out by U.S. Immigration and Customs Enforcement (ICE), have raised questions for local governments regarding community trust, use of local resources, and the role of cities in relation to federal civil immigration enforcement.

In the last several months, the County of Santa Clara, the Valley Transportation Authority (VTA), and the cities of Campbell, Santa Clara, San Jose, and Sunnyvale have each adopted policies prohibiting the use of city-owned property for federal immigration enforcement.

ANALYSIS

As directed by the City Council on May 26, staff have drafted the proposed City Council Policy A-24 (Exhibit A to Attachment 1), which will establish a City policy to restrict the use of any City-owned or City-controlled land, vacant lot, parking lot, parking garages, park, open space or other facility, building, or structure as a staging area, processing location, or operations base for civil immigration enforcement purposes.

The policy does not apply to:

- Property that is being used for the lawful execution of a judicial warrant;
- Property that is being used for criminal enforcement activities; and
- Property that is the subject of an existing lease, license, or other agreement with the City unless otherwise agreed to by the parties to that existing agreement.

In October 2025, staff developed a protocol for employee interactions with Federal agents (Attachment 2). This protocol provides clear steps for employees to follow in the event they are approached by Federal law enforcement agents or if agents arrive at City facilities, parks, programs, or events. These steps are intended to provide employees with guidance on what to say and do in such a situation to engage support and additional guidance from the Mountain View Police Department, City Manager's Office, and City Attorney's Office. Key staff in these departments will determine and facilitate the appropriate response. Federal law enforcement agents cannot be impeded from being in spaces open to the public.

The protocol also provides information about resources provided by the City of Mountain View, Santa Clara County, and the community-led Rapid Response Network. Additionally, the City's Immigrant Resources webpage includes an immigrant resources navigator, along with an informational flyer from the Mountain View Police Department in English, Spanish, and Chinese.

FISCAL IMPACT

There is no fiscal impact to the Council adopting the attached resolution.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent

financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Adopt the resolution with amendments to the draft policy.

2. Do not adopt the attached resolution, including the draft policy.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Christina Gilmore
Intergovernmental Relations Manager

Arn Andrews
Assistant City Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Attachments: 1. Resolution and Exhibit A (Council Policy A-24)
2. Employee Protocol for Interactions with Federal Agents

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING COUNCIL POLICY A-24, PROHIBITING THE USE OF CITY PROPERTY FOR CIVIL IMMIGRATION ENFORCEMENT ACTIVITIES

WHEREAS, the City of Mountain View ("City") is home to people of diverse backgrounds, including a large immigrant population; and

WHEREAS, immigrants are valuable and essential members of the community who play a central role in the cultural, social, and economic fabric of the City; and

WHEREAS, the City has repeatedly stated its core values related to its diverse community, including on June 24, 2025, when the City Council unanimously adopted the Council Strategic Priorities and FYs 25-27 Work Plan, which included a strategic priority of "Community for All" to support socioeconomic and cultural diversity; and

WHEREAS, a strong and trusting relationship between the City and its residents contributes to the public safety and well-being of all residents; and

WHEREAS, actions by local, state, or federal government agencies that cause immigrant community members to fear reporting crimes, seeking health services, accessing City facilities, or engaging in civic life, detract from the safety and welfare of the entire community; and

WHEREAS, the City has observed events in other parts of the country and state where facilities owned or controlled by local agencies have been commandeered for immigration enforcement, which is solely the responsibility of the federal government; and

WHEREAS, the use of City property to further immigration enforcement is inconsistent with the City's role and function, and would interfere with the City's authority over and use of its own property for City purposes, including fostering an environment of inclusiveness and trust between City government and its residents;

WHEREAS, current City policies do not explicitly restrict federal civil immigration enforcement agencies from using City-owned land or facilities for operations, staging, or processing; and

WHEREAS, regulating the use of City-owned or City-controlled property, without regulating the conduct of federal agencies, is a lawful exercise of municipal authority and an appropriate and necessary means of promoting public safety, community trust, and the responsible use of

public resources that will help ensure community members feel safe accessing City services and facilities; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View adopts the following City Council Policy A-24, entitled "Prohibiting the Use of City Property for Civil Immigration Enforcement Activities", attached hereto and incorporated herein as Exhibit A; and be it

FURTHER RESOLVED: that this Resolution shall be effective upon the date of its adoption.

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RESO/!Resolution 2022 (Rev. 10-31-22)

Exhibits: A. City Council Policy No. A-24

CITY COUNCIL POLICY

SUBJECT:	PROHIBITING THE USE OF CITY PROPERTY FOR CIVIL IMMIGRATION ENFORCEMENT ACTIVITIES	NO.: A-24

PURPOSE:

This policy establishes limitations on the use of City-owned or City-controlled property for civil immigration enforcement activities.

POLICY:

1. Definitions

   a. "Operation Base" shall mean an area that is used to plan, coordinate, and execute civil immigration enforcement activities.

   b. "Processing Location" shall mean an area that is used for the identification, intake, processing of documentation, detention, arrest, or temporary holding of individuals in connection with civil immigration enforcement operations.

   c. "Property" shall include but not be limited to any City-owned or City-controlled land, vacant lot, parking lot, parking garage, park, open space, or other facility, building, or structure.

   d. "Staging Area" shall mean an area that is used to assemble, mobilize, and deploy vehicles, equipment, or materials, and related personnel, for the purpose of carrying out civil immigration enforcement operations.

2. Prohibitions on Use of City Property for Civil Immigration Enforcement Activities

   No City-owned or City-controlled Property shall be used as a Staging Area, Processing Location, or Operations Base for civil immigration enforcement purposes.

3. Limitations on Scope

   a. Existing Agreements. This Policy does not apply to Property that is subject to an existing lease, license, operator agreement, or other contractual restriction entered into with the City, unless otherwise agreed to by the parties to that existing agreement.

CITY COUNCIL POLICY

SUBJECT:	PROHIBITING THE USE OF CITY PROPERTY FOR CIVIL IMMIGRATION ENFORCEMENT ACTIVITIES	NO.: A-24

b. Criminal Law Enforcement. Nothing in this Policy shall be construed as restricting or interfering with the execution of lawful judicial warrants or the enforcement of criminal law by any federal, state, or local law enforcement agency.

c. Other Rights Under State or Federal Law. Nothing in this Policy shall be construed as limiting the rights of any person or entity under state or federal law.

d. Other Lawful Uses. This Policy does not prohibit the lawful use of City Property for purposes other than the civil immigration enforcement activities expressly prohibited hereunder, nor does it restrict any person or entity, including, without limitation, federal law enforcement agencies, from carrying out functions unrelated to those purposes on such Property.

4. Future Agreements

Wherever possible, and allowed by law, the City Manager or designee shall direct that the use limitations set forth in this Policy be included in all future leases, licenses, operator agreements, or other contracts involving the use of City Property.

5. Severability

If any portion of this Policy or its application is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, the same will either be reformed to comply with applicable law or stricken if not so conformable, so as to not affect the validity or enforceability of the remaining portions of this Policy. To this end, the provisions of the Policy, and each of them, are severable.

Effective Date: _____, Resolution No. _____

CNLPOL
A24-608CP

City of Mountain View

Employee Protocol for Interactions with Federal Agents

Immigration Enforcement is a Federal Government responsibility. The City's role is very limited and is subject to both State and Federal requirements. We value our diverse community and are committed to providing a Community for All.

The guidance below will help staff comply with Federal, State, and Local Laws. It provides steps for how to respond if Federal law Enforcement Agents on City property approach you.
The back page of this guide includes a summary of immigration resources.

- **DO NOT impede, obstruct or interfere with a Federal Law Enforcement agents' operation. Doing so may be charged as a federal crime.**
- **Remember that Federal Law Enforcement Officers are allowed to be present in spaces open to the public.**

If Federal Law Enforcement Agents contact staff or arrive at a City facility or park, event, program, we ask staff to remain calm and professional, and follow the steps outlined below:

1. Ask the agents what law enforcement agency they are with and seek their contact information.
2. Confirm if they have a request directed towards the City, (this could include allowing access to non-public areas, providing information, or checking security camera footage, etc.) and whether there is any documentation they can provide.*
3. Inform them that the City will coordinate a response and actively work to address their request, but state "I must contact a Manager before proceeding."
4. Front-line staff will notify the Manager on-site in their Department of the situation.
5. Manager will call Mountain View Police Department Dispatch ext. 6395 (for internal), provide details about the situation, and remain on standby for guidance and instructions.
6. Mountain View Police Department Dispatch will message Command staff, who will triage the situation and inform the following as appropriate: Police Chief Mike Canfield, Assistant City Managers Audrey D. Seymour or Arn Andrews, or Deputy City Manager Kimberly Thomas. The City Manager will be informed in all cases.
7. The Police Department and/or the City Manager's Office will provide guidance on a response.

***If the agent provides legal documents, such as a warrant, the Manager on-site will inform them that we are to send a copy of that document to our City Manager's Office and the City Attorney's Office for further instructions. The City Attorney's Office can be contacted at cityattorney@mountainview.gov or 650-903-6303, with a request for Senior Assistant City Attorney Dave Wilgus or another immediately available attorney to provide assistance. If agents demand access to non-public areas before the City can verify their authority, staff should ask them to wait but not block access or impede them.**

Immigration Resources

City of Mountain View

The City has a website for Immigrant Resources to provide a list of programs, resources, and services to assist immigrant residents of Mountain View. A list of organizations is provided that specialize in different areas, including housing assistance, adult learning, employment, health and wellness, and legal services relating to immigration. View the website at MountainView.gov/CommunityForAll.

For Mountain View Police Department, please refer to the Mountain View Police Department's Policy 427 on Immigration Violations for guidance.

County of Santa Clara

The County of Santa Clara's Office of Immigrant Relations focuses on immigrant integration and belonging, addressing issues and needs. The County shares information and resources prepared by the Immigrant Legal Resource Center (ILRC), which includes handouts explaining community members' legal rights when encountering immigration authorities. Additional information and resources are available at https://www.santaclaracounty.gov/one-county-one-future.

Rapid Response Network

The Rapid Response Network (RRN) in Santa Clara County is a community-led project developed to make residents aware of their rights in interactions with ICE and to provide accompaniment support during and after a community member's arrest or detention. Anyone can call the 24/7 HOTLINE at 408-290-1144 and receive real-time help. Additional information is available at https://www.amigoscenter.com/rapid-respon.

File #: 206216, **Version:** 1

Modifications to Council Policy D-13, Mountain View Employee HomeBuyer and Relocation Assistance Program

Adopt a Resolution of the City Council of the City of Mountain View Amending City Council Policy D-13, Mountain View Employee HomeBuyer and Relocation Assistance Program, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Finance and Administrative Services

TITLE: **Modifications to Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Amending City Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

City Council Policy D-13 (Policy D-13) was originally adopted on December 2, 2008, and was last modified on December 6, 2022. Policy D-13 establishes an employee homebuyer and relocation assistance program as a benefit for City employees.

Public and private-sector employers throughout the Bay Area continue to face challenges attracting and retaining employees due, in large part, to the high cost of housing. The City of Mountain View has maintained employee housing assistance programs since 1995, beginning with a housing assistance program for Council Appointees and department heads, followed by a homebuyer assistance program established in 2008 to provide employees with down payment and/or closing cost assistance. The intent of these programs has been to support employee recruitment and retention by helping employees secure housing closer to their workplaces.

On May 14, 2019, the City Council approved the consolidation and enhancement of these programs through adoption of the current version of Council Policy D-13.

Since then, two Council Appointees and several department heads have utilized the homebuyer assistance program. While the Policy has provided meaningful support for recruitment and retention, program administration has identified operational challenges and unintended barriers that limit the broader use of the homebuyer assistance component.

Recent administration of the Program, including the issuance of a homebuyer assistance loan under the current Policy, provided staff with an opportunity to evaluate the effectiveness of existing provisions and identify areas where additional clarification, flexibility, and modernization

would improve implementation. Staff also reviewed current housing market conditions and recruitment challenges and determined that updates to the Program would better align the Policy with its intended recruitment and retention objectives.

The proposed updates to Council Policy D-13 are intended to improve program administration, address implementation challenges identified through recent program use, and increase the amounts available as housing assistance benefits for eligible City employees. The proposed revisions are intended to strengthen the City's ability to recruit and retain employees in a highly competitive and high-cost housing market.

On May 20, 2026, staff presented the recommended modifications to the Council Finance Committee (CFC). The CFC supported the recommended modifications, along with two additional modifications added during the CFC meeting.

ANALYSIS

In administering both the employee homebuyer assistance program and the relocation assistance program, staff identified several opportunities to clarify, modernize, and expand the Policy to better support employee recruitment and retention in a highly competitive housing market. The proposed revisions are intended to improve usability of the Policy, address operational challenges identified through recent implementation of the program, and expand access and flexibility for eligible employees.

Major proposed updates include the following:

1. Clarify and Reorganize Available Assistance Programs

The current structure of Policy D-13 can make it difficult to clearly identify the various assistance programs, eligibility requirements, and loan provisions available to employees. Staff is proposing revisions to reorganize and clarify Policy D-13 by establishing three clearly defined program categories:

a. General Employee Loan Program
b. First Responder Loan Program
c. Department Heads and Council Appointees Loan Program

The proposed revisions also reorganize loan terms, repayment provisions, relocation assistance, and program administration requirements into clearer sections for improved readability and administration.

2. Addition of a Definitions Section

Staff is proposing the addition of a Definitions section to provide greater clarity and consistency in administration of the Policy. Definitions are proposed for key terms, including:

- Eligible Participant
- First Responder
- Median Home Price
- Primary Residence
- Radius
- Separation from the City

The definition of "Median Home Price" has been further revised to specify that it is based on the median sales price of a detached single-family residence in Mountain View. This clarification provides a consistent and objective basis for calculating loan assistance limits under the Program. The Current Median Home Price is $2,968,000.

The proposed definitions are intended to improve the interpretation and consistent application of Policy provisions.

3. Establish a Participation Window Following Hire Date

To better align the Program with its intended recruitment and retention purpose, staff is proposing the addition of a requirement that eligible employees notify the City of their intent to participate in the Program within three years of their hire date and complete the loan issuance process within ninety (90) days following such notification.

Current employees employed as of the effective date of the updated Policy would similarly have three years from the effective date of the revised Policy to notify the City of their intent to participate.

Staff believes that establishing a participation window better aligns the Program with its primary purpose as a recruitment and retention tool. Without such a requirement, employees may delay participation until many years after hire, reducing the Program's effectiveness in supporting recruitment decisions and early employee retention.

4. Expand and Modernize Loan Program Provisions

Staff is proposing several revisions intended to improve program flexibility and usability, including:

- Transitioning loan maximums to percentages of the Mountain View median home price for certain employee categories;
- Establishing different loan assistance levels based on employee classification and geographic proximity to Mountain View;
- Clarifying eligible property types and occupancy requirements;
- Allowing additional flexibility for subordinate lien positions, subject to City Manager approval and appropriate protections for the City's financial interests;
- Increasing allowable interest-only payment periods; and
- Establishing a formal process for transferring an existing Program loan to a replacement eligible property.

These changes recognize that housing costs have increased significantly since the Policy was last comprehensively updated and are intended to improve the Program's usefulness while continuing to protect the City's financial interests through underwriting requirements, repayment provisions, and collateral protections.

5. Clarify Relocation Assistance Provisions

The proposed revisions clarify eligibility requirements, allowable reimbursement types, temporary housing provisions, and administrative requirements associated with the relocation assistance component of the Policy.

The proposed revisions also increase certain relocation assistance benefit amounts to better reflect current housing and moving costs in the Bay Area. In addition, the revisions establish a new relocation assistance provision for employees relocating from within 10 miles of Mountain View, expanding eligibility for partial moving expense reimbursement.

The revisions further clarify that relocation assistance is limited to an employee's initial qualifying relocation associated with accepting employment with the City, must be utilized within one year of the employee's appointment date, and may only be utilized one time during the employee's tenure with the City.

6. Administrative and Operational Updates

Additional revisions are proposed to improve administration of the Program, including:

- Clarification regarding funding availability and Council appropriations;
- Incorporation of GIS-based program boundary maps as the controlling reference for geographic eligibility;
- Clarification of repayment requirements following separation from the City; and
- Consolidation of administrative authority and implementation guidelines under City Manager-approved procedures.

Additional modifications proposed during the CFC meeting include the following:

1. Adding "Rowhouse" back into Section 3.e, "Eligible Property Types"

The CFC proposed adding back "rowhouse" as a specific property type to provide additional clarity that this type of property is eligible.

2. Keep designations for authorizing officials of housing and/or relocation assistance

The CFC proposed to keep the designations of authorized officials for housing and/or relocation assistance to specify that the City Council will authorize housing and/or relocation assistance for Council Appointees, and the City Manager will authorize housing and/or relocation assistance for all other employees.

The proposed revisions are intended to improve the administration and usability of Policy D-13 while expanding housing assistance opportunities and maintaining appropriate financial safeguards for the City. The revisions are also intended to strengthen the City's ability to recruit and retain employees in a highly competitive and high-cost housing market.

All proposed revisions are identified by underline and strikeout in the attached redline version of Council Policy D-13 (Attachment 2).

FISCAL IMPACT

The recommended modifications to Council Policy D-13 do not require an appropriation and have no immediate fiscal impact. Homebuyer assistance loans and relocation assistance benefits are subject to available funding and future City Council appropriations.

The proposed revisions may increase participation in the Program and the amount of assistance available to eligible employees. Any future loans issued under the Program would continue to be secured by real property and are expected to be repaid in accordance with the terms of the Policy. Staff will continue to administer the Program within available appropriations and return to the City Council for additional funding authority as necessary.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not adopt the resolution modifying Council Policy D-13.

2. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Derek Rampone
Finance and Administrative Services Director

Approved by:

Arn Andrews
Assistant City Manager

Attachments:
1. Resolution
2. Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program (redline)
3. CFC Memo, May 20, 2026

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AMENDING CITY COUNCIL POLICY D-13, MOUNTAIN VIEW EMPLOYEE HOMEBUYER AND RELOCATION ASSISTANCE PROGRAM

WHEREAS, Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program, was originally adopted on December 2, 2008 (Resolution No. 18741) and was last revised on December 6, 2022 (Resolution No. 17348); and

WHEREAS, Council Policy D-13 establishes the City's Employee Homebuyer and Relocation Assistance Program, which is intended to support employee recruitment and retention by assisting eligible employees in securing housing closer to their place of employment; and

WHEREAS, the City of Mountain View continues to operate in a highly competitive employment market and high-cost housing environment, making employee recruitment and retention increasingly challenging; and

WHEREAS, through administration of the Program, staff identified opportunities to clarify policy provisions, improve program administration, modernize loan and relocation assistance provisions, and enhance the Program's effectiveness as a recruitment and retention tool; and

WHEREAS, the proposed amendments to Council Policy D-13 are intended to improve program administration, address implementation challenges, provide greater flexibility for eligible employees, and strengthen the City's ability to recruit and retain qualified employees; and

WHEREAS, on May 20, 2026, the Council Finance Committee (CFC) considered and discussed the proposed amendments to Council Policy D-13 and recommended that the City Council adopt the proposed amendments, including additional modifications recommended by the CFC; now therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby adopts the amended City Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program, attached hereto as Exhibit A; and be it

FURTHER RESOLVED: that the amended policy shall become effective immediately.

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Exhibit: A. Council Policy D-13, Mountain View Employee Homebuyer and Relocation Assistance Program

CITY COUNCIL POLICY

SUBJECT:	MOUNTAIN VIEW EMPLOYEE HOMEBUYER AND RELOCATION ASSISTANCE PROGRAM	NO.: D-13

PURPOSE:

To establish the City's policy for a homebuyer program for City employees and relocation assistance for Council appointees, department heads, assistant directors, division managers, and other positions designated by the City Manager(or designee) as hard-to-fill.

DEFINITIONS:

Eligible Participant: An employee who meets the eligibility requirements outlined in this policy.
First Responder: Employees designated as emergency responders, including Police, Fire, Dispatch, and designated Public Works/Public Services staff participating in the City's after-hours Duty Program.
Median Home Price: The median sales price of a detached single-family residence in Mountain View as determined quarterly by the City using a consistent, publicly available data source.
Primary Residence: The employee's principal place of residence, occupied by the employee.
Radius: The geographic eligibility area for the program, as identified in the attached GIS map. Refer to the GIS map attachment for the applicable program boundaries and eligible properties.
Separation from the City: Includes resignation, retirement, or termination of employment.

POLICY:

1. Eligibility

a. General Employees - Regular City employees who have successfully completed their initial probationary period are eligible, provided they notify the Human Resources and Finance & Administrative Services departments of their intent to participate in the program within three (3) years of their hire date and complete the loan issuance process within ninety (90) days following such notification. Current employees as of the effective date of this update (June 2026) shall have three (3) years from the effective date of the update (June 2026) to notify the City of their intent to participate in the program and must complete the loan issuance process within ninety (90) days following such notification.

b. Department Heads and Council Appointees – Department heads and Council appointees are eligible at the time of hire, provided they notify the Human Resources and Finance & Administrative Services departments of their intent to participate in the program within three (3) years of their hire date and complete the loan issuance

process within ninety (90) days following such notification. Current Department Heads and Council appointees employed as of the effective date of this update (June 2026) shall have three (3) years from the effective date of the update (June 2026) to notify the City of their intent to participate in the program and must complete the loan issuance process within ninety (90) days following such notification.

2. Home Loan Programs

a. General Employee Loan Program
- Maximum Loan: Up to 15% of the Median Home Price
- Location Requirement: Within a 7.5-mile radius of Mountain View

b. First Responder Loan Program
- Option 1: Same as General Employee Loan Program
- Option 2: Up to 20% of the Median Home Price, for homes within a 5-mile radius of Mountain View

c. Department Heads and Council Appointees
- Option 1: Up to the median home price or 75% of the purchase price for homes within the city limits of Mountain View
- Option 2: Up to 25% of the purchase price, capped at the median home price, for homes within a 5-mile radius of Mountain View

Distances for purposes of this Program (including the 5-mile and 7.5-mile radii) shall be determined based on the attached GIS map (Attachment 1. The map shall be the controlling reference for determining eligibility, regardless of variations that may result from different mapping tools or measurement methods.

3. General Loan Terms

a. Loan Term
   Not to exceed 30 years
b. Interest Rate
   Fixed rate based on the Applicable Federal Rate (AFR) at time of issuance
c. Interest-Only Payments
   - Up to 7 years permitted at loan inception
   - Up to 5 additional years may be approved per administrative guidelines
   - Maximum total: 12 years
d. Repayment Trigger
   The loan must be repaid in full upon sale or transfer of the property, in accordance with Section 7.
e. Property Requirements
   - Must be the employee's primary residence
   - Eligible property types: single-family, townhouse, rowhouse or condominium
   - Property may not be used as a rental or investment property, including renting to short-term tenants or used for vacation rental purposes

4. Equity Requirements

- Standard Requirement: Minimum 10% borrower equity
- Exception: May be reduced to 5% at City Manager discretion

5. Secondary Financing

The City prefers to maintain a first lien position for all Program loans. If a first lien position is not feasible after documented good-faith efforts by the employee to obtain secondary financing with other lending/banking institutions, the City Manager may approve a subordinate lien position, subject to terms and conditions deemed necessary to protect the City's financial interest. Such conditions may include, but are not limited to, execution of an intercreditor or subordination agreement and limitations on financing.

Administrative guidelines shall define required documentation and approval criteria.

6. Transfer of Loan

Subject to Finance and Administrative Services Director approval (or City Manager if the loan is for the Finance and Administrative Services Director), an employee may transfer the outstanding loan balance to a subsequent eligible property upon sale of the original property. The replacement property must meet all Program requirements in effect at the time of transfer approval. The transferred loan amount shall not exceed the outstanding principal balance of the original loan at the time of transfer approval.

The transferred loan shall retain the original interest rate; however, the repayment term shall recommence upon transfer, including eligibility for up to seven (7) years of interest-only payments, or up to twelve (12) years may be approved per administrative guidelines. The City may require updated underwriting, appraisal, title, insurance, and loan documentation as part of the transfer approval process.

The employee shall be responsible for all costs and expenses associated with the transfer process, including, but not limited to, appraisal, escrow, title, recording, legal, underwriting, and other related transaction costs.

7. Repayment Upon Separation

- Loan must be repaid within 12 months of separation
- If repaid within 6 months: no interest rate change
- If repaid after 6 months: interest rate increases by 1%
- Extensions may be granted in hardship cases, subject to City Manager approval

8. Funding Source

Funding for all loan programs shall be determined based on funds available at the time of the loan request, and as appropriated by the City Council.

9. Relocation Assistance

Eligibility
Available to department heads, Council appointees, assistant directors, division managers, and other positions designated by the City Manager (or designee) as hard-to-fill. Eligibility is limited to an employee's initial relocation associated with accepting a qualifying position with the City

and may only be utilized one time during the employee's tenure with the City, regardless of any subsequent promotions or appointments to other eligible positions.

Reimbursement

Distance of Move	Maximum Reimbursement
Up to 10 miles	$4,000
10.1 - 25.0 miles	$6,000
Over 25 miles	$8,000, plus temporary housing

- Temporary housing: Up to $192/day for up to 60 days within 5 miles of Mountain View
- Move must occur within one year of appointment

Administration of Relocation Assistance

- Subject to Finance and Administrative Services Department procedures and IRS regulations
- May be taxable and subject to withholding

10. Overall Administration

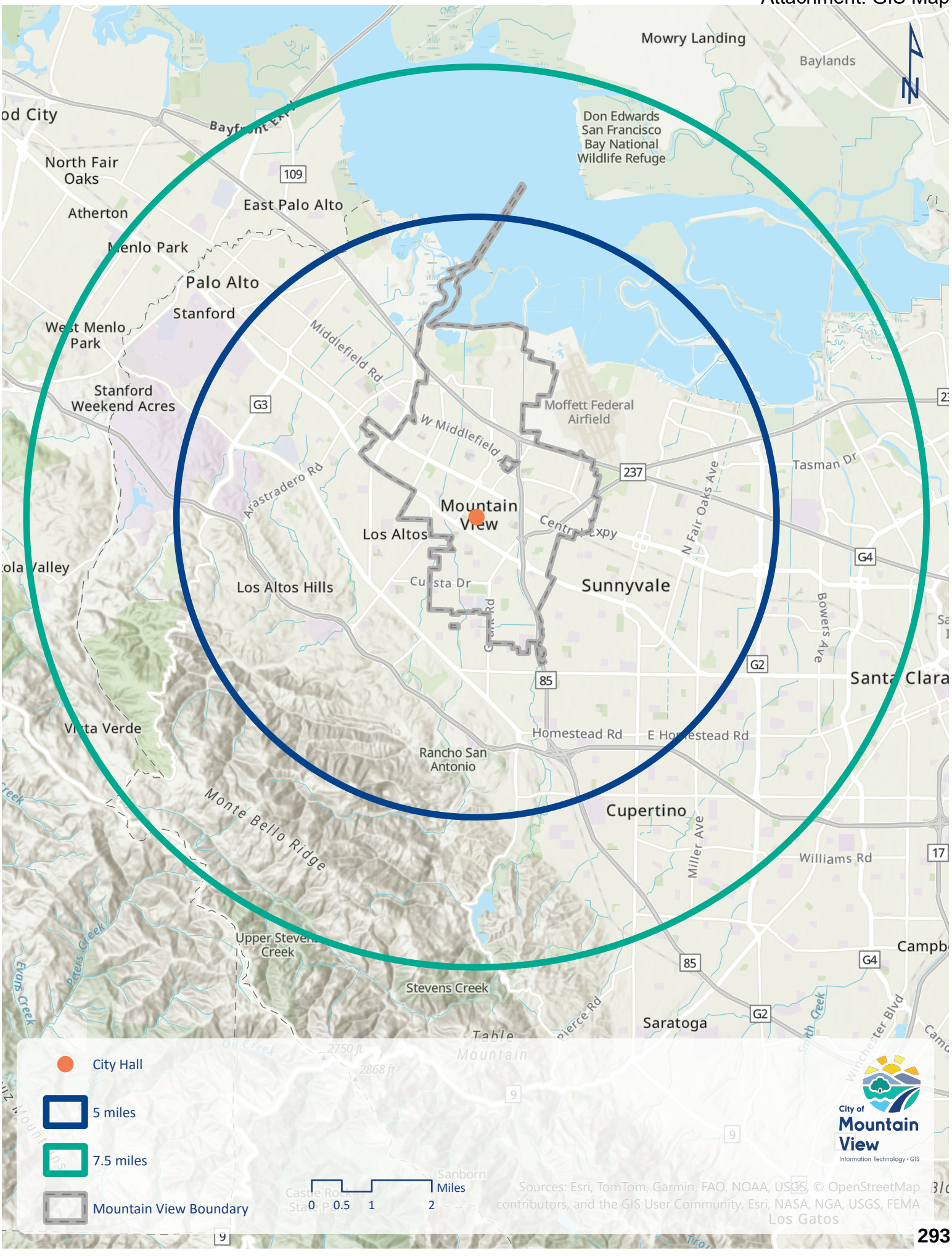
The City Council will authorize housing and/or relocation assistance for Council appointees under this Policy. The City Manager will authorize housing and/or relocation assistance for all other employees under this Policy.

Administrative procedures and guidelines shall be developed and maintained by staff and approved by the City Manager.

Attachment: GIS Map

Revised: XXXXX, 2026, Resolution No. XXXX
Revised: December 6, 2022, Resolution No. 18741
Revised: May 14, 2019, Resolution No. 18324
Revised: January 19, 2010
Revised: June 9, 2009
Effective Date: December 2, 2008, Resolution No. 17348

CNLPOL
D13-CP


Mowry Landing
Baylands
Don Edwards San Francisco Bay National Wildlife Refuge
North Fair Oaks
Atherton
East Palo Alto
Menlo Park
Palo Alto
Stanford
West Menlo Park
Stanford Weekend Acres
Middlefield Rd
W Middlefield Rd
Moffett Federal Airfield
Tasman Dr
Arastradero Rd
Mountain View
Los Altos
Central Expy
N Fair Oaks Ave
Los Altos Hills
Cuesta Dr
Sunnyvale
Bowers Ave
Santa Clara
Homestead Rd
E Homestead Rd
Rancho San Antonio
Monte Bello Ridge
Cupertino
Miller Ave
Williams Rd
Upper Stevens Creek
Stevens Creek
Saratoga
Table Mountain
Pierce Rd
Winchester Blvd
Los Gatos
Sanborn
Castle Rock State Park
Evans Creek
Peters Creek
Smith Creek
City Hall
5 miles
7.5 miles
Mountain View Boundary
0 0.5 1 2
Miles
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA
City of Mountain View
Information Technology • GIS

CITY COUNCIL POLICY

SUBJECT:	MOUNTAIN VIEW EMPLOYEE HOMEBUYER AND RELOCATION ASSISTANCE PROGRAM	NO.: D-13

PURPOSE:

To establish the City's policy for a homebuyer program for City employees and relocation assistance for Council appointees, department heads, assistant directors, ~~and~~ division managers, and other ~~or a~~ positions designated by the City Manager~~,~~ (or designee)~~,~~ as hard-to-fill ~~positions~~.

DEFINITIONS:

Eligible Participant: An employee who meets the eligibility requirements outlined in this policy.
First Responder: Employees designated as emergency responders, including Police, Fire, Dispatch, and designated Public Works/Public Services staff participating in the City's after-hours Duty Program.
Median Home Price: The median sales price of a detached single-family residence in Mountain View as determined quarterly by the City using a consistent, publicly available data source.
Primary Residence: The employee's principal place of residence, occupied by the employee.
Radius: The geographic eligibility area for the program, as identified in the attached GIS map. Refer to the GIS map attachment for the applicable program boundaries and eligible properties.
Separation from the City: Includes resignation, retirement, or termination of employment.

POLICY:

1. Eligibility ~~for Employee Homebuyer Program~~

a. General Employees - Regular City employees who have successfully completed their ~~passed the~~ initial probationary period are eligible, provided they notify the Human Resources and Finance & Administrative Services departments of their intent to participate in the program within three (3) years of their hire date and complete the loan issuance process within ninety (90) days following such notification ~~for the Employee Homebuyer Program~~. Current employees as of the effective date of this update (June 2026) shall have three (3) years from the effective date of the update (June 2026) to notify the City of their intent to participate in the program and must complete the loan issuance process within ninety (90) days following such notification.

b. Department ~~h~~Heads and Council ~~a~~Appointees – Department heads and Council appointees ~~who are not subject to a probationary period~~ are eligible ~~for this program~~ at the time of hire, provided they notify the Human Resources and Finance &

Administrative Services departments of their intent to participate in the program within three (3) years of their hire date and complete the loan issuance process within ninety (90) days following such notification. Current Department Heads and Council appointees employed as of the effective date of this update (June 2026) shall have three (3) years from the effective date of the update (June 2026) to notify the City of their intent to participate in the program and must complete the loan issuance process within ninety (90) days following such notification.

2. Home Loan~~buyer~~ Program~~s~~

~~The Employee Homebuyer Program shall consist of the following elements:~~a. General Employee Loan Program

- Maximum Loan: Up to 15% of the Median Home Price
- Location Requirement: Within a 7.5-mile radius of Mountain View

b. First Responder Loan Program

- Option 1: Same as General Employee Loan Program
- Option 2: Up to 20% of the Median Home Price, for homes within a 5-mile radius of Mountain View

c. Department Heads and Council Appointees

- Option 1: Up to the median home price or 75% of the purchase price for homes within the city limits of Mountain View
- Option 2: Up to 25% of the purchase price, capped at the median home price, for homes within a 5-mile radius of Mountain View

Distances for purposes of this Program (including the 5-mile and 7.5-mile radii) shall be determined based on the attached GIS map (Attachment 1. The map shall be the controlling reference for determining eligibility, regardless of variations that may result from different mapping tools or measurement methods.

~~a~~3. General~~.~~ Loan Terms~~Amount:~~

a. ~~——~~Loan Term
Not to exceed 30 years

b. Interest Rate
Fixed rate based on the Applicable Federal Rate (AFR) at time of issuance

c. Interest-Only Payments
- Up to 7 years permitted at loan inception
- Up to 5 additional years may be approved per administrative guidelines
- Maximum total: 12 years~~All Employees:~~

d. Repayment Trigger
The loan must be repaid in full upon sale or transfer of the property, in accordance with Section 7.

e. Property Requirements
- Must be the employee's primary residence
- Eligible property types: single-family, townhouse, rowhouse or condominium
- Property may not be used as a rental or investment property, including renting to short-term tenants or used for vacation rental purposes

4. Equity Requirements
- Standard Requirement: Minimum 10% borrower equity
- Exception: May be reduced to 5% at City Manager discretion

5. Secondary Financing
The City prefers to maintain a first lien position for all Program loans. If a first lien position is not feasible after documented good-faith efforts by the employee to obtain secondary financing with other lending/banking institutions, the City Manager may approve a subordinate lien position, subject to terms and conditions deemed necessary to protect the City's financial interest. Such conditions may include, but are not limited to, execution of an intercreditor or subordination agreement and limitations on financing.

Administrative guidelines shall define required documentation and approval criteria.

6. Transfer of Loan

Subject to Finance and Administrative Services Director approval (or City Manager if the loan is for the Finance and Administrative Services Director), an employee may transfer the outstanding loan balance to a subsequent eligible property upon sale of the original property. The replacement property must meet all Program requirements in effect at the time of transfer approval. The transferred loan amount shall not exceed the outstanding principal balance of the original loan at the time of transfer approval.

The transferred loan shall retain the original interest rate; however, the repayment term shall recommence upon transfer, including eligibility for up to seven (7) years of interest-only payments, or up to twelve (12) years may be approved per administrative guidelines. The City may require updated underwriting, appraisal, title, insurance, and loan documentation as part of the transfer approval process.

The employee shall be responsible for all costs and expenses associated with the transfer process, including, but not limited to, appraisal, escrow, title, recording, legal, underwriting, and other related transaction costs.

7. Repayment Upon Separation

- Loan must be repaid within 12 months of separation
- If repaid within 6 months: no interest rate change
- If repaid after 6 months: interest rate increases by 1%
- Extensions may be granted in hardship cases, subject to City Manager approval

8. Funding Source

Funding for all loan programs shall be determined based on funds available at the time of the loan request, and as appropriated by the City Council.

9. Relocation Assistance

Eligibility

Available to department heads, Council appointees, assistant directors, division managers, and other positions designated by the City Manager (or designee) as hard-to-fill. Eligibility is limited to an employee's initial relocation associated with accepting a qualifying position with the City

and may only be utilized one time during the employee's tenure with the City, regardless of any subsequent promotions or appointments to other eligible positions.

Reimbursement

Distance of Move	Maximum Reimbursement
Up to 10 miles	$4,000
10.1 - 25.0 miles	$6,000
Over 25 miles	$8,000, plus temporary housing

~~Loan of up to $250,000 to assist with purchasing a home in, or within a 10-mile radius of, Mountain View.~~

- Temporary housing: Up to $192/day for up to 60 days within 5 miles of Mountain View
- Move must occur within one year of appointment

Administration of Relocation Assistance

- Subject to Finance and Administrative Services Department procedures and IRS regulations
- May be taxable and subject to withholding

10. Overall Administration

The City Council will authorize housing and/or relocation assistance for Council appointees under this Policy. The City Manager will authorize housing and/or relocation assistance for all other employees under this Policy.

Administrative procedures and guidelines shall be developed and maintained by staff and approved by the City Manager.

Attachment: GIS Map

~~First Responders:~~

~~First responders are eligible for either the All Employees loan above, or a loan of up to $500,000 to assist with purchasing a home in, or within a five-mile radius of, Mountain View.~~

~~First responders include Police and Fire emergency responders (Firefighter/Paramedic, Fire Engineer, Fire Captain, Battalion Chief, Deputy Fire Chief, Police Officer, Police Sergeant, Police Lieutenant, Police Captain, Public Safety Dispatcher I, II, III, Lead Public Safety Dispatcher, Public Safety Dispatch Coordinator, and Emergency Communications Manager) and Public Works/Public Services employees designated to respond to calls for service as defined in the City's after-hours Duty Program set forth in the Memorandum of Understanding between the Service Employees International Union (SEIU) and the City of Mountain View. New or reclassified positions may be designated by the City Manager as first responders.~~

~~For All Employee and First Responder loans, the maximum loan amount will be adjusted annually, beginning in December 2019, based on the annual change (December to December) in the Consumer Price Index for All Urban Consumers (CPI-U) in the San Francisco-Oakland-Hayward urban area.~~

~~Department Heads and Council Appointees:~~

~~Loan of up to the median home price in Mountain View or 75% of the sales price, whichever is lower, to assist with purchasing a home in Mountain View; or a loan of up to 25% of the sales price, to a maximum of median home price in Mountain View, for a home within a five-mile radius of Mountain View.~~

~~The employee must establish a minimum equity in the property equal to at least 10% of the total purchase price of the residence. At the City Manager's discretion, equity in the property may be reduced to 5% for unusual circumstances. In the case that the City's loan does not exceed $500,000, a minimum equity in the property is not required.~~

~~For department heads, if the participant requires a second loan on the property, it is the City's preference for any additional loan to be subordinated to the City's loan; however, after good-faith attempts to do so are unsuccessful, the City Manager may approve a secondary lien position for the City's loan.~~

~~b. Source of Loan Funds:~~

~~For All Eligible Participants:~~

~~The funding source for the loan programs will be determined based on availability of funding and approved by City Council.~~

~~c. Loan Terms and Repayment:~~

- ~~Loan term is not to exceed 30 years.~~
- ~~Fixed interest rate will be determined based on the Applicable Federal Rate (AFR) at the time the loan is issued, for all loans.~~
- ~~The eligible participant may make interest-only payments for up to three years at the start of the loan. Participants may request up to four additional years of interest-only payments, to a maximum of seven years, which will be evaluated and considered as set forth in the procedural guidelines.~~
- ~~For interest-only payment option, when principal payments commence, the principal will be amortized over the remaining life of the loan.~~
- ~~The City will be repaid in full upon the sale or transfer of the property.~~
- ~~The purchased property must be the primary residence of the employee and may be a single-family home, townhouse, rowhouse, or condominium.~~
- ~~The home cannot be rented.~~

~~d. Loan Repayment Upon Separating from the City:~~

- ~~Upon a participant's separation from the City, the full loan must be paid within 12 months. If the loan is repaid within six months, the interest rate will not change. For repayment after six months, the interest rate will increase by 1%.~~
- ~~Additional time for repayment may be allowed in hardship situations, as approved by the City Manager or designee.~~

~~e. Relocation Assistance~~

- ~~The following positions may request relocation assistance: department heads, Council appointees, assistant directors, and division managers or a position designated by the City Manager, or designee, as a hard-to-fill position.~~
- ~~Relocation assistance may be requested for a move occurring within one year of date of appointment.~~
- ~~For a move more than 10 miles but less than 25 miles, up to $4,500 in reimbursement will be provided upon receipt and approval of documentation of reasonable and necessary moving expenses.~~
- ~~For a move greater than 25 miles, up to $6,500 reimbursement will be provided upon receipt and approval of documentation of reasonable and necessary moving expenses. In addition, reimbursement for temporary housing, within five miles of Mountain View, at a rate of up to $100 per day for no more than 60 days, upon receipt and approval of documentation of such temporary housing.~~
- ~~Reimbursements will be administered in accordance with procedures set forth by the Finance and Administrative Services Department and IRS regulations. Reimbursements may be a taxable benefit and subject to tax withholdings.~~
- ~~The maximum reimbursement amount will be adjusted annually, beginning in December 2019, based on the annual change (December to December) in the Consumer Price Index for All Urban Consumers (CPI-U) in the San Francisco-Oakland-Hayward urban area.~~

~~PROCEDURE:~~

~~The guidelines for this program shall be developed by staff and approved by the City Manager.~~

~~The City Council will authorize housing and/or relocation assistance for Council appointees under this Policy. The City Manager will authorize housing and/or relocation assistance for all other employees under this Policy.~~

Revised: XXXXX, 2026, Resolution No. XXXX
Revised: December 6, 2022, Resolution No. 18741
Revised: May 14, 2019, Resolution No. 18324
Revised: January 19, 2010
Revised: June 9, 2009
Effective Date: December 2, 2008, Resolution No. 17348

CNLPOL
D13-CP

Legislation Text

File #: 206217, **Version:** 1

Appointment to the Youth Advisory Committee for the 2026-27 School Year Term

Adopt a Resolution of the City Council of the City of Mountain View Appointing 15 Members and Nine Members-at-Large/Alternates to the Youth Advisory Committee for the 2026-27 School Year Term, to be read in title only, further reading waived (Attachment 1 to the Council Report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Community Services

TITLE: **Appointment to the Youth Advisory Committee for the 2026-27 School Year Term**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Appointing 15 Members and Nine Members-at-Large/Alternates to the Youth Advisory Committee for the 2026-27 School Year Term, to be read in title only, further reading waived (Attachment 1 to the Council Report).

BACKGROUND

On September 11, 2007, the City Council approved Resolution No. 17235 establishing the Youth Advisory Committee (YAC) to initiate increased civic involvement by youth in Mountain View. The resolution states that the YAC may consist of a maximum of 15 middle school and high school students and that members are to be selected through an application and interview process facilitated through the Community Services Department's Recreation Division, reviewed by the Council Youth Services Committee (CYSC), and appointed by the City Council.

On September 23, 2025, the City Council approved Resolution No. 19024, which updates the roles and responsibilities of the YAC including the addition of "members-at-large" positions to provide expanded civic engagement opportunities for youth in Mountain View. The resolution also requires the YAC to develop and approve an annual work plan for the upcoming fiscal year, which will be submitted to the CYSC for review and approval. The work plan will outline key projects, priorities, milestones, and ongoing initiatives the Committee plans to focus on throughout the year

In spring 2026, Recreation Division staff began YAC recruitment efforts for the 2026-27 school year, as described in Attachment 2. A total of 35 applications from current YAC members and prospective applicants were received by the deadline. Applicants were interviewed by Recreation staff in April, and the appointment recommendations were forwarded to the CYSC on May 20, 2026 for consideration.

ANALYSIS

On May 20, 2026, the CYSC received a presentation from staff on the recruitment and selection process for the recommended candidates for the 2026-27 YAC term. The CYSC recommended the following 15 candidates to the City Council for appointment to the YAC:

- Dylan Andrzejek, sophomore at Mountain View High School
- Shreyas Nayak, seventh grader at Graham Middle School
- Jayan Nair, sophomore at Mountain View High School
- Kaelyn Tan, junior at Mountain View High School
- Kaitlyn Byon, junior at Los Altos High School
- Harshini Nagappan, junior at Los Altos High School
- Leilani Montano, sophomore at Los Altos High School
- Meital Zayats, sophomore at Mountain View High School
- Ryan Jhin, junior at Mountain View High School
- Alyson Lu, sophomore at Mountain View High School (current member-at-large)
- Alexa Swanson, sophomore at Menlo School (current member-at-large)
- Maya Hsu, sophomore at Waldorf School of the Peninsula (current member-at-large)
- Amanda Ni Lewis, freshman at Mountain View High School (current member-at-large)
- Katherine Li, freshman at Mountain View High School (current member-at-large)
- Andrea Wong, sophomore at Mountain View High School

In addition, the CYSC recommended the following nine candidates as YAC members-at-large/alternates to the City Council for the 2026-27 YAC term:

- Sarp Akalin, sophomore at Los Altos High School
- Katherine Xu, sophomore at Mountain View High School
- Oliver Pollock, freshman at Mountain View High School
- Rohan Vijendran, freshman at Bellarmine College Prep
- Elise Gruenstein, junior at Mountain View High School
- Kye Haglund, freshman at Mountain View High School
- Sophia Buzzi, sophomore at Los Altos High School
- Luca Tsugukuni, sophomore at Mountain View High School
- Kyla Lee, sophomore at Los Altos High School

FISCAL IMPACT—There is no fiscal impact associated with this action.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not adopt the resolution.

2. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Greg Milano
Recreation Supervisor

Approved by:

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Colin James
Recreation Manager

Kristine Crosby
Assistant Community Services Director

John R. Marchant
Community Services Director

Attachment:
1. Resolution
2. Council Youth Services Memorandum—May 20, 2026

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW APPOINTING 15 MEMBERS AND NINE MEMBERS-AT-LARGE/ALTERNATES TO THE YOUTH ADVISORY COMMITTEE FOR THE 2026-27 SCHOOL YEAR TERM

WHEREAS, Recreation Division staff recruited and interviewed 35 applicants for the Youth Advisory Committee 2026-27 term, and presented its recommendation to the Council Youth Services Committee on May 20, 2026; and

WHEREAS, the Council Youth Services Committee reviewed and approved staff recommendations for the Youth Advisory Committee appointments on May 20, 2026, and forwarded its recommendations to the City Council for appointment; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby:

1. Appoints Alyson Lu, Alexa Swanson, Maya Hsu, Amanda Ni Lewis, Katherine Li, and Andrea Wong to the Youth Advisory Committee for the 2026-27 school year term.

2. Reappoints Dylan Andrzejek, Shreyas Nayak, Jayan Nair, Kaelyn Tan, Kaitlyn Byon, Leilani Montano, Harshini Nagappan, Meital Zayats, Ryan Jhin, to the Youth Advisory Committee for the 2026-27 school year term.

3. Appoints members-at-large/alternates Oliver Pollock, Katherine Xu, Sarp Akalin, Rohan Vijendran, Elise Gruenstein, Kye Haglund, Sophia Buzzi, Luca Tsugukuni, and Kyla Lee to the Youth Advisory Committee for the 2026-27 school year term.

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Legislation Text

File #: 206223, **Version:** 1

Acceptance and Appropriation of up to $498,397.20 California Highway Patrol Cannabis Tax Fund Grant
Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Acceptance and Appropriation of a Cannabis Tax Fund Grant from the State of California in an Amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20) Contingent Upon Award and Receipt of the Grant Funds, to Help Reduce, and Mitigate the Impacts of, Impaired Driving in Mountain View and Authorizing the City Manager or Designee to Take All Steps Necessary to Receive the Grant Funds, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Police

TITLE: **Acceptance and Appropriation of up to $498,397.20 California Highway Patrol Cannabis Tax Fund Grant**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Authorizing the Acceptance and Appropriation of a Cannabis Tax Fund Grant from the State of California in an Amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20), Contingent Upon Award and Receipt of the Grant Funds, to Help Reduce, and Mitigate the Impacts of, Impaired Driving in Mountain View and Authorizing the City Manager or Designee to Take All Steps Necessary to Receive the Grant Funds, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

The City is committed to continually increasing traffic safety for all roadway users. In an effort to reduce the number of alcohol- and/or drug-impaired vehicle collisions in Mountain View, the Mountain View Police Department (MVPD) actively pursues and utilizes grant funds to increase focused enforcement of impaired drivers.

Established following the passage of Proposition 64 in 2016, the California Highway Patrol Cannabis Tax Fund Grant Program provides competitive grant funding to local law enforcement agencies to address impaired driving. The City is eligible to receive up to $498,397.20 in grant funding for Fiscal Year 2026-27 to support these efforts.

ANALYSIS

Based on MVPD collision data, there were 363 reported vehicle traffic collisions on Mountain View roadways in 2025. Of those collisions, 70, or approximately 19%, involved a driver impaired by alcohol, drugs, or a combination of both. During the same period, MVPD made 331 arrests for driving under the influence (DUI) or driving under the influence of drugs (DUID), including offenses involving alcohol, drugs, a combination of both, or possession of open containers of alcohol or cannabis. In January 2025, MVPD responded to a fatal traffic collision in which an

impaired driver with a blood alcohol concentration more than twice the legal limit struck and killed a pedestrian.

Reducing impaired driving and improving traffic safety remain priorities for MVPD. The Department conducts targeted enforcement of primary collision factor violations, provides public education and outreach to motorists, and deploys DUI/DUID saturation patrols. If awarded, the grant funds will support these efforts by funding personnel overtime for DUI/DUID enforcement operations and the purchase of three vehicles dedicated to traffic safety and directed enforcement activities.

FISCAL IMPACT

Approval of the recommended action will appropriate up to $498,397.20 in California Highway Patrol Cannabis Tax Fund Grant Program funds, contingent upon receipt of the grant award. The grant funds will support MVPD efforts to reduce and mitigate the impacts of impaired driving through enhanced enforcement, training, equipment, and related traffic safety activities.

The grant is fully funded by the State and does not require a local match. Acceptance of the grant does not obligate the City to provide ongoing funding or continue the program beyond the grant term.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Contract between two or more state or local government agencies

ALTERNATIVES

The City Council could direct that the California Highway Patrol Cannabis Tax Fund Grant Program funds not be accepted.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Chandra Kooner
Senior Management Analyst

Approved by:

Michael Canfield
Police Chief

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AUTHORIZING THE ACCEPTANCE AND APPROPRIATION OF A CANNABIS TAX FUND GRANT FROM THE STATE OF CALIFORNIA IN AN AMOUNT UP TO FOUR HUNDRED NINETY-EIGHT THOUSAND THREE HUNDRED NINETY-SEVEN DOLLARS AND TWENTY CENTS ($498,397.20) CONTINGENT UPON AWARD AND RECEIPT OF THE GRANT FUNDS, TO HELP REDUCE AND MITIGATE THE IMPACTS OF IMPAIRED DRIVING IN MOUNTAIN VIEW AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO TAKE ALL STEPS NECESSARY TO RECEIVE THE GRANT FUNDS

WHEREAS, the Mountain View Police Department has applied for a Cannabis Tax Fund Grant ("CTFG") administered by the California Highway Patrol and is eligible to receive grant funding in an amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20); and

WHEREAS, the purpose of the grant funding is to help reduce and mitigate the impacts of impaired driving in Mountain View; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby authorizes the acceptance of a CTFG grant in an amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20), contingent upon award and receipt of the grant funds; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby authorizes the City Manager or designee to take all steps necessary to receive the grant funding, including, but not limited to, executing a grant agreement and any other related documents with the State of California or other State agency or department that is administering the grant; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby appropriates the CTFG grant, in amount up to Four Hundred Ninety-Eight Thousand Three Hundred Ninety-Seven Dollars and Twenty Cents ($498,397.20), contingent upon award and receipt of the grant funds, to the Mountain View Police Department General Operating Fund for eligible grant-related expenditures to help reduce and mitigate the impacts of impaired driving in Mountain View; and be it

FURTHER RESOLVED: that the City Manager or designee is authorized to take all steps necessary to effectuate this appropriation; and be it

FURTHER RESOLVED: that this Resolution shall be effective upon the date of its adoption.

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File #: 206002, **Version:** 1

Shoreline Golf Links Parking Lot Repaving-Various Actions

1. Approve a midyear Capital Improvement Program project, Shoreline Golf Links Parking Lot Repaving.

2. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $638,500 of Shoreline Series A Bond Proceeds and $1,161,864 of Shoreline Series B Bond Proceeds from Charleston Road Improvements, Design and Construction, Project 19-34, to the Shoreline Golf Links Parking Lot Repaving Project.

3. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $2,199,636 of Shoreline Series A Bond Proceeds from Plymouth/Space Park Realignment, Project 20-40, to the Shoreline Golf Links Parking Lot Repaving Project, where the total project budget is 100% from the Shoreline Regional Park Community.

4. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, appropriate $2,199,636 from the Shoreline Regional Park Community Fund to Plymouth/Space Park Realignment, Project 20-40, where the total project budget is $31,865,952, of which 27% is from the Shoreline Regional Park Community.

5. Authorize the Community Manager or designee to execute a professional services agreement with Sandis Engineers Surveyors and Planners, a California corporation (Entity No. 606309), to provide design and construction support services for Shoreline Golf Links Parking Lot Repaving, in a not-to-exceed amount of $407,000.

JOINT REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Shoreline Golf Links Parking Lot Repaving—Various Actions**

RECOMMENDATION

1. Approve a midyear Capital Improvement Program project, Shoreline Golf Links Parking Lot Repaving.

2. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $638,500 of Shoreline Series A Bond Proceeds and $1,161,864 of Shoreline Series B Bond Proceeds from Charleston Road Improvements, Design and Construction, Project 19-34, to the Shoreline Golf Links Parking Lot Repaving Project.

3. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate $2,199,636 of Shoreline Series A Bond Proceeds from Plymouth/Space Park Realignment, Project 20-40, to the Shoreline Golf Links Parking Lot Repaving Project, where the total project budget is 100% from the Shoreline Regional Park Community.

4. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, appropriate $2,199,636 from the Shoreline Regional Park Community Fund to Plymouth/Space Park Realignment, Project 20-40, where the total project budget is $31,865,952, of which 27% is from the Shoreline Regional Park Community.

5. Authorize the Community Manager or designee to execute a professional services agreement with Sandis Engineers Surveyors and Planners, a California corporation (Entity No. 606309), to provide design and construction support services for Shoreline Golf Links Parking Lot Repaving, in a not-to-exceed amount of $407,000.

BACKGROUND

The Shoreline Golf Links parking lot is located within Shoreline at Mountain View Regional Park (Shoreline at Mountain View) and serves the Shoreline Golf Links and general parking for Shoreline at Mountain View (see Figure 1). Shoreline at Mountain View is a 750-acre wildlife

refuge and recreation area, with some areas located over a closed landfill. Shoreline is governed by the Shoreline Wildlife Management Plan and is home to the western burrowing owl, which is listed as a candidate for threatened or endangered species status by the California Fish and Game Commission. The parking lot is within the closed landfill area.



Figure 1: Project Location Map

ANALYSIS

The Shoreline Golf Links parking lot is approximately 150,000 square feet and the pavement has deteriorated and is in need of rehabilitation. Due to the high use of the parking lot serving Shoreline at Mountain View users, staff is recommending a new capital improvement program project to remedy the conditions. The project site is located within Shoreline at Mountain View, home to over 20 different species of protected birds, and the closed landfill boundary. Repaving the project site will require special design and environmental monitoring.

In March 2026, staff issued a Request for Proposals for professional design and construction support services by posting on the City website, email distribution, and posting on Bidnet Direct. Four firms submitted proposals, and a staff selection committee evaluated the proposals and reviewed firm qualifications. The committee selected Sandis Engineers Surveyors and Planners (Sandis) as the most qualified firm based on their approach to the project, experience in completing similar projects, and understanding of project goals. Sandis has provided similar design services for many local agencies.

The main elements of the scope of services include:

- Conduct site surveys and investigation, data collection, and design analysis;
- Prepare construction bid documents; and
- Provide bidding and construction support.

The recommended fee of $407,000 for basic services and contingency is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required. If the recommended action is approved by Council, Sandis will begin design in summer 2026. The project is estimated to complete design in summer 2027 and start construction in fall 2027.

FISCAL IMPACT

An appropriation of $4,000,000 is requested to fund the new project. Staff recommends transferring and appropriating $4,000,000 of the Shoreline Series A and B Bond Proceeds from two existing projects, as summarized below:

Table 1: New Project Funding

Funding Source	Amount
Shoreline Series A Bond Proceeds from Plymouth/Space Park Realignment, Project 20-40	$2,199,636
Shoreline Series B Bond Proceeds from Charleston Road Improvements, Design and Construction, Project 19-34	1,161,864
Shoreline Series A Bond Proceeds from Charleston Road Improvements, Design and Construction, Project 19-34	638,500
TOTAL:	**$4,000,000**

The recommended transfer of the bond proceeds will provide for more timely use of these funds. Staff also recommends transferring and appropriating $2,199,636 from the Shoreline Regional Park Community Fund to Plymouth/Space Park Realignment, Project 20-40, to replenish the reallocated bond proceeds. There is sufficient funding available in the Shoreline Regional Park Community Fund for the recommended action. The Charleston Road Improvements, Design and Construction (CIP 19-34) is scheduled to be closed by the end of FY 2025-26. No additional funding is needed for this project.

The recommended professional services agreement includes $339,143 for basic services and reimbursable expenses, and a contingency of $67,857 for additional services, for a total not-to-exceed amount of $407,000.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Contract or franchise agreement

ALTERNATIVES

1. Do not approve a midyear CIP project and direct staff to defer this project.

2. Do not approve the appropriations of Shoreline Series A and B Bond Proceeds and the Shoreline Regional Park Community Fund and direct staff to use another funding source.

3. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Nancy Chen
Assistant Engineer

Reviewed by:

Robert Gonzales
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: APWD—Arango, PCE—Gonzales, SCE—Houghton, AE—Chen, SMA—Goedicke, SMA—Nuñez, File (20-40)

File #: 206028, **Version:** 1

South Bay Salt Pond Restoration, Project 18-53-Various Actions

Acting in its capacity as Board of Directors of the Shoreline Regional Park Community:

1. Authorize the Community Manager or designee to execute a Memorandum of Agreement and a Habitat Easement Deed and Habitat Maintenance Agreement with the U.S. Fish and Wildlife Service (USFWS) to design, construct, and maintain the portions of the project components on City property for the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

2. Authorize the Community Manager or designee to execute a Memorandum of Agreement with the California State Coastal Conservancy (CSCC) to design and construct the erosion protection, and Coast Casey North Levee at Shoreline at Mountain View Regional Park to support the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

3. Authorize the Community Manager or designee to amend the professional services agreement with Marina Construction Management, Inc., a California corporation (Entity No. 6081240) for South Bay Salt Pond Restoration, Project 18-53, increasing compensation by $150,000 for additional professional services, for a total agreement not-to-exceed amount of $830,000.

4. Find that in accordance with California Environmental Quality Act requirements, the erosion protection improvements at Pond A1 is categorically exempt as Class 1, Existing Facilities, under California Public Resources Code Section 15301.

BOARD REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **South Bay Salt Pond Restoration, Project 18-53—Various Actions**

RECOMMENDATION

Acting in its capacity as Board of Directors of the Shoreline Regional Park Community:

1. Authorize the Community Manager or designee to execute a Memorandum of Agreement and a Habitat Easement Deed and Habitat Maintenance Agreement with the U.S. Fish and Wildlife Service (USFWS) to design, construct, and maintain the portions of the project components on City property for the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

2. Authorize the Community Manager or designee to execute a Memorandum of Agreement with the California State Coastal Conservancy (CSCC) to design and construct the erosion protection, and Coast Casey North Levee at Shoreline at Mountain View Regional Park to support the South Bay Salt Pond Restoration Project Phase II Alviso Pond complex at Pond A1.

3. Authorize the Community Manager or designee to amend the professional services agreement with Marina Construction Management, Inc., a California corporation (Entity No. 6081240) for South Bay Salt Pond Restoration, Project 18-53, increasing compensation by $150,000 for additional professional services, for a total agreement not to exceed amount of $830,000.

4. Find that in accordance with California Environmental Quality Act requirements, the erosion protection improvements at Pond A1 is categorically exempt as Class 1, Existing Facilities, under California Public Resources Code Section 15301.

BACKGROUND

The City, United States Fish and Wildlife Service (USFWS), California State Coastal Conservancy (CSCC), Ducks Unlimited (DU), and other partnering agencies are working on Phase II of the South Bay Salt Pond Restoration Project (SBSP Project) to restore former salt ponds to tidal wetlands and wildlife habitats. The Phase II SBSP Project includes salt ponds A1 and A2W, located north of Shoreline at Mountain View Regional Park (see Figure 1). These ponds are on properties owned by the USFWS.

Pond A2W Project

The major construction work for all project components at Pond A2W, including the new 1.2-mile Song Sparrow Spur Trail on USFWS property located immediately north of Mountain View, has been completed. The SBSP Project team and partners hosted a public project completion celebration on February 20, 2026. Additional planting activities are planned for the habitat transition zone in the coming months.

Pond A1 Project

Staff have been working with USFWS, CSCC, and DU to plan the restoration work at Pond A1 over the last decade. This includes drafting collaboration agreements and easements, conducting engineering design, and securing CEQA and environmental regulatory permitting. The SBSP Project at Pond A1 consists of USFWS-led project components and City-led project components.

USFWS-led Project Components

The USFWS-led project components are as follows:

- Habitat Transition Zone — The habitat transition zone is a gradual slope of soil fill to be placed along the southern edge of the ponds that will accelerate the establishment of vegetated tidal marsh, provide a range of habitats at the fringe of the ponds, and reduce coastal flood risk by dampening the waves against the City's shoreline.

- Levee Breach — Several locations along Pond A1 levees will be breached to provide connections to the external sloughs and create tidal conditions within the pond to support habitat restoration.

- Nesting Island Habitat — A temporary nesting island habitat will be constructed to provide nesting grounds for the western snowy plover, California least tern, and other bird species of interest to support habitat restoration. The islands are designed with relatively steep side slopes and are expected to erode or slump over time to become high spots in the restored marsh.

- Recreational Improvements — Improvements to public access areas that provide visitors with opportunities to view habitats, wildlife, and the restoration project.

City-led Project Components

Concurrently, the City has coordinated and partnered with the USFWS and CSCC to incorporate sea level rise improvements that are recommended in the City' Sea Level Rise Capital Improvement Program (SLR CIP) and complement the SBSP Project. These City-led project components include the following, which are described below and shown in Figure 1.

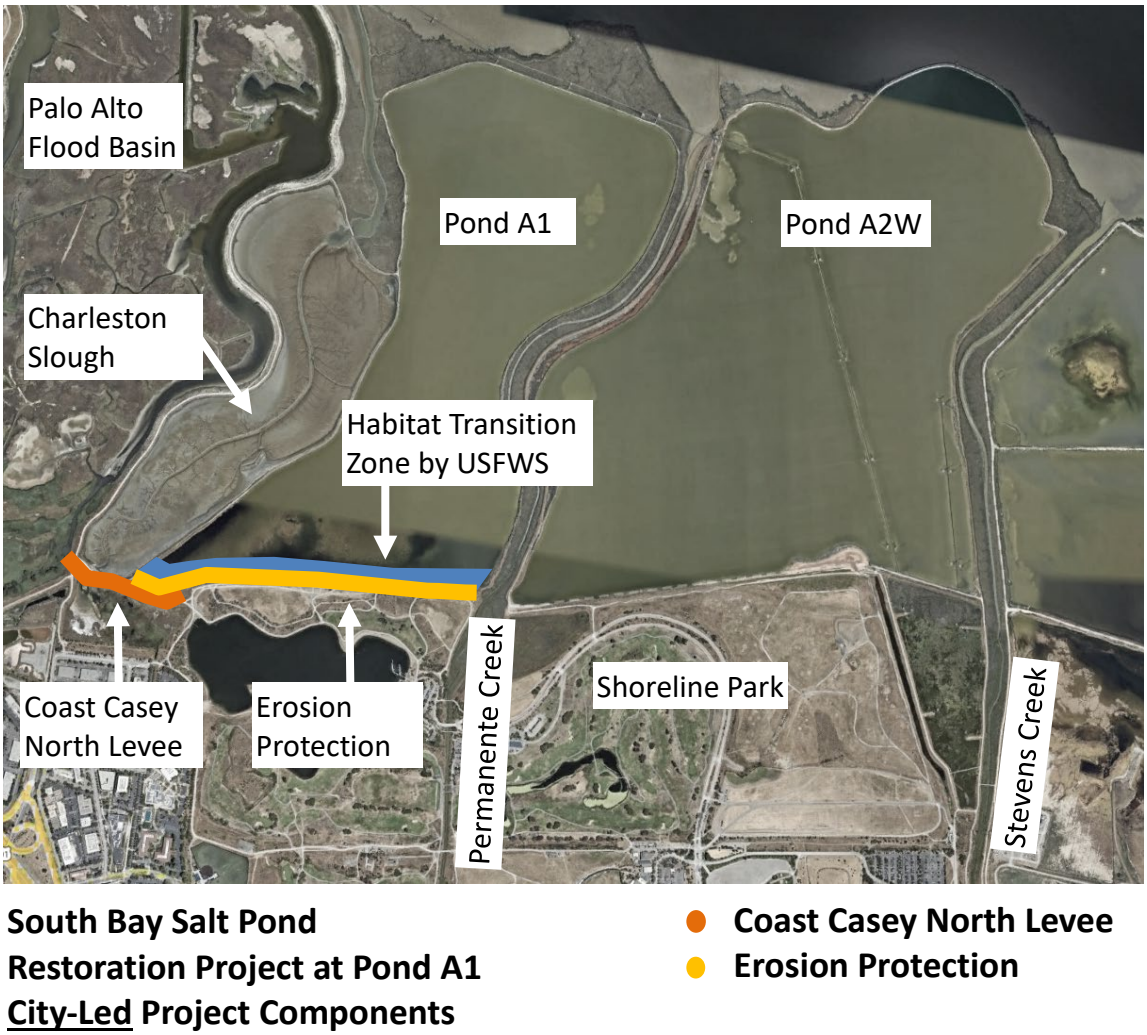


Figure 1: Location of SBSP Project and City-Led Project Components at Pond A1

- Erosion Protection Improvements – The City landfill levee contains the contents of the closed landfill that underlies Shoreline Regional Park. To address the impacts to the City from the SBSP Project and future sea level rise, buried rock slope protection will be installed along the existing landfill levee to reduce the risk of potential erosion from coastal waves.

- Coast Casey North Levee Improvements – The City owns the land under the Bay Trail alignment and the Coast Casey North Levee at the northern end of the Coast Casey Forebay along the northern limit of Shoreline at Mountain View Regional Park. Because the SBSP Project will raise the tidal water level in Pond A1, the existing Coast Casey North Levee needs to be raised and the Bay Trail along City property needs to be reconstructed at a higher elevation. These measures are necessary to maintain the freeboard (the additional levee height to provide a margin of safety) and to prevent waters from Pond A1 from overtopping the Coast Casey North Levee. This work will support long-term sea level rise protection and coastal flood risk management.

Agreement Schedules and Funding

Table 1 provides a summary status of schedules and funding for various agreements and phases of the projects at Pond A1.

Table 1. Project Status Summary— South Bay Salt Pond Restoration Project Phase II at Pond A1

	Pond A1	
	USFWS-Led Project Components	**City-Led Project Components**
FUNDING		
Funded by SBSP Project	Habitat Transition Zone Levee Breach Nesting Island Habitat Recreational Improvements	Erosion Protection Improvements *Construction*
Funded by City of Mountain View	NA	Erosion Protection Improvements *Design* Coast Casey North Levee Improvements *Design and Construction*
SCHEDULE		
Agreement Execution		
MOA and Habitat Easement Deed and Habitat Maintenance Agreement with USFWS	Q3 2026, Pending City Council Authorization	NA
MOA with CA State Coastal Conservancy	NA	Q3 2026, Pending City Council Authorization
Planning, Environmental, and Design		
Planning and Permitting	Completed	Q1 2027
Design	Q1 2027	Q1 2027
Construction		
Soil Import	Started in Q4 2024	
Bid for Construction	Q2 2027	
Construction (scheduled)	Start Q3 2027	

The engineering design for the erosion protection and the Coast Casey North Levee Improvements are currently in progress. In addition, the City issued an excavation permit and license agreement in November 2024 to DU for soil import to Pond A1 for their habitat transition zone construction and pond perimeter berms improvements. DU has started the soil import to Pond A1. More soil is required for the Pond A1 project, and DU is actively searching for additional soil material.

On April 12, 2024, the City issued a Request for Qualifications for professional construction management and inspection services for the City's capital projects. Several consulting firms submitted Statements of Qualification (SOQ). A review panel of Public Works staff reviewed the SOQs and prepared an eligibility list of qualified firms who could perform construction and inspection services on behalf of the City. Staff selected Marina Construction Management, Inc. (MCM) to perform the construction management and inspection services for the SBSP Project, based on their experience working at Shoreline at Mountain View Regional Park and on sea level rise adaptation projects. On December 6, 2024, the City executed an agreement with MCM for $247,320 to provide constructability review and construction planning coordination for Pond A2W projects and construction management for the soil import to Pond A1. On July 15, 2025, the City amended the agreement with MCM to add $432,680 to Project 18-53 to provide construction management for construction works at Pond A2W, bringing the total contract value to $680,000.

ANALYSIS

Project Agreements

Staff has been working with the SBSP Project team to establish a Memorandum of Agreement (MOA) and Habitat Easement Deed and Habitat Maintenance Agreement with USFWS. The purpose of this MOA is to coordinate the construction of the SBSP Project Phase II Alviso Pond complex at Pond A1 and a portion of the habitat transition zone on City property. In addition, to support the design and construction of the City-led projects adjacent to Pond A1, staff has been working with the CSCC to establish an MOA between the City and the CSCC. A summary of each agreement is presented below:

Memorandum of Agreement with USFWS

The parties to this MOA include the City and the USFWS, with USFWS representing all USFWS partners involved with this project, including USFWS contractors or agents acting on behalf of USFWS, such as CSCC and DU. The MOA elaborates on the roles and responsibilities between the two parties. The key MOA terms are presented below.

USFWS will:

- Submit the bid design package to the City for review. USFWS will request City approval for any substantial changes that may be needed during construction on City property or that may have impacts to the City.

- Solicit construction bids from qualified bidders, execute construction contractor contracts, and provide construction management. The construction schedule will consider the bird nesting seasons and activities, Shoreline at Mountain View Regional Park and Shoreline Amphitheatre usage, and efficient construction and soil hauling sequence.

- Comply with all permit conditions for the Pond A1 construction, including habitat protection within and around the vicinity of Shoreline at Mountain View Regional Park.

- Provide a construction schedule and import material testing results to the City.

- Be responsible for the construction of any Pond A1 public access and recreational facilities on City property and maintain them until the construction is completed.

- Work collaboratively with the City to address erosion protection and flood risk management needs adjacent to Pond A1.

- Not intentionally breach Pond A1's outboard levees to restore full tidal flows into Pond A1 until the erosion protection and levee improvements or an alternative improvement are constructed, with the intent to enable the Pond A1 outboard levees breach to proceed, by December 31, 2027 to meet the anticipated grant requirements, or by June 30, 2028, as needed, to meet the anticipated environmental regulatory requirements.

- Restore any damages to City property, including roadways, trails, and infrastructure due to Pond A1 construction activities.

The City will:

- Review, approve, and execute an excavation permit and license agreement for the Pond A1 construction.

- Provide engineering design and construction of the Coast Casey North Levee Improvements, and design of the erosion protection along the City Landfill Levee for the portions of work on City property to support the SBSP Project.

- Retain ownership and management responsibilities of any public access and recreational facilities that are constructed on City property by USFWS.

- Provide field habitat maintenance activities in Shoreline at Mountain View Regional Park to minimize burrowing owl activities and habitat nesting at the vicinity of the construction and access areas.

Habitat Easement Deed and Habitat Maintenance Agreement with USFWS

Under the terms of the Habitat Easement Deed and Habitat Maintenance Agreement, the City will grant the United States a permanent easement on 1.73 acres of land along the southern edge of the new Habitat Transition Zone. USFWS will manage the easement area on behalf of the federal government. The purposes of the Habitat Easement Deed and Habitat Maintenance Agreement are to preserve, protect, identify, monitor, enhance, and restore in perpetuity the habitat values and to allow USFWS to access and manage the habitat transition zone. USFWS will own the habitat transition zone constructed on City property as a part of the project. The terms of the Habitat Agreement are as follows:

- USFWS will manage and maintain, inspect, and monitor the habitat transition zone. USFWS will provide services for repair of damages to City infrastructure caused by the habitat transition zone

and USFWS actions when maintaining the habitat transition zone. Any modification or maintenance activities (except minor earthwork, weed removal, or planting) in the habitat easement will require written approval from the City.

- The City will cooperate in the maintenance and protection of the Habitat Easement for the protection and management of fish and wildlife resources. The City will not engage in any activity or use of the Easement Lands that is inconsistent with the habitat purposes.

- The City retains the right to enter onto and perform minor earthwork or related actions on the easement lands to maintain and protect City infrastructure.

Memorandum of Agreement with CSCC

CSCC will contribute funding to cover one hundred percent (100%) of the current cost estimates, plus a twenty percent (20%) contingency, for the construction and construction management costs of the City-led erosion protection project. The current cost estimate is $5,600,000. The CSCC cost contribution shall be provided using DU as a passthrough for both the private funding and CSCC grant funding DU has received for construction management and construction implementation. DU will obtain a City Excavation Permit and License Agreement for construction of the erosion protection project. The City will accept and maintain the erosion protection project upon completion of construction work and satisfaction of the conditions of the excavation permit and license agreement issued by the City.

City Project Funding

The City will contribute one hundred percent (100%) of the current estimates, plus a twenty percent (20%) contingency for the costs of the City-led Projects components listed below. The current cost estimate is $10,700,000.

- Design costs for the erosion protection improvements.

- Design and construction costs for Coast Casey North Levee Improvements.

Construction Management Support

Due to the large volume of construction activities in the City, contract construction management services are needed. Staff recommends contracting with MCM to support this project due to their experience on the SBSP Project and other projects in Shoreline at Mountain View Regional Park. Staff recommends amending the MCM Agreement with an additional $150,000 to continue providing construction management and inspection support for the Pond A1 material import, and construction engineering support for Pond A1 design. This would bring the total not-to-exceed contract amount to $830,000 under the existing contract.

Next Steps

With authorization to execute the agreements with USFWS and CSCC based on the terms described above, staff will proceed to finalize and execute the agreements. Project construction at Pond A1 is anticipated to start in 2027.

Environmental Clearance for City-led Project Components at Pond A1

In accordance with CEQA, staff has reviewed the scope of the erosion protection improvements at Pond A1, and determined that it is categorically exempt as Class 1, Existing Facilities, under California Public Resources Code Section 15301. The environmental review did not identify any significant effects that would occur from the projects, and the exceptions listed in Section 15300.2 of the CEQA Guidelines were found not to apply to the projects. Staff recommends that Council make findings that in accordance with the CEQA requirements, that the erosion protection improvements at Pond A1 is categorically exempt as a Class 1, Existing Facilities, under CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations) Section 15301.

The CEQA clearance of the Coast Casey North Levee Improvements at Pond A1 is covered under the SBSP Project's Phase 2 Environmental Impact Statement/Report.

FISCAL IMPACT

Per the terms of the agreements, the City will assume responsibility for the design and construction of the Coast Casey North Levee Improvements and the design of erosion protection improvements along the City's landfill levee. The City's estimated share of these costs is approximately $10.7 million, including the recommended construction management contract costs. Funding for the City's share is available in the South Bay Salt Pond Restoration Project, Project 18-53, which has a $19,045,000 funded by the Shoreline Regional Park Community Fund. No additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

☒ Competitively bid contract

CONCLUSION

The South Bay Salt Pond Restoration Project is a major tidal marsh restoration project along the City's shoreline at San Francisco Bay. To support the project at Pond A1, staff seeks Council's approval to authorize the Community Manager or designee to execute an MOA and Habitat Easement Deed and Habitat Maintenance Agreement with the USFWS to design, construct, and maintain portions of the project components on City property for the SBSP Project at Pond A1. A MOA with the CSCC is needed to design and construct the City's erosion protection improvements along Pond A1, and for the Coast Casey North Levee Improvements. The work will provide significant ecological benefits to the region and coastal flood risk protection for the City.

ALTERNATIVES

1. Modify agreements terms.

3. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Raymond Wong
Senior Civil Engineer

Approved by:

Jennifer Ng
Public Works Director

Reviewed by:

Lisa Au
Assistant Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: SMA-Goedicke, F (18-53)

File #: 206174, **Version:** 1

Shoreline Sea Level Rise Study Update, Project 21-54-Professional Services Amendment

Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, authorize the Community Manager or designee to amend the professional services agreement with GHD, Inc., a California corporation (Entity No. 2889127) for Shoreline Sea Level Rise Study Update, Project 21-54, increasing compensation by $400,000 for additional engineering services, for a total amount not to exceed $799,080.

BOARD REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Shoreline Sea Level Rise Study Update, Project 21-54—Professional Services Amendment**

RECOMMENDATION

Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, authorize the Community Manager or designee to amend the professional services agreement with GHD, Inc., a California corporation (Entity No. 2889127) for Shoreline Sea Level Rise Study Update, Project 21-54, increasing compensation by $400,000 for additional engineering services, for a total amount not to exceed $799,080.

BACKGROUND

The City of Mountain View lies on the alluvial plain of Santa Clara Valley with the ground surface descending from the hills south of the City to San Francisco Bay. The area north of U.S. 101, including the North Bayshore Area, is a low-lying area and is subject to flooding due to stormwater runoff and high tides and is, therefore, sensitive to sea level rise impacts (Figure 1). Even without sea level rise, some properties in the area are within the Federal Emergency Management Agency (FEMA) 100-year special flood hazard zone.



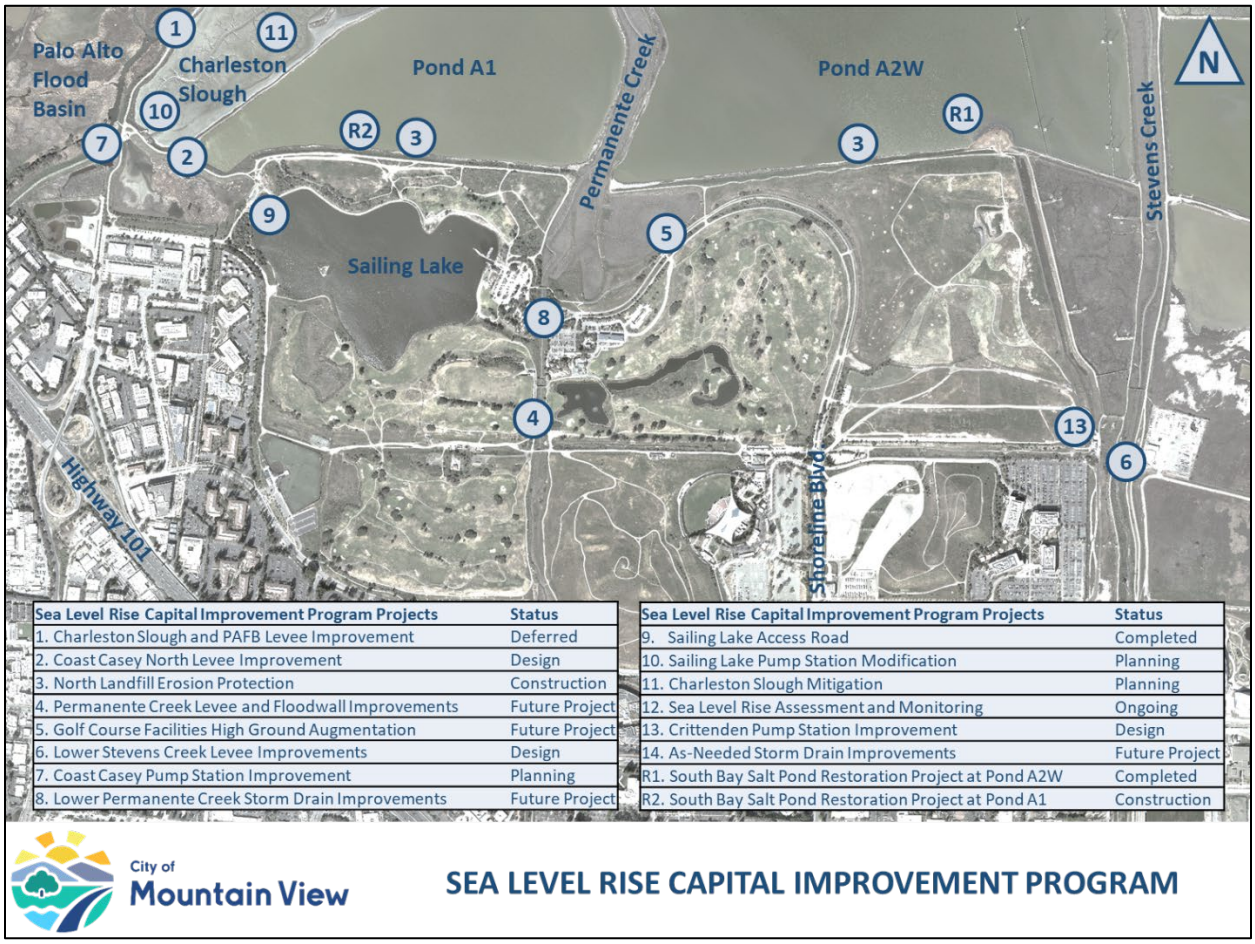
Figure 1: North Bayshore Area Map

2012 Shoreline Regional Park Community Sea Level Rise Study

In 2012, in response to the existing flood risk for the North Bayshore Area and the anticipated sea level rise risk, the City developed the Shoreline Regional Park Community Sea Level Rise Study Feasibility report and Capital Improvement Program report (2012 Study). The 2012 Study proposed a sea level rise planning horizon of Year 2067, projected the future water surface elevations at the Bay with both high and low sea level rise projections under a 100-year event, estimated the coastal flood vulnerabilities in the North Bayshore Area, and developed a Sea Level Rise Capital Improvement Program (SLR CIP) to address the existing and the projected coastal flood risk.

2021 Updated Sea Level Rise Study

Since 2012, sea level rise projections and regional planning efforts have continued to evolve. In 2018, the California Ocean Protection Council updated the State of California Sea Level Rise Guidance, with new projections and planning resources for coastal communities to develop strategies to address sea level rise adaptation. Using this new guidance, data from the City's 2019 Storm Drain Master Plan, and ongoing local and regional efforts, City staff updated the 2012 sea level rise study in 2021. The update reassessed impacts to the City, revised the SLR CIP, and incorporated the South Bay Salt Pond Restoration Project at Pond A1 and Pond A2W located immediately north of the City's shoreline. Staff presented the 2021 study to the City Council on June 22, 2021 and recommended an updated SLR CIP with 14 projects to prepare the City for adaptation to sea level rise. Figure 2 summarizes the current project status in the SLR CIP.



Sea Level Rise Capital Improvement Program Projects	Status
1. Charleston Slough and PAFB Levee Improvement	Deferred
2. Coast Casey North Levee Improvement	Design
3. North Landfill Erosion Protection	Construction
4. Permanente Creek Levee and Floodwall Improvements	Future Project
5. Golf Course Facilities High Ground Augmentation	Future Project
6. Lower Stevens Creek Levee Improvements	Design
7. Coast Casey Pump Station Improvement	Planning
8. Lower Permanente Creek Storm Drain Improvements	Future Project

Sea Level Rise Capital Improvement Program Projects	Status
9. Sailing Lake Access Road	Completed
10. Sailing Lake Pump Station Modification	Planning
11. Charleston Slough Mitigation	Planning
12. Sea Level Rise Assessment and Monitoring	Ongoing
13. Crittenden Pump Station Improvement	Design
14. As-Needed Storm Drain Improvements	Future Project
R1. South Bay Salt Pond Restoration Project at Pond A2W	Completed
R2. South Bay Salt Pond Restoration Project at Pond A1	Construction

Figure 2: Sea Level Rise Capital Improvement Program Status Summary

Regional Shoreline Adaptation Plan

In 2023, the California State Legislature passed Senate Bill 272 (SB 272), Sea level rise: planning and adaptation. SB 272 addressed the need for coordinated standardized sea level rise adaptation by requiring local governments along the San Francisco Bay shoreline to develop Sub-regional Shoreline Adaptation Plans. SB 272 also required the Bay Conservation and Development Commission (BCDC) to create a Regional Shoreline Adaptation Plan (RSAP) for local governments to follow when planning for the impacts of sea level rise along the San Francisco Bay shoreline. The RSAP was adopted by the BCDC Commission in December 2024.

The RSAP requires local governments along San Francisco Bay to develop Sub-regional Shoreline Adaptation Plans. In partnership with Santa Clara County, the City and other Santa Clara County cities along the south San Francisco Bay are collaborating to develop a Sub-regional Shoreline Adaptation Plan to address long-term sub-regional sea level rise adaptation. To support this collaborative effort, in 2025, Santa Clara County applied for a Senate Bill 1 Sea Level Rise

Adaptation Planning Grant. On September 30, 2025, the California Ocean Protection Council authorized the disbursement of up to $2,631,383 to Santa Clara County, and the County is currently working on a grant award and acceptance agreement. City staff are part of the county-wide team, and the regional planning work is anticipated to begin in fall 2026.

ANALYSIS

To support the regional planning effort and to advance the City's ongoing sea level rise adaptation efforts, the City needs to update the SLR CIP to align with BCDC's RSAP guidelines. This update will build upon the City's 2021 study, review and update the planned project list, revise the concept design, and provide a new planning level cost estimate for each project in the SLR CIP for budget planning. The updated SLR CIP will also be incorporated into the Sub-regional Shoreline Adaptation Plan development effort, to represent the specific adaptation needs for Mountain View.

The City has an on-call professional services agreement with GHD, Inc. (GHD), for Shoreline Sea Level Rise Study Update, Project 21-54. GHD's services include various technical disciplines, including environmental and regulatory permitting, civil engineering, geotechnical engineering, structural engineering, hydraulic engineering, tidal restoration design, ecology, and fluvial geomorphology. The City executed an agreement with GHD on November 6, 2020 for $99,080 to start preparing the 2021 Shoreline Sea Level Rise Study Update. In order to provide additional support services, on March 11, 2022, the City executed an amendment with GHD to add $300,000, bringing the total contract value to $399,080.

To prepare the 2026 Sea Level Rise Study Update, staff recommends amending the GHD agreement by an additional $400,000, bringing the total not-to-exceed contract amount to $799,080. With the amendment, GHD will update the SLR CIP based on the RSAP guidelines, provide technical support to the City for the Sub-regional Shoreline Adaptation Plan development, and continue to provide as-needed support services to the City's watershed management and sea level rise adaptation efforts.

FISCAL IMPACT

Shoreline Sea Level Rise Study Update, Project 21-54, is funded with $1,110,000 from the Shoreline Regional Park Community Fund. There are sufficient funds available in Project 21-54 to fund the recommended contract amendment; therefore, no additional appropriation is required.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if

the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Contract or franchise agreement

CONCLUSION

To meet BCDC's RSAP requirements, the City must update its plans for sea level rise adaptation and concurrently update the SLR CIP. Staff recommends amending the agreement with GHD to provide professional services for the Shoreline Sea Level Rise Study Update, Project 21-54, and provide technical support to the City for the Sub-regional Shoreline Adaptation Plan development, increasing compensation by $400,000 for additional engineering services, for a total amount not to exceed $799,080.

ALTERNATIVES

1. Do not authorize the amendment.

3. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Raymond Wong
Senior Civil Engineer

Reviewed by:

Lisa Au
Assistant Public Works Director

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: SMA-Goedicke, F (21-54)

File #: 206045, **Version:** 1

Special Event Permit, Sound Amplification Permit, and Street Closure for the 11th Annual Oktoberfest

Adopt a Resolution of the City Council of the City of Mountain View: (1) Approving a Special Event Permit and Sound Amplification Permit for the Oktoberfest Special Event, Subject to Conditions; (2) Approving the Closure of Certain Public Streets in the Downtown Area on Saturday, October 10, 2026, at 2:30 a.m., through Sunday, October 11, 2026, at 10:00 p.m., for the Oktoberfest Special Event Pursuant to California Vehicle Code Section 21101(e); and (3) Delegating Authority to the Community Services Director for Future Oktoberfest Events, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Community Services

TITLE: **Special Event Permit, Sound Amplification Permit, and Street Closure for 11th Annual Oktoberfest**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View: (1) Approving a Special Event Permit and Sound Amplification Permit for the Oktoberfest Special Event, Subject to Conditions; (2) Approving the Closure of Certain Public Streets in the Downtown Area on Saturday, October 10, 2026, at 2:30 a.m., through Sunday, October 11, 2026, at 10:00 p.m., for the Oktoberfest Special Event Pursuant to California Vehicle Code Section 21101(e); and (3) Delegating Authority to the Community Services Director for Future Oktoberfest Events, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND AND ANALYSIS

In July 2013, the Mountain View Chamber of Commerce ("Chamber"), in partnership with Steins Beer Garden, was approved to hold the first Oktoberfest in the City in Parking Lot No. 2 through a Special Event application and in accordance with Council Policy K-14, Special Event Policy. In May 2016, the event was again brought to City Council for approval and held at Parking Lot No. 2, with the addition of Bryant Street between Villa Street and Dana Street, and Dana Street between Wild Cherry Lane and Bryant Street. Since 2016, the event has been held at the same location, with pauses in 2020, 2021, and 2022 due to the COVID-19 pandemic. In 2025, the Chamber submitted an application for a new event footprint on the 500 block of Castro Street, which required it to return to the City Council, which granted approval on June 24, 2025.

A Special Event application for the 11th Annual Oktoberfest was submitted by the Chamber on February 19, 2026 (see Attachment 2—Special Event Application). This year, the Chamber is requesting that Oktoberfest include Castro Street, between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street, to accommodate more vendor booths (see Attachment 3—Traffic Control Plan). The Chamber is also requesting to host the event in portions of Pioneer Park (see Attachment 4—Event Layout).

Per Council Policy K-14, new and/or first-time special event requests shall be approved by City Council, but recurring similar events can be approved administratively. Due to the changes in location and street closures, the 11th annual Oktoberfest event requires City Council approval of the special event permit, which staff recommends with conditions (Exhibit A to Attachment 1 of this report). If approved, future Oktoberfest events of similar size and scope would not return to Council but would be reviewed and processed administratively by the Community Services Department.

California Vehicle Code Section 21101(e) provides that a City may temporarily close all or a portion of any street in its jurisdiction for "celebrations, parades, local special events, and other purposes when, in the opinion of local authorities having jurisdiction or a public officer or employee that the local authority designates by resolution, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing."

The attached Resolution to this report would authorize the closure of Castro Street between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street as requested by the Chamber, pursuant to the Vehicle Code, and also authorize the Community Services Director to make this finding if future Oktoberfest events have the same proposed street closures and remain similar in size and scope, in accordance with Council Policy K-14.

In addition to approval of the event under Council Policy K-14, the application also states that there will be live entertainment at various times, necessitating a permit pursuant to City Code, Section 3.17(2), subject to conditions (which are included in Exhibit A to Attachment 1 of this report). These conditions align with Council Policy K-14 and are consistent with previous years' conditions, with only minor additions for clarification made since the event was last brought before Council for approval in 2025.

FISCAL IMPACT

The estimated cost of City services for Police, Fire, Streets, and Community Services support for the 2026 Oktoberfest event, including a five percent (5%) administrative fee, is $35,700. These costs will be fully reimbursed by the applicant. Approval of the recommended actions will have no net fiscal impact on City funds.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if

the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Other permit, license, or entitlement for use

ALTERNATIVES

1. Do not approve the special event permit, sound amplification permit, and closure of Castro Street between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street for the Oktoberfest special event on October 10, 2026 – October 11, 2026.

2. Approve the special event footprint from 2025.

3. Provide other direction.

PUBLIC NOTICING

Agenda posting and notice will be delivered by hand or mail to all affected businesses and residents (Attachment 5).

Prepared by:

Michele Petersen
Recreation Supervisor

Colin James
Recreation Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Attachments:
1. Resolution
2. Special Event Application
3. Traffic Control Plan
4. Event Layout
5. Public Noticing Letter

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW:
(1) APPROVING A SPECIAL EVENT PERMIT AND SOUND AMPLIFICATION PERMIT FOR THE OKTOBERFEST SPECIAL EVENT, SUBJECT TO CONDITIONS;
(2) APPROVING THE CLOSURE OF CERTAIN PUBLIC STREETS IN THE DOWNTOWN AREA ON SATURDAY, OCTOBER 10, 2026, AT 2:30 A.M., THROUGH SUNDAY, OCTOBER 11, 2026, AT 10:00 P.M., FOR THE OKTOBERFEST SPECIAL EVENT PURSUANT TO CALIFORNIA VEHICLE CODE SECTION 21101(e); AND
(3) DELEGATING AUTHORITY TO THE COMMUNITY SERVICES DIRECTOR FOR FUTURE OKTOBERFEST EVENTS

WHEREAS, the City of Mountain View received a special event application from the Mountain View Chamber of Commerce ("Chamber") for Oktoberfest pursuant to City Council Policy K-14, Special Event Policy, which requires the issuance of a special event permit; and

WHEREAS, the Oktoberfest special event also requests the use and operation of sound amplifying equipment, requiring a sound amplification permit under Mountain View City Code Section 3.17(b); and

WHEREAS, the proposed special event requires the closure of Castro Street between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street; and

WHEREAS, California Vehicle Code Section 21101(e) authorizes cities to close portions of streets for celebrations and local special events when, in the opinion of the City Council, the closing is necessary for the safety and protection of persons who are to use that portion of the street(s) during the temporary closing; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby approves the issuance of a special event permit for the Oktoberfest special event taking place on Saturday, October 10, 2026, and Sunday, October 11, 2026, subject to conditions as set forth in Exhibit A of this Resolution, attached hereto and incorporated herein by this reference; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby approves a sound amplification permit pursuant to Mountain View City Code Section 3.17(2), with conditions as set forth in Exhibit A of this Resolution, attached hereto and incorporated herein by this reference, and that such approval of the use or operation of sound devices will not be a nuisance and will not be detrimental to the public peace, comfort, safety, or general welfare; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby approves the closure of Castro Street between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street pursuant to California Vehicle Code Section 21101(e) for the Mountain View Oktoberfest special event from Saturday, October 10, 2026, 2:30 a.m., to Sunday, October 11, 2026, 10:00 p.m., as the closing is necessary for the safety and protection of persons who are to use that portion of the street during the special event; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby designates the Community Services Director to approve the temporary closure of Castro Street between Mercy Street and Yosemite Avenue, and Church Street, from 40 yards before Franklin Street to 20 yards before Hope Street pursuant to California Vehicle Code Section 21101(e) for future Oktoberfest events that are similar in size and scope in accordance with City Council Policy K-14, Special Event Policy.

– – – – – – – – – – –

CJ/4/RESO
218-06-24-25r

Exhibit: A. Conditions of Permit Issuance

Conditions of Permit Issuance

Violation of any condition(s) listed herein will result in the revocation of permit authority by any Police Officer or authorized City representative and cessation of the event:

1. The event sponsor will be charged fees and services based on actual costs incurred by all City departments.

2. Applicant will provide monitors at access points throughout the event to ensure alcohol is not leaving the event area.

3. Applicant will publicize "No Pets" on all promotional material and post "No Pets" signs at the event.

4. Insurance requirements are as follows:

COVERAGE TYPE	**REQUIREMENT**	**MINIMUM LIMITS EACH OCCURRENCE AGGREGATE**	
		Occurrence	Aggregate
CERTIFICATE OF INSURANCE: • Occurrence-Based Coverage • Personal Injury • Broad Form Property Damage • Blanket Contractual LIQUOR LIABILITY BANNER HANGING	Bodily Injury and Property Damage Cover Banner Hanging dates, if permit is issued.	$2,000,000 $1,000,000 $2,000,000	$4,000,000

It is understood and agreed that the applicant, its agents, employees, or officers assume all risks and agrees to defend, indemnify, and hold the City of Mountain View, its officers, agents, and employees harmless from liability for damage or claims of same, including, but not limited to, personal injury, property damage, and death, and cost or expense which may arise from alleged

willful or negligent acts or omissions of the applicant, its officers, agents, or employees in connection with the permitted activities.

Other Insurance Provisions. The insurance policy is to include an endorsement and contain the following provisions, and be received and approved by the City fourteen (14) days prior to the event date:

a. Additional Insured Status. The City, its officers, officials, employees, and volunteers are to be covered as additional insured.

5. The location of any sound amplification device(s) shall be stationary and confined to a predesignated location within the festival area. This location shall be approved by the City in advance of the event.

6. Sound amplification shall be restricted to the hours of 11:00 a.m. to 7:00 p.m. on Saturday, October 10, 2026 and Sunday, October 11, 2026.

7. Decibel level of the amplification shall be subject to reduction upon the request of any Police Officer.

8. Persons within the festival area are exempt from City Ordinance (21.70), prohibiting alcohol consumption in public spaces.

9. Tickets for alcoholic beverages will be sold until one-half hour prior to the close of the event each day; alcohol service will cease fifteen (15) minutes prior to the close of the event each day.

10. Alcohol consumption within the festival area will require a wristband for verification that event attendees are 21 years of age or older. A hand stamp is no longer an acceptable manner of age verification.

11. Applicant shall pay for rental of public toilets, barricades, and traffic control devices as deemed necessary by the City.

12. Applicant shall utilize social media to communicate information regarding parking restrictions in Downtown Mountain View.

13. The applicant and its vendors shall comply with the City's Food Service Ware Ordinance, regardless of whether food and beverages are provided for a charge. This includes complimentary samplings and tastings. The law requires all single-use containers (e.g., cups, plates, bowls, wrappers, etc.) to be compostable fiber or recyclable aluminum. In addition, straws, stirrers, toothpicks, and food picks must be wood, paper, or other

natural fiber-based material. For more information, visit MountainView.gov/FoodFacilities.

14. The applicant and its vendors shall comply with the City's Reusable Bag Ordinance. No vendor shall provide thin plastic carryout bags (less than 2.25 mil thick) for customer purchases. Vendors must charge a minimum of ten cents ($.10) for each recycled paper, cloth, or plastic carryout bag (2.25 mil or thicker) for customer purchases. For more information, visit MountainView.gov/ReusableBags.

15. Applicant shall order sufficient trash, recycling and compost services, as determined by the City's Solid Waste and Recycling Section, to manage waste generated. Recology is the City's exclusive hauler, and the applicant shall use Recology for all waste collection services.

    a. No later than three (3) weeks before the first day of the event, the applicant shall submit a plan to the City to manage all waste produced by the event and a site map, with proposed locations of Recology bins and public waste stations.

    b. Applicant shall arrange a meeting with the Recology Waste Zero Team and City's Solid Waste and Recycling Section to review the submitted plan and receive training.

    c. Applicant must pay for debris box and trash/compost bin services. The City will approve the provision of Recology recycling bins at no charge, provided the containers are not contaminated. Recology containers shall be removed by 9:00 a.m. on the Monday following the event.

16. Applicant shall follow these procedures to set up and manage waste generated:

    a. Before the event, fully cover public litter cans in the event area to prevent use.

    b. During setup, distribute containers for trash, recycling, and composting within the festival area according to the approved site plan.
        (1) Keep three (3) types of containers together as a set, especially in food vendor areas.
        (2) Place appropriate containers next to hand-wash stations near public toilets per approved site plan to collect paper towels.

    c. Unlock the centralized metal trash/recycling/compost dumpsters and debris boxes by 8:00 a.m. and re-lock the containers at the end of each day.

    d. Starting at 10:30 a.m. and throughout each day of the event, check the public attendee recycling containers for contamination (e.g., plastic bags/wrap and plastic utensils are trash) and remove contaminants to reinforce proper sorting.

e. Do not leave trash bags at street corners. Place all waste in Recology's collection containers. If a container is full, take your waste to other bins.

17. Applicant shall provide and review the following procedures with vendors, volunteers, and employees:

a. The applicant will receive a detailed list of items accepted for recycling and compost, and distribute it to its vendors. The applicant shall train employees and vendor staff to ensure trash, recycling, compost, charcoal, and wastewater are properly handled for public health and safety, and to prevent contamination of recycling and compost. Monitor vendors throughout the event for compliance.

(1) Advise vendors to dispose of plastic packaging in the trash (e.g., plastic wrap and bags from ice, table skirts, beverage cases, and products). Note: Only plastic bottles, tubs, or jugs are accepted for recycling. Plastic bags or wraps are not accepted even if marked with a recycling symbol and number.

b. Vendors dispensing complimentary samples and tastings of food and drink shall maintain their own trash containers within three feet (3') of their space. Fiber/paper foodware is required, including small sample cups and containers. No "compostable" plastic containers allowed. For utensils, there are no material restrictions, but vendors are encouraged to use compostable bamboo or other fiber foodware to reduce non-recyclable waste at the event.

c. Vendors must take all waste produced by their operation, including product packaging, to the centralized waste areas and place it in the appropriate trash, recycling, cardboard, or compost box or bin from Recology. Vendors shall:

(1) Bag all trash and shall not leave trash bags or recycling at street corners. Put all waste inside Recology collection containers and not on the ground. Do not use attendee trash, recycling, and compost containers.

(2) Flatten cardboard to place in recycling bin and remove plastic wrap, plastic strips, or foam packaging to put in trash bin.

(3) Contaminated recycling, compost and cardboard containers will be charged as trash to the applicant.

d. The applicant or its vendors shall not give permission to any person or employee to take recyclables or allow scavenging from trash or recycling containers. The City relies on revenues from the cardboard, glass, and metal containers to help offset the cost of providing recycling at no charge to the applicant.

e. Vendors shall not place any burned charcoal/mesquite, hot, cold, or wet, in debris boxes or bins. Vendors shall consult with the City of Mountain View Fire Department for Best Management Practices (e.g., vendors shall provide their own metal ash containers with lids for disposal of used charcoal/mesquite coals). Vendors are responsible for removing used coal from the event and properly disposing of it off-site.

f. Place wastewater in wastewater tanks located near the vendor location. No wastewater disposal is allowed in Recology collection containers, street gutters, storm drains, or landscaping.

18. Applicant shall provide proctors and monitors to facilitate order at the event. Such proctors will be responsible for providing services deemed necessary by the City, including, by way of example, but not limited to, a central command center, lost-and-found stations, lost-children stations, City parking lots, etc.

19. Applicant shall provide a first-aid station within the festival area that is staffed with trained personnel and is easily accessible by emergency services. For all events on City streets with an estimated attendance of 2,500 or more people, the City of Mountain Fire Department strongly recommends that an advanced life support medical team consisting of Santa Clara County-accredited personnel (one paramedic and one emergency medical technician) be retained and available onsite throughout the duration of the event. Per National Fire Prevention Association (NFPA) standards, it is recommended that a two-person advanced life support medical team be available for every 2,500 people in attendance. City of Mountain View Fire Department may be secured to provide this service. In addition, the event organizer shall provide a 10'x10' canopy, an 8' table, and four chairs, and may supply sunblock and bandages for distribution to event attendees, as these are commonly requested by attendees. **Notification of the selected vendor must be submitted to the Fire Marshal or their designee thirty (30) days prior to the event for approval.**

20. Applicant shall ensure all tents with sidewalls over 400 square feet must be fire-rated. This includes 10x10 pop-ups within 12 feet of others.

21. All tents without sidewalls over 700 square feet must be fire-rated. (This includes 10x10 pop-ups that are closer than 12 feet from others.

22. Applicant shall ensure all large banks of vendor and sponsor tents will either need to be separated in groups of four (4) or seven (7), depending on sidewalls, or all of them must be made of fire-retardant material and have the state fire-retardant seal on them.

23. Applicant shall provide the occupant load and location of exits for the Banquet tent prior to event approval. Also note, tables and chairs cannot block egress, and egress pathways must be maintained throughout the banquet tent.

24. Decorative materials in permittable tents (i.e., banners, hanging decorations, flags, etc.) must be made of fire-retardant materials or treated with a fire retardant prior to the event and tagged with the date of treatment and material used to treat. Plastic decorations cannot be treated and therefore cannot be used. Generators must be at least 20 feet from tents, properly grounded, secured from public access, and have a 3A:40BC fire extinguisher located within 30 feet.

25. Cooking tents over 400 square feet cannot have open flame devices (Stovetops, Pot burners, deep fat fryers, etc.) within 10 feet of the tents. If they are under 400 square feet, they must be made of fire-retardant materials, but can have cooking inside.

26. All propane cylinders must be properly secured and leak tested prior to use.

27. All cooking operations must have a 2A:10BC extinguisher, and if cooking with any oils or animal fats, must have a class K extinguisher.

28. CO2 cylinders must be properly secured in the upright position.

29. Applicant shall provide space within the festival area for any group that may wish to exercise First Amendment-protected rights.

30. Applicant shall follow all legal directions requested by any Police Officer, including the temporary or complete cessation of any or all components of the event if, in the Police Officer's judgment, the cessation is necessary to ensure the public safety.

31. Applicant shall post detour signs directing motorists around the street closures.

32. Applicant will arrange and pay for the waterfall barriers and a water tanker to fill barriers to barricade the festival event area.

33. Applicant will ensure booth placement will be restricted to the center of Castro Street between Mercy Street and Church Street, where street medians are located.

34. Applicant shall notify all vendors of County standards for fire prevention for festival events and cooking booths. Documents can be found online at www.unidocs.org.

35. Applicant shall provide the Police and Fire Departments with a copy of the conditions and policies given to all vendors.

36. Applicant shall require that all food vendors protect the street from spills with a nonslip surface. Cardboard and tarps will not be permitted.

37. Applicant shall provide an updated map and matrix to the City identifying each food booth, generator, and tent location three (3) weeks prior to the event.

38. Applicant will notify vendors of approved locations to access water, if needed.

39. Applicant must make a final follow-up with the primary Mountain View Police Officer on duty prior to leaving the event.

CITY OF MOUNTAIN VIEW

CITY OF MOUNTAIN VIEW SPECIAL EVENT APPLICATION

ORGANIZATION: Mountain View Chamber of Commerce

NONPROFIT TAX ID NO.: 94-1081934 DATE: February 19, 2026

ADDRESS: 580 Castro St, Mountain View CA, 94041

PHONE NO.: (Business) 650-968-8378 (Home) Marisol Cell 415-412-4391

E-MAIL ADDRESS: marisol@chambermv.org, info@chambermv.org

Will your event benefit a charitable cause that provides service to Mountain View residents? Yes ☐ No ☒

If yes, name the charitable causes: _____

Marisol Melara
Applicant Name (*print*)

Applicant Signature

EVENT INFORMATION

NAME OF EVENT: Oktoberfest

TYPE OF EVENT (i.e., walkathon, street fair, festival, etc.): Festival

DAY/DATE 1:	October 10, 2026	START TIME:	11am	END TIME:	7:00pm
STREET CLOSURE:	Yes See note below	START TIME:	2:30 am	END TIME:	11:59pm
AMPLIFIED MUSIC:	Yes	START TIME:	11am	END TIME:	7:00pm
DAY/DATE 2:	October 11, 2026	START TIME:	11am	END TIME:	7:00pm
STREET CLOSURE:	Yes See note below	START TIME:	12am	END TIME:	10:00 pm
AMPLIFIED MUSIC:	Yes	START TIME:	11:00am	END TIME:	7:00pm

START LOCATION: Mercy St END LOCATION: Yosemite St.

EXPECTED NUMBER OF PARTICIPANTS: 10 SPECTATORS: 7500

*If the event is a walkathon, run, etc., attach a map of route and/or street closures. If the event is a festival or street fair, attach a map to indicate location of street blockages requested, booth alignment and type of merchandise vended from each booth.

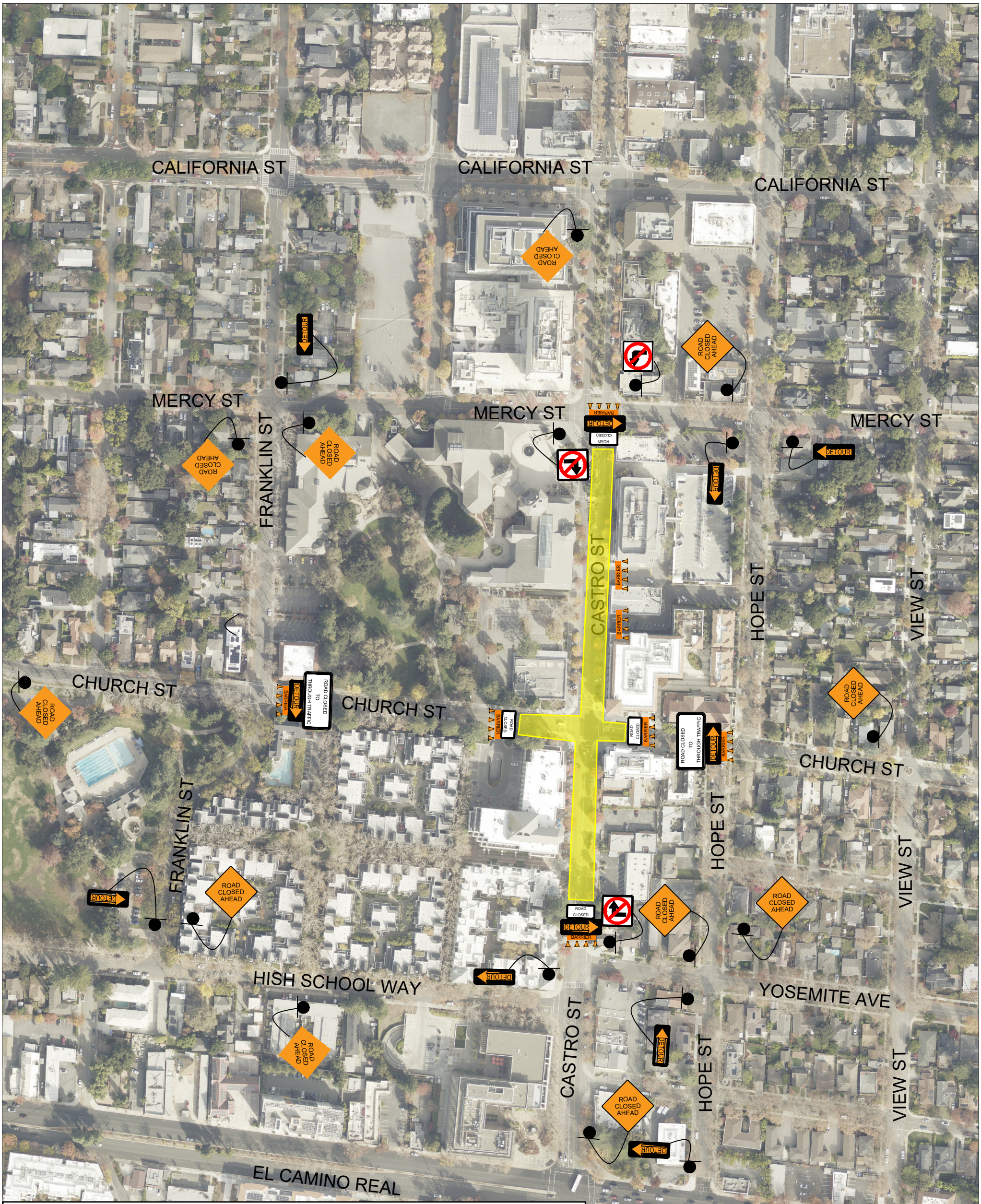
EVENT COMPONENTS

☒ City streets blocked	☒ Canopies up to 10' x 10'	☒ Alcohol sold on-site
☒ City sidewalks blocked	☒ Tents over 10' x 10'	☒ Beer and/or wine garden
☒ City parking lots partially or completely closed	☒ Temporary structures	☒ Amplified sound or music
☒ City park use	☐ Rides or amusements	☐ Fireworks
☐ City street sweeping	☒ Vending of food	☒ Animal ban
☐ City litter pickup	☒ Food cooked on-site	☒ City cones
☒ City electricity use	☒ Vending of goods	☒ City barricades
☒ Generator use	☒ Alcohol served	☒ Other _____

RETURN TO: City of Mountain View, Recreation Division, 266 Escuela Avenue, Mountain View, California, 94040, with the application fee of $135.00.

OFFICE USE ONLY
APP. FEE _____
INSURANCE: _____
STREET CLOSURE.: _____
SOUND AMPL.: _____
COUNCIL APPROVAL: _____

MP/9/CSD/207-06-22-12SEA ^



Notes:

1-Event -Date: 10/10/2026 and 10/11/2026, from 11:00 a.m. to 7:00 p.m.

2 -Temporary "NO PARKING" signs: Saturday October 10 from 2:30 a.m. to Sunday October 11 at 10 p.m. Place the signs by 8:00 a.m. Wednesday October 7.

City of Mountain View

CITY OF MOUNTAIN VIEW, CALIFORNIA
PUBLIC WORKS DEPARTMENT
500 CASTRO STREET, MOUNTAIN VIEW, CA 94041

OKTOBERFEST 2026
Traffic Control Plan
October 2026

DESIGNED BY:	M.AMIRI	SCALE:	NTS	DATE:	4/16/2026	SHEET:	01 of 01

2026 Oktoberfest

OCTOBER 10 & 11
11AM - 7PM

- INFO
- TICKETS/GLASS
- FIRST AID
- FOOD TENT
- COOKING SPACE
- FESTZELT, BEER TENT
- VENDOR TENT
- VENDOR CHECK-IN
- SPONSOR TENT
- WATER TENT
- BEER TENT
- REFRIDGERATOR TRAILER
- WINE TENT
- ICE TRAILER
- TOILET
- TRASH BIN
- MIXED RECYCLING BIN
- COMPOST BIN
- CARDBOARD BIN
- WASTE WATER TANK
- GENERATOR
- WATER BARRICADE
- TYPE III BARRICADE

MOUNTAIN VIEW CHAMBER OF COMMERCE

580 CASTRO ST, MOUNTAIN VIEW, CA 94041

MEGALITH
AN EXPERIENCE AGENCY



MOUNTAIN VIEW
CHAMBER OF COMMERCE

June 5, 2026

Street Closure for Oktoberfest Festival

Dear Friends and Neighbors:

The Mountain View Chamber of Commerce is proud to promote our local community by hosting the 11th Annual Mountain View OktoberFest. This family friendly event will take place on Saturday, October 10th and Sunday, October 11th, 2026. Due to the size and nature of the event, and to better serve attendees and local businesses, the Chamber is recommending Council approve closure of Castro Street between Mercy and Yosemite Street from 2:30 am Saturday, October 10th until l 0:00pm Sunday, October 11th. The proposed event times are from 11 am until 7pm.

The Council will be considering the staff recommendation as part of the Consent Calendar on June 23, 2026 in City Hall Council Chambers, 500 Castro Street. Meeting times are subject to change, please confirm the scheduled start time on the City's website at www.mountainview.gov prior to the meeting date. You are welcome to share your thoughts with the Council on this issue should you desire.

If you have any questions, please call (650) 968-8378 or email info@chambermv.org. Thank you!

Sincerely,

Peter Katz
President and CEO
Mountain View Chamber of Commerce

File #: 206055, **Version:** 1

North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and South Bay Salt Pond Restoration (Bay Trail Improvements at Pond A2W), Project 18-53-Construction Acceptance

1. Accept North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and authorize the final contract payment.

2. Accept South Bay Salt Pond Restoration, Project 18-53 (Bay Trail Improvements at Pond A2W), and authorize the final contract payment.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and South Bay Salt Pond Restoration (Bay Trail Improvements at Pond A2W), Project 18-53–Construction Acceptance**

RECOMMENDATION

1. Accept North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and authorize the final contract payment.

2. Accept South Bay Salt Pond Restoration, Project 18-53 (Bay Trail Improvements at Pond A2W), and authorize the final contract payment.

BACKGROUND AND ANALYSIS

"Acceptance" of a construction contract is a legal event recognized by state law when the City verifies that the contractor has satisfactorily completed a public project. Once accepted, the work on the public project is complete and other actions occur, such as final payment to the contractor and the release of bonds obtained by the contractor that ensure completion of the project. Following acceptance, the City becomes responsible for maintenance of the public project.

North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41

On April 8, 2025, Council took the following actions on the project:

1. Found that, in accordance with the California Environmental Quality Act (CEQA) requirements, North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Section 15301.

2. Acted in its capacity as Board of Directors of the Shoreline Regional Park Community, transferred and appropriated $850,000 from the Shoreline Regional Park Community 2018 Series A Bond Funds to North Shoreline Boulevard and Crittenden Lane Reconstruction,

Project 21-41, increasing the total project budget to $3,116,000, of which approximately 98% is from the Shoreline Regional Park Community Fund.

3. Approved plans and specifications for North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, and authorized staff to advertise the project for bidding.

4. Authorized the City Manager or designee to award a construction contract to the lowest responsible bidder if the bid was within the available project budget of $3,116,000.

The project was awarded to O'Grady Paving, Inc. of Mountain View at the low bid price of $2,222,222. The project included pavement rehabilitation on North Shoreline Boulevard, between the gatehouse and the kite flying lot, and on Crittenden Lane, as well as refreshing the buffered green bike lanes and installation of high-visibility crosswalks within the project limits.

The final construction cost of $1,908,706 is within the construction contract amount of $2,222,222 and included three contract change orders for the total amount of $214,500 and a final quantity adjustment change order, resulting in contract savings of $33,716. All construction work has been completed in accordance with the approved plans and specifications.

South Bay Salt Pond Restoration (Bay Trail Improvements at Pond A2W), Project 18-53

The Bay Trail Improvements at Pond A2W is a subproject of the overall South Bay Salt Pond Restoration, Project 18-52. On March 13, 2025, Council took the following actions on the project:

1. Appropriated and transferred $3,625,000 from the Sea Level Rise Reserve in the Shoreline Regional Park Community Fund to the South Bay Salt Pond Restoration, Project 18-53, increasing the project budget from $4,975,000 to $8,600,000.

2. Approved plans and specifications for the Bay Trail Improvements at Pond A2W (a subproject of South Bay Salt Pond Restoration, Project 18-53) and authorized staff to advertise the project for bids.

3. Authorized the Community Manager or designee to award a construction contract to the lowest responsible responsive bidder if the low bid was within the project budget of $8,600,000.

4. Authorized the Community Manager or designee to execute an Agreement for Sale of Mitigation Credits with San Francisco Bay Wetland Mitigation Bank for 0.1 acre of wetland mitigation credit and 0.05 acre of other waters mitigation credit to meet the San Francisco Bay Regional Water Quality Control Board mitigation requirements for the Bay Trail

Improvements at Pond A2W, under South Bay Salt Pond Restoration, Project 18-53, in a not-to-exceed amount of $345,000.

5. Authorized the Community Manager or designee to amend the professional services agreement with GHD, Inc., a California corporation (Entity No. 2889127), for South Bay Salt Pond Restoration, Project 18-53, increasing compensation by $1,200,000 for additional design services, for a total amount not to exceed $1,800,000.

6. Authorized the Community Manager or designee to amend the professional services agreement with Marina Construction Management, Inc., a California corporation (Entity No. 6081240), for South Bay Salt Pond Restoration, Project 18-53, increasing compensation by $432,680 for additional construction engineering services, for a total not-to-exceed amount of $680,000.

The project was awarded to Gordon N. Ball, Inc. of Walnut Creek at the low bid price of $3,434,250. The project raised a low point in the Bay Trail adjacent to Pond A2W, and installed one-way culverts beneath the Bay Trail to prevent tidal backflow from Pond A2W to the mitigation channel.

The final construction cost of $3,083,616 is within the construction contract amount of $3,434,250 and included four contract change orders for the total amount of $115,955 and a final quantity adjustment change order, resulting in contract savings of $350,634. All construction work has been completed in accordance with the approved plans and specifications.

FISCAL IMPACT

North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41

North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, is funded with $2,196,000 from the Shoreline Regional Park Community Fund, $850,000 from the Shoreline Regional Park Community 2018 Series A Bond Fund, and $70,000 from the 2016 VTA Measure B Sales Tax—Local Streets and Roads Program Fund, for a total project budget of $3,116,000.

Total project expenditures, including design, construction, inspection, project administration, and other costs, are estimated to be $2,816,656 and are within the project budget. Any remaining funds will be returned to the Shoreline Regional Park Community Fund upon completion and closeout of the project.

South Bay Salt Pond Restoration (Bay Trail Improvements at Pond A2W), Project 18-53

South Bay Salt Pond Restoration, Project 18-53 is funded with $19,045,000 from the Shoreline Regional Park Community Fund.

Total subproject expenditures, including design, construction, inspection, project administration, and other costs, are estimated to be $4,500,000 and are within the project budget. The remaining funds will be used for additional subprojects of the South Bay Salt Pond Restoration Project.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Competitively bid contract

ALTERNATIVES

1. Determine that North Shoreline Boulevard and Crittenden Lane Reconstruction, Project 21-41, has not been completed in conformance with City standards and decline to accept the improvements until they are completed to the satisfaction of the City Council.

2. Determine that Bay Trail Improvements at Pond A2W (a subproject of South Bay Salt Pond Restoration, Project 18-53) has not been completed in conformance with City standards and decline to accept the improvements until they are completed to the satisfaction of the City Council.

3. Provide other direction.

PUBLIC NOTICING – Agenda Posting.

Prepared by:

Ashraf Shah
Principal Civil Engineer

Reviewed by:

Lisa Au
Assistant Public Works Director

Edward Arango
Assistant Public Works Director/City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: APWD—Au, Arango, PCE—Shah, Gonzales, SCE—Wong, ACE—Giang, cmvgis@mountainview.gov, F (21-41, 21-40, 18-53)

File #: 206094, **Version:** 1

Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47-Various Actions

1. Amend title of Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47, to Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue, Project 23-47, and add to the scope site preparation activities at 939 San Rafael Avenue.

2. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Sections 15301.

3. Approve plans and specifications for Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, and authorize staff to advertise the project for bids.

4. Authorize the City Manager or designee to award a construction contract for 939 San Rafael Avenue demolition to the lowest responsive responsible bidder if the bid is within the estimated project costs for the demolition phase of Project 23-47, of $735,000.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47—Various Actions**

RECOMMENDATION

1. Amend title of Acquisition of Real Property at 909 and 917 San Rafael Avenue, Project 23-47, to Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue, Project 23-47, and add to the scope site preparation activities at 939 San Rafael Avenue.

2. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Sections 15301.

3. Approve plans and specifications for Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue (939 San Rafael Avenue Demolition), Project 23-47, and authorize staff to advertise the project for bids.

4. Authorize the City Manager or designee to award a construction contract for 939 San Rafael Avenue demolition to the lowest responsive responsible bidder if the bid is within the estimated project costs for the demolition phase of Project 23-47, of $735,000.

BACKGROUND

On October 8, 2024, Council approved the acquisition of the property located at 939 San Rafael Avenue for park use, and the site was acquired on November 15, 2024. The property is located in the Terra Bella neighborhood, which is in the Stierlin Park Planning Area. This site is a 0.79-acre parcel adjacent to 909 and 917 San Rafael Avenue, where these two properties were acquired by the City in 2022, as approved by the City Council on September 13, 2022 (see Figure 1).

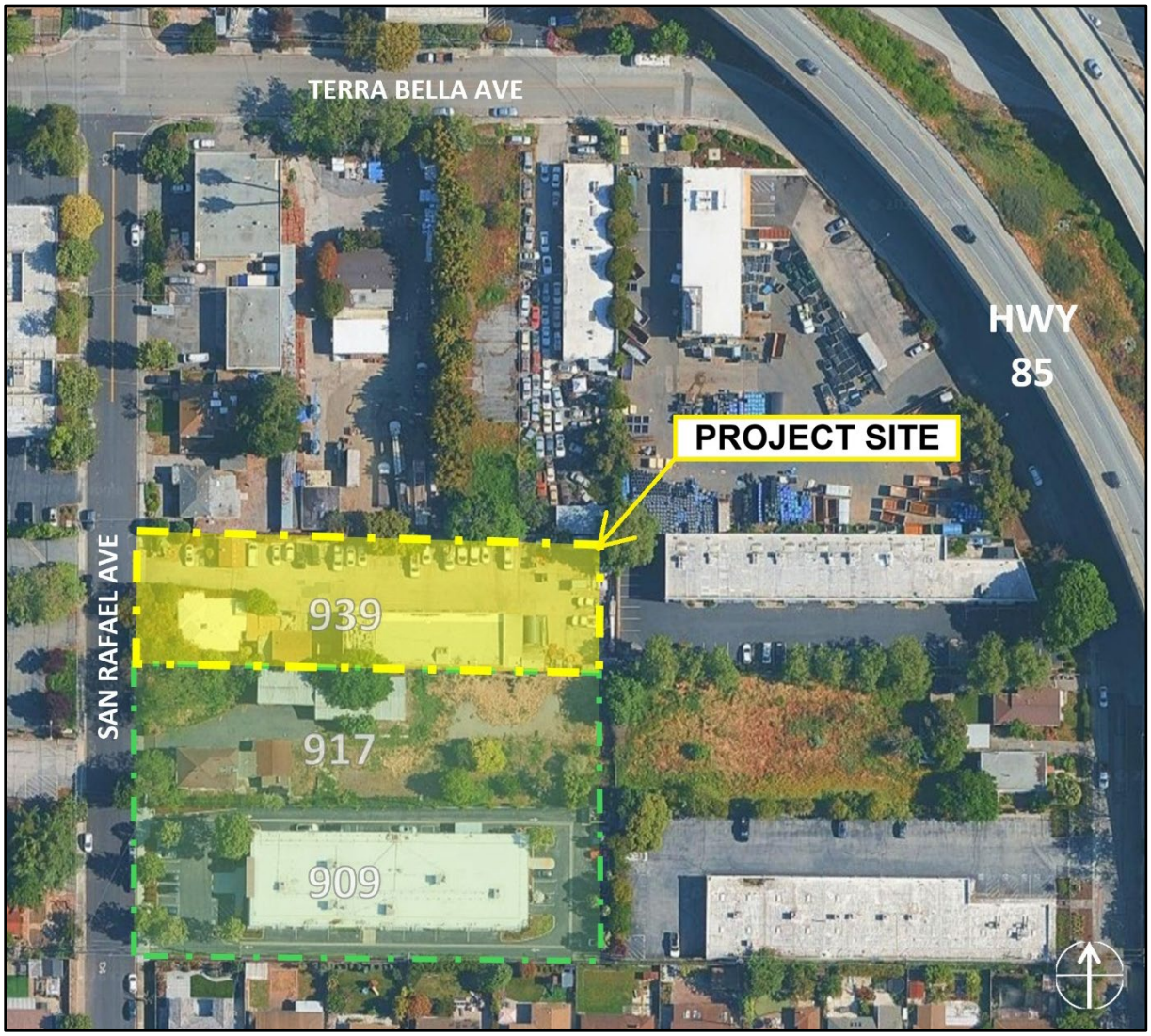


Figure 1: Project Location

The three properties will be developed into a future 2.4-acre park site. The 909 San Rafael Avenue site is currently under lease. The structures at the 917 San Rafael Avenue site were demolished in late 2025 due to their dilapidated condition and possibility of trespassers accessing the buildings.

The existing site improvements at 939 San Rafael Avenue include an office building with restrooms, an existing water well for irrigation, an abandoned residential unit, and a detached garage that has been converted for commercial use. The site also includes a warehouse building, which contains office spaces and covered storage areas, PG&E electric and gas service connections, an asphalt concrete parking lot, and other miscellaneous structures.

ANALYSIS

Following the acquisition process of the 939 San Rafael Avenue property, similar to the 917 San Rafael Avenue site, staff identified the risk of trespassers accessing the buildings. Following the completion of the acquisition, and to safeguard the site, staff developed plans and specifications for the demolition of the buildings. This next phase will clear the 939 San Rafael Avenue property before the new park project begins and will discourage unauthorized occupancy prior to park project construction. The project scope is focused on the 939 San Rafael Avenue site and includes demolition of all buildings and structures to the existing slabs, removal of all site furnishings, removal of gas and electrical services, abandonment of other existing utilities, demolition of the on-site well, and hazardous materials abatement.

The original project title and scope for Project 23-47 identified the acquisition of the two properties of 909 and 917 San Rafael Avenue. As a subsequent component of the acquisition, site preparation activities, such as demolition of existing structures, are commonly included to deter the risk of unauthorized occupancy. This was the case with the 917 San Rafael Avenue property, and the site structures were demolished via Project 23-47. Staff recommends this same approach for the demolition of the structures at the 939 San Rafael Avenue site, and this demolition be part of Project 23-47. As the original scope of Project 23-47 did not include the 939 San Rafael Avenue property, Council authorization is needed to revise the title and scope of Project 23-47 to include the 939 San Rafael Avenue site and related site preparation, including demolition activities.

The plans and specifications for the 939 San Rafael Avenue demolition phase are expected to be completed in summer 2026. If Council approves the recommended actions, and a responsive bid is received, demolition construction is expected to begin in late 2026 and be completed by spring 2027. The park development process for the entire park site will be initiated in fall 2026 with consultant selection anticipated to be completed by December 2026.

Environmental Clearance

In accordance with CEQA, staff has reviewed the scope of this project and determined that it meets the classification for categorically exempt as Class 1, Existing Facilities, pursuant to Article 19, Section 15301(i) as is consists of demolition of existing small structures and buildings, capping and disconnecting utilities, and abandonment of an existing well. Staff recommends that Council make findings that, in accordance with CEQA requirements, the project is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines (Title 14, Division 6, Chapter 3, Article 19 of the California Code of Regulations) Section 15301(i).

FISCAL IMPACT

Acquisition and Related Site Preparation at 909, 917, and 939 San Rafael Avenue, Project 23-47, is funded with $20,400,000 from the Park Land Dedication Fund. In 2022, Council approved the purchase of 909 and 917 San Rafael for $10.25 million and $8.5 million, respectively. In 2025, contracts to demolish buildings and close a well on 917 San Rafael were executed for approximately $114,000. These expenditures, along with other related real estate, security, and property management expenses, left approximately $800,000 in funds available for the demolition phase of this project for 939 San Rafael Avenue.

The estimated project costs for the demolition phase of 939 San Rafael Avenue are as follows:

Table 1: Estimated Project Costs (Demolition)

Construction (w/ contingency)	$370,000
Project Management	$50,000
Consultant Services	$155,500
Construction Inspection & Testing	$50,000
Permits and Miscellaneous	$10,000
Project Contingency	99,500
TOTAL ESTIMATED COST	**$735,000**

There is sufficient funding in the project budget for the recommended actions; no additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more

information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Competitively bid contract

ALTERNATIVES

1. Do not make environmental findings, do not approve plans and specifications, and direct staff to defer the project.

2. Provide other direction.

PUBLIC NOTICING - Agenda posting.

Prepared by:

Tsan Liu
Senior Project Manager

Reviewed by:

David O. Printy
Principal Project Manager

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: APWD—Arango, PPM—Printy, SPM—Liu, SMA—Goedicke, Nuñez, File (24-36)

Legislation Text

File #: 206104, **Version:** 1

Newspaper Advertising Bid Award

Award the contract for legal advertising for Fiscal Year 2026-27 to the Daily Journal Corporation, doing business as San Jose Post Record, as the lowest responsive, responsible bidder in an amount of $11,500 and authorize the CIty Manager or designee to execute subsequent change orders in an amount not to exceed $13,500, for a total contract amount not to exceed $25,000.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Finance and Administrative Services

TITLE: **Newspaper Advertising Bid Award**

RECOMMENDATION

Award the contract for legal advertising for Fiscal Year 2026-27 to the Daily Journal Corporation, doing business as *San Jose Post Record*, as the lowest responsive, responsible bidder in an amount of $11,500 and authorize the City Manager or designee to execute subsequent change orders in an amount not to exceed $13,500, for a total contract amount not to exceed $25,000.

BACKGROUND

The Mountain View City Charter (Charter) requires the City to conduct a bidding process each year to select a newspaper to publish official City notices. Section 1109 of the Charter states:

> *"The council shall let annually contracts for the official advertising for the ensuing fiscal year. In the event there is more than one newspaper of general circulation published and circulated in the city, the council shall advertise for one day, setting forth distinctly and specifically the work contemplated to be done, and asking for sealed proposals therefor. The proposals shall specify the type and spacing to be used at the rate or rates named in the bids. The council shall let the contracts for such official advertising to the lowest responsible bidder publishing a newspaper in the city which is a newspaper of general circulation and has been in existence at the time of the awarding of the contract at least one year; provided, that the council may reject any or all bids and advertise for new bids."*

Since there is currently no newspaper of general circulation published in the City of Mountain View, the City has historically solicited bids from newspapers that serve the region in order to satisfy the intent of the Charter and provide broad public notice of City business.

State Law also requires the City to provide notice of upcoming land-use decisions either by publishing the notice in a newspaper published in the City or by posting the notice at designated locations. The City meets its legal noticing obligations by posting the notices of hearings as required by State Law because there is no newspaper of general circulation in the City of Mountain View as defined by state law. In addition to satisfying the legal notice requirements, the City provides additional notice of agenda items by publishing them in the newspaper.

ANALYSIS

The City has advertised and solicited bids for advertising for Fiscal Year 2026-27 to meet the intent of the Charter provision and provide notice of upcoming agenda items, in addition to posting notice at City facilities and on the City's website. The bid specifications requested pricing based on an estimated annual volume of one thousand one hundred inches (1,100") of advertising in the legal notice section of the newspaper. Although staff contacted other potential bidders, the City received two bids as follows:

- Daily Journal Corporation, d.b.a *The San Jose Post Record*, in the amount of $10.50 per column inch, $11,500 total.

- San Francisco Daily, LLC, d.b.a *The Daily Post*, in the amount of $15 per column inch, $16,500 total.

For reference, the City awarded the bid to *The Daily Post* in the amount of $15.00 per column inch, no minimum charge, for an initial amount of $16,500 with subsequent change orders in an amount not to exceed $8,500 for a total amount of $25,000, for Fiscal Year 2025-26. The recommended award represents a reduction of approximately 30 percent in the per column inch rate compared to the Fiscal Year 2025-26 contract rate of $15.00 per column inch.

Staff reviewed the submitted bids, performed due diligence, and determined that *The San Jose Post Record* met all bid requirements and is the lowest responsive and responsible bidder. Accordingly, staff recommends award of the contract to *The San Jose Post Record*.

The City's noticing requirements generally include solicitation of purchasing and construction bids, municipal elections, public meetings, and public hearings, including land-use hearings. For the past several years, the City has averaged 29 City Council meetings per year, in addition to Regular Meetings of advisory bodies. The City also has a policy that establishes additional timelines for notifying the community of upcoming agenda items. Publishing notices in the newspaper is essential, as data services (used by vendors and contractors) collect information for their clients from the newspaper. The information is also accessible online.

The placement of notices in the legal advertising section of *The San Jose Post Record* for public meetings may also be supplemented with additional ads in the following: *Mountain View Voice*, the *San Jose Mercury News*, *La Oferta* when non-English-language noticing is required, direct mailings to residents, email, traditional agenda subscriptions, local-access television ads, and notices on the City's website.

The San Jose Post Record, in combination with other noticing approaches used by the City, is an efficient means of reaching the target audience for which different notices are intended.

FISCAL IMPACT

Sufficient funding for legal advertising costs is included in the Fiscal Year 2026-27 Recommended Budget. The recommended contract amount of $11,500 is lower than the Fiscal Year 2025-26 awarded amount of $16,500. Authorization of change orders up to the total not-to-exceed contract amount of $25,000 provides flexibility to accommodate variations in legal advertising requirements during the fiscal year.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Competitively bid contract
☒ Contract valued under $50,000

ALTERNATIVES—Reject all bids and readvertise for new bids.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Ann Mehta
Purchasing and Support Services Manager

Approved by:

Derek Rampone
Finance and Administrative Services Director

Arn Andrews
Assistant City Manager

File #: 206142, **Version:** 1

San Antonio Area Sewer Main Improvements, Project 19-45-Construction Contract and Professional Services Agreement Amendments

1. Authorize the City Manager or designee to amend the construction contract with Basset Engineering for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, to add $503,000 to the contingency budget for a total not-to-exceed contract amount of $3,064,362.

2. Authorize the City Manager or designee to amend the professional services agreement with Tanner Pacific, Inc., a California corporation (Entity No. 3876190), for an additional amount of $150,000 to provide additional construction management and inspection services for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, for a total not-to-exceed amount of $382,740.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **San Antonio Area Sewer Main Improvements, Project 19-45– Construction Contract and Professional Services Agreement Amendments**

RECOMMENDATION

1. Authorize the City Manager or designee to amend the construction contract with Basset Engineering for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, to add $503,000 to the contingency budget for a total a not-to-exceed contract amount of $3,064,362.

2. Authorize the City Manager or designee to amend the professional services agreement with Tanner Pacific, Inc., a California corporation (Entity No. 3876190), for an additional amount of $150,000 to provide additional construction management and inspection services for San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45, for a total not-to-exceed amount of $382,740.

BACKGROUND

The San Antonio Area Sewer Main Improvements, Phase 1, Project 19-45 (Project), includes upsizing the existing sewer main along Showers Drive from San Antonio Circle to Pacchetti Way and installing a new sewer main from Pacchetti Way to California Street. On April 22, 2025, the City Council approved the plans and specifications for the Project and authorized staff to advertise the project for bids.

The construction contract was awarded to Basset Engineering on September 15, 2025, in the amount of $2,561,362, which includes a $309,000 contingency. Project construction is progressing with the majority of the pipeline installation completed. Remaining construction activities include finishing pipeline installation near the San Antonio Road and California Street intersection, pipeline inspection and testing, abandoning the existing sewer from California Street to Sondgroth Way, and restoring the project site.

ANALYSIS

During project construction, two unforeseen conditions were encountered that are increasing costs and extending the project schedule beyond the original contract scope. One is the identification of hardened slurry backfill along the existing sewer trench on Showers Drive, and the other is an abandoned pedestrian undercrossing at Showers Drive and Sondgroth Way.

Unforeseen Condition #1: Slurry Backfill Trench along Showers Drive

During pipeline installation along Showers Drive near the San Antonio Road overpass, the contractor found that the trench of the existing sewer main, constructed 30 years ago, had been backfilled with slurry (a hardened mixture of water, cement, and sand) rather than the typical compacted soil required by City standards (See Figure 1).

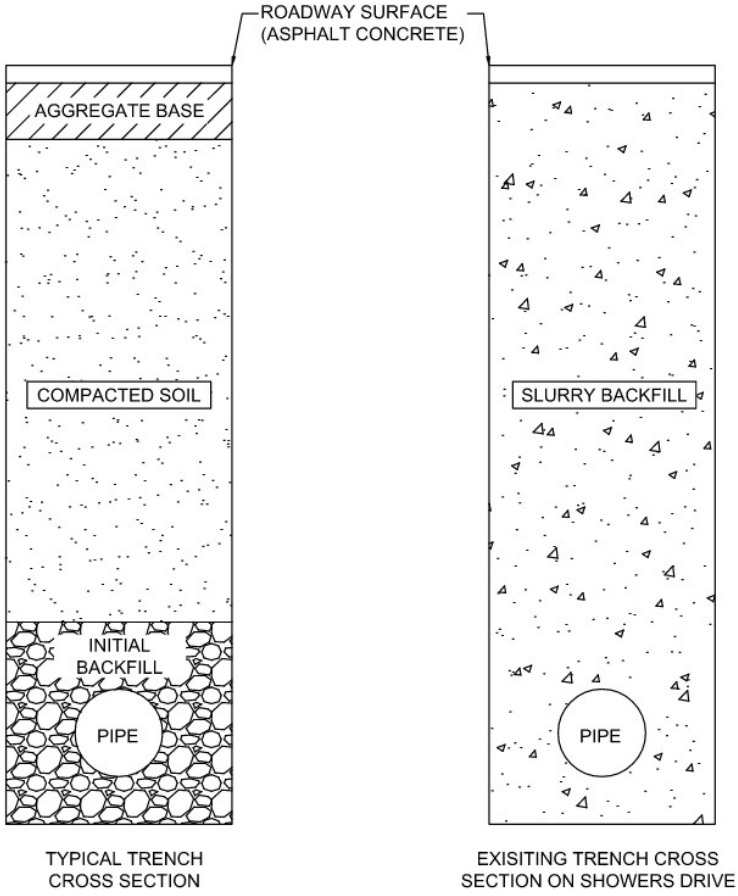


Figure 1: Typical Trench Cross Section vs Existing Trench Cross Section on Showers Drive

The City standard utilizes compacted soil to backfill trenches so that utilities can be accessed, repaired, or replaced more easily in the future. The slurry, which was not shown in any available

City records for Showers Drive, encased the existing sewer main and manholes, and ranged from 6 to 13 feet deep.

Because slurry is significantly harder to excavate than compacted soil, this unforeseen condition has reduced the contractor's production rate by approximately 75 percent compared to the earlier portion of the work where standard compacted soil was present. Unlike conventional excavation, the contractor has been required to repeatedly alternate between jackhammers for breaking up the cement slurry and the excavator for removing the loosened material. This process has been continued for the full trench depth across several hundred feet of trench. This labor and equipment-intensive process has directly increased excavation costs beyond the original contract scope and warrants additional working days to the contract to allow the contractor sufficient time to complete the affected trench section.

Unforeseen Condition #2: Abandoned Pedestrian Undercrossing at Showers Drive and Sondgroth Way

During construction, the contractor also encountered an abandoned pedestrian undercrossing (tunnel) just south of the intersection of Showers Drive and Sondgroth Way. This pedestrian undercrossing was built in the 1970s and abandoned in the 1990s following the construction of the nearby Crossings development. This undercrossing was not shown on past project plans and was discovered when the contractor began trenching for the new sewer main. The project design consultant recommended against disturbing the abandoned structure as it may provide support to the Showers Drive roadway. The contractor will instead use a trenchless installation method such as bore and jack or horizontal directional drilling to install the sewer main under the undercrossing. This trenchless installation was not included in the original contract document and will require utilizing a specialized subcontractor which will increase cost and time to complete.

Recommended Construction Contract Amendments

The two unforeseen conditions described above require amendments to both the construction contract with Basset Engineering and the construction management agreement with Tanner Pacific, Inc. (TPI).

<u>Construction Contract — Basset Engineering</u>

The existing construction contract with Basset Engineering has a not-to-exceed amount of $2,561,362, which includes a $309,000 contingency. To date, approximately $52,000 (or 17%) of the contingency has been expended to date, leaving a remaining balance of $257,000. This balance is not sufficient to cover the estimated $730,000 in additional costs associated with the two unforeseen conditions.

Table 1: Unforeseen Construction Cost Estimate

Slurry Backfill Excavation	$	330,000
Trenchless Sewer Main Installation		400,000
Additional Contingency		30,000
Subtotal	$	760,000
Less: Remaining Contingency		257,000
Additional Contract Needs	**$**	**503,000**

Therefore, staff recommends amending the construction contract to add $503,000 to the project contingency. If approved, the amendment would increase Basset Engineering's total not-to-exceed contract amount to $3,064,362.

Construction Management Agreement Amendment – TPI

The Public Works Department utilizes consultants to support staff and provide construction engineering and inspection services as necessary to ensure the timely delivery of the City's construction projects and for projects requiring specialized construction expertise. TPI has been providing the City with construction support services on various construction project, including this project.

The existing agreement with TPI is for both phases (Phases 1 and 2) of the San Antonio Area Sewer Main Improvements project, where Phase 2 was completed in June 2025. Due to the two unforeseen conditions encountered, construction of the Phase 1 improvements will take longer than anticipated and require additional resources, requiring an amendment to the TPI agreement.

The fee for the additional construction management and inspection services for the remaining sewer main work is $150,000. This includes a contingency allowance for extended services if necessary to address other potential challenges or delays. Staff recommends amending the existing professional services agreement with TPI to add $150,000 in additional services and contingency for a total not-to-exceed amount of $382,740.

FISCAL IMPACT

San Antonio Area Sewer Main Improvements, Project 19-45, has a total project budget of $6,753,000 and is funded with $6,223,000 from the Wastewater Capacity Fees and $530,000 from the Wastewater Fund.

The construction contract with Basset Engineering is currently authorized for a not-to-exceed amount of $2,561,362. The recommended amendment would increase the contingency budget by $503,000, resulting in a revised not-to-exceed amount of $3,064,362.

The professional services agreement with TPI is currently authorized for $232,740. The recommended amendment would increase compensation by $150,000, resulting in a total agreement amount of $382,740, including a $20,000 contingency.

Sufficient funding is available within the existing project budget for the recommended amendments. No additional appropriations are requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Competitively bid contract

ALTERNATIVES

1. Increase the construction contract contingency by only $73,000, which combined with the $257,000 remaining contingency balance, would cover the known $330,000 change order associated with the slurry backfill excavation. Direct staff to not construct the segment of sewer main identified under Unforeseen Condition #2 above and consider other alternatives.

2. Do not authorize the City Manager or designee to amend the professional services agreement with TPI and direct staff to negotiate a new fee amount.

3. Provide other direction.

PUBLIC NOTICING - Agenda posting.

Prepared by:

Toni Eguilos
Associate Civil Engineer

Jason Chou
Senior Civil Engineer

Reviewed by:

Tina Tseng
Principal Civil Engineer / Engineering and Environmental Compliance

Lisa Au
Assistant Public Works Director

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

File #: 206176, **Version:** 1

2025-26 North Bayshore Trip Cap Monitoring Reports

Review and accept the fall 2025 and spring 2026 North Bayshore Trip Cap Reports

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **2025-26 North Bayshore Trip Cap Monitoring Reports**

RECOMMENDATION

Review and accept the fall 2025 and spring 2026 North Bayshore Trip Cap Reports

BACKGROUND

The City began monitoring the vehicle volumes at each of the three North Bayshore gateways in February 2014 as part of the North Bayshore Precise Plan (NBPP). This monitoring occurs in fall and spring of each year to ensure compliance with the maximum number of trips allowable during the AM and PM peak period. Annual reports are generally submitted to the City Council in late spring. Past monitoring reports are available on the City's North Bayshore Precise Plan webpage.

North Bayshore Precise Plan

In December 2017, the City Council adopted an updated NBPP, including the following key policies:

- *North Bayshore Gateway Peak-Hour Vehicle Trip Cap:* The District Vehicle Trip Cap was established as the maximum number of trips allowable at the three North Bayshore gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) during morning and evening peak-hour periods. The cap was established by the 2014 Precise Plan at 18,850 vehicles in the a.m. and 16,630 in the p.m. In December 2021, the City Council approved the Circulation Study (discussed below) to modify the Trip Cap policy to include directional monitoring for both inbound and outbound trips. As part of required monitoring activities, City staff collects traffic volumes and observes transportation mode share at the three major entry points into North Bayshore.

- *Vehicle Trip Cap Penalties*: Based on the NBPP, if monitoring data shows that the trip cap is exceeded at any of the three gateway locations for two consecutive monitoring periods,

the City may cease granting any new building permits for net new square footage in the NBPP area until the number of peak hour vehicle trips is reduced below the trip cap.

As an alternative to withholding building permits, the City can request an applicant propose trip reduction strategies, including, but not limited to, physical improvements to the transportation network and/or additional Transportation Demand Management (TDM) measures. The proposed strategies would include traffic analysis demonstrating that the proposed strategies and/or improvements will achieve the adequate levels of effectiveness for trip reduction to comply with the District Vehicle Trip Cap prior to project entitlement. The developer-proposed strategies and/or improvements shall be implemented prior to building occupancy, unless deemed otherwise by the City Council or designee. The City Council will consider applications proposing improvements to the transportation network and/or additional TDM measures according to the review process established by Council policy.

North Bayshore Circulation Feasibility Study

The North Bayshore Circulation Feasibility Study (Circulation Study) developed updated transportation strategies for the full development of the North Bayshore Precise Plan. The City Council approved the final study and recommendations on December 7, 2021. The Circulation Study recommendations were developed to manage vehicle capacity at the gateways through a combination of travel demand management, modal shift, and limited infrastructure strategies.

The recommendations included an updated list of Priority Transportation Improvement projects and a requirement that future office development achieve a lower single-occupancy vehicle (SOV) rate in the range of 35% to 40% for both existing and future employees, which is lower than the NBPP's current 45% SOV target.

The Circulation Study approved by Council included modified gateway trip cap policies to revise the time period and locations for compliance and to update gateway capacity estimates as follows:

- Continue the twice-yearly gateway monitoring program to track post-COVID traffic patterns and compliance trends. The monitoring should measure three-hour peak-period trips in both directions at each gateway and mode-share trends.

- Expand the monitoring program as new growth occurs to better understand characteristics of peak traffic, use of non-SOV modes, and trip characteristics of new residents.

- Measure compliance by comparing actual peak direction trips (a.m. inbound and p.m. outbound) with the gateway capacity for both the a.m. and p.m. three-hour peak periods as opposed to just the peak hour.

- Measure compliance by combining the Shoreline Boulevard and Rengstorff Avenue gateways. The San Antonio Road gateway should continue to be measured separately.

- Adjust the Shoreline Boulevard and Rengstorff Avenue gateway capacities as new infrastructure projects are completed.

Staff issued an RFP on February 13, 2026, for North Bayshore Semiannual Trip Counts (CIP 27-17) to continue the monitoring program. Staff expects to execute a contract with the selected consultant for fiscal years 2026-2029 with an option to extend for an additional two-year fixed term, at the discretion of the City.

ANALYSIS

The following focuses on the key findings from the fall 2025 and spring 2026 North Bayshore District traffic monitoring reports. Fall 2025 observations were collected in October 2025 and spring 2026 observations were collected in February and March 2026. The data gathered includes peak-hour and peak period vehicle trip volumes and transportation mode share, such as SOV, high occupancy vehicle, transit, biking and walking. The main reports are included as Attachments 1 and 2, with appendices to the reports located on the City's North Bayshore Precise Plan webpage.

Post-Covid Observations

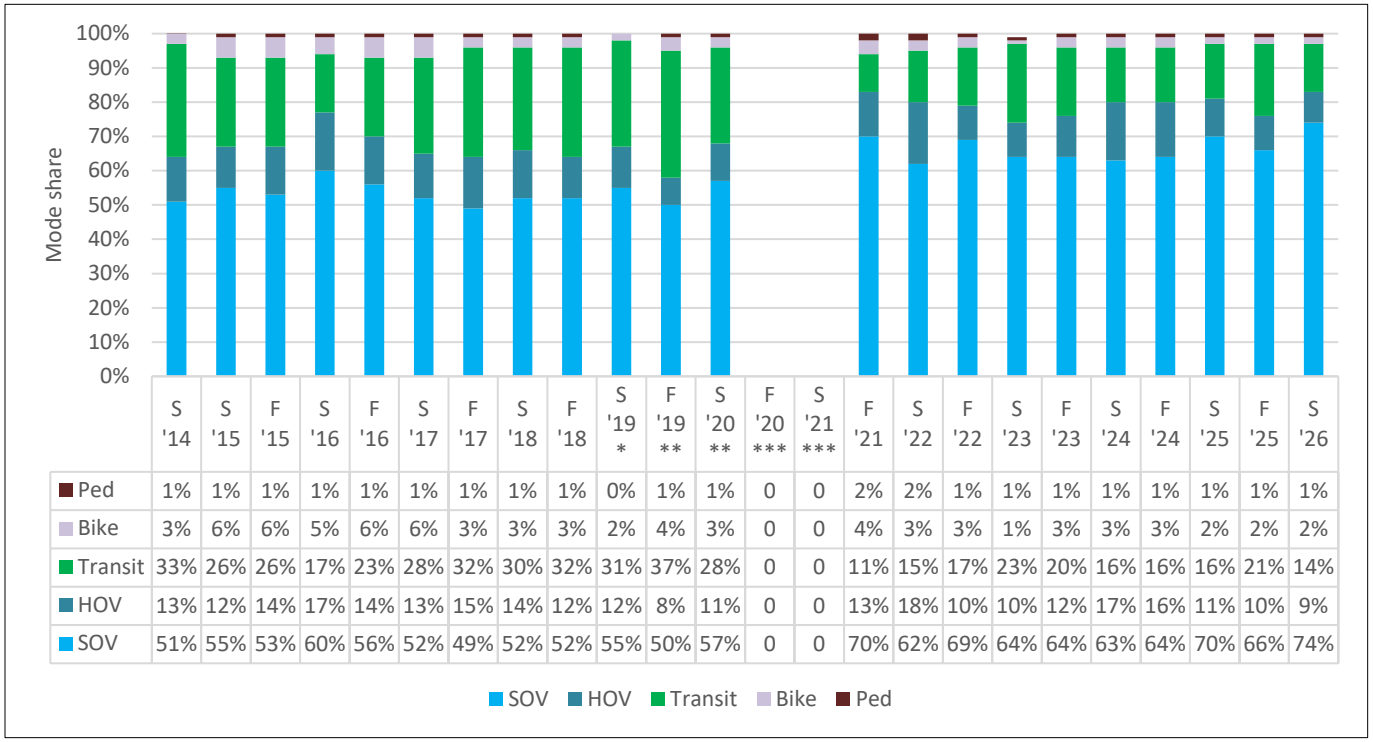
While the vehicle volumes into the district have steadily increased post-COVID, the rate of increase has somewhat stabilized as return-to-office policies have become more established and accepted by employees. Since monitoring activities resumed in 2021, traffic at the North Bayshore gateways has rebounded to levels between 60% to 80% of pre-covid volumes (spring 2020).

For both fall 2025 and spring 2026 monitoring periods, travel volumes continue to be significantly lower than before the pandemic, likely reflecting the acceptance of hybrid work models. Trip volumes are in compliance with the trip cap policy. However, the SOV rate of those commuting into the workplace remains well above the Precise Plan's target of 45%. For example, the SOV rate was 66% in the fall and reached an unprecedented level of 74% in the spring. Travel patterns across the week continue to show a higher share of employees coming to the workplace during the mid-week peak (Tuesday through Thursday) than on Mondays and Fridays. Subsequent monitoring efforts will continue to assess the impacts of ongoing return to work policies and new residential development.

Combined Gateway Mode Share

Table 1 shows the historical trend for all modes of travel, including Single Occupancy Vehicles (SOVs), high-occupancy vehicles (HOV), transit, bicycle, and walking, since monitoring began in 2014. The gateway counts include Stevens Creek Trail and Permanente Creek Trail gateways into North Bayshore to determine mode shares.

Table 1: Inbound Morning Peak-Hour Mode Split for Combined Gateways, 2014-2026[1]



	S '14	S '15	F '15	S '16	F '16	S '17	F '17	S '18	F '18	S '19 *	F '19 **	S '20 **	F '20 ***	S '21 ***	F '21	S '22	F '22	S '23	F '23	S '24	F '24	S '25	F '25	S '26
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0	0	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%	4%	3%	0	0	4%	3%	3%	1%	3%	3%	3%	2%	2%	2%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%	37%	28%	0	0	11%	15%	17%	23%	20%	16%	16%	16%	21%	14%
HOV	13%	12%	14%	17%	14%	13%	15%	14%	12%	12%	8%	11%	0	0	13%	18%	10%	10%	12%	17%	16%	11%	10%	9%
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52%	55%	50%	57%	0	0	70%	62%	69%	64%	64%	63%	64%	70%	66%	74%

[1] * TNC—Transportation Network Company (i.e., Uber, Lyft). The City started monitoring TNCs in spring 2019. A one-person TNC (driver only) was included in the SOV category, while two-or-more-person TNC (driver plus passenger(s)) vehicles were categorized as HOV.

** Since fall 2019, TNC drivers have been excluded from the mode-share summary. The emergence of TNC vehicles has resulted in an alternative accounting of vehicle occupancy that excludes TNC drivers from the vehicle occupancy observations because they are providing a service and are not part of the traveling public with an origin or destination in North Bayshore.

*** Due to COVID-19 and the dramatic decrease in traffic in Mountain View, and throughout the Bay Area, during this period, the City did not prepare monitoring reports for fall 2020 and spring 2021.

Key findings include:

- The morning inbound peak-hour SOV mode share has been higher since monitoring resumed after COVID-19. Between 2014 and spring 2020, SOV mode share averaged 54%, with a low of 49%. The morning peak-hour SOV mode share has averaged 67% since fall 2021 when monitoring activities resumed—well above the North Bayshore Precise Plan's 45% SOV target. Fall 2025 and spring 2026 monitoring maintain this trend. The spring 2026 count observations reported an inbound a.m. peak hour SOV mode share of 74%, an 8% increase from fall 2025 count share of 66%, which is significantly higher than the pre-pandemic SOV rate.

- Transit mode share declined significantly following the pandemic and has been slow to recover, mirroring similar ridership trends seen by local and regional transit agencies. Transit saw approximately 30% mode share pre-covid but has hovered around roughly half that at 17% since fall 2021. Through ongoing monitoring, staff will assess the impact of recent increases in MVgo shuttle ridership and further implementation of return to work policies.

- Utilization of High Occupancy Vehicle (HOVs) continues to see wide variations in mode split where it vied with transit for the second most preferred transportation option to SOVs.

- Bicycle mode share was consistent at 2% in both the fall and spring, reflecting a decrease from pre-pandemic rates (2-6%). Starting in fall 2023, three additional days of bike and pedestrian counts are now being collected to better understand evolving active transportation patterns. Additionally, seasonality and rainy weather conditions may explain the lower share of bike commuting in spring 2026, when counts were initially collected in February.

The 2025-26 monitoring data reflects the normalization of return-to-office hybrid models that were implemented by large employers since 2021. The Mountain View Transportation Management Association (TMA), employers, and transit operators all recognize the importance of providing convenient and efficient commute services to bring employees back to transit and multimodal options. In addition, economic uncertainty, major decisions over transit fiscal policy, and return to work policies may further impact travel behavior—providing the basis for ongoing monitoring in North Bayshore. Such data will be important to inform the status of existing priority transportation projects planned in the district.

Fall 2025 Combined and Individual Gateway Peak-Period Trip Cap Comparison

The fall 2025 total traffic volumes at the three gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) combined and individually are lower than the total gateway vehicle limits and comply with the North Bayshore Gateway Vehicle Trip Cap Policy (Table 2).

Table 2: Fall 2025 Gateway Trip Cap Performance—A.M. and P.M. Peak Period

Gateway	Morning Inbound				Evening outbound			
	Volume	Trip Cap	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining	Volume	Trip Cap	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining
San Antonio Road	1,710	4,590	2,880	63%	1,470	4,020	2,550	63%
Rengstorff Avenue	4,610	8,880	4,270	48%	3,990	7,140	3,150	44%
Shoreline Boulevard	6,020	7,470	1,450	19%	5,360	8,190	2,830	35%
Total	12,340	20,940	8,600	41%	10,820	19,350	8,530	44%
Combined Gateways								
Shoreline Boulevard & Rengstorff Avenue Combined	10,630	16,350	5,720	35%	9,350	15,330	5,980	39%

Spring 2026 Combined and Individual Gateway Peak-Period Trip Cap Comparison

Total traffic volumes in spring 2026 closely mirrored those in the fall during the morning peak period and remained well below the gateway trip cap (Table 3 below). Fall and spring traffic counts show 34% and 35% unused gateway capacity, respectively. As such, the current fiscal year's monitoring activities support the broader understanding that travel patterns have reached a stasis post pandemic.

Table 3: Spring 2026 Gateway Trip Cap Policy Evaluation—A.M. and P.M. Peak Periods

Gateway	Morning Inbound				Evening outbound			
	Volume	Trip Cap	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining	Volume	Trip Cap	Remaining Gateway Capacity	Percent of Gateway Capacity Remaining
San Antonio Road	1,490	4,590	3,100	68%	1,230	4,020	2,790	69%
Rengstorff Avenue	4,570	8,880	4,310	49%	4,420	7,140	2,720	38%
Shoreline Boulevard	6,220	7,470	1,250	17%	5,240	8,190	2,950	36%
Total	12,280	20,940	8,660	41%	10,890	19,350	8,460	44%
Combined Gateways								
Shoreline Boulevard & Rengstorff Avenue Combined	10,790	16,350	5,560	34%	9,660	15,330	5,670	37%

CONCLUSION

The 2025-26 North Bayshore monitoring reports present the findings that the observed North Bayshore gateway trip volumes complied with the North Bayshore Precise Plan and Circulation Study Trip Cap policies in Fiscal Year 2025-26. Since late spring 2022, vehicle trip volumes and associated travel patterns have shifted as growing numbers of employees returned to work sites under hybrid work schedules, employer TDM programs modified commute offerings, and transit agencies struggled to maintain service levels. The 2025-26 monitoring reports suggest that the increase in trips has stabilized at approximately 77% pre-pandemic trip volumes. Observed travel behavior continues to indicate a higher-than-typical SOV rate; for example, reaching unprecedented levels at 74% in spring 2026, exceeding the North Bayshore Precise Plan's 45% SOV target.

FISCAL IMPACT

There is no fiscal impact associated with accepting the fall 2025 and spring 2026 North Bayshore Trip Cap Monitoring Reports. The recommended action is informational only and does not

require any appropriation of funds. The North Bayshore Trip Cap Monitoring Program, Project 26-24, is funded by the Shoreline Regional Park Community Fund.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not accept the North Bayshore Trip Cap reports.

2. Provide other direction.

PUBLIC NOTICING

Agenda posting and email notifications were sent to interested North Bayshore stakeholders.

Prepared by:

Ben Pacho
Transportation Planner

Approved by:

Jennifer Ng
Public Works Director

Reviewed by:

Allison Boyer
Assistant Public Works Director

Audrey Seymour Ramberg
Assistant City Manager

Attachments:
1. Fall 2024 NBS Monitoring Report
2. Spring 2025 NBS Monitoring Report

Fehr & Peers

Memo

Date: January 16, 2026

To: Ben Pacho, City of Mountain View

From: Tript Kaur, Huimei Jiang, Daniel Rubins, and Julie Morgan, Fehr & Peers

Subject: Fall 2025 North Bayshore District Transportation Monitoring Summary

SJ25-2402

This memorandum reports the results of the Fall 2025 North Bayshore (NBS) District Transportation Monitoring. Since February of 2014, the City of Mountain View has collected data on vehicle and person trips entering the North Bayshore District to evaluate gateway volume performance and mode share. Most employers in the district have adopted a hybrid work schedule after the COVID-19 pandemic.

Key Findings

Below is a summary of the key findings of monitoring activities that took place between October 12th and October 28th, 2025.

- **Fall 2025 Observation Conditions:** The Fall 2025 gateway observations are about 5% lower than Spring 2025 during morning inbound and evening outbound peak hours and peak periods. Fall 2025 conditions continue to be different from typical pre-pandemic conditions, in that employees are still working under hybrid schedules indicating many are not coming to North Bayshore every weekday. The observed travel behavior includes higher drive-alone percentage than was observed pre-pandemic for those employees who are coming to the workplace due to shifting travel patterns and commute preferences. These observations are consistent with gateway volumes recorded over the past few years.
- **Gateway Trip Cap Monitoring:** Each of the three gateways are below their peak period vehicle trip capacity during both the morning and evening periods. Shoreline Boulevard and Rengstorff Avenue gateways combined have a remaining capacity of 35% during the morning peak period and 39% during the evening peak period (i.e., in compliance with the gateway trip cap policy).
- **Morning Peak Period and Peak Hour:** The morning vehicle 3-hour peak period is from 8:00 to 11:00 AM, with the peak hour occurring from 8:45 to 9:45 AM.
- **Evening Peak Period and Peak Hour:** The evening vehicle 3-hour peak period is from 3:45 to 6:45 PM, with the peak hour occurring from 4:45 to 5:45 PM.
- **Morning Combined Gateway Mode Share:** In the morning peak hour, people enter North Bayshore using the following modes: 66% in single-occupant vehicles (SOVs), 10% in shared-ride vehicles, 21% on transit, 2% biking, and 1% walking. The most used modes are SOVs and transit. The morning inbound peak hour SOV mode share has varied since monitoring began, from as low as 49% in the Fall of 2017 to as high as 70% in Fall of 2021.

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www.fehrandpeers.com

- **Evening Combined Gateway Mode Share:** In the evening peak hour, people exit North Bayshore using the following modes: 63% in SOV, 19% in shared-ride vehicles, 14% on transit, 3% biking, and 1% walking.
- **Most Used Gateways in the Morning:** Shoreline Boulevard and Rengstorff Avenue are the most heavily used gateways into the North Bayshore District during the morning peak hour and 3-hour peak period. Between them, they accommodate 86% of the vehicles that enter the district in the morning.
- **Least Used Gateway in the Morning:** The San Antonio Road Gateway is the most lightly used in the morning.
- **Most Used Gateway in the Evening**: Shoreline Boulevard carries the most traffic during the evening peak hour and 3-hour peak period, followed by Rengstorff Avenue. Similar to the morning, those two gateways combined accommodate around 86% of the vehicles that exit the North Bayshore area in the evening peak hour.
- **Most Used Gateways by Transit Vehicles:** The Rengstorff Avenue and San Antonio Road Gateways serve around 86% of all transit riders in both AM and PM peak periods.
- **Transportation network companies (TNCs) and Autonomous Vehicles (AVs):** TNCs (e.g., Uber, Lyft, etc.) account for 1-2% of vehicles in the morning and evening. AVs (e.g., Waymo), which have been added to the monitoring process as of Fall 2025, account for 1% of vehicles in the morning and evening, serve fewer than 1% of people, and most operate with zero or one passenger.

Definition of Gateway Vehicle Capacity

The physical vehicle capacity of the three main gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) represents the number of vehicles that can be served during the peak morning and evening periods while maintaining reasonable freedom of vehicular movement (i.e., avoiding gridlock conditions). To establish the 2014 North Bayshore Precise Plan (NBPP) vehicle trip targets, a traffic operations analysis was conducted (*North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, Fehr & Peers, July 2014), assuming the completion of the land uses envisioned in the 2014 NBPP. Because the 2017 NBPP envisioned a different set of land uses, with the inclusion of nearly 10,000 residential dwelling units, an updated gateway capacity analysis was conducted (*North Bayshore Precise Plan EIR – Vehicle Gateway Capacity with Residential*, Fehr & Peers, December 2016).

Gateway Trip Targets

The NBPP Trip Cap Policy is expressed as an absolute number of vehicles and was updated following Council's approval of the 2021 Circulation Study's recommendation to modify the gateway trip capacity targets. The NBS vehicle trip targets (also sometimes referred to as trip caps) have been historically set based on three key factors: time period, direction, and location.

- **Time period:** The most common time periods for traffic analysis are a single peak hour or a three-hour peak period. In general, a trip target set for a single peak hour will be more restrictive than one set for a peak period. In the North Bayshore area, congested conditions typically last for multiple hours in both the morning and the evening.
- **Direction:** Targets can be set for a single direction of travel, or for both directions combined. A peak direction (e.g., inbound in the morning) vehicle trip target is simple to understand; however, that trip target would need periodic adjustment as different types of land uses (namely,

residential) are added to NBS, because the physical capacity of one direction of travel may change depending on how much travel occurs in the other direction.

- **Location:** Trip targets can be set for each gateway individually, or for combinations of two or three gateways. A target set for each gateway individually would be more restrictive than one set for a combination of locations. A combined gateway trip target would imply that the NBS gateways operate as a system, such that as one gateway reaches capacity traffic will shift to other gateways.

Initially, the 2014 NBPP vehicle trip target policy focused only on the inbound direction of travel during the morning 3-hour peak period for each gateway individually (e.g., San Antonio, Rengstorff, and Shoreline). The 2017 NBPP modified that policy and established vehicle trip targets for each gateway individually, based on two-way volumes (i.e., both directions of travel combined), for the morning peak hour and the evening peak hour. Per the recommendations of the 2021 *North Bayshore Circulation Feasibility Study* (2021 Circulation Study), City staff are now working to amend the 2017 NBPP to modify the trip targets as gateway transportation improvements are constructed. The 2021 Circulation Study also recommended changing the vehicle trip target to a directional inbound morning 3-hour peak period and outbound evening 3-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. These targets reflect the existing transportation network. The 2021 Circulation Study does not propose any changes to the San Antonio gateway trip target and recommends measuring the San Antonio gateway separately.

The numeric policy target for Shoreline Boulevard and Rengstorff Avenue combined (from 2021 Circulation Study) and the trip cap target for San Antonio Road (from 2014 NBPP) are presented in **Table 1**.

Table 1: North Bayshore District Trip Cap Targets[1]

Gateway	Inbound Morning Peak Period	Outbound Evening Peak Period
San Antonio Road[2]	4,590	4,020
Shoreline Boulevard & Rengstorff Avenue[3]	16,350	15,330

Notes:
1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study.

Observed Gateway Vehicle Volumes

As part of the Fall 2025 traffic monitoring, daily traffic counts at ten roadway locations throughout North Bayshore (including the gateways) were collected from Monday to Friday between October 12th and October 25th, 2025 (refer to **Attachment A** for the counts and count location). Due to construction and street sweeping, data collection was disrupted at the following locations and dates. Additional days of counts were collected from October 27th to October 28th to compensate for the disrupted data:

- Eastbound and Westbound Space Park Way at the entrance to Santiago Villa – October 26th to October 28th
- Northbound and Southbound Armand Drive at the entrance to Santiago Villa – October 26th to October 28th

- Northbound and Southbound Shoreline Boulevard north of North Road – October 27th to October 28th

Some of the data collection dates overlapped with concert dates at Shoreline Amphitheatre, located within the district. For the following dates, higher than average inbound traffic volumes were observed during the evening peak period, but the outbound evening peak period volumes remained similar to those of normal days:

- Tuesday, October 14th
- Thursday, October 16th
- Saturday, October 18th

The morning and evening peak hour and 3-hour peak period vehicle volumes of the North Bayshore gateways are presented below in **Table 2**. The reported gateway volumes are the average of the six mid-weekday (Tuesday to Thursday) counts. **Attachment B** shows the gateway hourly vehicle totals average by direction.

Table 2: Gateway Volumes – Fall 2025[1,2]

Gateway	Morning			Evening		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour						
San Antonio Road	660	160	820	300	570	870
Rengstorff Avenue	1,950	280	2,230	380	1,540	1,920
Shoreline Boulevard	2,160	640	2,800	1,000	1,940	2,940
Total	**4,770**	**1,080**	**5,850**	**1,680**	**4,050**	**5,730**
3-Hour Peak Period						
San Antonio Road	1,710	470	2,180	820	1,470	2,290
Rengstorff Avenue	4,610	770	5,380	1,240	3,990	5,230
Shoreline Boulevard	6,020	1,890	7,910	2,920	5,360	8,280
Total	**12,340**	**3,130**	**15,470**	**4,980**	**10,820**	**15,800**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. Vehicle volumes represent October 2025 conditions.
Source: Fehr & Peers, 2025.

The volume reported in the monitoring is an average of a multi-day observation in **Table 2**. We report the average because there is some natural day-to-day variation in traffic volumes. The detailed summary of the minimum and maximum volumes by direction for each gateway is presented in **Attachment C**, which also includes the range of the variation, expressed as a percentage of the minimum and maximum volumes from the average traffic volumes during morning and evening peak hours and 3-hour peak periods.

In the morning peak hour, the two-way day-to-day variation is less than +/-5 percent at all three gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard). The combined gateways day-to-day variation is +/- 2 percent during the morning peak hour. In the evening peak hour, the

two-way day-to-day variation is +/-7 percent at the San Antonio gateway, while the two-way day-to-day variation is less than +/-9 percent at all three gateways. The combined gateways day-to-day variation is +/- 7 percent during the evening peak hour.

The combined gateways day-to-day variation is +/- 3 percent during the morning peak period and +/- 10 percent during the evening peak period. To put these observations in context, a general rule-of-thumb is that the observed traffic volume on a given street segment can vary by +/- 10 percent from one day to the next. The fact that the observed variations are similar to this rule-of-thumb is an indication that the vehicle volumes are not close to the gateway capacity and day-to-day variation is reflective of travel preferences of drivers.

Gateway Trip Target Evaluation

This section compares the Fall 2025 volumes to the 2021 Circulation Study directional trip targets, and **Table 3** presents the results for the morning and evening peak period, which is the focus of the 2021 Circulation Study.

Table 3: North Bayshore Gateway Trip Cap Policy Evaluation: Circulation Study Targets

Gateway	Inbound Morning Peak Period				Outbound Evening Peak Period			
	Volume[1]	Trip Cap[1,2]	Remaining Trip Cap	Percent of Trip Cap Remaining	Volume[1]	Trip Cap[1,2]	Remaining Trip Cap	Percent of Trip Cap Remaining
Individual Gateways								
San Antonio Road	1,710	4,590	2,880	63%	1,470	4,020	2,550	63%
Rengstorff Avenue	4,610	8,880	4,270	48%	3,990	7,140	3,150	44%
Shoreline Boulevard	6,020	7,470	1,450	19%	5,360	8,190	2,830	35%
Combined Gateway[3]								
Total	**12,340**	**20,940**	**8,600**	**41%**	**10,820**	**19,350**	**8,530**	**44%**
Gateway Trip Cap Comparison								
Shoreline Boulevard & Rengstorff Avenue	10,630	16,350	5,720	35%	9,350	15,330	5,980	39%

Notes:
1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3, and Rengstorff Avenue and Shoreline Boulevard gateway trip caps based on 2021 Circulation Study.
3. The combined gateways are the sum of the San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard gateways.
Source: Fehr & Peers, 2025.

From **Table 3**, the comparison shows that, both for the individual gateways and for the combined gateways, the volume is less than the trip target during all peak periods. For the recommended North Bayshore Trip Cap Policy at Shoreline Boulevard and Rengstorff Avenue combined, the vehicle

volume is less than the trip target during both peak periods and in compliance with the North Bayshore Trip Cap Policy.

Historic Gateway Volume Trend

The trip cap monitoring volumes at the gateways have been reported as the mid-week workday averages (Tuesday to Thursday), because both Mondays and Fridays tend to experience different commute patterns than the mid-week workdays. To show the degree of variation, the Tuesday-to-Thursday average has been compared to Monday-to-Thursday and Monday-to-Friday averages over the past five years.

The historic volume summary covers:

- **Table 4** is the morning peak hour inbound vehicle volumes
- **Table 5** is the evening peak hour outbound vehicle volumes
- **Table 6** is the morning peak period inbound vehicle volumes
- **Table 7** is the evening peak period outbound vehicle volumes
- **Table 8** is the daily two-way vehicle volumes

Attachment D includes figures showing the historic trend of the vehicle volumes for each average method.

For all the time periods reported, Tuesday-to-Thursday averages are the highest for each gateway and for the combined gateway total across all years. Monday-to-Friday averages are generally the lowest.

The difference among the three averaging methods was relatively minor in the years before COVID-19 (from Fall 2017 to Spring 2020) as overall vehicle demand was consistently high on all weekdays and vehicle demand was similar to the gateway capacity during some time periods. The percentage differences for peak hour, peak period, and daily between the averaging methods are within 5% before COVID-19. The two monitoring periods (Fall 2021 and Spring 2022) have slightly higher variability, but most percentage differences are within 5%.

Starting Fall 2022, there has been noticeably greater variability between the three averaging methods, reflecting a pattern where there are much lower vehicle volumes on Mondays and Fridays than on the three mid-week days. This is likely a reflection of the "hybrid" work pattern in which employees are more likely to work from home on Mondays and/or Fridays than on mid-week days.

Table 4: Morning Peak Hour Inbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Peak Hour	8:45–9:45 AM	8:45–9:45 AM	9:00–10:00 AM	9:00–10:00 AM	9:00–10:00 AM	9:00–10:00 AM	–	–	8:45–9:45 AM	8:30–9:30 AM	9:15–10:15 AM	8:45–9:45 AM	8:45–9:45 AM	8:30–9:30 AM	8:30–9:30 AM	8:30 - 9:30 AM	8:45–9:45 AM
Tuesday through Thursday [A]																	
San Antonio Road	1,130	1,140	1,270	1,280	1,350	1,350	–	–	260	1,060	450	540	640	640	650	750	660
Rengstorff Avenue	2,420	2,310	2,320	2,400	2,290	2,480	–	–	550	590	1,580	1,740	2,440	2,200	2,130	2,220	1,950
Shoreline Boulevard	2,240	2,480	2,320	2,270	2,330	2,480	–	–	1,110	1,050	1,860	2,110	2,150	2,170	2,120	2,180	2,160
Total [A]	**5,790**	**5,930**	**5,910**	**5,950**	**5,970**	**6,310**	**–**	**–**	**1,920**	**2,700**	**3,890**	**4,390**	**5,230**	**5,010**	**4,900**	**5,150**	**4,770**
Monday through Thursday [B]																	
San Antonio Road	1,130	1,080	1,270	1,260	1,290	1,350	–	–	240	1,130	410	480	550	560	610	670	590
Rengstorff Avenue	2,380	2,300	2,320	2,400	2,270	2,470	–	–	530	480	1,340	1,520	2,150	1,890	1,890	1,900	1,720
Shoreline Boulevard	2,240	2,470	2,330	2,280	2,300	2,460	–	–	1,070	1,030	1,690	1,990	2,080	2,080	2,080	2,140	2,060
Total [B]	**5,750**	**5,850**	**5,920**	**5,940**	**5,860**	**6,280**	**–**	**–**	**1,840**	**2,640**	**3,440**	**3,990**	**4,780**	**4,530**	**4,580**	**4,710**	**4,370**
Monday through Friday [C]																	
San Antonio Road	1,080	1,000	1,170	1,190	1,220	1,270	–	–	240	1,110	370	440	490	490	560	640	550
Rengstorff Avenue	2,380	2,280	2,300	2,370	2,250	2,430	–	–	520	460	1,260	1,370	1,910	1,680	1,700	1,830	1,600
Shoreline Boulevard	2,230	2,450	2,330	2,280	2,280	2,440	–	–	1,050	1,010	1,590	1,850	1,970	1,980	2,020	2,110	1,970
Total [C]	**5,690**	**5,730**	**5,800**	**5,840**	**5,750**	**6,140**	**–**	**–**	**1,810**	**2,580**	**3,220**	**3,660**	**4,370**	**4,150**	**4,280**	**4,580**	**4,120**
Comparisons between the Three Averaging Methods [A, B and C]																	
Difference [D = A–B] Percent [E= D/A*100]	**40 (1%)**	**80 (1%)**	**–10 (<1%)**	**10 (<1%)**	**110 (2%)**	**30 (<1%)**	**–**	**–**	**70 (4%)**	**60 (2%)**	**450 (12%)**	**400 (9%)**	**450 (9%)**	**480 (10%)**	**320 (7%)**	**440 (9%)**	**400 (8%)**
Difference [F = A–C] Percent [G= F/A*100]	**100 (2%)**	**200 (3%)**	**110 (2%)**	**110 (2%)**	**220 (4%)**	**170 (3%)**	**–**	**–**	**100 (6%)**	**120 (4%)**	**670 (17%)**	**730 (17%)**	**860 (16%)**	**860 (17%)**	**620 (13%)**	**570 (11%)**	**650 (14%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2025.

Table 5: Evening Peak Hour Outbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Peak Hour	5:00–6:00 PM	5:00–6:00 PM	4:45–5:45 PM	4:45–5:45 PM	5:00–6:00 PM	5:00–6:00 PM	-	-	5:00–6:00 PM	5:00–6:00 PM	5:00–6:00 PM	4:45–5:45 PM	5:00–6:00 PM	4:45–5:45 PM	4:45–5:45 PM	4:45–5:45 PM	4:45–5:45 PM
Tuesday through Thursday [A]																	
San Antonio Road	860	840	880	800	830	850	-	-	200	250	460	300	520	620	530	620	570
Rengstorff Avenue	1,630	1,740	1,780	1,860	1,940	2,020	-	-	600	640	1,210	1,320	1,640	1,560	1,540	1,630	1,540
Shoreline Boulevard	2,370	2,310	2,280	2,340	2,360	2,410	-	-	1,130	1,160	1,960	2,160	2,180	2,110	2,230	2,130	1,940
Total [A]	**4,860**	**4,890**	**4,940**	**5,000**	**5,130**	**5,280**	**-**	**-**	**1,930**	**2,050**	**3,630**	**3,780**	**4,340**	**4,290**	**4,300**	**4,380**	**4,050**
Monday through Thursday [B]																	
San Antonio Road	850	820	870	800	620	840	-	-	200	240	440	460	470	550	490	540	490
Rengstorff Avenue	1,620	1,720	1,760	1,830	1,920	2,020	-	-	590	600	1,060	1,200	1,470	1,400	1,410	1,470	1,370
Shoreline Boulevard	2,350	2,290	2,280	2,360	2,350	2,420	-	-	1,080	1,120	1,820	2,000	2,020	1,950	2,080	2,040	1,800
Total [B]	**4,820**	**4,830**	**4,910**	**4,990**	**4,890**	**5,280**	**-**	**-**	**1,870**	**1,960**	**3,320**	**3,660**	**3,960**	**3,900**	**3,980**	**4,050**	**3,660**
Monday through Friday [C]																	
San Antonio Road	810	760	790	770	830	790	-	-	200	240	440	440	430	490	440	520	450
Rengstorff Avenue	1,610	1,710	1,750	1,810	1,890	1,980	-	-	560	590	720	780	1,330	1,260	1,290	1,410	1,280
Shoreline Boulevard	2,310	2,260	2,270	2,360	2,310	2,410	-	-	1,060	1,080	1,630	1,630	1,940	1,840	1,970	1,990	1,740
Total [C]	**4,730**	**4,730**	**4,810**	**4,940**	**5,030**	**5,180**	**-**	**-**	**1,820**	**1,910**	**2,790**	**2,850**	**3,700**	**3,590**	**3,700**	**3,920**	**3,470**
Comparisons between the Three Averaging Methods [A, B and C]																	
Difference [D = A–B] Percent [E= D/A*100]	**40 (1%)**	**60 (1%)**	**30 (1%)**	**10 (<1%)**	**240 (5%)**	**0 (0%)**	**-**	**-**	**60 (3%)**	**90 (4%)**	**310 (9%)**	**120 (3%)**	**380 (9%)**	**390 (9%)**	**320 (7%)**	**330 (8%)**	**390 (10%)**
Difference [F = A–C] Percent [G= F/A*100]	**130 (3%)**	**160 (3%)**	**130 (3%)**	**60 (1%)**	**100 (2%)**	**100 (2%)**	**-**	**-**	**110 (6%)**	**140 (7%)**	**840 (23%)**	**930 (25%)**	**640 (15%)**	**700 (16%)**	**600 (14%)**	**460 (11%)**	**580 (14%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2025.

Table 6: Morning Peak Period Inbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Peak Period	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	8:00–11:00 AM	-	-	7:45–10:45 AM	8:00–11:00 AM	8:15–11:15 AM	7:45–10:45 AM	7:45–10:45 AM	8:00–11:00 AM	7:45–10:45 AM	7:45–10:45 AM	8:00–11:00 AM
Tuesday through Thursday [A]																	
San Antonio Road	2,530	2,580	2,840	2,930	3,140	3,120	-	-	700	3,060	1,210	1,330	1,570	1,610	1,670	1,800	1,710
Rengstorff Avenue	5,670	5,440	5,680	5,970	5,800	6,130	-	-	1,310	1,340	3,740	4,030	5,490	4,920	4,680	5,040	4,610
Shoreline Boulevard	6,300	6,750	6,530	6,440	6,590	7,220	-	-	2,920	2,950	5,040	5,480	5,970	6,000	6,170	6,120	6,020
Total [A]	**14,500**	**14,770**	**15,050**	**15,340**	**15,530**	**16,470**	**-**	**-**	**4,930**	**7,350**	**9,990**	**10,840**	**13,030**	**12,530**	**12,520**	**12,960**	**12,340**
Monday through Thursday [B]																	
San Antonio Road	2,520	2,430	2,820	2,900	2,970	3,100	-	-	660	2,990	1,100	1,220	1,390	1,410	1,560	1,590	1,530
Rengstorff Avenue	5,600	5,410	5,650	5,930	5,750	6,110	-	-	1,270	1,300	3,200	3,580	4,820	4,230	4,180	4,350	4,070
Shoreline Boulevard	6,290	6,670	6,520	6,410	6,540	7,160	-	-	2,800	2,720	4,650	5,080	5,600	5,580	5,850	5,890	5,700
Total [B]	**14,410**	**14,510**	**14,990**	**15,240**	**15,260**	**16,370**	**-**	**-**	**4,730**	**7,010**	**8,950**	**9,880**	**11,810**	**11,220**	**11,590**	**11,830**	**11,300**
Monday through Friday [C]																	
San Antonio Road	2,440	2,350	2,600	2,770	2,850	2,930	-	-	660	2,980	1,020	1,110	1,240	1,250	1,440	1,530	1,410
Rengstorff Avenue	5,550	5,320	5,600	5,840	5,650	5,980	-	-	1,250	1,270	3,040	3,250	4,300	3,760	3,780	4,180	3,770
Shoreline Boulevard	6,210	6,640	6,490	6,380	6,470	7,070	-	-	2,780	2,720	4,400	4,710	5,270	5,220	5,560	5,780	5,400
Total [C]	**14,200**	**14,310**	**14,690**	**14,990**	**14,970**	**15,980**	**-**	**-**	**4,690**	**6,970**	**8,460**	**9,070**	**10,810**	**10,230**	**10,780**	**11,490**	**10,580**
Comparisons between the Three Averaging Methods [A, B and C]																	
Difference [D = A–B] **Percent [E= D/A*100]**	**90** **(1%)**	**260** **(2%)**	**60** **(<1%)**	**100** **(1%)**	**270** **(2%)**	**100** **(1%)**	**-**	**-**	**200** **(4%)**	**340** **(5%)**	**1,040** **(10%)**	**960** **(6%)**	**1,220** **(9%)**	**1,310** **(10%)**	**930** **(7%)**	**1,130** **(9%)**	**1,040** **(8%)**
Difference [F = A–C] **Percent [G= F/A*100]**	**300** **(2%)**	**460** **(3%)**	**360** **(2%)**	**350** **(2%)**	**560** **(4%)**	**490** **(3%)**	**-**	**-**	**240** **(5%)**	**380** **(5%)**	**1,530** **(15%)**	**1,770** **(16%)**	**2,220** **(17%)**	**2,300** **(18%)**	**1,740** **(14%)**	**1,470** **(11%)**	**1,760** **(14%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2025.

Table 7: Evening Peak Period Outbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Peak Period	4:00–7:00 PM	4:15–7:15 PM	4:00–7:00 PM	4:00–7:00 PM	4:00–7:00 PM	4:00–7:00 PM	-	-	3:00–6:00 PM	4:00–7:00 PM	4:00–7:00 PM	3:30–6:30 PM	3:30–6:30 PM	3:00–6:00 PM	3:15–6:15 PM	3:30–6:30 PM	3:45–6:45 PM
Tuesday through Thursday [A]																	
San Antonio Road	2,070	1,890	2,210	1,940	1,990	2,090	-	-	560	590	1,060	710	1,250	1,480	1,370	1,530	1,470
Rengstorff Avenue	4,370	4,640	4,810	4,810	5,060	5,150	-	-	1,520	1,540	3,550	3,420	4,380	4,100	3,980	4,200	3,990
Shoreline Boulevard	6,380	6,270	6,370	6,300	6,500	6,750	-	-	3,080	3,110	5,130	5,640	6,040	5,960	6,080	5,800	5,360
Total [A]	**12,820**	**12,800**	**13,390**	**13,050**	**13,550**	**13,990**	**-**	**-**	**5,160**	**5,240**	**9,740**	**9,770**	**11,670**	**11,530**	**11,430**	**11,530**	**10,820**
Monday through Thursday [B]																	
San Antonio Road	2,040	1,860	2,190	1,930	1,480	2,070	-	-	560	600	1,030	1,110	1,140	1,350	1,270	1,360	1,290
Rengstorff Avenue	4,340	4,600	4,760	4,760	5,030	5,140	-	-	1,470	1,490	3,120	3,100	3,920	3,690	3,660	3,760	3,620
Shoreline Boulevard	6,330	6,200	6,340	6,400	6,450	6,720	-	-	2,940	3,030	4,770	5,230	5,640	5,480	5,660	5,530	5,030
Total [B]	**12,710**	**12,660**	**13,290**	**13,090**	**12,960**	**13,930**	**-**	**-**	**4,970**	**5,120**	**8,920**	**9,440**	**10,700**	**10,520**	**10,590**	**10,650**	**9,940**
Monday through Friday [C]																	
San Antonio Road	1,960	1,820	2,000	1,860	1,990	1,950	-	-	550	590	960	1,050	1,040	1,210	1,140	1,310	1,200
Rengstorff Avenue	4,290	4,480	4,700	4,730	4,950	5,040	-	-	1,430	1,470	2,990	2,840	3,540	3,360	3,360	3,610	3,440
Shoreline Boulevard	6,280	6,140	6,340	6,440	6,330	6,680	-	-	2,940	2,930	4,540	4,920	5,310	5,210	5,350	5,410	4,910
Total [C]	**12,530**	**12,440**	**13,040**	**13,030**	**13,270**	**13,670**	**-**	**-**	**4,920**	**4,990**	**8,490**	**8,810**	**9,890**	**9,780**	**9,850**	**10,330**	**9,550**
Comparisons between the Three Averaging Methods [A, B and C]																	
Difference [D = A–B] Percent [E= D/A*100]	**110 (1%)**	**140 (1%)**	**100 (1%)**	**–40 (<0%)**	**590 (4%)**	**60 (<1%)**	**-**	**-**	**190 (4%)**	**120 (2%)**	**820 (8%)**	**330 (3%)**	**970 (8%)**	**1,010 (9%)**	**840 (7%)**	**880 (8%)**	**880 (8%)**
Difference [F = A–C] Percent [G= F/A*100]	**290 (2%)**	**360 (3%)**	**350 (3%)**	**20 (<1%)**	**280 (2%)**	**320 (2%)**	**-**	**-**	**240 (5%)**	**250 (5%)**	**1,250 (13%)**	**960 (10%)**	**1,780 (15%)**	**1,760 (15%)**	**1,580 (14%)**	**1,200 (10%)**	**1,270 (12%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2025.

Table 8: Daily Two-Way Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Tuesday through Thursday [A]																	
San Antonio Road	10,770	10,620	11,720	10,740	10,920	12,360	–	–	4,650	14,210	7,170	5,880	7,710	7,620	8,510	7,890	8,520
Rengstorff Avenue	22,690	23,560	25,390	24,440	25,790	25,830	–	–	9,160	9,490	18,410	17,740	21,910	19,270	19,460	19,270	20,450
Shoreline Boulevard	38,370	40,120	38,930	36,820	39,780	40,180	–	–	22,020	21,650	31,100	31,810	37,370	34,620	36,570	35,290	36,980
Total [A]	**71,830**	**74,300**	**76,040**	**72,000**	**76,490**	**78,370**	**–**	**–**	**35,830**	**45,350**	**56,680**	**55,430**	**66,990**	**61,510**	**64,540**	**62,450**	**65,950**
Monday through Thursday [B]																	
San Antonio Road	10,620	10,210	11,660	10,730	10,520	12,230	–	–	4,580	13,910	6,940	6,690	7,120	7,120	8,080	7,260	7,830
Rengstorff Avenue	22,370	23,200	24,820	24,110	25,220	25,500	–	–	8,830	9,220	16,490	16,400	19,990	17,560	18,090	17,460	18,540
Shoreline Boulevard	37,790	39,730	38,380	36,210	38,910	39,400	–	–	21,210	20,930	29,420	29,990	35,210	32,360	34,570	33,880	34,630
Total [B]	**70,780**	**73,140**	**74,860**	**71,050**	**74,650**	**77,130**	**–**	**–**	**34,620**	**44,060**	**52,850**	**53,080**	**62,320**	**57,040**	**60,740**	**58,600**	**61,000**
Monday through Friday [C]																	
San Antonio Road	10,580	9,920	10,980	10,670	10,500	11,920	–	–	4,580	13,980	6,650	6,400	6,730	6,630	7,870	7,110	7,540
Rengstorff Avenue	22,810	22,880	24,500	23,990	25,650	25,110	–	–	8,780	9,170	15,960	15,390	18,600	16,420	17,760	17,060	17,730
Shoreline Boulevard	38,750	39,950	38,600	36,790	39,530	39,550	–	–	21,680	21,000	29,150	29,210	34,200	31,420	34,480	33,560	33,990
Total [C]	**72,140**	**72,750**	**74,080**	**71,450**	**75,680**	**76,580**	**–**	**–**	**35,040**	**44,150**	**51,760**	**51,000**	**59,530**	**54,470**	**60,110**	**57,730**	**59,260**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025
Comparisons between the Three Averaging Methods [A, B and C]																	
Difference [D = A-B] Percent [E= D/A*100]	**1,050 (1%)**	**1,160 (2%)**	**1,180 (2%)**	**950 (1%)**	**1,840 (2%)**	**1,240 (2%)**	**-**	**-**	**1,210 (3%)**	**1,290 (3%)**	**3,830 (7%)**	**2,350 (4%)**	**4,670 (7%)**	**4,470 (7%)**	**3,800 (6%)**	**3,850 (6%)**	**4,950 (8%)**
Difference [F = A-C] Percent [G= F/A*100]	**-310 (<0%)**	**1,550 (2%)**	**1,960 (3%)**	**550 (1%)**	**810 (1%)**	**1,790 (2%)**	**-**	**-**	**790 (2%)**	**1,200 (3%)**	**4,920 (9%)**	**4,430 (8%)**	**7,460 (11%)**	**7,040 (11%)**	**4,430 (7%)**	**4,720 (8%)**	**6,690 (10%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2025.

The overall total gateway volumes during the morning and evening periods remain lower than the typical pre-COVID values, and are slightly lower than the Spring 2025 observations. Compared to Spring 2025, Fall 2025 morning peak hour inbound volumes are 7% lower for Tuesday to Thursday average and evening peak hour outbound volumes are 8% lower. During peak periods, morning inbound volumes reduced by 5%, and evening outbound volumes reduced by 6%. Overall, Fall 2025 volumes are approximately 5-8% lower than Spring 2025 during morning inbound and evening outbound peak hours and peak periods, and represent the lowest observed values in the past three years since monitoring activities resumed following the pandemic. However, total daily volumes for Fall 2025 are slightly higher than Spring 2025 (see **Table 8**). While these volumes are the lowest observed in the past three years, the observations for each time period remain consistent with the gateway volumes recorded over that same period. **Table 9** shows the comparison between Spring 2025 and Fall 2025 volumes.

Table 9: Gateway Volume Comparison between Spring 2025 and Fall 2025[1,2]

Year	Morning			Evening		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour						
Spring 2025 [A]	5,150	940	6,090	1,370	4,380	5,750
Fall 2025 [B]	4,770	1,080	5,850	1,680	4,050	5,730
Difference [C] = [B-A]	**-380**	**140**	**-240**	**310**	**-330**	**-20**
% Difference [C/A]	**-7%**	**15%**	**-4%**	**23%**	**-8%**	**0%**
Peak Period						
Spring 2025 [A]	12,960	2,820	15,780	3,920	11,530	15,450
Fall 2025 [B]	12,340	3,130	15,470	4,980	10,820	15,800
Difference [C] = [B-A]	**-620**	**310**	**-310**	**1,060**	**-710**	**350**
% Difference [C/A]	**-5%**	**11%**	**-2%**	**27%**	**-6%**	**2%**

Note:
1. Vehicle volumes rounded to nearest 10.
2. Volumes used for comparison are Tuesday-to-Thursday averages.
Source: Fehr & Peers, 2025.

Mode Share

To get to and from the North Bayshore area, people can choose to drive alone, carpool, take transit, bike, or walk. To enhance non-drive-alone choices, employers in North Bayshore have been using transportation demand management (TDM) programs that offer transit passes, employee shuttles, active transportation (bicycling and walking) incentives, carpool/vanpool incentives, and other methods to reduce daily commute stress on their employees and to reduce the number of SOV trips. The City's current person mode share target is 35% to 40% SOV[1] (of all person trips) usage at the

[1] Refer to Attachment 18, "Master Plan Office Trip Cap", from the City Council meeting agenda dated June 13, 2023 for the latest expression of the North Bayshore SOV policy position: Accessed January 16, 2026: https://mountainview.legistar.com/Calendar.aspx.

North Bayshore gateways. Below is a summary of the mode share for travel across all gateways combined and at each individual gateway. Since the Fall 2023 monitoring period, three additional days of bike and pedestrian counts have been collected to better understand the active transportation patterns. The mode share analysis below does not include transportation network company (TNC) (e.g., Uber, Lyft, etc.) drivers. Starting Fall 2025, three days of autonomous vehicles (AVs) (e.g., Waymo, etc.) counts were collected. **Attachment E** summarizes the mode share without and with TNC drivers.

Peak Hour Mode Share

This section describes the vehicle and person mode share for all gateways combined and each gateway separately, for the morning peak hour (8:45 AM to 9:45 AM) and the evening peak hour (4:45 PM to 5:45 PM).

Table 10: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons, All Gateways Combined

Mode	Vehicle Percentage	Person Percentage (excludes TNC drivers)	Vehicle Volume	Person Volume (excludes TNC drivers)
SOV[1,2]	87%	66%	4,323	4,259
HOV[1,2]	7%	10%	330	669
Transit	2%	21%	111	1,331
Bike	3%	2%	143	143
Ped	1%	1%	58	58
Total	**100%**	**100%**	**4,965**	**6,460**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

As shown in **Table 10**, most vehicles (87%) entering North Bayshore during the morning peak hour are SOVs; these vehicles transport 66% of the people who enter the area. An additional 10% of people arrive using carpools, 21% of people use public transit and shuttles (which make up only 2% of the total number of vehicles entering the area), 2% of people bike, and 1% walk. Given the low number of TNC vehicles (<1% of all vehicles), the mode share estimates with and without the TNC drivers are similar, though the person volume is approximately 50 persons fewer when excluding the TNC drivers. AVs have been added to the monitoring process as of Fall 2025. Fewer than 1% of people use AVs during the morning peak hour, while AVs represent about 1% of vehicles entering North Bayshore. **Attachment E** shows that most AVs operate with zero or one passenger.

Table 11: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons, All Gateways Combined

Mode	Vehicle Percentage	Person Percentage (excludes TNC drivers)	Vehicle Volume	Person Volume (excludes TNC drivers)
SOV[1,2]	80%	63%	3,437	3,404
HOV[1,2]	12%	19%	521	1,047
Transit	2%	14%	85	728
Bike	4%	3%	161	161
Ped	2%	1%	74	74
Total	**100%**	**100%**	**4,279**	**5,414**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

As shown in **Table 11**, the evening outbound direction of travel has similar mode share characteristics as the morning inbound direction. The total number of vehicles and people is slightly lower than the morning peak hour. The share of travel using each mode is similar between the morning and evening; the primary difference being that during the evening peak hour, more people use HOVs and fewer people use public transit. Like the morning peak hour, given the small number of TNC vehicles (<2% of all vehicles), the mode share estimates with and without the TNC drivers are similar though the person volume is approximately 60 persons fewer when excluding the TNC drivers. Similar to the morning peak hour, fewer than 1% of people use AVs in the evening peak hour, while AVs make up 1% of the total number of vehicles. **Attachment E** shows that most AVs operate with zero or one passenger.

Each gateway has a different mix of users during the morning peak hour. **Table 12** and **Table 13** show the proportion of total inbound commuters who use each gateway. Shoreline and Rengstorff gateways serve the highest number of people during the morning peak hour (79%) – mostly persons in SOVs, HOVs, and public transit. Most active mode users enter North Bayshore area via one of the major trails. During the morning peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve 90% of all transit riders.

Table 12: Morning Inbound Peak Hour Mode Share Person Volume, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped	Total
San Antonio	576	83	562	6	4	1,231 (19%)
Rengstorff	1,783	193	639	7	3	2,625 (41%)
Shoreline	1,900	393	130	11	5	2,439 (38%)
Permanente Creek Trail	0	0	0	42	21	63 (1%)
Stevens Creek Trail	0	0	0	77	25	102 (1%)
Total	**4,259**	**669**	**1,331**	**143**	**58**	**6,460**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 13: Morning Inbound Peak Hour Mode Share Person Percentage, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped
San Antonio	13%	12%	42%	4%	7%
Rengstorff	42%	29%	48%	5%	5%
Shoreline	45%	59%	10%	8%	9%
Permanente Creek Trail	0%	0%	0%	29%	36%
Stevens Creek Trail	0%	0%	0%	54%	43%
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 14 and **Table 15** show the proportion of total outbound commuters who use each gateway during the evening peak hour. Similar to the morning peak hour, Shoreline Boulevard and Rengstorff Avenue carry the majority of exiting travelers, with fewer people using San Antonio Road. During the evening peak hour, the modal patterns of usage are relatively similar to the morning. San Antonio carries a lower share of HOV during the evening compared to the morning. Meanwhile, Shoreline Boulevard carries a higher share of HOV and transit riders during the evening compared to the morning. Most of the transit riders exit via Rengstorff Avenue or San Antonio Road; together those two gateways carry 82% of outbound transit riders, while Shoreline Boulevard carries the remaining 18%.

The day-to-day variations for bike volumes is +/- 10 percent in the morning peak period and +/- 8 percent in the evening peak period. The day-to-day variation for pedestrian volumes is +/- 10 percent in the morning peak period and +/- 16 percent in the evening peak period.

Table 14: Evening Outbound Peak Hour Mode Share Person Volume, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped	Total
San Antonio	507	67	263	15	3	855 (16%)
Rengstorff	1,349	282	331	12	12	1986 (37%)
Shoreline	1,548	698	134	10	8	2398 (44%)
Permanente Creek Trail	0	0	0	48	21	69 (1%)
Stevens Creek Trail	0	0	0	77	29	106 (2%)
Total	**3,404**	**1,047**	**728**	**162**	**73**	**5,414**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 15: Evening Outbound Peak Hour Mode Share Person Percentage, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped
San Antonio	15%	6%	36%	9%	4%
Rengstorff	40%	27%	46%	7%	16%
Shoreline	45%	67%	18%	6%	11%
Permanente Creek Trail	0%	0%	0%	30%	29%
Stevens Creek Trail	0%	0%	0%	48%	40%
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

3-Hour Peak Period Mode Share

The same type of mode share analysis was conducted for the morning and evening 3-hour peak period. The results are presented in **Table 16** to **Table 21**.

- During the morning and evening peak periods, Shoreline Boulevard and Rengstorff Avenue carry the majority of SOV vehicles. Shoreline Avenue serves the highest number of HOV vehicles in the morning and the evening peak periods.
- During the morning and evening peak periods, the Rengstorff Avenue and San Antonio Road Gateways serve 86% of all transit riders.
- Between the morning and evening peak periods, the transit mode share percentages are similar (17% in the morning and 18% evening). In comparison, the transit mode shares percentages of the peak hours differ by about 7 percentage points (21% in the morning and 14% evening).

Table 16: Existing Morning Inbound Peak Period Mode Share for Vehicles and Persons, All Gateways Combined

Mode	Vehicle Percentage	Person Percentage (excludes TNC Drivers)	Vehicle Volume	Person Volume (excludes TNC Drivers)
SOV[1,2]	86%	68%	11,108	10,956
HOV[1,2]	8%	12%	964	1,952
Transit	2%	17%	265	2,758
Bike	3%	2%	375	375
Ped	1%	1%	176	176
Total	**100%**	**100%**	**12,888**	**16,217**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 17: Existing Evening Outbound Peak Period Mode Share for Vehicles and Persons, All Gateways Combined

Mode	Vehicle Percentage	Person Percentage (excludes TNC Driver)	Vehicle Volume	Person Volume (excludes TNC Drivers)
SOV[1,2]	80%	59%	9,165	9,065
HOV[1,2]	12%	18%	1,401	2,814
Transit	2%	18%	253	2,826
Bike	4%	3%	379	379
Ped	2%	2%	256	256
Total	**100%**	**100%**	**11,454**	**15,340**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 18: Morning Inbound Peak Period Mode Share Person Volume, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped	Total
San Antonio	1,503	212	1,030	24	18	2,787 (17%)
Rengstorff	4,191	482	1,358	23	13	6,067 (37%)
Shoreline	5,262	1258	370	23	16	6,929 (43%)
Permanente Creek Trail	0	0	0	118	58	176 (1%)
Stevens Creek Trail	0	0	0	187	71	258 (2%)
Total	**10,956**	**1,952**	**2,758**	**375**	**176**	**16,217**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 19: Morning Inbound Peak Period Mode Share Person Percentage, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped
San Antonio	14%	11%	37%	6%	10%
Rengstorff	38%	25%	49%	6%	8%
Shoreline	48%	64%	14%	6%	9%
Permanente Creek Trail	0%	0%	0%	32%	33%
Stevens Creek Trail	0%	0%	0%	50%	40%
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 20: Evening Outbound Peak Period Mode Share Person Volume, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped	Total
San Antonio	1,312	154	1,116	26	8	2,616 (17%)
Rengstorff	3,477	768	1,308	22	50	5,625 (37%)
Shoreline	4,276	1,892	402	26	43	6,639 (43%)
Permanente Creek Trail	0	0	0	117	66	183 (1%)
Stevens Creek Trail	0	0	0	188	89	277 (2%)
Total	**9,065**	**2,814**	**2,826**	**379**	**256**	**15,340**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Table 21: Evening Outbound Peak Period Mode Share Person Percentage, By Gateway

Gateway	SOV[1,2]	HOV[1,2]	Transit	Bike	Ped
San Antonio	15%	6%	40%	7%	3%
Rengstorff	38%	27%	46%	6%	19%
Shoreline	47%	67%	14%	7%	17%
Permanente Creek Trail	0%	0%	0%	31%	26%
Stevens Creek Trail	0%	0%	0%	49%	35%
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Notes:
1. Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 person per vehicle; and TNC 4 = 3 persons per vehicle. TNC1 and TNC2 are treated as SOV in the vehicle and person volume summary.
2. Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.
Source: Fehr & Peers, 2025.

Attachments

Attachment A: Gateway Vehicle Counts
Attachment B: Gateway Hourly Vehicle Totals
Attachment C: Peak Hour/Peak Period Volume Comparison
Attachment D: Historic Gateway Volume
Attachment E: Peak Hour/Peak Period Comprehensive Mode Split

Attachment A: Gateway Vehicle Counts

Figure 1 shows the daily count locations, which are listed below:

1. San Antonio Road between Bayshore Parkway and Casey Avenue (before any driveways on San Antonio. We want to include vehicles turning into the driveways just north of Bayshore Parkway).
2. On Bayshore Parkway, east of the San Antonio Road / Bayshore Parkway intersection. Count should be located north-west of the first driveway on Bayshore Parkway (between intersection and first driveway).
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue (tubes should be located north of the US-101 NB on-ramps, and south of any driveways)
5. La Avenida between Shoreline Boulevard and Inigo Way (tubes should be located west of any driveways)

The additional shared-use path locations include:

9. Permanente Creek Trail between Old Middlefield Way and Charleston Road (tube should be located just north of US-101, before anyone can get off the trail)
10. Stevens Creek Trail between Moffett Boulevard and La Avenida (tube should be located just north of US-101, before anyone can get off the trail)

Due to the concert impacts, some count dates experienced higher gateway volumes than average. The concert days during the monitoring period were:

- Tuesday, October 14th
- Thursday, October 16th
- Saturday, October 18th



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FIGURE A1

Daily Count Locations

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4731 -- English (ENU)

Datasets:

Site: **[1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Sunday, October 12, 2025=806, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**5**	**9**	**1**	**3**	**4**	**16**	**39**	**70**	**72**	**66**	**53**	**43**	**53**	**58**	**48**	**60**	**63**	**53**	**21**	**21**	**19**	**14**	**9**	
2	0	0	0	1	0	2	9	13	**26**	12	19	10	12	17	11	11	16	**24**	6	2	6	3	2	2
2	3	1	0	0	3	2	9	19	**16**	20	11	10	12	16	16	15	**16**	10	4	4	5	3	3	0
0	1	1	1	0	1	5	9	16	**20**	16	8	10	10	14	14	21	**16**	11	6	5	4	2	3	1
3	1	7	0	2	0	7	12	**22**	10	18	15	13	19	11	7	13	**15**	8	5	10	4	6	1	1

AM Peak 0845 - 0945 (84), AM PHF=0.81 PM Peak 1715 - 1815 (71), PM PHF=0.74

*** Monday, October 13, 2025=1116, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**5**	**9**	**9**	**12**	**48**	**97**	**100**	**110**	**112**	**111**	**106**	**90**	**47**	**58**	**36**	**37**	**35**	**20**	**14**	**20**	**19**	**10**	**11**	
2	1	0	4	4	10	19	12	**28**	35	34	24	**22**	16	8	13	16	8	5	3	6	4	1	4	0
0	1	2	0	2	10	31	34	**24**	26	29	32	**20**	13	20	9	9	14	4	1	4	2	4	4	3
1	0	2	3	1	14	28	20	**35**	25	22	25	**24**	16	14	9	7	9	9	5	4	7	1	1	3
1	3	5	2	5	14	20	**34**	24	27	27	27	**25**	4	16	6	5	5	3	5	6	6	4	2	4

AM Peak 0745 - 0845 (120), AM PHF=0.87 PM Peak 1200 - 1300 (90), PM PHF=0.92

*** Tuesday, October 14, 2025=1659, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**5**	**3**	**17**	**9**	**61**	**138**	**160**	**199**	**195**	**138**	**127**	**94**	**91**	**55**	**60**	**69**	**66**	**63**	**25**	**24**	**31**	**14**	**8**	
0	3	0	5	0	4	24	33	54	**63**	37	38	21	16	**25**	9	23	22	18	7	5	9	5	3	0
3	0	1	6	1	13	41	30	48	**50**	39	26	32	**25**	10	14	11	17	5	5	6	7	3	1	1
3	1	1	3	2	16	39	38	44	**45**	26	31	24	**30**	15	11	22	18	24	8	8	9	0	3	0
4	1	1	3	6	28	35	60	**53**	38	37	33	18	**21**	5	27	13	10	17	6	5	6	6	1	2

AM Peak 0845 - 0945 (210), AM PHF=0.84 PM Peak 1315 - 1415 (101), PM PHF=0.85

*** Wednesday, October 15, 2025=1850, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**12**	**7**	**15**	**12**	**57**	**133**	**148**	**248**	**226**	**175**	**128**	**113**	**89**	**70**	**76**	**65**	**77**	**71**	**45**	**34**	**36**	**4**	**12**	
0	2	1	4	6	6	24	37	52	**67**	54	36	**29**	20	22	18	15	19	19	14	8	13	1	5	1
1	1	2	4	3	14	38	31	**71**	52	44	31	**24**	28	15	20	21	19	20	9	6	6	0	3	1
0	1	1	2	0	20	38	27	**54**	50	34	34	**33**	20	17	16	16	20	26	6	13	13	0	4	2
2	8	3	5	4	17	33	54	**71**	57	43	28	**27**	21	17	23	13	19	7	16	7	4	3	0	2

AM Peak 0815 - 0915 (262), AM PHF=0.92 PM Peak 1200 - 1300 (113), PM PHF=0.85

*** Thursday, October 16, 2025=1788, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**6**	**9**	**5**	**15**	**66**	**121**	**153**	**231**	**205**	**160**	**105**	**106**	**96**	**62**	**75**	**79**	**97**	**69**	**41**	**26**	**30**	**18**	**13**	
1	2	0	1	2	11	22	31	51	**54**	51	24	27	**28**	19	22	19	26	18	13	7	9	5	3	0
1	2	3	0	2	13	37	30	**69**	47	31	21	27	**24**	9	21	22	32	21	10	6	7	1	6	2
2	1	3	1	1	22	25	40	**53**	56	41	30	24	**31**	18	13	19	22	20	10	6	8	7	1	5
2	1	3	3	10	20	37	52	**58**	48	37	30	**29**	14	16	20	20	17	10	8	7	6	5	3	1

AM Peak 0815 - 0915 (234), AM PHF=0.85 PM Peak 1245 - 1345 (110), PM PHF=0.90

*** Friday, October 17, 2025=1424, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**3**	**4**	**8**	**17**	**60**	**108**	**125**	**147**	**131**	**105**	**107**	**84**	**86**	**61**	**61**	**77**	**65**	**44**	**26**	**30**	**37**	**20**	**12**	
0	0	1	2	3	8	21	31	33	**37**	32	27	20	17	**18**	16	13	15	15	7	6	3	7	3	2
2	0	0	1	1	17	29	25	33	**40**	24	31	21	**22**	13	21	23	24	9	3	5	13	5	4	3
5	1	2	1	6	21	24	27	**36**	27	28	21	19	**21**	18	9	24	13	7	8	10	8	3	2	3
1	2	1	4	8	15	35	42	**45**	27	22	29	24	**27**	12	15	17	13	13	8	9	13	5	3	2

AM Peak 0830 - 0930 (158), AM PHF=0.88 PM Peak 1315 - 1415 (87), PM PHF=0.82

*** Saturday, October 18, 2025=956, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**4**	**9**	**2**	**3**	**16**	**25**	**41**	**41**	**73**	**69**	**39**	**36**	**81**	**60**	**67**	**129**	**79**	**57**	**26**	**27**	**22**	**14**	**28**	
2	0	2	0	0	5	4	11	13	15	**22**	10	3	12	7	10	**35**	28	22	10	13	8	3	6	19
3	1	3	0	0	4	4	12	7	**18**	14	7	11	28	10	23	**31**	18	13	6	8	5	4	2	6
3	0	0	0	0	2	3	6	14	**16**	14	16	14	26	25	21	**25**	15	12	7	2	3	4	9	3
2	3	4	2	3	5	14	12	7	**24**	19	6	8	15	18	13	**38**	18	10	3	4	6	3	11	2

AM Peak 0915 - 1015 (80), AM PHF=0.83 PM Peak 1600 - 1700 (129), PM PHF=0.86

* Sunday, October 19, 2025=860, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**6**	**6**	**2**	**0**	**10**	**17**	**42**	**53**	**55**	**75**	**53**	**54**	**47**	**57**	**64**	**85**	**53**	**68**	**24**	**22**	**15**	**10**	**12**	
19	1	2	1	0	1	2	5	12	22	**18**	14	9	9	13	11	**33**	15	14	9	8	2	2	2	3
6	2	0	0	0	6	4	10	12	12	**17**	10	20	12	14	16	**14**	22	23	6	5	5	2	1	2
3	1	0	0	0	2	0	9	12	14	**20**	16	9	15	18	16	**21**	8	22	4	1	5	3	5	2
2	2	4	1	0	1	11	18	17	7	**20**	13	16	11	12	**21**	17	8	9	5	8	3	3	4	2

AM Peak 1000 - 1100 (75), AM PHF=0.94 PM Peak 1545 - 1645 (89), PM PHF=0.67

* Monday, October 20, 2025=1869, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**6**	**8**	**14**	**12**	**58**	**120**	**139**	**219**	**177**	**177**	**158**	**128**	**136**	**87**	**65**	**87**	**81**	**63**	**40**	**36**	**30**	**16**	**8**	
3	3	2	4	5	7	28	30	**45**	43	41	32	27	**33**	18	13	19	25	14	10	12	7	3	1	1
2	3	4	0	1	8	29	27	**60**	50	47	45	43	**39**	32	11	25	24	19	11	9	4	2	3	1
2	0	2	4	1	22	34	44	**65**	38	59	44	30	**36**	26	25	20	16	13	10	6	8	2	3	3
2	0	0	6	5	22	29	39	**50**	47	31	38	**30**	29	11	16	23	16	17	9	9	11	9	1	1

AM Peak 0800 - 0900 (219), AM PHF=0.85 PM Peak 1245 - 1345 (137), PM PHF=0.89

* Tuesday, October 21, 2025=1760, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**2**	**4**	**4**	**17**	**69**	**132**	**153**	**231**	**219**	**176**	**121**	**102**	**70**	**68**	**62**	**97**	**86**	**50**	**32**	**19**	**21**	**14**	**9**	
1	0	0	0	4	6	24	31	51	**55**	52	44	29	22	20	13	**33**	22	15	9	5	7	5	3	2
1	0	0	0	4	13	41	36	**65**	55	49	26	31	18	21	12	**27**	20	10	4	5	4	3	1	4
3	2	2	2	2	21	37	44	**58**	57	49	22	25	16	14	12	**22**	22	21	13	5	4	3	2	1
1	0	2	2	8	30	32	43	**58**	52	27	30	18	15	15	**25**	15	22	5	6	4	6	3	3	1

AM Peak 0815 - 0915 (236), AM PHF=0.91 PM Peak 1545 - 1645 (107), PM PHF=0.81

* Wednesday, October 22, 2025=1821, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**6**	**10**	**6**	**15**	**67**	**119**	**178**	**252**	**209**	**179**	**120**	**122**	**109**	**60**	**55**	**79**	**72**	**61**	**27**	**23**	**29**	**16**	**5**	
2	2	0	0	1	9	27	46	55	**59**	45	27	**35**	28	19	16	14	19	22	11	9	3	7	1	0
4	3	2	1	4	12	35	32	**73**	54	49	32	**29**	31	17	13	13	18	12	8	7	6	1	0	0
1	1	5	2	2	23	29	44	**59**	49	43	35	**26**	23	13	11	29	19	19	5	2	7	3	2	0
1	0	3	3	9	23	28	57	**66**	47	43	26	**33**	27	11	15	23	16	8	3	5	13	5	2	2

AM Peak 0815 - 0915 (256), AM PHF=0.88 PM Peak 1200 - 1300 (122), PM PHF=0.87

* Thursday, October 23, 2025=2026, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**9**	**13**	**3**	**19**	**58**	**108**	**154**	**252**	**231**	**233**	**191**	**155**	**150**	**101**	**57**	**71**	**69**	**53**	**30**	**24**	**27**	**12**	**9**	
0	2	2	0	6	8	25	24	59	**67**	67	54	**48**	38	33	14	13	23	8	14	4	6	8	3	2
0	5	3	0	1	11	26	31	**71**	57	53	55	**44**	37	23	12	22	19	19	6	6	4	0	0	0
0	1	2	1	5	19	31	52	**56**	47	60	50	**29**	39	25	12	17	27	10	5	9	9	3	1	0
2	1	6	2	8	20	27	48	**67**	60	54	33	**35**	37	20	19	19	1	17	5	5	8	1	5	3

AM Peak 0815 - 0915 (260), AM PHF=0.92 PM Peak 1200 - 1300 (155), PM PHF=0.81

* Friday, October 24, 2025=1420, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**8**	**8**	**15**	**57**	**115**	**106**	**147**	**148**	**125**	**93**	**101**	**76**	**67**	**57**	**54**	**83**	**44**	**36**	**24**	**24**	**17**	**9**	
2	1	1	2	1	11	24	19	41	**38**	32	24	**33**	19	15	18	9	21	17	3	5	5	6	2	0
0	1	2	0	2	8	30	15	33	**32**	38	21	**31**	16	18	8	15	13	12	8	9	3	4	3	0
0	0	3	6	2	17	29	28	28	**49**	24	28	**27**	24	19	16	17	31	8	14	4	4	2	3	1
3	2	2	0	10	21	33	45	**45**	29	31	20	**11**	17	16	16	13	19	7	11	6	12	5	1	1

AM Peak 0845 - 0945 (164), AM PHF=0.83 PM Peak 1200 - 1300 (101), PM PHF=0.77

* Saturday, October 25, 2025=809, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**4**	**6**	**0**	**3**	**12**	**26**	**63**	**59**	**55**	**51**	**52**	**52**	**61**	**57**	**52**	**56**	**60**	**45**	**18**	**28**	**18**	**20**	**12**	
0	1	3	0	0	3	3	19	20	6	**16**	15	9	18	16	14	12	**21**	18	8	13	3	3	5	4
0	1	1	0	0	2	2	15	12	**21**	11	19	13	14	17	16	**14**	12	15	4	7	5	5	1	2
1	0	2	0	2	3	8	12	13	**15**	12	8	18	16	17	11	**17**	13	5	4	4	1	6	5	1
1	2	0	0	1	4	13	17	14	**13**	13	10	12	13	7	12	**13**	14	7	2	4	9	6	1	2

AM Peak 0915 - 1015 (65), AM PHF=0.77 PM Peak 1615 - 1715 (65), PM PHF=0.77

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4734 -- English (ENU)

Datasets:

Site: **[1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, October 12, 2025=816, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**1**	**2**	**3**	**4**	**7**	**22**	**34**	**72**	**67**	**67**	**80**	**65**	**48**	**56**	**60**	**60**	**80**	**43**	**11**	**11**	**11**	**7**	
3	0	0	1	1	1	1	3	7	18	15	**24**	19	27	17	10	13	14	12	**21**	6	4	2	3	3
0	2	1	0	2	0	1	5	6	14	13	**17**	25	15	8	20	15	21	**24**	9	3	0	3	3	0
2	2	0	0	0	1	2	7	10	26	**21**	13	14	10	11	11	21	17	**18**	8	1	4	4	1	0
1	0	0	1	0	2	3	7	11	15	**18**	14	23	13	14	15	12	8	**27**	5	1	3	2	1	0

AM Peak 1030 - 1130 (79), AM PHF=0.84 PM Peak 1815 - 1915 (89), PM PHF=0.83

* Monday, October 13, 2025=1066, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**1**	**6**	**6**	**9**	**14**	**32**	**47**	**58**	**71**	**97**	**109**	**101**	**99**	**75**	**83**	**82**	**79**	**35**	**24**	**13**	**11**	**9**	**7**	
3	0	1	3	3	0	3	9	10	21	21	**34**	**32**	29	19	18	24	33	17	11	2	3	2	3	0
0	0	1	0	1	1	5	9	17	21	25	**23**	**26**	24	15	23	20	19	8	4	4	2	3	1	1
0	0	3	2	2	0	9	12	19	14	23	**27**	**16**	19	22	29	27	19	6	4	2	4	2	1	0
0	1	1	1	4	13	15	18	13	15	**29**	26	**27**	28	19	14	11	9	4	5	5	2	2	2	1

AM Peak 1045 - 1145 (112), AM PHF=0.83 PM Peak 1200 - 1300 (101), PM PHF=0.79

* Tuesday, October 14, 2025=2321, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**4**	**7**	**8**	**20**	**41**	**63**	**101**	**75**	**97**	**116**	**121**	**126**	**125**	**182**	**209**	**231**	**103**	**60**	**18**	**15**	**88**	**513**	
0	1	0	1	0	5	8	21	33	18	29	**33**	30	21	43	38	62	71	33	27	7	2	3	**140**	0
1	0	1	2	1	2	10	8	19	18	16	**24**	30	28	31	44	46	73	30	14	8	7	6	**199**	1
0	0	2	1	5	3	11	20	26	22	18	**30**	26	38	27	48	52	45	20	12	1	3	11	**166**	3
1	0	1	3	2	10	13	15	24	18	**35**	29	36	39	24	52	50	42	21	7	2	3	**68**	9	2

AM Peak 1045 - 1145 (122), AM PHF=0.88 PM Peak 2245 - 2345 (572), PM PHF=0.72

* Wednesday, October 15, 2025=1951, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**5**	**8**	**7**	**7**	**18**	**32**	**67**	**88**	**96**	**94**	**125**	**133**	**135**	**158**	**184**	**252**	**212**	**149**	**83**	**46**	**24**	**16**	**11**	
0	1	1	1	5	2	4	14	25	34	21	26	**31**	28	38	38	57	**67**	35	31	18	10	3	7	0
1	1	1	3	1	2	8	14	17	18	22	**38**	27	31	36	39	**71**	54	37	17	6	4	2	1	0
3	0	2	1	1	5	12	22	22	20	23	**36**	34	35	55	57	**53**	51	36	20	15	8	5	1	2
2	3	4	2	0	9	9	18	25	24	29	**25**	42	42	29	50	**71**	41	42	15	7	2	6	2	1

AM Peak 1115 - 1215 (129), AM PHF=0.85 PM Peak 1615 - 1715 (262), PM PHF=0.92

* Thursday, October 16, 2025=2618, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**12**	**7**	**5**	**4**	**18**	**34**	**77**	**98**	**97**	**96**	**116**	**125**	**114**	**177**	**173**	**195**	**209**	**165**	**73**	**28**	**31**	**573**	**193**	
0	5	1	4	2	2	3	14	29	24	22	30	**29**	28	54	39	57	64	53	30	6	4	102	**183**	2
0	5	1	1	1	1	4	14	21	33	21	20	**29**	36	23	42	37	52	43	14	9	3	**108**	9	1
2	0	2	0	1	5	9	27	24	28	25	32	**36**	19	51	42	58	50	42	16	4	4	**159**	1	1
1	2	3	0	0	10	18	23	24	12	29	**34**	32	31	49	51	43	44	28	14	9	20	**205**	0	1

AM Peak 1145 - 1245 (128), AM PHF=0.89 PM Peak 2215 - 2315 (654), PM PHF=0.80

* Friday, October 17, 2025=1533, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**5**	**4**	**8**	**15**	**12**	**35**	**73**	**89**	**64**	**102**	**112**	**130**	**128**	**152**	**138**	**130**	**107**	**92**	**49**	**30**	**23**	**22**	**13**	
2	2	0	2	3	0	4	16	24	10	26	30	**31**	28	**50**	26	30	44	23	17	11	9	3	6	0
1	1	0	1	3	1	5	18	18	23	20	27	**33**	25	**39**	30	30	22	28	17	7	3	8	4	3
1	0	2	3	5	3	21	17	21	19	25	29	**37**	33	**40**	53	37	22	22	10	7	5	7	1	4
1	2	2	2	4	8	6	23	26	13	32	**27**	29	**43**	24	30	34	20	20	6	6	6	4	2	0

AM Peak 1145 - 1245 (128), AM PHF=0.86 PM Peak 1345 - 1445 (171), PM PHF=0.86

* Saturday, October 18, 2025=1770, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**6**	**9**	**4**	**2**	**4**	**13**	**12**	**30**	**68**	**56**	**76**	**53**	**64**	**43**	**96**	**148**	**87**	**81**	**58**	**13**	**13**	**126**	**706**	
0	1	1	2	1	1	1	2	7	18	17	**16**	12	12	11	22	46	35	16	28	6	4	5	104	**235**
3	2	2	1	1	1	0	2	5	14	13	**15**	10	16	11	22	44	29	19	14	2	2	4	185	**217**
4	0	2	0	0	1	9	5	6	18	14	**29**	19	26	11	23	29	11	31	8	3	5	26	**187**	129
0	3	4	1	0	1	3	3	12	19	12	**17**	12	10	11	29	30	12	16	8	2	2	91	**231**	17

AM Peak 1100 - 1200 (76), AM PHF=0.67 PM Peak 2330 - 2430 (870), PM PHF=0.93

* Sunday, October 19, 2025=2240, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
598	**3**	**2**	**1**	**0**	**3**	**10**	**14**	**34**	**51**	**62**	**69**	**67**	**49**	**65**	**59**	**53**	**71**	**81**	**39**	**14**	**308**	**581**	**9**	
235	1	2	1	0	0	1	1	8	13	21	22	13	8	12	10	12	10	15	19	4	12	**196**	3	2
217	0	0	0	0	1	3	1	10	13	11	14	24	12	14	18	8	23	20	11	7	14	**284**	2	1
129	2	0	0	0	1	3	8	6	10	17	19	20	17	18	13	15	16	26	6	0	**116**	99	2	2
17	0	0	0	0	1	3	4	10	16	13	15	11	12	22	18	19	23	20	3	3	**166**	2	2	0

AM Peak 0000 - 0100 (598), AM PHF=0.64 PM Peak 2130 - 2230 (761), PM PHF=0.67

* Monday, October 20, 2025=1821, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**1**	**11**	**10**	**18**	**32**	**64**	**116**	**137**	**139**	**145**	**137**	**134**	**175**	**145**	**143**	**147**	**86**	**84**	**36**	**25**	**21**	**9**	
2	1	0	3	5	1	5	10	31	41	45	27	**33**	29	**52**	31	36	57	20	30	13	4	5	4	0
1	2	0	1	2	2	7	12	21	23	26	25	**34**	34	**46**	40	37	36	20	16	11	6	3	0	0
2	0	0	4	3	0	14	22	30	34	32	**47**	27	32	**43**	44	34	30	26	24	11	6	10	3	0
0	1	1	3	0	15	7	21	36	39	38	**46**	43	**39**	34	31	37	25	20	15	1	9	3	2	1

AM Peak 1130 - 1230 (160), AM PHF=0.86 PM Peak 1345 - 1445 (180), PM PHF=0.86

* Tuesday, October 21, 2025=1851, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**4**	**5**	**5**	**8**	**25**	**29**	**86**	**93**	**90**	**111**	**106**	**119**	**102**	**185**	**174**	**240**	**201**	**137**	**67**	**26**	**22**	**12**	**7**	
0	3	1	2	3	1	0	16	19	23	29	**28**	34	18	51	35	45	**70**	43	32	10	11	3	3	0
0	0	0	0	1	4	10	15	29	17	31	**33**	26	17	42	42	**78**	50	28	14	7	3	4	3	1
0	1	3	1	2	8	13	32	21	31	**25**	23	30	36	38	51	**56**	38	42	10	4	5	4	0	4
1	0	1	3	2	12	6	24	25	20	**27**	22	30	32	54	47	**61**	44	25	11	5	3	1	1	1

AM Peak 1030 - 1130 (112), AM PHF=0.85 PM Peak 1615 - 1715 (265), PM PHF=0.85

* Wednesday, October 22, 2025=1872, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**5**	**2**	**3**	**7**	**27**	**31**	**64**	**79**	**107**	**121**	**129**	**116**	**121**	**172**	**185**	**227**	**215**	**136**	**50**	**28**	**18**	**19**	**8**	
0	4	0	3	3	6	4	11	21	29	32	24	**28**	23	48	40	**66**	64	39	22	7	4	2	4	2
1	0	0	0	2	4	8	10	15	31	25	29	**32**	31	42	40	**55**	47	39	15	14	4	7	2	0
4	1	1	0	0	5	14	20	23	26	33	**37**	25	28	49	55	**62**	57	34	8	2	5	6	1	2
1	0	1	0	2	13	5	24	21	21	31	**39**	31	40	34	**50**	46	48	25	5	5	5	4	1	0

AM Peak 1130 - 1230 (136), AM PHF=0.87 PM Peak 1545 - 1645 (232), PM PHF=0.88

* Thursday, October 23, 2025=2032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**8**	**3**	**6**	**12**	**17**	**36**	**74**	**114**	**123**	**165**	**157**	**143**	**155**	**224**	**146**	**192**	**188**	**117**	**69**	**34**	**13**	**24**	**9**	
2	4	1	2	4	3	12	17	28	32	55	**26**	46	37	**56**	38	47	58	37	29	7	3	6	4	0
0	3	0	1	0	2	8	17	18	35	20	**51**	43	41	**52**	42	55	53	34	21	7	4	5	1	6
2	0	0	2	2	2	12	17	43	27	36	**46**	37	29	**75**	40	36	44	20	11	10	3	9	2	0
0	1	2	1	6	11	5	23	25	30	**55**	35	18	**49**	42	27	55	34	26	9	10	3	4	2	1

AM Peak 1045 - 1145 (177), AM PHF=0.81 PM Peak 1345 - 1445 (231), PM PHF=0.78

* Friday, October 24, 2025=1427, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**5**	**9**	**8**	**7**	**24**	**34**	**69**	**92**	**78**	**90**	**118**	**100**	**105**	**143**	**113**	**100**	**120**	**89**	**39**	**22**	**18**	**19**	**21**	
0	2	1	2	3	5	10	13	23	27	21	20	**31**	21	**36**	27	27	42	25	13	8	6	7	3	1
6	1	1	2	1	3	6	18	24	12	27	**32**	29	20	**45**	23	24	29	27	14	8	6	6	5	1
0	1	5	2	0	2	12	19	18	23	23	**41**	24	27	**31**	41	25	24	20	4	5	0	4	12	0
1	1	2	2	4	14	6	19	28	17	20	**26**	17	**37**	31	24	24	26	18	8	1	6	2	1	2

AM Peak 1115 - 1215 (128), AM PHF=0.79 PM Peak 1345 - 1445 (149), PM PHF=0.83

* Saturday, October 25, 2025=771, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**7**	**1**	**3**	**6**	**15**	**28**	**50**	**61**	**56**	**60**	**59**	**51**	**46**	**51**	**64**	**64**	**75**	**26**	**17**	**9**	**11**	**8**	
1	1	2	1	1	4	2	3	7	18	14	12	**19**	10	12	10	13	15	**15**	7	4	1	1	3	3
1	0	1	0	1	0	2	7	14	16	15	20	**19**	16	13	17	18	22	**17**	4	4	1	2	2	1
0	0	1	0	1	1	9	8	15	17	15	11	**14**	13	15	10	19	13	**19**	8	4	5	6	2	3
2	1	3	0	0	1	2	10	14	11	12	**17**	7	12	6	14	14	15	**24**	7	5	2	2	1	1

AM Peak 1145 - 1245 (69), AM PHF=0.90 PM Peak 1800 - 1900 (75), PM PHF=0.78

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4736 -- English (ENU)

Datasets:
Site: **[2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	1	2	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0900	89	0	81	7	1	0	0	0	0	0	0	0	0	0
1000	60	0	55	5	0	0	0	0	0	0	0	0	0	0
1100	51	2	44	4	1	0	0	0	0	0	0	0	0	0
1200	40	2	37	1	0	0	0	0	0	0	0	0	0	0
1300	42	3	39	0	0	0	0	0	0	0	0	0	0	0
1400	31	0	29	2	0	0	0	0	0	0	0	0	0	0
1500	48	0	46	2	0	0	0	0	0	0	0	0	0	0
1600	38	1	34	1	0	2	0	0	0	0	0	0	0	0
1700	35	0	32	3	0	0	0	0	0	0	0	0	0	0
1800	29	1	25	3	0	0	0	0	0	0	0	0	0	0
1900	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**483**	**9**	**440**	**30**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**514**	**9**	**469**	**32**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**525**	**9**	**478**	**34**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**545**	**10**	**491**	**40**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (89) **AM Peak step** 9:00 (89) **PM Peak step** 15:00 (48)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	25	0	16	7	0	2	0	0	0	0	0	0	0	0
0600	33	0	17	13	2	0	1	0	0	0	0	0	0	0
0700	62	0	36	5	14	7	0	0	0	0	0	0	0	0
0800	119	1	80	10	19	9	0	0	0	0	0	0	0	0
0900	116	2	81	9	14	10	0	0	0	0	0	0	0	0
1000	59	0	36	9	5	9	0	0	0	0	0	0	0	0
1100	68	0	51	16	1	0	0	0	0	0	0	0	0	0
1200	67	0	52	11	2	2	0	0	0	0	0	0	0	0
1300	64	0	48	11	3	2	0	0	0	0	0	0	0	0
1400	85	0	72	12	0	1	0	0	0	0	0	0	0	0
1500	75	0	53	16	2	4	0	0	0	0	0	0	0	0
1600	122	0	96	20	2	4	0	0	0	0	0	0	0	0
1700	155	0	121	21	6	7	0	0	0	0	0	0	0	0
1800	69	0	50	10	4	5	0	0	0	0	0	0	0	0
1900	39	0	24	10	3	2	0	0	0	0	0	0	0	0
2000	14	0	12	1	1	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**1061**	**3**	**776**	**150**	**72**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1154**	**3**	**836**	**174**	**78**	**62**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1170**	**3**	**852**	**174**	**78**	**62**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1218**	**3**	**887**	**184**	**79**	**64**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (155) **AM Peak step** 8:00 (119) **PM Peak step** 17:00 (155)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	1	1	0	0	0	0	0	0	0	0	0
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0400	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0500	50	0	40	8	0	2	0	0	0	0	0	0	0	0
0600	63	0	50	11	1	1	0	0	0	0	0	0	0	0
0700	109	0	74	14	12	9	0	0	0	0	0	0	0	0
0800	435	1	376	24	11	23	0	0	0	0	0	0	0	0
0900	457	2	380	29	19	27	0	0	0	0	0	0	0	0
1000	189	2	157	13	4	13	0	0	0	0	0	0	0	0
1100	144	0	119	16	4	5	0	0	0	0	0	0	0	0
1200	129	0	95	29	3	2	0	0	0	0	0	0	0	0
1300	103	0	84	16	1	2	0	0	0	0	0	0	0	0
1400	66	0	49	15	2	0	0	0	0	0	0	0	0	0
1500	130	0	97	20	6	6	1	0	0	0	0	0	0	0
1600	193	0	156	25	5	7	0	0	0	0	0	0	0	0
1700	296	2	244	31	8	11	0	0	0	0	0	0	0	0
1800	247	2	210	21	6	8	0	0	0	0	0	0	0	0
1900	68	0	47	15	1	5	0	0	0	0	0	0	0	0
2000	16	0	11	1	3	1	0	0	0	0	0	0	0	0
2100	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2200	17	1	13	3	0	0	0	0	0	0	0	0	0	0
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	0
07-19	**2498**	**9**	**2041**	**253**	**81**	**113**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2659**	**9**	**2162**	**281**	**86**	**120**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2690**	**10**	**2189**	**284**	**86**	**120**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2776**	**10**	**2258**	**298**	**87**	**122**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (457) **AM Peak step** 9:00 (457) **PM Peak step** 17:00 (296)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	6	3	0	0	0	0	0	0	0	0	0	0
0300	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0400	21	0	18	2	1	0	0	0	0	0	0	0	0	0
0500	40	0	32	6	0	2	0	0	0	0	0	0	0	0
0600	59	2	43	12	1	1	0	0	0	0	0	0	0	0
0700	134	1	103	6	15	9	0	0	0	0	0	0	0	0
0800	454	5	386	31	16	15	1	0	0	0	0	0	0	0
0900	430	1	367	24	20	17	1	0	0	0	0	0	0	0
1000	216	0	180	16	7	12	1	0	0	0	0	0	0	0
1100	124	4	103	12	3	2	0	0	0	0	0	0	0	0
1200	128	1	110	15	0	2	0	0	0	0	0	0	0	0
1300	99	0	83	13	1	2	0	0	0	0	0	0	0	0
1400	92	0	79	12	1	0	0	0	0	0	0	0	0	0
1500	122	0	98	16	3	4	1	0	0	0	0	0	0	0
1600	156	0	114	28	9	5	0	0	0	0	0	0	0	0
1700	169	2	132	19	8	8	0	0	0	0	0	0	0	0
1800	116	1	90	14	3	8	0	0	0	0	0	0	0	0
1900	57	1	41	9	3	3	0	0	0	0	0	0	0	0
2000	27	0	23	3	1	0	0	0	0	0	0	0	0	0
2100	14	0	11	1	1	1	0	0	0	0	0	0	0	0
2200	15	1	13	1	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**2240**	**15**	**1845**	**206**	**86**	**84**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2397**	**18**	**1963**	**231**	**92**	**89**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2420**	**19**	**1983**	**233**	**92**	**89**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2503**	**19**	**2047**	**249**	**93**	**91**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (454) **AM Peak step** 8:00 (454) **PM Peak step** 17:00 (169)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0300	6	0	3	2	1	0	0	0	0	0	0	0	0	0
0400	16	0	14	1	0	1	0	0	0	0	0	0	0	0
0500	43	0	33	8	0	1	1	0	0	0	0	0	0	0
0600	53	0	43	8	2	0	0	0	0	0	0	0	0	0
0700	135	1	99	13	10	12	0	0	0	0	0	0	0	0
0800	418	5	362	18	4	24	5	0	0	0	0	0	0	0
0900	431	4	351	35	16	20	5	0	0	0	0	0	0	0
1000	221	2	176	22	8	13	0	0	0	0	0	0	0	0
1100	139	1	107	23	2	6	0	0	0	0	0	0	0	0
1200	132	0	116	11	3	2	0	0	0	0	0	0	0	0
1300	115	1	99	15	0	0	0	0	0	0	0	0	0	0
1400	92	0	83	6	1	2	0	0	0	0	0	0	0	0
1500	144	0	117	18	2	6	1	0	0	0	0	0	0	0
1600	200	0	165	20	6	8	1	0	0	0	0	0	0	0
1700	306	0	263	23	6	14	0	0	0	0	0	0	0	0
1800	353	0	310	28	4	10	0	1	0	0	0	0	0	0
1900	143	0	125	12	4	2	0	0	0	0	0	0	0	0
2000	32	1	26	3	1	1	0	0	0	0	0	0	0	0
2100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2200	14	1	13	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	12	1	0	0	0	0	0	0	0	0	0	0
07-19	**2686**	**14**	**2248**	**232**	**62**	**117**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2926**	**15**	**2452**	**257**	**69**	**120**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2953**	**16**	**2477**	**258**	**69**	**120**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3042**	**16**	**2548**	**272**	**70**	**122**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (431) **AM Peak step** 9:00 (431) **PM Peak step** 18:00 (353)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0300	7	0	3	2	1	0	1	0	0	0	0	0	0	0
0400	17	0	17	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	40	6	0	1	0	0	0	0	0	0	0	0
0600	48	0	35	13	0	0	0	0	0	0	0	0	0	0
0700	87	0	60	16	2	9	0	0	0	0	0	0	0	0
0800	239	2	186	25	12	11	1	0	2	0	0	0	0	0
0900	182	1	159	8	4	10	0	0	0	0	0	0	0	0
1000	116	1	95	14	1	4	1	0	0	0	0	0	0	0
1100	114	0	91	20	2	1	0	0	0	0	0	0	0	0
1200	145	1	121	19	1	3	0	0	0	0	0	0	0	0
1300	78	0	68	9	0	1	0	0	0	0	0	0	0	0
1400	96	0	85	9	1	1	0	0	0	0	0	0	0	0
1500	151	0	117	25	3	5	1	0	0	0	0	0	0	0
1600	253	0	216	23	8	6	0	0	0	0	0	0	0	0
1700	276	0	239	26	3	8	0	0	0	0	0	0	0	0
1800	161	2	138	14	2	4	1	0	0	0	0	0	0	0
1900	86	1	65	15	0	2	3	0	0	0	0	0	0	0
2000	28	0	26	1	1	0	0	0	0	0	0	0	0	0
2100	24	0	17	6	0	0	1	0	0	0	0	0	0	0
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**1898**	**7**	**1575**	**208**	**39**	**63**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**2084**	**8**	**1718**	**243**	**40**	**65**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**2111**	**8**	**1745**	**243**	**40**	**65**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**2199**	**8**	**1817**	**256**	**41**	**66**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (276) **AM Peak step** 8:00 (239) **PM Peak step** 17:00 (276)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	1	6	2	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0300	6	0	4	1	1	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0700	17	0	14	2	0	0	1	0	0	0	0	0	0	0
0800	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0900	35	1	28	5	0	0	1	0	0	0	0	0	0	0
1000	52	0	42	8	0	1	1	0	0	0	0	0	0	0
1100	38	1	33	3	0	0	1	0	0	0	0	0	0	0
1200	36	0	32	2	0	1	0	0	1	0	0	0	0	0
1300	35	0	31	3	0	1	0	0	0	0	0	0	0	0
1400	39	0	34	5	0	0	0	0	0	0	0	0	0	0
1500	89	0	79	9	0	0	1	0	0	0	0	0	0	0
1600	150	0	122	27	0	1	0	0	0	0	0	0	0	0
1700	84	0	75	8	0	0	1	0	0	0	0	0	0	0
1800	123	1	112	9	0	0	1	0	0	0	0	0	0	0
1900	255	0	231	23	0	0	0	0	1	0	0	0	0	0
2000	54	0	48	6	0	0	0	0	0	0	0	0	0	0
2100	16	1	15	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	30	7	0	0	0	0	0	0	0	0	0	0
2300	41	0	39	2	0	0	0	0	0	0	0	0	0	0
07-19	**710**	**3**	**613**	**82**	**0**	**4**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1041**	**4**	**909**	**115**	**0**	**4**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1119**	**4**	**978**	**124**	**0**	**4**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**1150**	**5**	**1001**	**129**	**1**	**5**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 19:00 (255) **AM Peak step** 10:00 (52) **PM Peak step** 19:00 (255)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	37	0	32	5	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0800	41	0	38	3	0	0	0	0	0	0	0	0	0	0
0900	181	0	159	17	1	0	4	0	0	0	0	0	0	0
1000	77	0	67	7	0	0	3	0	0	0	0	0	0	0
1100	51	0	47	3	0	0	1	0	0	0	0	0	0	0
1200	49	3	42	4	0	0	0	0	0	0	0	0	0	0
1300	43	0	34	7	0	0	2	0	0	0	0	0	0	0
1400	65	0	61	3	0	1	0	0	0	0	0	0	0	0
1500	56	1	53	2	0	0	0	0	0	0	0	0	0	0
1600	67	2	59	6	0	0	0	0	0	0	0	0	0	0
1700	39	1	33	5	0	0	0	0	0	0	0	0	0	0
1800	72	0	65	6	0	0	1	0	0	0	0	0	0	0
1900	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	0
2200	14	1	12	1	0	0	0	0	0	0	0	0	0	0
2300	8	1	5	2	0	0	0	0	0	0	0	0	0	0
07-19	**756**	**7**	**670**	**66**	**1**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**817**	**7**	**730**	**67**	**1**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**839**	**9**	**747**	**70**	**1**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**892**	**9**	**794**	**76**	**1**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (181) **AM Peak step** 9:00 (181) **PM Peak step** 18:00 (72)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	17	1	1	0	0	0	0	0	0	0	0	0
0500	43	0	33	8	0	1	1	0	0	0	0	0	0	0
0600	50	1	37	11	0	0	1	0	0	0	0	0	0	0
0700	97	1	70	7	6	11	2	0	0	0	0	0	0	0
0800	319	3	262	24	10	19	1	0	0	0	0	0	0	0
0900	371	0	302	31	13	18	7	0	0	0	0	0	0	0
1000	149	3	107	15	5	17	2	0	0	0	0	0	0	0
1100	118	0	96	15	3	2	2	0	0	0	0	0	0	0
1200	97	0	75	18	1	2	1	0	0	0	0	0	0	0
1300	74	2	54	13	0	3	2	0	0	0	0	0	0	0
1400	75	0	54	18	1	0	2	0	0	0	0	0	0	0
1500	102	0	80	16	4	2	0	0	0	0	0	0	0	0
1600	201	0	169	20	7	5	0	0	0	0	0	0	0	0
1700	232	1	186	32	8	5	0	0	0	0	0	0	0	0
1800	112	1	86	14	4	7	0	0	0	0	0	0	0	0
1900	53	1	38	11	1	2	0	0	0	0	0	0	0	0
2000	32	0	24	7	1	0	0	0	0	0	0	0	0	0
2100	10	0	7	2	1	0	0	0	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**1947**	**11**	**1541**	**223**	**62**	**91**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2092**	**13**	**1647**	**254**	**65**	**93**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2110**	**14**	**1664**	**254**	**65**	**93**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2181**	**14**	**1723**	**263**	**66**	**94**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (371) **AM Peak step** 9:00 (371) **PM Peak step** 17:00 (232)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	0	0	1	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	12	0	8	2	1	1	0	0	0	0	0	0	0	0
0500	48	0	40	6	0	1	1	0	0	0	0	0	0	0
0600	56	0	46	8	1	1	0	0	0	0	0	0	0	0
0700	140	1	105	14	11	9	0	0	0	0	0	0	0	0
0800	413	5	357	24	9	18	0	0	0	0	0	0	0	0
0900	449	3	379	25	24	18	0	0	0	0	0	0	0	0
1000	227	2	177	25	7	16	0	0	0	0	0	0	0	0
1100	130	0	103	20	4	3	0	0	0	0	0	0	0	0
1200	115	0	99	11	2	3	0	0	0	0	0	0	0	0
1300	96	2	79	14	0	1	0	0	0	0	0	0	0	0
1400	79	0	66	13	0	0	0	0	0	0	0	0	0	0
1500	114	0	81	22	5	4	2	0	0	0	0	0	0	0
1600	194	0	159	25	6	4	0	0	0	0	0	0	0	0
1700	183	1	149	21	7	5	0	0	0	0	0	0	0	0
1800	158	1	128	17	4	8	0	0	0	0	0	0	0	0
1900	73	1	55	11	2	4	0	0	0	0	0	0	0	0
2000	28	0	23	4	1	0	0	0	0	0	0	0	0	0
2100	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2200	7	1	5	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**2298**	**15**	**1882**	**231**	**79**	**89**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2472**	**16**	**2021**	**256**	**83**	**94**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2486**	**17**	**2032**	**258**	**83**	**94**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2561**	**17**	**2092**	**268**	**84**	**97**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (449) **AM Peak step** 9:00 (449) **PM Peak step** 16:00 (194)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	5	2	1	0	0	0	0	0	0	0	0	0
0400	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0500	56	0	42	13	0	1	0	0	0	0	0	0	0	0
0600	68	2	50	13	2	1	0	0	0	0	0	0	0	0
0700	132	2	97	13	12	8	0	0	0	0	0	0	0	0
0800	396	6	330	25	23	11	1	0	0	0	0	0	0	0
0900	431	2	360	35	21	13	0	0	0	0	0	0	0	0
1000	296	2	235	33	15	9	1	0	0	1	0	0	0	0
1100	164	2	136	21	5	0	0	0	0	0	0	0	0	0
1200	119	0	107	9	0	3	0	0	0	0	0	0	0	0
1300	96	0	79	13	1	2	0	1	0	0	0	0	0	0
1400	84	0	72	11	1	0	0	0	0	0	0	0	0	0
1500	126	2	98	18	4	4	0	0	0	0	0	0	0	0
1600	210	0	168	30	9	3	0	0	0	0	0	0	0	0
1700	177	0	139	22	9	7	0	0	0	0	0	0	0	0
1800	141	2	108	20	5	6	0	0	0	0	0	0	0	0
1900	70	0	52	11	3	4	0	0	0	0	0	0	0	0
2000	27	0	21	3	1	1	1	0	0	0	0	0	0	0
2100	21	0	16	2	1	2	0	0	0	0	0	0	0	0
2200	10	1	7	2	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**2372**	**18**	**1929**	**250**	**105**	**66**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**2558**	**20**	**2068**	**279**	**112**	**74**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**2573**	**21**	**2079**	**282**	**112**	**74**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**2664**	**21**	**2152**	**298**	**113**	**75**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 9:00 (431) **AM Peak step** 9:00 (431) **PM Peak step** 16:00 (210)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0
0300	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0400	12	0	10	1	0	1	0	0	0	0	0	0	0	0
0500	49	0	41	6	0	1	1	0	0	0	0	0	0	0
0600	53	0	39	13	1	0	0	0	0	0	0	0	0	0
0700	123	3	81	16	10	13	0	0	0	0	0	0	0	0
0800	387	4	326	23	14	19	1	0	0	0	0	0	0	0
0900	412	1	345	25	22	18	0	0	0	1	0	0	0	0
1000	203	3	161	19	6	14	0	0	0	0	0	0	0	0
1100	144	0	124	15	2	3	0	0	0	0	0	0	0	0
1200	138	0	117	17	2	2	0	0	0	0	0	0	0	0
1300	81	0	74	6	0	1	0	0	0	0	0	0	0	0
1400	84	0	68	15	1	0	0	0	0	0	0	0	0	0
1500	122	0	93	17	5	6	1	0	0	0	0	0	0	0
1600	188	1	148	27	6	6	0	0	0	0	0	0	0	0
1700	219	0	180	26	5	8	0	0	0	0	0	0	0	0
1800	135	1	104	19	5	6	0	0	0	0	0	0	0	0
1900	85	0	68	10	4	3	0	0	0	0	0	0	0	0
2000	25	0	21	3	1	0	0	0	0	0	0	0	0	0
2100	20	0	16	3	1	0	0	0	0	0	0	0	0	0
2200	17	1	14	2	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**2236**	**13**	**1821**	**225**	**78**	**96**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**2419**	**13**	**1965**	**254**	**85**	**99**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**2444**	**14**	**1987**	**256**	**85**	**99**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**2527**	**14**	**2056**	**266**	**86**	**101**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 9:00 (412) **AM Peak step** 9:00 (412) **PM Peak step** 17:00 (219)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	0
0500	48	0	36	11	0	1	0	0	0	0	0	0	0	0
0600	43	0	30	13	0	0	0	0	0	0	0	0	0	0
0700	81	1	51	12	7	9	1	0	0	0	0	0	0	0
0800	234	2	194	17	9	11	1	0	0	0	0	0	0	0
0900	213	1	177	20	5	10	0	0	0	0	0	0	0	0
1000	121	0	92	18	5	6	0	0	0	0	0	0	0	0
1100	119	0	95	23	0	1	0	0	0	0	0	0	0	0
1200	123	1	101	16	2	3	0	0	0	0	0	0	0	0
1300	116	1	96	17	0	1	0	0	0	0	1	0	0	0
1400	97	0	81	13	1	2	0	0	0	0	0	0	0	0
1500	173	0	138	27	3	4	1	0	0	0	0	0	0	0
1600	203	2	170	20	6	5	0	0	0	0	0	0	0	0
1700	276	0	230	38	4	4	0	0	0	0	0	0	0	0
1800	125	0	102	18	0	5	0	0	0	0	0	0	0	0
1900	68	0	56	9	1	2	0	0	0	0	0	0	0	0
2000	25	1	22	2	0	0	0	0	0	0	0	0	0	0
2100	26	0	17	9	0	0	0	0	0	0	0	0	0	0
2200	15	1	13	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**1881**	**8**	**1527**	**239**	**42**	**61**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**2043**	**9**	**1652**	**272**	**43**	**63**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**2065**	**10**	**1672**	**273**	**43**	**63**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**2144**	**10**	**1735**	**287**	**44**	**64**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 17:00 (276) **AM Peak step** 8:00 (234) **PM Peak step** 17:00 (276)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	1	3	3	0	0	0	0	0	0	0	0	0	0
0100	5	1	4	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	5	1	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0700	27	0	23	4	0	0	0	0	0	0	0	0	0	0
0800	29	0	25	4	0	0	0	0	0	0	0	0	0	0
0900	31	0	28	3	0	0	0	0	0	0	0	0	0	0
1000	45	1	36	8	0	0	0	0	0	0	0	0	0	0
1100	50	0	46	4	0	0	0	0	0	0	0	0	0	0
1200	40	0	32	7	0	0	0	0	1	0	0	0	0	0
1300	47	0	38	9	0	0	0	0	0	0	0	0	0	0
1400	84	0	70	11	0	0	3	0	0	0	0	0	0	0
1500	76	0	66	9	0	0	1	0	0	0	0	0	0	0
1600	57	0	46	10	0	0	1	0	0	0	0	0	0	0
1700	76	0	59	17	0	0	0	0	0	0	0	0	0	0
1800	64	1	55	7	0	0	1	0	0	0	0	0	0	0
1900	49	0	40	8	0	0	1	0	0	0	0	0	0	0
2000	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**626**	**2**	**524**	**93**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**709**	**2**	**590**	**109**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**725**	**2**	**605**	**110**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**754**	**5**	**626**	**115**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (84) **AM Peak step** 11:00 (50) **PM Peak step** 14:00 (84)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4735 -- English (ENU)

Datasets:
Site: **[2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	3	1	1	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	8	1	7	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1000	37	2	30	5	0	0	0	0	0	0	0	0	0	0
1100	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1200	37	1	33	3	0	0	0	0	0	0	0	0	0	0
1300	57	2	49	6	0	0	0	0	0	0	0	0	0	0
1400	41	1	36	4	0	0	0	0	0	0	0	0	0	0
1500	24	1	21	2	0	0	0	0	0	0	0	0	0	0
1600	19	1	14	4	0	0	0	0	0	0	0	0	0	0
1700	28	0	26	1	0	0	0	0	1	0	0	0	0	0
1800	22	2	17	3	0	0	0	0	0	0	0	0	0	0
1900	14	1	13	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	**336**	**11**	**290**	**34**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**364**	**12**	**317**	**34**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**375**	**12**	**327**	**35**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**387**	**13**	**336**	**37**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (57) **AM Peak step** 11:00 (45) **PM Peak step** 13:00 (57)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	13	0	9	3	1	0	0	0	0	0	0	0	0	0
0700	32	1	25	4	1	1	0	0	0	0	0	0	0	0
0800	39	2	26	8	2	1	0	0	0	0	0	0	0	0
0900	36	1	15	14	5	1	0	0	0	0	0	0	0	0
1000	25	2	11	10	2	0	0	0	0	0	0	0	0	0
1100	33	0	23	8	2	0	0	0	0	0	0	0	0	0
1200	46	1	32	12	0	1	0	0	0	0	0	0	0	0
1300	70	0	45	24	1	0	0	0	0	0	0	0	0	0
1400	77	0	66	6	4	1	0	0	0	0	0	0	0	0
1500	90	1	61	13	14	1	0	0	0	0	0	0	0	0
1600	133	0	94	15	23	1	0	0	0	0	0	0	0	0
1700	109	0	76	14	18	1	0	0	0	0	0	0	0	0
1800	54	0	38	5	11	0	0	0	0	0	0	0	0	0
1900	32	0	19	1	11	1	0	0	0	0	0	0	0	0
2000	19	1	12	1	5	0	0	0	0	0	0	0	0	0
2100	12	0	10	0	2	0	0	0	0	0	0	0	0	0
2200	4	1	2	0	1	0	0	0	0	0	0	0	0	0
2300	7	1	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**744**	**8**	**512**	**133**	**83**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**820**	**9**	**562**	**138**	**102**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**831**	**11**	**570**	**138**	**103**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**851**	**11**	**585**	**142**	**103**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (133) **AM Peak step** 8:00 (39) **PM Peak step** 16:00 (133)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	2	2	0	2	0	0	0	0	0	0	0	0
0600	18	0	12	5	1	0	0	0	0	0	0	0	0	0
0700	45	2	36	6	1	0	0	0	0	0	0	0	0	0
0800	48	1	42	2	3	0	0	0	0	0	0	0	0	0
0900	68	1	48	14	3	2	0	0	0	0	0	0	0	0
1000	43	0	35	5	2	1	0	0	0	0	0	0	0	0
1100	44	0	28	12	3	0	1	0	0	0	0	0	0	0
1200	67	1	49	15	1	1	0	0	0	0	0	0	0	0
1300	74	1	49	22	1	0	1	0	0	0	0	0	0	0
1400	127	2	95	21	5	3	1	0	0	0	0	0	0	0
1500	199	3	141	40	14	1	0	0	0	0	0	0	0	0
1600	293	2	216	50	21	4	0	0	0	0	0	0	0	0
1700	357	4	277	56	19	1	0	0	0	0	0	0	0	0
1800	183	3	144	26	10	0	0	0	0	0	0	0	0	0
1900	97	0	62	22	11	2	0	0	0	0	0	0	0	0
2000	45	1	35	3	6	0	0	0	0	0	0	0	0	0
2100	13	0	7	4	2	0	0	0	0	0	0	0	0	0
2200	9	0	6	2	1	0	0	0	0	0	0	0	0	0
2300	16	0	13	3	0	0	0	0	0	0	0	0	0	0
07-19	**1548**	**20**	**1160**	**269**	**83**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1721**	**21**	**1276**	**303**	**103**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1746**	**21**	**1295**	**308**	**104**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1772**	**21**	**1315**	**312**	**104**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (357) **AM Peak step** 9:00 (68) **PM Peak step** 17:00 (357)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0200	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0600	18	0	11	5	1	1	0	0	0	0	0	0	0	0
0700	91	1	65	21	2	2	0	0	0	0	0	0	0	0
0800	74	0	49	19	2	2	1	0	0	1	0	0	0	0
0900	63	1	39	18	3	1	0	1	0	0	0	0	0	0
1000	50	1	30	15	2	2	0	0	0	0	0	0	0	0
1100	68	2	47	15	2	1	1	0	0	0	0	0	0	0
1200	73	2	49	21	0	0	1	0	0	0	0	0	0	0
1300	96	2	65	26	2	1	0	0	0	0	0	0	0	0
1400	132	0	105	21	4	2	0	0	0	0	0	0	0	0
1500	199	2	152	31	12	2	0	0	0	0	0	0	0	0
1600	323	5	254	47	16	1	0	0	0	0	0	0	0	0
1700	352	2	271	64	14	0	0	1	0	0	0	0	0	0
1800	189	0	143	35	11	0	0	0	0	0	0	0	0	0
1900	85	1	57	15	11	1	0	0	0	0	0	0	0	0
2000	33	0	23	4	6	0	0	0	0	0	0	0	0	0
2100	13	0	9	2	2	0	0	0	0	0	0	0	0	0
2200	13	0	8	4	1	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**1710**	**18**	**1269**	**333**	**70**	**14**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1859**	**19**	**1369**	**359**	**90**	**16**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1875**	**19**	**1379**	**364**	**91**	**16**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1909**	**19**	**1404**	**373**	**91**	**16**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (352) **AM Peak step** 7:00 (91) **PM Peak step** 17:00 (352)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	9	1	7	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0500	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0600	16	0	11	2	2	1	0	0	0	0	0	0	0	0
0700	40	0	30	9	1	0	0	0	0	0	0	0	0	0
0800	58	1	38	14	2	2	1	0	0	0	0	0	0	0
0900	45	2	19	18	3	3	0	0	0	0	0	0	0	0
1000	48	1	32	13	0	2	0	0	0	0	0	0	0	0
1100	59	2	38	13	6	0	0	0	0	0	0	0	0	0
1200	114	0	84	29	1	0	0	0	0	0	0	0	0	0
1300	83	1	61	20	0	0	0	0	0	1	0	0	0	0
1400	150	3	106	34	4	3	0	0	0	0	0	0	0	0
1500	206	2	159	29	13	3	0	0	0	0	0	0	0	0
1600	307	5	239	41	19	1	2	0	0	0	0	0	0	0
1700	327	8	258	43	15	2	1	0	0	0	0	0	0	0
1800	194	1	155	29	9	0	0	0	0	0	0	0	0	0
1900	103	1	68	19	12	2	0	0	1	0	0	0	0	0
2000	32	0	22	4	6	0	0	0	0	0	0	0	0	0
2100	17	1	10	4	2	0	0	0	0	0	0	0	0	0
2200	25	0	21	3	1	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**1631**	**26**	**1219**	**292**	**73**	**16**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1799**	**28**	**1330**	**321**	**95**	**19**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**1832**	**28**	**1358**	**325**	**96**	**19**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**1856**	**29**	**1375**	**330**	**96**	**20**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (327) **AM Peak step** 11:00 (59) **PM Peak step** 17:00 (327)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	7	1	1	1	0	0	0	0	0	0	0	0
0600	10	1	4	3	1	1	0	0	0	0	0	0	0	0
0700	44	0	29	13	1	1	0	0	0	0	0	0	0	0
0800	45	0	26	16	3	0	0	0	0	0	0	0	0	0
0900	47	0	24	18	3	2	0	0	0	0	0	0	0	0
1000	35	2	16	16	1	0	0	0	0	0	0	0	0	0
1100	64	0	42	17	4	1	0	0	0	0	0	0	0	0
1200	89	1	67	18	0	2	0	0	1	0	0	0	0	0
1300	96	0	69	24	2	0	0	0	1	0	0	0	0	0
1400	149	1	124	19	3	2	0	0	0	0	0	0	0	0
1500	160	0	122	32	5	1	0	0	0	0	0	0	0	0
1600	194	2	158	21	11	1	0	0	1	0	0	0	0	0
1700	126	1	101	17	6	1	0	0	0	0	0	0	0	0
1800	87	2	74	10	0	1	0	0	0	0	0	0	0	0
1900	45	3	35	7	0	0	0	0	0	0	0	0	0	0
2000	26	0	24	2	0	0	0	0	0	0	0	0	0	0
2100	45	1	40	1	2	0	1	0	0	0	0	0	0	0
2200	30	0	28	1	0	0	1	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**1136**	**9**	**852**	**221**	**39**	**12**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**1262**	**14**	**955**	**234**	**42**	**13**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**1295**	**14**	**986**	**235**	**42**	**13**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**1322**	**14**	**1007**	**239**	**43**	**14**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (194) **AM Peak step** 11:00 (64) **PM Peak step** 16:00 (194)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0900	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1000	26	0	21	4	0	0	0	0	1	0	0	0	0	0
1100	34	2	30	2	0	0	0	0	0	0	0	0	0	0
1200	36	1	28	7	0	0	0	0	0	0	0	0	0	0
1300	19	3	13	3	0	0	0	0	0	0	0	0	0	0
1400	76	0	63	13	0	0	0	0	0	0	0	0	0	0
1500	111	0	94	17	0	0	0	0	0	0	0	0	0	0
1600	395	2	345	45	1	0	0	0	0	0	0	1	0	1
1700	206	1	186	19	0	0	0	0	0	0	0	0	0	0
1800	33	1	28	4	0	0	0	0	0	0	0	0	0	0
1900	40	0	31	8	0	0	1	0	0	0	0	0	0	0
2000	20	0	16	3	0	0	1	0	0	0	0	0	0	0
2100	14	1	12	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2300	26	0	25	1	0	0	0	0	0	0	0	0	0	0
07-19	**972**	**10**	**839**	**119**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
06-22	**1048**	**11**	**900**	**131**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
06-00	**1081**	**11**	**930**	**134**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
00-00	**1104**	**11**	**947**	**139**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**1**

Peak step 16:00 (395) **AM Peak step** 11:00 (34) **PM Peak step** 16:00 (395)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	35	1	25	8	0	0	1	0	0	0	0	0	0	0
1000	43	0	37	6	0	0	0	0	0	0	0	0	0	0
1100	75	1	65	8	0	0	1	0	0	0	0	0	0	0
1200	76	1	69	4	0	0	2	0	0	0	0	0	0	0
1300	43	0	37	5	0	0	1	0	0	0	0	0	0	0
1400	47	0	40	5	0	0	2	0	0	0	0	0	0	0
1500	33	2	28	3	0	0	0	0	0	0	0	0	0	0
1600	35	1	30	3	0	1	0	0	0	0	0	0	0	0
1700	22	1	19	1	0	0	1	0	0	0	0	0	0	0
1800	24	1	22	1	0	0	0	0	0	0	0	0	0	0
1900	21	1	18	2	0	0	0	0	0	0	0	0	0	0
2000	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2100	65	0	56	9	0	0	0	0	0	0	0	0	0	0
2200	56	1	47	8	0	0	0	0	0	0	0	0	0	0
2300	5	0	2	2	0	0	0	0	1	0	0	0	0	0
07-19	**457**	**8**	**393**	**47**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**562**	**9**	**484**	**60**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**623**	**10**	**533**	**70**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**645**	**10**	**550**	**75**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (76) **AM Peak step** 11:00 (75) **PM Peak step** 12:00 (76)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0600	15	0	6	7	1	1	0	0	0	0	0	0	0	0
0700	41	0	32	8	1	0	0	0	0	0	0	0	0	0
0800	48	0	32	12	2	2	0	0	0	0	0	0	0	0
0900	97	2	69	16	5	1	1	1	2	0	0	0	0	0
1000	54	0	29	20	3	2	0	0	0	0	0	0	0	0
1100	51	1	36	12	2	0	0	0	0	0	0	0	0	0
1200	66	1	54	10	0	1	0	0	0	0	0	0	0	0
1300	89	1	56	30	2	0	0	0	0	0	0	0	0	0
1400	124	3	90	19	5	4	2	0	1	0	0	0	0	0
1500	171	1	127	27	14	2	0	0	0	0	0	0	0	0
1600	173	2	131	17	20	2	1	0	0	0	0	0	0	0
1700	180	5	137	21	16	1	0	0	0	0	0	0	0	0
1800	104	1	74	17	12	0	0	0	0	0	0	0	0	0
1900	69	4	45	8	11	1	0	0	0	0	0	0	0	0
2000	26	0	18	2	6	0	0	0	0	0	0	0	0	0
2100	18	1	12	3	2	0	0	0	0	0	0	0	0	0
2200	8	0	5	2	1	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**1198**	**17**	**867**	**209**	**82**	**15**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**1326**	**22**	**948**	**229**	**102**	**17**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**1339**	**22**	**958**	**231**	**103**	**17**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**1359**	**22**	**972**	**237**	**103**	**17**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (180) **AM Peak step** 9:00 (97) **PM Peak step** 17:00 (180)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	9	0	5	3	0	1	0	0	0	0	0	0	0	0
0600	16	1	9	6	0	0	0	0	0	0	0	0	0	0
0700	46	0	31	9	3	3	0	0	0	0	0	0	0	0
0800	59	1	45	9	2	0	2	0	0	0	0	0	0	0
0900	47	0	32	11	4	0	0	0	0	0	0	0	0	0
1000	54	2	34	16	2	0	0	0	0	0	0	0	0	0
1100	55	0	41	9	3	1	1	0	0	0	0	0	0	0
1200	70	1	53	15	1	0	0	0	0	0	0	0	0	0
1300	88	0	65	23	0	0	0	0	0	0	0	0	0	0
1400	141	1	110	23	5	2	0	0	0	0	0	0	0	0
1500	212	1	163	35	11	1	1	0	0	0	0	0	0	0
1600	301	5	236	40	18	1	1	0	0	0	0	0	0	0
1700	327	9	257	38	20	2	0	0	0	1	0	0	0	0
1800	172	4	132	24	11	0	0	0	1	0	0	0	0	0
1900	102	4	73	12	11	2	0	0	0	0	0	0	0	0
2000	43	0	32	5	6	0	0	0	0	0	0	0	0	0
2100	24	1	19	2	2	0	0	0	0	0	0	0	0	0
2200	7	0	6	0	1	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**1572**	**24**	**1199**	**252**	**80**	**10**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**1757**	**30**	**1332**	**277**	**99**	**12**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**1770**	**30**	**1344**	**277**	**100**	**12**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**1792**	**30**	**1358**	**284**	**100**	**13**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 17:00 (327) **AM Peak step** 8:00 (59) **PM Peak step** 17:00 (327)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	0	2	0	0	1	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	1	0	0	1	0	0	0	0	0	0	0
0500	4	0	1	2	0	1	0	0	0	0	0	0	0	0
0600	16	1	11	3	1	0	0	0	0	0	0	0	0	0
0700	57	0	42	12	1	2	0	0	0	0	0	0	0	0
0800	60	0	44	11	3	2	0	0	0	0	0	0	0	0
0900	42	2	27	9	2	1	1	0	0	0	0	0	0	0
1000	43	1	27	13	1	0	0	0	1	0	0	0	0	0
1100	55	0	40	10	4	0	1	0	0	0	0	0	0	0
1200	74	0	59	13	1	1	0	0	0	0	0	0	0	0
1300	102	2	63	35	0	2	0	0	0	0	0	0	0	0
1400	137	0	104	26	4	3	0	0	0	0	0	0	0	0
1500	197	2	155	25	14	1	0	0	0	0	0	0	0	0
1600	410	9	328	55	15	2	1	0	0	0	0	0	0	0
1700	382	7	317	37	17	3	1	0	0	0	0	0	0	0
1800	256	1	214	29	12	0	0	0	0	0	0	0	0	0
1900	83	1	59	11	11	1	0	0	0	0	0	0	0	0
2000	27	0	18	3	6	0	0	0	0	0	0	0	0	0
2100	24	0	21	1	2	0	0	0	0	0	0	0	0	0
2200	11	1	5	4	1	0	0	0	0	0	0	0	0	0
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07-19	**1815**	**24**	**1420**	**275**	**74**	**17**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1965**	**26**	**1529**	**293**	**94**	**18**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1984**	**27**	**1540**	**299**	**95**	**18**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2013**	**27**	**1560**	**305**	**95**	**19**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (410) **AM Peak step** 8:00 (60) **PM Peak step** 16:00 (410)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	18	0	11	6	1	0	0	0	0	0	0	0	0	0
0700	42	0	29	9	1	2	1	0	0	0	0	0	0	0
0800	51	0	41	4	5	1	0	0	0	0	0	0	0	0
0900	57	1	35	13	5	2	1	0	0	0	0	0	0	0
1000	58	0	41	16	1	0	0	0	0	0	0	0	0	0
1100	71	0	54	14	2	1	0	0	0	0	0	0	0	0
1200	79	3	59	16	1	0	0	0	0	0	0	0	0	0
1300	78	2	57	17	2	0	0	0	0	0	0	0	0	0
1400	144	2	108	26	4	3	0	0	1	0	0	0	0	0
1500	192	3	147	29	11	2	0	0	0	0	0	0	0	0
1600	308	6	239	38	21	2	1	0	0	0	0	1	0	0
1700	349	5	277	47	19	1	0	0	0	0	0	0	0	0
1800	316	0	265	40	10	1	0	0	0	0	0	0	0	0
1900	115	1	84	17	12	1	0	0	0	0	0	0	0	0
2000	28	0	21	1	6	0	0	0	0	0	0	0	0	0
2100	19	0	14	3	2	0	0	0	0	0	0	0	0	0
2200	15	0	14	0	1	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	**1745**	**22**	**1352**	**269**	**82**	**15**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
06-22	**1925**	**23**	**1482**	**296**	**103**	**16**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
06-00	**1949**	**23**	**1504**	**297**	**104**	**16**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
00-00	**1977**	**23**	**1526**	**302**	**104**	**16**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

Peak step 17:00 (349) **AM Peak step** 11:00 (71) **PM Peak step** 17:00 (349)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	1	0	0	1	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	9	0	2	5	0	1	0	0	1	0	0	0	0	0
0700	37	0	28	6	3	0	0	0	0	0	0	0	0	0
0800	57	2	41	8	4	2	0	0	0	0	0	0	0	0
0900	50	0	27	17	3	2	1	0	0	0	0	0	0	0
1000	38	1	23	12	2	0	0	0	0	0	0	0	0	0
1100	66	1	50	13	2	0	0	0	0	0	0	0	0	0
1200	81	0	72	8	0	1	0	0	0	0	0	0	0	0
1300	119	1	90	26	1	1	0	0	0	0	0	0	0	0
1400	134	3	108	19	3	1	0	0	0	0	0	0	0	0
1500	165	1	142	15	7	0	0	0	0	0	0	0	0	0
1600	142	3	109	17	9	2	1	0	1	0	0	0	0	0
1700	164	2	136	18	7	1	0	0	0	0	0	0	0	0
1800	84	3	71	7	0	1	2	0	0	0	0	0	0	0
1900	47	0	38	9	0	0	0	0	0	0	0	0	0	0
2000	16	1	13	1	0	0	1	0	0	0	0	0	0	0
2100	41	0	37	3	1	0	0	0	0	0	0	0	0	0
2200	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**1137**	**17**	**897**	**166**	**41**	**11**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1250**	**18**	**987**	**184**	**42**	**12**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1267**	**18**	**1003**	**185**	**42**	**12**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**1290**	**18**	**1021**	**189**	**42**	**12**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (165) **AM Peak step** 11:00 (66) **PM Peak step** 15:00 (165)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0800	21	1	11	8	1	0	0	0	0	0	0	0	0	0
0900	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1000	50	1	40	9	0	0	0	0	0	0	0	0	0	0
1100	31	0	28	3	0	0	0	0	0	0	0	0	0	0
1200	32	0	25	6	0	0	1	0	0	0	0	0	0	0
1300	32	1	29	2	0	0	0	0	0	0	0	0	0	0
1400	50	0	37	11	0	2	0	0	0	0	0	0	0	0
1500	51	1	41	8	0	0	1	0	0	0	0	0	0	0
1600	61	2	52	7	0	0	0	0	0	0	0	0	0	0
1700	24	0	21	2	0	0	1	0	0	0	0	0	0	0
1800	35	3	30	2	0	0	0	0	0	0	0	0	0	0
1900	50	1	38	11	0	0	0	0	0	0	0	0	0	0
2000	58	0	52	2	0	1	3	0	0	0	0	0	0	0
2100	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**425**	**9**	**345**	**65**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**564**	**10**	**464**	**80**	**1**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**577**	**10**	**476**	**81**	**1**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**595**	**10**	**491**	**84**	**1**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (61) **AM Peak step** 10:00 (50) **PM Peak step** 16:00 (61)

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4737 -- English (ENU)

Datasets:

Site: **[3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, October 12, 2025=2281, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**7**	**9**	**3**	**7**	**21**	**28**	**66**	**140**	**173**	**227**	**179**	**168**	**218**	**185**	**190**	**177**	**156**	**125**	**56**	**55**	**37**	**21**	**15**	
5	1	4	2	0	4	9	13	39	31	**56**	42	37	**54**	49	51	49	43	39	16	16	4	6	3	2
8	1	3	0	1	3	4	8	30	45	**57**	48	41	**50**	33	37	47	41	38	16	19	10	5	7	2
4	3	1	0	4	7	6	20	27	47	**50**	47	40	**54**	53	56	36	38	26	15	10	15	6	3	4
3	2	1	1	2	7	9	25	45	51	**64**	42	51	**60**	51	47	46	34	22	9	10	8	4	2	2

AM Peak 1000 - 1100 (227), AM PHF=0.89 PM Peak 1300 - 1400 (218), PM PHF=0.91

* Monday, October 13, 2025=5590, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**8**	**7**	**15**	**64**	**212**	**260**	**379**	**898**	**824**	**520**	**508**	**512**	**279**	**152**	**159**	**173**	**174**	**196**	**121**	**42**	**47**	**21**	**14**	
2	1	2	3	4	34	70	73	193	**251**	147	102	**144**	79	37	39	57	55	45	26	16	17	5	7	1
2	4	1	4	12	36	70	75	**250**	221	121	123	**144**	87	31	36	42	54	49	43	7	11	8	4	0
4	2	1	2	16	72	53	105	**215**	183	117	137	**123**	63	40	47	30	29	47	32	11	10	5	0	4
2	1	3	6	32	70	67	126	**240**	170	136	146	**102**	51	44	38	46	36	56	20	8	9	3	3	6

AM Peak 0815 - 0915 (956), AM PHF=0.95 PM Peak 1200 - 1300 (512), PM PHF=0.89

* Tuesday, October 14, 2025=11161, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**10**	**11**	**23**	**82**	**290**	**354**	**642**	**1758**	**1818**	**1017**	**766**	**508**	**411**	**268**	**375**	**420**	**610**	**902**	**411**	**153**	**107**	**103**	**116**	
1	2	5	2	9	54	83	116	303	**541**	282	203	128	129	63	86	97	118	**237**	141	45	24	34	39	7
0	4	0	8	17	44	83	150	429	**484**	269	193	137	99	67	90	81	121	**237**	114	37	33	18	41	4
4	2	2	3	25	69	86	179	**484**	412	237	192	117	87	71	75	117	136	**227**	101	38	29	27	23	5
6	2	4	10	32	123	103	198	**543**	382	230	179	127	97	68	124	125	**235**	201	56	33	21	25	13	4

AM Peak 0830 - 0930 (2051), AM PHF=0.95 PM Peak 1745 - 1845 (936), PM PHF=0.99

* Wednesday, October 15, 2025=9709, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**5**	**14**	**25**	**93**	**280**	**370**	**620**	**1553**	**1949**	**1147**	**774**	**629**	**415**	**238**	**278**	**268**	**365**	**247**	**230**	**84**	**54**	**35**	**18**	
7	2	4	6	10	47	88	105	252	**528**	362	206	**182**	126	65	54	61	83	63	71	29	10	8	4	3
4	2	3	8	21	45	90	148	357	**517**	283	227	**135**	94	70	63	76	103	55	70	21	17	10	6	6
5	0	4	6	27	76	88	157	420	**473**	259	176	**152**	102	53	80	64	96	50	49	19	11	10	4	3
4	1	3	5	36	114	104	210	**525**	432	244	165	**161**	94	50	83	68	83	80	42	15	16	7	4	1

AM Peak 0845 - 0945 (2042), AM PHF=0.97 PM Peak 1200 - 1300 (629), PM PHF=0.87

* Thursday, October 16, 2025=11643, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**3**	**18**	**18**	**87**	**302**	**375**	**686**	**1628**	**1842**	**1120**	**812**	**616**	**380**	**286**	**315**	**354**	**578**	**1238**	**517**	**142**	**103**	**167**	**48**	
3	0	7	1	9	57	90	118	288	**466**	315	236	171	103	55	69	86	101	**229**	211	56	20	26	28	5
6	2	0	5	17	52	88	159	394	**456**	292	200	146	110	69	84	80	152	**330**	132	20	25	44	11	3
3	0	6	3	25	82	89	169	460	**479**	244	192	164	85	75	77	72	131	**360**	97	36	28	57	4	1
1	1	6	9	36	111	108	241	**486**	442	269	184	136	83	88	86	117	194	**320**	78	30	30	40	5	1

AM Peak 0845 - 0945 (1887), AM PHF=0.97 PM Peak 1800 - 1900 (1238), PM PHF=0.86

* Friday, October 17, 2025=6983, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**9**	**15**	**12**	**91**	**287**	**304**	**429**	**1048**	**949**	**571**	**657**	**624**	**390**	**273**	**242**	**263**	**271**	**205**	**126**	**85**	**62**	**44**	**20**	
5	4	3	1	11	42	63	73	206	**286**	175	158	**150**	121	57	65	58	83	60	25	22	13	15	9	6
3	1	3	3	12	43	80	106	247	**256**	135	153	**150**	117	73	62	66	59	50	34	21	16	9	5	7
1	3	4	3	29	78	68	101	**270**	210	117	163	**164**	69	65	47	79	63	50	29	23	15	13	3	3
1	1	5	5	39	125	93	149	**327**	198	144	183	**162**	83	78	69	62	67	46	39	19	18	7	3	2

AM Peak 0830 - 0930 (1137), AM PHF=0.87 PM Peak 1200 - 1300 (624), PM PHF=0.95

* Saturday, October 18, 2025=8789, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**5**	**8**	**4**	**15**	**57**	**69**	**110**	**167**	**191**	**231**	**223**	**187**	**212**	**332**	**420**	**854**	**893**	**1330**	**1445**	**889**	**168**	**305**	**661**	
6	1	2	0	1	6	24	21	46	39	63	**78**	47	41	79	93	270	238	207	**386**	369	42	47	157	104
7	1	2	1	5	7	10	18	39	42	42	**46**	43	42	66	80	211	178	**416**	336	354	39	66	219	110
3	2	3	0	4	19	21	31	44	53	**61**	47	40	45	101	69	145	179	**376**	322	107	43	84	153	58
2	1	1	3	5	25	15	40	39	57	**66**	52	58	85	87	178	228	298	**332**	401	59	44	108	133	34

AM Peak 1030 - 1130 (251), AM PHF=0.81 PM Peak 1815 - 1915 (1509), PM PHF=0.91

* Sunday, October 19, 2025=6104, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
306	**44**	**15**	**8**	**12**	**20**	**23**	**91**	**203**	**256**	**247**	**297**	**200**	**206**	**251**	**249**	**352**	**911**	**1481**	**400**	**71**	**258**	**185**	**24**	
104	20	5	3	1	4	5	13	43	56	60	87	54	38	52	63	86	142	**382**	244	16	20	82	8	2
110	13	2	2	4	5	2	23	56	59	56	82	55	56	77	56	68	190	**265**	70	15	42	58	5	1
58	8	5	1	1	2	10	15	44	63	71	61	52	58	61	76	100	252	**429**	43	13	82	32	5	0
34	3	3	2	6	9	6	40	60	79	61	67	39	54	61	55	99	327	**406**	44	27	114	13	6	3

AM Peak 0000 - 0100 (306), AM PHF=0.69 PM Peak 1800 - 1900 (1481), PM PHF=0.86

* Monday, October 20, 2025=6976, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**8**	**5**	**25**	**78**	**276**	**312**	**498**	**1064**	**1119**	**682**	**555**	**502**	**305**	**226**	**229**	**265**	**280**	**221**	**157**	**75**	**56**	**26**	**12**	
2	1	1	5	8	41	73	87	208	**300**	200	142	**147**	90	64	55	63	61	49	45	21	13	5	3	1
1	3	0	7	15	52	84	115	260	**288**	191	126	**117**	80	56	59	81	77	68	57	15	14	8	5	1
0	1	3	7	21	80	70	134	**298**	277	146	125	**117**	61	61	54	51	66	52	28	25	12	8	2	1
3	3	1	6	34	103	85	163	**299**	255	146	163	**121**	75	46	62	71	78	53	27	15	17	5	2	4

AM Peak 0830 - 0930 (1184), AM PHF=0.99 PM Peak 1200 - 1300 (502), PM PHF=0.86

* Tuesday, October 21, 2025=9487, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**9**	**7**	**21**	**89**	**296**	**367**	**643**	**1551**	**1866**	**1159**	**772**	**546**	**317**	**218**	**251**	**269**	**338**	**299**	**214**	**109**	**81**	**36**	**25**	
1	5	1	1	10	42	88	114	297	**527**	358	193	**146**	106	50	65	63	58	77	70	34	25	10	11	3
1	0	2	6	16	55	86	149	365	**474**	301	207	**155**	82	62	56	75	86	58	50	26	23	5	6	1
1	2	3	6	24	76	78	179	397	**407**	253	196	**134**	61	47	57	66	100	86	44	20	14	10	4	3
4	2	1	8	39	124	115	202	**492**	459	247	177	**111**	69	59	74	67	95	78	50	30	19	11	4	2

AM Peak 0845 - 0945 (1900), AM PHF=0.90 PM Peak 1200 - 1300 (546), PM PHF=0.88

* Wednesday, October 22, 2025=9916, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**8**	**10**	**20**	**104**	**279**	**396**	**663**	**1621**	**1964**	**1155**	**818**	**614**	**358**	**245**	**257**	**320**	**328**	**292**	**249**	**95**	**64**	**25**	**27**	
3	1	1	1	7	41	81	112	274	**540**	335	186	**197**	97	56	62	87	72	64	67	28	21	10	12	5
1	4	3	5	19	39	99	125	374	**480**	298	234	**164**	113	73	65	77	91	60	65	27	15	10	6	6
3	2	3	2	33	80	87	190	460	**477**	252	208	**125**	84	48	63	79	76	84	61	22	9	3	6	3
2	1	3	12	46	120	129	236	**514**	468	271	192	**129**	64	68	68	77	90	85	57	18	19	2	3	1

AM Peak 0845 - 0945 (2011), AM PHF=0.93 PM Peak 1200 - 1300 (614), PM PHF=0.78

* Thursday, October 23, 2025=9686, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**10**	**6**	**27**	**78**	**291**	**396**	**636**	**1567**	**1807**	**1104**	**809**	**636**	**382**	**228**	**244**	**290**	**340**	**335**	**255**	**97**	**68**	**54**	**17**	
5	3	0	3	5	45	85	110	279	**449**	312	196	**175**	116	54	56	76	74	93	69	26	24	14	8	1
6	1	3	3	17	55	97	129	399	**516**	268	215	**158**	98	58	76	79	79	74	81	20	17	16	1	9
3	2	1	7	22	81	97	179	423	**439**	279	204	**159**	73	63	53	65	85	94	68	33	15	12	2	4
1	4	2	14	35	110	118	219	**467**	404	246	195	**145**	95	54	59	70	103	75	37	18	13	12	6	5

AM Peak 0845 - 0945 (1870), AM PHF=0.91 PM Peak 1200 - 1300 (636), PM PHF=0.91

* Friday, October 24, 2025=7126, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**10**	**15**	**19**	**88**	**266**	**294**	**419**	**995**	**980**	**586**	**698**	**710**	**359**	**298**	**297**	**301**	**262**	**158**	**131**	**95**	**67**	**46**	**17**	
1	3	2	0	4	35	85	77	183	**303**	159	138	**218**	113	81	80	93	61	52	34	25	21	14	5	3
9	3	5	3	23	45	72	82	223	**247**	161	155	**166**	104	69	69	57	70	44	39	21	19	13	8	2
4	4	4	5	23	66	56	112	**292**	231	131	167	**172**	66	79	64	73	55	29	27	23	12	13	0	1
5	0	4	11	38	121	81	148	**297**	200	136	239	**155**	77	70	84	79	77	34	31	26	15	6	4	3

AM Peak 0830 - 0930 (1138), AM PHF=0.94 PM Peak 1200 - 1300 (710), PM PHF=0.82

* Saturday, October 25, 2025=3676, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**14**	**13**	**6**	**12**	**51**	**84**	**139**	**219**	**280**	**315**	**345**	**307**	**299**	**290**	**256**	**287**	**223**	**212**	**154**	**62**	**54**	**36**	**14**	
3	3	5	1	2	5	8	44	63	57	55	**113**	98	**88**	72	67	79	63	56	47	23	10	8	7	3
2	7	2	0	1	8	16	31	65	77	73	**75**	61	**80**	81	61	69	51	59	40	14	15	14	2	1
1	2	3	0	2	16	24	26	45	70	76	**82**	**76**	65	77	58	67	52	43	43	14	16	8	1	3
3	2	3	5	7	22	37	38	47	76	**111**	75	**73**	66	60	71	73	58	54	24	11	13	6	4	1

AM Peak 1045 - 1145 (381), AM PHF=0.84 PM Peak 1230 - 1330 (317), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4738 -- English (ENU)

Datasets:

Site: **[3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, October 12, 2025=2329, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
97	**34**	**17**	**11**	**1**	**6**	**21**	**15**	**37**	**104**	**151**	**214**	**185**	**203**	**184**	**169**	**194**	**228**	**204**	**98**	**67**	**43**	**32**	**18**	
32	9	3	6	1	1	1	1	6	21	29	52	**49**	43	56	40	44	**54**	49	43	19	11	12	5	4
29	6	5	3	0	2	7	5	7	24	44	44	**47**	69	32	43	52	**62**	64	28	21	6	4	5	4
21	13	7	2	0	3	10	5	8	29	42	40	**46**	46	57	47	57	**58**	52	17	19	14	10	4	2
15	6	2	0	0	0	3	4	16	30	37	**78**	43	46	39	39	41	**55**	40	10	8	12	6	4	1

AM Peak 1145 - 1245 (220), AM PHF=0.70 PM Peak 1700 - 1800 (228), PM PHF=0.92

* Monday, October 13, 2025=5596, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**6**	**8**	**4**	**12**	**31**	**54**	**118**	**179**	**230**	**182**	**244**	**390**	**506**	**498**	**602**	**653**	**741**	**443**	**360**	**151**	**100**	**56**	**20**	
4	3	1	0	3	6	12	22	35	61	57	57	**92**	107	125	161	176	**214**	114	128	40	33	12	5	5
4	1	2	2	4	6	11	21	49	50	42	50	**90**	125	96	123	160	**188**	107	100	48	14	13	8	5
2	1	3	0	3	12	19	37	41	58	39	74	**109**	161	149	161	173	**201**	100	84	33	36	20	4	10
1	1	2	2	2	8	12	39	55	62	45	**64**	100	113	128	158	**144**	140	122	49	30	17	11	3	4

AM Peak 1145 - 1245 (355), AM PHF=0.81 PM Peak 1645 - 1745 (746), PM PHF=0.87

* Tuesday, October 14, 2025=10400, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**17**	**18**	**20**	**31**	**30**	**70**	**138**	**227**	**254**	**230**	**287**	**427**	**587**	**775**	**1129**	**1395**	**1510**	**965**	**731**	**267**	**228**	**241**	**804**	
5	6	1	4	4	9	18	21	50	72	65	59	**94**	113	172	305	316	**404**	261	239	101	56	44	289	35
5	1	4	2	1	6	13	21	47	65	53	57	**102**	133	156	276	357	**428**	231	194	71	46	51	267	11
10	7	11	8	11	3	24	38	54	58	52	74	**111**	168	248	257	344	**362**	241	154	53	63	63	163	16
4	3	2	6	15	12	16	58	78	59	60	**97**	121	173	200	292	**379**	317	232	144	42	64	84	86	15

AM Peak 1145 - 1245 (403), AM PHF=0.91 PM Peak 1645 - 1745 (1572), PM PHF=0.92

* Wednesday, October 15, 2025=10078, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
77	**32**	**45**	**20**	**24**	**35**	**74**	**296**	**296**	**312**	**253**	**278**	**462**	**602**	**796**	**1188**	**1416**	**1508**	**947**	**755**	**322**	**212**	**103**	**32**	
35	19	7	3	3	8	10	34	86	76	71	64	**105**	122	174	294	346	**386**	277	234	117	48	35	8	10
11	8	9	2	3	8	18	70	53	69	73	56	**122**	136	157	275	356	**408**	208	213	89	46	21	11	6
16	3	27	15	11	9	25	113	81	84	58	74	**113**	177	231	301	348	**404**	215	181	70	55	27	9	9
15	2	2	0	7	11	22	80	76	84	52	**85**	123	168	234	318	**367**	311	248	127	46	63	21	4	8

AM Peak 1145 - 1245 (424), AM PHF=0.87 PM Peak 1645 - 1745 (1564), PM PHF=0.96

* Thursday, October 16, 2025=11032, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**17**	**37**	**15**	**27**	**39**	**72**	**148**	**236**	**291**	**248**	**330**	**484**	**615**	**860**	**1156**	**1487**	**1410**	**932**	**790**	**348**	**294**	**945**	**223**	
10	3	5	3	7	8	8	24	50	67	73	92	**126**	152	194	310	332	**386**	261	281	129	88	131	98	10
6	6	4	2	1	14	17	32	69	72	56	77	**113**	119	169	271	**374**	364	223	225	82	52	135	61	12
9	3	21	4	11	7	27	35	57	79	58	64	**129**	172	265	290	**424**	372	228	159	92	54	364	39	4
8	5	7	6	8	11	20	58	61	74	61	**97**	117	172	232	286	**358**	289	222	125	45	100	316	25	9

AM Peak 1145 - 1245 (464), AM PHF=0.90 PM Peak 1615 - 1715 (1541), PM PHF=0.91

* Friday, October 17, 2025=7341, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**29**	**37**	**10**	**32**	**34**	**71**	**108**	**200**	**258**	**269**	**384**	**544**	**712**	**820**	**884**	**862**	**843**	**512**	**294**	**151**	**137**	**87**	**35**	
10	9	4	1	9	5	10	17	38	45	82	84	**131**	159	223	249	**231**	238	164	97	46	21	34	10	10
12	6	12	2	3	4	17	23	56	83	55	81	**126**	157	175	209	**196**	219	139	85	40	28	21	10	7
4	5	19	2	14	9	23	26	45	61	75	94	**140**	225	235	203	**243**	223	112	59	28	46	21	6	2
9	9	2	5	6	17	22	42	62	70	57	**126**	148	171	188	**225**	193	164	97	53	37	42	11	9	7

AM Peak 1145 - 1245 (522), AM PHF=0.93 PM Peak 1545 - 1645 (894), PM PHF=0.92

* Saturday, October 18, 2025=5484, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**26**	**25**	**7**	**8**	**12**	**27**	**31**	**57**	**113**	**216**	**183**	**220**	**209**	**238**	**256**	**402**	**313**	**464**	**624**	**439**	**96**	**205**	**1292**	
10	5	4	2	2	1	5	5	12	22	**53**	42	55	36	51	73	146	65	82	173	142	27	46	183	**412**
7	7	2	3	1	2	2	7	10	29	**39**	44	53	39	55	52	128	54	96	131	125	28	34	350	**360**
2	8	15	1	4	2	14	14	20	33	**67**	58	66	49	66	70	75	65	155	147	108	25	59	362	**371**
7	6	4	1	1	7	6	5	15	29	**58**	40	46	86	67	61	53	129	132	173	65	17	66	**399**	156

AM Peak 1000 - 1100 (216), AM PHF=0.80 PM Peak 2345 - 2445 (1541), PM PHF=0.94

* Sunday, October 19, 2025=5777, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1298	**127**	**43**	**14**	**4**	**11**	**16**	**26**	**62**	**124**	**195**	**253**	**220**	**237**	**228**	**162**	**200**	**262**	**422**	**236**	**86**	**831**	**659**	**65**	
412	64	8	2	1	4	3	4	13	16	36	44	56	49	52	41	51	58	83	105	21	22	**328**	32	12
360	24	6	8	0	2	4	4	14	31	29	61	51	99	62	28	45	90	111	74	24	54	**191**	16	5
371	31	16	1	1	5	7	8	16	30	51	102	56	58	49	37	36	58	123	41	21	**323**	90	14	7
156	9	13	3	2	0	2	10	20	47	79	46	57	31	66	56	68	56	106	18	20	**433**	50	3	4

AM Peak 0000 - 0100 (1298), AM PHF=0.79 PM Peak 2130 - 2230 (1275), PM PHF=0.74

* Monday, October 20, 2025=7413, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**11**	**7**	**11**	**11**	**35**	**73**	**143**	**197**	**453**	**242**	**248**	**445**	**537**	**659**	**805**	**936**	**1031**	**632**	**477**	**170**	**153**	**83**	**34**	
12	1	3	5	0	10	8	18	36	**121**	100	42	99	124	145	219	260	**295**	204	132	62	62	24	13	4
5	1	2	1	2	6	15	25	45	**117**	43	68	117	143	137	188	232	**275**	156	132	43	21	16	4	5
7	5	0	3	6	7	24	50	58	**104**	48	58	128	159	208	197	239	**259**	126	127	35	45	30	10	7
4	4	2	2	3	12	26	51	59	**112**	52	80	102	112	170	202	**206**	202	146	88	31	25	14	7	3

AM Peak 0900 - 1000 (453), AM PHF=0.94 PM Peak 1645 - 1745 (1035), PM PHF=0.88

* Tuesday, October 21, 2025=9655, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**17**	**27**	**6**	**26**	**36**	**66**	**131**	**199**	**264**	**267**	**300**	**412**	**595**	**796**	**1122**	**1478**	**1530**	**1040**	**704**	**289**	**215**	**79**	**40**	
4	4	1	0	2	9	13	17	48	70	93	59	**111**	133	168	273	376	**379**	307	211	109	54	31	14	7
5	6	4	2	1	5	13	16	39	70	70	67	**103**	126	166	292	357	**417**	248	189	64	51	14	10	4
7	3	19	1	13	9	24	54	49	68	58	69	**93**	174	267	247	370	**416**	233	178	68	54	18	11	7
3	4	3	3	10	14	17	45	63	57	47	**105**	106	163	196	311	**376**	319	253	127	49	57	16	5	4

AM Peak 1145 - 1245 (412), AM PHF=0.93 PM Peak 1645 - 1745 (1587), PM PHF=0.95

* Wednesday, October 22, 2025=9957, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**14**	**33**	**7**	**28**	**37**	**82**	**157**	**199**	**277**	**300**	**297**	**431**	**610**	**869**	**1228**	**1505**	**1518**	**1011**	**659**	**323**	**204**	**94**	**58**	
7	3	6	3	5	11	13	27	41	70	92	62	**105**	150	182	288	363	**395**	288	209	129	46	41	20	6
4	5	4	2	2	5	18	28	47	80	66	67	**101**	144	182	259	401	**402**	226	179	90	38	21	11	2
7	4	21	1	13	7	31	51	49	61	67	78	**124**	170	290	332	371	**394**	224	163	73	58	22	16	6
4	2	2	1	8	14	20	52	62	66	75	**91**	102	147	216	350	**372**	328	273	110	32	62	10	11	6

AM Peak 1145 - 1245 (420), AM PHF=0.85 PM Peak 1645 - 1745 (1561), PM PHF=0.97

* Thursday, October 23, 2025=9767, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**12**	**31**	**10**	**28**	**33**	**72**	**150**	**218**	**297**	**245**	**341**	**433**	**622**	**832**	**1178**	**1486**	**1411**	**942**	**750**	**284**	**242**	**97**	**37**	
6	3	3	3	8	8	15	19	42	85	77	71	**97**	134	198	277	**353**	327	299	255	98	76	30	12	8
2	1	6	2	2	10	14	27	45	73	51	66	**110**	139	181	279	**394**	409	216	168	70	72	24	9	18
6	4	19	4	10	6	22	44	65	68	63	99	**112**	183	264	307	**388**	355	211	206	60	56	32	6	5
6	4	3	1	8	9	22	61	66	71	55	**106**	115	167	190	316	**351**	321	217	121	56	39	12	10	7

AM Peak 1145 - 1245 (425), AM PHF=0.95 PM Peak 1600 - 1700 (1486), PM PHF=0.94

* Friday, October 24, 2025=7435, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**16**	**31**	**8**	**25**	**36**	**71**	**107**	**172**	**270**	**243**	**357**	**520**	**781**	**792**	**909**	**812**	**919**	**571**	**366**	**142**	**141**	**82**	**32**	
8	3	3	0	3	10	12	18	31	67	80	79	**122**	166	192	223	189	**272**	189	125	45	30	40	12	6
18	4	6	0	3	8	15	15	41	70	58	77	**144**	197	169	218	207	**235**	161	111	33	32	11	8	6
5	5	20	2	11	4	24	42	38	69	47	94	**124**	208	230	270	**208**	206	122	71	38	50	25	9	2
7	4	2	6	8	14	20	33	63	64	59	**108**	130	211	201	198	**209**	207	100	60	26	29	6	3	6

AM Peak 1145 - 1245 (497), AM PHF=0.87 PM Peak 1630 - 1730 (923), PM PHF=0.85

* Saturday, October 25, 2025=3663, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**32**	**31**	**11**	**11**	**7**	**25**	**44**	**80**	**149**	**250**	**238**	**230**	**316**	**354**	**312**	**396**	**255**	**263**	**214**	**182**	**147**	**74**	**28**	
6	9	5	4	4	0	4	14	14	29	42	53	**80**	122	63	72	**95**	58	124	65	16	16	25	11	2
6	7	5	1	2	2	5	9	27	57	54	53	**44**	78	134	58	**92**	72	53	101	31	15	15	3	3
2	11	17	5	3	4	13	6	24	38	111	37	**61**	53	91	114	**100**	63	40	31	103	15	20	9	1
6	5	5	1	2	1	3	15	15	25	43	**95**	46	63	67	68	**109**	63	46	17	32	101	14	5	6

AM Peak 1145 - 1245 (279), AM PHF=0.73 PM Peak 1600 - 1700 (396), PM PHF=0.91

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4739 -- English (ENU)

Datasets:

Site: **[4] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, October 12, 2025=7164, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
123	**57**	**35**	**30**	**50**	**74**	**109**	**216**	**305**	**472**	**456**	**512**	**496**	**582**	**562**	**569**	**482**	**493**	**436**	**322**	**325**	**199**	**162**	**101**
33	20	8	6	6	11	22	40	61	75	89	**131**	105	138	**131**	124	111	113	117	91	97	48	48	19	9
35	11	7	8	15	13	26	47	64	142	113	**128**	114	130	**157**	149	118	128	107	76	84	50	44	33	14
29	13	12	9	8	23	27	54	81	123	**118**	118	129	**150**	125	156	126	124	113	86	75	45	37	27	12
26	13	9	8	21	27	34	75	101	133	**137**	135	148	**165**	149	141	127	129	100	70	69	56	34	23	5

AM Peak 1030 - 1130 (514), AM PHF=0.94 PM Peak 1330 - 1430 (603), PM PHF=0.91

* Monday, October 13, 2025=13558, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
40	**47**	**48**	**102**	**252**	**620**	**770**	**1103**	**1768**	**1529**	**1073**	**946**	**951**	**617**	**464**	**501**	**549**	**586**	**527**	**383**	**243**	**221**	**138**	**86**
9	14	9	13	22	79	171	197	**419**	387	282	201	**256**	187	106	124	150	155	123	115	71	55	46	24	22
14	10	10	21	39	142	202	248	**447**	416	266	253	**253**	170	116	117	111	142	147	99	67	70	34	25	17
12	14	15	29	76	174	181	294	**461**	347	254	235	**257**	123	133	146	146	143	131	79	37	47	37	16	7
5	10	14	39	115	225	216	366	**441**	380	271	258	**186**	138	110	116	143	147	127	91	69	50	21	21	14

AM Peak 0800 - 0900 (1768), AM PHF=0.96 PM Peak 1200 - 1300 (951), PM PHF=0.93

* Tuesday, October 14, 2025=19543, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
59	**42**	**74**	**129**	**259**	**640**	**873**	**1379**	**2129**	**2123**	**1632**	**1212**	**1024**	**772**	**683**	**783**	**1043**	**1266**	**1479**	**775**	**375**	**346**	**247**	**203**
22	9	11	20	24	89	193	254	485	**564**	432	265	257	228	151	162	250	289	**365**	269	103	75	78	57	24
17	13	15	27	45	124	213	304	**541**	520	468	327	253	182	170	216	241	311	**366**	220	93	95	63	70	15
7	12	19	40	70	178	196	385	**541**	500	367	323	266	181	170	191	283	300	**389**	169	95	75	55	49	17
14	9	29	43	120	251	272	436	**562**	539	366	298	248	182	192	214	270	**367**	359	117	84	101	52	28	18

AM Peak 0815 - 0915 (2208), AM PHF=0.98 PM Peak 1745 - 1845 (1486), PM PHF=0.96

* Wednesday, October 15, 2025=18336, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
73	**53**	**65**	**130**	**286**	**712**	**922**	**1477**	**2130**	**2146**	**1865**	**1369**	**1147**	**780**	**618**	**681**	**738**	**960**	**757**	**536**	**341**	**301**	**176**	**80**
24	17	9	15	20	89	220	242	497	**543**	527	330	**280**	220	137	138	174	251	176	161	99	78	59	24	22
15	15	9	29	51	170	228	362	**554**	529	514	375	**310**	192	162	184	155	247	229	131	86	80	46	20	16
17	12	16	49	81	191	211	423	**559**	553	408	341	**275**	177	151	182	207	213	174	131	70	70	35	21	13
18	10	33	37	135	262	263	450	**521**	522	417	325	**282**	192	169	177	203	249	178	113	86	74	37	15	11

AM Peak 0815 - 0915 (2176), AM PHF=0.97 PM Peak 1200 - 1300 (1147), PM PHF=0.92

* Thursday, October 16, 2025=20500, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
62	**42**	**59**	**114**	**277**	**718**	**936**	**1443**	**2150**	**2145**	**1820**	**1461**	**1228**	**874**	**746**	**837**	**1052**	**1200**	**1427**	**825**	**370**	**300**	**279**	**142**
22	9	6	12	21	102	198	259	500	507	**529**	398	334	219	169	195	251	313	343	**362**	104	79	68	47	17
16	13	12	27	37	131	217	333	526	**513**	511	366	287	230	189	221	261	304	**307**	165	90	78	91	35	22
13	14	11	33	76	205	235	375	555	**542**	392	361	332	203	169	213	277	289	**357**	155	68	67	70	29	22
11	7	31	43	144	281	287	477	569	**584**	390	337	275	223	220	209	264	295	**421**	144	108	77	50	31	9

AM Peak 0915 - 1015 (2167), AM PHF=0.93 PM Peak 1815 - 1915 (1445), PM PHF=0.86

* Friday, October 17, 2025=15765, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
69	**44**	**61**	**107**	**268**	**701**	**789**	**950**	**1661**	**1464**	**1130**	**1203**	**1193**	**882**	**689**	**728**	**727**	**750**	**670**	**535**	**364**	**363**	**257**	**167**
17	16	9	13	28	89	173	195	343	**397**	308	254	228	**276**	181	174	179	208	174	140	122	89	80	44	31
22	10	14	22	46	144	200	215	**449**	380	313	302	**272**	216	171	190	165	175	175	112	79	85	85	46	24
22	12	13	34	75	171	206	221	**432**	339	225	337	**393**	187	170	201	193	183	149	151	79	98	52	48	18
9	7	26	39	119	298	211	320	**437**	349	285	311	**301**	204	168	164	191	185	172	132	85	92	41	30	14

AM Peak 0815 - 0915 (1715), AM PHF=0.95 PM Peak 1215 - 1315 (1241), PM PHF=0.79

* Saturday, October 18, 2025=13582, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
86	**62**	**46**	**31**	**78**	**193**	**267**	**341**	**509**	**515**	**477**	**550**	**608**	**642**	**687**	**803**	**871**	**1014**	**1472**	**1549**	**1074**	**414**	**548**	**752**
31	19	15	5	14	19	57	61	120	116	112	157	**152**	171	164	211	195	252	293	**428**	356	106	113	184	173
24	18	9	11	11	34	54	74	129	103	104	123	**158**	135	170	198	212	276	385	**344**	399	101	129	183	140
18	14	9	6	24	52	66	94	117	144	137	122	**148**	165	148	200	238	245	363	**433**	225	108	121	199	121
14	12	13	9	29	89	91	113	145	152	125	**148**	150	172	206	195	227	242	**431**	344	95	100	186	186	61

AM Peak 1145 - 1245 (605), AM PHF=0.96 PM Peak 1845 - 1945 (1636), PM PHF=0.94

* Sunday, October 19, 2025=10106, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
494	**126**	**51**	**30**	**54**	**70**	**108**	**194**	**283**	**510**	**498**	**601**	**551**	**645**	**532**	**663**	**730**	**935**	**1343**	**539**	**283**	**423**	**314**	**135**	
173	46	18	8	5	12	14	32	61	90	120	**162**	144	151	132	151	183	200	**362**	218	70	71	118	44	19
140	38	10	6	16	17	28	46	62	114	117	**145**	128	158	138	171	191	227	**343**	136	72	58	88	37	20
121	21	11	10	12	18	30	47	77	148	123	**140**	146	164	131	155	184	260	**352**	106	71	103	62	29	14
61	22	13	6	21	23	36	69	83	158	139	**154**	134	172	132	187	172	249	**287**	80	72	192	47	26	14

AM Peak 1100 - 1200 (601), AM PHF=0.93 PM Peak 1800 - 1900 (1343), PM PHF=0.93

* Monday, October 20, 2025=14346, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**61**	**42**	**97**	**265**	**642**	**807**	**1085**	**1759**	**1633**	**1116**	**1013**	**935**	**637**	**503**	**579**	**585**	**631**	**642**	**467**	**244**	**259**	**172**	**109**	
19	14	3	10	27	79	171	195	396	**442**	296	235	**273**	179	117	151	147	142	153	159	68	70	50	31	17
20	16	7	22	46	134	221	274	**438**	423	290	297	**231**	157	120	147	144	147	165	123	56	69	48	24	18
14	17	11	37	64	173	198	252	**462**	364	275	246	**219**	143	138	125	160	168	151	93	53	70	41	26	15
14	15	22	28	128	257	218	365	**464**	405	255	236	**213**	158	129	158	135	174	174	92	68	51	35	28	8

AM Peak 0815 - 0915 (1805), AM PHF=0.97 PM Peak 1200 - 1300 (935), PM PHF=0.86

* Tuesday, October 21, 2025=18257, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
57	**32**	**51**	**104**	**271**	**701**	**938**	**1344**	**2059**	**2241**	**1835**	**1380**	**1061**	**704**	**607**	**700**	**757**	**865**	**870**	**622**	**392**	**360**	**209**	**102**	
17	12	8	6	21	85	221	258	464	**537**	516	368	**301**	186	150	138	185	200	206	195	101	89	68	30	17
18	8	14	24	49	162	247	310	526	**584**	522	372	**276**	186	143	188	165	210	226	153	100	97	62	24	15
15	8	10	28	75	189	229	362	514	**542**	403	329	**261**	173	128	170	206	224	238	141	97	87	41	25	13
8	5	19	46	127	265	241	414	555	**579**	395	312	**223**	159	187	205	201	232	201	134	94	88	39	25	15

AM Peak 0900 - 1000 (2241), AM PHF=0.96 PM Peak 1200 - 1300 (1061), PM PHF=0.88

* Wednesday, October 22, 2025=18242, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
60	**29**	**51**	**115**	**255**	**716**	**947**	**1392**	**2116**	**2116**	**1730**	**1365**	**1142**	**771**	**607**	**693**	**844**	**1001**	**865**	**531**	**333**	**263**	**180**	**126**	
17	7	10	13	23	86	223	255	493	**525**	509	386	**292**	208	150	144	203	249	200	154	89	55	61	35	15
15	7	11	28	41	151	225	323	**559**	544	486	349	**310**	200	157	212	189	258	248	139	95	75	48	30	15
13	6	11	35	53	210	220	366	**534**	528	391	345	**256**	158	148	167	225	260	240	140	69	66	43	33	11
15	9	19	39	138	269	279	449	**531**	520	345	286	**285**	206	154	171	228	235	178	99	81	68	28	28	16

AM Peak 0815 - 0915 (2148), AM PHF=0.96 PM Peak 1200 - 1300 (1142), PM PHF=0.92

* Thursday, October 23, 2025=18271, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**39**	**59**	**107**	**247**	**721**	**958**	**1293**	**2106**	**2137**	**1649**	**1400**	**1103**	**778**	**640**	**692**	**817**	**1017**	**925**	**579**	**341**	**304**	**200**	**109**	
15	11	16	9	23	104	204	262	491	**562**	460	359	**303**	215	142	140	219	229	246	163	100	74	61	33	18
15	7	10	26	47	151	240	261	516	**545**	455	379	**294**	196	172	185	182	242	255	155	94	82	41	32	11
11	10	13	38	61	186	225	351	**537**	514	345	349	**249**	161	171	185	213	242	204	134	68	70	50	24	16
16	12	21	35	116	281	290	420	**563**	516	390	313	**258**	207	156	183	205	305	220	129	80	79	48	20	13

AM Peak 0830 - 0930 (2206), AM PHF=0.98 PM Peak 1200 - 1300 (1103), PM PHF=0.91

* Friday, October 24, 2025=15979, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
57	**37**	**53**	**115**	**212**	**697**	**853**	**986**	**1624**	**1378**	**1123**	**1251**	**1234**	**882**	**801**	**890**	**832**	**702**	**575**	**627**	**318**	**341**	**253**	**143**	
18	5	8	12	18	86	167	199	**362**	362	252	277	**327**	234	193	189	198	165	137	165	87	68	69	48	26
11	12	14	22	39	153	203	208	**434**	345	289	316	**342**	202	176	227	181	170	150	178	85	93	77	32	13
16	12	7	37	54	203	224	257	**413**	346	286	327	**286**	206	215	222	234	195	144	142	75	80	61	36	17
13	9	25	45	101	257	260	322	**416**	326	296	332	**280**	240	218	253	220	172	145	143	72	101	47	27	14

AM Peak 0800 - 0900 (1624), AM PHF=0.94 PM Peak 1200 - 1300 (1234), PM PHF=0.90

* Saturday, October 25, 2025=8765, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	**50**	**43**	**31**	**68**	**140**	**173**	**229**	**365**	**485**	**623**	**757**	**732**	**692**	**619**	**634**	**593**	**505**	**513**	**453**	**267**	**348**	**243**	**140**	
26	13	10	4	16	18	32	51	81	121	118	**215**	180	**180**	137	149	146	140	125	138	57	86	81	35	17
13	12	19	8	16	28	37	56	94	104	131	**176**	178	**182**	163	168	170	126	136	133	66	94	65	30	18
17	16	6	11	17	39	40	56	83	110	150	**188**	**174**	172	161	148	159	121	122	96	70	82	48	37	19
14	10	9	9	20	55	65	67	108	151	**225**	178	**200**	158	158	169	119	119	130	88	75	86	50	38	18

AM Peak 1045 - 1145 (803), AM PHF=0.89 PM Peak 1230 - 1330 (736), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-4742 -- English (ENU)

Datasets:

Site: **[4] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, October 12, 2025=5884, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
344	**125**	**71**	**16**	**18**	**29**	**42**	**52**	**123**	**216**	**279**	**413**	**436**	**405**	**446**	**447**	**462**	**482**	**536**	**303**	**207**	**132**	**197**	**108**	
117	32	26	3	4	6	8	13	19	44	51	114	**90**	112	107	106	107	116	**116**	115	89	24	73	51	12
90	22	18	8	3	7	13	13	26	49	79	98	**108**	105	140	104	115	124	**161**	91	49	39	47	17	11
86	35	17	5	8	6	12	17	36	58	58	106	**131**	95	107	117	110	117	**131**	47	46	36	35	15	17
51	36	10	0	3	10	9	9	42	65	92	**96**	107	95	93	121	131	125	**129**	51	23	33	42	26	12

AM Peak 1145 - 1245 (425), AM PHF=0.81 PM Peak 1800 - 1900 (536), PM PHF=0.83

* Monday, October 13, 2025=9855, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	**51**	**24**	**19**	**28**	**76**	**135**	**258**	**328**	**371**	**372**	**456**	**728**	**915**	**886**	**1016**	**1010**	**995**	**733**	**587**	**301**	**292**	**154**	**73**	
12	15	8	4	9	12	29	43	85	100	83	105	**159**	222	219	281	248	**277**	183	180	94	70	38	18	16
11	7	8	4	7	16	34	50	77	87	99	109	**185**	193	204	218	254	**306**	181	142	70	75	39	17	11
17	9	5	6	9	24	39	83	70	87	116	126	**173**	296	271	276	**247**	230	190	143	75	76	54	22	9
12	20	3	5	4	25	33	84	97	98	75	**117**	212	205	193	241	**262**	183	179	123	64	72	23	16	12

AM Peak 1145 - 1245 (633), AM PHF=0.86 PM Peak 1630 - 1730 (1091), PM PHF=0.89

* Tuesday, October 14, 2025=15267, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
48	**38**	**47**	**31**	**41**	**67**	**150**	**321**	**341**	**432**	**447**	**511**	**689**	**971**	**1174**	**1404**	**1576**	**1617**	**1204**	**1094**	**574**	**686**	**682**	**1126**	
16	5	5	13	6	10	27	60	77	99	112	106	**153**	211	261	342	332	**414**	341	340	162	189	144	292	94
11	12	10	5	8	11	31	61	87	120	98	99	**169**	235	266	317	427	**429**	260	294	150	168	163	346	52
9	4	23	6	20	24	51	110	78	110	121	156	**185**	273	370	347	393	**410**	301	239	124	115	181	348	32
12	17	9	7	7	23	42	91	100	104	117	**151**	183	253	278	399	**424**	365	303	221	139	215	195	140	64

AM Peak 1145 - 1245 (657), AM PHF=0.89 PM Peak 1645 - 1745 (1677), PM PHF=0.98

* Wednesday, October 15, 2025=13726, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
242	**157**	**45**	**37**	**41**	**64**	**170**	**318**	**373**	**399**	**441**	**523**	**727**	**925**	**1197**	**1417**	**1654**	**1590**	**1197**	**1053**	**429**	**400**	**222**	**111**	
94	86	12	8	7	13	45	54	104	85	113	116	**161**	214	269	361	361	**462**	346	328	137	113	72	40	20
52	32	7	7	10	16	34	87	80	99	99	113	**198**	216	277	333	402	**413**	300	302	121	84	58	37	14
32	24	22	11	15	19	47	80	96	103	126	140	**178**	262	401	335	**448**	398	305	227	102	122	67	17	17
64	16	4	11	9	16	45	97	94	113	104	**154**	191	234	250	389	**444**	317	247	197	70	82	25	17	20

AM Peak 1145 - 1245 (690), AM PHF=0.87 PM Peak 1630 - 1730 (1766), PM PHF=0.96

* Thursday, October 16, 2025=15919, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
70	**44**	**47**	**36**	**38**	**78**	**141**	**297**	**372**	**443**	**448**	**615**	**811**	**1037**	**1270**	**1457**	**1651**	**1708**	**1267**	**1215**	**618**	**632**	**1140**	**490**	
20	13	12	8	5	13	23	46	91	112	125	120	**196**	234	287	376	341	**417**	348	337	174	162	224	182	49
14	7	10	10	7	11	36	61	86	101	118	133	**191**	234	269	356	450	**461**	322	354	178	136	205	140	39
17	12	22	7	15	29	44	89	92	121	114	181	**213**	310	404	343	420	**423**	330	289	152	140	336	110	31
20	12	3	11	11	25	39	102	104	109	92	**182**	211	260	311	383	**441**	408	267	236	116	195	377	58	24

AM Peak 1145 - 1245 (782), AM PHF=0.92 PM Peak 1645 - 1745 (1741), PM PHF=0.94

* Friday, October 17, 2025=11850, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
142	**78**	**50**	**28**	**48**	**82**	**168**	**224**	**324**	**408**	**415**	**591**	**815**	**1209**	**1106**	**1182**	**1172**	**1099**	**892**	**681**	**336**	**298**	**368**	**138**	
49	35	11	6	8	17	28	40	73	92	128	104	**188**	270	**281**	334	280	298	239	209	96	114	125	35	52
39	12	7	5	7	16	39	69	67	99	82	133	**186**	**297**	257	279	332	288	218	192	111	57	89	34	27
31	15	27	7	21	25	57	60	84	109	97	185	**206**	**366**	335	301	276	255	227	168	63	60	100	23	46
24	16	5	11	12	24	44	56	101	109	109	**171**	235	**276**	235	269	285	259	209	113	67	68	55	46	35

AM Peak 1145 - 1245 (750), AM PHF=0.91 PM Peak 1315 - 1415 (1220), PM PHF=0.83

* Saturday, October 18, 2025=9505, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
159	**104**	**42**	**21**	**28**	**32**	**58**	**163**	**198**	**227**	**335**	**362**	**405**	**493**	**486**	**539**	**567**	**613**	**786**	**775**	**612**	**346**	**640**	**1517**	
52	33	12	6	4	4	11	31	53	52	80	84	**102**	117	128	136	160	162	218	222	175	86	112	268	**480**
27	30	8	6	3	5	15	30	47	49	79	76	**94**	140	121	149	144	132	187	173	202	87	187	342	**481**
46	26	17	4	11	4	16	48	48	63	91	91	**108**	111	122	124	126	122	204	197	140	99	183	442	**471**
35	15	6	5	10	20	17	55	50	63	86	**112**	102	126	116	131	139	198	178	184	96	75	159	**466**	243

AM Peak 1145 - 1245 (415), AM PHF=0.93 PM Peak 2345 - 2445 (1897), PM PHF=0.99

* Sunday, October 19, 2025=9903, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1674	**317**	**114**	**48**	**26**	**25**	**46**	**53**	**106**	**170**	**292**	**426**	**499**	**440**	**493**	**523**	**504**	**451**	**513**	**317**	**231**	**1120**	**1303**	**218**	
480	124	30	24	3	4	4	7	19	30	63	105	103	135	98	113	120	116	132	108	47	111	**515**	87	25
481	85	17	9	7	6	17	15	25	45	68	111	147	107	133	115	133	109	134	86	78	160	**481**	57	44
471	60	40	7	10	8	8	17	35	45	81	111	132	101	112	135	124	115	113	63	48	**335**	196	37	29
243	49	27	8	6	7	17	14	27	50	80	99	118	97	151	162	127	113	134	61	59	**514**	112	37	27

AM Peak 0000 - 0100 (1674), AM PHF=0.87 PM Peak 2130 - 2230 (1845), PM PHF=0.90

* Monday, October 20, 2025=10560, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
124	**62**	**22**	**25**	**33**	**64**	**147**	**236**	**349**	**351**	**440**	**463**	**706**	**835**	**1014**	**1097**	**1087**	**1115**	**836**	**644**	**310**	**334**	**186**	**86**	
25	20	8	10	7	14	27	37	80	92	118	94	**135**	186	216	285	**282**	315	239	203	102	92	60	24	29
44	14	5	0	7	12	41	48	75	72	116	106	**169**	196	261	242	**291**	303	190	185	79	93	36	25	19
29	16	4	6	12	20	38	78	83	111	109	129	**195**	267	326	**302**	267	276	199	140	53	87	59	16	24
27	12	5	9	7	19	42	75	112	76	97	**134**	207	187	212	**269**	248	222	209	117	77	62	31	22	15

AM Peak 1145 - 1245 (633), AM PHF=0.81 PM Peak 1530 - 1630 (1143), PM PHF=0.95

* Tuesday, October 21, 2025=13857, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	**40**	**41**	**24**	**43**	**56**	**162**	**263**	**348**	**452**	**490**	**534**	**651**	**944**	**1202**	**1432**	**1599**	**1580**	**1267**	**1018**	**540**	**637**	**283**	**169**	
29	22	7	6	14	8	32	32	93	117	122	117	**153**	201	278	368	383	**394**	327	308	154	183	102	37	29
19	5	12	7	6	14	41	55	69	104	143	124	**154**	217	269	348	418	**437**	360	280	155	146	56	27	30
24	6	17	6	15	16	45	74	102	110	125	162	**176**	313	366	347	372	**410**	288	223	115	139	59	28	29
15	7	5	5	8	19	46	103	85	122	101	**132**	169	213	289	369	**426**	339	293	209	117	169	66	78	36

AM Peak 1145 - 1245 (614), AM PHF=0.87 PM Peak 1645 - 1745 (1667), PM PHF=0.95

* Wednesday, October 22, 2025=13881, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
124	**70**	**45**	**25**	**44**	**61**	**171**	**231**	**376**	**467**	**526**	**518**	**693**	**944**	**1234**	**1495**	**1630**	**1590**	**1262**	**1033**	**592**	**388**	**242**	**126**	
29	38	2	5	16	13	27	42	89	104	130	104	**187**	215	263	350	397	**423**	309	327	168	110	75	35	26
30	11	5	6	3	12	45	50	82	125	128	127	**170**	206	285	354	409	**401**	295	269	140	84	62	34	26
29	13	29	5	11	16	61	70	98	127	139	133	**150**	313	386	375	384	**424**	335	246	143	96	70	27	20
36	9	9	9	14	20	39	70	107	112	129	**155**	187	210	302	417	**440**	343	324	191	142	98	36	30	21

AM Peak 1145 - 1245 (661), AM PHF=0.89 PM Peak 1645 - 1745 (1687), PM PHF=0.96

* Thursday, October 23, 2025=14049, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	**42**	**58**	**27**	**45**	**65**	**161**	**295**	**429**	**454**	**506**	**580**	**749**	**984**	**1235**	**1464**	**1671**	**1463**	**1230**	**1112**	**536**	**446**	**255**	**154**	
26	17	18	14	6	12	23	49	92	120	128	134	**144**	224	301	349	**400**	374	334	321	197	136	66	37	21
26	9	12	4	7	17	46	52	91	98	119	128	**204**	212	289	340	**434**	425	318	277	134	125	69	50	27
20	8	24	5	18	13	47	103	126	123	159	170	**193**	280	356	392	**389**	358	289	251	123	95	74	31	34
21	8	4	4	14	23	46	92	121	113	102	**149**	209	269	290	384	**449**	308	290	264	83	92	46	36	10

AM Peak 1145 - 1245 (689), AM PHF=0.85 PM Peak 1600 - 1700 (1671), PM PHF=0.93

* Friday, October 24, 2025=12105, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	**57**	**51**	**26**	**36**	**65**	**163**	**231**	**345**	**350**	**449**	**578**	**821**	**1105**	**1174**	**1246**	**1178**	**1186**	**1102**	**775**	**284**	**359**	**312**	**124**	
21	18	14	6	8	10	33	40	98	85	120	123	**193**	259	273	**328**	261	310	273	287	93	76	126	35	44
27	15	9	5	4	11	42	44	80	92	106	148	**187**	260	279	**304**	330	327	292	232	50	78	86	40	47
34	16	17	10	19	18	43	56	81	78	116	127	**219**	316	**346**	323	282	306	272	149	64	90	64	15	40
10	8	11	5	6	26	46	92	87	95	108	**180**	223	271	**277**	291	306	243	266	108	78	116	37	34	42

AM Peak 1145 - 1245 (778), AM PHF=0.89 PM Peak 1430 - 1530 (1254), PM PHF=0.91

* Saturday, October 25, 2025=6757, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
173	**99**	**51**	**29**	**33**	**29**	**53**	**79**	**132**	**241**	**287**	**341**	**383**	**483**	**557**	**612**	**736**	**559**	**524**	**394**	**216**	**343**	**236**	**173**	
44	36	8	11	7	7	10	13	24	43	64	77	**95**	128	145	141	162	**178**	103	137	55	43	63	41	26
47	22	9	10	6	7	18	23	26	65	79	67	**108**	115	139	148	**232**	133	124	123	47	70	82	49	30
40	21	23	4	14	9	14	22	44	64	76	**111**	84	120	133	170	**203**	114	166	75	75	100	50	47	67
42	20	11	4	6	6	11	22	39	70	69	**87**	97	120	141	154	**140**	134	131	60	40	131	41	37	47

AM Peak 1130 - 1230 (400), AM PHF=0.90 PM Peak 1615 - 1715 (752), PM PHF=0.81

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4743 -- English (ENU)

Datasets:
Site: **[5] LA AVENIDA BT SHORELINE BLVD AND INIGO WAY**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	38	0	37	1	0	0	0	0	0	0	0	0	0	0
0100	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0400	16	0	11	1	0	4	0	0	0	0	0	0	0	0
0500	24	1	10	2	0	11	0	0	0	0	0	0	0	0
0600	34	0	25	1	2	6	0	0	0	0	0	0	0	0
0700	54	0	37	7	4	6	0	0	0	0	0	0	0	0
0800	88	0	73	9	2	4	0	0	0	0	0	0	0	0
0900	105	0	88	15	1	1	0	0	0	0	0	0	0	0
1000	120	0	111	5	1	2	1	0	0	0	0	0	0	0
1100	116	0	108	7	0	1	0	0	0	0	0	0	0	0
1200	163	0	148	13	0	2	0	0	0	0	0	0	0	0
1300	109	1	93	15	0	0	0	0	0	0	0	0	0	0
1400	116	0	101	14	0	1	0	0	0	0	0	0	0	0
1500	110	0	100	10	0	0	0	0	0	0	0	0	0	0
1600	149	1	132	13	1	2	0	0	0	0	0	0	0	0
1700	120	0	114	4	1	1	0	0	0	0	0	0	0	0
1800	103	0	94	9	0	0	0	0	0	0	0	0	0	0
1900	94	0	88	6	0	0	0	0	0	0	0	0	0	0
2000	74	0	68	6	0	0	0	0	0	0	0	0	0	0
2100	49	0	44	4	0	1	0	0	0	0	0	0	0	0
2200	50	0	49	1	0	0	0	0	0	0	0	0	0	0
2300	47	0	43	4	0	0	0	0	0	0	0	0	0	0
07-19	**1353**	**2**	**1199**	**121**	**10**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1604**	**2**	**1424**	**138**	**12**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1701**	**2**	**1516**	**143**	**12**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1808**	**3**	**1599**	**151**	**12**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (163) **AM Peak step** 10:00 (120) **PM Peak step** 12:00 (163)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	18	0	18	0	0	0	0	0	0	0	0	0	0	0
0100	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	11	4	2	0	0	0	0	0	0	0	0	0
0400	42	0	20	10	1	11	0	0	0	0	0	0	0	0
0500	78	1	35	14	12	15	1	0	0	0	0	0	0	0
0600	95	0	53	14	18	10	0	0	0	0	0	0	0	0
0700	173	0	137	21	5	6	4	0	0	0	0	0	0	0
0800	164	1	130	24	2	6	1	0	0	0	0	0	0	0
0900	160	0	137	20	1	2	0	0	0	0	0	0	0	0
1000	143	0	122	14	4	3	0	0	0	0	0	0	0	0
1100	151	0	120	29	0	2	0	0	0	0	0	0	0	0
1200	274	2	234	31	1	3	3	0	0	0	0	0	0	0
1300	205	0	180	19	2	3	1	0	0	0	0	0	0	0
1400	275	1	232	38	1	0	1	2	0	0	0	0	0	0
1500	252	1	222	22	6	1	0	0	0	0	0	0	0	0
1600	305	0	280	16	1	6	1	1	0	0	0	0	0	0
1700	287	1	255	20	0	3	2	3	3	0	0	0	0	0
1800	287	0	246	27	3	1	4	5	1	0	0	0	0	0
1900	172	0	155	17	0	0	0	0	0	0	0	0	0	0
2000	122	0	109	13	0	0	0	0	0	0	0	0	0	0
2100	72	0	68	4	0	0	0	0	0	0	0	0	0	0
2200	46	0	42	3	0	1	0	0	0	0	0	0	0	0
2300	40	0	36	4	0	0	0	0	0	0	0	0	0	0
07-19	**2676**	**6**	**2295**	**281**	**26**	**36**	**17**	**11**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**3137**	**6**	**2680**	**329**	**44**	**46**	**17**	**11**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**3223**	**6**	**2758**	**336**	**44**	**47**	**17**	**11**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**3412**	**7**	**2874**	**366**	**59**	**73**	**18**	**11**	**4**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (305) **AM Peak step** 7:00 (173) **PM Peak step** 16:00 (305)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	21	2	1	0	0	0	0	0	0	0	0	0
0100	19	0	11	7	1	0	0	0	0	0	0	0	0	0
0200	18	0	17	0	0	0	0	0	1	0	0	0	0	0
0300	19	0	12	5	1	1	0	0	0	0	0	0	0	0
0400	35	0	17	6	2	9	1	0	0	0	0	0	0	0
0500	76	1	30	15	12	16	0	0	1	1	0	0	0	0
0600	97	0	57	18	14	8	0	0	0	0	0	0	0	0
0700	201	1	156	34	5	4	0	0	0	1	0	0	0	0
0800	187	1	161	18	3	3	0	0	0	1	0	0	0	0
0900	225	0	187	35	0	2	1	0	0	0	0	0	0	0
1000	170	1	134	28	3	4	0	0	0	0	0	0	0	0
1100	161	0	129	27	3	2	0	0	0	0	0	0	0	0
1200	219	0	186	23	5	4	1	0	0	0	0	0	0	0
1300	225	1	192	23	4	3	2	0	0	0	0	0	0	0
1400	265	0	220	34	3	4	1	2	1	0	0	0	0	0
1500	289	1	255	27	3	0	2	0	1	0	0	0	0	0
1600	274	1	230	11	2	4	9	7	4	0	2	2	1	1
1700	254	3	204	15	2	1	11	6	5	1	3	2	0	1
1800	279	0	270	7	1	0	0	0	1	0	0	0	0	0
1900	232	1	212	17	0	1	1	0	0	0	0	0	0	0
2000	147	0	134	11	1	1	0	0	0	0	0	0	0	0
2100	89	0	85	3	0	1	0	0	0	0	0	0	0	0
2200	82	0	74	8	0	0	0	0	0	0	0	0	0	0
2300	69	0	64	5	0	0	0	0	0	0	0	0	0	0
07-19	**2749**	**9**	**2324**	**282**	**34**	**31**	**27**	**15**	**12**	**3**	**5**	**4**	**1**	**2**
06-22	**3314**	**10**	**2812**	**331**	**49**	**42**	**28**	**15**	**12**	**3**	**5**	**4**	**1**	**2**
06-00	**3465**	**10**	**2950**	**344**	**49**	**42**	**28**	**15**	**12**	**3**	**5**	**4**	**1**	**2**
00-00	**3656**	**11**	**3058**	**379**	**66**	**68**	**29**	**15**	**14**	**4**	**5**	**4**	**1**	**2**

Peak step 15:00 (289) **AM Peak step** 9:00 (225) **PM Peak step** 15:00 (289)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	22	1	1	0	0	0	0	0	0	0	0	0
0100	26	0	18	8	0	0	0	0	0	0	0	0	0	0
0200	24	0	21	2	1	0	0	0	0	0	0	0	0	0
0300	27	1	20	3	1	1	1	0	0	0	0	0	0	0
0400	46	0	24	9	3	10	0	0	0	0	0	0	0	0
0500	88	0	43	15	15	14	0	0	1	0	0	0	0	0
0600	88	1	47	18	13	9	0	0	0	0	0	0	0	0
0700	184	0	149	26	4	4	1	0	0	0	0	0	0	0
0800	223	0	179	37	3	4	0	0	0	0	0	0	0	0
0900	192	0	162	23	0	3	4	0	0	0	0	0	0	0
1000	173	0	139	27	4	3	0	0	0	0	0	0	0	0
1100	157	2	130	22	1	2	0	0	0	0	0	0	0	0
1200	221	0	195	23	2	1	0	0	0	0	0	0	0	0
1300	293	1	244	40	4	2	2	0	0	0	0	0	0	0
1400	283	1	248	21	1	1	5	3	1	0	0	1	0	1
1500	266	0	241	18	2	0	2	2	0	0	0	0	1	0
1600	211	0	171	13	0	3	7	8	5	0	1	2	0	1
1700	256	1	205	14	1	2	8	14	8	0	2	1	0	0
1800	275	0	242	6	2	0	9	9	6	0	1	0	0	0
1900	234	2	212	15	2	1	1	1	0	0	0	0	0	0
2000	160	1	140	19	0	0	0	0	0	0	0	0	0	0
2100	86	0	77	7	1	1	0	0	0	0	0	0	0	0
2200	61	0	60	1	0	0	0	0	0	0	0	0	0	0
2300	46	0	44	2	0	0	0	0	0	0	0	0	0	0
07-19	**2734**	**5**	**2305**	**270**	**24**	**25**	**38**	**36**	**20**	**0**	**4**	**4**	**1**	**2**
06-22	**3302**	**9**	**2781**	**329**	**40**	**36**	**39**	**37**	**20**	**0**	**4**	**4**	**1**	**2**
06-00	**3409**	**9**	**2885**	**332**	**40**	**36**	**39**	**37**	**20**	**0**	**4**	**4**	**1**	**2**
00-00	**3644**	**10**	**3033**	**370**	**61**	**61**	**40**	**37**	**21**	**0**	**4**	**4**	**1**	**2**

Peak step 13:00 (293) **AM Peak step** 8:00 (223) **PM Peak step** 13:00 (293)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	22	1	1	0	0	0	0	0	0	0	0	0
0100	23	0	17	6	0	0	0	0	0	0	0	0	0	0
0200	17	0	17	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	9	3	0	2	1	0	0	0	0	0	0	0
0400	32	0	15	6	2	9	0	0	0	0	0	0	0	0
0500	85	1	42	15	6	20	0	0	0	1	0	0	0	0
0600	88	1	57	9	13	8	0	0	0	0	0	0	0	0
0700	195	1	152	31	5	6	0	0	0	0	0	0	0	0
0800	258	1	210	37	4	5	1	0	0	0	0	0	0	0
0900	195	4	158	27	1	3	2	0	0	0	0	0	0	0
1000	172	4	137	21	3	5	1	0	0	1	0	0	0	0
1100	166	1	145	18	1	1	0	0	0	0	0	0	0	0
1200	229	0	196	28	1	3	1	0	0	0	0	0	0	0
1300	248	1	218	23	4	0	2	0	0	0	0	0	0	0
1400	293	2	251	29	0	0	4	5	2	0	0	0	0	0
1500	296	1	255	24	5	2	4	1	1	0	2	0	0	1
1600	292	1	244	13	1	4	17	3	5	1	0	1	0	2
1700	256	2	205	11	3	1	16	10	7	0	0	0	0	1
1800	225	2	191	8	1	0	7	6	5	0	3	0	1	1
1900	268	2	240	22	0	1	1	1	0	0	0	1	0	0
2000	138	1	120	14	3	0	0	0	0	0	0	0	0	0
2100	97	0	85	11	1	0	0	0	0	0	0	0	0	0
2200	90	0	85	5	0	0	0	0	0	0	0	0	0	0
2300	57	0	54	3	0	0	0	0	0	0	0	0	0	0
07-19	**2825**	**20**	**2362**	**270**	**29**	**30**	**55**	**25**	**20**	**2**	**5**	**1**	**1**	**5**
06-22	**3416**	**24**	**2864**	**326**	**46**	**39**	**56**	**26**	**20**	**2**	**5**	**2**	**1**	**5**
06-00	**3563**	**24**	**3003**	**334**	**46**	**39**	**56**	**26**	**20**	**2**	**5**	**2**	**1**	**5**
00-00	**3759**	**25**	**3125**	**365**	**55**	**70**	**57**	**26**	**20**	**3**	**5**	**2**	**1**	**5**

Peak step 15:00 (296) **AM Peak step** 8:00 (258) **PM Peak step** 15:00 (296)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	38	0	38	0	0	0	0	0	0	0	0	0	0	0
0100	25	1	15	8	1	0	0	0	0	0	0	0	0	0
0200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0300	19	0	13	3	1	1	0	0	0	1	0	0	0	0
0400	34	0	13	8	3	10	0	0	0	0	0	0	0	0
0500	73	1	33	14	9	14	1	0	1	0	0	0	0	0
0600	92	1	45	20	16	8	0	1	1	0	0	0	0	0
0700	159	0	123	25	8	2	1	0	0	0	0	0	0	0
0800	222	0	179	33	2	8	0	0	0	0	0	0	0	0
0900	161	1	136	18	3	3	0	0	0	0	0	0	0	0
1000	152	2	126	21	0	2	1	0	0	0	0	0	0	0
1100	181	2	153	22	1	3	0	0	0	0	0	0	0	0
1200	255	0	210	34	4	4	2	1	0	0	0	0	0	0
1300	286	1	254	24	5	1	1	0	0	0	0	0	0	0
1400	262	2	216	32	2	3	3	3	0	0	0	0	0	1
1500	281	1	248	27	3	1	1	0	0	0	0	0	0	0
1600	269	3	227	16	5	4	7	2	3	0	0	0	0	2
1700	285	1	249	27	1	4	1	1	1	0	0	0	0	0
1800	228	0	210	14	0	1	2	0	1	0	0	0	0	0
1900	178	1	162	14	0	1	0	0	0	0	0	0	0	0
2000	92	0	82	9	1	0	0	0	0	0	0	0	0	0
2100	100	0	88	10	0	2	0	0	0	0	0	0	0	0
2200	113	0	106	6	1	0	0	0	0	0	0	0	0	0
2300	57	0	48	9	0	0	0	0	0	0	0	0	0	0
07-19	**2741**	**13**	**2331**	**293**	**34**	**36**	**19**	**7**	**5**	**0**	**0**	**0**	**0**	**3**
06-22	**3203**	**15**	**2708**	**346**	**51**	**47**	**19**	**8**	**6**	**0**	**0**	**0**	**0**	**3**
06-00	**3373**	**15**	**2862**	**361**	**52**	**47**	**19**	**8**	**6**	**0**	**0**	**0**	**0**	**3**
00-00	**3578**	**17**	**2989**	**395**	**66**	**72**	**20**	**8**	**7**	**1**	**0**	**0**	**0**	**3**

Peak step 13:00 (286) **AM Peak step** 8:00 (222) **PM Peak step** 13:00 (286)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	34	1	30	3	0	0	0	0	0	0	0	0	0	0
0100	25	0	23	2	0	0	0	0	0	0	0	0	0	0
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	5	2	0	1	0	0	0	1	0	0	0	0
0400	16	0	8	3	2	2	1	0	0	0	0	0	0	0
0500	37	3	20	3	3	7	1	0	0	0	0	0	0	0
0600	44	0	23	8	6	7	0	0	0	0	0	0	0	0
0700	77	0	51	18	5	3	0	0	0	0	0	0	0	0
0800	154	0	122	29	2	1	0	0	0	0	0	0	0	0
0900	136	1	109	22	2	2	0	0	0	0	0	0	0	0
1000	143	0	124	15	0	4	0	0	0	0	0	0	0	0
1100	147	0	137	8	2	0	0	0	0	0	0	0	0	0
1200	172	3	149	19	0	1	0	0	0	0	0	0	0	0
1300	137	1	120	16	0	0	0	0	0	0	0	0	0	0
1400	153	0	137	15	0	1	0	0	0	0	0	0	0	0
1500	151	0	128	21	0	2	0	0	0	0	0	0	0	0
1600	193	0	181	12	0	0	0	0	0	0	0	0	0	0
1700	179	0	158	17	0	4	0	0	0	0	0	0	0	0
1800	155	0	138	17	0	0	0	0	0	0	0	0	0	0
1900	119	1	109	9	0	0	0	0	0	0	0	0	0	0
2000	80	0	75	4	0	1	0	0	0	0	0	0	0	0
2100	60	0	52	8	0	0	0	0	0	0	0	0	0	0
2200	82	0	76	5	0	0	0	0	1	0	0	0	0	0
2300	61	0	50	11	0	0	0	0	0	0	0	0	0	0
07-19	**1797**	**5**	**1554**	**209**	**11**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2100**	**6**	**1813**	**238**	**17**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2243**	**6**	**1939**	**254**	**17**	**26**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2372**	**10**	**2033**	**267**	**22**	**36**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

Peak step 16:00 (193) **AM Peak step** 8:00 (154) **PM Peak step** 16:00 (193)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	63	0	58	5	0	0	0	0	0	0	0	0	0	0
0100	22	0	18	3	0	1	0	0	0	0	0	0	0	0
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0400	15	0	7	4	0	4	0	0	0	0	0	0	0	0
0500	22	0	10	2	0	10	0	0	0	0	0	0	0	0
0600	33	0	22	3	0	8	0	0	0	0	0	0	0	0
0700	53	0	35	8	3	7	0	0	0	0	0	0	0	0
0800	72	0	61	4	5	2	0	0	0	0	0	0	0	0
0900	110	0	84	20	3	2	0	0	1	0	0	0	0	0
1000	148	0	138	10	0	0	0	0	0	0	0	0	0	0
1100	120	0	107	12	0	1	0	0	0	0	0	0	0	0
1200	174	2	160	12	0	0	0	0	0	0	0	0	0	0
1300	151	1	132	18	0	0	0	0	0	0	0	0	0	0
1400	118	2	101	13	0	2	0	0	0	0	0	0	0	0
1500	116	1	109	6	0	0	0	0	0	0	0	0	0	0
1600	132	2	115	14	0	1	0	0	0	0	0	0	0	0
1700	126	2	117	7	0	0	0	0	0	0	0	0	0	0
1800	89	2	82	4	0	1	0	0	0	0	0	0	0	0
1900	101	0	88	12	0	1	0	0	0	0	0	0	0	0
2000	61	0	58	3	0	0	0	0	0	0	0	0	0	0
2100	72	0	69	3	0	0	0	0	0	0	0	0	0	0
2200	55	0	52	2	0	1	0	0	0	0	0	0	0	0
2300	46	0	45	1	0	0	0	0	0	0	0	0	0	0
07-19	**1409**	**12**	**1241**	**128**	**11**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1676**	**12**	**1478**	**149**	**11**	**25**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1777**	**12**	**1575**	**152**	**11**	**26**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1919**	**12**	**1682**	**172**	**11**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (174) **AM Peak step** 10:00 (148) **PM Peak step** 12:00 (174)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	25	0	20	4	1	0	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	18	0	15	2	0	0	0	0	0	1	0	0	0	0
0300	20	0	13	5	1	1	0	0	0	0	0	0	0	0
0400	39	0	16	9	3	11	0	0	0	0	0	0	0	0
0500	71	0	28	14	8	19	1	0	1	0	0	0	0	0
0600	94	0	50	16	16	9	1	0	0	2	0	0	0	0
0700	180	1	143	30	2	4	0	0	0	0	0	0	0	0
0800	186	5	148	24	4	4	1	0	0	0	0	0	0	0
0900	182	2	147	30	2	1	0	0	0	0	0	0	0	0
1000	119	1	93	20	3	1	1	0	0	0	0	0	0	0
1100	145	0	111	30	1	2	1	0	0	0	0	0	0	0
1200	198	0	164	25	4	4	1	0	0	0	0	0	0	0
1300	225	3	195	23	2	2	0	0	0	0	0	0	0	0
1400	281	1	244	25	3	0	4	2	2	0	0	0	0	0
1500	263	0	231	29	2	0	1	0	0	0	0	0	0	0
1600	296	0	266	22	0	3	3	1	1	0	0	0	0	0
1700	262	2	221	16	2	2	12	4	2	0	1	0	0	0
1800	267	1	247	13	0	3	0	2	1	0	0	0	0	0
1900	202	1	193	7	1	0	0	0	0	0	0	0	0	0
2000	104	0	99	5	0	0	0	0	0	0	0	0	0	0
2100	85	0	76	8	1	0	0	0	0	0	0	0	0	0
2200	51	0	49	2	0	0	0	0	0	0	0	0	0	0
2300	52	1	49	2	0	0	0	0	0	0	0	0	0	0
07-19	**2604**	**16**	**2210**	**287**	**25**	**26**	**24**	**9**	**6**	**0**	**1**	**0**	**0**	**0**
06-22	**3089**	**17**	**2628**	**323**	**43**	**35**	**25**	**9**	**6**	**2**	**1**	**0**	**0**	**0**
06-00	**3192**	**18**	**2726**	**327**	**43**	**35**	**25**	**9**	**6**	**2**	**1**	**0**	**0**	**0**
00-00	**3374**	**18**	**2826**	**362**	**56**	**66**	**26**	**9**	**7**	**3**	**1**	**0**	**0**	**0**

Peak step 16:00 (296) **AM Peak step** 8:00 (186) **PM Peak step** 16:00 (296)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	25	0	21	3	1	0	0	0	0	0	0	0	0	0
0100	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0200	14	0	13	0	1	0	0	0	0	0	0	0	0	0
0300	18	1	10	5	0	1	1	0	0	0	0	0	0	0
0400	37	0	17	8	1	10	1	0	0	0	0	0	0	0
0500	69	1	26	15	11	15	1	0	0	0	0	0	0	0
0600	98	1	60	15	16	6	0	0	0	0	0	0	0	0
0700	187	2	149	28	4	4	0	0	0	0	0	0	0	0
0800	251	2	206	37	2	4	0	0	0	0	0	0	0	0
0900	213	1	186	22	1	3	0	0	0	0	0	0	0	0
1000	171	0	138	25	3	4	1	0	0	0	0	0	0	0
1100	156	0	127	23	2	4	0	0	0	0	0	0	0	0
1200	216	0	179	30	2	5	0	0	0	0	0	0	0	0
1300	229	3	195	26	1	2	1	0	1	0	0	0	0	0
1400	257	1	215	32	2	1	2	2	1	0	0	0	0	1
1500	285	2	248	23	6	0	1	3	1	0	0	0	0	1
1600	251	5	205	15	2	2	6	5	9	0	0	1	0	1
1700	247	4	191	18	5	1	12	7	4	0	1	1	0	3
1800	277	6	224	11	3	2	18	2	9	0	0	2	0	0
1900	212	2	196	11	0	0	2	0	1	0	0	0	0	0
2000	155	1	140	10	2	2	0	0	0	0	0	0	0	0
2100	77	0	73	4	0	0	0	0	0	0	0	0	0	0
2200	48	0	43	5	0	0	0	0	0	0	0	0	0	0
2300	38	0	34	4	0	0	0	0	0	0	0	0	0	0
07-19	**2740**	**26**	**2263**	**290**	**33**	**32**	**41**	**19**	**25**	**0**	**1**	**4**	**0**	**6**
06-22	**3282**	**30**	**2732**	**330**	**51**	**40**	**43**	**19**	**26**	**0**	**1**	**4**	**0**	**6**
06-00	**3368**	**30**	**2809**	**339**	**51**	**40**	**43**	**19**	**26**	**0**	**1**	**4**	**0**	**6**
00-00	**3544**	**32**	**2907**	**372**	**65**	**66**	**46**	**19**	**26**	**0**	**1**	**4**	**0**	**6**

Peak step 15:00 (285) **AM Peak step** 8:00 (251) **PM Peak step** 15:00 (285)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	22	0	20	1	1	0	0	0	0	0	0	0	0	0
0100	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0200	22	0	19	1	1	0	1	0	0	0	0	0	0	0
0300	16	0	11	3	0	1	0	0	0	1	0	0	0	0
0400	32	0	17	6	1	7	0	0	1	0	0	0	0	0
0500	74	0	32	17	10	15	0	0	0	0	0	0	0	0
0600	91	1	56	13	13	8	0	0	0	0	0	0	0	0
0700	200	1	159	31	3	4	1	1	0	0	0	0	0	0
0800	216	1	174	32	1	6	1	1	0	0	0	0	0	0
0900	216	0	182	27	2	5	0	0	0	0	0	0	0	0
1000	152	0	121	25	3	3	0	0	0	0	0	0	0	0
1100	157	1	130	20	3	3	0	0	0	0	0	0	0	0
1200	210	1	174	28	4	3	0	0	0	0	0	0	0	0
1300	255	2	221	27	4	1	0	0	0	0	0	0	0	0
1400	286	1	245	27	3	6	1	2	1	0	0	0	0	0
1500	298	2	260	28	5	1	1	0	0	0	0	1	0	0
1600	258	4	202	19	2	1	15	5	7	0	1	1	0	1
1700	245	3	203	18	1	1	7	6	5	0	0	1	0	0
1800	268	1	238	15	0	1	6	3	2	0	0	0	0	2
1900	232	1	209	21	0	0	1	0	0	0	0	0	0	0
2000	131	0	120	9	0	2	0	0	0	0	0	0	0	0
2100	83	0	72	9	0	2	0	0	0	0	0	0	0	0
2200	53	0	48	5	0	0	0	0	0	0	0	0	0	0
2300	54	0	50	4	0	0	0	0	0	0	0	0	0	0
07-19	**2761**	**17**	**2309**	**297**	**31**	**35**	**32**	**18**	**15**	**0**	**1**	**3**	**0**	**3**
06-22	**3298**	**19**	**2766**	**349**	**44**	**47**	**33**	**18**	**15**	**0**	**1**	**3**	**0**	**3**
06-00	**3405**	**19**	**2864**	**358**	**44**	**47**	**33**	**18**	**15**	**0**	**1**	**3**	**0**	**3**
00-00	**3581**	**19**	**2971**	**388**	**57**	**70**	**34**	**18**	**16**	**1**	**1**	**3**	**0**	**3**

Peak step 15:00 (298) **AM Peak step** 8:00 (216) **PM Peak step** 15:00 (298)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	25	0	20	4	1	0	0	0	0	0	0	0	0	0
0100	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0200	19	0	17	0	1	1	0	0	0	0	0	0	0	0
0300	15	0	10	4	0	1	0	0	0	0	0	0	0	0
0400	40	1	17	8	3	10	1	0	0	0	0	0	0	0
0500	80	0	37	16	10	16	0	0	1	0	0	0	0	0
0600	97	0	54	15	15	11	1	0	1	0	0	0	0	0
0700	191	0	144	34	8	4	0	0	1	0	0	0	0	0
0800	224	1	189	27	2	3	1	1	0	0	0	0	0	0
0900	201	0	167	30	0	4	0	0	0	0	0	0	0	0
1000	140	1	108	27	4	0	0	0	0	0	0	0	0	0
1100	153	0	121	31	0	1	0	0	0	0	0	0	0	0
1200	198	0	168	22	5	2	1	0	0	0	0	0	0	0
1300	212	3	177	23	5	3	1	0	0	0	0	0	0	0
1400	271	4	231	30	2	2	1	1	0	0	0	0	0	0
1500	278	1	239	29	6	1	2	0	0	0	0	0	0	0
1600	288	2	246	14	4	3	5	7	6	0	1	0	0	0
1700	296	4	248	32	1	3	2	3	2	0	1	0	0	0
1800	292	1	266	23	0	0	0	0	2	0	0	0	0	0
1900	240	0	218	21	0	1	0	0	0	0	0	0	0	0
2000	108	0	106	2	0	0	0	0	0	0	0	0	0	0
2100	90	2	83	5	0	0	0	0	0	0	0	0	0	0
2200	69	0	64	5	0	0	0	0	0	0	0	0	0	0
2300	57	0	55	2	0	0	0	0	0	0	0	0	0	0
07-19	**2744**	**17**	**2304**	**322**	**37**	**26**	**13**	**12**	**11**	**0**	**2**	**0**	**0**	**0**
06-22	**3279**	**19**	**2765**	**365**	**52**	**38**	**14**	**12**	**12**	**0**	**2**	**0**	**0**	**0**
06-00	**3405**	**19**	**2884**	**372**	**52**	**38**	**14**	**12**	**12**	**0**	**2**	**0**	**0**	**0**
00-00	**3597**	**20**	**2992**	**410**	**67**	**66**	**15**	**12**	**13**	**0**	**2**	**0**	**0**	**0**

Peak step 17:00 (296) **AM Peak step** 8:00 (224) **PM Peak step** 17:00 (296)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	20	0	18	1	1	0	0	0	0	0	0	0	0	0
0100	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0200	18	0	17	0	1	0	0	0	0	0	0	0	0	0
0300	19	0	14	4	0	1	0	0	0	0	0	0	0	0
0400	35	0	18	4	4	9	0	0	0	0	0	0	0	0
0500	76	0	32	18	9	16	0	0	1	0	0	0	0	0
0600	94	0	58	12	12	11	1	0	0	0	0	0	0	0
0700	169	0	140	19	3	5	2	0	0	0	0	0	0	0
0800	213	3	173	27	4	5	0	1	0	0	0	0	0	0
0900	162	0	133	19	3	5	2	0	0	0	0	0	0	0
1000	148	0	123	21	2	2	0	0	0	0	0	0	0	0
1100	175	1	143	27	1	3	0	0	0	0	0	0	0	0
1200	229	0	204	19	3	3	0	0	0	0	0	0	0	0
1300	294	3	257	29	4	1	0	0	0	0	0	0	0	0
1400	256	2	213	25	2	3	4	5	2	0	0	0	0	0
1500	268	1	240	24	3	0	0	0	0	0	0	0	0	0
1600	307	1	272	23	3	5	2	0	0	0	0	0	1	0
1700	289	2	263	19	1	3	0	1	0	0	0	0	0	0
1800	235	1	215	17	0	1	1	0	0	0	0	0	0	0
1900	191	0	179	11	0	1	0	0	0	0	0	0	0	0
2000	121	0	116	5	0	0	0	0	0	0	0	0	0	0
2100	68	0	61	6	0	1	0	0	0	0	0	0	0	0
2200	45	0	42	3	0	0	0	0	0	0	0	0	0	0
2300	40	0	35	4	0	1	0	0	0	0	0	0	0	0
07-19	**2745**	**14**	**2376**	**269**	**29**	**36**	**11**	**7**	**2**	**0**	**0**	**0**	**1**	**0**
06-22	**3219**	**14**	**2790**	**303**	**41**	**49**	**12**	**7**	**2**	**0**	**0**	**0**	**1**	**0**
06-00	**3304**	**14**	**2867**	**310**	**41**	**50**	**12**	**7**	**2**	**0**	**0**	**0**	**1**	**0**
00-00	**3486**	**14**	**2978**	**339**	**56**	**76**	**12**	**7**	**3**	**0**	**0**	**0**	**1**	**0**

Peak step 16:00 (307) **AM Peak step** 8:00 (213) **PM Peak step** 16:00 (307)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	32	0	30	2	0	0	0	0	0	0	0	0	0	0
0100	21	0	20	1	0	0	0	0	0	0	0	0	0	0
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	0
0300	12	0	8	3	0	0	1	0	0	0	0	0	0	0
0400	18	0	11	2	2	3	0	0	0	0	0	0	0	0
0500	36	0	15	8	2	11	0	0	0	0	0	0	0	0
0600	47	0	29	5	7	6	0	0	0	0	0	0	0	0
0700	68	0	50	10	5	3	0	0	0	0	0	0	0	0
0800	127	0	102	20	2	3	0	0	0	0	0	0	0	0
0900	117	0	99	15	1	2	0	0	0	0	0	0	0	0
1000	125	0	113	9	1	2	0	0	0	0	0	0	0	0
1100	129	0	117	9	1	1	0	0	1	0	0	0	0	0
1200	150	0	138	11	0	1	0	0	0	0	0	0	0	0
1300	133	1	115	14	2	1	0	0	0	0	0	0	0	0
1400	155	0	139	13	2	1	0	0	0	0	0	0	0	0
1500	138	0	127	10	1	0	0	0	0	0	0	0	0	0
1600	166	0	153	13	0	0	0	0	0	0	0	0	0	0
1700	134	1	119	14	0	0	0	0	0	0	0	0	0	0
1800	131	1	119	10	0	0	1	0	0	0	0	0	0	0
1900	118	0	111	4	2	0	0	0	1	0	0	0	0	0
2000	68	0	62	6	0	0	0	0	0	0	0	0	0	0
2100	75	0	70	5	0	0	0	0	0	0	0	0	0	0
2200	64	1	60	2	0	1	0	0	0	0	0	0	0	0
2300	47	0	47	0	0	0	0	0	0	0	0	0	0	0
07-19	**1573**	**3**	**1391**	**148**	**15**	**14**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1881**	**3**	**1663**	**168**	**24**	**20**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1992**	**4**	**1770**	**170**	**24**	**21**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**2123**	**4**	**1865**	**186**	**29**	**35**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (166) **AM Peak step** 11:00 (129) **PM Peak step** 16:00 (166)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4744 -- English (ENU)

Datasets:
Site: **[6] SHORELINE BLVD N OF NORTH RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	16	2	10	3	0	0	0	0	1	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0600	39	1	34	3	0	0	1	0	0	0	0	0	0	0
0700	105	0	104	1	0	0	0	0	0	0	0	0	0	0
0800	130	0	130	0	0	0	0	0	0	0	0	0	0	0
0900	153	0	151	2	0	0	0	0	0	0	0	0	0	0
1000	179	0	178	0	0	1	0	0	0	0	0	0	0	0
1100	173	3	169	1	0	0	0	0	0	0	0	0	0	0
1200	151	0	149	2	0	0	0	0	0	0	0	0	0	0
1300	176	5	168	3	0	0	0	0	0	0	0	0	0	0
1400	179	0	176	2	0	0	1	0	0	0	0	0	0	0
1500	175	0	172	3	0	0	0	0	0	0	0	0	0	0
1600	139	1	137	1	0	0	0	0	0	0	0	0	0	0
1700	161	0	159	2	0	0	0	0	0	0	0	0	0	0
1800	99	0	98	1	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1820**	**9**	**1791**	**18**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1869**	**10**	**1834**	**22**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1869**	**10**	**1834**	**22**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1905**	**13**	**1861**	**27**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (179) **AM Peak step** 10:00 (179) **PM Peak step** 14:00 (179)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	13	0	9	2	0	0	1	1	0	0	0	0	0	0
0600	59	0	57	2	0	0	0	0	0	0	0	0	0	0
0700	70	1	66	2	0	0	1	0	0	0	0	0	0	0
0800	49	2	41	6	0	0	0	0	0	0	0	0	0	0
0900	70	0	62	6	0	2	0	0	0	0	0	0	0	0
1000	55	0	53	2	0	0	0	0	0	0	0	0	0	0
1100	68	0	65	3	0	0	0	0	0	0	0	0	0	0
1200	61	0	59	1	0	1	0	0	0	0	0	0	0	0
1300	40	0	35	2	1	1	1	0	0	0	0	0	0	0
1400	26	0	26	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**485**	**3**	**451**	**24**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**545**	**3**	**509**	**26**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**545**	**3**	**509**	**26**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**563**	**3**	**522**	**29**	**1**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (70) **AM Peak step** 7:00 (70) **PM Peak step** 12:00 (61)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0600	28	0	28	0	0	0	0	0	0	0	0	0	0	0
0700	49	1	47	0	0	0	0	0	1	0	0	0	0	0
0800	28	0	27	1	0	0	0	0	0	0	0	0	0	0
0900	59	1	57	1	0	0	0	0	0	0	0	0	0	0
1000	57	2	51	3	0	0	1	0	0	0	0	0	0	0
1100	70	3	65	1	0	0	0	0	1	0	0	0	0	0
1200	89	1	81	7	0	0	0	0	0	0	0	0	0	0
1300	73	2	64	6	0	0	0	0	1	0	0	0	0	0
1400	147	9	130	0	0	0	3	3	2	0	0	0	0	0
1500	151	4	137	4	0	0	4	0	0	0	1	1	0	0
1600	220	8	190	9	0	0	9	0	0	0	1	1	0	2
1700	196	5	178	3	0	0	7	0	2	0	0	0	0	1
1800	344	13	267	13	0	0	29	1	3	3	2	3	0	10
1900	161	8	125	9	0	0	17	1	0	0	0	1	0	0
2000	25	0	20	5	0	0	0	0	0	0	0	0	0	0
2100	14	0	12	0	0	0	2	0	0	0	0	0	0	0
2200	2	0	0	1	0	0	0	0	0	1	0	0	0	0
2300	14	1	12	1	0	0	0	0	0	0	0	0	0	0
07-19	**1483**	**49**	**1294**	**48**	**0**	**0**	**53**	**4**	**10**	**3**	**4**	**5**	**0**	**13**
06-22	**1711**	**57**	**1479**	**62**	**0**	**0**	**72**	**5**	**10**	**3**	**4**	**6**	**0**	**13**
06-00	**1727**	**58**	**1491**	**64**	**0**	**0**	**72**	**5**	**10**	**4**	**4**	**6**	**0**	**13**
00-00	**1748**	**58**	**1509**	**67**	**0**	**0**	**72**	**5**	**10**	**4**	**4**	**6**	**0**	**13**

Peak step 18:00 (344) **AM Peak step** 11:00 (70) **PM Peak step** 18:00 (344)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	11	1	7	0	0	0	1	0	1	0	1	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	15	0	12	2	0	0	1	0	0	0	0	0	0	0
0600	44	1	42	1	0	0	0	0	0	0	0	0	0	0
0700	63	0	58	5	0	0	0	0	0	0	0	0	0	0
0800	49	0	46	3	0	0	0	0	0	0	0	0	0	0
0900	56	0	55	1	0	0	0	0	0	0	0	0	0	0
1000	93	0	89	4	0	0	0	0	0	0	0	0	0	0
1100	122	0	114	7	0	1	0	0	0	0	0	0	0	0
1200	86	0	83	3	0	0	0	0	0	0	0	0	0	0
1300	63	0	60	2	0	0	0	1	0	0	0	0	0	0
1400	66	0	65	1	0	0	0	0	0	0	0	0	0	0
1500	67	0	65	2	0	0	0	0	0	0	0	0	0	0
1600	64	0	63	1	0	0	0	0	0	0	0	0	0	0
1700	69	0	69	0	0	0	0	0	0	0	0	0	0	0
1800	45	0	44	1	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**843**	**0**	**811**	**30**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**897**	**1**	**863**	**31**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**897**	**1**	**863**	**31**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**937**	**2**	**894**	**35**	**0**	**1**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**

Peak step 11:00 (122) **AM Peak step** 11:00 (122) **PM Peak step** 12:00 (86)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0500	11	0	9	1	0	0	1	0	0	0	0	0	0	0
0600	42	0	38	4	0	0	0	0	0	0	0	0	0	0
0700	43	0	38	5	0	0	0	0	0	0	0	0	0	0
0800	36	1	26	9	0	0	0	0	0	0	0	0	0	0
0900	57	0	54	3	0	0	0	0	0	0	0	0	0	0
1000	101	2	94	4	0	0	1	0	0	0	0	0	0	0
1100	101	1	94	5	0	1	0	0	0	0	0	0	0	0
1200	99	5	87	4	0	0	1	1	1	0	0	0	0	0
1300	108	1	101	5	0	0	1	0	0	0	0	0	0	0
1400	132	6	118	4	0	1	2	1	0	0	0	0	0	0
1500	158	4	149	3	0	0	0	1	0	0	1	0	0	0
1600	204	4	186	4	0	0	5	1	0	0	0	0	0	4
1700	165	3	147	2	0	0	13	0	0	0	0	0	0	0
1800	429	24	353	9	1	0	26	3	2	2	1	2	0	6
1900	293	20	228	10	1	0	23	2	3	1	4	0	0	1
2000	33	2	30	0	0	0	1	0	0	0	0	0	0	0
2100	22	5	13	3	0	0	1	0	0	0	0	0	0	0
2200	16	7	8	1	0	0	0	0	0	0	0	0	0	0
2300	16	0	12	2	0	0	0	0	0	1	1	0	0	0
07-19	**1633**	**51**	**1447**	**57**	**1**	**2**	**49**	**7**	**3**	**2**	**2**	**2**	**0**	**10**
06-22	**2023**	**78**	**1756**	**74**	**2**	**2**	**74**	**9**	**6**	**3**	**6**	**2**	**0**	**11**
06-00	**2055**	**85**	**1776**	**77**	**2**	**2**	**74**	**9**	**6**	**4**	**7**	**2**	**0**	**11**
00-00	**2081**	**85**	**1795**	**83**	**2**	**2**	**75**	**9**	**6**	**4**	**7**	**2**	**0**	**11**

Peak step 18:00 (429) **AM Peak step** 10:00 (101) **PM Peak step** 18:00 (429)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	8	0	5	2	0	0	1	0	0	0	0	0	0	0
0500	15	0	13	1	0	0	1	0	0	0	0	0	0	0
0600	47	1	46	0	0	0	0	0	0	0	0	0	0	0
0700	72	0	68	4	0	0	0	0	0	0	0	0	0	0
0800	70	0	66	3	0	1	0	0	0	0	0	0	0	0
0900	56	0	54	2	0	0	0	0	0	0	0	0	0	0
1000	104	1	98	5	0	0	0	0	0	0	0	0	0	0
1100	88	0	85	3	0	0	0	0	0	0	0	0	0	0
1200	90	0	88	2	0	0	0	0	0	0	0	0	0	0
1300	94	1	90	3	0	0	0	0	0	0	0	0	0	0
1400	104	0	99	5	0	0	0	0	0	0	0	0	0	0
1500	92	0	90	2	0	0	0	0	0	0	0	0	0	0
1600	85	0	84	1	0	0	0	0	0	0	0	0	0	0
1700	93	0	90	3	0	0	0	0	0	0	0	0	0	0
1800	77	0	76	1	0	0	0	0	0	0	0	0	0	0
1900	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1025**	**2**	**988**	**34**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1080**	**3**	**1040**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1080**	**3**	**1040**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1111**	**3**	**1065**	**40**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (104) **AM Peak step** 10:00 (104) **PM Peak step** 14:00 (104)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	45	0	41	4	0	0	0	0	0	0	0	0	0	0
0700	112	0	107	5	0	0	0	0	0	0	0	0	0	0
0800	192	0	188	3	1	0	0	0	0	0	0	0	0	0
0900	160	0	158	2	0	0	0	0	0	0	0	0	0	0
1000	113	0	110	3	0	0	0	0	0	0	0	0	0	0
1100	176	1	166	8	0	0	1	0	0	0	0	0	0	0
1200	177	1	170	4	0	0	1	1	0	0	0	0	0	0
1300	168	1	159	3	0	0	1	3	1	0	0	0	0	0
1400	171	4	155	3	0	0	2	5	0	0	1	0	0	1
1500	253	12	228	10	0	0	0	0	2	0	0	0	0	1
1600	306	11	273	5	1	0	10	2	1	0	2	0	0	1
1700	339	8	304	4	1	0	12	1	6	0	3	0	0	0
1800	382	38	281	10	3	1	31	1	3	1	4	2	0	7
1900	591	80	426	17	0	1	30	4	6	2	3	1	0	21
2000	652	66	506	12	0	0	37	6	5	2	7	2	0	9
2100	91	24	58	2	0	0	4	0	3	0	0	0	0	0
2200	34	14	19	1	0	0	0	0	0	0	0	0	0	0
2300	22	7	15	0	0	0	0	0	0	0	0	0	0	0
07-19	**2549**	**76**	**2299**	**60**	**6**	**1**	**58**	**13**	**13**	**1**	**10**	**2**	**0**	**10**
06-22	**3928**	**246**	**3330**	**95**	**6**	**2**	**129**	**23**	**27**	**5**	**20**	**5**	**0**	**40**
06-00	**3984**	**267**	**3364**	**96**	**6**	**2**	**129**	**23**	**27**	**5**	**20**	**5**	**0**	**40**
00-00	**4003**	**267**	**3380**	**99**	**6**	**2**	**129**	**23**	**27**	**5**	**20**	**5**	**0**	**40**

Peak step 20:00 (652) **AM Peak step** 8:00 (192) **PM Peak step** 20:00 (652)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	14	0	12	0	0	0	1	0	1	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0600	34	1	32	1	0	0	0	0	0	0	0	0	0	0
0700	98	0	95	3	0	0	0	0	0	0	0	0	0	0
0800	126	0	123	3	0	0	0	0	0	0	0	0	0	0
0900	142	0	138	4	0	0	0	0	0	0	0	0	0	0
1000	167	0	162	4	0	0	0	0	0	0	0	1	0	0
1100	308	3	301	4	0	0	0	0	0	0	0	0	0	0
1200	199	1	192	5	0	1	0	0	0	0	0	0	0	0
1300	169	5	162	2	0	0	0	0	0	0	0	0	0	0
1400	180	3	170	1	0	0	3	3	0	0	0	0	0	0
1500	213	3	188	6	0	0	6	6	0	0	2	2	0	0
1600	174	1	158	11	3	0	1	0	0	0	0	0	0	0
1700	289	5	258	7	0	0	16	0	1	0	0	1	0	1
1800	430	11	360	7	0	0	28	3	5	0	6	1	0	9
1900	434	31	330	7	0	0	35	2	10	4	3	5	0	7
2000	28	3	23	2	0	0	0	0	0	0	0	0	0	0
2100	13	5	8	0	0	0	0	0	0	0	0	0	0	0
2200	15	5	8	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
07-19	**2495**	**32**	**2307**	**57**	**3**	**1**	**54**	**12**	**6**	**0**	**8**	**5**	**0**	**10**
06-22	**3004**	**72**	**2700**	**67**	**3**	**1**	**89**	**14**	**16**	**4**	**11**	**10**	**0**	**17**
06-00	**3029**	**77**	**2715**	**72**	**3**	**1**	**89**	**14**	**16**	**4**	**11**	**10**	**0**	**17**
00-00	**3061**	**77**	**2742**	**75**	**3**	**1**	**90**	**14**	**17**	**4**	**11**	**10**	**0**	**17**

Peak step 19:00 (434) **AM Peak step** 11:00 (308) **PM Peak step** 19:00 (434)

*** Monday, October 20, 2025 (HOSE BAD MON 10/20 4PM THRU TUES 10/21 12PM - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	1	0	0	1	0	0	0	0	0	0	0
0500	22	0	20	1	0	0	1	0	0	0	0	0	0	0
0600	55	1	51	2	0	0	1	0	0	0	0	0	0	0
0700	45	0	41	3	0	0	0	1	0	0	0	0	0	0
0800	37	1	31	5	0	0	0	0	0	0	0	0	0	0
0900	56	0	55	1	0	0	0	0	0	0	0	0	0	0
1000	59	0	56	3	0	0	0	0	0	0	0	0	0	0
1100	90	3	84	2	0	0	1	0	0	0	0	0	0	0
1200	81	0	78	3	0	0	0	0	0	0	0	0	0	0
1300	51	0	49	2	0	0	0	0	0	0	0	0	0	0
1400	54	0	51	3	0	0	0	0	0	0	0	0	0	0
1500	77	0	76	1	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**558**	**4**	**529**	**23**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**613**	**5**	**580**	**25**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**613**	**5**	**580**	**25**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**654**	**5**	**616**	**28**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (90) **AM Peak step** 11:00 (90) **PM Peak step** 12:00 (81)

*** Tuesday, October 21, 2025 (HOSE BAD MON 10/20 4PM THRU TUES 10/21 12PM - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1200	37	0	37	0	0	0	0	0	0	0	0	0	0	0
1300	61	1	57	3	0	0	0	0	0	0	0	0	0	0
1400	61	1	57	2	0	0	0	0	0	1	0	0	0	0
1500	53	1	51	1	0	0	0	0	0	0	0	0	0	0
1600	73	0	69	4	0	0	0	0	0	0	0	0	0	0
1700	112	1	109	2	0	0	0	0	0	0	0	0	0	0
1800	172	0	168	3	1	0	0	0	0	0	0	0	0	0
1900	28	1	25	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**574**	**4**	**550**	**18**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**602**	**5**	**575**	**20**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**602**	**5**	**575**	**20**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**610**	**5**	**578**	**25**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 18:00 (172) **AM Peak step** 4:00 (5) **PM Peak step** 18:00 (172)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0500	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0600	51	0	45	5	0	0	1	0	0	0	0	0	0	0
0700	38	0	31	4	0	0	2	0	0	0	1	0	0	0
0800	59	3	53	2	0	0	1	0	0	0	0	0	0	0
0900	97	3	89	3	0	0	1	1	0	0	0	0	0	0
1000	80	2	76	0	0	1	0	0	0	0	0	0	0	1
1100	121	0	118	3	0	0	0	0	0	0	0	0	0	0
1200	75	0	74	0	0	0	0	0	0	1	0	0	0	0
1300	71	0	70	1	0	0	0	0	0	0	0	0	0	0
1400	79	0	78	1	0	0	0	0	0	0	0	0	0	0
1500	76	1	72	2	0	0	1	0	0	0	0	0	0	0
1600	85	2	80	1	0	0	1	0	0	0	1	0	0	0
1700	111	2	107	2	0	0	0	0	0	0	0	0	0	0
1800	43	1	41	1	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**935**	**14**	**889**	**20**	**0**	**1**	**6**	**1**	**0**	**1**	**2**	**0**	**0**	**1**
06-22	**994**	**14**	**942**	**25**	**0**	**1**	**7**	**1**	**0**	**1**	**2**	**0**	**0**	**1**
06-00	**994**	**14**	**942**	**25**	**0**	**1**	**7**	**1**	**0**	**1**	**2**	**0**	**0**	**1**
00-00	**1025**	**14**	**968**	**30**	**0**	**1**	**7**	**1**	**0**	**1**	**2**	**0**	**0**	**1**

Peak step 11:00 (121) **AM Peak step** 11:00 (121) **PM Peak step** 17:00 (111)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	1	2	3	0	0	0	0	0	0	0	0	0	0
0400	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0500	14	0	11	1	0	0	2	0	0	0	0	0	0	0
0600	45	0	41	4	0	0	0	0	0	0	0	0	0	0
0700	35	0	30	3	1	0	1	0	0	0	0	0	0	0
0800	40	2	36	2	0	0	0	0	0	0	0	0	0	0
0900	42	1	40	1	0	0	0	0	0	0	0	0	0	0
1000	76	2	66	5	1	0	0	1	0	0	0	1	0	0
1100	170	2	163	4	0	0	1	0	0	0	0	0	0	0
1200	93	2	86	5	0	0	0	0	0	0	0	0	0	0
1300	77	2	72	2	0	0	1	0	0	0	0	0	0	0
1400	84	1	82	1	0	0	0	0	0	0	0	0	0	0
1500	70	1	68	1	0	0	0	0	0	0	0	0	0	0
1600	62	0	59	3	0	0	0	0	0	0	0	0	0	0
1700	74	2	71	1	0	0	0	0	0	0	0	0	0	0
1800	66	1	65	0	0	0	0	0	0	0	0	0	0	0
1900	18	1	16	0	0	0	1	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**889**	**16**	**838**	**28**	**2**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**952**	**17**	**895**	**32**	**2**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
06-00	**952**	**17**	**895**	**32**	**2**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**983**	**19**	**917**	**37**	**2**	**0**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

Peak step 11:00 (170) **AM Peak step** 11:00 (170) **PM Peak step** 12:00 (93)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	7	1	5	1	0	0	0	0	0	0	0	0	0	0
0500	13	0	9	3	0	0	1	0	0	0	0	0	0	0
0600	41	0	39	2	0	0	0	0	0	0	0	0	0	0
0700	43	0	40	0	1	0	2	0	0	0	0	0	0	0
0800	79	0	75	2	0	1	1	0	0	0	0	0	0	0
0900	78	1	72	5	0	0	0	0	0	0	0	0	0	0
1000	81	1	80	0	0	0	0	0	0	0	0	0	0	0
1100	124	2	115	5	0	0	2	0	0	0	0	0	0	0
1200	104	1	101	2	0	0	0	0	0	0	0	0	0	0
1300	94	4	87	2	0	0	1	0	0	0	0	0	0	0
1400	85	2	77	6	0	0	0	0	0	0	0	0	0	0
1500	81	1	79	1	0	0	0	0	0	0	0	0	0	0
1600	87	2	85	0	0	0	0	0	0	0	0	0	0	0
1700	120	1	115	2	0	0	1	0	0	0	1	0	0	0
1800	62	1	60	1	0	0	0	0	0	0	0	0	0	0
1900	22	2	17	3	0	0	0	0	0	0	0	0	0	0
2000	17	3	11	0	0	0	0	0	0	0	2	1	0	0
2100	22	1	16	2	0	0	1	0	0	0	0	1	0	1
2200	13	0	11	0	0	0	0	0	0	0	0	1	0	1
2300	12	0	4	1	0	0	0	1	0	0	2	1	0	3
07-19	**1038**	**16**	**986**	**26**	**1**	**1**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**1140**	**22**	**1069**	**33**	**1**	**1**	**8**	**0**	**0**	**0**	**3**	**2**	**0**	**1**
06-00	**1165**	**22**	**1084**	**34**	**1**	**1**	**8**	**1**	**0**	**0**	**5**	**4**	**0**	**5**
00-00	**1192**	**23**	**1104**	**39**	**1**	**1**	**9**	**1**	**0**	**0**	**5**	**4**	**0**	**5**

Peak step 11:00 (124) **AM Peak step** 11:00 (124) **PM Peak step** 17:00 (120)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	0	0	0	0	0	1	0	1	0	1	0	1
0100	9	2	5	0	0	0	0	0	0	0	0	1	0	1
0200	2	1	0	0	0	0	1	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0600	41	0	40	1	0	0	0	0	0	0	0	0	0	0
0700	67	0	64	3	0	0	0	0	0	0	0	0	0	0
0800	158	1	156	1	0	0	0	0	0	0	0	0	0	0
0900	130	0	126	4	0	0	0	0	0	0	0	0	0	0
1000	124	0	119	5	0	0	0	0	0	0	0	0	0	0
1100	134	2	132	0	0	0	0	0	0	0	0	0	0	0
1200	141	0	137	4	0	0	0	0	0	0	0	0	0	0
1300	127	0	122	5	0	0	0	0	0	0	0	0	0	0
1400	132	1	127	3	1	0	0	0	0	0	0	0	0	0
1500	138	0	133	3	0	0	1	0	1	0	0	0	0	0
1600	150	0	148	1	0	0	1	0	0	0	0	0	0	0
1700	168	1	166	1	0	0	0	0	0	0	0	0	0	0
1800	98	1	93	3	0	1	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1567**	**6**	**1523**	**33**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1612**	**6**	**1567**	**34**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1612**	**6**	**1567**	**34**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1644**	**9**	**1585**	**38**	**1**	**1**	**3**	**1**	**1**	**1**	**0**	**2**	**0**	**2**

Peak step 17:00 (168) **AM Peak step** 8:00 (158) **PM Peak step** 17:00 (168)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA FOR 10/20)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	14	0	9	2	0	0	3	0	0	0	0	0	0	0
0600	49	0	46	3	0	0	0	0	0	0	0	0	0	0
0700	60	2	50	6	0	1	0	0	0	1	0	0	0	0
0800	37	0	33	4	0	0	0	0	0	0	0	0	0	0
0900	67	0	64	2	0	0	1	0	0	0	0	0	0	0
1000	57	1	54	1	0	0	0	0	0	1	0	0	0	0
1100	76	1	72	3	0	0	0	0	0	0	0	0	0	0
1200	51	1	49	0	0	0	0	1	0	0	0	0	0	0
1300	58	0	53	5	0	0	0	0	0	0	0	0	0	0
1400	63	0	63	0	0	0	0	0	0	0	0	0	0	0
1500	52	0	52	0	0	0	0	0	0	0	0	0	0	0
1600	61	1	58	2	0	0	0	0	0	0	0	0	0	0
1700	61	0	60	1	0	0	0	0	0	0	0	0	0	0
1800	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1900	6	1	5	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**676**	**6**	**640**	**25**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**731**	**7**	**691**	**28**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
06-00	**731**	**7**	**691**	**28**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
00-00	**754**	**7**	**708**	**31**	**0**	**1**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**

Peak step 11:00 (76) **AM Peak step** 11:00 (76) **PM Peak step** 14:00 (63)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA FOR 10/21)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0500	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0600	46	0	37	6	1	0	1	0	1	0	0	0	0	0
0700	56	0	51	5	0	0	0	0	0	0	0	0	0	0
0800	44	0	41	3	0	0	0	0	0	0	0	0	0	0
0900	62	0	58	4	0	0	0	0	0	0	0	0	0	0
1000	77	1	72	4	0	0	0	0	0	0	0	0	0	0
1100	83	1	75	7	0	0	0	0	0	0	0	0	0	0
1200	79	0	76	1	0	0	1	1	0	0	0	0	0	0
1300	60	1	58	1	0	0	0	0	0	0	0	0	0	0
1400	72	1	71	0	0	0	0	0	0	0	0	0	0	0
1500	100	0	97	3	0	0	0	0	0	0	0	0	0	0
1600	66	0	66	0	0	0	0	0	0	0	0	0	0	0
1700	71	0	70	1	0	0	0	0	0	0	0	0	0	0
1800	38	0	36	2	0	0	0	0	0	0	0	0	0	0
1900	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**808**	**4**	**771**	**31**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**869**	**4**	**823**	**37**	**1**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**869**	**4**	**823**	**37**	**1**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**893**	**4**	**842**	**42**	**1**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (100) **AM Peak step** 11:00 (83) **PM Peak step** 15:00 (100)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4745 -- English (ENU)

Datasets:
Site: **[6] SHORELINE BLVD N OF NORTH RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = South, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	100	5	77	11	0	0	5	0	0	0	1	1	0	0
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	31	0	19	11	0	0	1	0	0	0	0	0	0	0
0900	90	0	64	26	0	0	0	0	0	0	0	0	0	0
1000	118	1	91	26	0	0	0	0	0	0	0	0	0	0
1100	167	2	136	27	1	0	1	0	0	0	0	0	0	0
1200	178	2	146	29	0	0	0	0	1	0	0	0	0	0
1300	145	1	119	25	0	0	0	0	0	0	0	0	0	0
1400	164	0	142	22	0	0	0	0	0	0	0	0	0	0
1500	158	0	131	26	0	1	0	0	0	0	0	0	0	0
1600	199	2	157	39	1	0	0	0	0	0	0	0	0	0
1700	227	0	175	51	0	1	0	0	0	0	0	0	0	0
1800	257	0	218	37	2	0	0	0	0	0	0	0	0	0
1900	116	0	104	12	0	0	0	0	0	0	0	0	0	0
2000	16	0	12	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1735**	**8**	**1399**	**319**	**4**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1870**	**8**	**1517**	**336**	**4**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1870**	**8**	**1517**	**336**	**4**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1989**	**13**	**1611**	**347**	**4**	**2**	**9**	**0**	**1**	**0**	**1**	**1**	**0**	**0**

Peak step 18:00 (257) **AM Peak step** 11:00 (167) **PM Peak step** 18:00 (257)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	1	2	0	0	0	1	1	0	0	0	0	0	0
0600	12	0	7	4	0	0	0	1	0	0	0	0	0	0
0700	13	0	6	6	0	0	1	0	0	0	0	0	0	0
0800	27	0	17	9	0	0	1	0	0	0	0	0	0	0
0900	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1000	52	0	38	13	0	1	0	0	0	0	0	0	0	0
1100	71	1	45	25	0	0	0	0	0	0	0	0	0	0
1200	111	2	83	26	0	0	0	0	0	0	0	0	0	0
1300	100	3	68	26	0	2	1	0	0	0	0	0	0	0
1400	49	0	42	6	0	1	0	0	0	0	0	0	0	0
1500	41	0	30	10	0	1	0	0	0	0	0	0	0	0
1600	29	0	19	10	0	0	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	2	2	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**548**	**6**	**396**	**138**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**566**	**6**	**406**	**144**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**566**	**6**	**406**	**144**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**571**	**7**	**408**	**144**	**0**	**6**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (111) **AM Peak step** 11:00 (71) **PM Peak step** 12:00 (111)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0700	10	1	6	3	0	0	0	0	0	0	0	0	0	0
0800	15	0	7	6	0	0	2	0	0	0	0	0	0	0
0900	18	0	10	8	0	0	0	0	0	0	0	0	0	0
1000	40	1	28	8	0	0	3	0	0	0	0	0	0	0
1100	68	1	49	17	0	1	0	0	0	0	0	0	0	0
1200	72	1	47	19	2	1	2	0	0	0	0	0	0	0
1300	71	2	54	14	0	1	0	0	0	0	0	0	0	0
1400	103	0	81	22	0	0	0	0	0	0	0	0	0	0
1500	97	1	70	24	0	1	1	0	0	0	0	0	0	0
1600	63	0	53	8	0	0	2	0	0	0	0	0	0	0
1700	88	1	70	17	0	0	0	0	0	0	0	0	0	0
1800	108	2	75	31	0	0	0	0	0	0	0	0	0	0
1900	61	1	45	15	0	0	0	0	0	0	0	0	0	0
2000	51	0	42	9	0	0	0	0	0	0	0	0	0	0
2100	30	0	25	4	0	0	1	0	0	0	0	0	0	0
2200	65	6	49	6	1	0	3	0	0	0	0	0	0	0
2300	63	3	45	10	1	0	3	0	0	1	0	0	0	0
07-19	**753**	**10**	**550**	**177**	**2**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**902**	**11**	**665**	**209**	**2**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1030**	**20**	**759**	**225**	**4**	**4**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1032**	**20**	**761**	**225**	**4**	**4**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 18:00 (108) **AM Peak step** 11:00 (68) **PM Peak step** 18:00 (108)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	45	3	35	3	0	0	2	1	0	0	1	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	0	0	0	1	0	0	0	0	0	0	0
0600	11	0	4	5	0	2	0	0	0	0	0	0	0	0
0700	22	0	11	7	0	2	2	0	0	0	0	0	0	0
0800	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0900	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1000	50	2	36	12	0	0	0	0	0	0	0	0	0	0
1100	62	0	48	14	0	0	0	0	0	0	0	0	0	0
1200	73	0	62	11	0	0	0	0	0	0	0	0	0	0
1300	140	1	109	30	0	0	0	0	0	0	0	0	0	0
1400	117	0	95	22	0	0	0	0	0	0	0	0	0	0
1500	82	0	70	12	0	0	0	0	0	0	0	0	0	0
1600	92	0	76	16	0	0	0	0	0	0	0	0	0	0
1700	64	1	47	16	0	0	0	0	0	0	0	0	0	0
1800	105	0	89	16	0	0	0	0	0	0	0	0	0	0
1900	82	2	65	15	0	0	0	0	0	0	0	0	0	0
2000	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**839**	**4**	**667**	**164**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**943**	**6**	**745**	**186**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**944**	**6**	**746**	**186**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**999**	**9**	**789**	**190**	**0**	**4**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 13:00 (140) **AM Peak step** 11:00 (62) **PM Peak step** 13:00 (140)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	2	1	0	0	2	0	0	0	0	0	0	0
0600	9	0	5	3	0	1	0	0	0	0	0	0	0	0
0700	9	1	2	4	1	1	0	0	0	0	0	0	0	0
0800	13	0	9	2	0	2	0	0	0	0	0	0	0	0
0900	24	0	10	13	0	1	0	0	0	0	0	0	0	0
1000	47	0	27	20	0	0	0	0	0	0	0	0	0	0
1100	99	2	68	27	0	2	0	0	0	0	0	0	0	0
1200	90	3	68	19	0	0	0	0	0	0	0	0	0	0
1300	96	0	72	24	0	0	0	0	0	0	0	0	0	0
1400	113	4	78	30	0	1	0	0	0	0	0	0	0	0
1500	92	2	70	19	0	1	0	0	0	0	0	0	0	0
1600	99	1	72	25	1	0	0	0	0	0	0	0	0	0
1700	83	0	65	15	2	1	0	0	0	0	0	0	0	0
1800	119	1	91	26	1	0	0	0	0	0	0	0	0	0
1900	109	2	85	20	1	0	0	0	1	0	0	0	0	0
2000	33	1	28	4	0	0	0	0	0	0	0	0	0	0
2100	73	0	60	5	0	0	5	0	0	0	1	2	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	121	3	109	7	0	0	1	0	0	0	1	0	0	0
07-19	**884**	**14**	**632**	**224**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1108**	**17**	**810**	**256**	**6**	**10**	**5**	**0**	**1**	**0**	**1**	**2**	**0**	**0**
06-00	**1229**	**20**	**919**	**263**	**6**	**10**	**6**	**0**	**1**	**0**	**2**	**2**	**0**	**0**
00-00	**1234**	**20**	**921**	**264**	**6**	**10**	**8**	**0**	**1**	**0**	**2**	**2**	**0**	**0**

Peak step 23:00 (121) **AM Peak step** 11:00 (99) **PM Peak step** 23:00 (121)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	9	0	4	4	0	1	0	0	0	0	0	0	0	0
0700	10	0	7	2	0	1	0	0	0	0	0	0	0	0
0800	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0900	37	1	25	11	0	0	0	0	0	0	0	0	0	0
1000	62	1	48	13	0	0	0	0	0	0	0	0	0	0
1100	79	1	62	16	0	0	0	0	0	0	0	0	0	0
1200	85	1	61	23	0	0	0	0	0	0	0	0	0	0
1300	95	0	72	23	0	0	0	0	0	0	0	0	0	0
1400	94	0	80	14	0	0	0	0	0	0	0	0	0	0
1500	114	0	93	20	0	1	0	0	0	0	0	0	0	0
1600	116	2	83	31	0	0	0	0	0	0	0	0	0	0
1700	110	0	82	28	0	0	0	0	0	0	0	0	0	0
1800	178	0	132	42	4	0	0	0	0	0	0	0	0	0
1900	114	1	88	24	0	1	0	0	0	0	0	0	0	0
2000	16	0	10	6	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**999**	**6**	**762**	**225**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1139**	**7**	**865**	**259**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1140**	**7**	**866**	**259**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1154**	**7**	**879**	**259**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (178) **AM Peak step** 11:00 (79) **PM Peak step** 18:00 (178)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	1	0	0	1	0	0	0	0	0	0	0	0	0
0700	13	0	6	6	0	1	0	0	0	0	0	0	0	0
0800	26	0	18	8	0	0	0	0	0	0	0	0	0	0
0900	64	1	47	16	0	0	0	0	0	0	0	0	0	0
1000	203	3	164	28	8	0	0	0	0	0	0	0	0	0
1100	119	1	103	15	0	0	0	0	0	0	0	0	0	0
1200	130	1	99	30	0	0	0	0	0	0	0	0	0	0
1300	167	1	138	27	0	1	0	0	0	0	0	0	0	0
1400	169	0	140	27	0	2	0	0	0	0	0	0	0	0
1500	178	1	146	31	0	0	0	0	0	0	0	0	0	0
1600	160	0	126	34	0	0	0	0	0	0	0	0	0	0
1700	203	2	164	35	2	0	0	0	0	0	0	0	0	0
1800	286	5	240	40	0	0	1	0	0	0	0	0	0	0
1900	210	17	173	19	0	0	1	0	0	0	0	0	0	0
2000	214	20	174	19	0	0	0	0	1	0	0	0	0	0
2100	106	4	84	16	0	0	2	0	0	0	0	0	0	0
2200	62	3	45	14	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1718**	**15**	**1391**	**297**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2250**	**57**	**1822**	**351**	**11**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2312**	**60**	**1867**	**365**	**11**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2313**	**60**	**1867**	**366**	**11**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (286) **AM Peak step** 10:00 (203) **PM Peak step** 18:00 (286)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	246	27	162	12	9	1	24	0	0	1	1	2	0	7
0100	40	1	27	8	0	0	4	0	0	0	0	0	0	0
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	2	1	0	0	0	0	1	0	0	0	0	0	0	0
0400	4	1	2	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	4	3	0	1	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	9	1	7	1	0	0	0	0	0	0	0	0	0	0
0800	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0900	69	0	56	13	0	0	0	0	0	0	0	0	0	0
1000	125	2	97	25	0	0	1	0	0	0	0	0	0	0
1100	151	1	127	21	0	0	1	0	0	0	0	1	0	0
1200	165	0	129	35	1	0	0	0	0	0	0	0	0	0
1300	176	2	150	23	0	0	1	0	0	0	0	0	0	0
1400	234	2	197	31	3	1	0	0	0	0	0	0	0	0
1500	213	2	175	35	0	0	1	0	0	0	0	0	0	0
1600	198	0	177	20	0	1	0	0	0	0	0	0	0	0
1700	213	3	187	16	3	0	4	0	0	0	0	0	0	0
1800	239	6	211	20	1	0	1	0	0	0	0	0	0	0
1900	154	18	123	12	0	0	0	0	0	0	0	1	0	0
2000	36	2	29	5	0	0	0	0	0	0	0	0	0	0
2100	62	1	48	9	0	1	2	0	0	0	1	0	0	0
2200	219	15	144	5	0	0	23	0	1	1	2	0	0	28
2300	29	1	23	4	1	0	0	0	0	0	0	0	0	0
07-19	**1813**	**19**	**1532**	**242**	**8**	**2**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**2067**	**40**	**1734**	**268**	**8**	**3**	**11**	**0**	**0**	**0**	**1**	**2**	**0**	**0**
06-00	**2315**	**56**	**1901**	**277**	**9**	**3**	**34**	**0**	**1**	**1**	**3**	**2**	**0**	**28**
00-00	**2623**	**86**	**2103**	**302**	**18**	**5**	**63**	**0**	**1**	**2**	**4**	**4**	**0**	**35**

Peak step 0:00 (246) **AM Peak step** 0:00 (246) **PM Peak step** 18:00 (239)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	1	2	0	1	2	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	15	1	5	5	3	0	0	0	0	0	0	1	0	0
0800	16	0	10	5	0	0	1	0	0	0	0	0	0	0
0900	21	0	15	6	0	0	0	0	0	0	0	0	0	0
1000	47	2	32	11	2	0	0	0	0	0	0	0	0	0
1100	82	2	61	18	0	0	1	0	0	0	0	0	0	0
1200	71	0	57	13	0	1	0	0	0	0	0	0	0	0
1300	90	1	66	22	0	1	0	0	0	0	0	0	0	0
1400	76	0	57	19	0	0	0	0	0	0	0	0	0	0
1500	79	1	58	19	1	0	0	0	0	0	0	0	0	0
1600	72	1	56	15	0	0	0	0	0	0	0	0	0	0
1700	90	0	74	16	0	0	0	0	0	0	0	0	0	0
1800	102	0	82	20	0	0	0	0	0	0	0	0	0	0
1900	49	0	39	9	0	1	0	0	0	0	0	0	0	0
2000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**761**	**8**	**573**	**169**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**821**	**8**	**619**	**182**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-00	**823**	**8**	**621**	**182**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**838**	**8**	**628**	**186**	**6**	**4**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

Peak step 18:00 (102) **AM Peak step** 11:00 (82) **PM Peak step** 18:00 (102)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0600	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0700	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0800	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0900	41	1	31	5	1	1	1	0	0	1	0	0	0	0
1000	40	2	30	7	1	0	0	0	0	0	0	0	0	0
1100	58	0	45	12	0	1	0	0	0	0	0	0	0	0
1200	65	3	53	9	0	0	0	0	0	0	0	0	0	0
1300	97	0	72	24	0	1	0	0	0	0	0	0	0	0
1400	130	0	104	25	1	0	0	0	0	0	0	0	0	0
1500	78	0	65	13	0	0	0	0	0	0	0	0	0	0
1600	64	0	53	11	0	0	0	0	0	0	0	0	0	0
1700	91	0	69	22	0	0	0	0	0	0	0	0	0	0
1800	128	0	107	21	0	0	0	0	0	0	0	0	0	0
1900	101	0	82	19	0	0	0	0	0	0	0	0	0	0
2000	89	0	74	15	0	0	0	0	0	0	0	0	0	0
2100	50	0	39	11	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**816**	**6**	**649**	**153**	**3**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1066**	**6**	**851**	**201**	**3**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1075**	**6**	**859**	**202**	**3**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1077**	**6**	**859**	**203**	**3**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 14:00 (130) **AM Peak step** 11:00 (58) **PM Peak step** 14:00 (130)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	9	0	5	1	0	2	1	0	0	0	0	0	0	0
0700	12	0	5	6	0	1	0	0	0	0	0	0	0	0
0800	18	1	6	11	0	0	0	0	0	0	0	0	0	0
0900	30	0	16	10	0	2	1	1	0	0	0	0	0	0
1000	59	4	41	10	1	0	3	0	0	0	0	0	0	0
1100	64	1	40	21	1	0	1	0	0	0	0	0	0	0
1200	79	1	54	22	0	1	1	0	0	0	0	0	0	0
1300	115	1	85	28	0	1	0	0	0	0	0	0	0	0
1400	90	0	72	15	0	1	2	0	0	0	0	0	0	0
1500	121	0	91	30	0	0	0	0	0	0	0	0	0	0
1600	85	3	62	17	0	0	3	0	0	0	0	0	0	0
1700	101	0	81	20	0	0	0	0	0	0	0	0	0	0
1800	167	0	124	42	0	1	0	0	0	0	0	0	0	0
1900	49	0	38	10	0	1	0	0	0	0	0	0	0	0
2000	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**941**	**11**	**677**	**232**	**2**	**7**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1009**	**11**	**728**	**245**	**2**	**10**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1010**	**11**	**729**	**245**	**2**	**10**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1013**	**11**	**731**	**246**	**2**	**10**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (167) **AM Peak step** 11:00 (64) **PM Peak step** 18:00 (167)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	0	0	0	1	0	0	0	0	0	0	0
0600	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0700	13	0	8	4	0	1	0	0	0	0	0	0	0	0
0800	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0900	34	1	26	6	0	0	1	0	0	0	0	0	0	0
1000	32	0	25	6	0	0	1	0	0	0	0	0	0	0
1100	60	2	44	14	0	0	0	0	0	0	0	0	0	0
1200	67	1	51	15	0	0	0	0	0	0	0	0	0	0
1300	89	1	67	21	0	0	0	0	0	0	0	0	0	0
1400	94	0	80	12	1	1	0	0	0	0	0	0	0	0
1500	84	4	64	16	0	0	0	0	0	0	0	0	0	0
1600	68	1	51	16	0	0	0	0	0	0	0	0	0	0
1700	78	0	66	11	0	1	0	0	0	0	0	0	0	0
1800	146	0	128	18	0	0	0	0	0	0	0	0	0	0
1900	135	1	113	21	0	0	0	0	0	0	0	0	0	0
2000	31	0	24	7	0	0	0	0	0	0	0	0	0	0
2100	29	0	25	4	0	0	0	0	0	0	0	0	0	0
2200	26	0	17	9	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**783**	**10**	**624**	**143**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**984**	**11**	**791**	**176**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1018**	**11**	**815**	**186**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1023**	**11**	**819**	**186**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (146) **AM Peak step** 11:00 (60) **PM Peak step** 18:00 (146)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	1	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0600	7	1	4	1	0	0	0	1	0	0	0	0	0	0
0700	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	22	0	16	5	0	1	0	0	0	0	0	0	0	0
0900	27	0	21	5	0	1	0	0	0	0	0	0	0	0
1000	65	1	46	15	0	2	1	0	0	0	0	0	0	0
1100	92	0	77	14	0	0	0	0	1	0	0	0	0	0
1200	74	1	58	15	0	0	0	0	0	0	0	0	0	0
1300	96	1	70	24	0	1	0	0	0	0	0	0	0	0
1400	121	1	103	17	0	0	0	0	0	0	0	0	0	0
1500	100	0	84	16	0	0	0	0	0	0	0	0	0	0
1600	105	1	87	17	0	0	0	0	0	0	0	0	0	0
1700	111	1	88	22	0	0	0	0	0	0	0	0	0	0
1800	179	1	157	20	0	1	0	0	0	0	0	0	0	0
1900	81	1	73	7	0	0	0	0	0	0	0	0	0	0
2000	20	0	17	2	0	1	0	0	0	0	0	0	0	0
2100	16	5	7	1	1	0	2	0	0	0	0	0	0	0
2200	19	4	12	1	1	0	1	0	0	0	0	0	0	0
2300	25	4	16	3	0	0	2	0	0	0	0	0	0	0
07-19	**997**	**7**	**811**	**171**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1121**	**14**	**912**	**182**	**1**	**7**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1165**	**22**	**940**	**186**	**2**	**7**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1173**	**22**	**942**	**191**	**2**	**8**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (179) **AM Peak step** 11:00 (92) **PM Peak step** 18:00 (179)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	21	2	12	5	0	0	1	0	0	0	0	1	0	0
0100	8	0	7	0	0	0	0	0	0	0	0	1	0	0
0200	8	0	4	2	0	0	1	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0800	23	0	17	6	0	0	0	0	0	0	0	0	0	0
0900	87	0	70	17	0	0	0	0	0	0	0	0	0	0
1000	114	1	93	20	0	0	0	0	0	0	0	0	0	0
1100	103	1	85	17	0	0	0	0	0	0	0	0	0	0
1200	133	0	112	21	0	0	0	0	0	0	0	0	0	0
1300	128	0	105	21	0	2	0	0	0	0	0	0	0	0
1400	126	0	105	21	0	0	0	0	0	0	0	0	0	0
1500	141	0	123	18	0	0	0	0	0	0	0	0	0	0
1600	150	0	128	21	1	0	0	0	0	0	0	0	0	0
1700	197	0	169	28	0	0	0	0	0	0	0	0	0	0
1800	228	0	197	31	0	0	0	0	0	0	0	0	0	0
1900	106	0	94	12	0	0	0	0	0	0	0	0	0	0
2000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2100	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2200	38	0	32	6	0	0	0	0	0	0	0	0	0	0
2300	22	0	16	6	0	0	0	0	0	0	0	0	0	0
07-19	**1442**	**2**	**1212**	**225**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1585**	**2**	**1338**	**242**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1645**	**2**	**1386**	**254**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1685**	**4**	**1411**	**261**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**

Peak step 18:00 (228) **AM Peak step** 10:00 (114) **PM Peak step** 18:00 (228)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH NORTHBOUND SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	2	0	0	4	0	0	0	0	0	0	0
0600	10	0	6	1	0	1	1	1	0	0	0	0	0	0
0700	7	0	3	3	0	0	1	0	0	0	0	0	0	0
0800	18	0	11	4	1	0	2	0	0	0	0	0	0	0
0900	21	0	15	6	0	0	0	0	0	0	0	0	0	0
1000	46	2	39	5	0	0	0	0	0	0	0	0	0	0
1100	47	0	38	9	0	0	0	0	0	0	0	0	0	0
1200	72	0	61	9	0	2	0	0	0	0	0	0	0	0
1300	91	1	70	20	0	0	0	0	0	0	0	0	0	0
1400	81	0	66	14	0	1	0	0	0	0	0	0	0	0
1500	71	1	50	20	0	0	0	0	0	0	0	0	0	0
1600	74	1	58	15	0	0	0	0	0	0	0	0	0	0
1700	69	0	55	14	0	0	0	0	0	0	0	0	0	0
1800	94	1	77	16	0	0	0	0	0	0	0	0	0	0
1900	35	0	28	7	0	0	0	0	0	0	0	0	0	0
2000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**691**	**6**	**543**	**135**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**748**	**6**	**587**	**145**	**1**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**748**	**6**	**587**	**145**	**1**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**755**	**6**	**588**	**147**	**1**	**4**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (94) **AM Peak step** 11:00 (47) **PM Peak step** 18:00 (94)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH NORTHBOUND SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	3	2	1	0	0	0	0	0	0	0	0	0
0700	8	0	5	2	0	0	1	0	0	0	0	0	0	0
0800	19	0	10	9	0	0	0	0	0	0	0	0	0	0
0900	22	1	14	7	0	0	0	0	0	0	0	0	0	0
1000	48	0	31	16	0	1	0	0	0	0	0	0	0	0
1100	75	1	48	26	0	0	0	0	0	0	0	0	0	0
1200	80	1	46	33	0	0	0	0	0	0	0	0	0	0
1300	84	0	67	16	0	1	0	0	0	0	0	0	0	0
1400	84	0	73	11	0	0	0	0	0	0	0	0	0	0
1500	93	0	72	21	0	0	0	0	0	0	0	0	0	0
1600	67	1	57	9	0	0	0	0	0	0	0	0	0	0
1700	121	0	96	25	0	0	0	0	0	0	0	0	0	0
1800	118	0	98	19	0	1	0	0	0	0	0	0	0	0
1900	42	0	38	4	0	0	0	0	0	0	0	0	0	0
2000	20	0	10	10	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**819**	**4**	**617**	**194**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**890**	**4**	**671**	**210**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**892**	**4**	**673**	**210**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**897**	**4**	**677**	**211**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (121) **AM Peak step** 11:00 (75) **PM Peak step** 17:00 (121)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4747 -- English (ENU)

Datasets:
Site: **[7] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	0	0	1	0	0	0	0	0	0	0	0
0800	14	0	13	0	0	1	0	0	0	0	0	0	0	0
0900	27	0	27	0	0	0	0	0	0	0	0	0	0	0
1000	25	0	23	1	0	1	0	0	0	0	0	0	0	0
1100	35	1	33	1	0	0	0	0	0	0	0	0	0	0
1200	43	0	41	2	0	0	0	0	0	0	0	0	0	0
1300	47	1	44	2	0	0	0	0	0	0	0	0	0	0
1400	41	0	39	2	0	0	0	0	0	0	0	0	0	0
1500	54	0	52	2	0	0	0	0	0	0	0	0	0	0
1600	42	0	40	1	0	1	0	0	0	0	0	0	0	0
1700	68	0	63	5	0	0	0	0	0	0	0	0	0	0
1800	59	0	57	2	0	0	0	0	0	0	0	0	0	0
1900	51	0	48	3	0	0	0	0	0	0	0	0	0	0
2000	49	0	46	3	0	0	0	0	0	0	0	0	0	0
2100	43	0	40	2	1	0	0	0	0	0	0	0	0	0
2200	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	**466**	**2**	**442**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**615**	**2**	**582**	**26**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**653**	**2**	**615**	**31**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**682**	**2**	**643**	**32**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (68) **AM Peak step** 11:00 (35) **PM Peak step** 17:00 (68)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0700	25	0	22	3	0	0	0	0	0	0	0	0	0	0
0800	39	0	37	2	0	0	0	0	0	0	0	0	0	0
0900	34	0	30	4	0	0	0	0	0	0	0	0	0	0
1000	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1100	39	0	37	2	0	0	0	0	0	0	0	0	0	0
1200	55	0	54	1	0	0	0	0	0	0	0	0	0	0
1300	43	0	38	4	0	1	0	0	0	0	0	0	0	0
1400	43	0	36	6	0	1	0	0	0	0	0	0	0	0
1500	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1600	68	1	62	4	1	0	0	0	0	0	0	0	0	0
1700	69	0	59	10	0	0	0	0	0	0	0	0	0	0
1800	65	0	50	14	0	1	0	0	0	0	0	0	0	0
1900	49	0	41	7	0	1	0	0	0	0	0	0	0	0
2000	36	0	31	5	0	0	0	0	0	0	0	0	0	0
2100	40	0	33	7	0	0	0	0	0	0	0	0	0	0
2200	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2300	16	0	14	2	0	0	0	0	0	0	0	0	0	0
07-19	**547**	**1**	**487**	**55**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**681**	**1**	**600**	**75**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**713**	**1**	**628**	**79**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**742**	**1**	**656**	**80**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (69) **AM Peak step** 8:00 (39) **PM Peak step** 17:00 (69)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0700	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0800	46	2	39	5	0	0	0	0	0	0	0	0	0	0
0900	37	0	34	2	0	0	1	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	33	0	30	2	0	1	0	0	0	0	0	0	0	0
1200	46	0	39	7	0	0	0	0	0	0	0	0	0	0
1300	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1400	51	0	45	5	0	0	1	0	0	0	0	0	0	0
1500	65	0	62	2	0	0	1	0	0	0	0	0	0	0
1600	78	0	72	5	0	1	0	0	0	0	0	0	0	0
1700	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1800	70	0	60	9	0	1	0	0	0	0	0	0	0	0
1900	49	0	47	2	0	0	0	0	0	0	0	0	0	0
2000	48	0	41	7	0	0	0	0	0	0	0	0	0	0
2100	36	1	34	1	0	0	0	0	0	0	0	0	0	0
2200	31	0	31	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	0
07-19	**575**	**2**	**519**	**48**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**722**	**3**	**653**	**60**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**775**	**3**	**706**	**60**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**789**	**3**	**718**	**62**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (78) **AM Peak step** 8:00 (46) **PM Peak step** 16:00 (78)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	21	0	0	0	0	0	0	0	0	0	0	0
0800	35	0	32	3	0	0	0	0	0	0	0	0	0	0
0900	29	0	24	4	1	0	0	0	0	0	0	0	0	0
1000	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1100	33	1	29	2	0	0	1	0	0	0	0	0	0	0
1200	48	0	47	1	0	0	0	0	0	0	0	0	0	0
1300	54	0	50	4	0	0	0	0	0	0	0	0	0	0
1400	43	0	41	2	0	0	0	0	0	0	0	0	0	0
1500	52	0	46	6	0	0	0	0	0	0	0	0	0	0
1600	63	0	60	3	0	0	0	0	0	0	0	0	0	0
1700	74	1	65	6	1	1	0	0	0	0	0	0	0	0
1800	74	0	66	8	0	0	0	0	0	0	0	0	0	0
1900	57	0	54	3	0	0	0	0	0	0	0	0	0	0
2000	44	0	42	2	0	0	0	0	0	0	0	0	0	0
2100	51	0	49	2	0	0	0	0	0	0	0	0	0	0
2200	26	0	22	2	1	0	1	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
07-19	**549**	**2**	**504**	**39**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**713**	**2**	**661**	**46**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**753**	**2**	**695**	**50**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**774**	**2**	**716**	**50**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (74) **AM Peak step** 8:00 (35) **PM Peak step** 17:00 (74)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	25	0	0	1	1	0	0	0	0	0	0	0
0800	31	0	31	0	0	0	0	0	0	0	0	0	0	0
0900	29	0	27	2	0	0	0	0	0	0	0	0	0	0
1000	26	1	24	1	0	0	0	0	0	0	0	0	0	0
1100	29	1	25	3	0	0	0	0	0	0	0	0	0	0
1200	38	1	35	2	0	0	0	0	0	0	0	0	0	0
1300	49	0	44	5	0	0	0	0	0	0	0	0	0	0
1400	46	0	42	4	0	0	0	0	0	0	0	0	0	0
1500	52	0	49	3	0	0	0	0	0	0	0	0	0	0
1600	73	0	65	8	0	0	0	0	0	0	0	0	0	0
1700	78	0	72	4	0	2	0	0	0	0	0	0	0	0
1800	90	0	79	11	0	0	0	0	0	0	0	0	0	0
1900	78	0	69	9	0	0	0	0	0	0	0	0	0	0
2000	57	0	52	5	0	0	0	0	0	0	0	0	0	0
2100	42	0	40	2	0	0	0	0	0	0	0	0	0	0
2200	29	0	26	3	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
07-19	**568**	**3**	**518**	**43**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**758**	**3**	**692**	**59**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**803**	**3**	**733**	**63**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**828**	**3**	**756**	**65**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (90) **AM Peak step** 8:00 (31) **PM Peak step** 18:00 (90)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	1	3	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	8	1	7	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0800	37	0	35	1	1	0	0	0	0	0	0	0	0	0
0900	28	1	26	1	0	0	0	0	0	0	0	0	0	0
1000	32	3	25	3	0	1	0	0	0	0	0	0	0	0
1100	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1200	43	0	43	0	0	0	0	0	0	0	0	0	0	0
1300	47	0	42	3	0	2	0	0	0	0	0	0	0	0
1400	57	0	57	0	0	0	0	0	0	0	0	0	0	0
1500	53	0	53	0	0	0	0	0	0	0	0	0	0	0
1600	60	0	56	4	0	0	0	0	0	0	0	0	0	0
1700	61	0	57	4	0	0	0	0	0	0	0	0	0	0
1800	73	0	64	7	2	0	0	0	0	0	0	0	0	0
1900	61	0	56	5	0	0	0	0	0	0	0	0	0	0
2000	51	0	46	5	0	0	0	0	0	0	0	0	0	0
2100	53	0	49	4	0	0	0	0	0	0	0	0	0	0
2200	44	0	40	4	0	0	0	0	0	0	0	0	0	0
2300	23	0	23	0	0	0	0	0	0	0	0	0	0	0
07-19	**544**	**4**	**509**	**25**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**723**	**4**	**673**	**40**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**790**	**4**	**736**	**44**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**828**	**6**	**771**	**45**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (73) **AM Peak step** 8:00 (37) **PM Peak step** 18:00 (73)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	2	2	1	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	13	1	11	1	0	0	0	0	0	0	0	0	0	0
0800	24	0	23	1	0	0	0	0	0	0	0	0	0	0
0900	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1000	40	0	40	0	0	0	0	0	0	0	0	0	0	0
1100	58	0	50	7	1	0	0	0	0	0	0	0	0	0
1200	54	0	49	4	0	1	0	0	0	0	0	0	0	0
1300	68	0	60	8	0	0	0	0	0	0	0	0	0	0
1400	48	0	47	1	0	0	0	0	0	0	0	0	0	0
1500	63	0	56	7	0	0	0	0	0	0	0	0	0	0
1600	56	1	52	3	0	0	0	0	0	0	0	0	0	0
1700	60	0	59	1	0	0	0	0	0	0	0	0	0	0
1800	61	0	54	7	0	0	0	0	0	0	0	0	0	0
1900	39	0	38	1	0	0	0	0	0	0	0	0	0	0
2000	62	0	61	1	0	0	0	0	0	0	0	0	0	0
2100	47	0	44	3	0	0	0	0	0	0	0	0	0	0
2200	28	0	27	1	0	0	0	0	0	0	0	0	0	0
2300	30	0	29	1	0	0	0	0	0	0	0	0	0	0
07-19	**571**	**2**	**525**	**42**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**724**	**2**	**673**	**47**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**782**	**2**	**729**	**49**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**815**	**2**	**758**	**52**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (68) **AM Peak step** 11:00 (58) **PM Peak step** 13:00 (68)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	21	0	19	0	0	2	0	0	0	0	0	0	0	0
0100	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0800	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0900	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	32	0	32	0	0	0	0	0	0	0	0	0	0	0
1200	59	0	53	6	0	0	0	0	0	0	0	0	0	0
1300	41	0	39	2	0	0	0	0	0	0	0	0	0	0
1400	44	0	44	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	57	2	0	1	0	0	0	0	0	0	0	0
1600	54	0	52	2	0	0	0	0	0	0	0	0	0	0
1700	54	0	53	1	0	0	0	0	0	0	0	0	0	0
1800	62	1	58	3	0	0	0	0	0	0	0	0	0	0
1900	53	0	44	9	0	0	0	0	0	0	0	0	0	0
2000	42	0	41	1	0	0	0	0	0	0	0	0	0	0
2100	37	0	35	2	0	0	0	0	0	0	0	0	0	0
2200	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2300	22	0	19	3	0	0	0	0	0	0	0	0	0	0
07-19	**483**	**1**	**463**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**620**	**1**	**588**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**662**	**1**	**624**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**718**	**1**	**674**	**39**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (62) **AM Peak step** 11:00 (32) **PM Peak step** 18:00 (62)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	1	7	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0700	21	0	20	1	0	0	0	0	0	0	0	0	0	0
0800	32	0	29	3	0	0	0	0	0	0	0	0	0	0
0900	22	1	21	0	0	0	0	0	0	0	0	0	0	0
1000	30	0	28	2	0	0	0	0	0	0	0	0	0	0
1100	33	1	27	5	0	0	0	0	0	0	0	0	0	0
1200	39	0	36	3	0	0	0	0	0	0	0	0	0	0
1300	55	0	51	4	0	0	0	0	0	0	0	0	0	0
1400	24	0	23	1	0	0	0	0	0	0	0	0	0	0
1500	55	0	51	4	0	0	0	0	0	0	0	0	0	0
1600	74	0	72	2	0	0	0	0	0	0	0	0	0	0
1700	63	1	58	4	0	0	0	0	0	0	0	0	0	0
1800	64	1	56	7	0	0	0	0	0	0	0	0	0	0
1900	60	0	55	5	0	0	0	0	0	0	0	0	0	0
2000	38	0	36	2	0	0	0	0	0	0	0	0	0	0
2100	49	0	45	3	0	0	1	0	0	0	0	0	0	0
2200	25	0	24	0	0	1	0	0	0	0	0	0	0	0
2300	20	0	18	2	0	0	0	0	0	0	0	0	0	0
07-19	**512**	**4**	**472**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**671**	**4**	**619**	**47**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**716**	**4**	**661**	**49**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**740**	**5**	**682**	**51**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (74) **AM Peak step** 11:00 (33) **PM Peak step** 16:00 (74)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0700	20	0	19	0	0	1	0	0	0	0	0	0	0	0
0800	36	0	32	4	0	0	0	0	0	0	0	0	0	0
0900	25	0	25	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	34	2	0	0	0	0	0	0	0	0	0	0
1100	31	1	26	3	1	0	0	0	0	0	0	0	0	0
1200	46	0	44	2	0	0	0	0	0	0	0	0	0	0
1300	42	0	39	3	0	0	0	0	0	0	0	0	0	0
1400	38	1	34	2	0	1	0	0	0	0	0	0	0	0
1500	57	1	55	1	0	0	0	0	0	0	0	0	0	0
1600	77	0	72	5	0	0	0	0	0	0	0	0	0	0
1700	69	0	64	5	0	0	0	0	0	0	0	0	0	0
1800	79	0	65	13	1	0	0	0	0	0	0	0	0	0
1900	60	0	53	5	1	1	0	0	0	0	0	0	0	0
2000	47	0	43	4	0	0	0	0	0	0	0	0	0	0
2100	31	0	29	2	0	0	0	0	0	0	0	0	0	0
2200	33	0	32	1	0	0	0	0	0	0	0	0	0	0
2300	20	0	17	3	0	0	0	0	0	0	0	0	0	0
07-19	**556**	**3**	**509**	**40**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**707**	**3**	**646**	**52**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**760**	**3**	**695**	**56**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**783**	**3**	**718**	**56**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (79) **AM Peak step** 8:00 (36) **PM Peak step** 18:00 (79)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0700	29	0	28	1	0	0	0	0	0	0	0	0	0	0
0800	33	0	28	5	0	0	0	0	0	0	0	0	0	0
0900	29	0	27	2	0	0	0	0	0	0	0	0	0	0
1000	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1100	35	0	32	2	0	1	0	0	0	0	0	0	0	0
1200	41	1	38	2	0	0	0	0	0	0	0	0	0	0
1300	59	0	54	5	0	0	0	0	0	0	0	0	0	0
1400	48	0	43	4	0	1	0	0	0	0	0	0	0	0
1500	64	1	55	7	0	1	0	0	0	0	0	0	0	0
1600	75	1	70	4	0	0	0	0	0	0	0	0	0	0
1700	65	0	60	5	0	0	0	0	0	0	0	0	0	0
1800	71	0	64	6	0	1	0	0	0	0	0	0	0	0
1900	60	0	55	5	0	0	0	0	0	0	0	0	0	0
2000	53	0	47	6	0	0	0	0	0	0	0	0	0	0
2100	34	0	33	1	0	0	0	0	0	0	0	0	0	0
2200	37	0	32	5	0	0	0	0	0	0	0	0	0	0
2300	20	0	16	4	0	0	0	0	0	0	0	0	0	0
07-19	**575**	**3**	**522**	**46**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**735**	**3**	**669**	**59**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**792**	**3**	**717**	**68**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**818**	**3**	**741**	**70**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (75) **AM Peak step** 11:00 (35) **PM Peak step** 16:00 (75)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0700	21	1	19	1	0	0	0	0	0	0	0	0	0	0
0800	35	0	33	1	1	0	0	0	0	0	0	0	0	0
0900	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1000	26	0	26	0	0	0	0	0	0	0	0	0	0	0
1100	30	1	28	1	0	0	0	0	0	0	0	0	0	0
1200	39	0	36	3	0	0	0	0	0	0	0	0	0	0
1300	47	1	45	0	0	0	1	0	0	0	0	0	0	0
1400	40	0	39	1	0	0	0	0	0	0	0	0	0	0
1500	60	0	53	7	0	0	0	0	0	0	0	0	0	0
1600	74	0	71	2	1	0	0	0	0	0	0	0	0	0
1700	77	1	72	4	0	0	0	0	0	0	0	0	0	0
1800	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1900	68	0	62	6	0	0	0	0	0	0	0	0	0	0
2000	44	0	37	7	0	0	0	0	0	0	0	0	0	0
2100	46	0	44	2	0	0	0	0	0	0	0	0	0	0
2200	27	0	27	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	17	1	0	1	0	0	0	0	0	0	0	0
07-19	**536**	**4**	**503**	**26**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**705**	**4**	**655**	**43**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**751**	**4**	**699**	**44**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**771**	**4**	**718**	**45**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (77) **AM Peak step** 8:00 (35) **PM Peak step** 17:00 (77)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0700	28	0	22	3	3	0	0	0	0	0	0	0	0	0
0800	39	1	34	4	0	0	0	0	0	0	0	0	0	0
0900	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1000	33	0	29	4	0	0	0	0	0	0	0	0	0	0
1100	35	0	34	1	0	0	0	0	0	0	0	0	0	0
1200	49	0	45	4	0	0	0	0	0	0	0	0	0	0
1300	51	0	47	3	1	0	0	0	0	0	0	0	0	0
1400	60	0	55	2	1	2	0	0	0	0	0	0	0	0
1500	50	0	47	3	0	0	0	0	0	0	0	0	0	0
1600	74	0	65	9	0	0	0	0	0	0	0	0	0	0
1700	65	1	61	2	0	1	0	0	0	0	0	0	0	0
1800	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1900	56	0	50	6	0	0	0	0	0	0	0	0	0	0
2000	58	0	45	12	0	1	0	0	0	0	0	0	0	0
2100	38	0	34	3	0	1	0	0	0	0	0	0	0	0
2200	39	0	35	4	0	0	0	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
07-19	**576**	**2**	**522**	**44**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**745**	**2**	**667**	**66**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**798**	**2**	**714**	**72**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**831**	**2**	**742**	**77**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (74) **AM Peak step** 8:00 (39) **PM Peak step** 16:00 (74)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	6	1	1	1	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0900	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1000	24	1	23	0	0	0	0	0	0	0	0	0	0	0
1100	34	0	31	3	0	0	0	0	0	0	0	0	0	0
1200	47	0	43	4	0	0	0	0	0	0	0	0	0	0
1300	44	0	39	5	0	0	0	0	0	0	0	0	0	0
1400	56	1	51	4	0	0	0	0	0	0	0	0	0	0
1500	55	0	51	3	1	0	0	0	0	0	0	0	0	0
1600	62	0	60	2	0	0	0	0	0	0	0	0	0	0
1700	52	0	52	0	0	0	0	0	0	0	0	0	0	0
1800	54	0	47	4	0	3	0	0	0	0	0	0	0	0
1900	44	0	41	3	0	0	0	0	0	0	0	0	0	0
2000	49	0	44	5	0	0	0	0	0	0	0	0	0	0
2100	38	0	37	1	0	0	0	0	0	0	0	0	0	0
2200	43	0	35	7	0	1	0	0	0	0	0	0	0	0
2300	17	0	16	1	0	0	0	0	0	0	0	0	0	0
07-19	**476**	**2**	**440**	**30**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**614**	**2**	**569**	**39**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**674**	**2**	**620**	**47**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**704**	**2**	**645**	**50**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (62) **AM Peak step** 11:00 (34) **PM Peak step** 16:00 (62)

*** Sunday, October 26, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0800	18	0	17	1	0	0	0	0	0	0	0	0	0	0
0900	22	0	21	1	0	0	0	0	0	0	0	0	0	0
1000	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1100	28	0	28	0	0	0	0	0	0	0	0	0	0	0
1200	40	1	36	2	0	1	0	0	0	0	0	0	0	0
1300	54	0	52	2	0	0	0	0	0	0	0	0	0	0
1400	63	0	59	4	0	0	0	0	0	0	0	0	0	0
1500	38	0	34	4	0	0	0	0	0	0	0	0	0	0
1600	51	0	48	3	0	0	0	0	0	0	0	0	0	0
1700	45	0	43	2	0	0	0	0	0	0	0	0	0	0
1800	37	0	37	0	0	0	0	0	0	0	0	0	0	0
1900	51	0	49	1	0	1	0	0	0	0	0	0	0	0
2000	35	0	33	2	0	0	0	0	0	0	0	0	0	0
2100	34	0	32	1	0	1	0	0	0	0	0	0	0	0
2200	21	0	19	2	0	0	0	0	0	0	0	0	0	0
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
07-19	**441**	**1**	**419**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**565**	**1**	**537**	**24**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**602**	**1**	**572**	**26**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**638**	**1**	**604**	**30**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (63) **AM Peak step** 10:00 (34) **PM Peak step** 14:00 (63)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0700	34	0	31	2	1	0	0	0	0	0	0	0	0	0
0800	27	0	26	1	0	0	0	0	0	0	0	0	0	0
0900	27	1	23	3	0	0	0	0	0	0	0	0	0	0
1000	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1100	36	1	33	2	0	0	0	0	0	0	0	0	0	0
1200	34	0	31	3	0	0	0	0	0	0	0	0	0	0
1300	42	2	39	1	0	0	0	0	0	0	0	0	0	0
1400	41	0	39	2	0	0	0	0	0	0	0	0	0	0
1500	51	0	49	1	0	1	0	0	0	0	0	0	0	0
1600	77	0	74	3	0	0	0	0	0	0	0	0	0	0
1700	71	0	64	7	0	0	0	0	0	0	0	0	0	0
1800	61	1	55	5	0	0	0	0	0	0	0	0	0	0
1900	55	0	50	5	0	0	0	0	0	0	0	0	0	0
2000	43	1	36	6	0	0	0	0	0	0	0	0	0	0
2100	32	0	29	3	0	0	0	0	0	0	0	0	0	0
2200	23	0	22	1	0	0	0	0	0	0	0	0	0	0
2300	20	0	19	1	0	0	0	0	0	0	0	0	0	0
07-19	**523**	**5**	**484**	**32**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**662**	**6**	**607**	**47**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**705**	**6**	**648**	**49**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**721**	**6**	**662**	**51**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (77) **AM Peak step** 11:00 (36) **PM Peak step** 16:00 (77)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	26	3	22	1	0	0	0	0	0	0	0	0	0	0
0800	31	1	29	1	0	0	0	0	0	0	0	0	0	0
0900	21	0	21	0	0	0	0	0	0	0	0	0	0	0
1000	31	0	31	0	0	0	0	0	0	0	0	0	0	0
1100	44	1	40	3	0	0	0	0	0	0	0	0	0	0
1200	39	0	36	3	0	0	0	0	0	0	0	0	0	0
1300	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1400	43	0	37	5	0	1	0	0	0	0	0	0	0	0
1500	56	0	52	4	0	0	0	0	0	0	0	0	0	0
1600	64	0	61	3	0	0	0	0	0	0	0	0	0	0
1700	95	0	86	8	1	0	0	0	0	0	0	0	0	0
1800	68	0	64	3	0	1	0	0	0	0	0	0	0	0
1900	62	0	54	6	1	1	0	0	0	0	0	0	0	0
2000	60	0	54	5	0	1	0	0	0	0	0	0	0	0
2100	37	1	30	5	1	0	0	0	0	0	0	0	0	0
2200	31	0	29	2	0	0	0	0	0	0	0	0	0	0
2300	22	0	18	4	0	0	0	0	0	0	0	0	0	0
07-19	**561**	**5**	**519**	**34**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**734**	**6**	**670**	**51**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**787**	**6**	**717**	**57**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**805**	**6**	**735**	**57**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (95) **AM Peak step** 11:00 (44) **PM Peak step** 17:00 (95)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4746 -- English (ENU)

Datasets:
Site: **[7] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0900	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1500	13	1	12	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1700	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1800	21	0	20	1	0	0	0	0	0	0	0	0	0	0
1900	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**149**	**1**	**144**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**192**	**1**	**185**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**202**	**1**	**195**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**211**	**1**	**204**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (21) **AM Peak step** 9:00 (14) **PM Peak step** 18:00 (21)

*** Monday, October 13, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1400	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1600	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1700	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**162**	**0**	**149**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**189**	**0**	**172**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**199**	**0**	**182**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**211**	**0**	**194**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (17) **AM Peak step** 7:00 (16) **PM Peak step** 17:00 (17)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0600	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0700	20	0	15	5	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0900	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1000	19	3	13	3	0	0	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1500	21	0	20	1	0	0	0	0	0	0	0	0	0	0
1600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1800	19	0	18	0	0	1	0	0	0	0	0	0	0	0
1900	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**168**	**3**	**148**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**211**	**3**	**188**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**228**	**3**	**205**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**238**	**3**	**211**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (21) **AM Peak step** 7:00 (20) **PM Peak step** 15:00 (21)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0800	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0900	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	7	1	5	1	0	0	0	0	0	0	0	0	0	0
1400	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1600	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1700	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**170**	**1**	**162**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**206**	**1**	**198**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**217**	**1**	**209**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**232**	**1**	**223**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (19) **AM Peak step** 7:00 (19) **PM Peak step** 16:00 (19)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	20	0	0	0	0	0	0	0	0	0	0	0
0800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1400	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	12	1	11	0	0	0	0	0	0	0	0	0	0	0
1600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1700	12	1	10	1	0	0	0	0	0	0	0	0	0	0
1800	29	0	27	1	0	1	0	0	0	0	0	0	0	0
1900	23	0	23	0	0	0	0	0	0	0	0	0	0	0
2000	17	0	16	1	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**176**	**2**	**166**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**240**	**2**	**229**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**256**	**2**	**245**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**265**	**2**	**253**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (29) **AM Peak step** 7:00 (20) **PM Peak step** 18:00 (29)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	17	0	17	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0900	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1200	9	0	8	0	0	0	1	0	0	0	0	0	0	0
1300	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1400	11	1	10	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**163**	**1**	**159**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**207**	**1**	**200**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**222**	**1**	**214**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**235**	**1**	**227**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (18) **AM Peak step** 7:00 (17) **PM Peak step** 13:00 (18)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0900	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1000	18	0	17	0	0	0	1	0	0	0	0	0	0	0
1100	20	1	17	2	0	0	0	0	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1400	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1500	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1700	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	19	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**185**	**1**	**171**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**231**	**1**	**217**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**243**	**1**	**229**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**259**	**1**	**244**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (20) **AM Peak step** 11:00 (20) **PM Peak step** 17:00 (20)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	14	1	13	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1500	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**149**	**1**	**145**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**183**	**1**	**177**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**197**	**1**	**191**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**221**	**1**	**213**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (18) **AM Peak step** 10:00 (16) **PM Peak step** 13:00 (18)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0700	18	1	16	0	1	0	0	0	0	0	0	0	0	0
0800	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0900	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1200	23	0	19	4	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1400	13	0	12	0	1	0	0	0	0	0	0	0	0	0
1500	17	0	16	1	0	0	0	0	0	0	0	0	0	0
1600	12	1	11	0	0	0	0	0	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**172**	**2**	**160**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**210**	**2**	**198**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**219**	**2**	**207**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**234**	**2**	**222**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (23) **AM Peak step** 7:00 (18) **PM Peak step** 12:00 (23)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	23	1	19	2	0	0	1	0	0	0	0	0	0	0
0800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1400	11	0	8	2	0	1	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1800	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	5	0	0	0	1	0	0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	**171**	**1**	**157**	**11**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**204**	**1**	**189**	**11**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**220**	**1**	**204**	**12**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**233**	**1**	**217**	**12**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (23) **AM Peak step** 7:00 (23) **PM Peak step** 18:00 (17)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	10	1	9	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0800	17	0	15	2	0	0	0	0	0	0	0	0	0	0
0900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1000	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**175**	**0**	**168**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**214**	**1**	**205**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**227**	**1**	**218**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**237**	**2**	**227**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (23) **AM Peak step** 7:00 (17) **PM Peak step** 14:00 (23)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	19	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	15	1	0	0	1	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	0	1	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**142**	**0**	**136**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**181**	**0**	**173**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**189**	**0**	**181**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**201**	**0**	**193**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (19) **AM Peak step** 8:00 (19) **PM Peak step** 12:00 (17)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0800	15	2	11	2	0	0	0	0	0	0	0	0	0	0
0900	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1100	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	0	0	0	1	0	0	0	0	0	0	0
1400	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1700	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**170**	**2**	**155**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**222**	**2**	**206**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**231**	**2**	**215**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**243**	**2**	**227**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (19) **AM Peak step** 11:00 (19) **PM Peak step** 14:00 (19)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1300	13	0	11	1	0	1	0	0	0	0	0	0	0	0
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	24	0	24	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**149**	**0**	**141**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**190**	**0**	**181**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**198**	**0**	**189**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**207**	**0**	**197**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (24) **AM Peak step** 11:00 (15) **PM Peak step** 17:00 (24)

*** Sunday, October 26, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1100	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1400	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1700	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**133**	**0**	**130**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**167**	**0**	**164**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**168**	**0**	**165**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**179**	**0**	**175**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (19) **AM Peak step** 11:00 (14) **PM Peak step** 13:00 (19)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	15	0	0	0	2	0	0	0	0	0	0	0
0800	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	9	0	0	1	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1300	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1700	16	1	14	1	0	0	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	10	0	0	1	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**147**	**1**	**136**	**7**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**178**	**1**	**166**	**7**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**187**	**1**	**175**	**7**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**198**	**1**	**186**	**7**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (19) **AM Peak step** 7:00 (17) **PM Peak step** 13:00 (19)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA TO COINCIDE WITH ARMAND DR)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0800	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1200	10	0	6	4	0	0	0	0	0	0	0	0	0	0
1300	9	1	7	1	0	0	0	0	0	0	0	0	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1600	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**137**	**1**	**122**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**191**	**1**	**175**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**202**	**1**	**186**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**208**	**1**	**192**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (20) **AM Peak step** 7:00 (20) **PM Peak step** 19:00 (17)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4748 -- English (ENU)

Datasets:
Site: **[8] ARMAND DR S OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, October 13, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Tuesday, October 14, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	14	0	10	3	1	0	0	0	0	0	0	0	0	0
0800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0900	12	1	10	1	0	0	0	0	0	0	0	0	0	0
1000	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1100	10	0	8	2	0	0	0	0	0	0	0	0	0	0
1200	27	0	20	7	0	0	0	0	0	0	0	0	0	0
1300	27	3	18	5	1	0	0	0	0	0	0	0	0	0
1400	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1500	28	0	22	6	0	0	0	0	0	0	0	0	0	0
1600	43	1	29	13	0	0	0	0	0	0	0	0	0	0
1700	41	2	32	7	0	0	0	0	0	0	0	0	0	0
1800	32	1	26	5	0	0	0	0	0	0	0	0	0	0
1900	34	0	22	10	0	2	0	0	0	0	0	0	0	0
2000	30	0	26	4	0	0	0	0	0	0	0	0	0	0
2100	32	0	23	9	0	0	0	0	0	0	0	0	0	0
2200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	**280**	**8**	**210**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**379**	**8**	**283**	**84**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**397**	**8**	**298**	**87**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**425**	**8**	**322**	**91**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (43) **AM Peak step** 10:00 (15) **PM Peak step** 16:00 (43)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0100	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0800	20	1	17	2	0	0	0	0	0	0	0	0	0	0
0900	16	4	10	2	0	0	0	0	0	0	0	0	0	0
1000	20	1	12	4	0	3	0	0	0	0	0	0	0	0
1100	13	0	7	6	0	0	0	0	0	0	0	0	0	0
1200	22	3	15	4	0	0	0	0	0	0	0	0	0	0
1300	25	0	20	3	0	1	1	0	0	0	0	0	0	0
1400	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1500	31	1	25	5	0	0	0	0	0	0	0	0	0	0
1600	21	0	18	2	0	0	0	0	1	0	0	0	0	0
1700	32	3	25	4	0	0	0	0	0	0	0	0	0	0
1800	47	1	37	9	0	0	0	0	0	0	0	0	0	0
1900	39	0	31	8	0	0	0	0	0	0	0	0	0	0
2000	32	2	24	6	0	0	0	0	0	0	0	0	0	0
2100	29	1	21	7	0	0	0	0	0	0	0	0	0	0
2200	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	**277**	**14**	**208**	**49**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**384**	**17**	**290**	**71**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**412**	**17**	**313**	**76**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**435**	**17**	**329**	**83**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (47) **AM Peak step** 8:00 (20) **PM Peak step** 18:00 (47)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0600	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0700	14	0	7	5	1	0	0	0	1	0	0	0	0	0
0800	19	0	15	4	0	0	0	0	0	0	0	0	0	0
0900	13	1	8	4	0	0	0	0	0	0	0	0	0	0
1000	17	1	12	4	0	0	0	0	0	0	0	0	0	0
1100	15	2	10	2	0	0	0	0	0	0	0	1	0	0
1200	29	6	18	4	0	1	0	0	0	0	0	0	0	0
1300	25	1	20	3	1	0	0	0	0	0	0	0	0	0
1400	24	1	18	5	0	0	0	0	0	0	0	0	0	0
1500	44	2	33	9	0	0	0	0	0	0	0	0	0	0
1600	38	3	27	7	0	1	0	0	0	0	0	0	0	0
1700	40	0	33	6	0	0	0	0	1	0	0	0	0	0
1800	35	1	29	5	0	0	0	0	0	0	0	0	0	0
1900	26	0	17	9	0	0	0	0	0	0	0	0	0	0
2000	23	0	14	9	0	0	0	0	0	0	0	0	0	0
2100	27	0	21	6	0	0	0	0	0	0	0	0	0	0
2200	20	2	14	4	0	0	0	0	0	0	0	0	0	0
2300	18	0	16	2	0	0	0	0	0	0	0	0	0	0
07-19	**313**	**18**	**230**	**58**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-22	**397**	**18**	**287**	**85**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-00	**435**	**20**	**317**	**91**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
00-00	**457**	**20**	**328**	**102**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**

Peak step 15:00 (44) **AM Peak step** 8:00 (19) **PM Peak step** 15:00 (44)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0900	17	0	11	6	0	0	0	0	0	0	0	0	0	0
1000	20	1	15	3	0	1	0	0	0	0	0	0	0	0
1100	25	1	22	2	0	0	0	0	0	0	0	0	0	0
1200	27	2	21	3	0	1	0	0	0	0	0	0	0	0
1300	27	1	19	7	0	0	0	0	0	0	0	0	0	0
1400	29	0	22	7	0	0	0	0	0	0	0	0	0	0
1500	30	0	24	6	0	0	0	0	0	0	0	0	0	0
1600	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1700	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1800	39	0	34	5	0	0	0	0	0	0	0	0	0	0
1900	26	0	20	6	0	0	0	0	0	0	0	0	0	0
2000	23	1	19	3	0	0	0	0	0	0	0	0	0	0
2100	22	0	18	4	0	0	0	0	0	0	0	0	0	0
2200	18	1	13	3	0	1	0	0	0	0	0	0	0	0
2300	16	0	11	5	0	0	0	0	0	0	0	0	0	0
07-19	**279**	**5**	**215**	**57**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**355**	**6**	**276**	**71**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**389**	**7**	**300**	**79**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**414**	**7**	**320**	**84**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (39) **AM Peak step** 11:00 (25) **PM Peak step** 18:00 (39)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0100	10	2	5	2	0	1	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0700	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	14	1	11	2	0	0	0	0	0	0	0	0	0	0
1000	20	1	16	3	0	0	0	0	0	0	0	0	0	0
1100	18	0	11	7	0	0	0	0	0	0	0	0	0	0
1200	22	0	17	5	0	0	0	0	0	0	0	0	0	0
1300	18	4	13	1	0	0	0	0	0	0	0	0	0	0
1400	26	0	18	8	0	0	0	0	0	0	0	0	0	0
1500	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1600	22	0	14	8	0	0	0	0	0	0	0	0	0	0
1700	35	1	28	5	0	1	0	0	0	0	0	0	0	0
1800	28	2	18	6	0	1	0	0	1	0	0	0	0	0
1900	23	0	19	4	0	0	0	0	0	0	0	0	0	0
2000	24	1	19	3	0	1	0	0	0	0	0	0	0	0
2100	31	1	24	6	0	0	0	0	0	0	0	0	0	0
2200	16	0	10	6	0	0	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**254**	**9**	**189**	**53**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**334**	**11**	**251**	**68**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**359**	**11**	**270**	**74**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**386**	**13**	**285**	**83**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (35) **AM Peak step** 10:00 (20) **PM Peak step** 15:00 (35)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	6	2	1	0	1	0	0	0	0	0	0	0
0800	15	1	12	2	0	0	0	0	0	0	0	0	0	0
0900	11	1	9	1	0	0	0	0	0	0	0	0	0	0
1000	15	1	10	4	0	0	0	0	0	0	0	0	0	0
1100	28	2	21	5	0	0	0	0	0	0	0	0	0	0
1200	17	1	15	1	0	0	0	0	0	0	0	0	0	0
1300	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1400	32	0	25	6	1	0	0	0	0	0	0	0	0	0
1500	38	2	28	8	0	0	0	0	0	0	0	0	0	0
1600	30	1	23	6	0	0	0	0	0	0	0	0	0	0
1700	37	1	30	6	0	0	0	0	0	0	0	0	0	0
1800	33	1	28	4	0	0	0	0	0	0	0	0	0	0
1900	34	0	32	2	0	0	0	0	0	0	0	0	0	0
2000	27	0	19	8	0	0	0	0	0	0	0	0	0	0
2100	24	1	21	2	0	0	0	0	0	0	0	0	0	0
2200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07-19	**292**	**11**	**229**	**49**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**380**	**12**	**304**	**61**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**403**	**12**	**325**	**63**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**421**	**12**	**335**	**71**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (38) **AM Peak step** 11:00 (28) **PM Peak step** 15:00 (38)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	10	3	1	0	1	0	0	0	0	0	0	0
0800	15	1	8	6	0	0	0	0	0	0	0	0	0	0
0900	18	3	11	4	0	0	0	0	0	0	0	0	0	0
1000	13	2	10	1	0	0	0	0	0	0	0	0	0	0
1100	17	2	11	4	0	0	0	0	0	0	0	0	0	0
1200	29	1	19	7	0	2	0	0	0	0	0	0	0	0
1300	18	2	12	4	0	0	0	0	0	0	0	0	0	0
1400	13	3	7	3	0	0	0	0	0	0	0	0	0	0
1500	33	1	29	2	1	0	0	0	0	0	0	0	0	0
1600	37	2	28	6	0	1	0	0	0	0	0	0	0	0
1700	37	4	27	6	0	0	0	0	0	0	0	0	0	0
1800	41	1	32	8	0	0	0	0	0	0	0	0	0	0
1900	39	1	21	17	0	0	0	0	0	0	0	0	0	0
2000	28	0	18	10	0	0	0	0	0	0	0	0	0	0
2100	25	1	19	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07-19	**286**	**22**	**204**	**54**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**382**	**24**	**266**	**86**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**401**	**24**	**283**	**88**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**417**	**24**	**298**	**89**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (41) **AM Peak step** 9:00 (18) **PM Peak step** 18:00 (41)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0700	11	0	5	5	1	0	0	0	0	0	0	0	0	0
0800	19	2	15	2	0	0	0	0	0	0	0	0	0	0
0900	12	3	8	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1100	22	2	14	6	0	0	0	0	0	0	0	0	0	0
1200	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1300	30	0	21	8	0	1	0	0	0	0	0	0	0	0
1400	26	1	19	5	0	1	0	0	0	0	0	0	0	0
1500	31	2	24	5	0	0	0	0	0	0	0	0	0	0
1600	39	2	27	9	0	1	0	0	0	0	0	0	0	0
1700	32	3	21	8	0	0	0	0	0	0	0	0	0	0
1800	28	2	24	2	0	0	0	0	0	0	0	0	0	0
1900	24	0	20	4	0	0	0	0	0	0	0	0	0	0
2000	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2100	27	2	20	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	0
07-19	**279**	**17**	**200**	**58**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**361**	**19**	**266**	**72**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**383**	**19**	**287**	**73**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**401**	**19**	**301**	**77**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (39) **AM Peak step** 11:00 (22) **PM Peak step** 16:00 (39)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	7	3	1	0	0	0	0	0	0	0	0	0
0800	23	2	18	3	0	0	0	0	0	0	0	0	0	0
0900	9	1	8	0	0	0	0	0	0	0	0	0	0	0
1000	16	3	8	3	0	2	0	0	0	0	0	0	0	0
1100	22	3	16	3	0	0	0	0	0	0	0	0	0	0
1200	24	3	17	2	1	0	0	0	0	0	1	0	0	0
1300	14	0	12	1	0	0	1	0	0	0	0	0	0	0
1400	24	1	18	3	1	0	0	0	1	0	0	0	0	0
1500	33	0	30	3	0	0	0	0	0	0	0	0	0	0
1600	28	1	18	6	0	2	0	1	0	0	0	0	0	0
1700	33	1	21	11	0	0	0	0	0	0	0	0	0	0
1800	37	0	29	8	0	0	0	0	0	0	0	0	0	0
1900	30	0	23	6	0	0	1	0	0	0	0	0	0	0
2000	25	1	22	2	0	0	0	0	0	0	0	0	0	0
2100	32	0	30	2	0	0	0	0	0	0	0	0	0	0
2200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**274**	**15**	**202**	**46**	**3**	**4**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
06-22	**364**	**16**	**280**	**56**	**3**	**4**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
06-00	**386**	**16**	**301**	**57**	**3**	**4**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
00-00	**402**	**16**	**314**	**60**	**3**	**4**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**

Peak step 18:00 (37) **AM Peak step** 8:00 (23) **PM Peak step** 18:00 (37)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0700	10	1	8	0	1	0	0	0	0	0	0	0	0	0
0800	17	0	15	2	0	0	0	0	0	0	0	0	0	0
0900	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1000	17	1	12	3	0	1	0	0	0	0	0	0	0	0
1100	16	1	11	4	0	0	0	0	0	0	0	0	0	0
1200	23	1	17	4	0	1	0	0	0	0	0	0	0	0
1300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1400	24	0	18	6	0	0	0	0	0	0	0	0	0	0
1500	34	0	27	6	0	0	1	0	0	0	0	0	0	0
1600	28	2	21	5	0	0	0	0	0	0	0	0	0	0
1700	30	1	21	8	0	0	0	0	0	0	0	0	0	0
1800	32	0	22	10	0	0	0	0	0	0	0	0	0	0
1900	37	1	31	5	0	0	0	0	0	0	0	0	0	0
2000	22	1	17	4	0	0	0	0	0	0	0	0	0	0
2100	20	0	19	1	0	0	0	0	0	0	0	0	0	0
2200	18	2	12	4	0	0	0	0	0	0	0	0	0	0
2300	11	1	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**258**	**7**	**196**	**51**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**343**	**9**	**268**	**62**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**372**	**12**	**290**	**66**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**386**	**12**	**303**	**67**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 19:00 (37) **AM Peak step** 8:00 (17) **PM Peak step** 19:00 (37)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	14	0	7	7	0	0	0	0	0	0	0	0	0	0
0900	23	1	16	6	0	0	0	0	0	0	0	0	0	0
1000	18	1	13	4	0	0	0	0	0	0	0	0	0	0
1100	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1200	18	1	13	4	0	0	0	0	0	0	0	0	0	0
1300	31	0	24	7	0	0	0	0	0	0	0	0	0	0
1400	30	1	21	8	0	0	0	0	0	0	0	0	0	0
1500	33	0	26	7	0	0	0	0	0	0	0	0	0	0
1600	33	0	27	6	0	0	0	0	0	0	0	0	0	0
1700	37	0	28	9	0	0	0	0	0	0	0	0	0	0
1800	31	0	21	10	0	0	0	0	0	0	0	0	0	0
1900	23	0	17	6	0	0	0	0	0	0	0	0	0	0
2000	15	2	8	5	0	0	0	0	0	0	0	0	0	0
2100	19	0	18	1	0	0	0	0	0	0	0	0	0	0
2200	20	1	19	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**288**	**4**	**210**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**347**	**6**	**255**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**372**	**7**	**279**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**390**	**7**	**297**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (37) **AM Peak step** 9:00 (23) **PM Peak step** 17:00 (37)

*** Sunday, October 26, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	3	2	0	0	0	0	1	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1000	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1100	21	1	14	6	0	0	0	0	0	0	0	0	0	0
1200	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1300	21	1	15	5	0	0	0	0	0	0	0	0	0	0
1400	29	1	26	2	0	0	0	0	0	0	0	0	0	0
1500	20	1	18	1	0	0	0	0	0	0	0	0	0	0
1600	27	0	22	5	0	0	0	0	0	0	0	0	0	0
1700	30	0	24	5	0	0	0	0	1	0	0	0	0	0
1800	26	0	15	11	0	0	0	0	0	0	0	0	0	0
1900	21	1	8	12	0	0	0	0	0	0	0	0	0	0
2000	22	0	13	8	0	1	0	0	0	0	0	0	0	0
2100	22	0	12	10	0	0	0	0	0	0	0	0	0	0
2200	12	1	9	2	0	0	0	0	0	0	0	0	0	0
2300	7	1	5	1	0	0	0	0	0	0	0	0	0	0
07-19	**232**	**4**	**186**	**41**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**301**	**5**	**223**	**71**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**320**	**7**	**237**	**74**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**337**	**9**	**250**	**75**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (30) **AM Peak step** 11:00 (21) **PM Peak step** 17:00 (30)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	1	3	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	11	1	4	4	0	0	1	1	0	0	0	0	0	0
0800	27	1	21	4	0	1	0	0	0	0	0	0	0	0
0900	8	1	5	2	0	0	0	0	0	0	0	0	0	0
1000	14	2	5	6	1	0	0	0	0	0	0	0	0	0
1100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1200	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1300	24	0	14	6	1	3	0	0	0	0	0	0	0	0
1400	21	0	14	7	0	0	0	0	0	0	0	0	0	0
1500	35	1	27	7	0	0	0	0	0	0	0	0	0	0
1600	24	2	15	7	0	0	0	0	0	0	0	0	0	0
1700	35	1	28	5	0	1	0	0	0	0	0	0	0	0
1800	38	1	28	8	0	0	0	0	1	0	0	0	0	0
1900	30	1	22	6	0	1	0	0	0	0	0	0	0	0
2000	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2100	25	0	16	9	0	0	0	0	0	0	0	0	0	0
2200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2300	11	0	7	4	0	0	0	0	0	0	0	0	0	0
07-19	**273**	**10**	**190**	**63**	**2**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**350**	**11**	**248**	**80**	**2**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**373**	**11**	**264**	**87**	**2**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**390**	**11**	**275**	**93**	**2**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (38) **AM Peak step** 8:00 (27) **PM Peak step** 18:00 (38)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	11	0	6	4	1	0	0	0	0	0	0	0	0	0
0800	13	2	9	2	0	0	0	0	0	0	0	0	0	0
0900	13	1	11	0	0	1	0	0	0	0	0	0	0	0
1000	17	2	13	2	0	0	0	0	0	0	0	0	0	0
1100	11	1	8	2	0	0	0	0	0	0	0	0	0	0
1200	24	0	22	2	0	0	0	0	0	0	0	0	0	0
1300	20	1	14	5	0	0	0	0	0	0	0	0	0	0
1400	18	1	15	2	0	0	0	0	0	0	0	0	0	0
1500	31	1	27	2	1	0	0	0	0	0	0	0	0	0
1600	27	1	16	10	0	0	0	0	0	0	0	0	0	0
1700	27	1	21	5	0	0	0	0	0	0	0	0	0	0
1800	39	1	28	10	0	0	0	0	0	0	0	0	0	0
1900	22	0	8	14	0	0	0	0	0	0	0	0	0	0
2000	29	1	24	4	0	0	0	0	0	0	0	0	0	0
2100	25	0	22	3	0	0	0	0	0	0	0	0	0	0
2200	11	1	9	1	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**251**	**12**	**190**	**46**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**332**	**13**	**247**	**69**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**348**	**14**	**261**	**70**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**362**	**14**	**272**	**73**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (39) **AM Peak step** 10:00 (17) **PM Peak step** 18:00 (39)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4750 -- English (ENU)

Datasets:
Site: **[8] ARMAND DR S OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, October 13, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Tuesday, October 14, 2025 (HOSE DAMAGED - SUPPLEMENTAL DATA BELOW)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0500	21	0	18	3	0	0	0	0	0	0	0	0	0	0
0600	41	1	31	9	0	0	0	0	0	0	0	0	0	0
0700	120	2	90	28	0	0	0	0	0	0	0	0	0	0
0800	85	1	64	19	1	0	0	0	0	0	0	0	0	0
0900	65	1	53	11	0	0	0	0	0	0	0	0	0	0
1000	55	0	50	5	0	0	0	0	0	0	0	0	0	0
1100	51	1	40	9	0	1	0	0	0	0	0	0	0	0
1200	42	0	32	10	0	0	0	0	0	0	0	0	0	0
1300	66	1	54	9	0	2	0	0	0	0	0	0	0	0
1400	39	0	29	10	0	0	0	0	0	0	0	0	0	0
1500	43	1	33	9	0	0	0	0	0	0	0	0	0	0
1600	61	0	48	13	0	0	0	0	0	0	0	0	0	0
1700	64	0	54	10	0	0	0	0	0	0	0	0	0	0
1800	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1900	58	2	48	5	0	3	0	0	0	0	0	0	0	0
2000	43	0	37	6	0	0	0	0	0	0	0	0	0	0
2100	26	0	21	5	0	0	0	0	0	0	0	0	0	0
2200	13	0	9	4	0	0	0	0	0	0	0	0	0	0
2300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
07-19	**736**	**7**	**587**	**138**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**904**	**10**	**724**	**163**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**923**	**10**	**737**	**169**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**972**	**10**	**777**	**178**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (120) **AM Peak step** 7:00 (120) **PM Peak step** 13:00 (66)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0500	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0600	45	0	38	7	0	0	0	0	0	0	0	0	0	0
0700	121	2	92	26	0	1	0	0	0	0	0	0	0	0
0800	97	1	78	18	0	0	0	0	0	0	0	0	0	0
0900	60	0	48	12	0	0	0	0	0	0	0	0	0	0
1000	53	0	40	9	0	3	1	0	0	0	0	0	0	0
1100	55	2	42	10	0	1	0	0	0	0	0	0	0	0
1200	47	0	40	6	0	0	0	0	1	0	0	0	0	0
1300	58	0	45	12	0	1	0	0	0	0	0	0	0	0
1400	40	3	33	4	0	0	0	0	0	0	0	0	0	0
1500	54	2	41	8	0	2	1	0	0	0	0	0	0	0
1600	60	1	49	10	0	0	0	0	0	0	0	0	0	0
1700	45	0	37	8	0	0	0	0	0	0	0	0	0	0
1800	62	0	47	13	1	1	0	0	0	0	0	0	0	0
1900	57	1	51	5	0	0	0	0	0	0	0	0	0	0
2000	42	0	36	6	0	0	0	0	0	0	0	0	0	0
2100	32	0	26	6	0	0	0	0	0	0	0	0	0	0
2200	19	0	15	4	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
07-19	**752**	**11**	**592**	**136**	**1**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**928**	**12**	**743**	**160**	**1**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**963**	**12**	**773**	**165**	**1**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1007**	**12**	**808**	**174**	**1**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (121) **AM Peak step** 7:00 (121) **PM Peak step** 18:00 (62)

*** Friday, October 17, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	10	0	5	5	0	0	0	0	0	0	0	0	0	0
0500	29	0	25	4	0	0	0	0	0	0	0	0	0	0
0600	37	0	24	13	0	0	0	0	0	0	0	0	0	0
0700	114	1	82	31	0	0	0	0	0	0	0	0	0	0
0800	90	0	70	20	0	0	0	0	0	0	0	0	0	0
0900	56	0	45	11	0	0	0	0	0	0	0	0	0	0
1000	51	1	45	5	0	0	0	0	0	0	0	0	0	0
1100	51	1	41	9	0	0	0	0	0	0	0	0	0	0
1200	56	2	43	10	0	1	0	0	0	0	0	0	0	0
1300	72	1	62	9	0	0	0	0	0	0	0	0	0	0
1400	52	2	44	5	0	1	0	0	0	0	0	0	0	0
1500	51	0	47	4	0	0	0	0	0	0	0	0	0	0
1600	67	0	55	12	0	0	0	0	0	0	0	0	0	0
1700	78	1	62	15	0	0	0	0	0	0	0	0	0	0
1800	64	0	52	12	0	0	0	0	0	0	0	0	0	0
1900	52	0	41	11	0	0	0	0	0	0	0	0	0	0
2000	31	0	26	5	0	0	0	0	0	0	0	0	0	0
2100	39	0	31	8	0	0	0	0	0	0	0	0	0	0
2200	21	1	19	1	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
07-19	**802**	**9**	**648**	**143**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**961**	**9**	**770**	**180**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**994**	**10**	**798**	**184**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1052**	**10**	**843**	**197**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (114) **AM Peak step** 7:00 (114) **PM Peak step** 17:00 (78)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0600	21	2	16	3	0	0	0	0	0	0	0	0	0	0
0700	48	0	30	18	0	0	0	0	0	0	0	0	0	0
0800	65	0	46	19	0	0	0	0	0	0	0	0	0	0
0900	69	1	54	13	0	0	0	0	1	0	0	0	0	0
1000	64	2	51	10	0	1	0	0	0	0	0	0	0	0
1100	72	1	64	7	0	0	0	0	0	0	0	0	0	0
1200	69	1	59	9	0	0	0	0	0	0	0	0	0	0
1300	62	0	52	10	0	0	0	0	0	0	0	0	0	0
1400	65	0	59	6	0	0	0	0	0	0	0	0	0	0
1500	59	0	48	11	0	0	0	0	0	0	0	0	0	0
1600	67	0	55	11	0	1	0	0	0	0	0	0	0	0
1700	63	0	53	10	0	0	0	0	0	0	0	0	0	0
1800	67	1	59	7	0	0	0	0	0	0	0	0	0	0
1900	51	0	47	4	0	0	0	0	0	0	0	0	0	0
2000	40	0	36	4	0	0	0	0	0	0	0	0	0	0
2100	25	0	20	5	0	0	0	0	0	0	0	0	0	0
2200	32	1	25	6	0	0	0	0	0	0	0	0	0	0
2300	20	0	15	5	0	0	0	0	0	0	0	0	0	0
07-19	**770**	**6**	**630**	**131**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**907**	**8**	**749**	**147**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**959**	**9**	**789**	**158**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1000**	**9**	**823**	**165**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (72) **AM Peak step** 11:00 (72) **PM Peak step** 12:00 (69)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	15	0	10	5	0	0	0	0	0	0	0	0	0	0
0100	11	2	9	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	21	1	16	4	0	0	0	0	0	0	0	0	0	0
0700	31	1	23	6	0	1	0	0	0	0	0	0	0	0
0800	43	0	37	6	0	0	0	0	0	0	0	0	0	0
0900	58	1	46	11	0	0	0	0	0	0	0	0	0	0
1000	71	1	57	13	0	0	0	0	0	0	0	0	0	0
1100	53	1	43	9	0	0	0	0	0	0	0	0	0	0
1200	63	2	53	8	0	0	0	0	0	0	0	0	0	0
1300	52	0	40	12	0	0	0	0	0	0	0	0	0	0
1400	50	3	39	8	0	0	0	0	0	0	0	0	0	0
1500	61	1	49	11	0	0	0	0	0	0	0	0	0	0
1600	52	1	39	12	0	0	0	0	0	0	0	0	0	0
1700	62	0	58	4	0	0	0	0	0	0	0	0	0	0
1800	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1900	40	0	31	9	0	0	0	0	0	0	0	0	0	0
2000	37	0	32	5	0	0	0	0	0	0	0	0	0	0
2100	35	1	26	8	0	0	0	0	0	0	0	0	0	0
2200	21	0	16	5	0	0	0	0	0	0	0	0	0	0
2300	16	0	14	2	0	0	0	0	0	0	0	0	0	0
07-19	**641**	**11**	**524**	**105**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**774**	**13**	**629**	**131**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**811**	**13**	**659**	**138**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**855**	**15**	**691**	**148**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (71) **AM Peak step** 10:00 (71) **PM Peak step** 12:00 (63)

*** Monday, October 20, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0500	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0600	41	1	28	12	0	0	0	0	0	0	0	0	0	0
0700	106	1	79	26	0	0	0	0	0	0	0	0	0	0
0800	78	1	67	10	0	0	0	0	0	0	0	0	0	0
0900	54	1	47	6	0	0	0	0	0	0	0	0	0	0
1000	48	0	41	7	0	0	0	0	0	0	0	0	0	0
1100	48	1	37	10	0	0	0	0	0	0	0	0	0	0
1200	51	0	40	11	0	0	0	0	0	0	0	0	0	0
1300	57	1	48	8	0	0	0	0	0	0	0	0	0	0
1400	66	2	56	7	0	1	0	0	0	0	0	0	0	0
1500	46	1	38	7	0	0	0	0	0	0	0	0	0	0
1600	46	0	38	8	0	0	0	0	0	0	0	0	0	0
1700	69	1	55	13	0	0	0	0	0	0	0	0	0	0
1800	45	0	38	7	0	0	0	0	0	0	0	0	0	0
1900	51	2	46	3	0	0	0	0	0	0	0	0	0	0
2000	31	0	25	6	0	0	0	0	0	0	0	0	0	0
2100	26	0	22	4	0	0	0	0	0	0	0	0	0	0
2200	26	0	23	3	0	0	0	0	0	0	0	0	0	0
2300	12	0	11	1	0	0	0	0	0	0	0	0	0	0
07-19	**714**	**9**	**584**	**120**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**863**	**12**	**705**	**145**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**901**	**12**	**739**	**149**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**948**	**12**	**777**	**158**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (106) **AM Peak step** 7:00 (106) **PM Peak step** 17:00 (69)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0400	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0500	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0600	48	1	38	9	0	0	0	0	0	0	0	0	0	0
0700	109	1	88	20	0	0	0	0	0	0	0	0	0	0
0800	84	0	73	11	0	0	0	0	0	0	0	0	0	0
0900	71	1	58	12	0	0	0	0	0	0	0	0	0	0
1000	68	0	58	9	0	1	0	0	0	0	0	0	0	0
1100	49	0	40	8	1	0	0	0	0	0	0	0	0	0
1200	46	0	34	12	0	0	0	0	0	0	0	0	0	0
1300	64	3	54	6	0	1	0	0	0	0	0	0	0	0
1400	29	1	25	3	0	0	0	0	0	0	0	0	0	0
1500	64	3	55	6	0	0	0	0	0	0	0	0	0	0
1600	60	1	55	4	0	0	0	0	0	0	0	0	0	0
1700	45	1	35	9	0	0	0	0	0	0	0	0	0	0
1800	61	0	49	11	0	1	0	0	0	0	0	0	0	0
1900	46	3	32	10	0	0	1	0	0	0	0	0	0	0
2000	38	0	30	6	0	0	1	1	0	0	0	0	0	0
2100	32	0	28	4	0	0	0	0	0	0	0	0	0	0
2200	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2300	11	0	9	2	0	0	0	0	0	0	0	0	0	0
07-19	**750**	**11**	**624**	**111**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**914**	**15**	**752**	**140**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**941**	**15**	**775**	**144**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**977**	**15**	**805**	**150**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (109) **AM Peak step** 7:00 (109) **PM Peak step** 13:00 (64)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0500	23	0	18	5	0	0	0	0	0	0	0	0	0	0
0600	37	0	28	9	0	0	0	0	0	0	0	0	0	0
0700	116	1	86	29	0	0	0	0	0	0	0	0	0	0
0800	91	1	65	25	0	0	0	0	0	0	0	0	0	0
0900	56	1	42	12	0	1	0	0	0	0	0	0	0	0
1000	54	0	41	10	1	2	0	0	0	0	0	0	0	0
1100	41	0	29	9	1	2	0	0	0	0	0	0	0	0
1200	48	0	40	8	0	0	0	0	0	0	0	0	0	0
1300	60	0	46	13	0	1	0	0	0	0	0	0	0	0
1400	61	1	48	10	1	1	0	0	0	0	0	0	0	0
1500	66	2	55	9	0	0	0	0	0	0	0	0	0	0
1600	72	5	58	9	0	0	0	0	0	0	0	0	0	0
1700	54	0	38	16	0	0	0	0	0	0	0	0	0	0
1800	53	0	49	3	0	1	0	0	0	0	0	0	0	0
1900	42	0	38	4	0	0	0	0	0	0	0	0	0	0
2000	27	0	26	1	0	0	0	0	0	0	0	0	0	0
2100	30	0	24	6	0	0	0	0	0	0	0	0	0	0
2200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**772**	**11**	**597**	**153**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**908**	**11**	**713**	**173**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**929**	**11**	**732**	**175**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**971**	**11**	**766**	**183**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (116) **AM Peak step** 7:00 (116) **PM Peak step** 16:00 (72)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0500	24	0	19	5	0	0	0	0	0	0	0	0	0	0
0600	40	0	30	10	0	0	0	0	0	0	0	0	0	0
0700	110	1	81	28	0	0	0	0	0	0	0	0	0	0
0800	88	1	77	9	0	0	0	0	1	0	0	0	0	0
0900	57	0	46	10	0	0	0	0	1	0	0	0	0	0
1000	44	0	42	2	0	0	0	0	0	0	0	0	0	0
1100	56	1	41	14	0	0	0	0	0	0	0	0	0	0
1200	49	2	41	6	0	0	0	0	0	0	0	0	0	0
1300	41	0	36	4	0	0	0	0	0	1	0	0	0	0
1400	51	1	39	10	0	1	0	0	0	0	0	0	0	0
1500	74	3	60	11	0	0	0	0	0	0	0	0	0	0
1600	62	2	50	10	0	0	0	0	0	0	0	0	0	0
1700	57	2	48	7	0	0	0	0	0	0	0	0	0	0
1800	62	1	48	12	0	1	0	0	0	0	0	0	0	0
1900	61	3	50	8	0	0	0	0	0	0	0	0	0	0
2000	27	0	25	2	0	0	0	0	0	0	0	0	0	0
2100	27	1	22	4	0	0	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	10	2	0	0	0	0	0	0	0	0	0	0
07-19	**751**	**14**	**609**	**123**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
06-22	**906**	**18**	**736**	**147**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
06-00	**934**	**18**	**762**	**149**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
00-00	**974**	**18**	**793**	**158**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**

Peak step 7:00 (110) **AM Peak step** 7:00 (110) **PM Peak step** 15:00 (74)

*** Friday, October 24, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	16	8	0	0	0	0	0	0	0	0	0	0
0600	41	0	30	11	0	0	0	0	0	0	0	0	0	0
0700	109	1	84	24	0	0	0	0	0	0	0	0	0	0
0800	76	0	67	9	0	0	0	0	0	0	0	0	0	0
0900	51	0	43	7	0	1	0	0	0	0	0	0	0	0
1000	57	1	44	11	0	1	0	0	0	0	0	0	0	0
1100	59	0	43	16	0	0	0	0	0	0	0	0	0	0
1200	41	1	31	8	1	0	0	0	0	0	0	0	0	0
1300	64	2	55	7	0	0	0	0	0	0	0	0	0	0
1400	68	1	55	10	0	2	0	0	0	0	0	0	0	0
1500	59	3	50	6	0	0	0	0	0	0	0	0	0	0
1600	63	1	53	9	0	0	0	0	0	0	0	0	0	0
1700	47	2	39	6	0	0	0	0	0	0	0	0	0	0
1800	72	0	57	15	0	0	0	0	0	0	0	0	0	0
1900	64	0	57	7	0	0	0	0	0	0	0	0	0	0
2000	37	0	31	6	0	0	0	0	0	0	0	0	0	0
2100	30	0	25	5	0	0	0	0	0	0	0	0	0	0
2200	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
07-19	**766**	**12**	**621**	**128**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**938**	**12**	**764**	**157**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**958**	**12**	**780**	**161**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**999**	**12**	**812**	**170**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (109) **AM Peak step** 7:00 (109) **PM Peak step** 18:00 (72)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0600	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0700	43	2	29	12	0	0	0	0	0	0	0	0	0	0
0800	50	1	38	10	1	0	0	0	0	0	0	0	0	0
0900	63	0	47	16	0	0	0	0	0	0	0	0	0	0
1000	45	0	37	8	0	0	0	0	0	0	0	0	0	0
1100	51	0	43	8	0	0	0	0	0	0	0	0	0	0
1200	58	0	49	9	0	0	0	0	0	0	0	0	0	0
1300	55	0	46	7	0	1	1	0	0	0	0	0	0	0
1400	73	0	63	10	0	0	0	0	0	0	0	0	0	0
1500	56	1	48	7	0	0	0	0	0	0	0	0	0	0
1600	69	0	56	13	0	0	0	0	0	0	0	0	0	0
1700	55	1	43	11	0	0	0	0	0	0	0	0	0	0
1800	61	0	49	12	0	0	0	0	0	0	0	0	0	0
1900	46	0	39	6	0	0	1	0	0	0	0	0	0	0
2000	32	1	26	5	0	0	0	0	0	0	0	0	0	0
2100	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2200	26	0	24	2	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**679**	**5**	**548**	**123**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**802**	**6**	**653**	**139**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**835**	**6**	**683**	**142**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**865**	**6**	**709**	**146**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (73) **AM Peak step** 9:00 (63) **PM Peak step** 14:00 (73)

*** Sunday, October 26, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	18	1	16	1	0	0	0	0	0	0	0	0	0	0
0700	26	0	23	3	0	0	0	0	0	0	0	0	0	0
0800	46	1	35	10	0	0	0	0	0	0	0	0	0	0
0900	51	1	43	7	0	0	0	0	0	0	0	0	0	0
1000	58	2	43	12	1	0	0	0	0	0	0	0	0	0
1100	58	1	49	8	0	0	0	0	0	0	0	0	0	0
1200	50	1	34	15	0	0	0	0	0	0	0	0	0	0
1300	74	1	62	11	0	0	0	0	0	0	0	0	0	0
1400	60	2	49	9	0	0	0	0	0	0	0	0	0	0
1500	52	1	47	4	0	0	0	0	0	0	0	0	0	0
1600	55	0	49	6	0	0	0	0	0	0	0	0	0	0
1700	53	1	44	8	0	0	0	0	0	0	0	0	0	0
1800	41	0	34	7	0	0	0	0	0	0	0	0	0	0
1900	28	1	17	10	0	0	0	0	0	0	0	0	0	0
2000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2100	22	1	17	4	0	0	0	0	0	0	0	0	0	0
2200	18	0	13	5	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**624**	**11**	**512**	**100**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**712**	**14**	**578**	**119**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**736**	**14**	**597**	**124**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**767**	**14**	**623**	**129**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (74) **AM Peak step** 10:00 (58) **PM Peak step** 13:00 (74)

*** Monday, October 27, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0500	21	0	17	4	0	0	0	0	0	0	0	0	0	0
0600	39	1	26	12	0	0	0	0	0	0	0	0	0	0
0700	106	1	69	35	0	0	1	0	0	0	0	0	0	0
0800	80	0	61	19	0	0	0	0	0	0	0	0	0	0
0900	54	0	41	13	0	0	0	0	0	0	0	0	0	0
1000	48	0	36	12	0	0	0	0	0	0	0	0	0	0
1100	45	0	34	11	0	0	0	0	0	0	0	0	0	0
1200	43	0	32	11	0	0	0	0	0	0	0	0	0	0
1300	51	0	39	12	0	0	0	0	0	0	0	0	0	0
1400	51	4	35	11	0	0	1	0	0	0	0	0	0	0
1500	61	1	49	10	0	0	1	0	0	0	0	0	0	0
1600	61	0	46	15	0	0	0	0	0	0	0	0	0	0
1700	47	0	37	10	0	0	0	0	0	0	0	0	0	0
1800	55	1	42	11	0	1	0	0	0	0	0	0	0	0
1900	50	5	39	6	0	0	0	0	0	0	0	0	0	0
2000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2100	35	0	27	8	0	0	0	0	0	0	0	0	0	0
2200	12	0	8	4	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**702**	**7**	**521**	**170**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**846**	**13**	**629**	**200**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**861**	**13**	**640**	**204**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**909**	**13**	**675**	**217**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (106) **AM Peak step** 7:00 (106) **PM Peak step** 15:00 (61)

*** Tuesday, October 28, 2025 (SUPPLEMENTAL DATA)**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0500	25	0	18	7	0	0	0	0	0	0	0	0	0	0
0600	36	1	23	11	0	0	1	0	0	0	0	0	0	0
0700	115	0	78	37	0	0	0	0	0	0	0	0	0	0
0800	86	0	68	17	0	1	0	0	0	0	0	0	0	0
0900	58	0	43	15	0	0	0	0	0	0	0	0	0	0
1000	53	0	48	5	0	0	0	0	0	0	0	0	0	0
1100	56	1	44	11	0	0	0	0	0	0	0	0	0	0
1200	50	1	41	8	0	0	0	0	0	0	0	0	0	0
1300	51	2	44	5	0	0	0	0	0	0	0	0	0	0
1400	49	3	36	9	0	1	0	0	0	0	0	0	0	0
1500	66	2	47	17	0	0	0	0	0	0	0	0	0	0
1600	48	2	35	11	0	0	0	0	0	0	0	0	0	0
1700	60	1	49	10	0	0	0	0	0	0	0	0	0	0
1800	54	2	38	14	0	0	0	0	0	0	0	0	0	0
1900	42	2	32	7	0	1	0	0	0	0	0	0	0	0
2000	35	0	32	3	0	0	0	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	19	0	15	4	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**746**	**14**	**571**	**159**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**878**	**17**	**675**	**182**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**904**	**17**	**697**	**186**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**949**	**17**	**731**	**197**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (115) **AM Peak step** 7:00 (115) **PM Peak step** 15:00 (66)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4751 -- English (ENU)

Datasets:

Site: **[9] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	2	2
0700	5	5
0800	6	6
0900	8	8
1000	8	8
1100	6	6
1200	4	4
1300	6	6
1400	8	8
1500	10	10
1600	14	14
1700	13	13
1800	7	7
1900	1	1
2000	0	0
2100	2	2
2200	0	0
2300	1	1
07-19	**95**	**95**
06-22	**100**	**100**
06-00	**101**	**101**
00-00	**103**	**103**

Peak step 16:00 (14) **AM Peak step** 9:00 (8) **PM Peak step** 16:00 (14)

*** Monday, October 13, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	1	1
0600	6	6
0700	8	8
0800	29	29
0900	20	20
1000	9	9
1100	6	6
1200	8	8
1300	2	2
1400	0	0
1500	2	2
1600	2	2
1700	2	2
1800	0	0
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**88**	**88**
06-22	**94**	**94**
06-00	**94**	**94**
00-00	**96**	**96**

Peak step 8:00 (29) **AM Peak step** 8:00 (29) **PM Peak step** 12:00 (8)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	4	4
0600	4	4
0700	13	13
0800	45	45
0900	37	37
1000	20	20
1100	10	10
1200	9	9
1300	1	1
1400	1	1
1500	5	5
1600	5	5
1700	7	7
1800	8	8
1900	7	7
2000	2	2
2100	1	1
2200	1	1
2300	0	0
07-19	**161**	**161**
06-22	**175**	**175**
06-00	**176**	**176**
00-00	**180**	**180**

Peak step 8:00 (45) **AM Peak step** 8:00 (45) **PM Peak step** 12:00 (9)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	5	5
0700	18	18
0800	57	57
0900	38	38
1000	16	16
1100	12	12
1200	10	10
1300	9	9
1400	2	2
1500	3	3
1600	4	4
1700	7	7
1800	5	5
1900	4	4
2000	0	0
2100	0	0
2200	1	1
2300	2	2
07-19	**181**	**181**
06-22	**190**	**190**
06-00	**193**	**193**
00-00	**196**	**196**

Peak step 8:00 (57) **AM Peak step** 8:00 (57) **PM Peak step** 12:00 (10)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	4	4
0600	8	8
0700	27	27
0800	66	66
0900	38	38
1000	20	20
1100	13	13
1200	6	6
1300	8	8
1400	2	2
1500	4	4
1600	6	6
1700	10	10
1800	10	10
1900	3	3
2000	3	3
2100	1	1
2200	1	1
2300	0	0
07-19	**210**	**210**
06-22	**225**	**225**
06-00	**226**	**226**
00-00	**230**	**230**

Peak step 8:00 (66) **AM Peak step** 8:00 (66) **PM Peak step** 17:00 (10)

*** Friday, October 17, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	4	4
0700	8	8
0800	40	40
0900	20	20
1000	10	10
1100	10	10
1200	11	11
1300	7	7
1400	2	2
1500	3	3
1600	1	1
1700	11	11
1800	8	8
1900	2	2
2000	2	2
2100	0	0
2200	2	2
2300	0	0
07-19	**131**	**131**
06-22	**139**	**139**
06-00	**141**	**141**
00-00	**146**	**146**

Peak step 8:00 (40) **AM Peak step** 8:00 (40) **PM Peak step** 12:00 (11)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	2	2
0800	8	8
0900	6	6
1000	5	5
1100	7	7
1200	7	7
1300	6	6
1400	6	6
1500	7	7
1600	4	4
1700	8	8
1800	1	1
1900	3	3
2000	2	2
2100	3	3
2200	1	1
2300	2	2
07-19	**67**	**67**
06-22	**77**	**77**
06-00	**80**	**80**
00-00	**82**	**82**

Peak step 8:00 (8) **AM Peak step** 8:00 (8) **PM Peak step** 17:00 (8)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	4	4
0800	6	6
0900	3	3
1000	12	12
1100	8	8
1200	3	3
1300	5	5
1400	2	2
1500	8	8
1600	19	19
1700	9	9
1800	3	3
1900	6	6
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**82**	**82**
06-22	**91**	**91**
06-00	**92**	**92**
00-00	**93**	**93**

Peak step 16:00 (19) **AM Peak step** 10:00 (12) **PM Peak step** 16:00 (19)

*** Monday, October 20, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	5	5
0700	16	16
0800	45	45
0900	27	27
1000	13	13
1100	11	11
1200	8	8
1300	3	3
1400	8	8
1500	5	5
1600	8	8
1700	17	17
1800	8	8
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	1	1
07-19	**169**	**169**
06-22	**178**	**178**
06-00	**180**	**180**
00-00	**183**	**183**

Peak step 8:00 (45) **AM Peak step** 8:00 (45) **PM Peak step** 17:00 (17)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	7	7
0700	21	21
0800	67	67
0900	41	41
1000	30	30
1100	11	11
1200	7	7
1300	2	2
1400	5	5
1500	4	4
1600	6	6
1700	12	12
1800	7	7
1900	2	2
2000	0	0
2100	2	2
2200	0	0
2300	3	3
07-19	**213**	**213**
06-22	**224**	**224**
06-00	**227**	**227**
00-00	**230**	**230**

Peak step 8:00 (67) **AM Peak step** 8:00 (67) **PM Peak step** 17:00 (12)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	5	5
0700	19	19
0800	57	57
0900	45	45
1000	17	17
1100	11	11
1200	12	12
1300	3	3
1400	4	4
1500	8	8
1600	4	4
1700	11	11
1800	3	3
1900	4	4
2000	2	2
2100	2	2
2200	0	0
2300	0	0
07-19	**194**	**194**
06-22	**207**	**207**
06-00	**207**	**207**
00-00	**210**	**210**

Peak step 8:00 (57) **AM Peak step** 8:00 (57) **PM Peak step** 12:00 (12)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	5	5
0600	6	6
0700	21	21
0800	51	51
0900	52	52
1000	19	19
1100	14	14
1200	7	7
1300	7	7
1400	7	7
1500	3	3
1600	5	5
1700	8	8
1800	4	4
1900	3	3
2000	1	1
2100	1	1
2200	2	2
2300	0	0
07-19	**198**	**198**
06-22	**209**	**209**
06-00	**211**	**211**
00-00	**216**	**216**

Peak step 9:00 (52) **AM Peak step** 9:00 (52) **PM Peak step** 17:00 (8)

*** Friday, October 24, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	2	2
0200	0	0
0300	0	0
0400	0	0
0500	5	5
0600	4	4
0700	9	9
0800	38	38
0900	28	28
1000	7	7
1100	13	13
1200	14	14
1300	5	5
1400	4	4
1500	13	13
1600	5	5
1700	3	3
1800	5	5
1900	3	3
2000	4	4
2100	0	0
2200	1	1
2300	2	2
07-19	**144**	**144**
06-22	**155**	**155**
06-00	**158**	**158**
00-00	**165**	**165**

Peak step 8:00 (38) **AM Peak step** 8:00 (38) **PM Peak step** 12:00 (14)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	2	2
0800	6	6
0900	4	4
1000	3	3
1100	6	6
1200	11	11
1300	4	4
1400	5	5
1500	4	4
1600	6	6
1700	10	10
1800	1	1
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**62**	**62**
06-22	**66**	**66**
06-00	**67**	**67**
00-00	**68**	**68**

Peak step 12:00 (11) **AM Peak step** 8:00 (6) **PM Peak step** 12:00 (11)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4752 -- English (ENU)

Datasets:

Site: **[9] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	1	1
0600	0	0
0700	3	3
0800	3	3
0900	2	2
1000	6	6
1100	7	7
1200	3	3
1300	4	4
1400	8	8
1500	2	2
1600	7	7
1700	15	15
1800	17	17
1900	4	4
2000	1	1
2100	2	2
2200	0	0
2300	1	1
07-19	**77**	**77**
06-22	**84**	**84**
06-00	**85**	**85**
00-00	**87**	**87**

Peak step 18:00 (17) **AM Peak step** 11:00 (7) **PM Peak step** 18:00 (17)

*** Monday, October 13, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	1	1
0900	3	3
1000	4	4
1100	2	2
1200	12	12
1300	3	3
1400	4	4
1500	2	2
1600	5	5
1700	11	11
1800	6	6
1900	6	6
2000	2	2
2100	1	1
2200	0	0
2300	2	2
07-19	**57**	**57**
06-22	**66**	**66**
06-00	**68**	**68**
00-00	**69**	**69**

Peak step 12:00 (12) **AM Peak step** 7:00 (4) **PM Peak step** 12:00 (12)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	3	3
0800	4	4
0900	3	3
1000	2	2
1100	2	2
1200	6	6
1300	9	9
1400	6	6
1500	13	13
1600	28	28
1700	44	44
1800	35	35
1900	26	26
2000	4	4
2100	3	3
2200	2	2
2300	7	7
07-19	**155**	**155**
06-22	**189**	**189**
06-00	**198**	**198**
00-00	**198**	**198**

Peak step 17:00 (44) **AM Peak step** 8:00 (4) **PM Peak step** 17:00 (44)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	2	2
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	4	4
0800	3	3
0900	4	4
1000	2	2
1100	7	7
1200	5	5
1300	3	3
1400	10	10
1500	17	17
1600	28	28
1700	53	53
1800	36	36
1900	26	26
2000	7	7
2100	7	7
2200	2	2
2300	1	1
07-19	**172**	**172**
06-22	**213**	**213**
06-00	**216**	**216**
00-00	**218**	**218**

Peak step 17:00 (53) **AM Peak step** 11:00 (7) **PM Peak step** 17:00 (53)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	1	1
0800	5	5
0900	3	3
1000	3	3
1100	3	3
1200	8	8
1300	6	6
1400	4	4
1500	14	14
1600	35	35
1700	47	47
1800	38	38
1900	19	19
2000	6	6
2100	3	3
2200	5	5
2300	4	4
07-19	**167**	**167**
06-22	**196**	**196**
06-00	**205**	**205**
00-00	**207**	**207**

Peak step 17:00 (47) **AM Peak step** 8:00 (5) **PM Peak step** 17:00 (47)

*** Friday, October 17, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	6	6
0900	5	5
1000	5	5
1100	4	4
1200	8	8
1300	13	13
1400	15	15
1500	12	12
1600	25	25
1700	28	28
1800	20	20
1900	8	8
2000	7	7
2100	4	4
2200	2	2
2300	0	0
07-19	**143**	**143**
06-22	**162**	**162**
06-00	**164**	**164**
00-00	**166**	**166**

Peak step 17:00 (28) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (28)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	1	1
0500	0	0
0600	0	0
0700	0	0
0800	3	3
0900	6	6
1000	4	4
1100	7	7
1200	6	6
1300	4	4
1400	11	11
1500	6	6
1600	13	13
1700	6	6
1800	10	10
1900	3	3
2000	1	1
2100	1	1
2200	4	4
2300	2	2
07-19	**76**	**76**
06-22	**81**	**81**
06-00	**87**	**87**
00-00	**89**	**89**

Peak step 16:00 (13) **AM Peak step** 11:00 (7) **PM Peak step** 16:00 (13)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	2	2
0900	5	5
1000	6	6
1100	4	4
1200	10	10
1300	7	7
1400	5	5
1500	4	4
1600	8	8
1700	16	16
1800	11	11
1900	4	4
2000	4	4
2100	5	5
2200	1	1
2300	1	1
07-19	**79**	**79**
06-22	**92**	**92**
06-00	**94**	**94**
00-00	**96**	**96**

Peak step 17:00 (16) **AM Peak step** 10:00 (6) **PM Peak step** 17:00 (16)

*** Monday, October 20, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	3	3
0800	6	6
0900	2	2
1000	3	3
1100	4	4
1200	6	6
1300	13	13
1400	5	5
1500	12	12
1600	20	20
1700	49	49
1800	29	29
1900	18	18
2000	7	7
2100	3	3
2200	1	1
2300	1	1
07-19	**152**	**152**
06-22	**181**	**181**
06-00	**183**	**183**
00-00	**183**	**183**

Peak step 17:00 (49) **AM Peak step** 8:00 (6) **PM Peak step** 17:00 (49)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	4	4
0800	4	4
0900	2	2
1000	3	3
1100	7	7
1200	7	7
1300	8	8
1400	5	5
1500	17	17
1600	37	37
1700	64	64
1800	35	35
1900	27	27
2000	15	15
2100	5	5
2200	1	1
2300	2	2
07-19	**193**	**193**
06-22	**241**	**241**
06-00	**244**	**244**
00-00	**246**	**246**

Peak step 17:00 (64) **AM Peak step** 11:00 (7) **PM Peak step** 17:00 (64)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 15
0000	3	3
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	2	2
0700	1	1
0800	4	4
0900	5	5
1000	3	3
1100	4	4
1200	1	1
1300	8	8
1400	7	7
1500	29	29
1600	28	28
1700	47	47
1800	44	44
1900	16	16
2000	11	11
2100	9	9
2200	2	2
2300	0	0
07-19	**181**	**181**
06-22	**219**	**219**
06-00	**221**	**221**
00-00	**225**	**225**

Peak step 17:00 (47) **AM Peak step** 9:00 (5) **PM Peak step** 17:00 (47)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	2	2
0700	2	2
0800	4	4
0900	7	7
1000	2	2
1100	4	4
1200	9	9
1300	7	7
1400	8	8
1500	18	18
1600	31	31
1700	45	45
1800	29	29
1900	22	22
2000	11	11
2100	4	4
2200	3	3
2300	1	1
07-19	**166**	**166**
06-22	**205**	**205**
06-00	**209**	**209**
00-00	**213**	**213**

Peak step 17:00 (45) **AM Peak step** 9:00 (7) **PM Peak step** 17:00 (45)

*** Friday, October 24, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	2	2
0800	5	5
0900	5	5
1000	2	2
1100	5	5
1200	9	9
1300	9	9
1400	9	9
1500	11	11
1600	21	21
1700	22	22
1800	17	17
1900	15	15
2000	9	9
2100	4	4
2200	3	3
2300	1	1
07-19	**117**	**117**
06-22	**146**	**146**
06-00	**150**	**150**
00-00	**152**	**152**

Peak step 17:00 (22) **AM Peak step** 8:00 (5) **PM Peak step** 17:00 (22)

*** Saturday, October 25, 2025**

Time	Total	Cls
<--		15
0000	2	2
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	4	4
0900	0	0
1000	2	2
1100	5	5
1200	11	11
1300	2	2
1400	1	1
1500	11	11
1600	8	8
1700	13	13
1800	7	7
1900	2	2
2000	1	1
2100	0	0
2200	1	1
2300	1	1
07-19	**64**	**64**
06-22	**67**	**67**
06-00	**69**	**69**
00-00	**72**	**72**

Peak step 17:00 (13) **AM Peak step** 11:00 (5) **PM Peak step** 17:00 (13)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4753 -- English (ENU)

Datasets:
Site: **[10] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	3	3
0700	8	8
0800	17	17
0900	27	27
1000	28	28
1100	20	20
1200	18	18
1300	26	26
1400	16	16
1500	20	20
1600	24	24
1700	30	30
1800	11	11
1900	1	1
2000	0	0
2100	1	1
2200	2	2
2300	1	1
07-19	**245**	**245**
06-22	**250**	**250**
06-00	**253**	**253**
00-00	**254**	**254**

Peak step 17:00 (30) **AM Peak step** 10:00 (28) **PM Peak step** 17:00 (30)

*** Monday, October 13, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	7	7
0700	12	12
0800	42	42
0900	25	25
1000	26	26
1100	18	18
1200	11	11
1300	4	4
1400	1	1
1500	0	0
1600	1	1
1700	1	1
1800	2	2
1900	1	1
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**143**	**143**
06-22	**152**	**152**
06-00	**153**	**153**
00-00	**154**	**154**

Peak step 8:00 (42) **AM Peak step** 8:00 (42) **PM Peak step** 12:00 (11)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	13	13
0800	46	46
0900	49	49
1000	22	22
1100	14	14
1200	15	15
1300	6	6
1400	15	15
1500	13	13
1600	11	11
1700	16	16
1800	9	9
1900	2	2
2000	2	2
2100	0	0
2200	1	1
2300	1	1
07-19	**229**	**229**
06-22	**238**	**238**
06-00	**240**	**240**
00-00	**240**	**240**

Peak step 9:00 (49) **AM Peak step** 9:00 (49) **PM Peak step** 17:00 (16)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	25	25
0800	65	65
0900	59	59
1000	33	33
1100	21	21
1200	11	11
1300	8	8
1400	7	7
1500	15	15
1600	17	17
1700	20	20
1800	17	17
1900	5	5
2000	2	2
2100	3	3
2200	1	1
2300	0	0
07-19	**298**	**298**
06-22	**312**	**312**
06-00	**313**	**313**
00-00	**313**	**313**

Peak step 8:00 (65) **AM Peak step** 8:00 (65) **PM Peak step** 17:00 (20)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	7	7
0700	23	23
0800	78	78
0900	61	61
1000	38	38
1100	30	30
1200	20	20
1300	15	15
1400	12	12
1500	15	15
1600	10	10
1700	31	31
1800	18	18
1900	7	7
2000	0	0
2100	2	2
2200	1	1
2300	1	1
07-19	**351**	**351**
06-22	**367**	**367**
06-00	**369**	**369**
00-00	**371**	**371**

Peak step 8:00 (78) **AM Peak step** 8:00 (78) **PM Peak step** 17:00 (31)

*** Friday, October 17, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	6	6
0700	23	23
0800	41	41
0900	39	39
1000	23	23
1100	30	30
1200	34	34
1300	12	12
1400	7	7
1500	20	20
1600	13	13
1700	14	14
1800	11	11
1900	2	2
2000	3	3
2100	1	1
2200	0	0
2300	0	0
07-19	**267**	**267**
06-22	**279**	**279**
06-00	**279**	**279**
00-00	**279**	**279**

Peak step 8:00 (41) **AM Peak step** 8:00 (41) **PM Peak step** 12:00 (34)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	10	10
0800	20	20
0900	25	25
1000	39	39
1100	24	24
1200	10	10
1300	13	13
1400	18	18
1500	6	6
1600	15	15
1700	19	19
1800	8	8
1900	3	3
2000	2	2
2100	1	1
2200	1	1
2300	0	0
07-19	**207**	**207**
06-22	**214**	**214**
06-00	**215**	**215**
00-00	**216**	**216**

Peak step 10:00 (39) **AM Peak step** 10:00 (39) **PM Peak step** 17:00 (19)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	7	7
0800	24	24
0900	17	17
1000	22	22
1100	26	26
1200	15	15
1300	24	24
1400	23	23
1500	21	21
1600	25	25
1700	37	37
1800	15	15
1900	2	2
2000	1	1
2100	1	1
2200	1	1
2300	0	0
07-19	**256**	**256**
06-22	**264**	**264**
06-00	**265**	**265**
00-00	**265**	**265**

Peak step 17:00 (37) **AM Peak step** 11:00 (26) **PM Peak step** 17:00 (37)

*** Monday, October 20, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	8	8
0700	24	24
0800	62	62
0900	46	46
1000	31	31
1100	23	23
1200	12	12
1300	10	10
1400	13	13
1500	11	11
1600	11	11
1700	26	26
1800	4	4
1900	4	4
2000	3	3
2100	1	1
2200	2	2
2300	1	1
07-19	**273**	**273**
06-22	**289**	**289**
06-00	**292**	**292**
00-00	**292**	**292**

Peak step 8:00 (62) **AM Peak step** 8:00 (62) **PM Peak step** 17:00 (26)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	8	8
0700	39	39
0800	86	86
0900	66	66
1000	37	37
1100	18	18
1200	20	20
1300	11	11
1400	9	9
1500	16	16
1600	26	26
1700	26	26
1800	15	15
1900	3	3
2000	3	3
2100	0	0
2200	0	0
2300	0	0
07-19	**369**	**369**
06-22	**383**	**383**
06-00	**383**	**383**
00-00	**383**	**383**

Peak step 8:00 (86) **AM Peak step** 8:00 (86) **PM Peak step** 16:00 (26)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	6	6
0700	33	33
0800	78	78
0900	78	78
1000	32	32
1100	28	28
1200	15	15
1300	10	10
1400	5	5
1500	13	13
1600	14	14
1700	20	20
1800	11	11
1900	4	4
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**337**	**337**
06-22	**348**	**348**
06-00	**348**	**348**
00-00	**348**	**348**

Peak step 8:00 (78) **AM Peak step** 8:00 (78) **PM Peak step** 17:00 (20)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	7	7
0700	22	22
0800	73	73
0900	71	71
1000	41	41
1100	26	26
1200	24	24
1300	16	16
1400	9	9
1500	14	14
1600	15	15
1700	21	21
1800	20	20
1900	7	7
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**352**	**352**
06-22	**367**	**367**
06-00	**367**	**367**
00-00	**369**	**369**

Peak step 8:00 (73) **AM Peak step** 8:00 (73) **PM Peak step** 12:00 (24)

*** Friday, October 24, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	6	6
0700	15	15
0800	50	50
0900	42	42
1000	22	22
1100	25	25
1200	18	18
1300	14	14
1400	12	12
1500	13	13
1600	16	16
1700	17	17
1800	10	10
1900	2	2
2000	4	4
2100	1	1
2200	0	0
2300	2	2
07-19	**254**	**254**
06-22	**267**	**267**
06-00	**269**	**269**
00-00	**269**	**269**

Peak step 8:00 (50) **AM Peak step** 8:00 (50) **PM Peak step** 12:00 (18)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	6	6
0800	17	17
0900	18	18
1000	20	20
1100	25	25
1200	14	14
1300	13	13
1400	18	18
1500	14	14
1600	15	15
1700	25	25
1800	13	13
1900	2	2
2000	2	2
2100	0	0
2200	0	0
2300	0	0
07-19	**198**	**198**
06-22	**203**	**203**
06-00	**203**	**203**
00-00	**204**	**204**

Peak step 11:00 (25) **AM Peak step** 11:00 (25) **PM Peak step** 17:00 (25)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-4754 -- English (ENU)

Datasets:
Site: **[10] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, October 12, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	2	2
0700	3	3
0800	13	13
0900	15	15
1000	21	21
1100	30	30
1200	15	15
1300	30	30
1400	18	18
1500	27	27
1600	25	25
1700	28	28
1800	21	21
1900	9	9
2000	1	1
2100	1	1
2200	3	3
2300	0	0
07-19	**246**	**246**
06-22	**259**	**259**
06-00	**262**	**262**
00-00	**263**	**263**

Peak step 11:00 (30) **AM Peak step** 11:00 (30) **PM Peak step** 13:00 (30)

*** Monday, October 13, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	1	1
0700	3	3
0800	8	8
0900	8	8
1000	9	9
1100	9	9
1200	18	18
1300	6	6
1400	2	2
1500	6	6
1600	4	4
1700	13	13
1800	4	4
1900	6	6
2000	6	6
2100	1	1
2200	2	2
2300	0	0
07-19	**90**	**90**
06-22	**104**	**104**
06-00	**106**	**106**
00-00	**109**	**109**

Peak step 12:00 (18) **AM Peak step** 10:00 (9) **PM Peak step** 12:00 (18)

*** Tuesday, October 14, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	3	3
0800	3	3
0900	4	4
1000	8	8
1100	6	6
1200	7	7
1300	4	4
1400	12	12
1500	28	28
1600	45	45
1700	67	67
1800	29	29
1900	20	20
2000	5	5
2100	7	7
2200	4	4
2300	1	1
07-19	**216**	**216**
06-22	**249**	**249**
06-00	**254**	**254**
00-00	**256**	**256**

Peak step 17:00 (67) **AM Peak step** 10:00 (8) **PM Peak step** 17:00 (67)

*** Wednesday, October 15, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	1	1
0300	0	0
0400	1	1
0500	1	1
0600	0	0
0700	9	9
0800	6	6
0900	7	7
1000	8	8
1100	8	8
1200	9	9
1300	7	7
1400	10	10
1500	23	23
1600	52	52
1700	63	63
1800	42	42
1900	27	27
2000	8	8
2100	6	6
2200	3	3
2300	3	3
07-19	**244**	**244**
06-22	**285**	**285**
06-00	**291**	**291**
00-00	**296**	**296**

Peak step 17:00 (63) **AM Peak step** 7:00 (9) **PM Peak step** 17:00 (63)

*** Thursday, October 16, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	9	9
0800	10	10
0900	9	9
1000	13	13
1100	11	11
1200	15	15
1300	13	13
1400	21	21
1500	28	28
1600	48	48
1700	77	77
1800	54	54
1900	15	15
2000	18	18
2100	8	8
2200	6	6
2300	2	2
07-19	**308**	**308**
06-22	**349**	**349**
06-00	**357**	**357**
00-00	**360**	**360**

Peak step 17:00 (77) **AM Peak step** 10:00 (13) **PM Peak step** 17:00 (77)

*** Friday, October 17, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	8	8
0800	8	8
0900	7	7
1000	19	19
1100	18	18
1200	18	18
1300	24	24
1400	21	21
1500	19	19
1600	29	29
1700	41	41
1800	30	30
1900	13	13
2000	4	4
2100	3	3
2200	2	2
2300	3	3
07-19	**242**	**242**
06-22	**264**	**264**
06-00	**269**	**269**
00-00	**271**	**271**

Peak step 17:00 (41) **AM Peak step** 10:00 (19) **PM Peak step** 17:00 (41)

*** Saturday, October 18, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	2	2
0200	0	0
0300	1	1
0400	1	1
0500	0	0
0600	1	1
0700	7	7
0800	10	10
0900	18	18
1000	23	23
1100	28	28
1200	29	29
1300	16	16
1400	9	9
1500	17	17
1600	19	19
1700	18	18
1800	23	23
1900	3	3
2000	3	3
2100	2	2
2200	2	2
2300	1	1
07-19	**217**	**217**
06-22	**226**	**226**
06-00	**229**	**229**
00-00	**233**	**233**

Peak step 12:00 (29) **AM Peak step** 11:00 (28) **PM Peak step** 12:00 (29)

*** Sunday, October 19, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	6	6
0800	11	11
0900	13	13
1000	24	24
1100	21	21
1200	31	31
1300	20	20
1400	24	24
1500	26	26
1600	33	33
1700	35	35
1800	17	17
1900	4	4
2000	1	1
2100	1	1
2200	2	2
2300	1	1
07-19	**261**	**261**
06-22	**267**	**267**
06-00	**270**	**270**
00-00	**272**	**272**

Peak step 17:00 (35) **AM Peak step** 10:00 (24) **PM Peak step** 17:00 (35)

*** Monday, October 20, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	8	8
0800	7	7
0900	10	10
1000	6	6
1100	10	10
1200	14	14
1300	13	13
1400	17	17
1500	25	25
1600	39	39
1700	67	67
1800	43	43
1900	19	19
2000	9	9
2100	2	2
2200	1	1
2300	1	1
07-19	**259**	**259**
06-22	**290**	**290**
06-00	**292**	**292**
00-00	**295**	**295**

Peak step 17:00 (67) **AM Peak step** 9:00 (10) **PM Peak step** 17:00 (67)

*** Tuesday, October 21, 2025**

Time <--	Total	Cls 15
0000	2	2
0100	1	1
0200	1	1
0300	0	0
0400	1	1
0500	1	1
0600	1	1
0700	7	7
0800	17	17
0900	15	15
1000	11	11
1100	11	11
1200	13	13
1300	17	17
1400	12	12
1500	24	24
1600	55	55
1700	98	98
1800	48	48
1900	23	23
2000	10	10
2100	4	4
2200	2	2
2300	2	2
07-19	**328**	**328**
06-22	**366**	**366**
06-00	**370**	**370**
00-00	**376**	**376**

Peak step 17:00 (98) **AM Peak step** 8:00 (17) **PM Peak step** 17:00 (98)

*** Wednesday, October 22, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	1	1
0200	1	1
0300	0	0
0400	1	1
0500	1	1
0600	0	0
0700	11	11
0800	11	11
0900	10	10
1000	6	6
1100	12	12
1200	13	13
1300	13	13
1400	15	15
1500	25	25
1600	69	69
1700	74	74
1800	52	52
1900	24	24
2000	14	14
2100	5	5
2200	1	1
2300	0	0
07-19	**311**	**311**
06-22	**354**	**354**
06-00	**355**	**355**
00-00	**360**	**360**

Peak step 17:00 (74) **AM Peak step** 11:00 (12) **PM Peak step** 17:00 (74)

*** Thursday, October 23, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	6	6
0800	10	10
0900	12	12
1000	9	9
1100	13	13
1200	14	14
1300	5	5
1400	17	17
1500	40	40
1600	50	50
1700	69	69
1800	56	56
1900	25	25
2000	8	8
2100	7	7
2200	1	1
2300	0	0
07-19	**301**	**301**
06-22	**341**	**341**
06-00	**342**	**342**
00-00	**346**	**346**

Peak step 17:00 (69) **AM Peak step** 11:00 (13) **PM Peak step** 17:00 (69)

*** Friday, October 24, 2025**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	5	5
0800	8	8
0900	10	10
1000	7	7
1100	12	12
1200	17	17
1300	16	16
1400	17	17
1500	26	26
1600	37	37
1700	34	34
1800	40	40
1900	8	8
2000	5	5
2100	4	4
2200	0	0
2300	1	1
07-19	**229**	**229**
06-22	**246**	**246**
06-00	**247**	**247**
00-00	**249**	**249**

Peak step 18:00 (40) **AM Peak step** 11:00 (12) **PM Peak step** 18:00 (40)

*** Saturday, October 25, 2025**

Time <--	Total	Cls 15
0000	1	1
0100	2	2
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	3	3
0800	7	7
0900	13	13
1000	21	21
1100	21	21
1200	14	14
1300	13	13
1400	12	12
1500	8	8
1600	11	11
1700	19	19
1800	25	25
1900	7	7
2000	2	2
2100	2	2
2200	2	2
2300	0	0
07-19	**167**	**167**
06-22	**178**	**178**
06-00	**180**	**180**
00-00	**183**	**183**

Peak step 18:00 (25) **AM Peak step** 10:00 (21) **PM Peak step** 18:00 (25)

Attachment B: Gateway Hourly Vehicle Totals

Appendix B: Tuesday to Thursday Gateway Hourly Vehicle Totals												
	San Antonio / Bayshore			Rengstorff			Shoreline / La Avenida			All Gateways		
Time	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
12:00 AM	10	7	17	13	33	45	62	135	197	84	174	258
12:15 AM	11	10	21	11	28	39	53	128	181	76	165	241
12:30 AM	12	11	23	11	27	37	48	113	161	70	151	221
12:45 AM	12	10	21	9	22	30	45	101	146	66	132	198
1:00 AM	12	10	22	8	18	26	40	83	123	60	111	171
1:15 AM	11	8	19	8	16	24	40	62	102	59	87	145
1:30 AM	11	8	20	8	16	24	41	60	100	60	84	144
1:45 AM	13	11	24	10	32	42	44	72	115	67	114	181
2:00 AM	15	13	27	11	32	43	61	66	127	86	111	197
2:15 AM	15	13	28	11	31	41	63	66	129	89	109	198
2:30 AM	15	12	27	15	28	42	78	63	141	108	103	210
2:45 AM	14	10	25	16	13	29	102	46	148	132	70	202
3:00 AM	14	9	23	22	13	35	117	48	165	153	70	223
3:15 AM	18	9	27	28	15	44	127	53	180	173	77	250
3:30 AM	21	9	30	40	15	55	145	58	203	206	82	288
3:45 AM	24	10	33	62	21	83	177	72	249	262	102	365
4:00 AM	31	10	41	90	27	117	266	79	345	386	117	503
4:15 AM	43	12	54	129	31	160	337	92	429	508	135	643
4:30 AM	61	14	75	159	38	197	440	109	549	660	161	821
4:45 AM	87	18	105	211	33	244	564	123	687	862	174	1036
5:00 AM	111	28	139	290	36	326	702	144	846	1103	207	1311
5:15 AM	131	32	163	329	40	368	819	166	985	1278	238	1516
5:30 AM	157	40	197	371	47	418	900	195	1094	1427	282	1709
5:45 AM	173	50	223	381	66	447	926	228	1154	1479	344	1823
6:00 AM	185	51	236	377	73	450	930	254	1183	1491	378	1869
6:15 AM	211	71	282	403	84	488	975	296	1271	1589	451	2040
6:30 AM	224	85	309	456	101	557	1062	343	1405	1742	529	2271
6:45 AM	249	105	355	544	131	676	1220	407	1626	2013	643	2656
7:00 AM	287	126	414	649	171	820	1389	481	1870	2325	778	3103
7:15 AM	379	138	517	819	200	1019	1622	534	2155	2820	871	3691
7:30 AM	486	146	632	1062	218	1279	1843	563	2407	3391	927	4318
7:45 AM	571	150	722	1327	221	1548	2006	583	2589	3904	954	4859
8:00 AM	653	155	808	1614	230	1843	2116	601	2716	4382	985	5367
8:15 AM	665	154	819	1840	250	2090	2167	611	2778	4672	1015	5687
8:30 AM	656	159	814	1942	272	2213	2169	631	2800	4766	1061	5828
8:45 AM	657	157	813	1949	282	2231	2159	643	2802	4764	1082	5846
9:00 AM	649	152	802	1875	283	2158	2152	649	2801	4677	1084	5761
9:15 AM	587	156	743	1694	288	1982	2108	653	2761	4389	1097	5486
9:30 AM	526	152	678	1492	278	1770	2061	652	2713	4079	1082	5161
9:45 AM	465	152	617	1298	268	1566	1916	656	2572	3679	1076	4755
10:00 AM	403	164	567	1118	258	1375	1756	640	2397	3277	1062	4339
10:15 AM	368	163	531	994	247	1241	1612	634	2246	2973	1044	4017
10:30 AM	334	175	510	921	251	1172	1481	636	2116	2736	1062	3798
10:45 AM	305	185	490	862	268	1129	1438	661	2098	2604	1113	3717
11:00 AM	274	184	457	793	306	1099	1366	706	2072	2432	1196	3627
11:15 AM	264	194	458	756	345	1100	1309	770	2079	2329	1308	3638
11:30 AM	260	198	458	692	388	1080	1236	844	2080	2189	1430	3619
11:45 AM	250	200	450	640	425	1065	1168	884	2052	2057	1510	3567
12:00 PM	243	207	450	592	443	1035	1118	936	2054	1953	1585	3539
12:15 PM	230	201	431	539	470	1009	1036	994	2030	1804	1666	3470
12:30 PM	219	203	421	489	495	983	945	1040	1986	1653	1737	3390
12:45 PM	211	204	415	429	555	984	848	1157	2004	1488	1915	3403
1:00 PM	200	213	413	378	606	984	781	1212	1993	1358	2031	3389
1:15 PM	194	248	442	322	653	975	718	1280	1998	1234	2181	3415
1:30 PM	178	268	447	289	689	978	686	1344	2029	1153	2301	3454
1:45 PM	165	300	465	267	776	1043	666	1440	2107	1098	2516	3614
2:00 PM	153	312	465	248	822	1070	651	1495	2147	1052	2630	3681
2:15 PM	156	318	473	256	932	1188	654	1579	2233	1066	2828	3894
2:30 PM	166	337	503	262	1039	1300	690	1647	2336	1118	3022	4140
2:45 PM	173	352	525	270	1067	1337	718	1625	2343	1160	3044	4205
3:00 PM	191	375	566	288	1168	1455	732	1731	2463	1210	3274	4484
3:15 PM	211	424	635	301	1224	1525	793	1737	2529	1304	3384	4689
3:30 PM	231	470	701	306	1322	1628	790	1813	2603	1328	3605	4932
3:45 PM	255	505	760	316	1407	1723	841	1852	2692	1412	3763	5175
4:00 PM	267	544	811	321	1462	1783	876	1893	2769	1464	3899	5363
4:15 PM	278	560	838	327	1494	1821	918	1937	2855	1523	3991	5514
4:30 PM	288	564	852	354	1526	1880	981	1941	2922	1623	4030	5653
4:45 PM	297	565	862	381	1535	1916	1000	1943	2943	1679	4043	5722
5:00 PM	303	559	862	427	1482	1909	1052	1851	2904	1783	3893	5675
5:15 PM	290	501	791	470	1385	1855	1053	1774	2827	1813	3660	5472
5:30 PM	275	449	724	500	1206	1706	1063	1658	2721	1838	3312	5150
5:45 PM	265	401	666	546	1047	1593	1075	1565	2640	1887	3012	4899
6:00 PM	254	354	607	553	974	1527	1054	1508	2562	1861	2835	4696
6:15 PM	221	312	533	531	930	1460	1016	1492	2508	1767	2734	4501
6:30 PM	186	262	449	480	899	1379	904	1471	2375	1571	2632	4203
6:45 PM	147	213	359	400	847	1247	782	1401	2183	1329	2460	3790
7:00 PM	116	165	281	314	732	1046	646	1325	1970	1075	2222	3297
7:15 PM	97	130	227	245	608	853	528	1139	1667	869	1877	2746
7:30 PM	82	107	189	185	491	676	460	965	1425	727	1563	2289
7:45 PM	67	84	151	143	387	529	393	822	1215	603	1293	1895
8:00 PM	51	65	116	114	306	419	359	689	1048	523	1060	1583
8:15 PM	50	57	107	98	253	351	335	659	994	482	970	1452
8:30 PM	47	49	96	94	227	321	326	624	950	468	899	1367
8:45 PM	46	43	89	84	214	298	321	602	923	451	859	1310
9:00 PM	45	39	84	80	233	313	313	619	933	438	891	1329
9:15 PM	42	52	94	76	224	300	304	579	883	422	855	1277
9:30 PM	37	68	105	72	217	289	278	553	831	386	838	1225
9:45 PM	30	95	125	74	248	322	255	561	816	359	904	1263
10:00 PM	26	136	162	70	261	331	216	539	754	312	935	1247
10:15 PM	23	171	194	70	282	352	188	525	713	281	978	1259
10:30 PM	23	184	206	65	299	364	164	525	689	252	1008	1260
10:45 PM	21	179	200	52	252	304	145	484	629	219	915	1134
11:00 PM	19	132	151	42	199	241	128	416	544	188	748	935

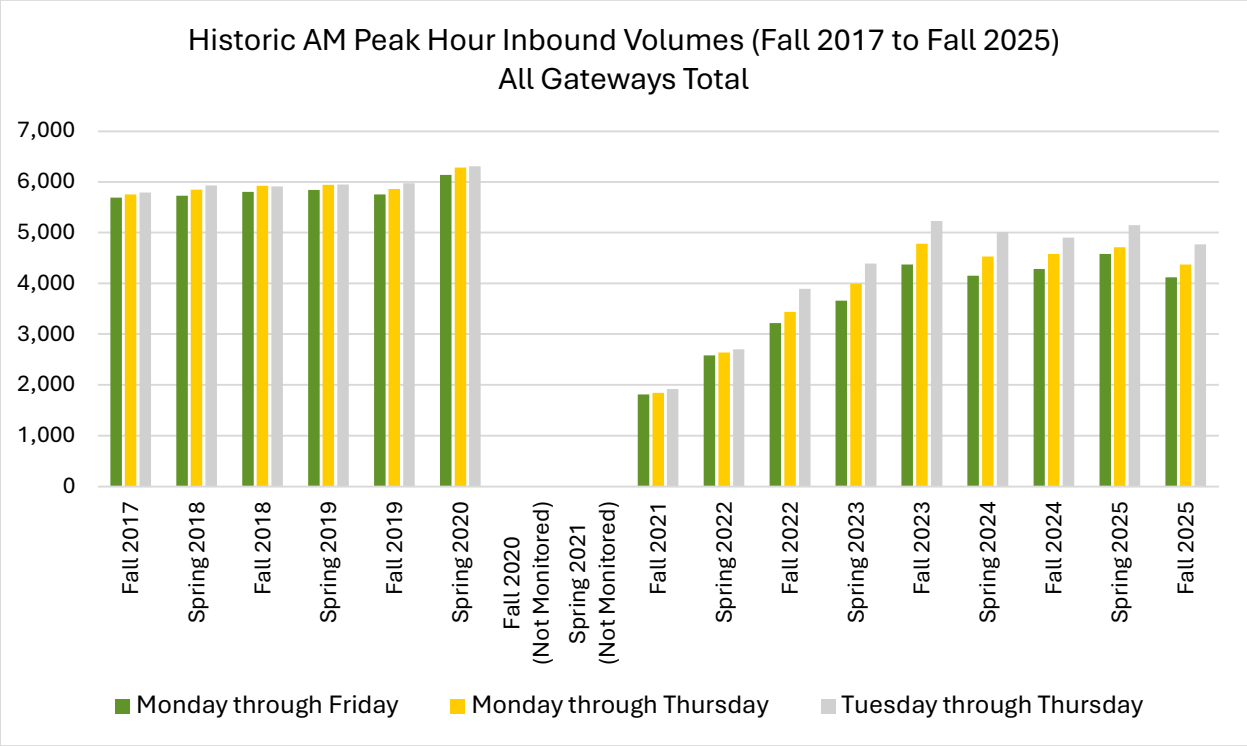
Attachment C: Peak Hour/Peak Period Volume Comparison

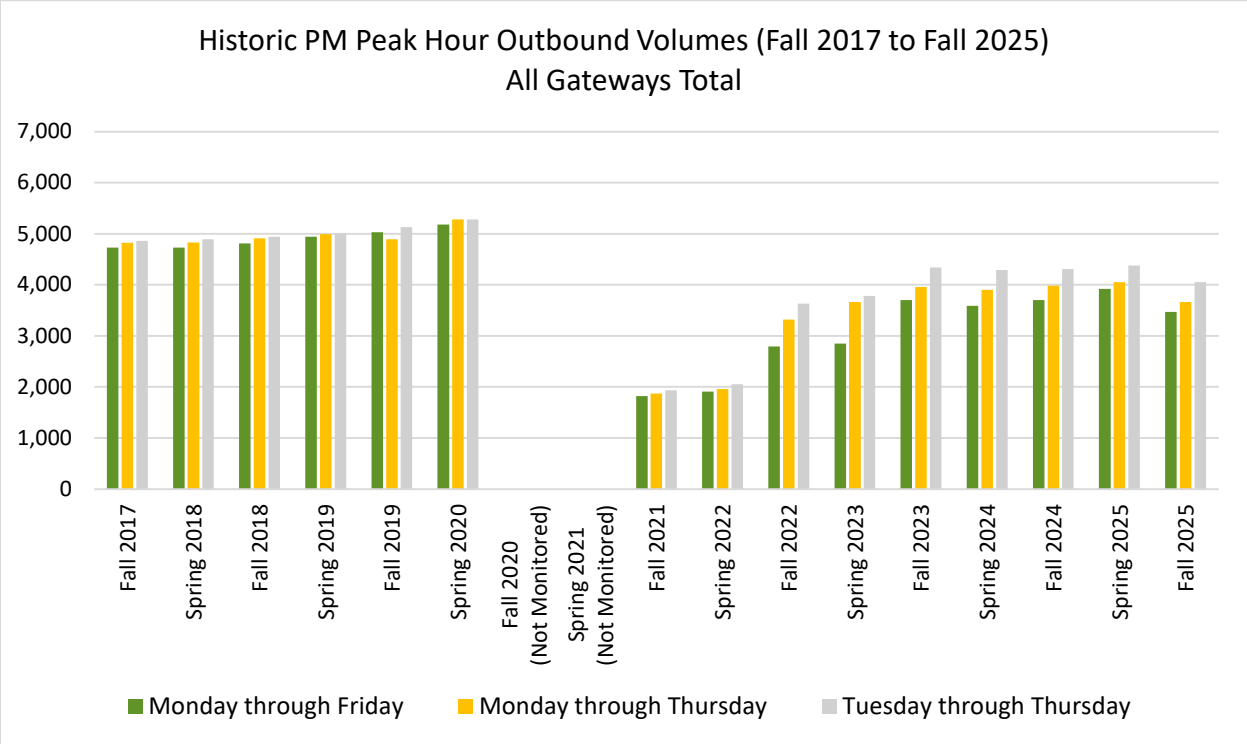
Appendix C: Peak Hour/Peak Period Volume Comparison

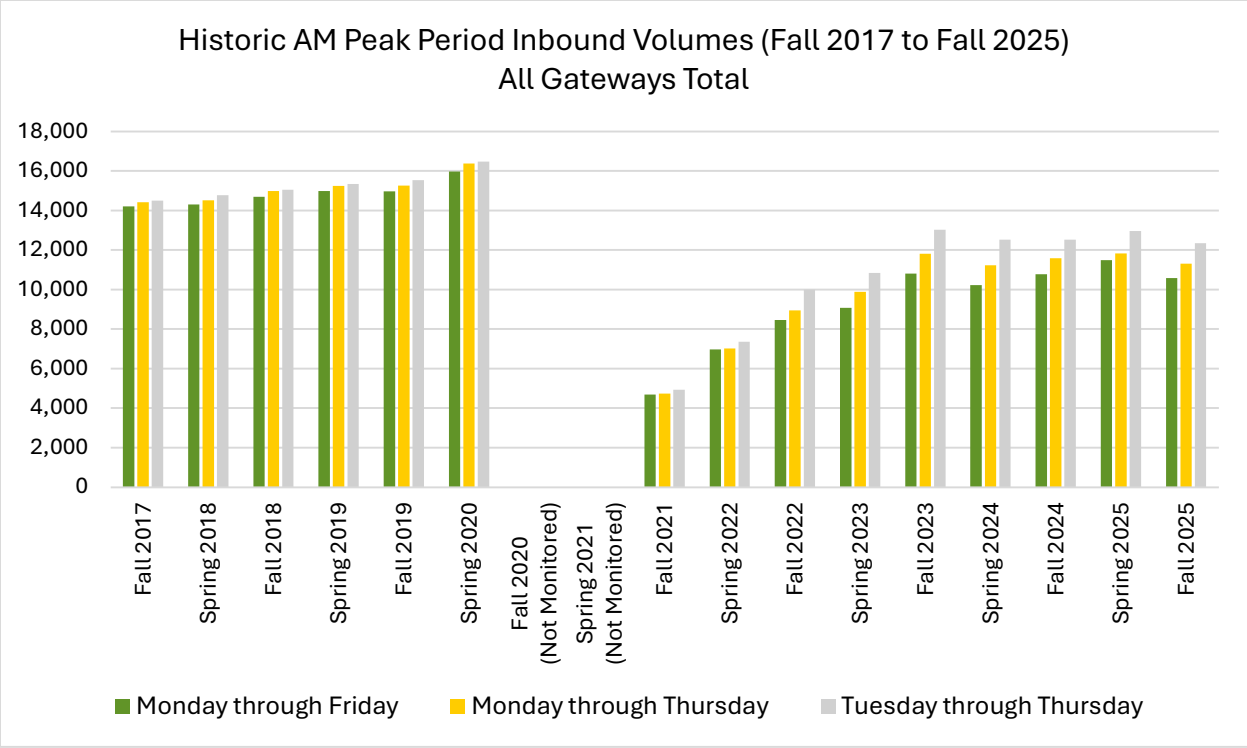
Table C1: PEAK HOUR VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK HOUR ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Anonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour (08:45 AM - 09:45 AM)												
Min Volume	643	145	800	1,871	271	2,163	2,128	581	2,727	4,661	1,049	5,746
Max Volume	676	175	839	2,043	305	2,348	2,218	679	2,857	4,865	1,135	5,914
Weekly Average	657	157	813	1,949	282	2,231	2,159	643	2,802	4,764	1,082	5,846
Range	33	30	39	172	34	185	90	98	130	204	87	168
Min / Average	-2%	-7%	**-2%**	-4%	-4%	**-3%**	-1%	-10%	**-3%**	-2%	-3%	**-2%**
Max / Average	3%	12%	**3%**	5%	8%	**5%**	3%	6%	**2%**	2%	5%	**1%**
Range / Average	5%	19%	5%	9%	12%	8%	4%	15%	5%	4%	8%	3%
PM Peak Hour (04:45 PM - 05:45 PM)												
Min Volume	237	531	804	308	1,442	1,750	835	1,900	2,750	1,411	3,891	5,416
Max Volume	380	603	920	501	1,588	2,073	1,170	2,007	3,177	2,051	4,115	6,099
Weekly Average	297	565	862	381	1,535	1,916	1,000	1,943	2,943	1,679	4,043	5,722
Range	143	72	116	193	146	323	335	107	427	640	224	683
Min / Average	-20%	-6%	**-7%**	-19%	-6%	**-9%**	-17%	-2%	**-7%**	-16%	-4%	**-5%**
Max / Average	28%	7%	**7%**	31%	3%	**8%**	17%	3%	**8%**	22%	2%	**7%**
Range / Average	48%	13%	13%	51%	10%	17%	33%	6%	15%	38%	6%	12%

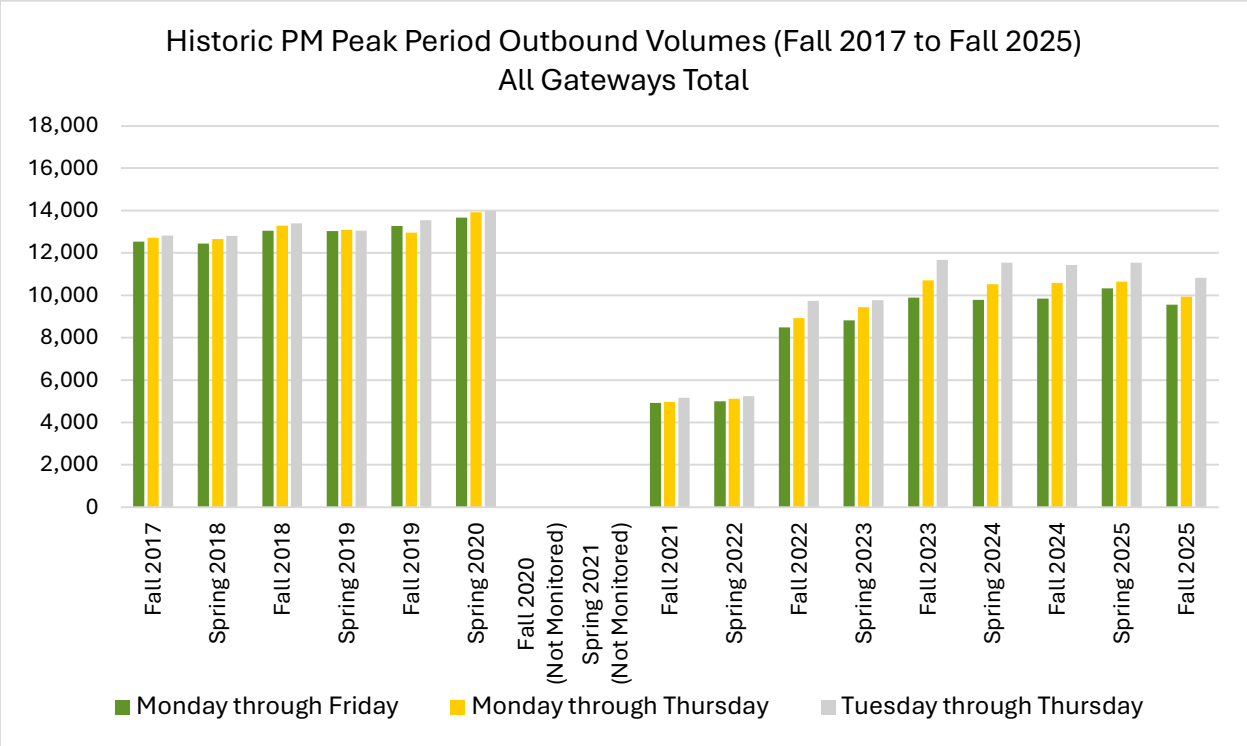
Table C2: PEAK PERIOD VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK PERIOD ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Anonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Period (08:00 AM - 11:00 AM)												
Min Volume	1,615	435	2,050	4,481	713	5,242	5,885	1,804	7,690	12,095	2,953	15,049
Max Volume	1,765	570	2,290	4,743	863	5,519	6,144	1,957	8,065	12,545	3,288	15,679
Weekly Average	1,705	471	2,176	4,607	770	5,377	6,024	1,890	7,914	12,336	3,131	15,467
Range	150	135	240	262	150	277	259	153	375	450	335	630
Min / Average	-5%	-8%	**-6%**	-3%	-7%	**-3%**	-2%	-5%	**-3%**	-2%	-6%	**-3%**
Max / Average	3%	21%	**5%**	3%	12%	**3%**	2%	4%	**2%**	2%	5%	**1%**
Range / Average	9%	29%	11%	6%	19%	5%	4%	8%	5%	4%	11%	4%
PM Peak Period (03:45 PM - 06:45 PM)												
Min Volume	673	1,412	2,162	885	3,897	4,829	2,455	5,300	7,780	4,013	10,650	14,771
Max Volume	1,063	1,640	2,488	1,938	4,114	5,835	3,645	5,535	9,005	6,471	11,110	17,328
Weekly Average	818	1,470	2,288	1,243	3,989	5,233	2,917	5,359	8,276	4,978	10,819	15,796
Range	390	228	326	1,053	217	1,006	1,190	235	1,225	2,458	460	2,557
Min / Average	-18%	-4%	**-6%**	-29%	-2%	**-8%**	-16%	-1%	**-6%**	-19%	-2%	**-6%**
Max / Average	30%	12%	**9%**	56%	3%	**12%**	25%	3%	**9%**	30%	3%	**10%**
Range / Average	48%	16%	14%	85%	5%	19%	41%	4%	15%	49%	4%	16%

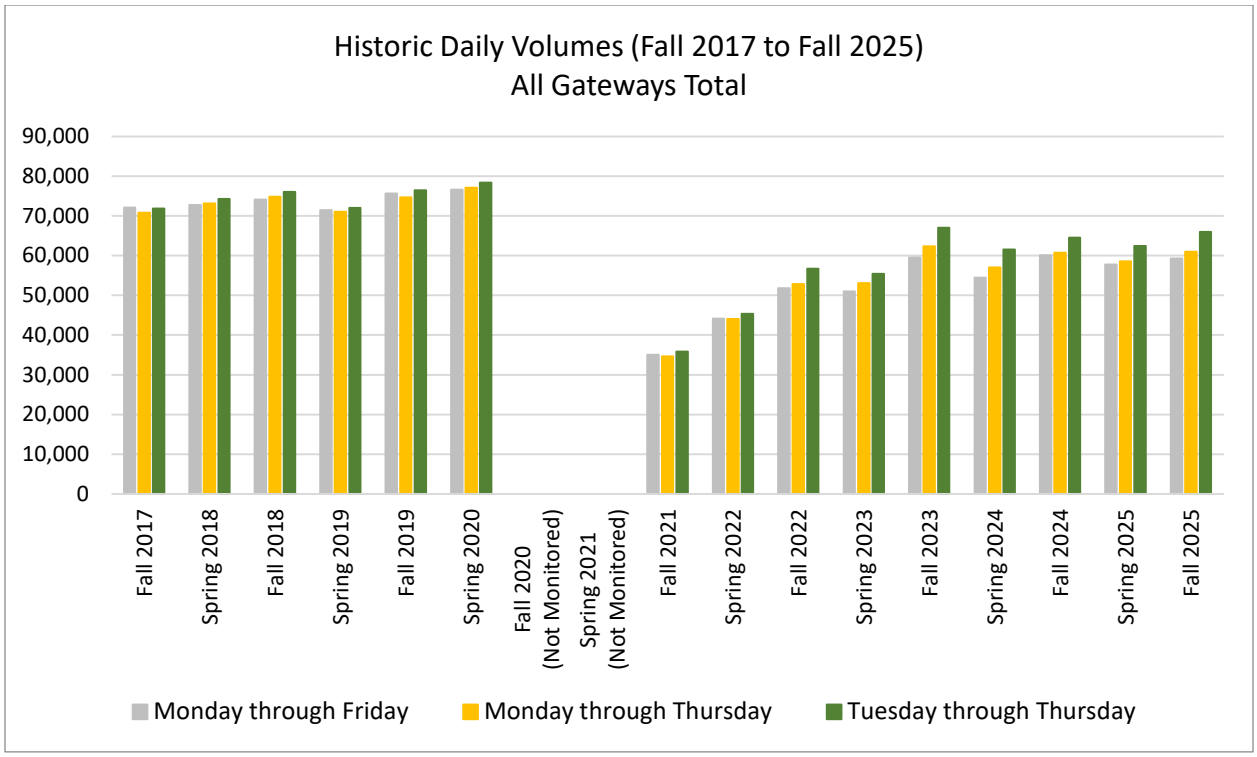
Attachment D: Historic Gateway Volume


Historic AM Peak Hour Inbound Volumes (Fall 2017 to Fall 2025)
All Gateways Total
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
Fall 2017
Spring 2018
Fall 2018
Spring 2019
Fall 2019
Spring 2020
Fall 2020 (Not Monitored)
Spring 2021 (Not Monitored)
Fall 2021
Spring 2022
Fall 2022
Spring 2023
Fall 2023
Spring 2024
Fall 2024
Spring 2025
Fall 2025
Monday through Friday
Monday through Thursday
Tuesday through Thursday


Historic PM Peak Hour Outbound Volumes (Fall 2017 to Fall 2025)
All Gateways Total
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
Fall 2017
Spring 2018
Fall 2018
Spring 2019
Fall 2019
Spring 2020
Fall 2020 (Not Monitored)
Spring 2021 (Not Monitored)
Fall 2021
Spring 2022
Fall 2022
Spring 2023
Fall 2023
Spring 2024
Fall 2024
Spring 2025
Fall 2025
Monday through Friday
Monday through Thursday
Tuesday through Thursday


Historic AM Peak Period Inbound Volumes (Fall 2017 to Fall 2025)
All Gateways Total
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Fall 2017
Spring 2018
Fall 2018
Spring 2019
Fall 2019
Spring 2020
Fall 2020 (Not Monitored)
Spring 2021 (Not Monitored)
Fall 2021
Spring 2022
Fall 2022
Spring 2023
Fall 2023
Spring 2024
Fall 2024
Spring 2025
Fall 2025
Monday through Friday
Monday through Thursday
Tuesday through Thursday


Historic PM Peak Period Outbound Volumes (Fall 2017 to Fall 2025)
All Gateways Total
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Fall 2017
Spring 2018
Fall 2018
Spring 2019
Fall 2019
Spring 2020
Fall 2020 (Not Monitored)
Spring 2021 (Not Monitored)
Fall 2021
Spring 2022
Fall 2022
Spring 2023
Fall 2023
Spring 2024
Fall 2024
Spring 2025
Fall 2025
Monday through Friday
Monday through Thursday
Tuesday through Thursday


Historic Daily Volumes (Fall 2017 to Fall 2025)
All Gateways Total
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Fall 2017
Spring 2018
Fall 2018
Spring 2019
Fall 2019
Spring 2020
Fall 2020 (Not Monitored)
Spring 2021 (Not Monitored)
Fall 2021
Spring 2022
Fall 2022
Spring 2023
Fall 2023
Spring 2024
Fall 2024
Spring 2025
Fall 2025
Monday through Friday
Monday through Thursday
Tuesday through Thursday

Attachment E: Peak Hour/Peak Period Comprehensive Mode Split

Table E1: Existing Morning Inbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Driver)***	**Person Percentage (With TNC Driver)****	**Vehicle Volume**	**Person Volume (Without TNC Driver)***	**Person Volume (With TNC Driver)****
SOV	84.9%	65.3%	64.8%	4,216	4,216	4,216
TNC1	0.3%	0.0%	0.2%	14	0	14
TNC2	0.6%	0.4%	0.9%	29	29	58
HOV	6.5%	10.2%	10.1%	325	659	659
TNC3	0.1%	0.1%	0.1%	3	6	9
TNC4	0.0%	0.0%	0.0%	0	0	0
AV0	1.0%	0.0%	0.0%	50	0	0
AV1	0.3%	0.2%	0.2%	14	14	14
AV2	0.0%	0.1%	0.1%	2	4	4
AV3	0.0%	0.0%	0.0%	0	0	0
AV4	0.0%	0.0%	0.0%	0	0	0
Private Shuttles	2.0%	19.7%	19.6%	99	1,275	1,275
MVGO	0.2%	0.7%	0.7%	10	46	46
VTA	0.0%	0.2%	0.2%	2	10	10
ACE	0.0%	0.0%	0.0%	0	0	0
Bike	2.9%	2.2%	2.2%	143	143	143
Ped	1.2%	0.9%	0.9%	58	58	58
Total	**100%**	**100%**	**100%**	**4,965**	**6,460**	**6,506**

Table E2: Existing Evening Outbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Driver)***	**Person Percentage (With TNC Driver)****	**Vehicle Volume**	**Person Volume (Without TNC Driver)***	**Person Volume (With TNC Driver)****
SOV	78.7%	62.2%	61.5%	3,366	3,366	3,366
TNC1	0.4%	0.0%	0.3%	15	0	15
TNC2	0.6%	0.4%	0.9%	24	24	48
HOV	11.7%	18.6%	18.4%	501	1,007	1,007
TNC3	0.4%	0.6%	0.9%	16	32	48
TNC4	0.0%	0.0%	0.0%	0	0	0
AV0* **	0.4%	0.0%	0.0%	18	0	0
AV1* **	0.3%	0.3%	0.3%	14	14	14
AV2* **	0.1%	0.1%	0.1%	4	8	8
AV3* **	0.0%	0.0%	0.0%	0	0	0
AV4* **	0.0%	0.0%	0.0%	0	0	0
Private Shuttles	1.7%	12.8%	12.6%	71	691	691
MVGO	0.2%	0.4%	0.4%	8	22	22
VTA	0.1%	0.3%	0.3%	5	15	15
ACE	0.0%	0.0%	0.0%	1	0	0
Bike	3.8%	3.0%	2.9%	161	161	161
Ped	1.7%	1.4%	1.3%	74	74	74
Total	**100%**	**100%**	**100%**	**4,278**	**5,414**	**5,469**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons).The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

** Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

***Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

Table E3: Morning Inbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	574	0	1	83	0	0	0	1	0	0	0	539	23	0	0	6	4	1,231
Rengstorff	1,765	0	15	193	0	0	0	3	0	0	0	629	0	10	0	7	3	2,625
Shoreline	1,877	0	13	383	6	0	0	10	4	0	0	107	23	0	0	11	5	2,439
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	21	63
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	25	102
Total	**4,216**	**0**	**29**	**659**	**6**	**0**	**0**	**14**	**4**	**0**	**0**	**1,275**	**46**	**10**	**0**	**143**	**58**	**6,460**

Table E4: Morning Inbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	13.6%	0.0%	3.4%	12.6%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	42.3%	50.0%	0.0%	0.0%	4.2%	6.9%	19.1%
Rengstorff	41.9%	0.0%	51.7%	29.3%	0.0%	0.0%	0.0%	21.4%	0.0%	0.0%	0.0%	49.3%	0.0%	100.0%	0.0%	5.1%	4.6%	40.6%
Shoreline	44.5%	0.0%	44.8%	58.1%	100.0%	0.0%	0.0%	71.4%	100.0%	0.0%	0.0%	8.4%	50.0%	0.0%	0.0%	7.7%	8.7%	37.8%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.3%	36.4%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.7%	43.4%	1.6%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table E5: Evening Outbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	506	0	1	67	0	0	0	0	0	0	0	255	8	0	0	15	3	855
Rengstorff	1,340	0	5	282	0	0	0	4	0	0	0	322	0	9	0	12	12	1,986
Shoreline	1,520	0	18	658	32	0	0	10	8	0	0	114	14	6	0	10	8	2,398
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	21	69
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	29	106
Total	**3,366**	**0**	**24**	**1,007**	**32**	**0**	**0**	**14**	**8**	**0**	**0**	**691**	**22**	**15**	**0**	**162**	**73**	**5,414**

Table E6: Evening Outbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	15.0%	0.0%	4.2%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.9%	36.4%	0.0%	0.0%	9.3%	4.1%	15.8%
Rengstorff	39.8%	0.0%	20.8%	28.0%	0.0%	0.0%	0.0%	28.6%	0.0%	0.0%	0.0%	46.6%	0.0%	60.0%	0.0%	7.4%	16.4%	36.7%
Shoreline	45.2%	0.0%	75.0%	65.3%	100.0%	0.0%	0.0%	71.4%	100.0%	0.0%	0.0%	16.5%	63.6%	40.0%	0.0%	6.2%	11.0%	44.3%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.6%	28.8%	1.3%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	47.5%	39.7%	2.0%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table E7: Existing Morning Inbound Peak Period Mode Share for Persons and Vehicles, All Gateways Combined						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Driver)***	**Person Percentage (With TNC Driver)****	**Vehicle Volume**	**Person Volume (Without TNC Driver)***	**Person Volume (With TNC Driver)****
SOV	84.2%	66.9%	66.3%	10,847	10,847	10,847
TNC1	0.3%	0.0%	0.3%	45	0	45
TNC2	0.6%	0.5%	1.0%	81	81	162
HOV	7.4%	11.9%	11.8%	950	1,924	1,924
TNC3	0.1%	0.1%	0.1%	7	14	21
TNC4	0.0%	0.0%	0.0%	0	0	0
AV0	0.8%	0.0%	0.0%	107	0	0
AV1	0.2%	0.2%	0.2%	28	28	28
AV2	0.1%	0.1%	0.1%	7	14	14
AV3	0.0%	0.0%	0.0%	0	0	0
AV4	0.0%	0.0%	0.0%	0	0	0
Private Shuttles	1.8%	16.2%	16.1%	233	2,630	2,630
MVGO	0.2%	0.6%	0.6%	26	94	94
VTA	0.0%	0.2%	0.2%	6	34	34
ACE	0.0%	0.0%	0.0%	0	0	0
Bike	2.9%	2.3%	2.3%	375	375	375
Ped	1.4%	1.1%	1.1%	176	176	176
Total	**100%**	**100%**	**100%**	**12,888**	**16,217**	**16,350**

Table E8: Existing Evening Outbound Peak Period Mode Share for Persons and Vehicles, All Gateways Combined						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Driver)***	**Person Percentage (With TNC Driver)****	**Vehicle Volume**	**Person Volume (Without TNC Driver)***	**Person Volume (With TNC Driver)****
SOV	78.2%	58.4%	57.9%	8,955	8,955	8,955
TNC1	0.3%	0.0%	0.3%	39	0	39
TNC2	0.6%	0.4%	0.9%	68	68	136
HOV	11.9%	17.8%	17.6%	1,358	2,728	2,728
TNC3	0.3%	0.4%	0.6%	31	62	93
TNC4	0.0%	0.0%	0.0%	0	0	0
AV0* **	0.5%	0.0%	0.0%	61	0	0
AV1* **	0.4%	0.3%	0.3%	42	42	42
AV2* **	0.1%	0.2%	0.2%	12	24	24
AV3* **	0.0%	0.0%	0.0%	0	0	0
AV4* **	0.0%	0.0%	0.0%	0	0	0
Private Shuttles	1.9%	17.6%	17.4%	213	2,697	2,697
MVGO	0.2%	0.5%	0.5%	25	72	72
VTA	0.1%	0.4%	0.4%	14	56	56
ACE	0.0%	0.0%	0.0%	1	1	1
Bike	3.3%	2.5%	2.4%	379	379	379
Ped	2.2%	1.7%	1.7%	256	256	256
Total	**100%**	**100%**	**100%**	**11,454**	**15,340**	**15,478**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons).The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

** Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

***Autonomous vehicles (AVs) (e.g. Waymo, etc.) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

Table E9: Morning Inbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	1,495	0	7	212	0	0	0	1	0	0	0	983	47	0	0	24	18	2,787
Rengstorff	4,152	0	30	476	0	0	0	9	6	0	0	1,324	0	34	0	23	13	6,067
Shoreline	5,200	0	44	1,236	14	0	0	18	8	0	0	323	47	0	0	23	16	6,930
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	58	176
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	71	258
Total	**10,847**	**0**	**81**	**1,924**	**14**	**0**	**0**	**28**	**14**	**0**	**0**	**2,630**	**94**	**34**	**0**	**375**	**176**	**16,217**

Table E10: Morning Inbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	13.8%	0.0%	8.6%	11.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	37.4%	50.0%	0.0%	0.0%	6.3%	10.2%	17.2%
Rengstorff	38.3%	0.0%	37.0%	24.7%	0.0%	0.0%	0.0%	32.1%	42.9%	0.0%	0.0%	50.3%	0.0%	100.0%	0.0%	6.1%	7.4%	37.4%
Shoreline	47.9%	0.0%	54.3%	64.2%	100.0%	0.0%	0.0%	64.3%	57.1%	0.0%	0.0%	12.3%	50.0%	0.0%	0.0%	6.2%	9.3%	42.7%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.5%	32.9%	1.1%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.9%	40.3%	1.6%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table E11: Evening Outbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	1,310	0	2	154	0	0	0	0	0	0	0	1,080	32	4	0	26	8	2,616
Rengstorff	3,438	0	24	768	0	0	0	15	0	0	0	1,288	0	20	0	22	50	5,625
Shoreline	4,207	0	42	1,806	62	0	0	27	24	0	0	329	40	32	1	26	43	6,639
Permanente Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	66	183
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	89	277
Total	**8,955**	**0**	**68**	**2,728**	**62**	**0**	**0**	**42**	**24**	**0**	**0**	**2,697**	**72**	**56**	**1**	**379**	**256**	**15,340**

Table E12: Evening Outbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Driver)																		
Gateway	**SOV**	**TNC1**	**TNC2**	**HOV**	**TNC3**	**TNC4**	**AV0**	**AV1**	**AV2**	**AV3**	**AV4**	**Shuttles**	**MVGO**	**VTA**	**ACE**	**Bike**	**Ped**	**Total**
San Antonio	14.6%	0.0%	2.9%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	44.4%	7.1%	0.0%	6.9%	3.3%	17.1%
Rengstorff	38.4%	0.0%	35.3%	28.2%	0.0%	0.0%	0.0%	35.7%	0.0%	0.0%	0.0%	47.8%	0.0%	35.7%	0.0%	5.8%	19.4%	36.7%
Shoreline	47.0%	0.0%	61.8%	66.2%	100.0%	0.0%	0.0%	64.3%	100.0%	0.0%	0.0%	12.2%	55.6%	57.1%	100.0%	6.8%	16.8%	43.3%
Permanente Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.9%	25.8%	1.2%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.6%	34.8%	1.8%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Spring 2026

Transportation Monitoring Report

North Bayshore District

PREPARED FOR

CITY OF MOUNTAIN VIEW, CALIFORNIA

City of Mountain View

APRIL 2026





Fehr & Peers

Fehr & Peers

Spring 2026 North Bayshore District

Transportation Monitoring Report

Prepared for:
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Key Findings

This report summarizes the results of the Spring 2026 North Bayshore District Transportation Monitoring. Since February of 2014, the City of Mountain View has collected data on vehicle and person trips in the North Bayshore District during the morning three-hour peak period. A summary of the key findings of this report follows.

- **Gateway Trip Cap Monitoring Overview**: The 2014 and 2017 North Bayshore Precise Plans both contain vehicle trip cap policies for the North Bayshore gateways. The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2026 volumes presented in this report are compared to the 2021 Circulation Study directional trip targets.
- **Spring 2026 Observation Condition**: The Spring 2026 observations continue to reflect a hybrid work schedule where many employees do not come to North Bayshore every weekday. The observed travel behavior continues to indicate a drive-alone percentage that is higher than was typical prior to the COVID-19 pandemic.
- **Gateway Trip Cap Monitoring**: Each of the three gateways are below their peak period vehicle trip cap during both the morning and evening periods. Shoreline Boulevard and Rengstorff Avenue Gateways combined have remaining capacity of 34% during the morning peak period and 37% during the evening peak period (i.e., in compliance with the gateway trip cap policy). Please see **Table ES-1** for additional information.
- **Morning Peak Period and Peak Hour**: The morning vehicle three-hour peak period is from 7:45 AM to 10:45 AM, with the peak hour occurring from 8:30 AM to 9:30 AM.
- **Evening Peak Period and Peak Hour**: The evening vehicle three-hour peak period is from 3 PM to 6 PM, with the peak hour occurring from 4:45 PM to 5:45 PM.
- **Morning Combined Gateway Mode Share**: In the morning peak hour, people enter North Bayshore using the following modes: 74% in single-occupant vehicles (SOVs), 9% in shared-ride vehicles, 14% on transit, 2% biking, and 1% walking. Spring 2026 represents the highest SOV mode share observed since Spring 2014. The morning inbound peak hour SOV mode share has varied since monitoring began, from as low as 49% in Fall 2017 to as high as 74% in Spring 2026. Compared to Fall 2025, SOV mode share increased while transit mode share decreased.
- **Evening Combined Gateway Mode Share**: In the evening peak hour, people exit North Bayshore using the following modes: 66% in single-occupant vehicles, 17% in shared-ride vehicles, 12% on transit, 3% biking, and 2% walking.
- **Shoreline Boulevard Peak Vehicle Volume**: The Shoreline Boulevard Gateway experiences peak patterns that mimic the areawide conditions, with the morning peak occurring between 8:30 AM and 9:30 AM and the evening peak occurring between 4:45 and 5:45 PM.
- **Rengstorff Avenue Peak Vehicle Volume**: The Rengstorff Avenue Gateway has the highest volumes occurring between 8:30 AM and 9:30 AM and between 4:30 and 5:30 PM.
- **San Antonio Road Peak Vehicle Volume**: The San Antonio Gateway experiences peak volumes a little earlier than the other gateways, with peaks occurring between 8:15 AM and 9:15 AM and between 4 PM and 5 PM.
- **Most Used Gateways in the Morning**: Shoreline Boulevard and Rengstorff Avenue are the most heavily used gateways into the North Bayshore District; they carry about 88% of the vehicles that enter the district in the morning peak hour. This is consistent with historical observations where Shoreline Boulevard and Rengstorff Avenue were typically the most frequently used gateways.

- **Most Used Gateway in the Evening**: The Shoreline Boulevard Gateway carries the most traffic during the evening peak hour (48% of all outbound traffic), while the Rengstorff Avenue Gateway carries 43% of the outbound traffic.
- **Least Used Gateway**: The San Antonio Gateway is the most lightly used in the morning and evening peak hours.
- **Most Used Gateways by Transit Vehicles**: During the morning peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 82% of all transit riders. During the evening peak hour, the Rengstorff Avenue and San Antonio Road Gateways serve about 88% of all transit riders.
- **Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** TNCs (e.g., Uber, Lyft, etc.) account for 1–2% of vehicles in the morning and evening. AVs (e.g., Waymo), which have been added to the monitoring process as of Fall 2025, account for 1–2% of vehicles in the morning and evening, serve fewer than 1% of people, and most operate with zero or one passenger.

Table ES-1: Gateway Trip Target Evaluation – Directional Peak Period

Gateway	Morning Inbound				Evening Outbound			
	Volume[1]	Trip Cap[2]	Remaining Trip Cap[1]	Percent of Trip Cap Remaining	Volume[1]	Trip Cap[3]	Remaining Trip Cap[1]	Percent of Trip Cap Remaining
Shoreline Boulevard & Rengstorff Avenue	10,790	16,350	5,560	34%	9,660	15,330	5,670	37%

Note:
1. Vehicle volumes rounded to nearest 10.
2. Based on the 2021 Circulation Study directional trip cap during the morning peak period.
3. Based on the 2021 Circulation Study directional trip cap during the evening peak period.

Source: Fehr & Peers, 2026.

1. North Bayshore District Transportation Monitoring

The North Bayshore District has a vehicle trip cap for each of the three gateways (roadways) at San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard. The vehicle trip caps are specified in the *North Bayshore Precise Plan* (NBPP) adopted in December 2017. The 2021 *North Bayshore Circulation Feasibility Study* (Circulation Study) changed the vehicle trip cap to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. The Spring 2026 traffic volumes are compared to the proposed gateway trip target from the Circulation Study. The performance of the gateways relative to the gateway trip targets are monitored twice a year in the Spring and Fall. The City uses this report to evaluate whether current North Bayshore development and travel behavior is conforming to the vehicle trip targets and other NBPP policy goals. Since Fall 2017, the vehicle classification and bus occupancy observation periods have been expanded from three hours to four hours to ensure that the peak period person demand is fully captured. Starting in Fall 2022, transportation network companies (TNC) (e.g., Uber, Lyft, etc.) with two persons per vehicle were shifted from the carpool classification to the single-occupancy vehicle mode classification.[1] Collection of autonomous vehicles (AVs) (e.g., Waymo, etc.) counts began in Fall 2025.

1.1 Report Organization

The remainder of the report is organized into the following chapters:

Chapter 2 – Data Collection describes the types of transportation data gathered.

Chapter 3 – Existing Transportation Network describes the existing transportation network at the time of the data collection activities.

Chapter 4 – Existing Travel Patterns describes the results of the gateway vehicle counts (gateway volumes) and gateway mode splits.

Chapter 5 – Traffic Trends Over Time presents gateway peak hour and peak period volume and mode split data for morning inbound and evening outbound traffic for this and previous monitoring cycles and describes the resulting trends over time.

Chapter 6 – Definition of Gateway Capacity describes the gateway capacity, gateway throughput, and trip targets.

Chapter 7 – Gateway Trip Target Evaluation compares the observed directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined to the directional trip targets.

[1] SOV vehicle and person trip modes = SOV, TNC 1 (1 person per vehicle; the driver), TNC 2 (2 persons per vehicle; the driver and a passenger), AV0 (0 person per vehicle), and AV1 (1 person per vehicle).

2. Data Collection

To fully assess transportation conditions at the North Bayshore District gateways, the following data was collected:

- Daily (24-hour) traffic counts at ten roadway locations throughout North Bayshore (including the gateways), and four-hour peak period turning movement counts at two key intersections where internal traffic passes through the gateways (San Antonio Road and Bayshore Parkway, and Shoreline Boulevard and La Avenida-US 101 northbound ramps intersections);
- Peak period vehicle classification observations at seven roadway locations;
- Peak period bus occupancy observations at 17 bus stop locations that serve both public and private transit vehicles.

All data was collected on a Tuesday, Wednesday, and/or Thursday between February 8 and February 21, 2026. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, necessitating additional data collection between February 22 and February 27, and March 6 and March 19 to supplement the typical two weeks of monitoring data (a total of 15 days). Starting in Fall 2023, three additional days of bike and pedestrian counts were collected to better understand the active transportation patterns during the Spring and Fall monitoring periods. A complete description of the data collection methods can be found in **Appendix A**.

3. Existing Transportation Network

Each North Bayshore District Transportation Monitoring report represents a snapshot in time of the travel behavior at the North Bayshore gateways. Over time, the transportation network and land uses will change. This section documents the existing street system and pedestrian, bicycle, and transit facilities at the time of the data collection.

3.1 Street System

US 101 and SR 85 provide regional access to the study area. The following streets provide local access and are considered the North Bayshore gateways: Shoreline Boulevard, La Avenida, Rengstorff Avenue, San Antonio Road, and Bayshore Parkway. These freeways and streets are shown on **Figure 3-1**.

3.2 Pedestrian Facilities

Pedestrian facilities include sidewalks, curb ramps, crosswalks, and off-street paths meant to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Most streets in North Bayshore include at least a four-foot wide sidewalk on one or both sides, but some do not. **Figure 3-2** shows the gaps in the existing sidewalk system. The City and regional trail network is shown with bicycle facilities.

3.3 Bicycle Facilities

The bicycle network supports bicycling for both commuting and recreational purposes. **Figure 3-3** shows the location of existing bicycle facilities and the City/regional trail network (Permanente Creek Trail, Stevens Creek Trail, and the Bay Trail), including pedestrian/bicycle crossings and barriers to pedestrian and bicycle travel.

3.4 Transit Service

North Bayshore is served by both public transit and private shuttle services. Public transit routes that serve the North Bayshore area include Santa Clara Valley Transportation Authority (VTA) Route 40, ACE Orange Route, as well as MVgo Routes B, C, and D. Google and Intuit provide private shuttle services. **Figure 3-4** displays the public transit and private shuttle services in the North Bayshore District. **Table 3-1** displays the VTA and ACE shuttle routes in and near the North Bayshore District.

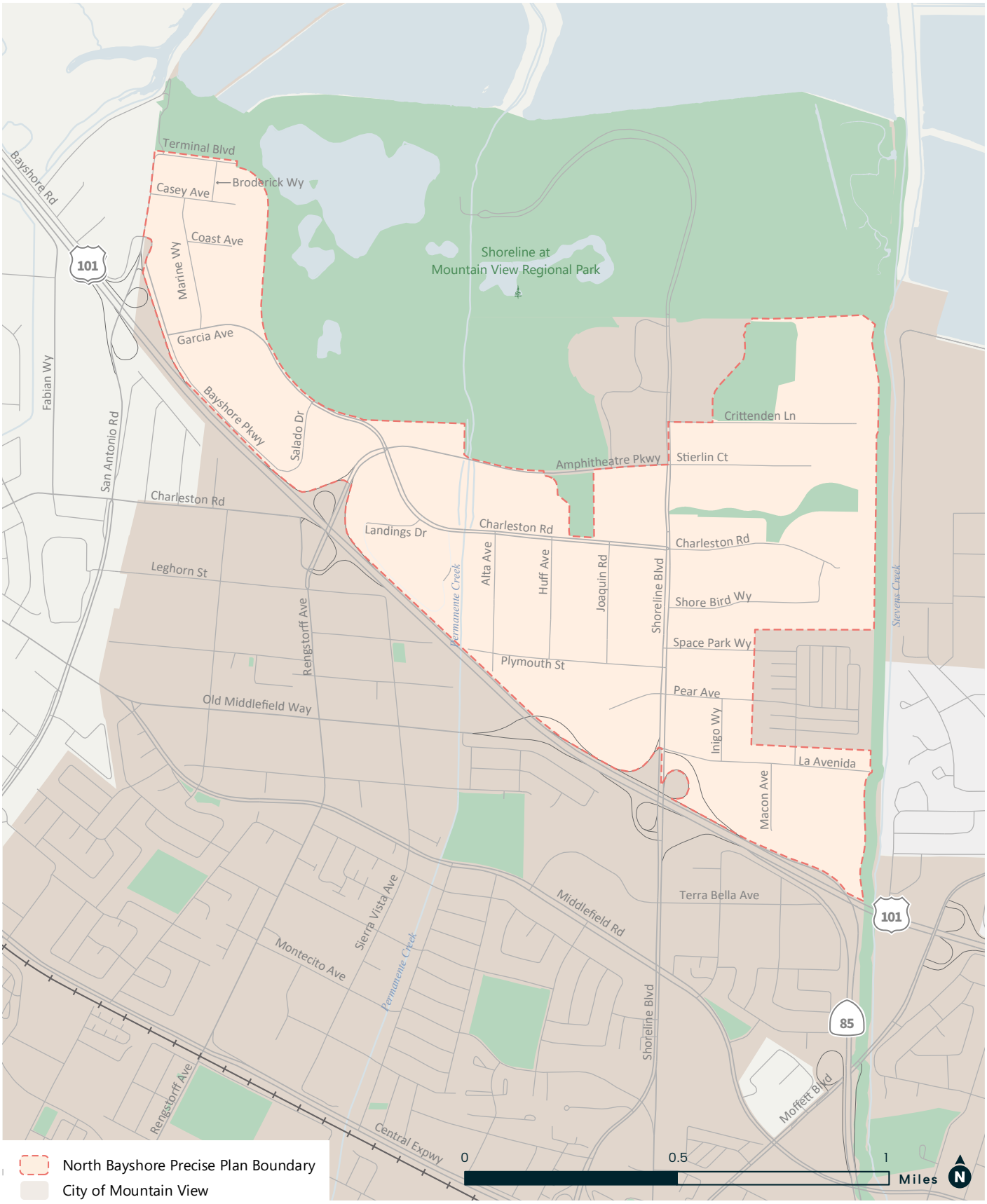


FIGURE 3-1

Existing Street System

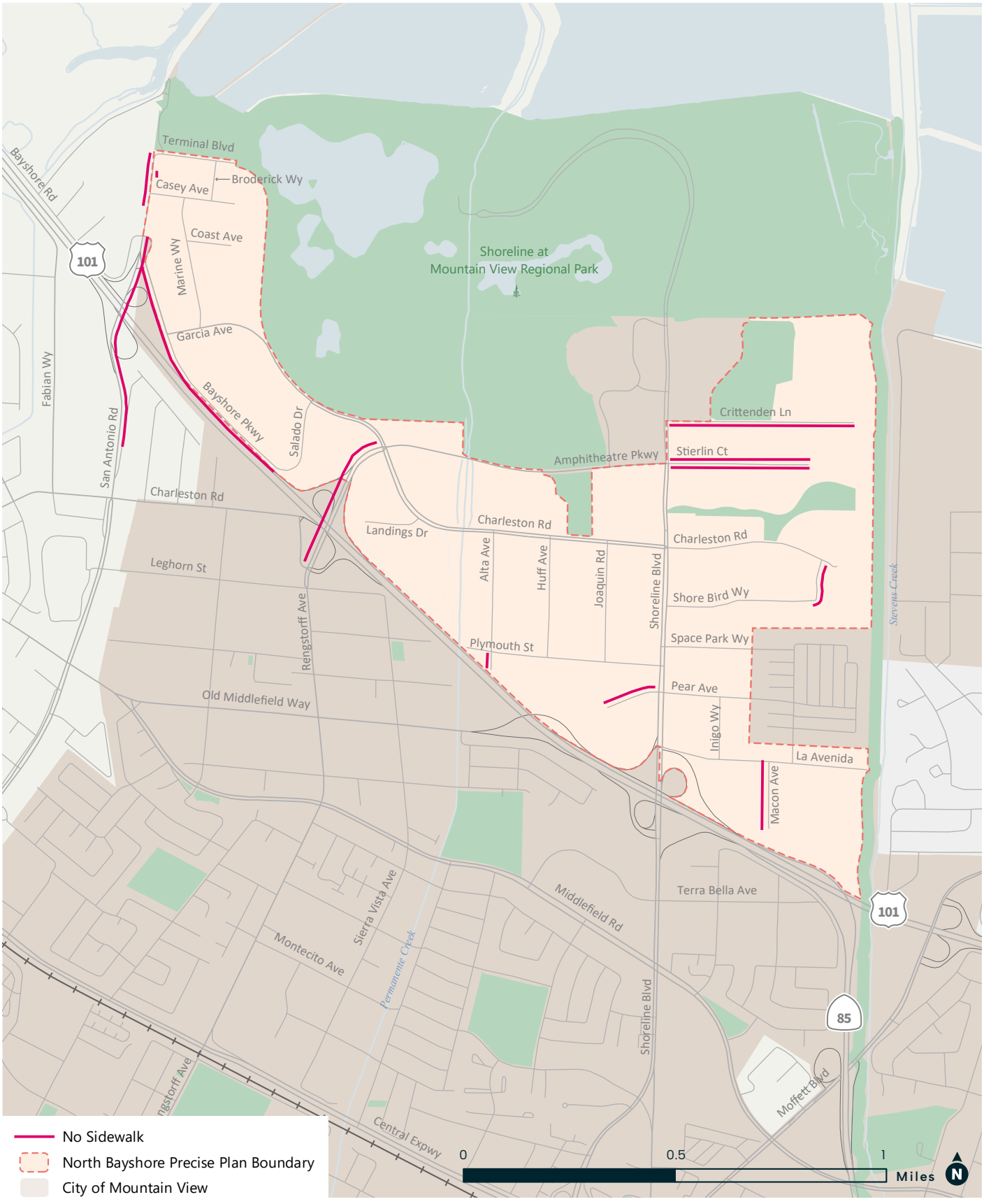
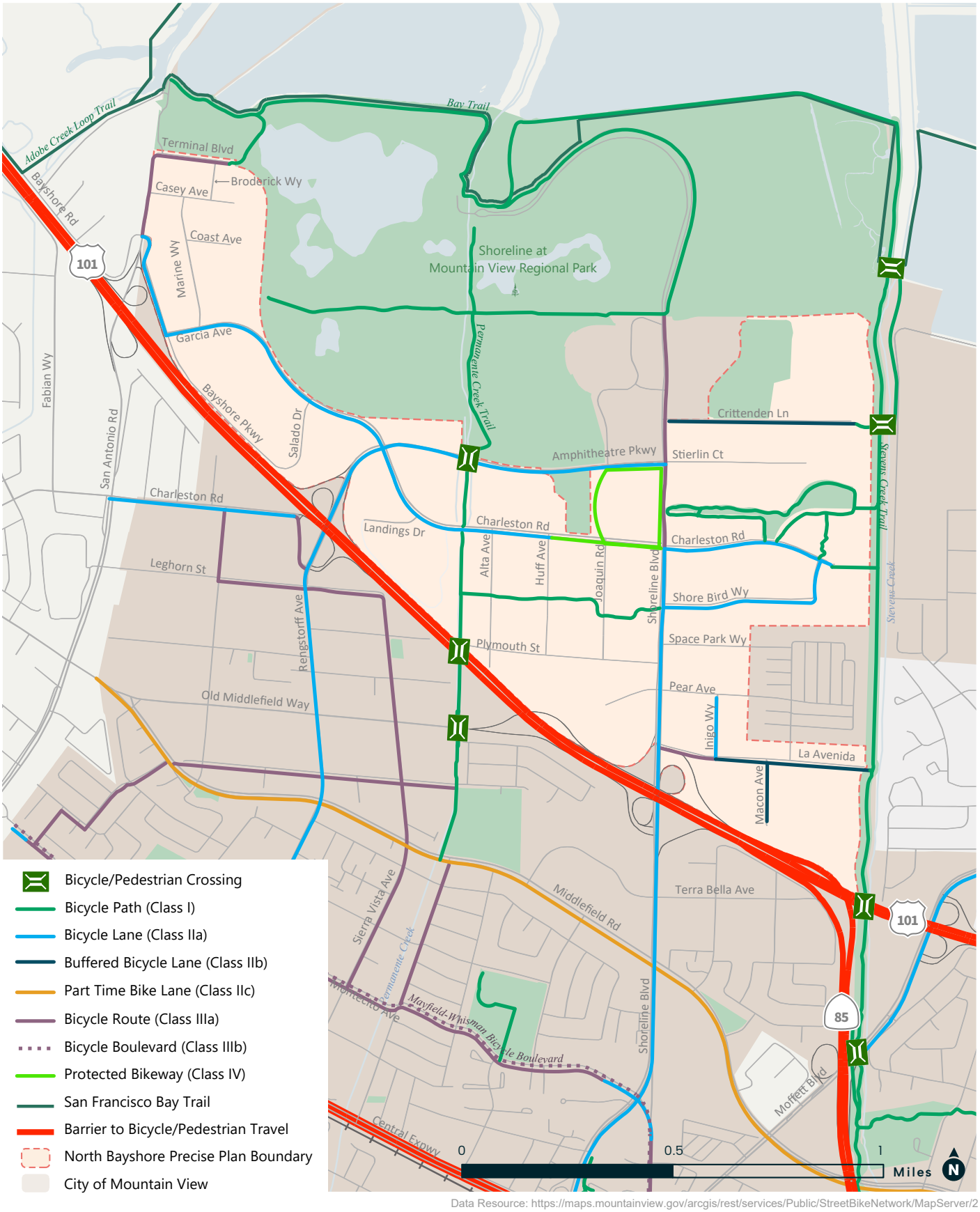


FIGURE 3-2

Sidewalk Gaps



Data Resource: https://maps.mountainview.gov/arcgis/rest/services/Public/StreetBikeNetwork/MapServer/2

FIGURE 3-3

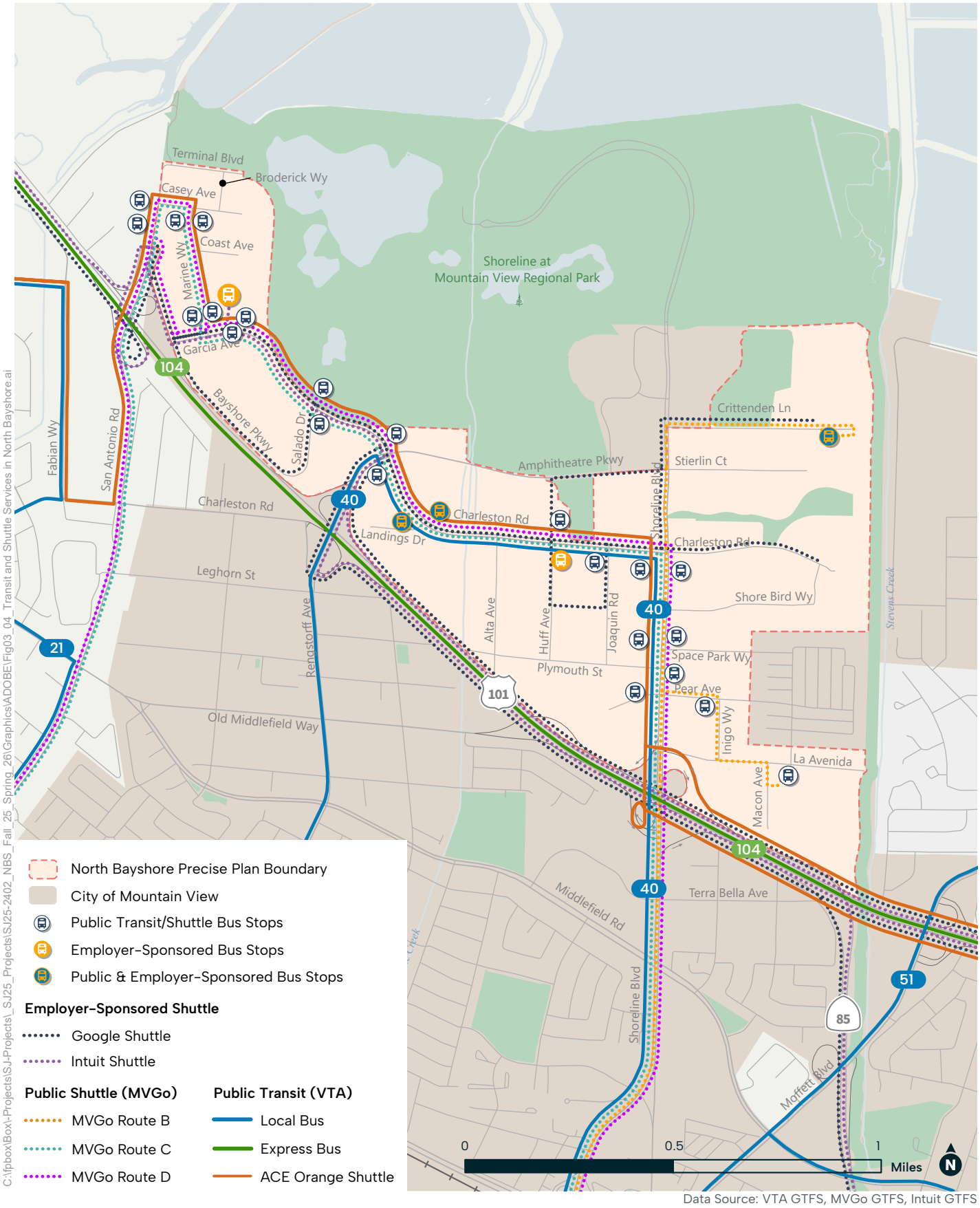
Bicycle Facilities

Table 3-1: Existing Transit Service[1]

Route	From	To	Weekdays			Weekends	
			Operating Hours	Headway (minute)[1]		Operating Hours	Headway (minute)[1]
				Peak	Mid-Day		
Bus							
40	Foothill College	Mountain View Transit Center	6:30 AM – 10:50 PM (NB) 6:20 AM – 10:15 PM (SB)	20	30	Saturday: 8:55 AM – 6:50 PM (NB) 8:20 AM – 7:00 PM (SB)	40
						Sunday (San Antonio and Lyell): 9:25 AM – 7:20 PM (NB) 9:00 AM – 7:00 PM (SB)	45
Shuttles							
ACE Orange	Mountain View Station	Great America ACE Station	1:30 PM – 5:40 PM (EB) 6:05 AM – 10:00 AM (WB)	60	N/A	N/A	N/A
MVgo	(B) Downtown Mountain View Transit Center	Shoreline, La Avenida, Crittenden	6:20 AM – 10:45 AM 3:20 PM – 7:35 PM	15	N/A	No Weekend Service	
	(C) Downtown Mountain View Transit Center	Charleston, Garcia, and San Antonio (counterclockwise loop)	6:50 AM – 10:45 AM 3:10 PM – 7:35 PM	15	N/A	No Weekend Service	
	(D) Downtown Mountain View Transit Center	San Antonio, Garcia, and Charleston (clockwise loop)	6:50 AM – 11:05 AM 3:05 PM – 7:35 PM	30	N/A	No Weekend Service	

Notes:
1. This table shows the span of service and frequency of the public transit routes that serve North Bayshore.
2. Headways are defined as the time between transit vehicles on the same route.

Source: VTA, ACE, and MVgo, 2026.



Data Source: VTA GTFS, MVGo GTFS, Intuit GTFS

FIGURE 3-4

Transit and Shuttle Services in North Bayshore

4. Existing Travel Patterns

This section presents information regarding vehicles and persons entering and exiting the North Bayshore District. This includes gateway vehicle counts, vehicle traffic patterns by time of day, gateway volume-to-vehicle trip target comparisons, and mode split.

4.1 Gateway Vehicle Counts

Vehicle usage of the North Bayshore gateways is presented below using several figures and graphics. This information establishes the current usage of all North Bayshore gateways combined, as well as at each gateway individually. Morning and evening peak hours and three-hour peak period two-way total volumes are presented. **Appendix B** provides detailed traffic counts.

As shown in **Figure 4-1**, the three vehicular access points to the North Bayshore district are San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard. **Table 4-1** presents the inbound, outbound, and total vehicle counts at each gateway, both for the peak hour and for the three-hour peak period.

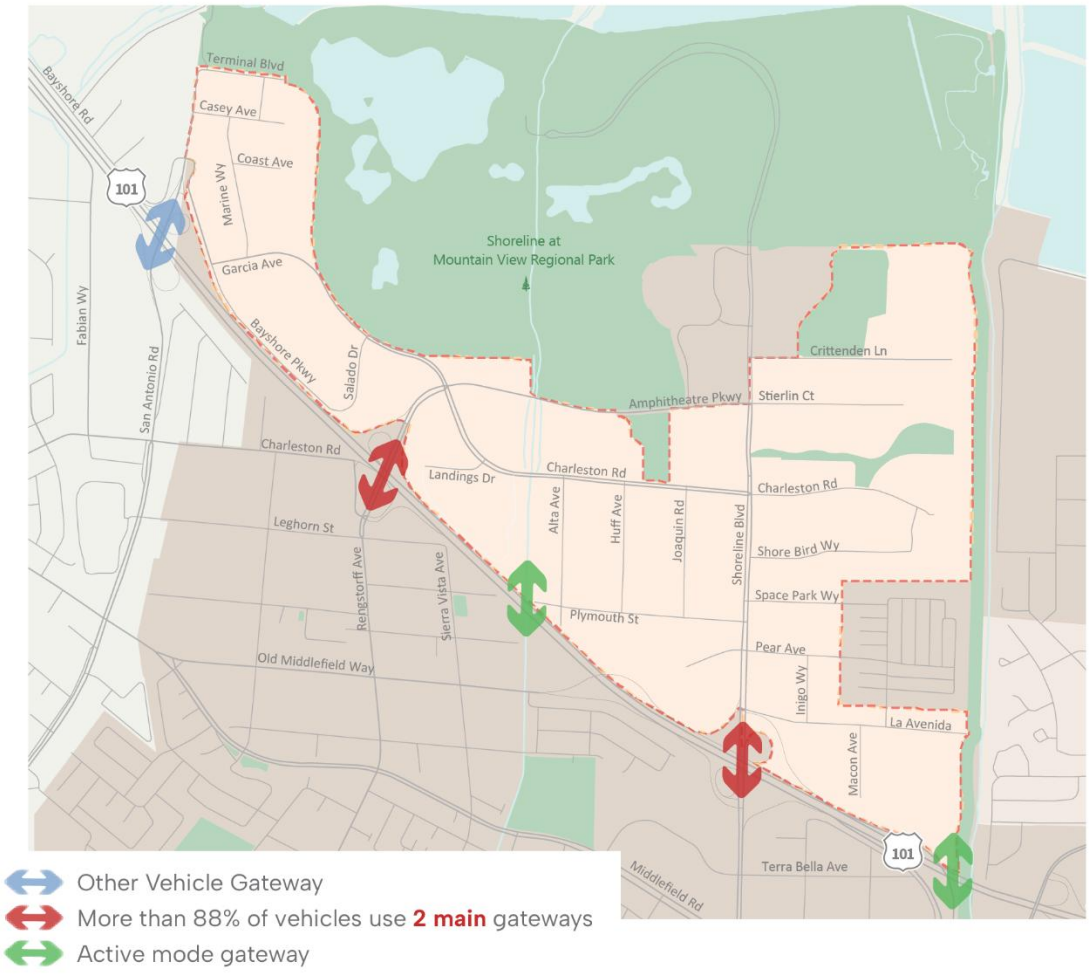


Figure 4-1: Preferred Access to North Bayshore

Of the three vehicle gateways, Shoreline Boulevard and Rengstorff Avenue are the most used gateways, carrying about 88% of the total inbound vehicular traffic during the morning peak hour. This is a consistent trend from previous monitoring observations where Shoreline Boulevard and Rengstorff Avenue are the most frequently used gateways, except for Spring 2022 when San Antonio had higher volumes than Rengstorff (while the number of commuters decreased during that time, San Antonio was still used by recreational travelers accessing Shoreline Regional Park). In the evening peak hour, approximately half of the traffic uses Shoreline Boulevard to leave North Bayshore, while another 43% of the evening outbound peak hour trips use Rengstorff Avenue.

Table 4-1: Spring 2026 Gateway Vehicle Volumes

Gateway	Morning[1,2]				Evening[1,2]			
	Inbound	Outbound	Total	% Inbound Volume	Inbound	Outbound	Total	% Outbound Volume
Peak Hour								
San Antonio Road	580	160	740	12%	210	370	580	9%
Rengstorff Avenue	1,970	290	2,260	41%	310	1,660	1,970	43%
Shoreline Boulevard	2,260	590	2,850	47%	880	1,870	2,750	48%
Total	**4,810**	**1,040**	**5,850**	**100%**	**1,400**	**3,900**	**5,300**	**100%**
Three-Hour Peak Period								
San Antonio Road	1,490	500	1,990	12%	580	1,230	1,810	11%
Rengstorff Avenue	4,570	820	5,390	37%	870	4,420	5,290	41%
Shoreline Boulevard	6,220	1,820	8,040	51%	2,420	5,240	7,660	48%
Total	**12,280**	**3,140**	**15,420**	**100%**	**3,870**	**10,890**	**14,760**	**100%**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. The morning vehicle three-hour peak period is from 7:45 to 10:45 AM, with the peak hour occurring from 8:30 to 9:30 AM. The evening vehicle three-hour peak period is from 3 to 6 PM, with the peak hour occurring from 4:45 to 5:45 PM.

Source: Fehr & Peers, 2026.

The volumes reported in the monitoring report are an average of multiday observations. The gateway volumes presented in **Table 4-1** consider the day-to-day variation and provide a buffer (described below and in **Appendix C**) when compared to the gateway trip target. We report on the average because of the natural day-to-day variation in traffic volumes. The reader can see the detailed summary of the minimum and maximum volumes by direction for each gateway in **Appendix C**. Also included in **Appendix C** is the range of the variation: the day-to-day variation is expressed as a percentage of the minimum and maximum volumes from the average traffic during morning and evening peak hour and three-hour peak period vehicle volumes.

At the Shoreline and Rengstorff Gateways, the two-way day-to-day variation is less than +/- 5 percent in the morning peak hour and is less than +/- 8 percent in the evening peak hour. The combined gateways day-to-day variation is +/- 7 percent during both the morning and evening peak hours.

At the Shoreline and Rengstorff Gateways, the two-way day-to-day variation is less than +/- 7 percent during the morning peak period and is less than +/- 5 percent during the evening peak period. The combined gateways day-to-day variation is less than +/-6% in the morning peak period and less than +/-3% in the evening peak period. To put these observations in context, a general rule of thumb is that a street volume can vary by +/- 10 percent from one day to the next.

4.2 Vehicle Traffic Patterns by Time of Day

Figure 4-2 displays the inbound, outbound, and total vehicular volumes throughout the day for all gateways combined.

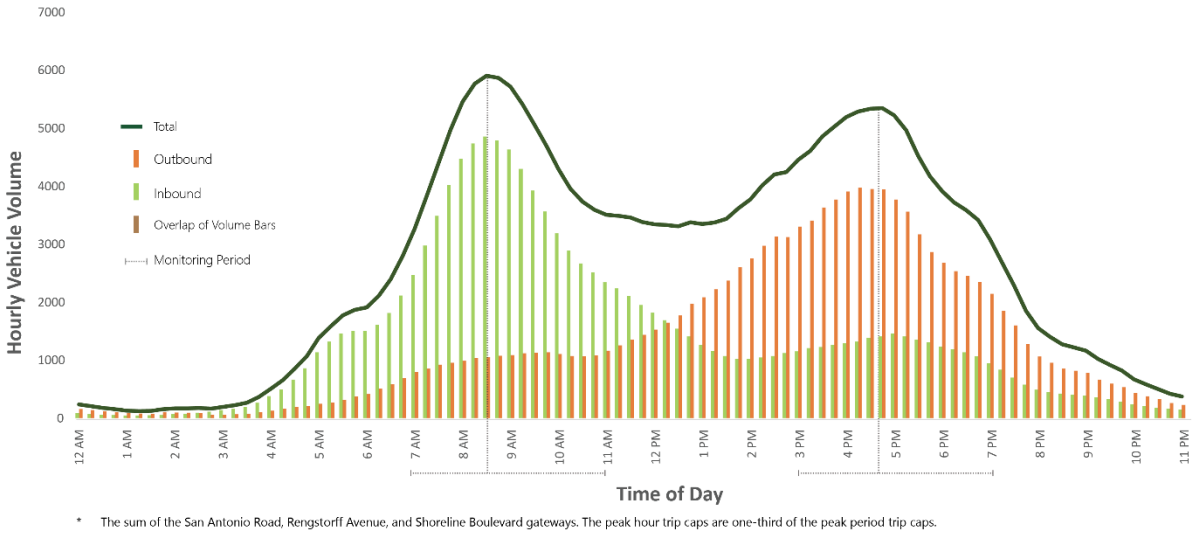


Figure 4-2: Vehicle Traffic Patterns by Time of Day for All Gateways Combined

The three-hour period with the most inbound vehicle activity is from 7:45 AM to 10:45 AM, and the three-hour period with the most outbound vehicle activity is from 3 PM to 6 PM. Considering both directions of travel combined, the morning peak hour starts at 8:30 AM while the evening peak hour starts at 4:45 PM. During the mid-day period from 11 AM to 1 PM, the two-way total traffic is relatively balanced directionally.

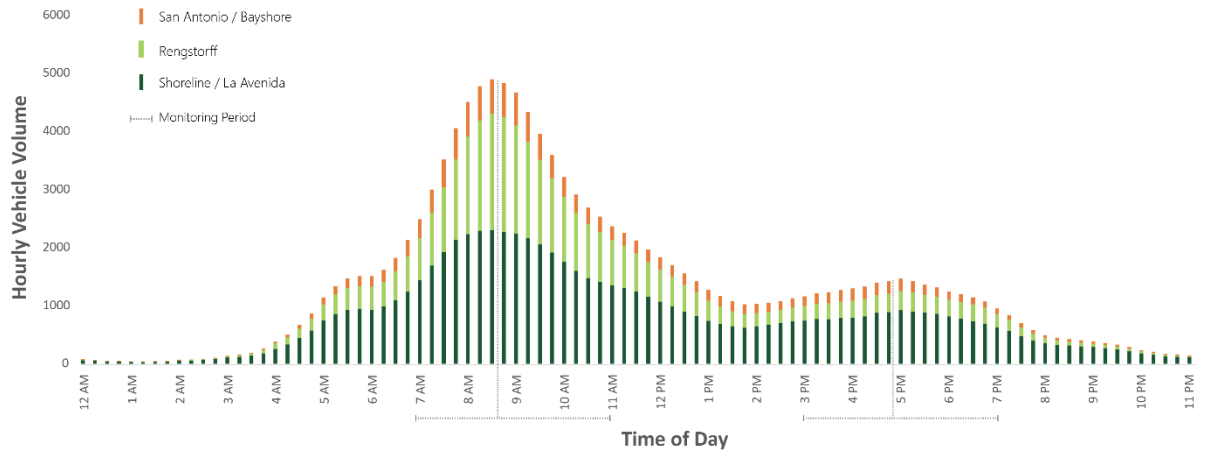


Figure 4-3: Inbound Vehicle Traffic by Time of Day by Gateway

Figure 4-3 presents inbound vehicle traffic by gateway. The gateways are arranged from greatest to least vehicle volume. The combined gateway peak hour is 8:30 AM to 9:30 PM. Rengstorff and Shoreline Boulevard Gateways peak around the same time starting at 8:30 AM. The San Antonio Road Gateway peak starts 15 minutes earlier at 8:15 AM. For the remainder of the day, the amount of inbound traffic remains relatively consistent.

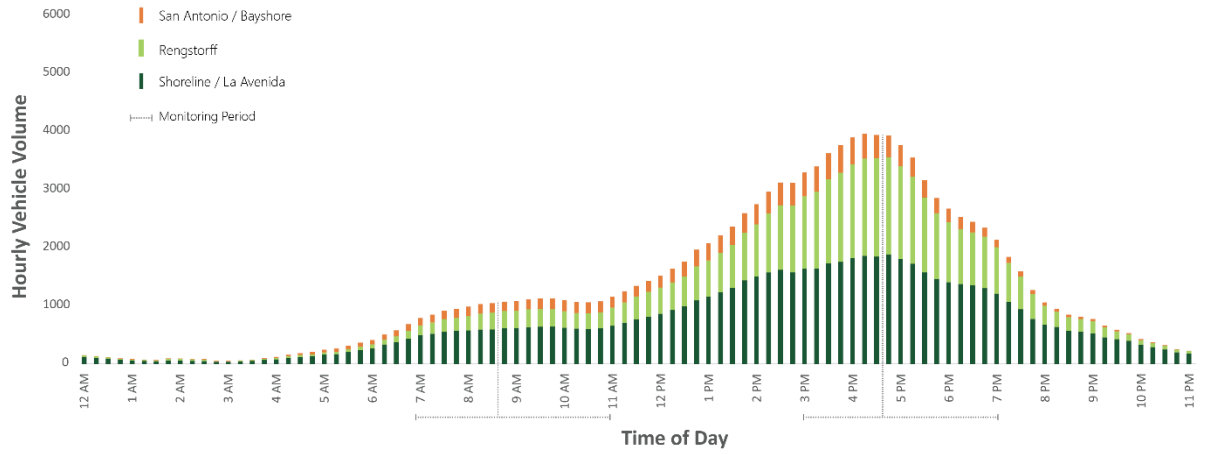


Figure 4-4: Outbound Vehicle Traffic by Time of Day by Gateway

Outbound vehicle traffic is shown in **Figure 4-4** for each of the three gateways. The combined gateway peak hour is 4:45 PM. The afternoon peaks occur at 4 PM for San Antonio Road Gateway, 4:30 PM for Rengstorff Avenue Gateway, and 4:45 PM for Shoreline Boulevard Gateway.

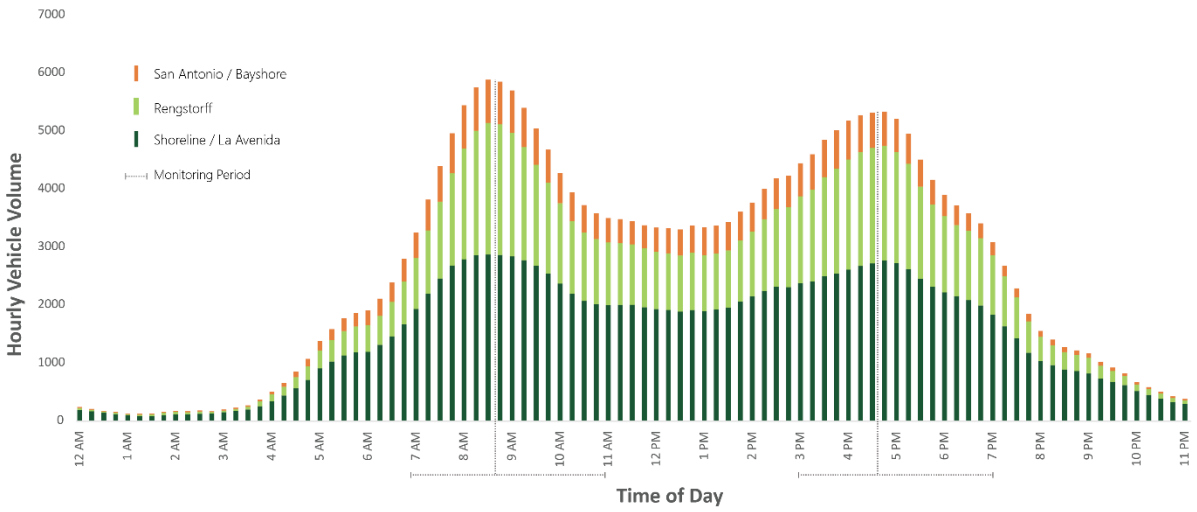
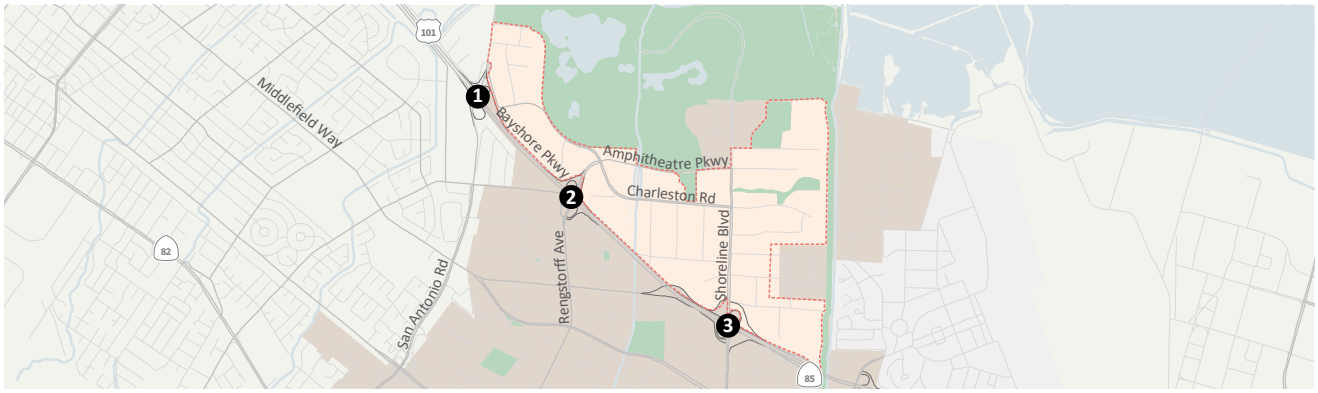
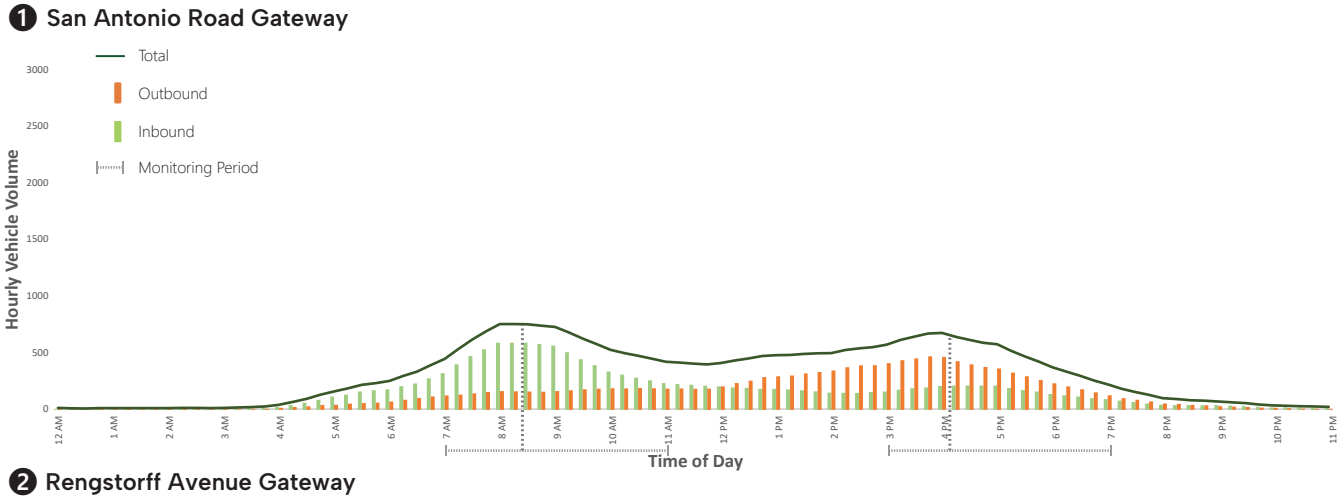


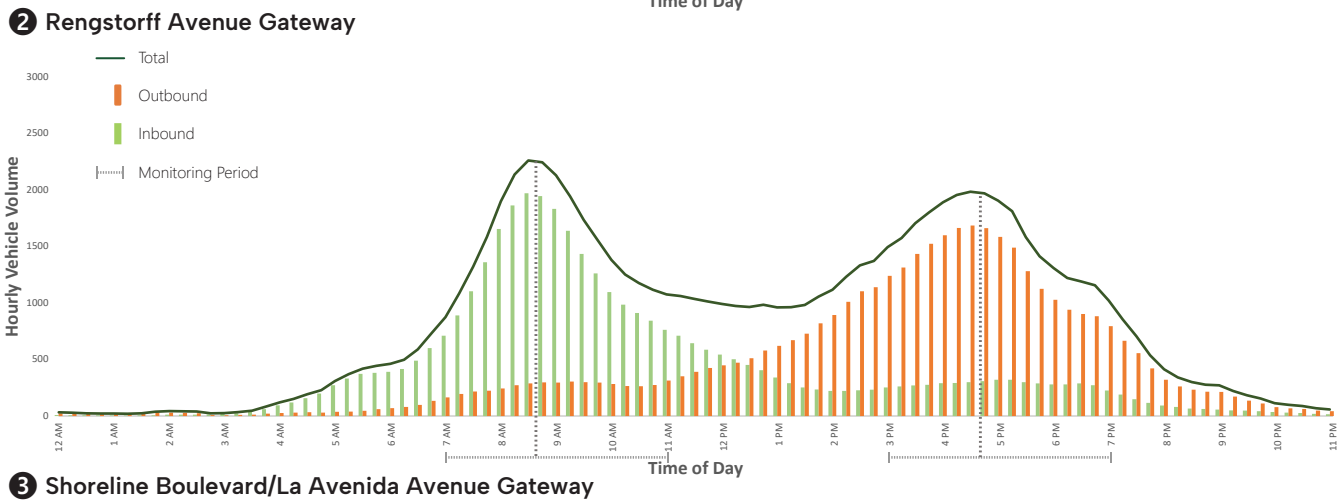
Figure 4-5: Inbound and Outbound Vehicle Traffic by Time of Day by Gateway

Figure 4-5 presents total two-way daily vehicle traffic usage of each gateway as a portion of total traffic. Shoreline Boulevard serves the highest traffic volumes through all hours of the day, followed by Rengstorff Avenue, and then San Antonio Road. **Appendix C** includes inbound, outbound, and total vehicle volume data for all gateways.

Similar information for each gateway individually is shown in **Figure 4-6**. As described previously, San Antonio Road is the most lightly used of the three gateways. Shoreline Boulevard and Rengstorff Avenue have similar peak traffic usage during the morning and evening periods.







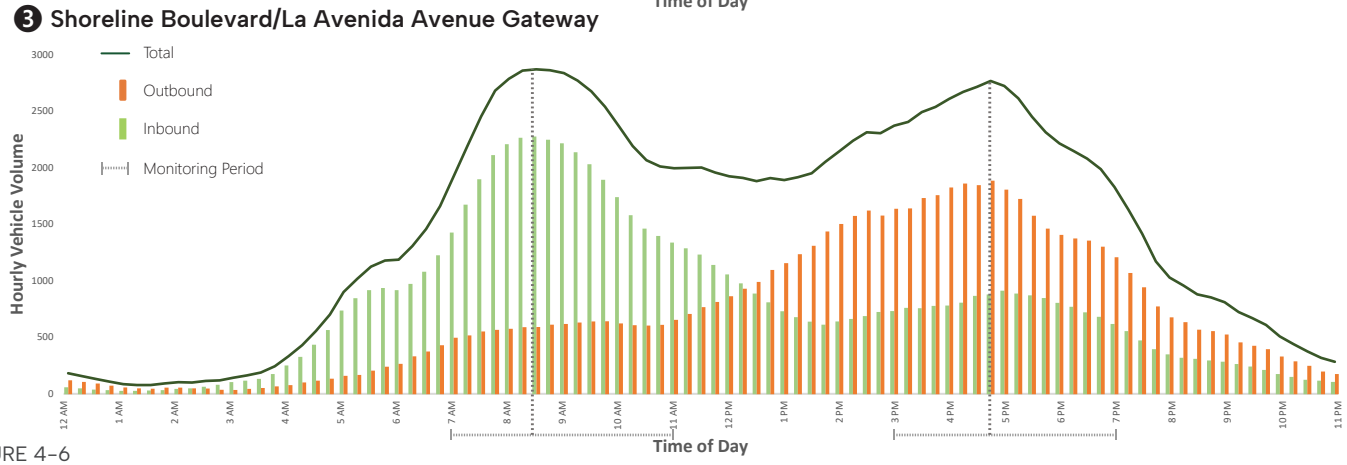


FIGURE 4-6

Gateway Inbound & Outbound Vehicle Traffic by Time of Day

4.3 Mode Share

To get to and from the North Bayshore area, people can choose to drive alone, carpool, ride transit, bike, or walk. To enhance non-drive-alone choices, employers in North Bayshore have been using transportation demand management (TDM) programs that offer transit passes, employee shuttles, active transportation (bicycling and walking) incentives, carpool/vanpool incentives, and other methods to reduce daily commute stress on their employees and to reduce the number of single-occupant vehicle (SOV) trips. Per the 2017 NBPP, the City has set a person mode share target of no more than 45% SOV (of all person trips) usage at the North Bayshore gateways. The Circulation Study modified the site-specific TDM Plan policy to a 35% to 40% morning peak hour inbound SOV mode share at non-residential development driveways. The following sections summarize mode share for travel across all gateways combined and at each individual gateway. The focus of this study is the peak direction of travel—inbound in the morning and outbound in the evening—since those are the trips most affected by TDM programs and that contribute the most traffic to gateway volumes.

Starting in Fall 2021, the transportation network companies (e.g., Uber, Lyft, etc.) with two persons per vehicle are no longer included in the carpool classification and instead have been shifted to the single-occupancy vehicle mode classification.[2]

Starting in Fall 2025, autonomous vehicle counts (e.g., Waymo, etc.) were collected over three days and incorporated into the mode share analysis. AVs are classified by vehicle occupancy: AVs with 0 or 1 person per vehicle are included in the single-occupancy vehicle classification, while AVs with 2 or more people are included in the carpool classification. AVs observed with 0 occupants are excluded from person volume calculations.[3]

4.3.1 Peak Hour Mode Share

This section describes the vehicle and person mode share for all gateways combined and each gateway separately, for the morning peak hour (8:30 to 9:30 AM) and the evening peak hour (4:45 to 5:45 PM). Tables with data for **Figure 4-7** to **Figure 4-13** are included in **Appendix C**[4] and **Appendix D**. The figures in this section include mode share for persons and vehicles with and without TNC drivers. The emergence of TNC vehicles has triggered an alternative accounting of vehicle occupancy that excludes TNC drivers from the vehicle occupancy observations because they are providing a service and are not part of the traveling public with an origin or destination in North Bayshore. All figures express mode share while excluding TNC drivers to express the North Bayshore person volume without these drivers.

4.3.1.1 All Gateways Combined

As shown on **Figure 4-7**, most vehicles (89%) entering North Bayshore during the morning peak hour are SOVs; these vehicles transport 74% of people who enter the area. An additional 9% of people

[2] SOV vehicle and person trip mode classification = SOV, TNC 1 (1 person per vehicle; the driver) and TNC 2 (2 persons per vehicle; the driver and a passenger).

[3] AV vehicle and person trip mode classification = SOV (0 or 1 person per vehicle) and HOV (2 or more persons per vehicle). AVs with 0 occupants are counted as vehicle trips only and are not included in person volume totals.

[4] Appendix C includes mode share tables for persons and vehicles without and with Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) drivers.

arrive using carpools. Fourteen percent of commuters use public transit and shuttles, which make up only 2% of the total number of vehicles entering the area. Two percent of commuters bike, and 1% walk. Given the low number of TNC vehicles[5] (<1% of all vehicles), the mode share estimates with and without TNC drivers are similar, though the person volume is approximately 47 persons fewer when excluding TNC drivers. Fewer than 1% of people use AVs during the morning peak hour, while AVs represent about 1% of vehicles entering North Bayshore. **Appendix C** shows that most AVs operate with zero or one passenger.

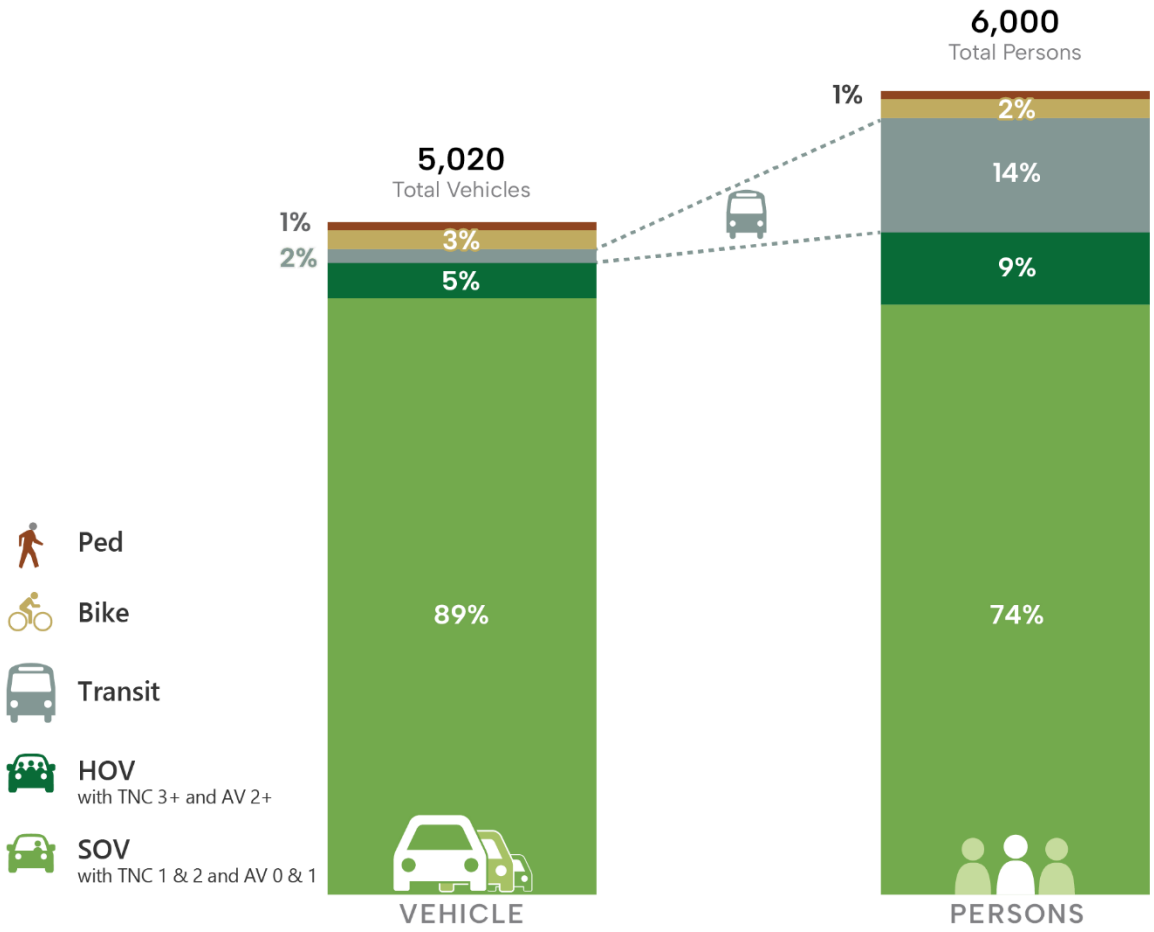


Figure 4-7: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

As shown on **Figure 4-8**, the evening outbound direction of travel has similar mode share characteristics as the morning inbound direction. The total number of vehicles and people is lower than the morning peak hour. The share of travel using each mode is similar between the morning and evening, with the primary difference being that during the evening peak hour, a slightly lower

[5] Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). The driver was not considered a part of the person volume: TNC1 = 0 persons per vehicle excluding driver; TNC2 = 1 person per vehicle excluding driver; TNC3 = 2 persons per vehicle excluding driver; and TNC4 = 3 persons per vehicle excluding driver. Detailed TNC vehicle occupancy counts are provided in Appendix C.

percentage of commuters use SOVs, and a lightly higher percentage of commuters use HOVs. Like the morning peak hour, given the small number of TNC vehicles (<1% of all vehicles), the mode share estimates with and without TNC drivers are similar though the person volume is 41 persons fewer when excluding TNC drivers. Fewer than 1% of people use AVs during the evening peak hour, while AVs represent about 2% of vehicles exiting North Bayshore. **Appendix C** shows that most AVs operate with zero or one passenger.

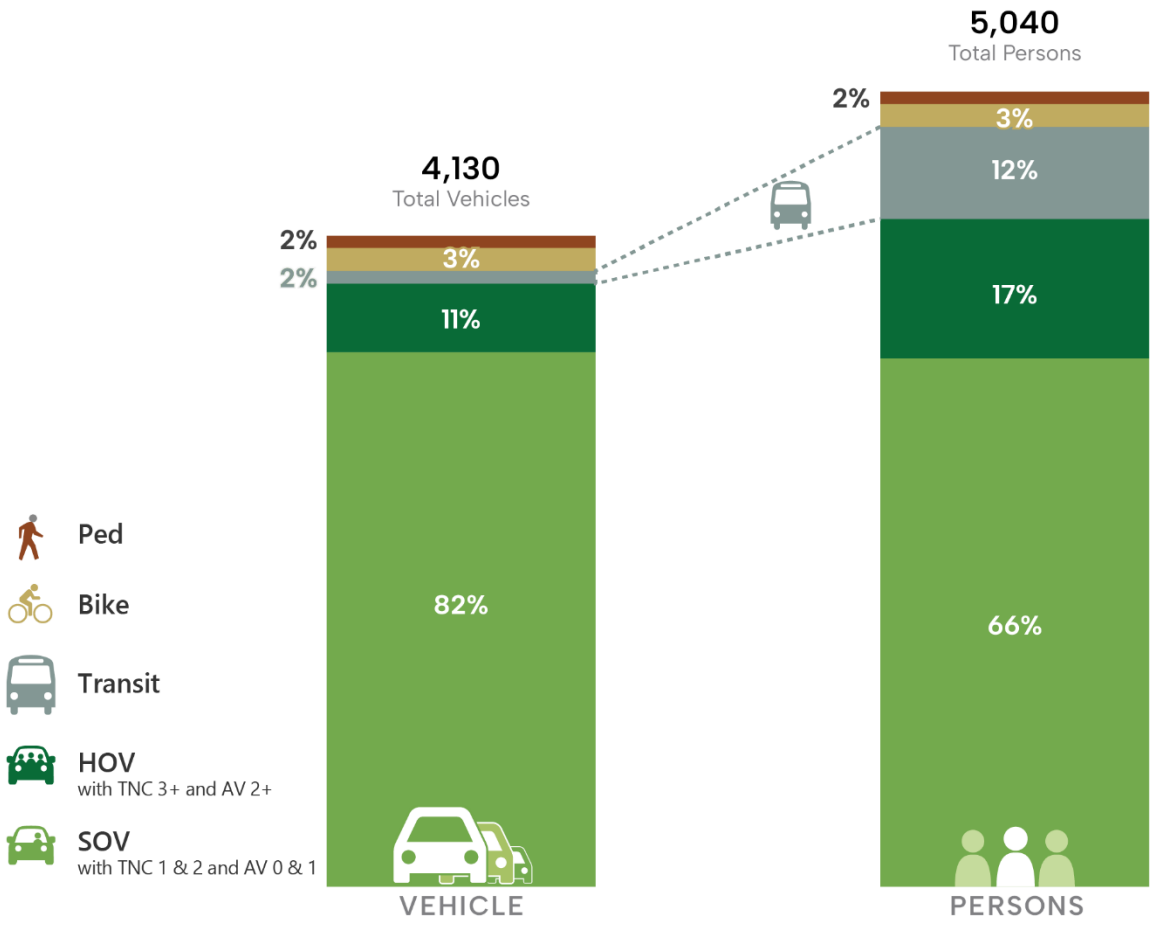


Figure 4-8: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Excludes TNC Drivers)

4.3.1.2 By Gateway

Each gateway has a different mix of users during the morning peak hour. **Figure 4-9** shows the proportion of total inbound commuters who use each gateway. Shoreline Boulevard serves the most people during the morning peak hour, followed by Rengstorff Avenue, because Shoreline Gateway had higher HOV usage than Rengstorff Gateway.

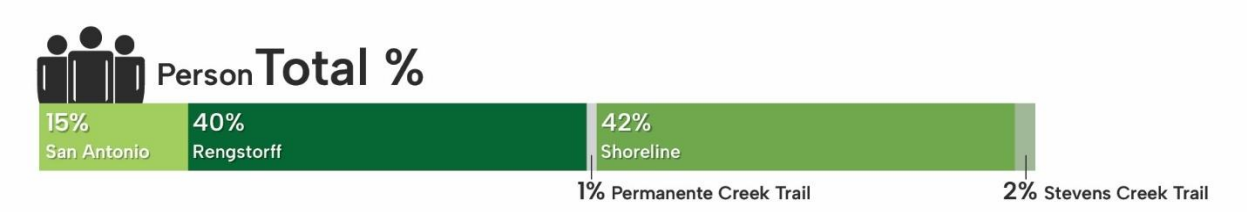


Figure 4-9: Existing Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

Figure 4-10 presents the distribution of persons using each mode to enter each gateway (denoted as San Antonio Road (SA), Rengstorff Avenue (RS), Permanente Creek Trail (PC), Shoreline Boulevard (SL), and Stevens Creek Trail (SC)) during the morning peak hour. Each quadrant represents a mode of transportation (single occupancy vehicles – SOV; walking and biking – Active; transit, carpools, or high occupancy vehicles – HOV).[6] Within each quadrant, the portion of inbound person trips is ranked from highest to lowest (each quadrant captures 100% of the morning inbound person trips for that mode). For example, the top-left quadrant represents the SOV mode; of all persons entering North Bayshore using SOVs, Shoreline Boulevard carries 46% of the total volume.

[6] Mode share summary excludes TNC drivers.

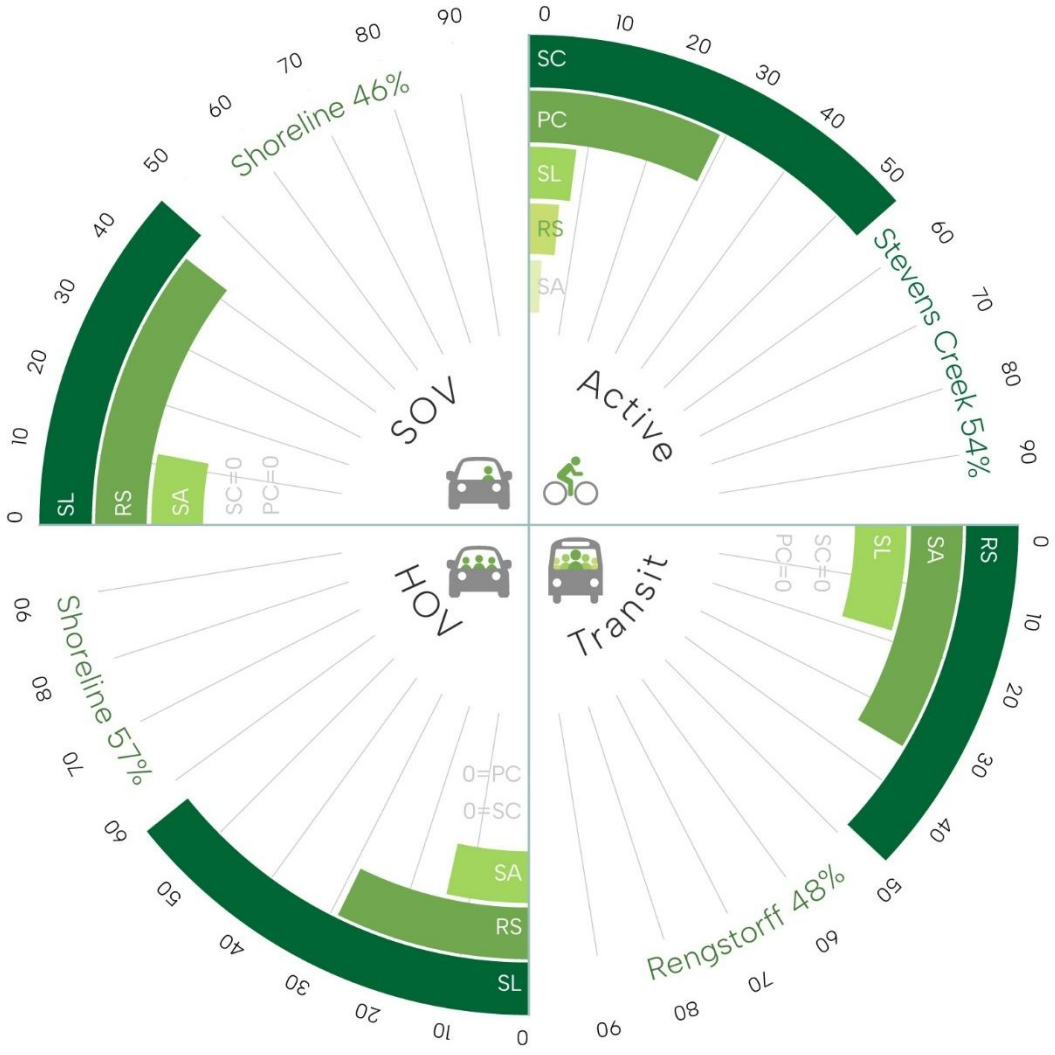


Figure 4-10: Existing Portion of Morning inbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

Most active mode users enter North Bayshore via one of the two major trails: Stevens Creek Trail and Permanente Creek Trail. About 54% of the active mode users enter the district through Stevens Creek Trail, and another 29% enter through Permanente Creek Trail. Most transit riders enter North Bayshore via Rengstorff Avenue (48%), closely followed by San Antonio Road (34%) and Shoreline Boulevard (18%). Many private shuttles approach North Bayshore from the north and use San Antonio Road or Rengstorff Avenue to enter the area; the shuttles then travel from west to east through the area, dropping off passengers along the way.

Figure 4-11 shows the proportion of total outbound commuters who use each gateway during the evening peak hour. Similar to the morning peak hour, Shoreline Boulevard carries the greatest number of exiting travelers, followed by Rengstorff Avenue.

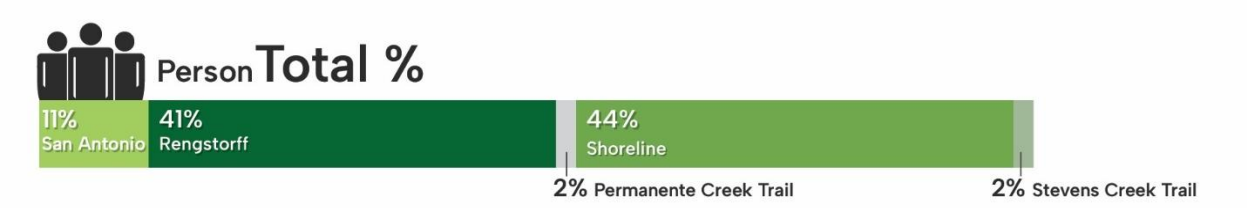


Figure 4-11: Existing Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

During the evening peak hour, the modal patterns of usage are relatively similar to the morning (**Figure 4-12**). The biggest difference is that in the evening, Shoreline Boulevard carries the highest share of SOV (46%) and HOV (62%) commuters. Shoreline Boulevard carries the lowest share of transit riders (12%). Most of the active mode users (50%) exit using Stevens Creek Trail.

4.3.2 Three-Hour Peak Period Mode Share

The same type of mode share analysis was conducted for the morning and evening three-hour peak period.[7] For informational purposes, **Figure 4-13** presents the morning and evening three-hour peak period mode split information adjacent to the peak hour mode split information. The peak period mode split is similar to the peak hour mode split. The biggest difference is that in the morning peak period, Shoreline Boulevard carries the highest share of SOV (51%) and HOV (57%) commuters.

[7] The morning vehicle three-hour peak period is from 7:45 to 10:45 AM, with the peak hour occurring from 8:30 to 9:30 AM. The evening vehicle three-hour peak period is from 3:30 to 6:30 PM, with the peak hour occurring from 4:45 to 5:45 PM.

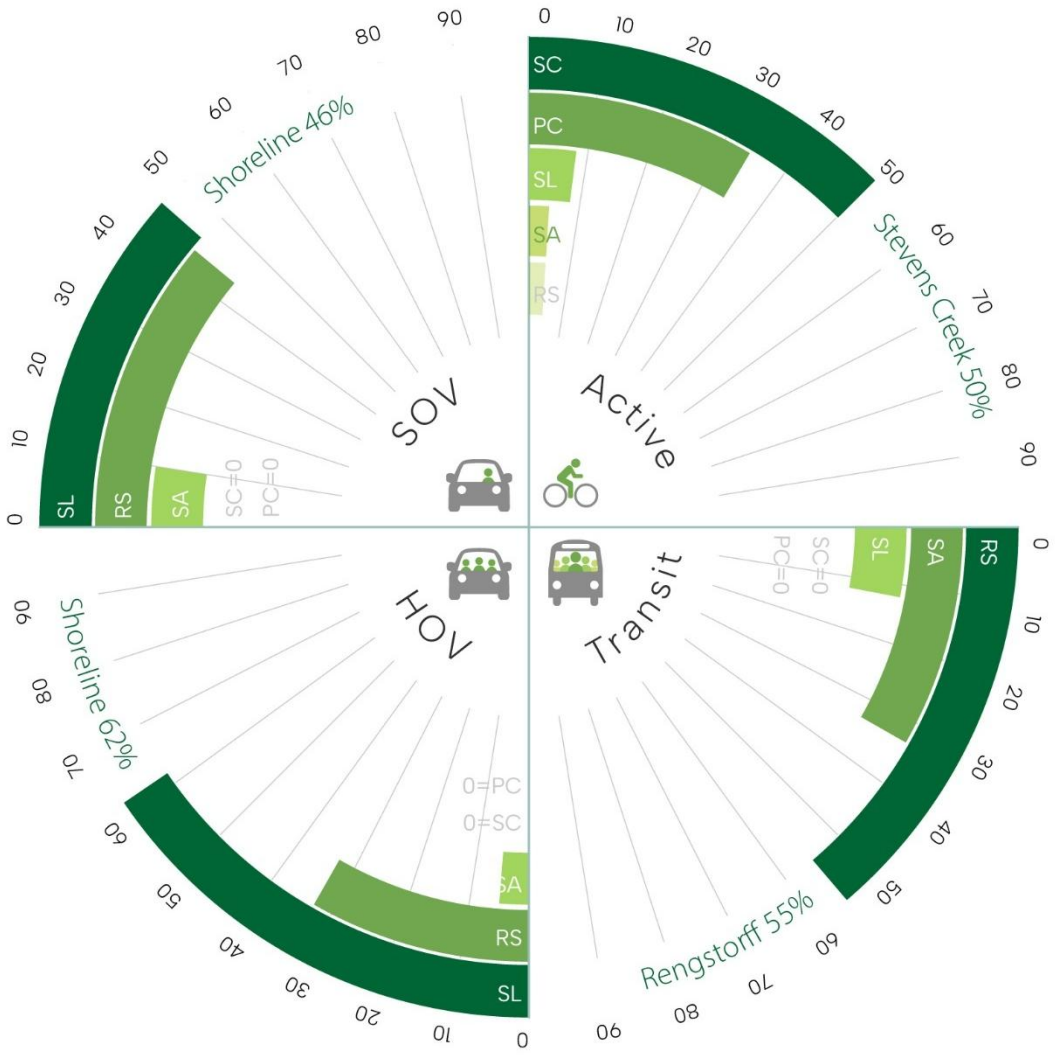


Figure 4-12: Existing Portion of Evening Outbound Peak Hour Persons by Gateway (Excludes TNC Drivers)

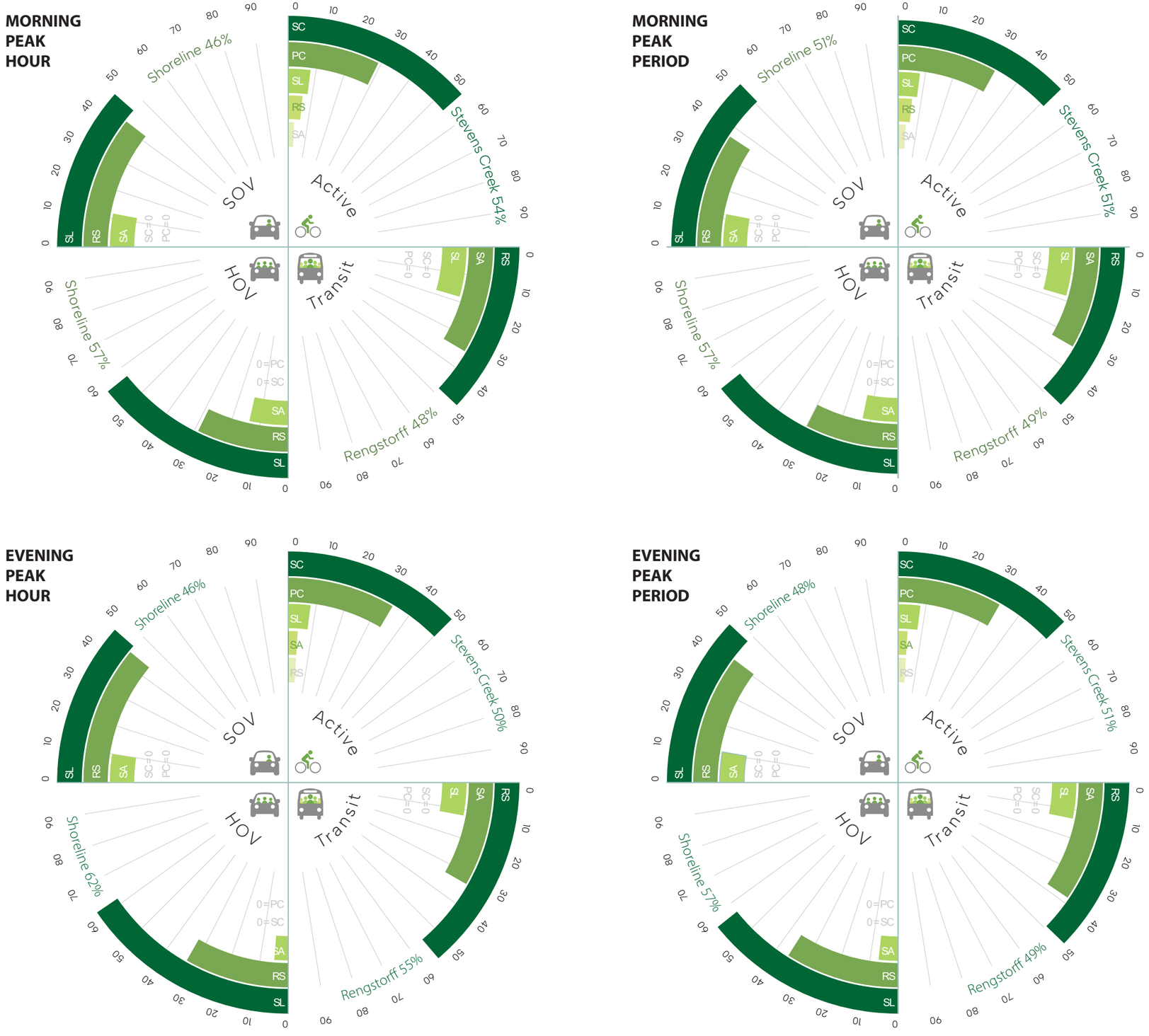


FIGURE 4-13

Peak Hour and 3-Hour Peak Period Persons by Gateway (Excludes TNC Drivers)

5. Traffic Trends Over Time

This section presents the gateway volumes and mode shares in prior monitoring reports combined with this year's results to present trends over time. Given the available monitoring record, the morning inbound traffic is reported from Spring 2014, and the evening outbound traffic is reported from Fall 2017. Data tables for **Figure 5-1** to **Figure 5-25** of this section are included in **Appendix C** and **Appendix D**.

5.1 Historical Volume Comparison

The trip cap monitoring volumes at the gateways have been reported as the mid-week workday averages (Tuesday to Thursday), because both Mondays and Fridays tend to experience different commute patterns than the mid-week workdays. **Figure 5-1** and **Figure 5-2** present inbound volume data for the morning peak hour and three-hour peak period from the mid-week workday averages.

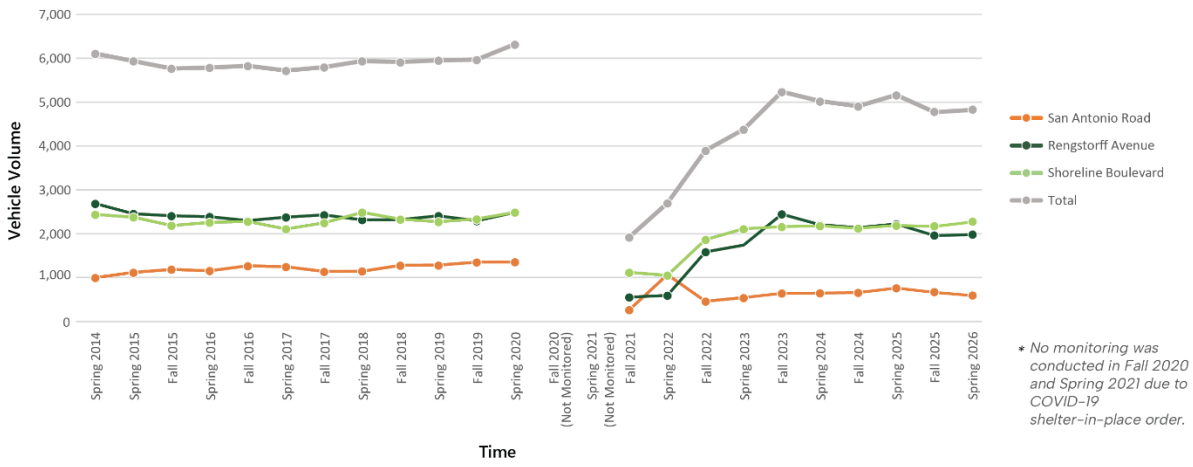


Figure 5-1: Morning Peak Hour Inbound Vehicle Volumes Over Time

As shown on **Figure 5-1**, Spring 2026 results show a slight increase in the inbound volumes for the overall combined volumes from Fall 2025. Rengstorff Road experienced a slight increase in volume while San Antonio experienced a slight decrease in volume. The Fall 2025 and Spring 2026 observations are similar and may suggest stabilization in post-COVID travel conditions and work from home practices.

Figure 5-2 illustrates the morning three-hour peak period inbound vehicle volume over time. As presented, there has been a consistent increase in total morning three-hour peak period inbound volumes since Fall 2021 for Shoreline Boulevard. Rengstorff Avenue also demonstrates a steady increase in volume until Spring 2023, followed by a slight decrease and stabilization through Spring 2026 with minor fluctuations. The volume on San Antonio Road is below pre-COVID levels and remains similar to Spring 2025 levels.

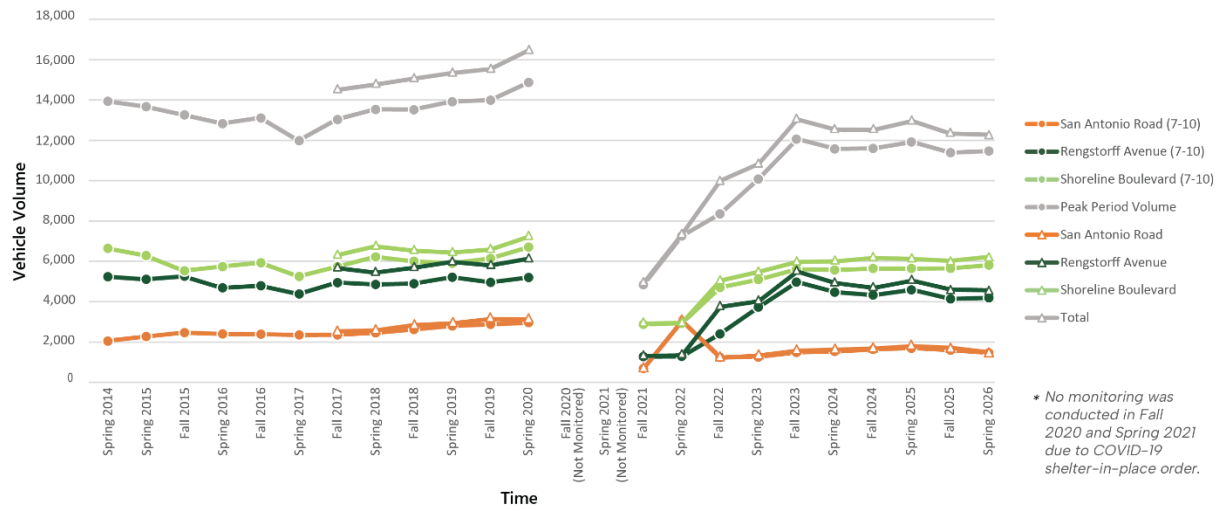


Figure 5-2: Morning Three-Hour Peak Period Inbound Vehicle Volumes Over Time

It should be noted that in prior monitoring reports from Spring 2014 through Spring 2017, the three-hour peak period was defined as 7 to 10 AM (historical three-hour peak period definition). Since Fall 2017, the vehicle classification and bus occupancy observation data has been collected over a four-hour period from 7 to 11 AM and the highest three hours during that period have been summarized (current three-hour peak period definition). As is shown in **Figure 5-2**, the current three-hour peak period vehicle volumes —from 7:45 AM to 10:45 AM—have been greater than the historical 7 AM to 10 AM period three-hour peak period definition. For example, in Spring 2026, the total three-hour peak period volume is 7% greater than the volume reported during the historical three-hour peak period from 7 to 10 AM. When monitoring resumed in Fall 2021 and Spring 2022, the gateway volumes were nearly the same during the 7 AM–10 AM and 8 AM–11 AM peak periods; however, they increase in the latter period (8 AM–11 AM) starting in Fall 2022.

Figure 5-3 and **Figure 5-4** present outbound volume data for the evening peak hour and three-hour peak period from the mid-week workday averages. In contrast to the morning inbound observation, the evening outbound volume demonstrates a slight decrease from Fall 2025 to Spring 2026, with the exception of Rengstorff Avenue showing a slight increase. Among the three gateways, San Antonio Road experienced the greatest decrease in evening outbound volumes.

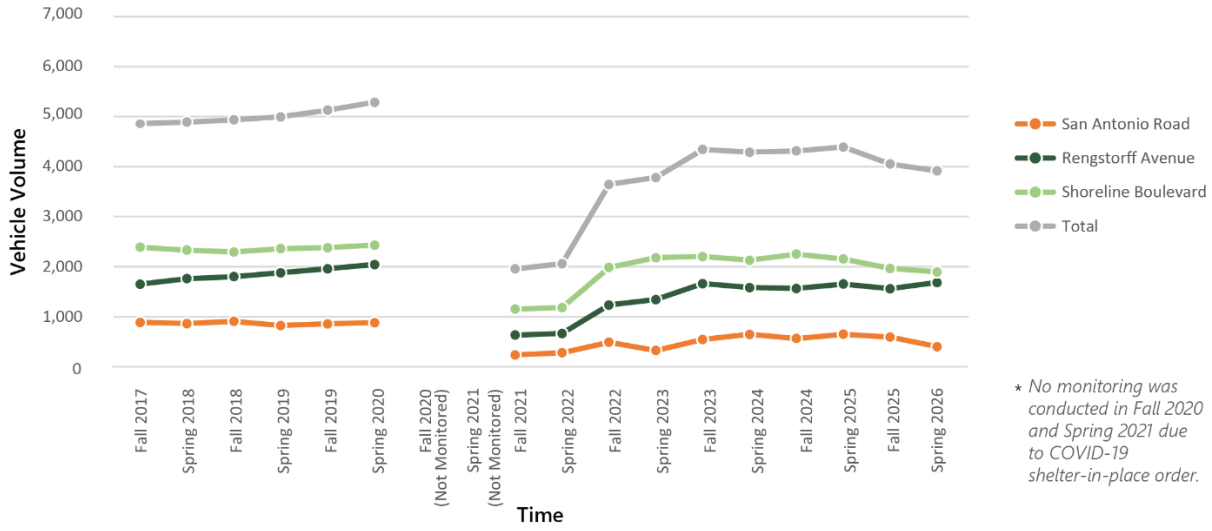


Figure 5-3: Evening Peak Hour Outbound Vehicle Volumes Over Time

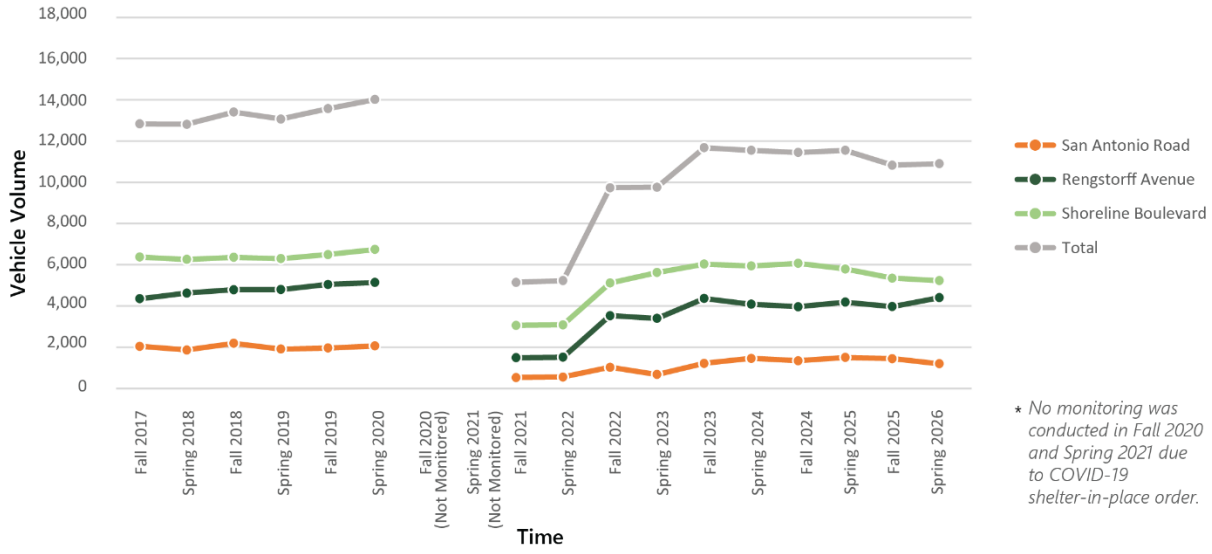


Figure 5-4: Evening Three-Hour Peak Period Outbound Vehicle Volumes Over Time

Appendix E includes figures showing the historic vehicle volumes trend for three accounting methods of the weekday averages: 1) Tuesday through Thursday, 2) Monday through Thursday, and 3) Monday through Friday.

For all the time periods reported, Tuesday to Thursday averages are the highest for each gateway and for the combined gateway total across all years. Monday to Friday averages are generally the lowest, but there are some exceptions where they are similar to or higher than the Monday to Thursday averages.

The difference among the three averaging methods was relatively minor in the years before COVID-19 (from Fall 2017 to Spring 2020) as overall vehicle demand was consistently high on all weekdays and vehicle demand was similar to the gateway capacity during some time periods. The

percentage differences for peak hour, peak period, and daily between the averaging methods are within 5% before COVID-19. The more recent monitoring periods (Fall 2021 to Spring 2026) have slightly higher variability. In Fall 2025 and Spring 2026, there is a noticeably greater variability between the three averaging methods, reflecting a pattern where there are much lower vehicle volumes on Mondays and Fridays than on the three mid-week days. This is likely a reflection of common hybrid work patterns in which employees are more likely to work from home on Mondays and/or Fridays than on the mid-week days.

5.2 Historical Mode Share Comparison

Figure 5-5 to **Figure 5-17** present mode share results for the morning inbound and evening outbound traffic peak hour and three-hour peak period.

5.2.1 Morning Inbound Peak Hour

Figure 5-5 shows the person mode share for the morning inbound peak hour since Spring 2014. The SOV mode share is the dominant mode share. Compared to the initial Spring 2014 results, the current results indicate higher SOV mode share (74% compared to 51% in Spring 2014) and lower transit mode share (14% compared to 33% in Spring 2014). HOV mode share has decreased to 9%, compared to the initial 12%.

Beginning with the Spring 2019 report, transportation network companies (e.g., Uber, Lyft, etc.) have been separately noted and categorized by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+ persons). Prior to Fall 2022 monitoring, one-person (i.e., driver only) TNC vehicles (TNC1) were included as single occupancy vehicles (SOV), while TNC vehicles with two or more persons (TNC2, TNC3, TNC4+) were included as high occupancy vehicles (HOV). Starting Fall 2022, TNC1 and TNC2 are treated as SOV.

Starting Fall 2025, autonomous vehicle (e.g., Waymo, etc.) counts were collected and categorized by vehicle occupancy (0 person, 1 persons, 2 persons, 3 persons, and 4 persons). AV0 and AV1 are treated as SOV. The percent mode split for each year is described in **Appendix C**.

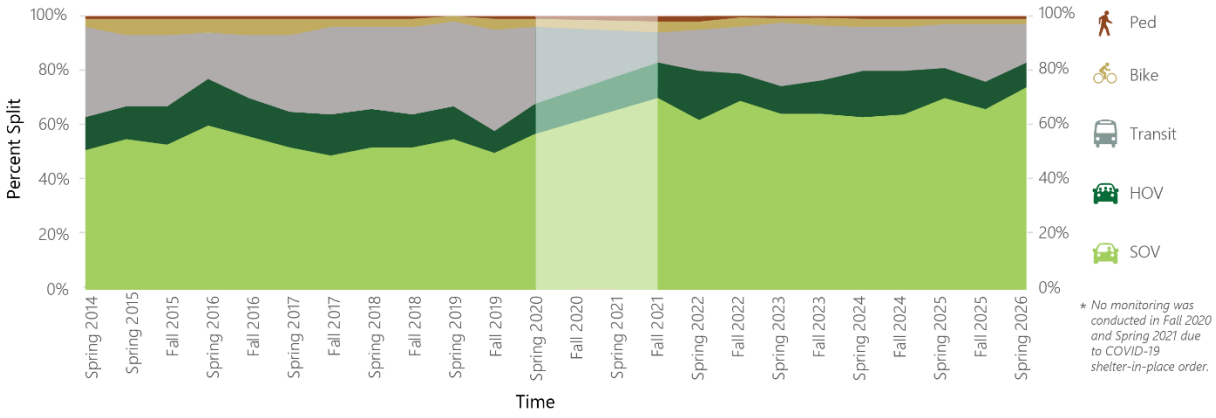


Figure 5-5: Morning Inbound Peak Hour Person Mode Split Over Time

To illustrate the change in mode share in a different way, the same data was separated by Spring (**Figure 5-6**) and Fall (**Figure 5-7**) observations. The peak hour shares of each mode fluctuate over time with SOV generally being the greatest portion followed by transit and HOV modes.

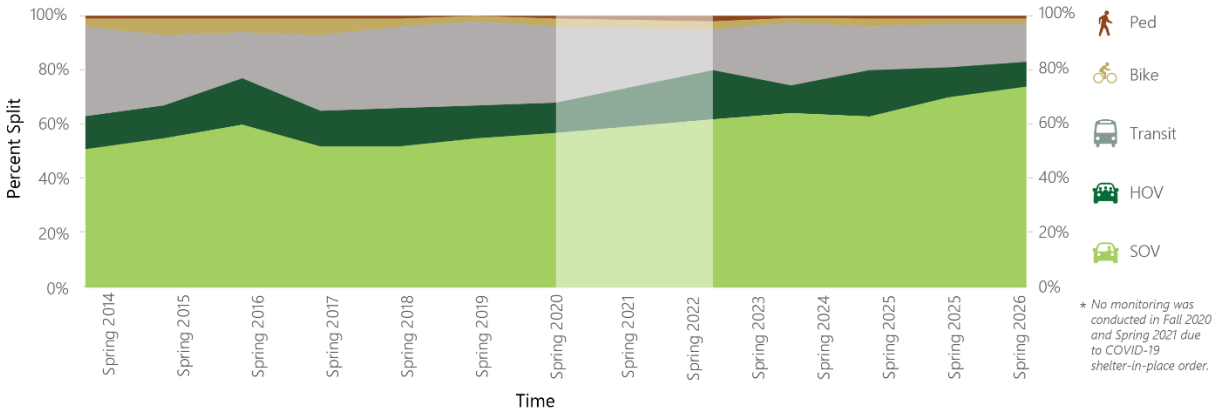


Figure 5-6: Morning Inbound Peak Hour Person Mode Split Over Time (Spring Observations)

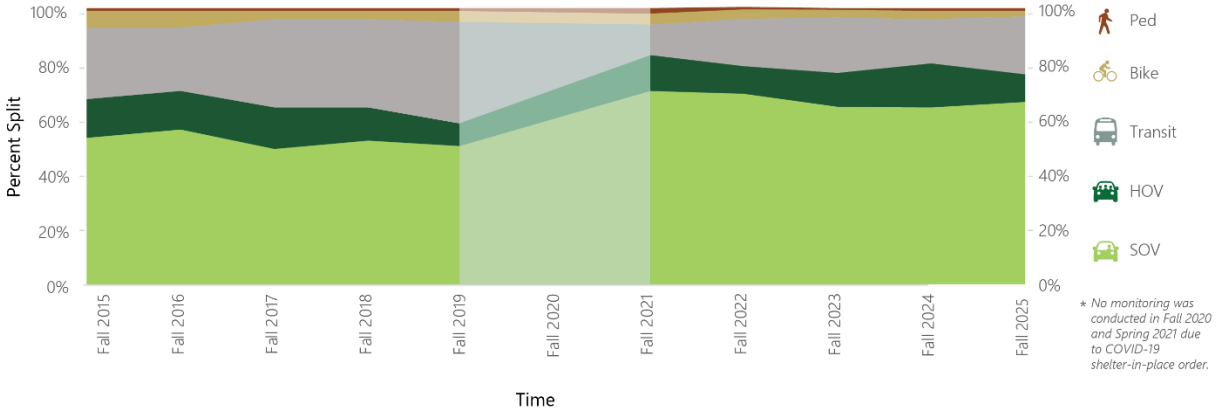


Figure 5-7: Morning Inbound Peak Hour Person Mode Split Over Time (Fall Observations)

5.2.2 Morning Inbound Three-Hour Peak Period

Figure 5-8 shows the person mode share for the morning inbound three-hour peak period (7 to 10 AM) since Spring 2014. In Spring 2026, SOV and transit are the dominant modes used and transit usage has decreased compared to Fall 2025.[8] The percent mode split for each year is described in **Appendix C**.

[8] Transit mode share during the morning peak period increased from 19% in Fall 2025 to 14% in Spring 2026, As a baseline, transit mode share during the morning peak period was 12% Post-COVID in Fall 2021. Historical comparison for all years recorded can be found in Table C17 under **Appendix C.**

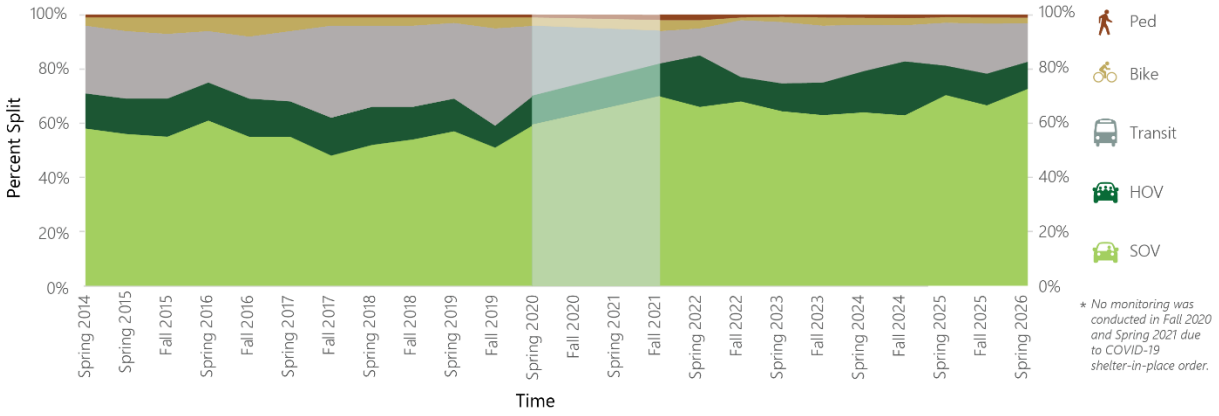


Figure 5-8: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (7 to 10 AM)

As mentioned before, since Fall 2017, data has been collected over a four-hour period from 7 AM to 11 AM. For Spring 2026, the highest three hours of traffic occurred between 7:45 AM and 10:45 AM. **Figure 5-9** shows the mode split historical trend of the actual three-hour peak period with highest volume of traffic during each cycle from Fall 2017 to Spring 2026.

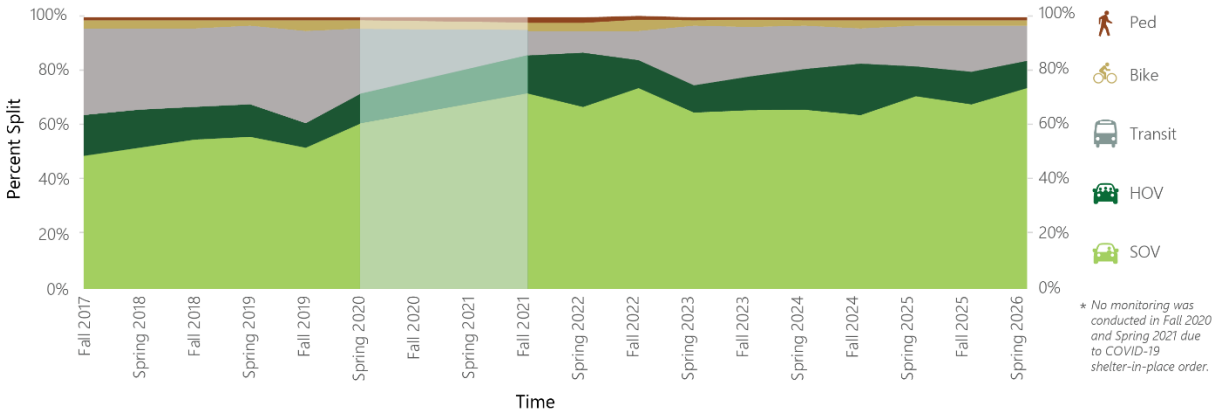


Figure 5-9: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation)

The graph shows similar mode share trends as the peak hours—SOV is the dominant mode, and the SOV mode share has increased from 58% in Spring 2014 to 74% in Spring 2026, the highest SOV mode share observed over this period. To illustrate the mode share in a different way, the same data was separated by Spring (**Figure 5-10**) and Fall (**Figure 5-11**) observations. The peak period shares of each mode fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. Between Spring 2025 and Spring 2026, HOV and transit use decreases while SOV use increases.[9] Transit share decreased during the COVID pandemic between the 2020 and 2022 results and has fluctuated to near pre-pandemic levels since then.

[9] HOV mode share in the morning peak period reduced from 11% in Spring 2025 to 10% in Spring 2026, while SOV mode share increased from 71% in Spring 2025 to 74% in Spring 2026. Historical comparison for all years recorded can be found in Table C18 under **Appendix C.**

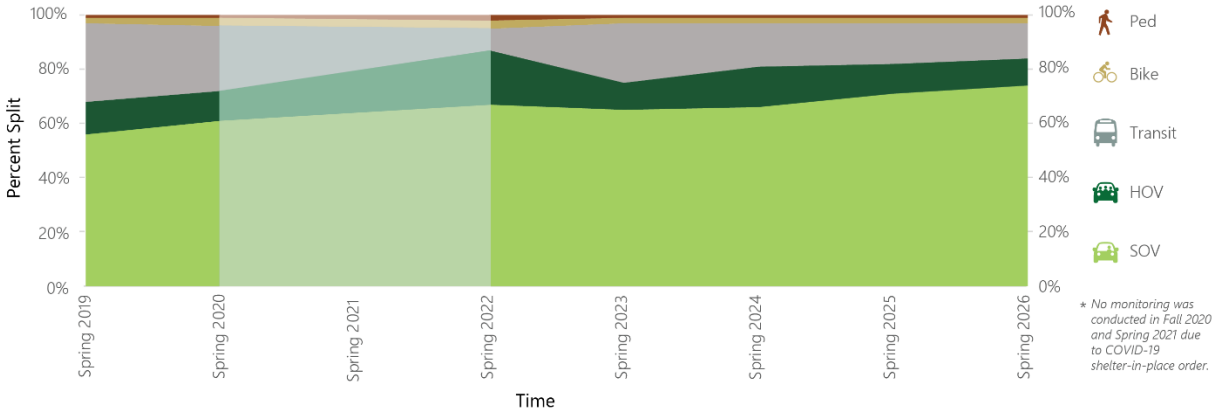


Figure 5-10: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations)

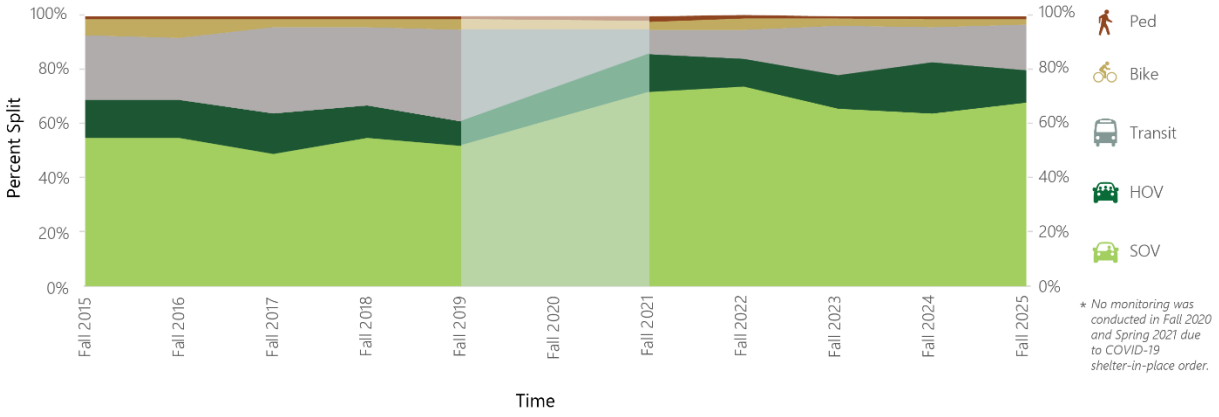


Figure 5-11: Morning Inbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations)

5.2.3 Evening Outbound Peak Hour

Figure 5-12 shows the person mode share for the evening outbound peak hour since Fall 2017, which is when the evening monitoring efforts began for this time-of-day and direction of travel. Similar to morning inbound traffic, SOV is the dominant mode of travel. Compared to Fall 2017 results, the current results indicate higher SOV mode share (66% compared to 45% in Fall 2017) and lower transit mode share (12% compared to 36% in Fall 2017). HOV mode share has risen to 17%, compared to 15% in Fall 2017. **Appendix C** contains the percent mode split table.

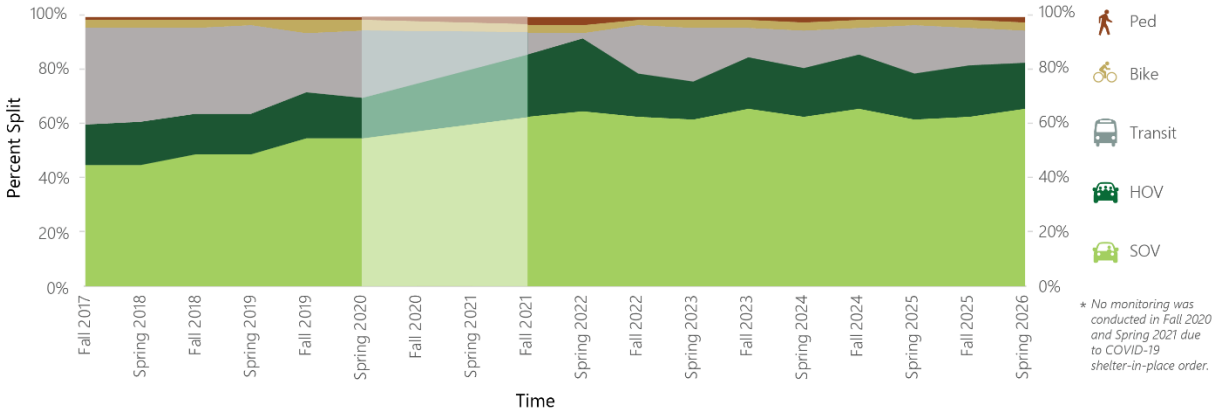


Figure 5-12: Evening Outbound Peak Hour Person Mode Split Over Time

The Spring (**Figure 5-13**) and Fall (**Figure 5-14**) observations are presented separately to illustrate trends in the peak hour shares of each mode fluctuating over time during a season. The SOV mode share is the greatest portion followed by transit and HOV modes.

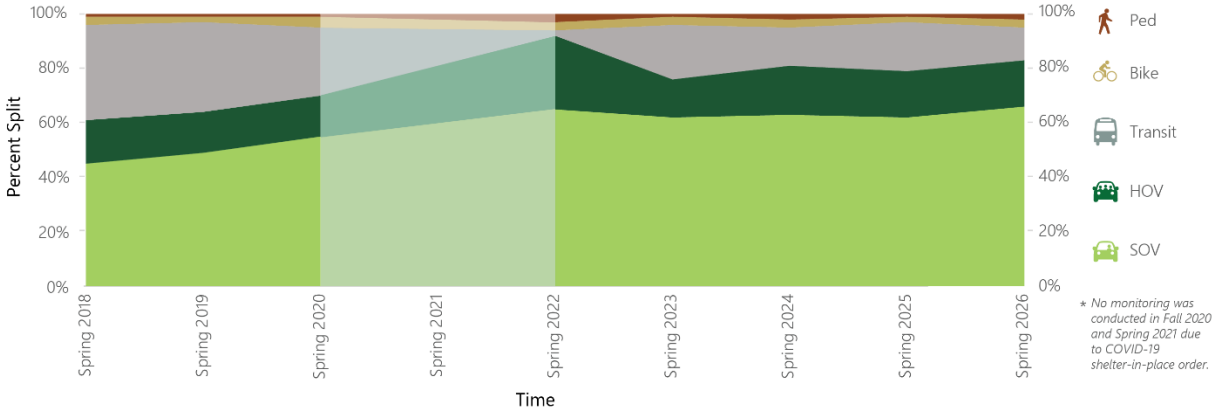


Figure 5-13: Evening Outbound Peak Hour Person Mode Split Over Time (Spring Observations)

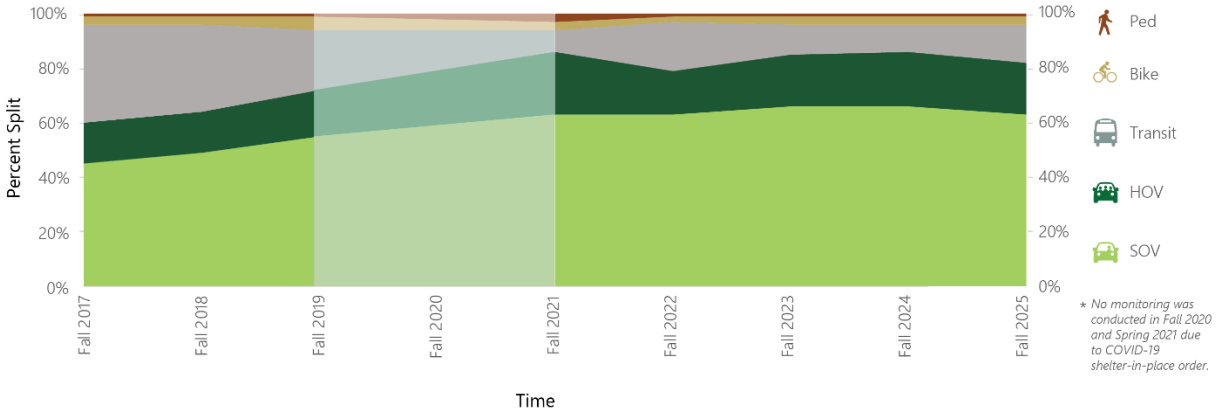


Figure 5-14: Evening Outbound Peak Hour Person Mode Split Over Time (Fall Observations)

5.2.4 Evening Outbound Three-Hour Peak Period

Figure 5-15 shows the person mode share for the evening outbound three-hour peak period since Fall 2017. For Spring 2026, the highest three hours of traffic occurred between 3 PM and 6 PM. SOV is the dominant mode, followed by transit and HOV. Transit mode share decreased from Fall 2025 to Spring 2026,[10] and has fluctuated over the past few monitoring cycles. The percent mode split for each year is described in **Appendix C**.

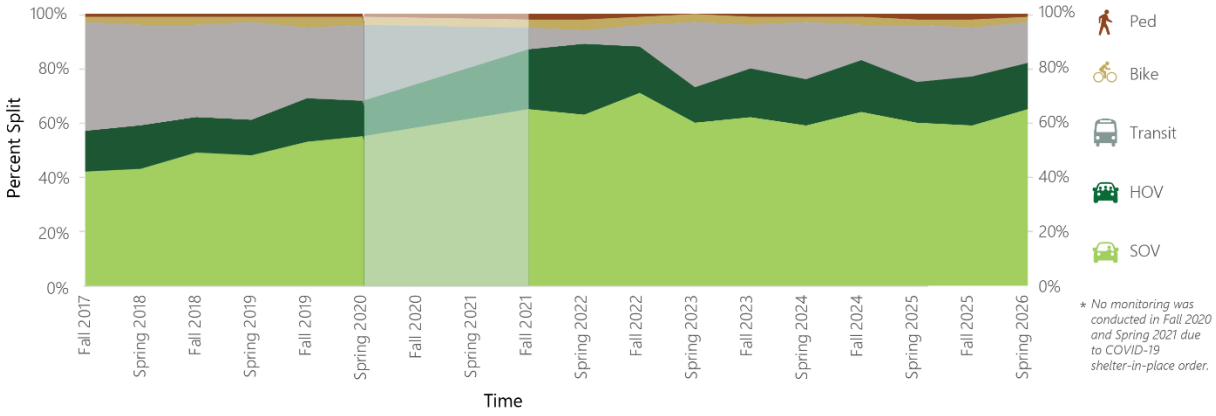


Figure 5-15: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Based on Four-Hour Observation)

The graph shows similar mode share trends as the peak hours—SOV is the dominant mode, and the SOV mode share has increased from 42% in Fall 2017 to 65% in Spring 2026. To illustrate the mode share in a different way, the same data was separated by Spring (**Figure 5-16**) and Fall (**Figure 5-17**) observations. As with the morning inbound peak period, the evening outbound peak period mode shares fluctuate over time with SOV being the greatest portion followed by transit and HOV modes. SOV mode shares in both the morning inbound and evening outbound peak periods exceed the 45% SOV (of all person trips) goal set by the City in the 2017 NBPP.

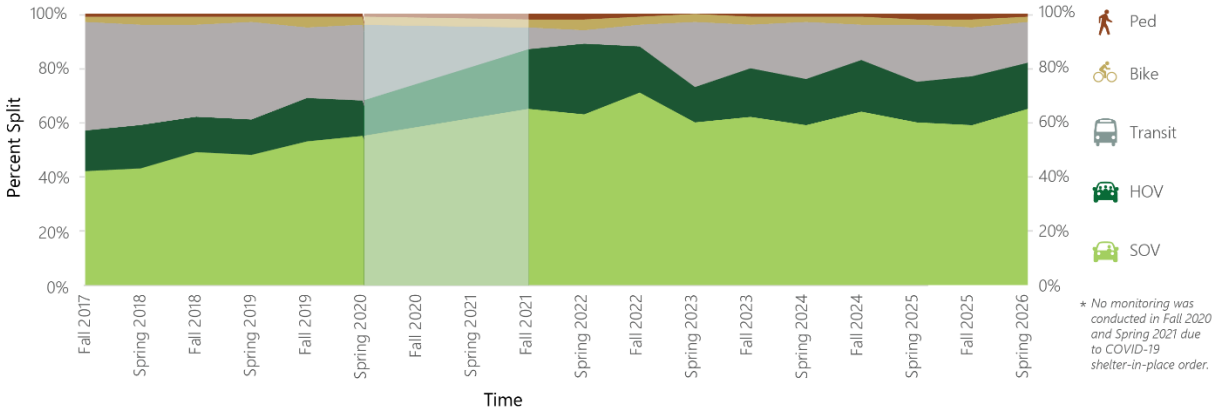


Figure 5-16: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Spring Observations)

[10] Transit mode share during the evening peak period decreased from 18% in Fall 2025 to 15% in Spring 2026. Historical comparison for all years recorded can be found in **Table C20** under **Appendix C.**

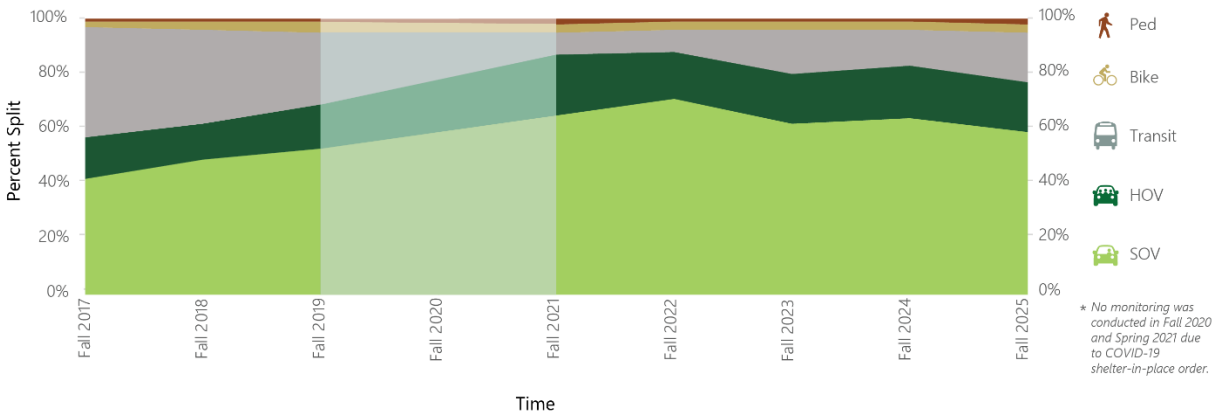


Figure 5-17: Evening Outbound Three-Hour Peak Period Person Mode Split Over Time (Fall Observations)

5.3 Comparison to Pre-COVID and Post-COVID Spring Results

This section compares volumes and mode share between the Spring 2020 monitoring results (which occurred immediately before the COVID pandemic began), and post-COVID Spring results from Spring 2022 to the current Spring 2026 results.

5.3.1 Vehicle Volume Comparison

From Spring 2022 to Spring 2025, vehicle volumes have been steadily increasing, although the rate of increase has slowed as people have settled into new travel patterns. In Spring 2026, the vehicle volumes decreased slightly compared to Spring 2025. The overall gateway volumes remain at a lower level compared to pre-COVID conditions from Spring 2020. **Figure 5-18** presents the morning peak hour combined gateway results for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted), which shows the Spring 2026 volume is 24% lower than Spring 2020. Similar results are observed in the morning three-hour peak period, as shown in **Figure 5-19**.

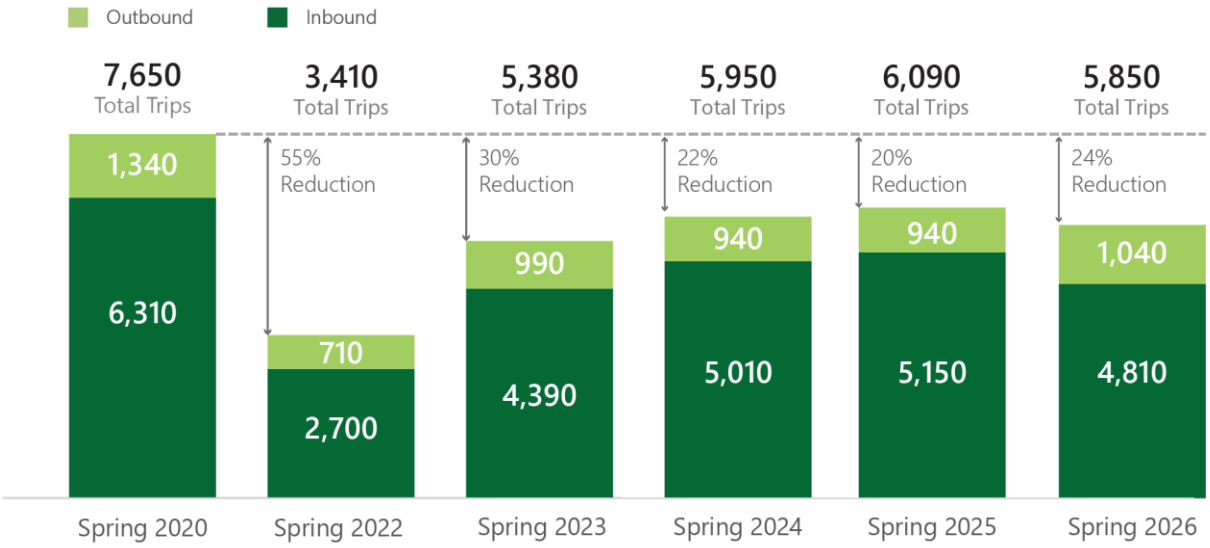


Figure 5-18: Morning Peak Hour Vehicle Trip Volume Comparison

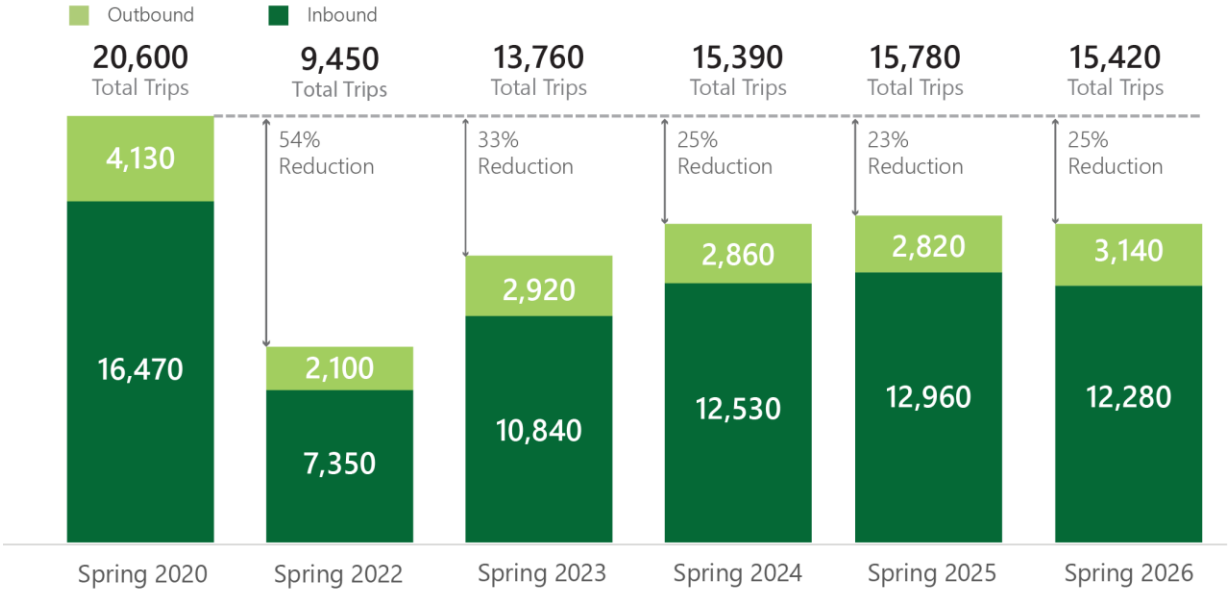


Figure 5-19: Morning Peak Period Vehicle Trip Volume Comparison

Figure 5-20 presents the evening peak hour combined gateway results for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted), which shows the Spring 2026 volume is 21% lower than Spring 2020. Again, very similar results are found in the evening three-hour peak period, as shown in **Figure 5-21**.

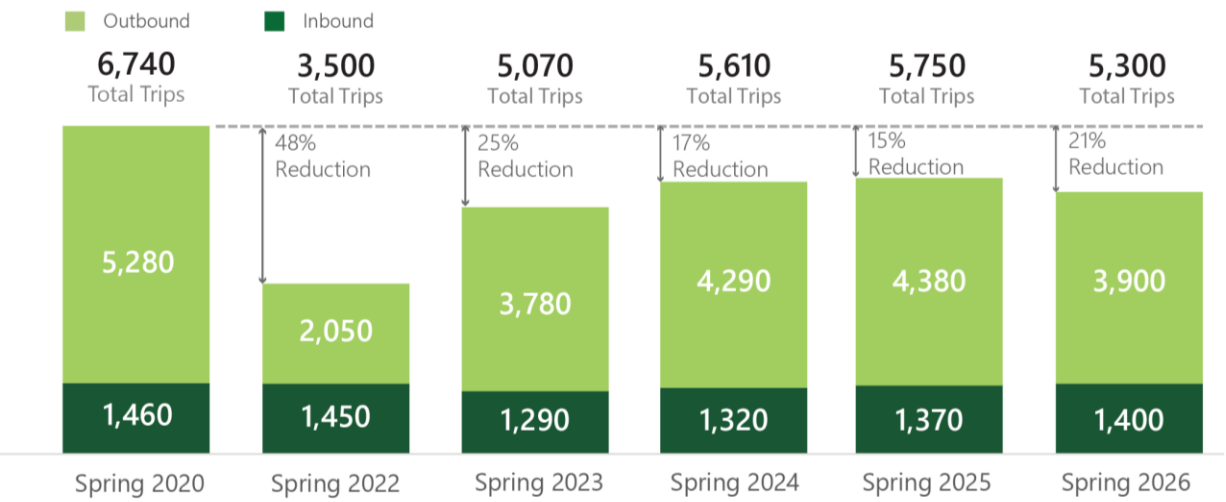


Figure 5-20: Evening Peak Hour Vehicle Trip Volume Comparison

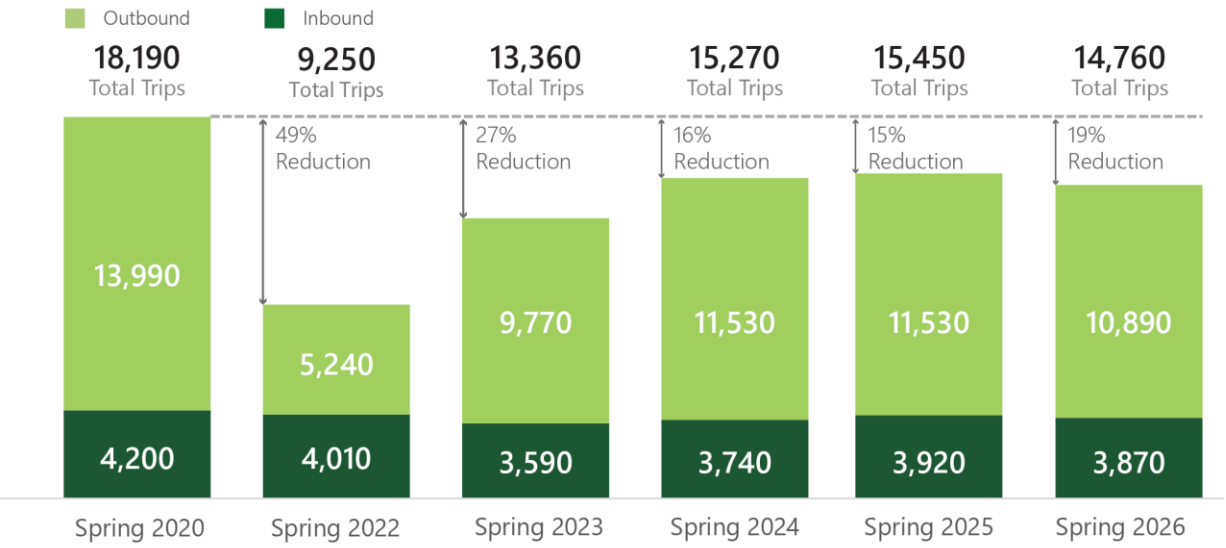


Figure 5-21: Evening Peak Period Vehicle Trip Volume Comparison

5.3.2 Mode Share Comparison

Compared to pre-COVID conditions, a higher percentage of people now are traveling by SOV, and a lower percentage of people are using transit.

Figure 5-22 presents the morning inbound peak hour persons mode share for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted). The total number of people traveling across the gateways has declined by 39% compared to Spring 2020. The proportion using SOVs has increased from 57% in 2020 to 74% now; the proportion using transit

has decreased from 28% in 2020 to 14% now. Similar results are found in the morning inbound three-hour peak period, as shown in **Figure 5-23**.

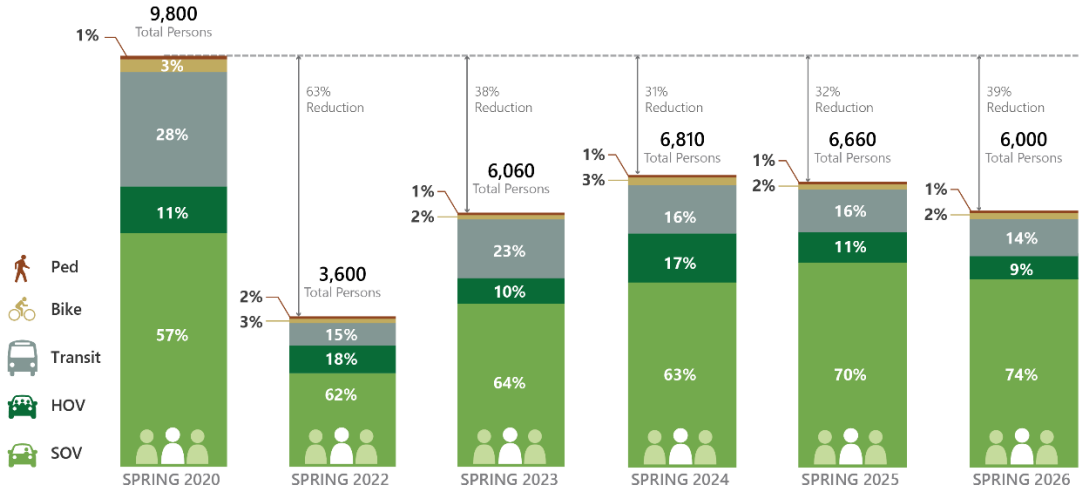


Figure 5-22: Morning Inbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

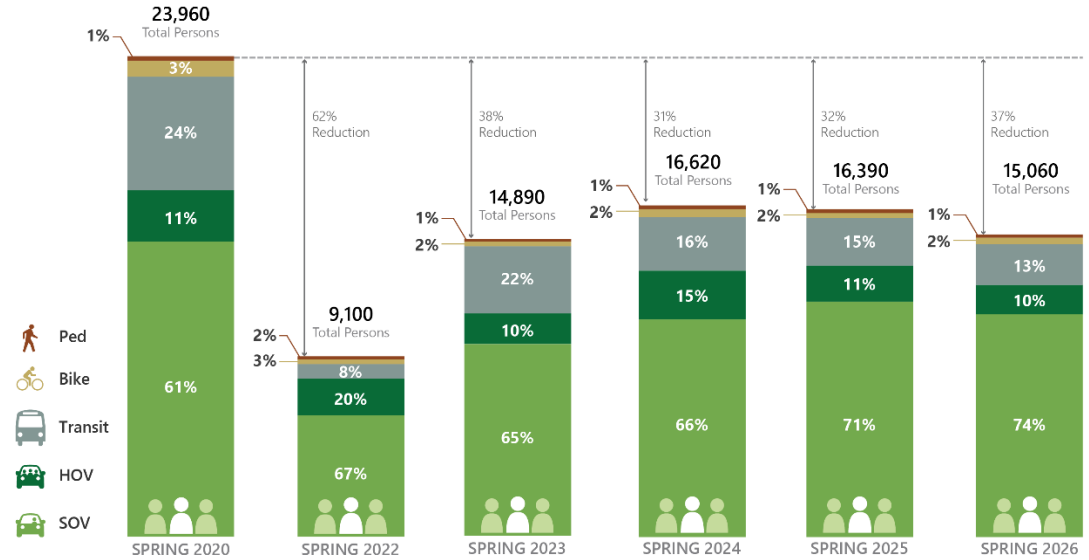


Figure 5-23: Morning Inbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

Figure 5-24 presents the evening outbound peak hour persons mode share for the Spring season observations between 2020 and 2026 (except Spring 2021, when no monitoring was conducted). The total number of people traveling across the gateways has declined by 39% from 2020. Consistent with the morning results, the proportion using SOVs has increased from 55% to 66%, and the proportion using transit has decreased from 25% to 12%, when comparing current observations to

Spring 2020 conditions. The proportion using HOVs has increased from 15% to 17%. Similar results are found in the evening outbound three-hour peak period, as shown in **Figure 5-25**.

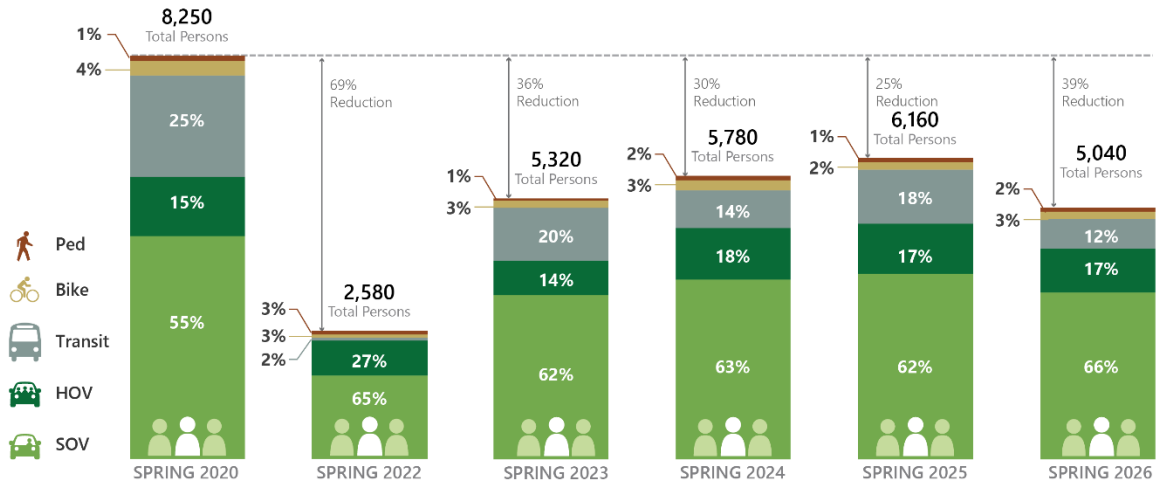


Figure 5-24: Evening Outbound Peak Hour Mode Share for Person Trip Comparison (Excludes TNC Drivers)

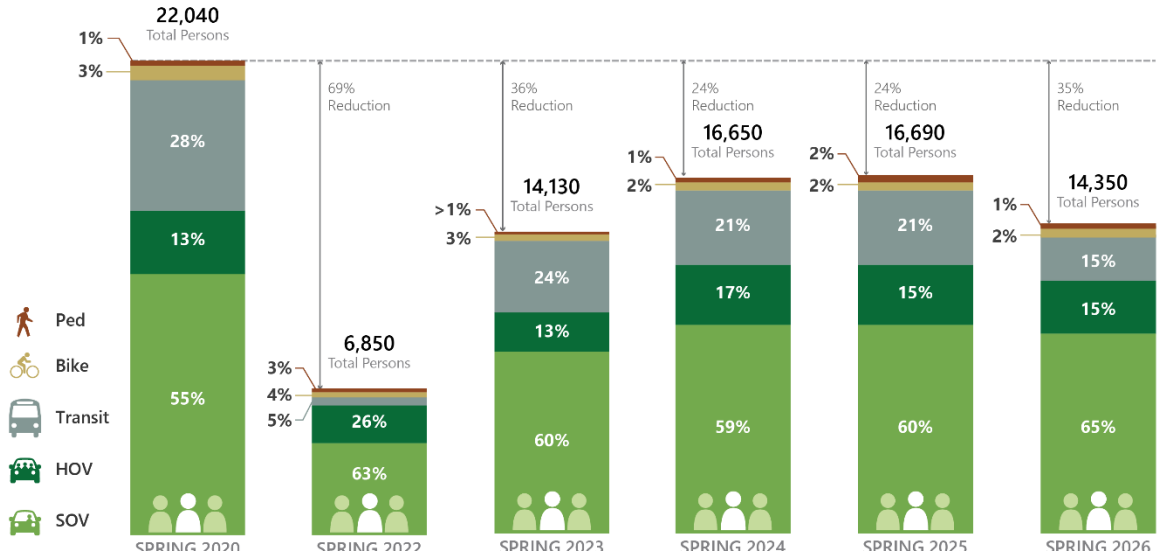


Figure 5-25: Evening Outbound Peak Period Mode Share for Person Trip Comparison (Excludes TNC Drivers)

6. Definition of Gateway Capacity

The physical vehicle capacity of the three main gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) represents the number of vehicles that can be served during the peak morning and evening periods while maintaining reasonable freedom of vehicular movement (i.e., avoiding gridlock conditions). To establish the 2014 NBPP vehicle trip targets, a traffic operations analysis was conducted (*North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, Fehr & Peers, July 2014), which assumed the completion of the land uses envisioned in the 2014 NBPP. Because the 2017 NBPP envisioned a different set of land uses, with the inclusion of nearly 10,000 residential dwelling units, an updated gateway capacity analysis was conducted (*North Bayshore Precise Plan EIR – Vehicle Gateway Capacity with Residential*, Fehr & Peers, December 2016).

The *North Bayshore Circulation Study* (approved by the City Council in December 2021) has developed modifications to the North Bayshore District Trip Cap Policy, which is similar but slightly greater than the gateway capacity of the North Bayshore Gateways. The counts are compared with the adopted vehicle trip target in the Circulation Study for peak period direction volumes at Rengstorff Avenue and Shoreline Boulevard combined.

6.1 Gateway Trip Targets

The NBPP Trip Cap Policy is expressed as an absolute number of vehicles and was updated following Council's approval of the 2021 Circulation Study's recommendation to modify the North Bayshore gateway capacities. The NBS vehicle trip targets (also sometimes referred to as trip caps) have been historically set based on three key factors: time period, direction, and location.

- Time period: The most common time periods for traffic analysis are a single peak hour or a three-hour peak period. In general, a trip target set for a single peak hour will be more restrictive than one set for a peak period. In the North Bayshore area, congested conditions typically last for multiple hours in both the morning and the evening.
- Direction: Targets can be set for a single direction of travel, or for both directions combined. A peak direction (e.g., inbound in the morning) vehicle trip target is simple to understand; however, that trip target would need periodic adjustment as different types of land uses (namely, residential) are added to NBS, because the physical capacity of one direction of travel may change depending on how much travel occurs in the other direction.
- Location: Trip targets can be set for each gateway individually, or for combinations of two or three gateways. A target set for each gateway individually would be more restrictive than one set for a combination of locations. A combined gateway trip target would imply that the NBS gateways operate as a system, such that as one gateway reaches capacity traffic will shift to other gateways.

Initially, the 2014 NBPP vehicle trip target policy focused only on the inbound direction of travel during the morning three-hour peak period, for each gateway individually (i.e., San Antonio, Rengstorff, and Shoreline). The 2017 NBPP modified that policy and established vehicle trip targets for each gateway individually, based on two-way volumes (i.e., both directions of travel combined), for the morning peak hour and the evening peak hour. Per the recommendations of the 2021 *North Bayshore Circulation Feasibility Study* (2021 Circulation Study), City staff is now working to amend the 2017 NBPP to modify the trip targets as gateway transportation improvements are constructed.

The 2021 Circulation Study also recommended changing the vehicle trip target to a directional morning inbound three-hour peak period and evening outbound three-hour peak period for Shoreline Boulevard and Rengstorff Avenue combined. These targets reflect the existing transportation network. The 2021 Circulation Study does not propose any changes to the San Antonio gateway trip target and recommends measuring the San Antonio gateway separately.

The numeric policy target for Shoreline Boulevard and Rengstorff Avenue combined (from 2021 Circulation Study) and the trip cap target for San Antonio Road (from 2014 NBPP) are presented in **Table 6-1**.

Table 6-1: North Bayshore District Trip Cap Targets

Gateway	Morning Inbound Three-Hour Peak Period[1]	Evening Outbound Three-Hour Peak Period[1]
San Antonio Road[2]	4,590	4,020
Shoreline Boulevard & Rengstorff Avenue[3]	16,350	15,330

Note:
1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study.

7. Gateway Trip Target Evaluation

This section compares Spring 2026 volumes to the 2021 Circulation Study directional trip targets. **Table 7-1** and **Figure 7-1** present the results for the morning and evening peak periods, which is the focus of the 2021 Circulation Study.

Table 7-1: Gateway Trip Target Evaluation – Directional Peak Period

Gateway	Morning Inbound				Evening Outbound			
	Volume[1]	Trip Cap	Remaining Trip Cap[1]	Percent of Trip Cap Remaining	Volume[1]	Trip Cap	Remaining Trip Cap[1]	Percent of Trip Cap Remaining
Individual Gateways								
San Antonio Road[2]	1,490	4,590	3,100	68%	1,230	4,020	2,790	69%
Rengstorff Avenue[3]	4,570	8,880	4,310	49%	4,420	7,140	2,720	38%
Shoreline Boulevard[3]	6,220	7,470	1,250	17%	5,240	8,190	2,950	36%
Combined Gateway[4]								
Total	12,280	20,940	8,660	41%	10,890	19,350	8,460	44%
Gateway Trip Cap Comparison[3]								
Shoreline Boulevard & Rengstorff Avenue	*10,790*	*16,350*	*5,560*	*34%*	*9,660*	*15,330*	*5,670*	*37%*

Notes:
1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP using the peak hour to peak period ratio of 3.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study.
4. The combined gateways are the sum of the San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard gateways.

Source: Fehr & Peers, 2026.

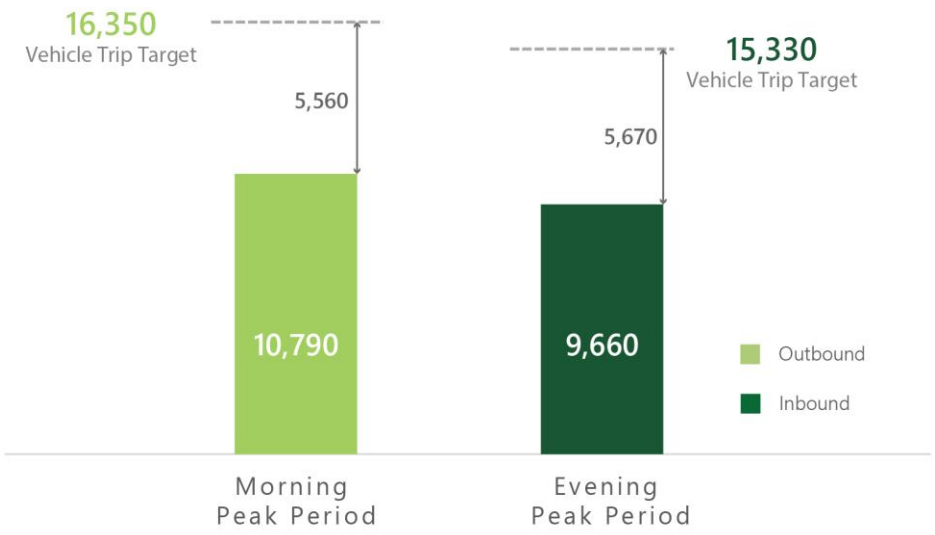


Figure 7-1: Directional Peak Period Gateway Vehicle Trip Cap Comparison for Shoreline Boulevard and Rengstorff Avenue Combined

As presented, the remaining target volume for the morning inbound peak period is 34%, and for the evening outbound peak period is 37%. Thus, the Spring 2026 gateway monitoring results are in compliance with the recommended North Bayshore Trip Cap Policy.

Figure 7-2 presents trendlines for the North Bayshore District trip cap target for Shoreline Boulevard, Rengstorff Avenue, and San Antonio Road combined. Using the most recent North Bayshore District trip cap definition, the morning and evening peak periods were within 70–80% of the directional peak period trip caps in Spring 2020. After restarting the monitoring in Fall 2021, the vehicle volume as a percentage of trip cap has been increasing in the past few cycles, but it is still below the pre-COVID level from Spring 2020.

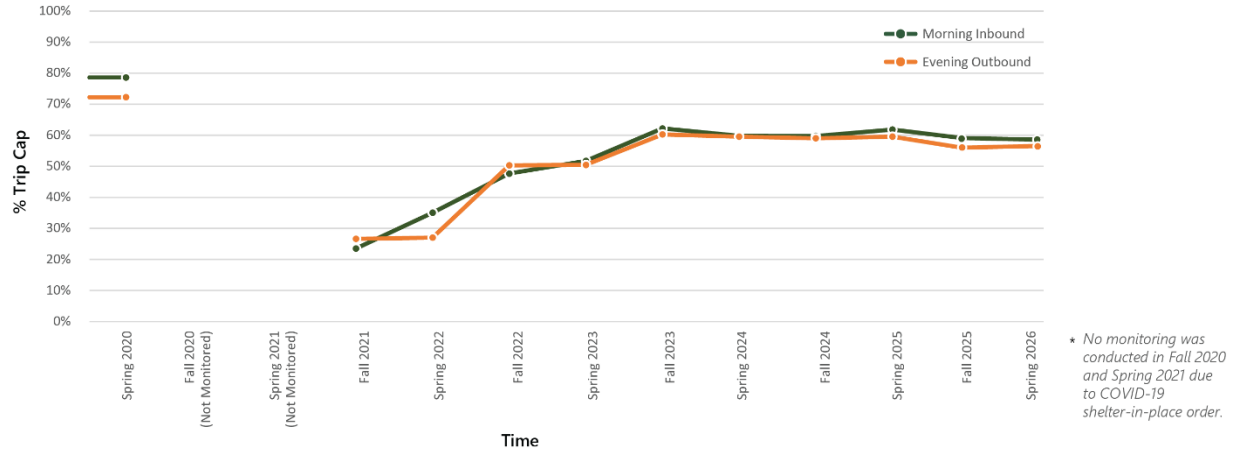


Figure 7-2: Percent of North Bayshore District Trip Cap (All Gateways Combined) Comparisons

For informational purposes, **Table 7-2** includes the directional peak hour monitoring results in comparison to the peak hour trip targets. All gateways in both the morning and evening peak hours are below their respective trip targets.

Table 7-2: Gateway Trip Target Evaluation – Directional Peak Hour

Gateway	Morning Inbound				Evening Outbound			
	Volume[1]	Trip Cap	Remaining Trip Cap[1]	Percent of Trip Cap Remaining	Volume[1]	Trip Cap	Remaining Trip Cap[1]	Percent of Trip Cap Remaining
Individual Gateways								
San Antonio Road[2]	580	1,530	950	62%	370	1,340	970	72%
Rengstorff Avenue[3]	1,970	2,960	990	33%	1,660	2,380	720	30%
Shoreline Boulevard[3]	2,260	2,490	230	9%	1,870	2,730	860	32%
Combined Gateways[4]								
Total	4,810	6,980	2,170	31%	3,900	6,450	2,550	40%

Note:
1. Vehicle volumes rounded to nearest 10.
2. San Antonio gateway trip cap based on 2014 NBPP.
3. Rengstorff Avenue and Shoreline Boulevard gateway directional trip caps are based on 2021 Circulation Study. The peak hour trip caps are one-third of the peak-period trip caps.
4. The combined gateways are the sum of the San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard gateways.

Source: Fehr & Peers, 2026.

Appendix A: Spring 2026 North Bayshore District Monitoring Data Collection Methods in Mountain View, California

Daily Count Observations

Fehr & Peers collected daily roadway and shared-use path segment counts at the North Bayshore gateways; Santiago Villa; and the Shoreline at Mountain View Regional Park. This daily data was collected from Sunday February 8th to Saturday February 21st, 2026. Due to rainy weather conditions during the data collection period, higher daily variation in traffic volumes were expected, thus additional data was collected from Sunday February 22nd to Friday February 27th, and Friday March 6th and Thursday March 19th, 2026 to supplement the typical two weeks of monitoring data. By collecting counts during this time, we ensured that all major schools are in session, and that no major holidays take place during our counts. The four-hour morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:30 PM) volumes for typical mid-week days (Tuesday, Wednesday, and Thursday) are reported, incorporating collected weeks of data.

Figure 1 shows the daily count locations, which are listed below:

1. San Antonio Road between Bayshore Parkway and Casey Avenue
2. Bayshore Parkway between San Antonio Road and Garcia Avenue
3. Rengstorff Avenue between US 101 Northbound Ramps and Garcia Avenue-Charleston Road
4. Shoreline Boulevard between US 101 Northbound Ramps-La Avenida and Pear Avenue
5. La Avenida between Shoreline Boulevard and Inigo Way

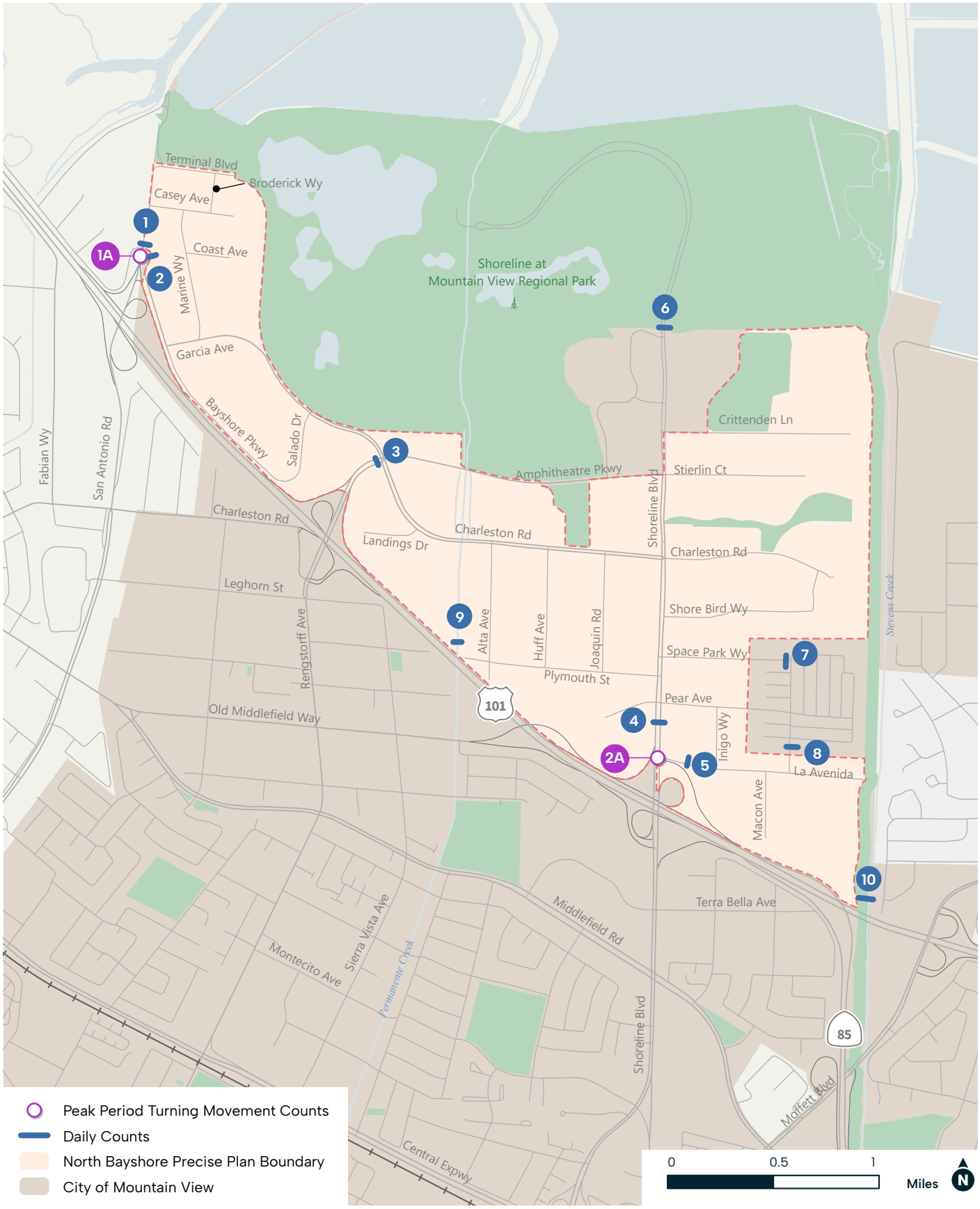
Additional count locations for Santiago Villa and the Shoreline at Mountain View Regional Park include:

6. Shoreline Boulevard north of North Road
7. Space Park Way at the entrance to Santiago Villa
8. Armand Avenue at the entrance to Santiago Villa

The additional shared-use path locations include:

9. Permanente Creek Trail between Old Middlefield Way and Charleston Road
10. Stevens Creek Trail between Moffett Boulevard and La Avenida

In addition to the daily counts described above, Fehr & Peers also collected peak period turning movement counts at the intersections of San Antonio Road / Bayshore Parkway and Shoreline Boulevard / La Avenida Street. Using these counts, we can estimate the internal North Bayshore trips that cross the gateway. Using the daily and intersection turning movement counts, Fehr & Peers estimated the volume of vehicles, pedestrians and bicyclists entering/exiting North Bayshore.



C:\fpbox\Box\~Projects\SJ-Projects_SJ25_Projects\SJ25-2402_NBS_Fall_25_Spring_26\Graphics\ADOBE\App_Fig1_Daily_TurningMovement_Count_Locations.ai

APPENDIX FIGURE 1

Daily and Turning Movement Count Locations

Gateway Vehicle Classification Observations

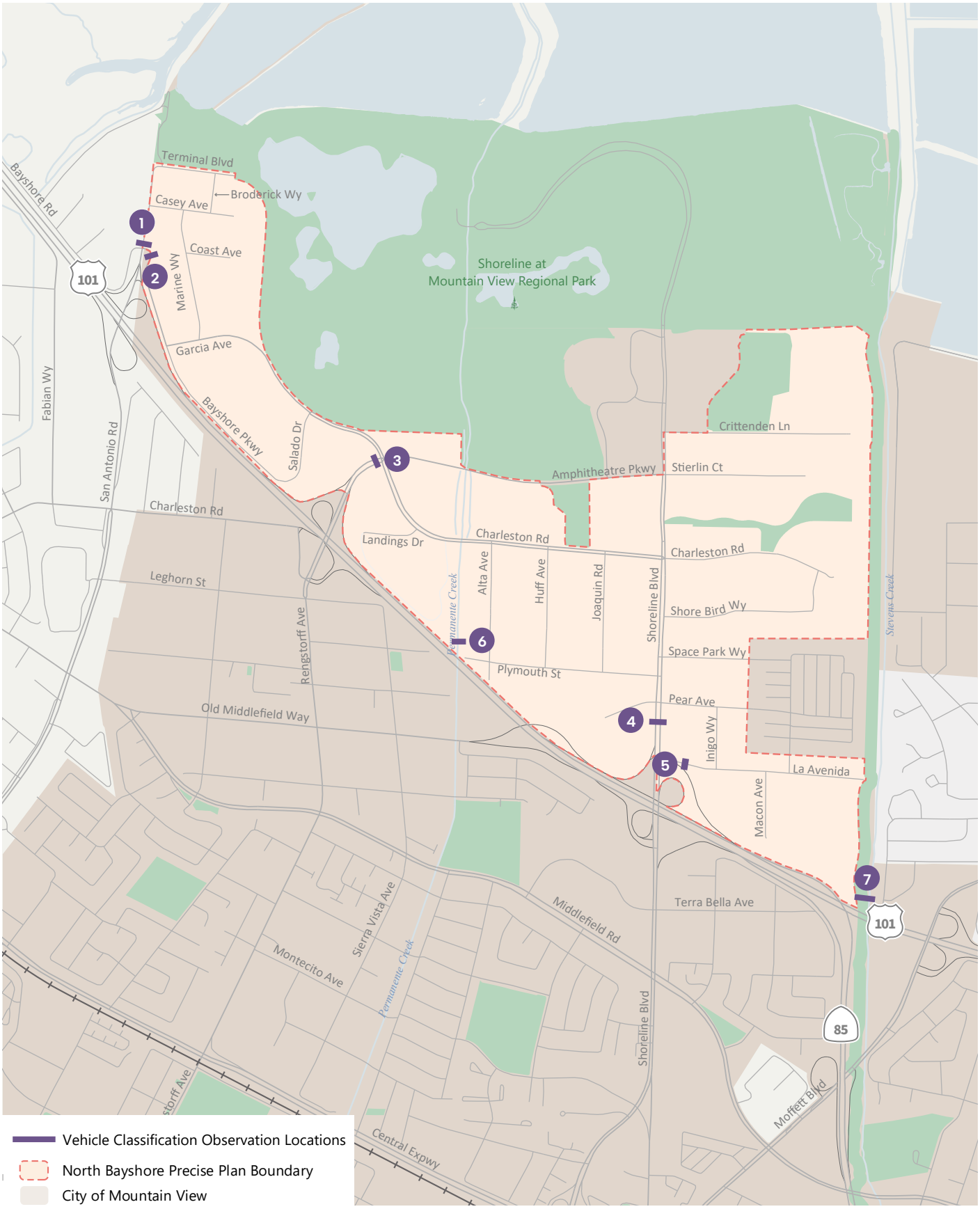
While the daily volume counts were being conducted, we also conducted vehicle classification observations inbound during the morning peak period (7:00 to 11:00 AM) and outbound during the evening peak period (3:00 to 7:30 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Sunday February 8th to Saturday February 21st, 2026. These observations are required in order to apply a detailed mode share to the collected traffic tube count volumes.

Since not all vehicle classification types can be collected via cameras, in-person observations were conducted at locations 1 through 5 as well as 9 through 10 listed above. **Figure 2** shows the location of these vehicle classification observation locations. Due to the complexity of observing the number of passengers in each personal automobile crossing the gateways, one observer was assigned for each direction of traffic.

Using these vehicle classification observations, volumes are classified into single occupant vehicles, carpool vehicles (vehicles with at least two people), TNCs (split by occupancy), transit vehicles, heavy vehicles, pedestrians and bicyclists. Furthermore, transit vehicles are split out by vehicle types including:

- Double Decker Employer Bus
- Standard Employer Bus
- Small Employer Bus
- MVgo Public Bus
- Valley Transit Authority (VTA) Public Bus
- Altamont Commuter Express (ACE) Bus

Combining the peak period gateway counts with peak period mode share data, we estimated a detailed breakdown of the peak direction North Bayshore traffic, splitting the traffic into all modes of transportation for the morning and evening peak periods.



APPENDIX FIGURE 2

Vehicle Classification Observation Locations

Bus Occupancy Observations

Fehr & Peers collected bus occupancy data at 17 bus stop locations presented in **Figure 3**. Some of the data were collected from the appropriate agencies in spreadsheet format, while other data were collected via in-person field observations. For all of the in-person field observations, Fehr & Peers has contracted with a local count vendor. Employer based bus occupancy data were also collected, described in the following section. Using this bus occupancy data, Fehr & Peers determined the number of persons entering North Bayshore during the morning peak period and exiting during the evening peak period on buses.

Public Transit Buses

Public transit buses that provide direct access to North Bayshore include Valley Transit Authority (VTA) buses, MVgo buses and Altamont Commuter Express (ACE) buses. The data collection method for each of these public transit buses is described below.

VTA Buses

VTA bus routes that provide direct access to North Bayshore are the VTA Route 40 (La Avenida & Inigo to Foothill College). Third party count vendor conducted in-person field observations for VTA bus route 40. These observations was conducted for the morning peak period (7:00 to 11:00 AM) and the evening peak period (3:00 to 7:00 PM) on one typical mid-week day (Tuesday, Wednesday or Thursday) between Sunday February 22nd to Friday February 27th, 2026 for the peak direction of travel.

For the morning peak period, local count vendors boarded VTA bus route 40 on the south side of Charleston Road, just east of the Rengstorff Avenue / Charleston Road intersection. This is the first inbound bus stop for VTA Route 40 in North Bayshore. First, while they wait to board the bus, count vendor's staff counted the number of passengers getting off the bus. Once aboard the bus, staff counted the number of passengers on the bus before getting to the next stop. By summing together the number of passengers getting off at the first bus stop and the passengers still on board, we can determine the number of passengers entering the North Bayshore Gateway for VTA Bus Route 40. We repeated this process between 7:00 AM and 11:00 AM. In doing so, we obtained bus occupancy data for the inbound direction of VTA bus route 40.

Similar to the inbound direction, count vendor's staff also collected VTA bus occupancy data for the outbound direction during the evening peak period. Count vendor's staff boarded the VTA Bus Route 40 at the Charleston Avenue / Huff Avenue bus stop (second to last bus stop in the outbound direction in North Bayshore), and got off the bus at the Charleston Avenue / Landings Drive bus stop. While on the bus, staff counted the number of passengers on the bus. We also counted the number of passengers boarding the bus at the last outbound stop at Charleston Avenue / Landings Drive. In doing so, we record the number of passengers leaving the North Bayshore Gateway for VTA Bus Route 40. We repeated this process between 3:00 PM and 7:30 PM. In doing so, we obtained bus occupancy data for the outbound direction of VTA bus route 40 for the evening peak period.

MVgo Buses

MVgo bus boarding and alighting data was collected from the Mountain View Transportation Management Association (MVTMA) for corresponding weeks of field data collection. This agency

collects boarding and alighting data for all of the MVgo buses, including the West Bayshore Shuttle route and the East Bayshore shuttle route. This data include the number of boardings and alightings for each bus stop, throughout the entire day. Using this information, Fehr & Peers determined MVgo bus occupancy for the peak direction of travel on a typical weekday (Tuesday, Wednesday and Thursday) between Sunday February 8th and Friday February 27th, and Friday March 6th and Thursday March 19th, 2026.

ACE Buses

The ACE orange shuttle also provides direct access to North Bayshore. For this route, count vendor's staff boarded the bus at the Shoreline Avenue / Pear Avenue bus stop and got off at the Shoreline Avenue / Space Park Way stop for the inbound direction. For the outbound direction, staff boarded at the Shoreline Avenue / Space Park Way stop and alight at the Shoreline Avenue / Pear Avenue stop. This process was repeated during the morning peak period for the inbound direction and during the evening peak period for the outbound direction.

Employer Based Buses

Employer based buses that provide direct access to North Bayshore include double decker buses, standard buses and small buses. The largest employers that use these buses include Google, Microsoft, Intuit and LinkedIn. Due to company policies, we cannot board the buses and therefore must use a different method than that of the public transit buses. The method for each employer's bus is described below. This in-person data collection was conducted by staff from a local count vendor. Once all the data was collected, Fehr & Peers aggregated the bus occupancy data by bus size to be used in the monitoring report.

Google Buses

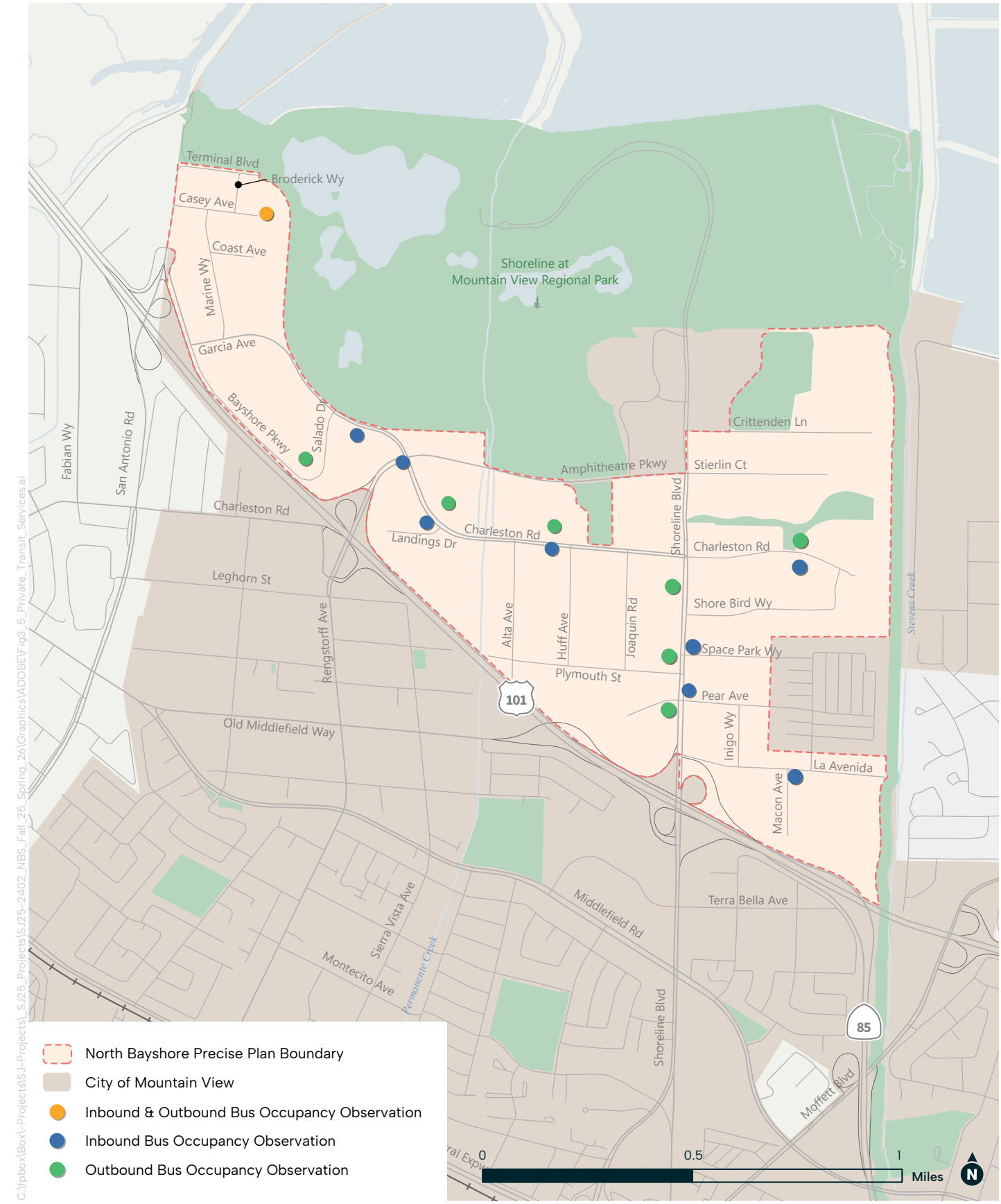
Local count vendor staff were located at the Google bus stop locations including:

- For the inbound direction:
    - South side of Garcia Avenue between Salado Drive and Rengstorff Avenue
    - South side of Charleston Road just east of Rengstorff Avenue
    - South side of Charleston Road just west of Landings Drive (the west-most Landings Driveway)
    - South Side of Charleston Road just east of Huff Avenue
    - In lot near Google 2644
- For the outbound direction:
    - Northside of Charleston Rd just east of Huff Ave
    - The Alza Google bus stop located on the driveway opposite of the west-most Landings Drive, on the east side of Charleston Avenue
    - In lot near Google 2644

Staff recorded the bus license plate number, the type of bus and the number of persons alighting the bus at the inbound locations during the morning peak period, and number of persons boarding the bus at the outbound locations during the evening peak period. Using this information, Fehr & Peers determined the bus occupancies for Google buses for the inbound direction during the morning peak period and the outbound direction for the evening peak period.

Intuit Buses

Local count vendor staff was located at the Intuit bus stop on Intuit's campus to the south of Coast Avenue. Staff recorded the type of bus and the number of people alighting during the morning peak period and boarding during the evening peak period. Using this information, Fehr & Peers determined the bus occupancy for different Intuit bus sizes for the inbound direction during the morning peak period and the outbound direction for the evening peak period.



APPENDIX FIGURE 3

Bus Occupancy Observation Locations

Appendix B:
Gateway Vehicle Counts

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5438 -- English (ENU)

Datasets:
Site: **[8] ARMAND DR S OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	26	3	18	5	0	0	0	0	0	0	0	0	0	0
1300	34	1	23	10	0	0	0	0	0	0	0	0	0	0
1400	24	0	20	4	0	0	0	0	0	0	0	0	0	0
1500	41	1	32	8	0	0	0	0	0	0	0	0	0	0
1600	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1700	20	0	12	8	0	0	0	0	0	0	0	0	0	0
1800	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2000	28	1	23	4	0	0	0	0	0	0	0	0	0	0
2100	30	0	27	3	0	0	0	0	0	0	0	0	0	0
2200	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**250**	**5**	**196**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**325**	**6**	**262**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**336**	**6**	**270**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**357**	**6**	**289**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (41) **AM Peak step** 9:00 (17) **PM Peak step** 15:00 (41)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	10	1	6	3	0	0	0	0	0	0	0	0	0	0
0800	13	1	8	4	0	0	0	0	0	0	0	0	0	0
0900	14	1	12	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	11	2	0	1	0	0	0	0	0	0	0	0
1100	21	1	12	7	0	1	0	0	0	0	0	0	0	0
1200	23	1	20	2	0	0	0	0	0	0	0	0	0	0
1300	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1400	20	0	15	5	0	0	0	0	0	0	0	0	0	0
1500	35	2	27	6	0	0	0	0	0	0	0	0	0	0
1600	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1700	38	0	27	11	0	0	0	0	0	0	0	0	0	0
1800	40	1	33	6	0	0	0	0	0	0	0	0	0	0
1900	30	0	21	9	0	0	0	0	0	0	0	0	0	0
2000	16	0	11	5	0	0	0	0	0	0	0	0	0	0
2100	21	1	18	2	0	0	0	0	0	0	0	0	0	0
2200	12	1	9	2	0	0	0	0	0	0	0	0	0	0
2300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
07-19	**272**	**8**	**208**	**54**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**344**	**9**	**263**	**70**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**363**	**10**	**277**	**74**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**380**	**10**	**293**	**75**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (40) **AM Peak step** 11:00 (21) **PM Peak step** 18:00 (40)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	1	4	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0700	12	0	3	9	0	0	0	0	0	0	0	0	0	0
0800	14	2	4	7	0	0	0	0	1	0	0	0	0	0
0900	12	1	3	8	0	0	0	0	0	0	0	0	0	0
1000	13	1	7	5	0	0	0	0	0	0	0	0	0	0
1100	23	0	11	11	0	1	0	0	0	0	0	0	0	0
1200	17	0	9	8	0	0	0	0	0	0	0	0	0	0
1300	19	0	10	8	0	1	0	0	0	0	0	0	0	0
1400	21	0	12	8	0	1	0	0	0	0	0	0	0	0
1500	32	1	18	13	0	0	0	0	0	0	0	0	0	0
1600	35	0	24	11	0	0	0	0	0	0	0	0	0	0
1700	33	0	23	10	0	0	0	0	0	0	0	0	0	0
1800	31	0	22	9	0	0	0	0	0	0	0	0	0	0
1900	25	0	19	6	0	0	0	0	0	0	0	0	0	0
2000	27	0	22	5	0	0	0	0	0	0	0	0	0	0
2100	20	0	12	8	0	0	0	0	0	0	0	0	0	0
2200	9	0	3	6	0	0	0	0	0	0	0	0	0	0
2300	8	0	1	7	0	0	0	0	0	0	0	0	0	0
07-19	**262**	**5**	**146**	**107**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**342**	**5**	**202**	**131**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**359**	**5**	**206**	**144**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**370**	**5**	**210**	**151**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (35) **AM Peak step** 11:00 (23) **PM Peak step** 16:00 (35)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	5	5	0	0	2	0	0	0	0	0	0	0
0800	16	0	8	8	0	0	0	0	0	0	0	0	0	0
0900	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1000	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1100	21	1	16	4	0	0	0	0	0	0	0	0	0	0
1200	25	0	22	2	0	1	0	0	0	0	0	0	0	0
1300	18	0	13	5	0	0	0	0	0	0	0	0	0	0
1400	20	0	14	5	0	0	1	0	0	0	0	0	0	0
1500	29	0	24	5	0	0	0	0	0	0	0	0	0	0
1600	33	0	20	12	0	0	0	0	1	0	0	0	0	0
1700	33	0	20	13	0	0	0	0	0	0	0	0	0	0
1800	31	0	25	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2000	34	0	27	6	0	0	1	0	0	0	0	0	0	0
2100	31	0	28	2	0	0	1	0	0	0	0	0	0	0
2200	11	0	8	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**270**	**1**	**193**	**71**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**362**	**1**	**271**	**83**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**381**	**1**	**287**	**86**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**391**	**1**	**295**	**88**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 20:00 (34) **AM Peak step** 11:00 (21) **PM Peak step** 20:00 (34)

*** Thursday, February 12, 2026 *PARKED ON***

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	10	5	0	0	0	0	0	0	0	0	0	0
1000	14	2	11	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	4	8	0	0	0	0	0	0	0	0	0	0
2000	31	0	23	8	0	0	0	0	0	0	0	0	0	0
2100	21	0	18	3	0	0	0	0	0	0	0	0	0	0
2200	13	0	9	4	0	0	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
07-19	**73**	**4**	**59**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**141**	**4**	**107**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**163**	**4**	**122**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**175**	**4**	**132**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 20:00 (31) **AM Peak step** 9:00 (16) **PM Peak step** 20:00 (31)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	4	6	0	0	0	0	0	0	0	0	0	0
0800	15	1	12	2	0	0	0	0	0	0	0	0	0	0
0900	11	1	7	3	0	0	0	0	0	0	0	0	0	0
1000	19	1	10	8	0	0	0	0	0	0	0	0	0	0
1100	23	1	15	7	0	0	0	0	0	0	0	0	0	0
1200	22	0	17	4	0	1	0	0	0	0	0	0	0	0
1300	24	1	18	5	0	0	0	0	0	0	0	0	0	0
1400	29	2	22	5	0	0	0	0	0	0	0	0	0	0
1500	30	0	24	5	0	1	0	0	0	0	0	0	0	0
1600	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1700	30	0	19	11	0	0	0	0	0	0	0	0	0	0
1800	30	0	21	8	0	1	0	0	0	0	0	0	0	0
1900	33	0	23	10	0	0	0	0	0	0	0	0	0	0
2000	29	0	18	11	0	0	0	0	0	0	0	0	0	0
2100	25	0	15	10	0	0	0	0	0	0	0	0	0	0
2200	15	0	9	6	0	0	0	0	0	0	0	0	0	0
2300	12	0	8	4	0	0	0	0	0	0	0	0	0	0
07-19	**264**	**7**	**188**	**66**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**359**	**7**	**252**	**97**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**386**	**7**	**269**	**107**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**403**	**7**	**284**	**109**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 19:00 (33) **AM Peak step** 11:00 (23) **PM Peak step** 19:00 (33)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0800	13	0	8	5	0	0	0	0	0	0	0	0	0	0
0900	14	0	7	7	0	0	0	0	0	0	0	0	0	0
1000	19	1	11	7	0	0	0	0	0	0	0	0	0	0
1100	17	1	11	5	0	0	0	0	0	0	0	0	0	0
1200	22	2	9	9	0	2	0	0	0	0	0	0	0	0
1300	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1400	30	0	21	7	1	1	0	0	0	0	0	0	0	0
1500	34	0	24	10	0	0	0	0	0	0	0	0	0	0
1600	32	0	21	11	0	0	0	0	0	0	0	0	0	0
1700	39	1	26	12	0	0	0	0	0	0	0	0	0	0
1800	30	0	19	11	0	0	0	0	0	0	0	0	0	0
1900	28	0	24	4	0	0	0	0	0	0	0	0	0	0
2000	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2100	18	1	14	3	0	0	0	0	0	0	0	0	0	0
2200	14	2	10	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
07-19	**278**	**5**	**174**	**95**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**345**	**6**	**230**	**105**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**369**	**8**	**248**	**109**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**395**	**8**	**266**	**117**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (39) **AM Peak step** 10:00 (19) **PM Peak step** 17:00 (39)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0700	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	10	0	4	6	0	0	0	0	0	0	0	0	0	0
1000	20	1	11	8	0	0	0	0	0	0	0	0	0	0
1100	23	0	13	9	0	1	0	0	0	0	0	0	0	0
1200	24	1	11	12	0	0	0	0	0	0	0	0	0	0
1300	26	0	21	5	0	0	0	0	0	0	0	0	0	0
1400	29	0	17	12	0	0	0	0	0	0	0	0	0	0
1500	19	0	13	6	0	0	0	0	0	0	0	0	0	0
1600	24	0	14	10	0	0	0	0	0	0	0	0	0	0
1700	20	0	14	6	0	0	0	0	0	0	0	0	0	0
1800	19	1	15	3	0	0	0	0	0	0	0	0	0	0
1900	15	1	10	4	0	0	0	0	0	0	0	0	0	0
2000	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2100	20	0	16	3	0	0	1	0	0	0	0	0	0	0
2200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**228**	**3**	**141**	**83**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**287**	**4**	**185**	**96**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**304**	**4**	**198**	**100**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**322**	**4**	**215**	**101**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (29) **AM Peak step** 11:00 (23) **PM Peak step** 14:00 (29)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	5	0	0	0	0	0	0	0	0	0	0
0800	12	0	7	5	0	0	0	0	0	0	0	0	0	0
0900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1000	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1200	21	0	12	9	0	0	0	0	0	0	0	0	0	0
1300	15	0	10	5	0	0	0	0	0	0	0	0	0	0
1400	21	0	17	4	0	0	0	0	0	0	0	0	0	0
1500	32	0	17	14	0	1	0	0	0	0	0	0	0	0
1600	21	0	11	9	0	1	0	0	0	0	0	0	0	0
1700	23	0	15	8	0	0	0	0	0	0	0	0	0	0
1800	17	1	8	7	0	0	1	0	0	0	0	0	0	0
1900	29	0	22	7	0	0	0	0	0	0	0	0	0	0
2000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
2100	25	1	21	3	0	0	0	0	0	0	0	0	0	0
2200	8	1	4	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
07-19	**208**	**1**	**128**	**76**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**285**	**2**	**190**	**90**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**298**	**3**	**197**	**95**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**312**	**3**	**207**	**99**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (32) **AM Peak step** 11:00 (18) **PM Peak step** 15:00 (32)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	2	7	0	0	0	0	0	0	0	0	0	0
0800	7	0	5	1	0	0	0	0	1	0	0	0	0	0
0900	12	0	7	4	0	0	0	0	1	0	0	0	0	0
1000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1100	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1200	23	2	16	5	0	0	0	0	0	0	0	0	0	0
1300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1400	23	0	15	7	0	1	0	0	0	0	0	0	0	0
1500	22	0	13	8	0	1	0	0	0	0	0	0	0	0
1600	27	0	18	8	0	1	0	0	0	0	0	0	0	0
1700	44	0	34	10	0	0	0	0	0	0	0	0	0	0
1800	32	0	23	9	0	0	0	0	0	0	0	0	0	0
1900	28	0	18	10	0	0	0	0	0	0	0	0	0	0
2000	19	0	14	5	0	0	0	0	0	0	0	0	0	0
2100	20	0	12	8	0	0	0	0	0	0	0	0	0	0
2200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2300	9	0	5	3	0	0	1	0	0	0	0	0	0	0
07-19	**240**	**2**	**166**	**67**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**311**	**2**	**213**	**91**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**328**	**2**	**224**	**96**	**0**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**341**	**2**	**234**	**99**	**0**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (44) **AM Peak step** 11:00 (14) **PM Peak step** 17:00 (44)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0700	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0800	8	0	2	6	0	0	0	0	0	0	0	0	0	0
0900	14	0	5	9	0	0	0	0	0	0	0	0	0	0
1000	21	0	11	8	0	2	0	0	0	0	0	0	0	0
1100	13	0	10	3	0	0	0	0	0	0	0	0	0	0
1200	20	0	15	5	0	0	0	0	0	0	0	0	0	0
1300	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1400	15	0	9	5	0	1	0	0	0	0	0	0	0	0
1500	24	0	15	8	0	1	0	0	0	0	0	0	0	0
1600	29	0	14	15	0	0	0	0	0	0	0	0	0	0
1700	27	1	17	8	0	0	0	0	1	0	0	0	0	0
1800	35	0	26	9	0	0	0	0	0	0	0	0	0	0
1900	27	0	17	10	0	0	0	0	0	0	0	0	0	0
2000	26	0	24	2	0	0	0	0	0	0	0	0	0	0
2100	18	0	11	7	0	0	0	0	0	0	0	0	0	0
2200	13	1	6	6	0	0	0	0	0	0	0	0	0	0
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07-19	**233**	**1**	**142**	**85**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**309**	**1**	**197**	**106**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**330**	**2**	**209**	**114**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**340**	**2**	**217**	**116**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (35) **AM Peak step** 10:00 (21) **PM Peak step** 18:00 (35)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0800	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0900	10	0	5	5	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1200	17	0	12	5	0	0	0	0	0	0	0	0	0	0
1300	16	1	12	3	0	0	0	0	0	0	0	0	0	0
1400	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1500	22	0	13	9	0	0	0	0	0	0	0	0	0	0
1600	31	0	19	12	0	0	0	0	0	0	0	0	0	0
1700	37	0	28	8	0	1	0	0	0	0	0	0	0	0
1800	25	1	14	9	0	0	0	0	1	0	0	0	0	0
1900	28	0	17	11	0	0	0	0	0	0	0	0	0	0
2000	26	0	19	7	0	0	0	0	0	0	0	0	0	0
2100	24	0	14	10	0	0	0	0	0	0	0	0	0	0
2200	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2300	10	0	2	8	0	0	0	0	0	0	0	0	0	0
07-19	**215**	**2**	**145**	**66**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**296**	**2**	**198**	**94**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**314**	**2**	**204**	**106**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**327**	**2**	**215**	**108**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (37) **AM Peak step** 11:00 (18) **PM Peak step** 17:00 (37)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	3	2	0	1	0	0	0	0	0	0	0	0
0700	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0800	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0900	12	0	6	5	0	0	1	0	0	0	0	0	0	0
1000	16	0	10	6	0	0	0	0	0	0	0	0	0	0
1100	21	0	9	12	0	0	0	0	0	0	0	0	0	0
1200	23	0	19	3	0	1	0	0	0	0	0	0	0	0
1300	21	0	14	6	0	1	0	0	0	0	0	0	0	0
1400	30	0	21	9	0	0	0	0	0	0	0	0	0	0
1500	29	0	23	6	0	0	0	0	0	0	0	0	0	0
1600	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1700	36	0	25	11	0	0	0	0	0	0	0	0	0	0
1800	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1900	28	0	24	4	0	0	0	0	0	0	0	0	0	0
2000	21	0	19	2	0	0	0	0	0	0	0	0	0	0
2100	35	0	26	9	0	0	0	0	0	0	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
07-19	**254**	**0**	**178**	**73**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**344**	**0**	**250**	**90**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**373**	**0**	**276**	**93**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**385**	**0**	**283**	**98**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (36) **AM Peak step** 11:00 (21) **PM Peak step** 17:00 (36)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	9	0	5	4	0	0	0	0	0	0	0	0	0	0
1000	18	1	12	5	0	0	0	0	0	0	0	0	0	0
1100	27	0	18	8	0	0	1	0	0	0	0	0	0	0
1200	22	0	18	4	0	0	0	0	0	0	0	0	0	0
1300	24	0	19	5	0	0	0	0	0	0	0	0	0	0
1400	26	0	17	9	0	0	0	0	0	0	0	0	0	0
1500	22	1	14	7	0	0	0	0	0	0	0	0	0	0
1600	30	1	24	5	0	0	0	0	0	0	0	0	0	0
1700	32	1	21	9	0	0	1	0	0	0	0	0	0	0
1800	36	1	29	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	22	1	0	0	0	0	0	0	0	0	0	0
2000	16	1	11	4	0	0	0	0	0	0	0	0	0	0
2100	24	1	15	7	0	0	1	0	0	0	0	0	0	0
2200	17	0	12	5	0	0	0	0	0	0	0	0	0	0
2300	10	0	4	6	0	0	0	0	0	0	0	0	0	0
07-19	**259**	**5**	**188**	**64**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**325**	**7**	**239**	**76**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**352**	**7**	**255**	**87**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**368**	**7**	**268**	**90**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (36) **AM Peak step** 11:00 (27) **PM Peak step** 18:00 (36)

*** Sunday, February 22, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0800	7	0	4	3	0	0	0	0	0	0	0	0	0	0
0900	8	0	1	7	0	0	0	0	0	0	0	0	0	0
1000	17	1	11	5	0	0	0	0	0	0	0	0	0	0
1100	26	0	18	8	0	0	0	0	0	0	0	0	0	0
1200	19	0	13	5	0	1	0	0	0	0	0	0	0	0
1300	27	1	18	7	0	1	0	0	0	0	0	0	0	0
1400	25	2	16	7	0	0	0	0	0	0	0	0	0	0
1500	27	0	20	7	0	0	0	0	0	0	0	0	0	0
1600	29	0	24	5	0	0	0	0	0	0	0	0	0	0
1700	28	2	15	11	0	0	0	0	0	0	0	0	0	0
1800	21	0	11	9	0	0	1	0	0	0	0	0	0	0
1900	27	0	13	14	0	0	0	0	0	0	0	0	0	0
2000	26	0	14	12	0	0	0	0	0	0	0	0	0	0
2100	18	0	12	6	0	0	0	0	0	0	0	0	0	0
2200	14	1	7	6	0	0	0	0	0	0	0	0	0	0
2300	10	0	6	4	0	0	0	0	0	0	0	0	0	0
07-19	**238**	**6**	**153**	**76**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**313**	**6**	**195**	**109**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**337**	**7**	**208**	**119**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**356**	**7**	**222**	**124**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (29) **AM Peak step** 11:00 (26) **PM Peak step** 16:00 (29)

*** Monday, February 23, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	7	0	2	5	0	0	0	0	0	0	0	0	0	0
0800	19	1	4	14	0	0	0	0	0	0	0	0	0	0
0900	15	1	10	4	0	0	0	0	0	0	0	0	0	0
1000	18	0	11	7	0	0	0	0	0	0	0	0	0	0
1100	18	2	12	4	0	0	0	0	0	0	0	0	0	0
1200	21	2	13	6	0	0	0	0	0	0	0	0	0	0
1300	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1400	25	0	21	4	0	0	0	0	0	0	0	0	0	0
1500	31	0	25	5	0	1	0	0	0	0	0	0	0	0
1600	38	0	35	3	0	0	0	0	0	0	0	0	0	0
1700	48	2	37	9	0	0	0	0	0	0	0	0	0	0
1800	35	0	33	2	0	0	0	0	0	0	0	0	0	0
1900	25	2	18	5	0	0	0	0	0	0	0	0	0	0
2000	20	0	18	2	0	0	0	0	0	0	0	0	0	0
2100	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2200	9	0	5	4	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**296**	**8**	**219**	**68**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**363**	**10**	**273**	**79**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**380**	**10**	**286**	**83**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**395**	**10**	**295**	**88**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (48) **AM Peak step** 8:00 (19) **PM Peak step** 17:00 (48)

*** Tuesday, February 24, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	4	6	0	0	1	0	0	0	0	0	0	0
0800	19	0	16	2	1	0	0	0	0	0	0	0	0	0
0900	12	1	8	3	0	0	0	0	0	0	0	0	0	0
1000	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1100	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1200	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1300	13	0	9	3	0	0	1	0	0	0	0	0	0	0
1400	19	0	15	3	0	1	0	0	0	0	0	0	0	0
1500	34	1	26	7	0	0	0	0	0	0	0	0	0	0
1600	40	2	28	10	0	0	0	0	0	0	0	0	0	0
1700	36	0	33	3	0	0	0	0	0	0	0	0	0	0
1800	36	0	30	5	1	0	0	0	0	0	0	0	0	0
1900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2000	27	0	24	2	0	0	0	0	1	0	0	0	0	0
2100	19	1	18	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07-19	**261**	**4**	**199**	**53**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**334**	**5**	**266**	**57**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**351**	**5**	**281**	**59**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**363**	**5**	**292**	**60**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (40) **AM Peak step** 8:00 (19) **PM Peak step** 16:00 (40)

*** Wednesday, February 25, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	5	4	1	0	0	0	0	0	0	0	0	0
0800	12	1	9	2	0	0	0	0	0	0	0	0	0	0
0900	20	3	14	3	0	0	0	0	0	0	0	0	0	0
1000	13	1	8	3	0	1	0	0	0	0	0	0	0	0
1100	21	1	15	5	0	0	0	0	0	0	0	0	0	0
1200	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1300	28	2	19	7	0	0	0	0	0	0	0	0	0	0
1400	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1500	31	0	23	7	0	1	0	0	0	0	0	0	0	0
1600	33	1	23	9	0	0	0	0	0	0	0	0	0	0
1700	39	0	30	8	0	1	0	0	0	0	0	0	0	0
1800	33	0	27	6	0	0	0	0	0	0	0	0	0	0
1900	23	0	19	4	0	0	0	0	0	0	0	0	0	0
2000	23	0	17	5	0	0	1	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
07-19	**290**	**9**	**215**	**62**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**362**	**9**	**275**	**73**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**385**	**9**	**293**	**78**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**403**	**9**	**310**	**79**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (39) **AM Peak step** 11:00 (21) **PM Peak step** 17:00 (39)

*** Thursday, February 26, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	7	5	1	0	0	0	0	0	0	0	0	0
0800	17	2	12	3	0	0	0	0	0	0	0	0	0	0
0900	16	1	11	3	0	0	1	0	0	0	0	0	0	0
1000	14	0	10	2	0	2	0	0	0	0	0	0	0	0
1100	11	1	7	3	0	0	0	0	0	0	0	0	0	0
1200	21	2	12	7	0	0	0	0	0	0	0	0	0	0
1300	25	1	17	6	0	0	1	0	0	0	0	0	0	0
1400	26	1	20	4	0	1	0	0	0	0	0	0	0	0
1500	30	2	24	4	0	0	0	0	0	0	0	0	0	0
1600	29	1	20	8	0	0	0	0	0	0	0	0	0	0
1700	46	3	29	14	0	0	0	0	0	0	0	0	0	0
1800	43	0	30	12	0	1	0	0	0	0	0	0	0	0
1900	22	0	18	4	0	0	0	0	0	0	0	0	0	0
2000	26	0	24	1	0	0	1	0	0	0	0	0	0	0
2100	24	0	23	1	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**291**	**14**	**199**	**71**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**365**	**14**	**266**	**77**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**383**	**14**	**280**	**81**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**399**	**15**	**294**	**82**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (46) **AM Peak step** 8:00 (17) **PM Peak step** 17:00 (46)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5439 -- English (ENU)

Datasets:
Site: **[8] ARMAND DR S OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	11	0	8	3	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0700	37	0	31	6	0	0	0	0	0	0	0	0	0	0
0800	50	0	42	8	0	0	0	0	0	0	0	0	0	0
0900	53	0	48	5	0	0	0	0	0	0	0	0	0	0
1000	57	0	46	10	0	1	0	0	0	0	0	0	0	0
1100	62	0	53	8	1	0	0	0	0	0	0	0	0	0
1200	49	2	33	13	0	1	0	0	0	0	0	0	0	0
1300	60	0	46	14	0	0	0	0	0	0	0	0	0	0
1400	79	1	64	14	0	0	0	0	0	0	0	0	0	0
1500	71	2	64	5	0	0	0	0	0	0	0	0	0	0
1600	51	0	40	11	0	0	0	0	0	0	0	0	0	0
1700	47	0	35	12	0	0	0	0	0	0	0	0	0	0
1800	31	0	27	4	0	0	0	0	0	0	0	0	0	0
1900	42	0	39	3	0	0	0	0	0	0	0	0	0	0
2000	37	0	28	9	0	0	0	0	0	0	0	0	0	0
2100	28	0	24	4	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	**647**	**5**	**529**	**110**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**770**	**5**	**633**	**129**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**792**	**5**	**653**	**131**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**826**	**5**	**683**	**135**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (79) **AM Peak step** 11:00 (62) **PM Peak step** 14:00 (79)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	12	4	0	0	0	0	0	0	0	0	0	0
0500	25	0	22	3	0	0	0	0	0	0	0	0	0	0
0600	46	0	31	15	0	0	0	0	0	0	0	0	0	0
0700	106	1	77	28	0	0	0	0	0	0	0	0	0	0
0800	78	0	54	24	0	0	0	0	0	0	0	0	0	0
0900	65	0	53	12	0	0	0	0	0	0	0	0	0	0
1000	42	0	35	6	1	0	0	0	0	0	0	0	0	0
1100	41	0	35	6	0	0	0	0	0	0	0	0	0	0
1200	45	3	31	10	0	1	0	0	0	0	0	0	0	0
1300	42	0	31	11	0	0	0	0	0	0	0	0	0	0
1400	54	1	45	8	0	0	0	0	0	0	0	0	0	0
1500	69	3	50	16	0	0	0	0	0	0	0	0	0	0
1600	49	0	43	6	0	0	0	0	0	0	0	0	0	0
1700	53	0	47	6	0	0	0	0	0	0	0	0	0	0
1800	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1900	35	1	23	10	0	1	0	0	0	0	0	0	0	0
2000	27	0	21	6	0	0	0	0	0	0	0	0	0	0
2100	23	0	15	8	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
07-19	**689**	**8**	**541**	**138**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**820**	**9**	**631**	**177**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**831**	**9**	**640**	**179**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**883**	**9**	**684**	**187**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (106) **AM Peak step** 7:00 (106) **PM Peak step** 15:00 (69)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	4	7	0	0	0	0	0	0	0	0	0	0
0500	31	0	15	16	0	0	0	0	0	0	0	0	0	0
0600	49	2	28	19	0	0	0	0	0	0	0	0	0	0
0700	113	2	45	65	0	1	0	0	0	0	0	0	0	0
0800	85	0	36	49	0	0	0	0	0	0	0	0	0	0
0900	59	0	32	27	0	0	0	0	0	0	0	0	0	0
1000	63	0	47	16	0	0	0	0	0	0	0	0	0	0
1100	59	0	36	21	0	2	0	0	0	0	0	0	0	0
1200	44	0	26	18	0	0	0	0	0	0	0	0	0	0
1300	59	0	38	20	0	1	0	0	0	0	0	0	0	0
1400	54	1	30	22	0	1	0	0	0	0	0	0	0	0
1500	57	0	41	15	1	0	0	0	0	0	0	0	0	0
1600	46	1	31	14	0	0	0	0	0	0	0	0	0	0
1700	54	0	38	16	0	0	0	0	0	0	0	0	0	0
1800	39	0	32	7	0	0	0	0	0	0	0	0	0	0
1900	32	0	25	7	0	0	0	0	0	0	0	0	0	0
2000	33	1	24	8	0	0	0	0	0	0	0	0	0	0
2100	24	0	18	6	0	0	0	0	0	0	0	0	0	0
2200	20	0	8	12	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**732**	**4**	**432**	**290**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**870**	**7**	**527**	**330**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**895**	**7**	**539**	**343**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**946**	**7**	**565**	**368**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (113) **AM Peak step** 7:00 (113) **PM Peak step** 13:00 (59)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0500	28	0	22	6	0	0	0	0	0	0	0	0	0	0
0600	42	1	26	15	0	0	0	0	0	0	0	0	0	0
0700	119	0	72	47	0	0	0	0	0	0	0	0	0	0
0800	91	0	63	28	0	0	0	0	0	0	0	0	0	0
0900	66	1	48	17	0	0	0	0	0	0	0	0	0	0
1000	57	1	43	13	0	0	0	0	0	0	0	0	0	0
1100	42	1	31	9	0	1	0	0	0	0	0	0	0	0
1200	50	0	40	8	1	1	0	0	0	0	0	0	0	0
1300	54	3	46	4	0	1	0	0	0	0	0	0	0	0
1400	54	0	43	9	0	1	0	1	0	0	0	0	0	0
1500	51	1	42	8	0	0	0	0	0	0	0	0	0	0
1600	52	0	36	16	0	0	0	0	0	0	0	0	0	0
1700	50	0	28	22	0	0	0	0	0	0	0	0	0	0
1800	35	0	29	6	0	0	0	0	0	0	0	0	0	0
1900	45	1	38	6	0	0	0	0	0	0	0	0	0	0
2000	43	0	39	4	0	0	0	0	0	0	0	0	0	0
2100	23	0	18	5	0	0	0	0	0	0	0	0	0	0
2200	18	1	13	4	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**721**	**7**	**521**	**187**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**874**	**9**	**642**	**217**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**899**	**10**	**661**	**222**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**948**	**10**	**694**	**238**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (119) **AM Peak step** 7:00 (119) **PM Peak step** 13:00 (54)

*** Thursday, February 12, 2026 *PARKED ON***

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	9	4	0	0	0	0	0	0	0	0	0	0
0500	28	0	23	5	0	0	0	0	0	0	0	0	0	0
0600	53	0	44	8	0	0	1	0	0	0	0	0	0	0
0700	111	1	87	23	0	0	0	0	0	0	0	0	0	0
0800	99	0	79	20	0	0	0	0	0	0	0	0	0	0
0900	59	1	50	8	0	0	0	0	0	0	0	0	0	0
1000	42	1	35	6	0	0	0	0	0	0	0	0	0	0
1100	57	1	43	12	0	1	0	0	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	18	1	16	1	0	0	0	0	0	0	0	0	0	0
2000	35	0	28	7	0	0	0	0	0	0	0	0	0	0
2100	25	0	21	4	0	0	0	0	0	0	0	0	0	0
2200	24	0	19	5	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	**372**	**4**	**298**	**69**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**503**	**5**	**407**	**89**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**538**	**5**	**436**	**95**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**588**	**5**	**475**	**106**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (111) **AM Peak step** 7:00 (111) **PM Peak step** 20:00 (35)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0500	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0600	45	0	32	13	0	0	0	0	0	0	0	0	0	0
0700	106	0	60	45	1	0	0	0	0	0	0	0	0	0
0800	83	2	65	16	0	0	0	0	0	0	0	0	0	0
0900	56	0	39	17	0	0	0	0	0	0	0	0	0	0
1000	46	0	41	5	0	0	0	0	0	0	0	0	0	0
1100	63	1	49	11	1	1	0	0	0	0	0	0	0	0
1200	62	2	50	10	0	0	0	0	0	0	0	0	0	0
1300	68	1	59	8	0	0	0	0	0	0	0	0	0	0
1400	69	1	55	12	0	0	1	0	0	0	0	0	0	0
1500	52	0	44	8	0	0	0	0	0	0	0	0	0	0
1600	56	0	44	12	0	0	0	0	0	0	0	0	0	0
1700	58	0	42	14	0	2	0	0	0	0	0	0	0	0
1800	38	0	26	12	0	0	0	0	0	0	0	0	0	0
1900	54	1	36	17	0	0	0	0	0	0	0	0	0	0
2000	38	0	34	4	0	0	0	0	0	0	0	0	0	0
2100	34	1	23	10	0	0	0	0	0	0	0	0	0	0
2200	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**757**	**7**	**574**	**170**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**928**	**9**	**699**	**214**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**955**	**9**	**723**	**217**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1004**	**9**	**764**	**225**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (106) **AM Peak step** 7:00 (106) **PM Peak step** 14:00 (69)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0600	25	0	20	5	0	0	0	0	0	0	0	0	0	0
0700	47	0	32	15	0	0	0	0	0	0	0	0	0	0
0800	67	0	43	24	0	0	0	0	0	0	0	0	0	0
0900	65	1	53	11	0	0	0	0	0	0	0	0	0	0
1000	61	0	46	15	0	0	0	0	0	0	0	0	0	0
1100	51	0	43	7	0	1	0	0	0	0	0	0	0	0
1200	67	0	53	14	0	0	0	0	0	0	0	0	0	0
1300	60	0	42	17	0	1	0	0	0	0	0	0	0	0
1400	63	4	41	17	0	1	0	0	0	0	0	0	0	0
1500	70	0	53	16	0	0	1	0	0	0	0	0	0	0
1600	69	1	58	10	0	0	0	0	0	0	0	0	0	0
1700	58	0	43	15	0	0	0	0	0	0	0	0	0	0
1800	57	0	48	9	0	0	0	0	0	0	0	0	0	0
1900	49	0	43	6	0	0	0	0	0	0	0	0	0	0
2000	20	0	17	3	0	0	0	0	0	0	0	0	0	0
2100	30	1	21	8	0	0	0	0	0	0	0	0	0	0
2200	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	2	1	0	0	0	0	0	0	0	0	0
07-19	**735**	**6**	**555**	**170**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**859**	**7**	**656**	**192**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**884**	**7**	**675**	**197**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**921**	**7**	**703**	**206**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (70) **AM Peak step** 8:00 (67) **PM Peak step** 15:00 (70)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0700	37	0	25	12	0	0	0	0	0	0	0	0	0	0
0800	40	1	27	11	1	0	0	0	0	0	0	0	0	0
0900	65	0	49	16	0	0	0	0	0	0	0	0	0	0
1000	67	0	51	16	0	0	0	0	0	0	0	0	0	0
1100	41	0	32	9	0	0	0	0	0	0	0	0	0	0
1200	52	0	41	11	0	0	0	0	0	0	0	0	0	0
1300	63	0	51	12	0	0	0	0	0	0	0	0	0	0
1400	66	0	55	11	0	0	0	0	0	0	0	0	0	0
1500	55	0	43	12	0	0	0	0	0	0	0	0	0	0
1600	41	0	30	10	1	0	0	0	0	0	0	0	0	0
1700	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1800	42	0	35	7	0	0	0	0	0	0	0	0	0	0
1900	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2000	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2100	16	0	11	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	8	3	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**611**	**1**	**477**	**131**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**679**	**1**	**532**	**144**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**698**	**1**	**547**	**148**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**733**	**1**	**578**	**152**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (67) **AM Peak step** 10:00 (67) **PM Peak step** 14:00 (66)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0600	27	0	15	12	0	0	0	0	0	0	0	0	0	0
0700	44	0	25	19	0	0	0	0	0	0	0	0	0	0
0800	56	0	31	24	0	1	0	0	0	0	0	0	0	0
0900	52	0	24	27	1	0	0	0	0	0	0	0	0	0
1000	41	0	26	15	0	0	0	0	0	0	0	0	0	0
1100	49	0	23	26	0	0	0	0	0	0	0	0	0	0
1200	45	1	31	12	0	1	0	0	0	0	0	0	0	0
1300	37	0	25	12	0	0	0	0	0	0	0	0	0	0
1400	51	1	29	20	0	1	0	0	0	0	0	0	0	0
1500	52	0	34	17	0	1	0	0	0	0	0	0	0	0
1600	44	0	30	14	0	0	0	0	0	0	0	0	0	0
1700	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1800	49	0	35	14	0	0	0	0	0	0	0	0	0	0
1900	44	0	30	13	0	1	0	0	0	0	0	0	0	0
2000	26	1	19	6	0	0	0	0	0	0	0	0	0	0
2100	30	0	24	6	0	0	0	0	0	0	0	0	0	0
2200	24	0	20	4	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**562**	**2**	**347**	**208**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**689**	**3**	**435**	**245**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**720**	**3**	**461**	**250**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**758**	**3**	**493**	**256**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (56) **AM Peak step** 8:00 (56) **PM Peak step** 15:00 (52)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0500	26	0	23	3	0	0	0	0	0	0	0	0	0	0
0600	51	0	39	12	0	0	0	0	0	0	0	0	0	0
0700	70	0	45	25	0	0	0	0	0	0	0	0	0	0
0800	74	0	46	27	0	1	0	0	0	0	0	0	0	0
0900	60	0	37	23	0	0	0	0	0	0	0	0	0	0
1000	47	0	26	20	0	1	0	0	0	0	0	0	0	0
1100	51	0	27	24	0	0	0	0	0	0	0	0	0	0
1200	42	0	21	20	0	1	0	0	0	0	0	0	0	0
1300	58	0	35	23	0	0	0	0	0	0	0	0	0	0
1400	47	0	28	18	0	1	0	0	0	0	0	0	0	0
1500	52	0	33	18	0	1	0	0	0	0	0	0	0	0
1600	59	0	38	20	0	1	0	0	0	0	0	0	0	0
1700	37	0	26	11	0	0	0	0	0	0	0	0	0	0
1800	45	0	25	19	0	0	1	0	0	0	0	0	0	0
1900	43	1	26	15	0	1	0	0	0	0	0	0	0	0
2000	37	0	16	21	0	0	0	0	0	0	0	0	0	0
2100	18	0	13	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	6	5	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07-19	**642**	**0**	**387**	**248**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**791**	**1**	**481**	**301**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**807**	**1**	**491**	**307**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**851**	**1**	**528**	**314**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (74) **AM Peak step** 8:00 (74) **PM Peak step** 16:00 (59)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0500	23	0	13	10	0	0	0	0	0	0	0	0	0	0
0600	41	0	21	20	0	0	0	0	0	0	0	0	0	0
0700	92	1	35	56	0	0	0	0	0	0	0	0	0	0
0800	70	1	25	44	0	0	0	0	0	0	0	0	0	0
0900	60	0	33	26	0	1	0	0	0	0	0	0	0	0
1000	43	0	20	22	0	1	0	0	0	0	0	0	0	0
1100	43	0	24	19	0	0	0	0	0	0	0	0	0	0
1200	51	1	32	18	0	0	0	0	0	0	0	0	0	0
1300	49	0	40	8	0	0	1	0	0	0	0	0	0	0
1400	47	0	34	12	0	1	0	0	0	0	0	0	0	0
1500	45	0	29	15	0	1	0	0	0	0	0	0	0	0
1600	51	0	32	19	0	0	0	0	0	0	0	0	0	0
1700	44	0	37	7	0	0	0	0	0	0	0	0	0	0
1800	47	0	34	13	0	0	0	0	0	0	0	0	0	0
1900	34	0	21	13	0	0	0	0	0	0	0	0	0	0
2000	29	0	19	9	0	1	0	0	0	0	0	0	0	0
2100	21	0	15	6	0	0	0	0	0	0	0	0	0	0
2200	23	1	12	10	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**642**	**3**	**375**	**259**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**767**	**3**	**451**	**307**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**791**	**4**	**464**	**317**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**831**	**4**	**487**	**334**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (92) **AM Peak step** 7:00 (92) **PM Peak step** 12:00 (51)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	6	6	0	0	0	0	0	0	0	0	0	0
0500	28	0	20	8	0	0	0	0	0	0	0	0	0	0
0600	43	0	30	13	0	0	0	0	0	0	0	0	0	0
0700	75	0	55	18	0	2	0	0	0	0	0	0	0	0
0800	87	1	56	30	0	0	0	0	0	0	0	0	0	0
0900	59	1	34	23	0	1	0	0	0	0	0	0	0	0
1000	49	0	33	15	0	1	0	0	0	0	0	0	0	0
1100	44	0	31	11	0	2	0	0	0	0	0	0	0	0
1200	44	1	26	17	0	0	0	0	0	0	0	0	0	0
1300	55	0	48	7	0	0	0	0	0	0	0	0	0	0
1400	64	0	47	16	0	1	0	0	0	0	0	0	0	0
1500	45	0	29	16	0	0	0	0	0	0	0	0	0	0
1600	48	0	41	7	0	0	0	0	0	0	0	0	0	0
1700	44	0	33	11	0	0	0	0	0	0	0	0	0	0
1800	39	0	29	9	1	0	0	0	0	0	0	0	0	0
1900	42	0	38	4	0	0	0	0	0	0	0	0	0	0
2000	27	0	23	4	0	0	0	0	0	0	0	0	0	0
2100	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	9	5	0	0	0	0	0	0	0	0	0	0
2300	10	0	2	8	0	0	0	0	0	0	0	0	0	0
07-19	**653**	**3**	**462**	**180**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**783**	**3**	**569**	**203**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**807**	**3**	**580**	**216**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**855**	**3**	**612**	**232**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (87) **AM Peak step** 8:00 (87) **PM Peak step** 14:00 (64)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	5	5	0	0	0	0	0	0	0	0	0	0
0500	25	0	15	10	0	0	0	0	0	0	0	0	0	0
0600	46	0	32	14	0	0	0	0	0	0	0	0	0	0
0700	80	0	48	32	0	0	0	0	0	0	0	0	0	0
0800	71	0	43	28	0	0	0	0	0	0	0	0	0	0
0900	58	1	44	12	0	1	0	0	0	0	0	0	0	0
1000	53	0	36	16	0	1	0	0	0	0	0	0	0	0
1100	55	0	41	13	0	1	0	0	0	0	0	0	0	0
1200	46	0	33	11	0	2	0	0	0	0	0	0	0	0
1300	60	0	49	11	0	0	0	0	0	0	0	0	0	0
1400	50	0	41	8	0	1	0	0	0	0	0	0	0	0
1500	53	1	44	7	0	1	0	0	0	0	0	0	0	0
1600	64	1	52	11	0	0	0	0	0	0	0	0	0	0
1700	58	1	46	11	0	0	0	0	0	0	0	0	0	0
1800	60	0	47	13	0	0	0	0	0	0	0	0	0	0
1900	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2000	33	0	29	4	0	0	0	0	0	0	0	0	0	0
2100	25	0	18	7	0	0	0	0	0	0	0	0	0	0
2200	30	0	23	7	0	0	0	0	0	0	0	0	0	0
2300	13	0	10	3	0	0	0	0	0	0	0	0	0	0
07-19	**708**	**4**	**524**	**173**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**852**	**4**	**640**	**201**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**895**	**4**	**673**	**211**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**944**	**4**	**705**	**228**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (80) **AM Peak step** 7:00 (80) **PM Peak step** 16:00 (64)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	4	4	0	0	0	0	0	0	0	0	0	0
0100	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0600	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0700	44	0	35	9	0	0	0	0	0	0	0	0	0	0
0800	48	0	37	11	0	0	0	0	0	0	0	0	0	0
0900	59	0	44	15	0	0	0	0	0	0	0	0	0	0
1000	53	0	38	15	0	0	0	0	0	0	0	0	0	0
1100	68	0	54	14	0	0	0	0	0	0	0	0	0	0
1200	46	1	35	10	0	0	0	0	0	0	0	0	0	0
1300	85	1	74	10	0	0	0	0	0	0	0	0	0	0
1400	70	1	60	8	0	1	0	0	0	0	0	0	0	0
1500	51	0	40	10	0	1	0	0	0	0	0	0	0	0
1600	54	0	44	10	0	0	0	0	0	0	0	0	0	0
1700	47	0	38	8	0	1	0	0	0	0	0	0	0	0
1800	64	0	53	11	0	0	0	0	0	0	0	0	0	0
1900	42	0	32	10	0	0	0	0	0	0	0	0	0	0
2000	33	0	26	7	0	0	0	0	0	0	0	0	0	0
2100	31	0	26	5	0	0	0	0	0	0	0	0	0	0
2200	15	0	10	5	0	0	0	0	0	0	0	0	0	0
2300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
07-19	**689**	**3**	**552**	**131**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**822**	**3**	**661**	**155**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**849**	**3**	**680**	**163**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**882**	**3**	**701**	**175**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (85) **AM Peak step** 11:00 (68) **PM Peak step** 13:00 (85)

*** Sunday, February 22, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	2	4	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0600	16	0	11	5	0	0	0	0	0	0	0	0	0	0
0700	28	0	17	10	1	0	0	0	0	0	0	0	0	0
0800	46	0	29	17	0	0	0	0	0	0	0	0	0	0
0900	69	0	43	25	1	0	0	0	0	0	0	0	0	0
1000	62	1	44	17	0	0	0	0	0	0	0	0	0	0
1100	60	1	48	11	0	0	0	0	0	0	0	0	0	0
1200	60	0	53	7	0	0	0	0	0	0	0	0	0	0
1300	57	1	42	14	0	0	0	0	0	0	0	0	0	0
1400	57	1	43	12	0	0	0	0	1	0	0	0	0	0
1500	57	2	47	8	0	0	0	0	0	0	0	0	0	0
1600	59	2	47	10	0	0	0	0	0	0	0	0	0	0
1700	59	0	48	11	0	0	0	0	0	0	0	0	0	0
1800	52	0	38	14	0	0	0	0	0	0	0	0	0	0
1900	41	0	32	9	0	0	0	0	0	0	0	0	0	0
2000	33	0	21	11	0	1	0	0	0	0	0	0	0	0
2100	23	0	15	8	0	0	0	0	0	0	0	0	0	0
2200	18	0	14	4	0	0	0	0	0	0	0	0	0	0
2300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
07-19	**666**	**8**	**499**	**156**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**779**	**8**	**578**	**189**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**807**	**8**	**600**	**195**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**850**	**8**	**634**	**204**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (69) **AM Peak step** 9:00 (69) **PM Peak step** 12:00 (60)

*** Monday, February 23, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0400	13	0	6	7	0	0	0	0	0	0	0	0	0	0
0500	22	0	15	7	0	0	0	0	0	0	0	0	0	0
0600	46	0	32	14	0	0	0	0	0	0	0	0	0	0
0700	112	1	58	53	0	0	0	0	0	0	0	0	0	0
0800	90	1	54	35	0	0	0	0	0	0	0	0	0	0
0900	57	0	40	16	1	0	0	0	0	0	0	0	0	0
1000	55	0	43	11	0	1	0	0	0	0	0	0	0	0
1100	41	0	30	10	0	1	0	0	0	0	0	0	0	0
1200	47	0	33	14	0	0	0	0	0	0	0	0	0	0
1300	63	1	49	13	0	0	0	0	0	0	0	0	0	0
1400	62	1	53	7	1	0	0	0	0	0	0	0	0	0
1500	55	0	45	10	0	0	0	0	0	0	0	0	0	0
1600	62	0	49	13	0	0	0	0	0	0	0	0	0	0
1700	54	0	44	10	0	0	0	0	0	0	0	0	0	0
1800	45	0	38	6	0	1	0	0	0	0	0	0	0	0
1900	39	2	33	3	0	1	0	0	0	0	0	0	0	0
2000	34	0	31	3	0	0	0	0	0	0	0	0	0	0
2100	15	1	12	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	10	4	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**743**	**4**	**536**	**198**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**877**	**7**	**644**	**220**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**893**	**7**	**656**	**224**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**941**	**7**	**685**	**243**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (112) **AM Peak step** 7:00 (112) **PM Peak step** 13:00 (63)

*** Tuesday, February 24, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0500	27	0	22	5	0	0	0	0	0	0	0	0	0	0
0600	53	0	39	13	0	1	0	0	0	0	0	0	0	0
0700	107	0	78	28	1	0	0	0	0	0	0	0	0	0
0800	107	1	81	25	0	0	0	0	0	0	0	0	0	0
0900	52	0	46	6	0	0	0	0	0	0	0	0	0	0
1000	56	0	44	12	0	0	0	0	0	0	0	0	0	0
1100	54	0	42	12	0	0	0	0	0	0	0	0	0	0
1200	43	0	30	12	0	1	0	0	0	0	0	0	0	0
1300	46	0	36	8	0	1	1	0	0	0	0	0	0	0
1400	45	1	34	8	1	0	1	0	0	0	0	0	0	0
1500	59	0	46	12	1	0	0	0	0	0	0	0	0	0
1600	52	1	41	10	0	0	0	0	0	0	0	0	0	0
1700	58	0	51	7	0	0	0	0	0	0	0	0	0	0
1800	57	2	50	5	0	0	0	0	0	0	0	0	0	0
1900	49	3	43	3	0	0	0	0	0	0	0	0	0	0
2000	30	0	22	7	0	1	0	0	0	0	0	0	0	0
2100	24	0	21	3	0	0	0	0	0	0	0	0	0	0
2200	18	0	17	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**736**	**5**	**579**	**145**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**892**	**8**	**704**	**171**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**913**	**8**	**724**	**172**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**965**	**8**	**765**	**183**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (107) **AM Peak step** 7:00 (107) **PM Peak step** 15:00 (59)

*** Wednesday, February 25, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0500	30	0	25	5	0	0	0	0	0	0	0	0	0	0
0600	46	0	37	9	0	0	0	0	0	0	0	0	0	0
0700	130	0	94	36	0	0	0	0	0	0	0	0	0	0
0800	80	1	64	15	0	0	0	0	0	0	0	0	0	0
0900	66	1	53	12	0	0	0	0	0	0	0	0	0	0
1000	62	1	49	11	0	1	0	0	0	0	0	0	0	0
1100	41	0	35	6	0	0	0	0	0	0	0	0	0	0
1200	52	1	40	9	0	2	0	0	0	0	0	0	0	0
1300	53	0	40	12	0	1	0	0	0	0	0	0	0	0
1400	57	1	47	9	0	0	0	0	0	0	0	0	0	0
1500	50	3	41	4	1	1	0	0	0	0	0	0	0	0
1600	75	1	58	16	0	0	0	0	0	0	0	0	0	0
1700	55	1	38	15	0	0	1	0	0	0	0	0	0	0
1800	43	1	33	9	0	0	0	0	0	0	0	0	0	0
1900	42	0	38	4	0	0	0	0	0	0	0	0	0	0
2000	31	2	26	3	0	0	0	0	0	0	0	0	0	0
2100	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**764**	**11**	**592**	**154**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**907**	**13**	**715**	**172**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**926**	**13**	**733**	**173**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**980**	**13**	**779**	**181**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (130) **AM Peak step** 7:00 (130) **PM Peak step** 16:00 (75)

*** Thursday, February 26, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0500	34	0	30	4	0	0	0	0	0	0	0	0	0	0
0600	45	0	31	14	0	0	0	0	0	0	0	0	0	0
0700	115	0	78	36	0	1	0	0	0	0	0	0	0	0
0800	83	0	59	24	0	0	0	0	0	0	0	0	0	0
0900	66	0	51	15	0	0	0	0	0	0	0	0	0	0
1000	45	0	35	9	0	1	0	0	0	0	0	0	0	0
1100	61	1	50	9	0	1	0	0	0	0	0	0	0	0
1200	40	1	28	11	0	0	0	0	0	0	0	0	0	0
1300	55	1	47	6	1	0	0	0	0	0	0	0	0	0
1400	50	1	41	6	0	2	0	0	0	0	0	0	0	0
1500	53	0	43	10	0	0	0	0	0	0	0	0	0	0
1600	65	0	52	13	0	0	0	0	0	0	0	0	0	0
1700	51	3	39	9	0	0	0	0	0	0	0	0	0	0
1800	52	1	44	7	0	0	0	0	0	0	0	0	0	0
1900	47	0	41	6	0	0	0	0	0	0	0	0	0	0
2000	34	0	31	3	0	0	0	0	0	0	0	0	0	0
2100	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2200	20	0	19	1	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	**736**	**8**	**567**	**155**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**885**	**8**	**690**	**181**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**914**	**8**	**717**	**183**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**974**	**8**	**767**	**193**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (115) **AM Peak step** 7:00 (115) **PM Peak step** 16:00 (65)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5428 -- English (ENU)

Datasets:
Site: **[2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0800	33	0	28	3	0	0	2	0	0	0	0	0	0	0
0900	180	0	157	14	0	0	8	0	1	0	0	0	0	0
1000	85	0	75	7	0	0	3	0	0	0	0	0	0	0
1100	57	5	47	2	0	0	2	0	1	0	0	0	0	0
1200	30	0	27	1	0	1	0	0	1	0	0	0	0	0
1300	41	1	35	4	0	0	1	0	0	0	0	0	0	0
1400	43	1	39	2	0	0	1	0	0	0	0	0	0	0
1500	33	0	31	2	0	0	0	0	0	0	0	0	0	0
1600	34	1	28	3	0	0	1	0	1	0	0	0	0	0
1700	22	0	20	1	0	1	0	0	0	0	0	0	0	0
1800	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1900	29	1	23	4	0	0	0	0	1	0	0	0	0	0
2000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
2100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	5	2	0	0	1	0	0	0	0	0	0	0
07-19	**581**	**8**	**507**	**42**	**0**	**2**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**646**	**9**	**560**	**52**	**0**	**2**	**18**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
06-00	**660**	**9**	**571**	**54**	**0**	**2**	**19**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
00-00	**676**	**9**	**584**	**55**	**1**	**2**	**20**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (180) **AM Peak step** 9:00 (180) **PM Peak step** 14:00 (43)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0400	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	36	13	0	1	0	0	0	0	0	0	0	0
0600	69	0	48	19	2	0	0	0	0	0	0	0	0	0
0700	134	0	94	19	15	6	0	0	0	0	0	0	0	0
0800	281	2	213	34	19	13	0	0	0	0	0	0	0	0
0900	274	1	219	24	14	15	1	0	0	0	0	0	0	0
1000	134	0	104	17	5	7	1	0	0	0	0	0	0	0
1100	114	0	98	11	2	3	0	0	0	0	0	0	0	0
1200	111	0	95	10	1	4	1	0	0	0	0	0	0	0
1300	78	0	69	7	0	2	0	0	0	0	0	0	0	0
1400	67	0	53	12	1	1	0	0	0	0	0	0	0	0
1500	98	0	73	15	5	5	0	0	0	0	0	0	0	0
1600	141	2	108	21	6	4	0	0	0	0	0	0	0	0
1700	183	2	145	23	6	7	0	0	0	0	0	0	0	0
1800	100	0	74	17	3	6	0	0	0	0	0	0	0	0
1900	36	0	20	12	2	2	0	0	0	0	0	0	0	0
2000	15	0	11	3	1	0	0	0	0	0	0	0	0	0
2100	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	21	0	19	2	0	0	0	0	0	0	0	0	0	0
07-19	**1715**	**7**	**1345**	**210**	**77**	**73**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1843**	**7**	**1429**	**247**	**82**	**75**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1874**	**7**	**1457**	**250**	**82**	**75**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1950**	**7**	**1516**	**265**	**83**	**76**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (281) **AM Peak step** 8:00 (281) **PM Peak step** 17:00 (183)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	16	0	13	2	0	0	1	0	0	0	0	0	0	0
0500	56	0	38	15	2	1	0	0	0	0	0	0	0	0
0600	63	2	40	20	1	0	0	0	0	0	0	0	0	0
0700	144	0	113	11	11	9	0	0	0	0	0	0	0	0
0800	396	0	341	33	13	9	0	0	0	0	0	0	0	0
0900	473	0	384	42	27	19	1	0	0	0	0	0	0	0
1000	215	0	176	19	6	14	0	0	0	0	0	0	0	0
1100	149	0	127	15	3	4	0	0	0	0	0	0	0	0
1200	111	1	91	14	1	3	1	0	0	0	0	0	0	0
1300	73	1	55	14	0	2	1	0	0	0	0	0	0	0
1400	102	0	81	16	1	3	1	0	0	0	0	0	0	0
1500	101	1	78	15	2	5	0	0	0	0	0	0	0	0
1600	161	1	130	20	5	5	0	0	0	0	0	0	0	0
1700	200	1	165	24	4	5	1	0	0	0	0	0	0	0
1800	100	0	74	17	4	5	0	0	0	0	0	0	0	0
1900	71	0	51	14	4	2	0	0	0	0	0	0	0	0
2000	24	0	23	0	1	0	0	0	0	0	0	0	0	0
2100	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
07-19	**2225**	**5**	**1815**	**240**	**77**	**83**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2396**	**7**	**1940**	**276**	**83**	**85**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2403**	**7**	**1945**	**278**	**83**	**85**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2487**	**7**	**2005**	**298**	**85**	**86**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (473) **AM Peak step** 9:00 (473) **PM Peak step** 17:00 (200)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	2	1	0	0	0	0	0	0	0	0	0
0400	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0500	55	0	40	12	0	3	0	0	0	0	0	0	0	0
0600	73	0	52	19	0	2	0	0	0	0	0	0	0	0
0700	164	1	133	8	10	11	1	0	0	0	0	0	0	0
0800	402	2	347	21	12	19	0	0	1	0	0	0	0	0
0900	367	0	303	30	19	15	0	0	0	0	0	0	0	0
1000	183	0	132	29	7	14	1	0	0	0	0	0	0	0
1100	130	0	108	17	2	3	0	0	0	0	0	0	0	0
1200	98	1	80	14	1	2	0	0	0	0	0	0	0	0
1300	84	0	75	8	0	1	0	0	0	0	0	0	0	0
1400	105	0	82	21	2	0	0	0	0	0	0	0	0	0
1500	99	0	73	19	3	4	0	0	0	0	0	0	0	0
1600	158	0	129	21	4	4	0	0	0	0	0	0	0	0
1700	174	1	139	25	4	5	0	0	0	0	0	0	0	0
1800	111	0	87	15	4	5	0	0	0	0	0	0	0	0
1900	62	0	43	13	2	4	0	0	0	0	0	0	0	0
2000	23	0	21	1	1	0	0	0	0	0	0	0	0	0
2100	20	0	16	2	0	1	1	0	0	0	0	0	0	0
2200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**2075**	**5**	**1688**	**228**	**68**	**83**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**2253**	**5**	**1820**	**263**	**71**	**90**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2272**	**5**	**1838**	**264**	**71**	**90**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2350**	**5**	**1897**	**279**	**72**	**93**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (402) **AM Peak step** 8:00 (402) **PM Peak step** 17:00 (174)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	16	0	11	4	0	1	0	0	0	0	0	0	0	0
0500	42	0	28	12	0	1	1	0	0	0	0	0	0	0
0600	72	0	42	23	3	2	2	0	0	0	0	0	0	0
0700	138	2	98	17	12	9	0	0	0	0	0	0	0	0
0800	357	1	290	34	22	9	0	0	0	0	1	0	0	0
0900	357	0	301	25	19	12	0	0	0	0	0	0	0	0
1000	198	0	163	15	7	12	1	0	0	0	0	0	0	0
1100	143	1	121	15	0	6	0	0	0	0	0	0	0	0
1200	116	1	98	13	3	1	0	0	0	0	0	0	0	0
1300	73	0	56	14	2	1	0	0	0	0	0	0	0	0
1400	86	0	71	14	0	0	1	0	0	0	0	0	0	0
1500	110	1	82	18	3	5	1	0	0	0	0	0	0	0
1600	175	2	140	23	5	5	0	0	0	0	0	0	0	0
1700	127	0	104	13	6	4	0	0	0	0	0	0	0	0
1800	109	0	86	15	3	5	0	0	0	0	0	0	0	0
1900	60	0	41	12	5	2	0	0	0	0	0	0	0	0
2000	24	0	22	0	1	1	0	0	0	0	0	0	0	0
2100	19	1	13	4	0	1	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
07-19	**1989**	**8**	**1610**	**216**	**82**	**69**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**2164**	**9**	**1728**	**255**	**91**	**75**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**2185**	**9**	**1746**	**258**	**91**	**75**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**2259**	**9**	**1795**	**279**	**92**	**77**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 8:00 (357) **AM Peak step** 8:00 (357) **PM Peak step** 16:00 (175)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	3	1	0	1	0	0	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	47	0	39	7	0	1	0	0	0	0	0	0	0	0
0600	50	0	33	15	1	1	0	0	0	0	0	0	0	0
0700	91	1	66	11	8	5	0	0	0	0	0	0	0	0
0800	187	1	150	21	8	7	0	0	0	0	0	0	0	0
0900	146	0	114	20	5	7	0	0	0	0	0	0	0	0
1000	126	0	103	14	2	6	1	0	0	0	0	0	0	0
1100	91	0	76	14	1	0	0	0	0	0	0	0	0	0
1200	99	1	90	6	1	1	0	0	0	0	0	0	0	0
1300	165	0	141	20	2	1	1	0	0	0	0	0	0	0
1400	318	0	282	30	4	2	0	0	0	0	0	0	0	0
1500	151	0	118	24	4	4	1	0	0	0	0	0	0	0
1600	126	0	94	21	6	5	0	0	0	0	0	0	0	0
1700	156	0	131	16	2	5	2	0	0	0	0	0	0	0
1800	110	0	87	11	2	5	5	0	0	0	0	0	0	0
1900	50	0	37	9	0	2	2	0	0	0	0	0	0	0
2000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2100	18	0	14	3	0	1	0	0	0	0	0	0	0	0
2200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0
07-19	**1766**	**3**	**1452**	**208**	**45**	**48**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1898**	**3**	**1548**	**237**	**46**	**52**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1919**	**3**	**1566**	**240**	**46**	**52**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1992**	**3**	**1623**	**253**	**47**	**53**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (318) **AM Peak step** 8:00 (187) **PM Peak step** 14:00 (318)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	7	0	3	4	0	0	0	0	0	0	0	0	0	0
0700	17	0	12	3	0	0	1	0	0	0	1	0	0	0
0800	24	0	16	8	0	0	0	0	0	0	0	0	0	0
0900	22	1	17	3	0	0	1	0	0	0	0	0	0	0
1000	28	0	23	5	0	0	0	0	0	0	0	0	0	0
1100	35	1	31	3	0	0	0	0	0	0	0	0	0	0
1200	34	1	29	3	0	1	0	0	0	0	0	0	0	0
1300	34	1	31	1	0	0	1	0	0	0	0	0	0	0
1400	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1500	31	0	28	3	0	0	0	0	0	0	0	0	0	0
1600	35	0	28	6	1	0	0	0	0	0	0	0	0	0
1700	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1800	26	1	21	4	0	0	0	0	0	0	0	0	0	0
1900	16	1	13	2	0	0	0	0	0	0	0	0	0	0
2000	12	0	9	2	0	1	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	6	3	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07-19	**341**	**5**	**285**	**45**	**1**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**388**	**6**	**322**	**53**	**1**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**408**	**6**	**338**	**57**	**1**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**420**	**6**	**346**	**60**	**1**	**3**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 11:00 (35) **AM Peak step** 11:00 (35) **PM Peak step** 16:00 (35)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0800	29	0	24	2	0	0	3	0	0	0	0	0	0	0
0900	129	0	110	9	0	0	10	0	0	0	0	0	0	0
1000	65	1	57	7	0	0	0	0	0	0	0	0	0	0
1100	53	0	43	6	1	0	3	0	0	0	0	0	0	0
1200	38	1	32	4	0	0	1	0	0	0	0	0	0	0
1300	49	0	45	4	0	0	0	0	0	0	0	0	0	0
1400	39	0	37	2	0	0	0	0	0	0	0	0	0	0
1500	27	0	25	2	0	0	0	0	0	0	0	0	0	0
1600	38	0	35	2	0	0	1	0	0	0	0	0	0	0
1700	19	0	17	1	0	0	1	0	0	0	0	0	0	0
1800	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1900	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2000	14	0	11	2	0	1	0	0	0	0	0	0	0	0
2100	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**507**	**2**	**443**	**42**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**557**	**2**	**486**	**48**	**1**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**571**	**2**	**498**	**50**	**1**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**592**	**2**	**516**	**53**	**1**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (129) **AM Peak step** 9:00 (129) **PM Peak step** 13:00 (49)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	6	5	0	1	0	0	0	0	0	0	0	0
0800	20	0	11	7	0	2	0	0	0	0	0	0	0	0
0900	24	0	16	7	0	1	0	0	0	0	0	0	0	0
1000	29	1	20	7	1	0	0	0	0	0	0	0	0	0
1100	31	0	21	9	0	1	0	0	0	0	0	0	0	0
1200	27	0	20	7	0	0	0	0	0	0	0	0	0	0
1300	27	0	25	2	0	0	0	0	0	0	0	0	0	0
1400	31	0	24	7	0	0	0	0	0	0	0	0	0	0
1500	33	0	27	5	0	1	0	0	0	0	0	0	0	0
1600	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1700	35	0	28	7	0	0	0	0	0	0	0	0	0	0
1800	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1900	13	0	10	3	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	7	0	0	1	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**334**	**1**	**255**	**71**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**371**	**1**	**287**	**76**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**386**	**1**	**300**	**77**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**396**	**1**	**306**	**81**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (36) **AM Peak step** 11:00 (31) **PM Peak step** 16:00 (36)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	14	3	1	0	0	0	0	0	0	0	0	0
0500	56	0	35	17	2	2	0	0	0	0	0	0	0	0
0600	70	0	48	21	0	1	0	0	0	0	0	0	0	0
0700	139	0	93	16	20	9	0	0	0	0	0	1	0	0
0800	276	2	220	27	19	8	0	0	0	0	0	0	0	0
0900	265	0	190	41	28	6	0	0	0	0	0	0	0	0
1000	143	0	84	39	17	3	0	0	0	0	0	0	0	0
1100	99	0	73	20	4	2	0	0	0	0	0	0	0	0
1200	91	0	69	21	0	1	0	0	0	0	0	0	0	0
1300	83	0	63	14	4	2	0	0	0	0	0	0	0	0
1400	63	0	46	16	0	0	1	0	0	0	0	0	0	0
1500	83	0	55	21	3	4	0	0	0	0	0	0	0	0
1600	123	0	91	23	4	4	1	0	0	0	0	0	0	0
1700	131	1	97	22	7	4	0	0	0	0	0	0	0	0
1800	72	0	50	13	4	5	0	0	0	0	0	0	0	0
1900	50	0	28	17	2	3	0	0	0	0	0	0	0	0
2000	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	7	2	0	1	0	0	0	0	0	0	0	0
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0
07-19	**1568**	**3**	**1131**	**273**	**110**	**48**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**1717**	**3**	**1235**	**312**	**112**	**52**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-00	**1736**	**3**	**1248**	**317**	**112**	**53**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**1816**	**3**	**1301**	**339**	**115**	**55**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

Peak step 8:00 (276) **AM Peak step** 8:00 (276) **PM Peak step** 17:00 (131)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	17	0	12	2	2	1	0	0	0	0	0	0	0	0
0500	57	0	41	14	0	2	0	0	0	0	0	0	0	0
0600	71	0	43	22	4	1	0	1	0	0	0	0	0	0
0700	135	1	92	14	15	13	0	0	0	0	0	0	0	0
0800	373	2	296	43	23	8	1	0	0	0	0	0	0	0
0900	341	0	276	39	19	7	0	0	0	0	0	0	0	0
1000	185	1	152	16	6	9	1	0	0	0	0	0	0	0
1100	151	0	135	12	2	2	0	0	0	0	0	0	0	0
1200	90	1	77	6	3	2	0	1	0	0	0	0	0	0
1300	72	0	55	16	0	1	0	0	0	0	0	0	0	0
1400	85	0	67	16	1	1	0	0	0	0	0	0	0	0
1500	94	0	68	20	4	2	0	0	0	0	0	0	0	0
1600	147	0	113	23	4	6	1	0	0	0	0	0	0	0
1700	144	1	100	29	6	7	1	0	0	0	0	0	0	0
1800	84	1	66	11	3	3	0	0	0	0	0	0	0	0
1900	50	0	35	9	4	2	0	0	0	0	0	0	0	0
2000	31	0	24	5	1	1	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	10	0	8	1	0	1	0	0	0	0	0	0	0	0
2300	8	0	4	4	0	0	0	0	0	0	0	0	0	0
07-19	**1901**	**7**	**1497**	**245**	**86**	**61**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2066**	**7**	**1611**	**282**	**95**	**65**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2084**	**7**	**1623**	**287**	**95**	**66**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2176**	**7**	**1690**	**307**	**97**	**69**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (373) **AM Peak step** 8:00 (373) **PM Peak step** 16:00 (147)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	1	1	0	0	0	0	0	0	0	0	0
0400	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0500	61	0	43	16	0	2	0	0	0	0	0	0	0	0
0600	63	0	44	18	1	0	0	0	0	0	0	0	0	0
0700	141	1	101	14	12	13	0	0	0	0	0	0	0	0
0800	302	0	233	37	25	6	1	0	0	0	0	0	0	0
0900	295	0	235	32	21	7	0	0	0	0	0	0	0	0
1000	224	0	173	33	12	6	0	0	0	0	0	0	0	0
1100	141	0	107	24	6	4	0	0	0	0	0	0	0	0
1200	105	0	81	15	4	3	2	0	0	0	0	0	0	0
1300	82	2	69	11	0	0	0	0	0	0	0	0	0	0
1400	72	0	56	14	1	0	1	0	0	0	0	0	0	0
1500	88	0	66	15	4	3	0	0	0	0	0	0	0	0
1600	143	0	110	25	2	6	0	0	0	0	0	0	0	0
1700	143	0	105	27	7	4	0	0	0	0	0	0	0	0
1800	84	0	62	13	3	6	0	0	0	0	0	0	0	0
1900	98	0	73	18	5	2	0	0	0	0	0	0	0	0
2000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
2100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	15	0	12	3	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**1820**	**3**	**1398**	**260**	**97**	**58**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2020**	**3**	**1551**	**299**	**103**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2042**	**3**	**1569**	**303**	**103**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2131**	**3**	**1634**	**324**	**104**	**62**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (302) **AM Peak step** 8:00 (302) **PM Peak step** 16:00 (143)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0400	15	0	11	2	2	0	0	0	0	0	0	0	0	0
0500	54	0	34	19	0	1	0	0	0	0	0	0	0	0
0600	53	0	32	19	0	2	0	0	0	0	0	0	0	0
0700	87	0	59	15	7	6	0	0	0	0	0	0	0	0
0800	212	2	161	29	13	6	1	0	0	0	0	0	0	0
0900	183	2	139	27	6	8	1	0	0	0	0	0	0	0
1000	108	0	79	19	3	6	0	0	1	0	0	0	0	0
1100	107	0	92	13	1	1	0	0	0	0	0	0	0	0
1200	110	0	93	13	2	2	0	0	0	0	0	0	0	0
1300	97	0	85	11	1	0	0	0	0	0	0	0	0	0
1400	80	0	66	14	0	0	0	0	0	0	0	0	0	0
1500	95	0	71	15	5	4	0	0	0	0	0	0	0	0
1600	102	0	79	16	2	5	0	0	0	0	0	0	0	0
1700	151	0	124	19	4	4	0	0	0	0	0	0	0	0
1800	82	0	64	11	0	4	3	0	0	0	0	0	0	0
1900	77	0	62	12	0	3	0	0	0	0	0	0	0	0
2000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
2100	27	0	25	1	0	1	0	0	0	0	0	0	0	0
2200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2300	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	**1414**	**4**	**1112**	**202**	**44**	**46**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1586**	**4**	**1244**	**236**	**44**	**52**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1606**	**4**	**1259**	**241**	**44**	**52**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1688**	**4**	**1313**	**265**	**46**	**53**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (212) **AM Peak step** 8:00 (212) **PM Peak step** 17:00 (151)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	11	0	2	8	0	1	0	0	0	0	0	0	0	0
0700	17	0	13	3	0	0	1	0	0	0	0	0	0	0
0800	23	0	18	5	0	0	0	0	0	0	0	0	0	0
0900	28	1	24	3	0	0	0	0	0	0	0	0	0	0
1000	39	4	30	5	0	0	0	0	0	0	0	0	0	0
1100	30	0	27	3	0	0	0	0	0	0	0	0	0	0
1200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
1300	50	1	43	4	0	0	1	0	1	0	0	0	0	0
1400	122	1	105	14	0	1	1	0	0	0	0	0	0	0
1500	516	2	465	47	1	1	0	0	0	0	0	0	0	0
1600	81	1	74	3	0	0	3	0	0	0	0	0	0	0
1700	61	1	56	4	0	0	0	0	0	0	0	0	0	0
1800	56	0	49	5	0	0	2	0	0	0	0	0	0	0
1900	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2100	12	0	9	2	0	1	0	0	0	0	0	0	0	0
2200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**1055**	**11**	**933**	**99**	**1**	**2**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1111**	**11**	**972**	**114**	**1**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1127**	**11**	**987**	**115**	**1**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1144**	**11**	**1001**	**118**	**1**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (516) **AM Peak step** 10:00 (39) **PM Peak step** 15:00 (516)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5427 -- English (ENU)

Datasets:
Site: **[2] BAYSHORE PKWY BT SAN ANTONIO RD AND GARCIA AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	14	0	11	1	2	0	0	0	0	0	0	0	0	0
0900	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	78	0	73	4	0	0	0	0	0	0	1	0	0	0
1200	58	1	54	2	0	0	1	0	0	0	0	0	0	0
1300	81	3	68	5	0	1	4	0	0	0	0	0	0	0
1400	40	0	35	3	0	0	2	0	0	0	0	0	0	0
1500	27	0	22	4	0	0	1	0	0	0	0	0	0	0
1600	16	1	13	1	0	0	1	0	0	0	0	0	0	0
1700	18	1	15	2	0	0	0	0	0	0	0	0	0	0
1800	13	0	12	0	0	0	1	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	7	2	0	0	0	0	0	0	0	0	0	0
2100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
2200	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**392**	**6**	**345**	**27**	**2**	**1**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**424**	**6**	**374**	**30**	**2**	**1**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**435**	**6**	**382**	**33**	**2**	**1**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**443**	**6**	**389**	**33**	**3**	**1**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 13:00 (81) **AM Peak step** 11:00 (78) **PM Peak step** 13:00 (81)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	23	0	13	7	1	2	0	0	0	0	0	0	0	0
0700	33	0	24	8	1	0	0	0	0	0	0	0	0	0
0800	55	1	37	13	3	0	1	0	0	0	0	0	0	0
0900	48	0	26	16	3	1	1	0	1	0	0	0	0	0
1000	43	1	32	8	1	0	1	0	0	0	0	0	0	0
1100	43	0	32	6	4	1	0	0	0	0	0	0	0	0
1200	84	2	69	12	0	1	0	0	0	0	0	0	0	0
1300	80	1	64	14	1	0	0	0	0	0	0	0	0	0
1400	108	2	75	25	5	1	0	0	0	0	0	0	0	0
1500	164	0	124	25	14	1	0	0	0	0	0	0	0	0
1600	188	1	143	21	21	2	0	0	0	0	0	0	0	0
1700	205	2	159	26	15	2	1	0	0	0	0	0	0	0
1800	93	2	61	19	11	0	0	0	0	0	0	0	0	0
1900	56	0	40	4	11	1	0	0	0	0	0	0	0	0
2000	27	0	16	5	6	0	0	0	0	0	0	0	0	0
2100	7	0	4	1	2	0	0	0	0	0	0	0	0	0
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**1144**	**12**	**846**	**193**	**79**	**9**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1257**	**12**	**919**	**210**	**99**	**12**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1261**	**12**	**922**	**210**	**100**	**12**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1275**	**12**	**933**	**213**	**100**	**12**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (205) **AM Peak step** 8:00 (55) **PM Peak step** 17:00 (205)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	1	2	0	0	1	0	0	0	0	0	0	0
0600	19	0	11	7	1	0	0	0	0	0	0	0	0	0
0700	37	1	28	5	2	0	1	0	0	0	0	0	0	0
0800	58	0	39	14	3	2	0	0	0	0	0	0	0	0
0900	51	0	36	12	3	0	0	0	0	0	0	0	0	0
1000	44	0	36	7	1	0	0	0	0	0	0	0	0	0
1100	55	0	41	11	3	0	0	0	0	0	0	0	0	0
1200	75	0	59	12	1	3	0	0	0	0	0	0	0	0
1300	99	2	71	22	1	3	0	0	0	0	0	0	0	0
1400	160	2	128	24	4	0	2	0	0	0	0	0	0	0
1500	197	0	159	24	12	1	0	1	0	0	0	0	0	0
1600	262	2	205	35	19	1	0	0	0	0	0	0	0	0
1700	341	2	275	44	17	3	0	0	0	0	0	0	0	0
1800	175	0	143	20	12	0	0	0	0	0	0	0	0	0
1900	91	1	66	12	11	1	0	0	0	0	0	0	0	0
2000	44	0	35	3	6	0	0	0	0	0	0	0	0	0
2100	12	0	8	1	2	0	1	0	0	0	0	0	0	0
2200	10	0	8	1	1	0	0	0	0	0	0	0	0	0
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
07-19	**1554**	**9**	**1220**	**230**	**78**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1720**	**10**	**1340**	**253**	**98**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1733**	**10**	**1350**	**255**	**99**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1751**	**10**	**1360**	**262**	**99**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (341) **AM Peak step** 8:00 (58) **PM Peak step** 17:00 (341)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	7	0	3	2	0	2	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0	0	0	0
0700	42	0	24	13	1	3	0	0	0	1	0	0	0	0
0800	51	0	37	9	3	1	1	0	0	0	0	0	0	0
0900	48	0	23	17	6	2	0	0	0	0	0	0	0	0
1000	50	1	34	13	2	0	0	0	0	0	0	0	0	0
1100	56	0	41	11	3	1	0	0	0	0	0	0	0	0
1200	71	0	54	16	1	0	0	0	0	0	0	0	0	0
1300	86	1	62	22	1	0	0	0	0	0	0	0	0	0
1400	112	0	89	19	4	0	0	0	0	0	0	0	0	0
1500	199	1	159	24	13	1	1	0	0	0	0	0	0	0
1600	263	2	210	25	23	3	0	0	0	0	0	0	0	0
1700	239	1	195	25	17	1	0	0	0	0	0	0	0	0
1800	139	0	112	16	11	0	0	0	0	0	0	0	0	0
1900	93	1	77	3	11	1	0	0	0	0	0	0	0	0
2000	51	0	40	5	6	0	0	0	0	0	0	0	0	0
2100	20	0	15	3	2	0	0	0	0	0	0	0	0	0
2200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**1356**	**6**	**1040**	**210**	**85**	**12**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**1529**	**7**	**1180**	**221**	**105**	**13**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1540**	**7**	**1190**	**222**	**105**	**13**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1555**	**7**	**1199**	**225**	**105**	**15**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 16:00 (263) **AM Peak step** 11:00 (56) **PM Peak step** 16:00 (263)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0500	5	0	2	2	0	1	0	0	0	0	0	0	0	0
0600	17	0	11	4	1	1	0	0	0	0	0	0	0	0
0700	43	0	25	12	3	2	1	0	0	0	0	0	0	0
0800	41	0	23	15	3	0	0	0	0	0	0	0	0	0
0900	43	0	25	10	4	4	0	0	0	0	0	0	0	0
1000	43	0	26	14	2	1	0	0	0	0	0	0	0	0
1100	65	2	44	13	5	1	0	0	0	0	0	0	0	0
1200	71	1	56	13	1	0	0	0	0	0	0	0	0	0
1300	83	2	59	20	1	1	0	0	0	0	0	0	0	0
1400	127	2	101	19	4	1	0	0	0	0	0	0	0	0
1500	180	1	149	17	12	1	0	0	0	0	0	0	0	0
1600	250	5	198	23	22	2	0	0	0	0	0	0	0	0
1700	264	3	213	27	19	2	0	0	0	0	0	0	0	0
1800	135	1	101	21	12	0	0	0	0	0	0	0	0	0
1900	84	2	64	6	11	1	0	0	0	0	0	0	0	0
2000	37	1	30	0	6	0	0	0	0	0	0	0	0	0
2100	23	1	20	0	2	0	0	0	0	0	0	0	0	0
2200	9	0	8	0	1	0	0	0	0	0	0	0	0	0
2300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
07-19	**1345**	**17**	**1020**	**204**	**88**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1506**	**21**	**1145**	**214**	**108**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1518**	**21**	**1154**	**216**	**109**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1531**	**21**	**1161**	**219**	**109**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (264) **AM Peak step** 11:00 (65) **PM Peak step** 17:00 (264)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	12	0	7	3	1	1	0	0	0	0	0	0	0	0
0700	28	0	23	3	2	0	0	0	0	0	0	0	0	0
0800	37	0	29	6	2	0	0	0	0	0	0	0	0	0
0900	42	0	22	15	3	2	0	0	0	0	0	0	0	0
1000	35	0	23	10	1	0	0	1	0	0	0	0	0	0
1100	55	0	38	13	3	0	0	0	0	1	0	0	0	0
1200	91	1	77	12	0	1	0	0	0	0	0	0	0	0
1300	83	1	59	18	1	4	0	0	0	0	0	0	0	0
1400	103	1	88	11	3	0	0	0	0	0	0	0	0	0
1500	123	1	102	12	8	0	0	0	0	0	0	0	0	0
1600	139	1	111	14	10	2	1	0	0	0	0	0	0	0
1700	104	1	86	10	6	1	0	0	0	0	0	0	0	0
1800	55	1	49	4	1	0	0	0	0	0	0	0	0	0
1900	41	1	32	8	0	0	0	0	0	0	0	0	0	0
2000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	0
2200	12	1	8	1	0	0	2	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**895**	**7**	**707**	**128**	**40**	**10**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**995**	**8**	**792**	**139**	**42**	**11**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**1012**	**9**	**805**	**140**	**42**	**11**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**1020**	**9**	**810**	**142**	**42**	**11**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 16:00 (139) **AM Peak step** 11:00 (55) **PM Peak step** 16:00 (139)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1000	25	1	19	5	0	0	0	0	0	0	0	0	0	0
1100	19	1	14	3	0	1	0	0	0	0	0	0	0	0
1200	27	2	19	5	0	1	0	0	0	0	0	0	0	0
1300	14	0	12	1	0	1	0	0	0	0	0	0	0	0
1400	20	1	15	4	0	0	0	0	0	0	0	0	0	0
1500	15	3	11	1	0	0	0	0	0	0	0	0	0	0
1600	14	1	12	1	0	0	0	0	0	0	0	0	0	0
1700	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1900	18	1	15	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**186**	**9**	**147**	**27**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**217**	**10**	**175**	**29**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**228**	**10**	**184**	**31**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**234**	**10**	**188**	**33**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (27) **AM Peak step** 10:00 (25) **PM Peak step** 12:00 (27)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1000	32	0	28	3	0	0	1	0	0	0	0	0	0	0
1100	57	1	51	5	0	0	0	0	0	0	0	0	0	0
1200	78	0	74	2	0	0	2	0	0	0	0	0	0	0
1300	37	1	31	4	0	1	0	0	0	0	0	0	0	0
1400	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1500	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	21	0	18	3	0	0	0	0	0	0	0	0	0	0
1700	28	0	27	1	0	0	0	0	0	0	0	0	0	0
1800	23	0	21	2	0	0	0	0	0	0	0	0	0	0
1900	9	0	5	4	0	0	0	0	0	0	0	0	0	0
2000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**337**	**2**	**305**	**26**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**360**	**2**	**322**	**32**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**371**	**2**	**331**	**34**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**381**	**2**	**341**	**34**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (78) **AM Peak step** 11:00 (57) **PM Peak step** 12:00 (78)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0500	4	1	0	3	0	0	0	0	0	0	0	0	0	0
0600	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0900	6	0	3	2	0	0	0	0	1	0	0	0	0	0
1000	15	0	11	4	0	0	0	0	0	0	0	0	0	0
1100	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1200	18	1	14	3	0	0	0	0	0	0	0	0	0	0
1300	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1400	28	0	20	7	0	0	1	0	0	0	0	0	0	0
1500	22	0	19	3	0	0	0	0	0	0	0	0	0	0
1600	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	30	0	28	1	0	1	0	0	0	0	0	0	0	0
1900	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2000	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2100	4	0	3	0	0	0	1	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	0
07-19	**196**	**1**	**159**	**33**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**222**	**1**	**177**	**39**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**232**	**1**	**186**	**39**	**1**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**245**	**2**	**193**	**43**	**1**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (30) **AM Peak step** 10:00 (15) **PM Peak step** 18:00 (30)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0600	11	0	9	1	1	0	0	0	0	0	0	0	0	0
0700	31	0	18	10	1	1	1	0	0	0	0	0	0	0
0800	48	0	34	8	6	0	0	0	0	0	0	0	0	0
0900	45	0	24	16	4	1	0	0	0	0	0	0	0	0
1000	40	0	26	11	3	0	0	0	0	0	0	0	0	0
1100	44	1	29	7	5	1	1	0	0	0	0	0	0	0
1200	58	0	44	14	0	0	0	0	0	0	0	0	0	0
1300	64	0	38	23	2	1	0	0	0	0	0	0	0	0
1400	146	0	113	27	5	1	0	0	0	0	0	0	0	0
1500	143	0	106	22	14	1	0	0	0	0	0	0	0	0
1600	177	0	136	17	21	2	1	0	0	0	0	0	0	0
1700	178	1	143	17	16	1	0	0	0	0	0	0	0	0
1800	102	0	85	5	12	0	0	0	0	0	0	0	0	0
1900	61	0	43	6	11	1	0	0	0	0	0	0	0	0
2000	29	0	21	2	6	0	0	0	0	0	0	0	0	0
2100	10	0	8	0	2	0	0	0	0	0	0	0	0	0
2200	8	0	6	1	1	0	0	0	0	0	0	0	0	0
2300	6	0	4	1	0	1	0	0	0	0	0	0	0	0
07-19	**1076**	**2**	**796**	**177**	**89**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1187**	**2**	**877**	**186**	**109**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1201**	**2**	**887**	**188**	**110**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1213**	**2**	**894**	**192**	**110**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (178) **AM Peak step** 8:00 (48) **PM Peak step** 17:00 (178)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	0	6	1	1	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	6	2	1	1	0	0	0	0	0	0	0	0
0600	16	0	8	6	1	0	1	0	0	0	0	0	0	0
0700	30	0	22	6	2	0	0	0	0	0	0	0	0	0
0800	60	0	39	15	5	0	1	0	0	0	0	0	0	0
0900	42	0	28	11	2	1	0	0	0	0	0	0	0	0
1000	51	0	35	12	3	1	0	0	0	0	0	0	0	0
1100	48	0	38	8	2	0	0	0	0	0	0	0	0	0
1200	74	1	60	13	0	0	0	0	0	0	0	0	0	0
1300	88	0	59	27	1	1	0	0	0	0	0	0	0	0
1400	151	1	122	22	5	1	0	0	0	0	0	0	0	0
1500	198	2	155	27	12	2	0	0	0	0	0	0	0	0
1600	226	0	177	21	25	2	1	0	0	0	0	0	0	0
1700	208	0	167	22	18	1	0	0	0	0	0	0	0	0
1800	136	0	104	20	12	0	0	0	0	0	0	0	0	0
1900	107	0	87	8	11	1	0	0	0	0	0	0	0	0
2000	32	0	21	5	6	0	0	0	0	0	0	0	0	0
2100	17	0	12	3	2	0	0	0	0	0	0	0	0	0
2200	6	1	3	1	1	0	0	0	0	0	0	0	0	0
2300	6	0	3	2	1	0	0	0	0	0	0	0	0	0
07-19	**1312**	**4**	**1006**	**204**	**87**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1484**	**4**	**1134**	**226**	**107**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1496**	**5**	**1140**	**229**	**109**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1519**	**5**	**1157**	**232**	**111**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (226) **AM Peak step** 8:00 (60) **PM Peak step** 16:00 (226)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	7	5	1	1	1	0	0	0	0	0	0	0
0700	42	0	25	14	1	2	0	0	0	0	0	0	0	0
0800	53	0	36	11	5	1	0	0	0	0	0	0	0	0
0900	59	0	33	16	7	3	0	0	0	0	0	0	0	0
1000	47	0	35	9	2	1	0	0	0	0	0	0	0	0
1100	64	0	48	10	4	2	0	0	0	0	0	0	0	0
1200	65	0	51	12	1	0	1	0	0	0	0	0	0	0
1300	102	0	74	24	2	2	0	0	0	0	0	0	0	0
1400	118	0	93	21	4	0	0	0	0	0	0	0	0	0
1500	170	0	131	23	15	0	1	0	0	0	0	0	0	0
1600	249	0	194	33	20	2	0	0	0	0	0	0	0	0
1700	207	0	177	10	16	3	1	0	0	0	0	0	0	0
1800	135	0	109	14	12	0	0	0	0	0	0	0	0	0
1900	91	1	68	10	11	1	0	0	0	0	0	0	0	0
2000	28	0	21	1	6	0	0	0	0	0	0	0	0	0
2100	14	0	12	0	2	0	0	0	0	0	0	0	0	0
2200	5	0	4	0	1	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	0
07-19	**1311**	**0**	**1006**	**197**	**89**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1459**	**1**	**1114**	**213**	**109**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1466**	**1**	**1119**	**213**	**111**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1476**	**1**	**1127**	**215**	**111**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (249) **AM Peak step** 11:00 (64) **PM Peak step** 16:00 (249)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	4	1	0	1	0	0	0	0	0	0	0	0
0600	10	0	5	3	1	1	0	0	0	0	0	0	0	0
0700	28	0	20	5	2	1	0	0	0	0	0	0	0	0
0800	36	0	25	7	2	2	0	0	0	0	0	0	0	0
0900	41	0	27	10	3	1	0	0	0	0	0	0	0	0
1000	56	0	43	10	2	1	0	0	0	0	0	0	0	0
1100	49	2	32	8	3	4	0	0	0	0	0	0	0	0
1200	90	1	71	18	0	0	0	0	0	0	0	0	0	0
1300	101	1	76	22	2	0	0	0	0	0	0	0	0	0
1400	128	0	105	20	2	1	0	0	0	0	0	0	0	0
1500	131	0	106	16	9	0	0	0	0	0	0	0	0	0
1600	132	1	106	13	10	2	0	0	0	0	0	0	0	0
1700	120	1	106	6	6	1	0	0	0	0	0	0	0	0
1800	57	0	50	7	0	0	0	0	0	0	0	0	0	0
1900	49	0	38	10	0	1	0	0	0	0	0	0	0	0
2000	21	1	17	3	0	0	0	0	0	0	0	0	0	0
2100	19	0	18	0	1	0	0	0	0	0	0	0	0	0
2200	15	0	13	1	0	0	1	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**969**	**6**	**767**	**142**	**41**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1068**	**7**	**845**	**158**	**43**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1085**	**7**	**860**	**159**	**43**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1100**	**7**	**872**	**161**	**43**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (132) **AM Peak step** 10:00 (56) **PM Peak step** 16:00 (132)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0800	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	11	4	0	0	0	0	0	0	0	0	0	0
1000	27	0	23	4	0	0	0	0	0	0	0	0	0	0
1100	22	1	15	6	0	0	0	0	0	0	0	0	0	0
1200	26	1	23	2	0	0	0	0	0	0	0	0	0	0
1300	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1400	27	1	22	4	0	0	0	0	0	0	0	0	0	0
1500	33	0	31	1	0	0	1	0	0	0	0	0	0	0
1600	26	1	24	0	0	0	1	0	0	0	0	0	0	0
1700	25	0	25	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2000	62	2	57	1	0	0	2	0	0	0	0	0	0	0
2100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**258**	**5**	**222**	**29**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**346**	**7**	**301**	**34**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**352**	**7**	**306**	**35**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**365**	**7**	**317**	**37**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 20:00 (62) **AM Peak step** 10:00 (27) **PM Peak step** 20:00 (62)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5434 -- English (ENU)

Datasets:
Site: **[5] LA AVENIDA BT SHORELINE BLVD AND INIGO WAY**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = West, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0100	26	2	23	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0400	20	0	12	4	2	2	0	0	0	0	0	0	0	0
0500	25	1	10	2	4	6	0	0	2	0	0	0	0	0
0600	39	1	26	2	2	5	1	0	2	0	0	0	0	0
0700	68	0	43	11	9	1	1	0	3	0	0	0	0	0
0800	80	0	64	10	2	1	0	0	3	0	0	0	0	0
0900	93	1	78	9	2	2	1	0	0	0	0	0	0	0
1000	122	0	102	14	3	3	0	0	0	0	0	0	0	0
1100	141	1	110	22	3	4	0	0	1	0	0	0	0	0
1200	151	0	126	22	1	2	0	0	0	0	0	0	0	0
1300	126	0	110	15	0	1	0	0	0	0	0	0	0	0
1400	151	1	131	16	3	0	0	0	0	0	0	0	0	0
1500	139	2	126	8	3	0	0	0	0	0	0	0	0	0
1600	97	0	87	8	2	0	0	0	0	0	0	0	0	0
1700	88	1	79	7	0	1	0	0	0	0	0	0	0	0
1800	57	0	53	4	0	0	0	0	0	0	0	0	0	0
1900	80	0	76	3	0	1	0	0	0	0	0	0	0	0
2000	66	0	58	6	2	0	0	0	0	0	0	0	0	0
2100	51	0	47	4	0	0	0	0	0	0	0	0	0	0
2200	47	0	44	3	0	0	0	0	0	0	0	0	0	0
2300	52	1	46	5	0	0	0	0	0	0	0	0	0	0
07-19	**1313**	**6**	**1109**	**146**	**28**	**15**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
06-22	**1549**	**7**	**1316**	**161**	**32**	**21**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
06-00	**1648**	**8**	**1406**	**169**	**32**	**21**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
00-00	**1762**	**11**	**1490**	**180**	**38**	**29**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (151) **AM Peak step** 11:00 (141) **PM Peak step** 12:00 (151)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	20	0	18	1	1	0	0	0	0	0	0	0	0	0
0100	15	1	13	1	0	0	0	0	0	0	0	0	0	0
0200	13	0	10	1	1	0	0	0	0	1	0	0	0	0
0300	11	1	4	4	1	0	0	0	0	1	0	0	0	0
0400	30	0	14	6	3	6	1	0	0	0	0	0	0	0
0500	74	0	34	12	11	12	1	0	2	2	0	0	0	0
0600	100	1	62	13	13	8	2	0	1	0	0	0	0	0
0700	180	0	138	27	11	3	1	0	0	0	0	0	0	0
0800	211	0	165	32	5	3	5	0	1	0	0	0	0	0
0900	190	1	157	25	3	4	0	0	0	0	0	0	0	0
1000	137	0	110	21	4	1	0	0	1	0	0	0	0	0
1100	139	0	116	21	0	1	1	0	0	0	0	0	0	0
1200	193	1	149	38	1	3	0	0	1	0	0	0	0	0
1300	226	1	185	34	3	3	0	0	0	0	0	0	0	0
1400	311	3	262	38	2	1	3	1	1	0	0	0	0	0
1500	307	1	273	22	3	1	2	1	1	0	1	1	0	1
1600	341	3	310	13	0	1	8	3	2	1	0	0	0	0
1700	299	7	256	18	0	2	3	6	2	0	3	0	0	2
1800	329	1	300	17	1	0	4	2	2	0	0	1	0	1
1900	201	0	189	11	0	1	0	0	0	0	0	0	0	0
2000	122	0	114	5	1	1	0	0	1	0	0	0	0	0
2100	79	0	68	10	0	0	0	0	0	1	0	0	0	0
2200	53	0	51	2	0	0	0	0	0	0	0	0	0	0
2300	59	0	54	4	0	0	1	0	0	0	0	0	0	0
07-19	**2863**	**18**	**2421**	**306**	**33**	**23**	**27**	**13**	**11**	**1**	**4**	**2**	**0**	**4**
06-22	**3365**	**19**	**2854**	**345**	**47**	**33**	**29**	**13**	**13**	**2**	**4**	**2**	**0**	**4**
06-00	**3477**	**19**	**2959**	**351**	**47**	**33**	**30**	**13**	**13**	**2**	**4**	**2**	**0**	**4**
00-00	**3640**	**21**	**3052**	**376**	**64**	**51**	**32**	**13**	**15**	**6**	**4**	**2**	**0**	**4**

Peak step 16:00 (341) **AM Peak step** 8:00 (211) **PM Peak step** 16:00 (341)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	27	1	22	3	1	0	0	0	0	0	0	0	0	0
0100	18	0	12	6	0	0	0	0	0	0	0	0	0	0
0200	20	0	20	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	7	4	0	1	0	0	0	1	0	0	0	0
0400	41	0	21	6	6	5	1	0	1	1	0	0	0	0
0500	97	0	47	20	17	9	0	0	3	1	0	0	0	0
0600	103	0	68	10	11	10	1	0	3	0	0	0	0	0
0700	202	0	155	34	7	4	2	0	0	0	0	0	0	0
0800	226	0	182	36	3	2	2	0	1	0	0	0	0	0
0900	192	1	174	13	0	2	2	0	0	0	0	0	0	0
1000	169	2	149	12	2	2	1	0	1	0	0	0	0	0
1100	156	2	125	23	3	1	2	0	0	0	0	0	0	0
1200	218	1	184	29	1	3	0	0	0	0	0	0	0	0
1300	232	1	190	35	2	2	1	1	0	0	0	0	0	0
1400	331	1	298	24	1	0	3	1	2	0	0	0	0	1
1500	271	1	241	16	1	0	8	2	1	0	0	0	0	1
1600	308	1	266	10	1	1	9	8	5	0	1	3	0	3
1700	278	2	243	14	0	1	5	8	2	0	0	0	1	2
1800	275	1	252	12	0	0	6	2	0	0	1	1	0	0
1900	232	0	214	15	1	1	1	0	0	0	0	0	0	0
2000	126	0	120	4	0	1	0	0	1	0	0	0	0	0
2100	81	0	73	8	0	0	0	0	0	0	0	0	0	0
2200	56	0	54	2	0	0	0	0	0	0	0	0	0	0
2300	55	0	49	5	0	0	1	0	0	0	0	0	0	0
07-19	**2858**	**13**	**2459**	**258**	**21**	**18**	**41**	**22**	**12**	**0**	**2**	**4**	**1**	**7**
06-22	**3400**	**13**	**2934**	**295**	**33**	**30**	**43**	**22**	**16**	**0**	**2**	**4**	**1**	**7**
06-00	**3511**	**13**	**3037**	**302**	**33**	**30**	**44**	**22**	**16**	**0**	**2**	**4**	**1**	**7**
00-00	**3727**	**14**	**3166**	**341**	**57**	**45**	**45**	**22**	**20**	**3**	**2**	**4**	**1**	**7**

Peak step 14:00 (331) **AM Peak step** 8:00 (226) **PM Peak step** 14:00 (331)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	21	2	1	0	0	0	0	0	0	0	0	0
0100	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	24	0	20	4	0	0	0	0	0	0	0	0	0	0
0300	18	0	10	5	2	0	0	0	1	0	0	0	0	0
0400	36	0	16	7	4	8	0	0	1	0	0	0	0	0
0500	86	0	51	11	13	9	0	0	1	1	0	0	0	0
0600	105	1	71	8	16	8	0	0	1	0	0	0	0	0
0700	198	0	157	26	12	2	1	0	0	0	0	0	0	0
0800	236	1	204	25	2	3	1	0	0	0	0	0	0	0
0900	189	1	166	16	1	2	2	1	0	0	0	0	0	0
1000	195	2	162	24	3	2	1	0	1	0	0	0	0	0
1100	147	0	129	18	0	0	0	0	0	0	0	0	0	0
1200	228	3	194	22	4	3	2	0	0	0	0	0	0	0
1300	262	1	240	15	2	2	1	1	0	0	0	0	0	0
1400	318	0	276	29	6	4	1	2	0	0	0	0	0	0
1500	301	1	260	22	0	3	3	6	2	1	2	0	0	1
1600	327	1	286	19	0	1	9	5	3	0	0	1	0	2
1700	299	0	255	16	0	1	11	7	4	0	0	2	1	2
1800	309	1	298	10	0	0	0	0	0	0	0	0	0	0
1900	227	1	214	9	0	0	3	0	0	0	0	0	0	0
2000	137	0	121	13	1	1	1	0	0	0	0	0	0	0
2100	93	1	80	10	0	1	1	0	0	0	0	0	0	0
2200	68	1	59	5	3	0	0	0	0	0	0	0	0	0
2300	55	0	51	4	0	0	0	0	0	0	0	0	0	0
07-19	**3009**	**11**	**2627**	**242**	**30**	**23**	**32**	**22**	**10**	**1**	**2**	**3**	**1**	**5**
06-22	**3571**	**14**	**3113**	**282**	**47**	**33**	**37**	**22**	**11**	**1**	**2**	**3**	**1**	**5**
06-00	**3694**	**15**	**3223**	**291**	**50**	**33**	**37**	**22**	**11**	**1**	**2**	**3**	**1**	**5**
00-00	**3893**	**15**	**3350**	**322**	**70**	**50**	**37**	**22**	**14**	**2**	**2**	**3**	**1**	**5**

Peak step 16:00 (327) **AM Peak step** 8:00 (236) **PM Peak step** 16:00 (327)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	30	0	20	9	1	0	0	0	0	0	0	0	0	0
0100	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0200	20	0	18	2	0	0	0	0	0	0	0	0	0	0
0300	11	0	5	3	2	0	0	0	1	0	0	0	0	0
0400	41	0	18	8	4	8	0	0	2	1	0	0	0	0
0500	85	0	46	13	11	13	0	0	2	0	0	0	0	0
0600	112	1	68	21	13	7	1	0	1	0	0	0	0	0
0700	206	0	159	31	9	4	2	0	1	0	0	0	0	0
0800	251	0	211	31	2	4	3	0	0	0	0	0	0	0
0900	177	1	146	21	3	3	2	0	0	1	0	0	0	0
1000	158	0	133	17	2	3	2	0	1	0	0	0	0	0
1100	153	0	128	21	3	0	1	0	0	0	0	0	0	0
1200	234	3	200	24	5	1	1	0	0	0	0	0	0	0
1300	259	2	226	24	2	2	2	0	0	1	0	0	0	0
1400	271	3	227	28	3	0	2	5	2	0	1	0	0	0
1500	290	1	257	22	3	1	2	1	1	0	0	1	0	1
1600	324	4	275	30	1	2	3	4	3	0	0	1	1	0
1700	292	3	265	17	0	1	1	2	2	0	0	0	0	1
1800	293	3	268	17	2	2	1	0	0	0	0	0	0	0
1900	232	1	214	16	0	1	0	0	0	0	0	0	0	0
2000	135	0	123	9	1	2	0	0	0	0	0	0	0	0
2100	85	0	73	11	1	0	0	0	0	0	0	0	0	0
2200	71	0	60	11	0	0	0	0	0	0	0	0	0	0
2300	62	0	52	8	1	0	1	0	0	0	0	0	0	0
07-19	**2908**	**20**	**2495**	**283**	**35**	**23**	**22**	**12**	**10**	**2**	**1**	**2**	**1**	**2**
06-22	**3472**	**22**	**2973**	**340**	**50**	**33**	**23**	**12**	**11**	**2**	**1**	**2**	**1**	**2**
06-00	**3605**	**22**	**3085**	**359**	**51**	**33**	**24**	**12**	**11**	**2**	**1**	**2**	**1**	**2**
00-00	**3814**	**22**	**3211**	**397**	**69**	**54**	**24**	**12**	**16**	**3**	**1**	**2**	**1**	**2**

Peak step 16:00 (324) **AM Peak step** 8:00 (251) **PM Peak step** 16:00 (324)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	25	0	19	5	1	0	0	0	0	0	0	0	0	0
0100	24	1	16	7	0	0	0	0	0	0	0	0	0	0
0200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
0300	19	1	8	8	1	1	0	0	0	0	0	0	0	0
0400	36	0	14	11	6	4	0	0	0	1	0	0	0	0
0500	78	1	33	15	20	9	0	0	0	0	0	0	0	0
0600	100	0	61	13	16	9	0	0	1	0	0	0	0	0
0700	186	0	143	23	12	4	3	1	0	0	0	0	0	0
0800	195	0	166	23	1	3	2	0	0	0	0	0	0	0
0900	157	1	126	23	3	2	1	0	0	1	0	0	0	0
1000	168	0	147	19	0	2	0	0	0	0	0	0	0	0
1100	179	1	152	22	2	0	2	0	0	0	0	0	0	0
1200	242	2	209	25	3	1	1	0	0	1	0	0	0	0
1300	297	1	267	28	0	1	0	0	0	0	0	0	0	0
1400	293	3	245	37	4	0	2	0	2	0	0	0	0	0
1500	278	4	248	22	0	2	2	0	0	0	0	0	0	0
1600	314	1	286	21	0	1	1	3	1	0	0	0	0	0
1700	304	0	269	27	1	3	3	1	0	0	0	0	0	0
1800	232	1	220	10	0	0	1	0	0	0	0	0	0	0
1900	166	0	153	13	0	0	0	0	0	0	0	0	0	0
2000	131	0	117	12	0	1	1	0	0	0	0	0	0	0
2100	56	0	49	4	2	1	0	0	0	0	0	0	0	0
2200	50	0	46	2	1	0	1	0	0	0	0	0	0	0
2300	44	1	42	1	0	0	0	0	0	0	0	0	0	0
07-19	**2845**	**14**	**2478**	**280**	**26**	**19**	**18**	**5**	**3**	**2**	**0**	**0**	**0**	**0**
06-22	**3298**	**14**	**2858**	**322**	**44**	**30**	**19**	**5**	**4**	**2**	**0**	**0**	**0**	**0**
06-00	**3392**	**15**	**2946**	**325**	**45**	**30**	**20**	**5**	**4**	**2**	**0**	**0**	**0**	**0**
00-00	**3596**	**18**	**3057**	**372**	**73**	**44**	**20**	**5**	**4**	**3**	**0**	**0**	**0**	**0**

Peak step 16:00 (314) **AM Peak step** 8:00 (195) **PM Peak step** 16:00 (314)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	36	0	35	1	0	0	0	0	0	0	0	0	0	0
0100	18	1	15	2	0	0	0	0	0	0	0	0	0	0
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	8	3	0	1	0	0	0	1	0	0	0	0
0400	13	0	8	2	2	0	0	0	1	0	0	0	0	0
0500	37	1	16	4	7	6	1	0	1	1	0	0	0	0
0600	57	0	37	6	8	4	1	0	1	0	0	0	0	0
0700	80	0	50	18	7	0	2	1	2	0	0	0	0	0
0800	155	0	121	27	3	2	1	0	0	1	0	0	0	0
0900	120	0	102	13	4	0	0	0	0	1	0	0	0	0
1000	123	1	100	21	0	1	0	0	0	0	0	0	0	0
1100	127	0	117	9	0	0	1	0	0	0	0	0	0	0
1200	160	0	138	21	0	1	0	0	0	0	0	0	0	0
1300	109	0	94	12	0	1	1	0	1	0	0	0	0	0
1400	126	2	106	18	0	0	0	0	0	0	0	0	0	0
1500	142	0	125	16	0	0	1	0	0	0	0	0	0	0
1600	159	1	141	15	0	1	1	0	0	0	0	0	0	0
1700	109	0	93	14	1	0	1	0	0	0	0	0	0	0
1800	113	0	107	5	0	0	0	0	1	0	0	0	0	0
1900	85	0	79	5	1	0	0	0	0	0	0	0	0	0
2000	54	0	48	4	0	1	1	0	0	0	0	0	0	0
2100	62	0	54	8	0	0	0	0	0	0	0	0	0	0
2200	46	0	40	5	0	0	1	0	0	0	0	0	0	0
2300	35	0	34	1	0	0	0	0	0	0	0	0	0	0
07-19	**1523**	**4**	**1294**	**189**	**15**	**6**	**8**	**1**	**4**	**2**	**0**	**0**	**0**	**0**
06-22	**1781**	**4**	**1512**	**212**	**24**	**11**	**10**	**1**	**5**	**2**	**0**	**0**	**0**	**0**
06-00	**1862**	**4**	**1586**	**218**	**24**	**11**	**11**	**1**	**5**	**2**	**0**	**0**	**0**	**0**
00-00	**1993**	**6**	**1682**	**230**	**33**	**18**	**12**	**1**	**7**	**4**	**0**	**0**	**0**	**0**

Peak step 12:00 (160) **AM Peak step** 8:00 (155) **PM Peak step** 12:00 (160)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	9	0	0	1	0	0	0	0	0	0	0	0
0400	13	0	9	1	1	1	0	0	1	0	0	0	0	0
0500	32	1	16	1	2	9	0	0	3	0	0	0	0	0
0600	36	0	28	0	3	4	0	0	1	0	0	0	0	0
0700	68	0	47	12	6	3	0	0	0	0	0	0	0	0
0800	67	0	53	8	2	2	1	0	1	0	0	0	0	0
0900	102	0	89	9	2	2	0	0	0	0	0	0	0	0
1000	118	0	103	12	1	1	0	0	1	0	0	0	0	0
1100	108	0	93	15	0	0	0	0	0	0	0	0	0	0
1200	163	1	148	14	0	0	0	0	0	0	0	0	0	0
1300	108	0	97	11	0	0	0	0	0	0	0	0	0	0
1400	122	2	104	16	0	0	0	0	0	0	0	0	0	0
1500	111	0	101	10	0	0	0	0	0	0	0	0	0	0
1600	92	0	81	10	1	0	0	0	0	0	0	0	0	0
1700	105	0	98	5	1	1	0	0	0	0	0	0	0	0
1800	83	1	72	9	0	1	0	0	0	0	0	0	0	0
1900	69	0	64	4	1	0	0	0	0	0	0	0	0	0
2000	41	0	36	3	0	2	0	0	0	0	0	0	0	0
2100	36	0	32	4	0	0	0	0	0	0	0	0	0	0
2200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
2300	34	0	32	2	0	0	0	0	0	0	0	0	0	0
07-19	**1247**	**4**	**1086**	**131**	**13**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**1429**	**4**	**1246**	**142**	**17**	**16**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**1495**	**4**	**1307**	**147**	**17**	**16**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**1604**	**5**	**1392**	**152**	**20**	**27**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (163) **AM Peak step** 10:00 (118) **PM Peak step** 12:00 (163)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	15	0	0	0	0	0	1	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	18	0	13	4	0	1	0	0	0	0	0	0	0	0
0400	26	0	8	6	8	3	1	0	0	0	0	0	0	0
0500	55	0	21	12	9	12	1	0	0	0	0	0	0	0
0600	65	0	34	7	15	7	2	0	0	0	0	0	0	0
0700	72	0	56	9	4	3	0	0	0	0	0	0	0	0
0800	94	1	77	13	0	1	1	0	0	1	0	0	0	0
0900	102	0	89	8	2	0	1	0	1	1	0	0	0	0
1000	88	0	77	8	2	0	1	0	0	0	0	0	0	0
1100	111	1	90	15	0	2	2	0	1	0	0	0	0	0
1200	125	1	111	10	1	1	0	0	1	0	0	0	0	0
1300	105	0	94	7	1	3	0	0	0	0	0	0	0	0
1400	119	0	105	5	5	0	4	0	0	0	0	0	0	0
1500	99	0	88	8	1	1	1	0	0	0	0	0	0	0
1600	97	0	85	8	1	2	0	0	1	0	0	0	0	0
1700	99	1	89	8	0	1	0	0	0	0	0	0	0	0
1800	117	0	106	9	1	0	0	1	0	0	0	0	0	0
1900	94	0	84	10	0	0	0	0	0	0	0	0	0	0
2000	62	0	59	2	1	0	0	0	0	0	0	0	0	0
2100	62	0	54	7	0	1	0	0	0	0	0	0	0	0
2200	64	0	59	5	0	0	0	0	0	0	0	0	0	0
2300	58	0	55	2	0	0	1	0	0	0	0	0	0	0
07-19	**1228**	**4**	**1067**	**108**	**18**	**14**	**10**	**1**	**4**	**2**	**0**	**0**	**0**	**0**
06-22	**1511**	**4**	**1298**	**134**	**34**	**22**	**12**	**1**	**4**	**2**	**0**	**0**	**0**	**0**
06-00	**1633**	**4**	**1412**	**141**	**34**	**22**	**13**	**1**	**4**	**2**	**0**	**0**	**0**	**0**
00-00	**1768**	**4**	**1488**	**164**	**51**	**38**	**15**	**1**	**5**	**2**	**0**	**0**	**0**	**0**

Peak step 12:00 (125) **AM Peak step** 11:00 (111) **PM Peak step** 12:00 (125)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	21	0	19	1	1	0	0	0	0	0	0	0	0	0
0100	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0300	13	0	6	4	2	1	0	0	0	0	0	0	0	0
0400	34	0	15	7	2	8	0	0	2	0	0	0	0	0
0500	83	0	42	14	13	11	0	0	2	1	0	0	0	0
0600	101	2	55	16	14	11	1	0	1	1	0	0	0	0
0700	154	0	126	17	4	5	1	0	0	1	0	0	0	0
0800	191	1	151	26	1	5	6	0	0	1	0	0	0	0
0900	207	2	177	19	0	5	3	0	1	0	0	0	0	0
1000	145	1	115	15	2	5	7	0	0	0	0	0	0	0
1100	149	0	125	20	2	2	0	0	0	0	0	0	0	0
1200	175	0	149	17	2	4	2	0	1	0	0	0	0	0
1300	235	1	212	11	1	1	7	0	1	1	0	0	0	0
1400	264	0	234	16	2	0	6	2	2	0	1	0	0	1
1500	265	0	236	24	1	1	1	0	2	0	0	0	0	0
1600	308	0	277	19	2	1	1	3	4	0	0	0	0	1
1700	316	4	282	15	2	3	3	4	1	0	0	0	0	2
1800	282	1	260	15	0	1	4	0	1	0	0	0	0	0
1900	204	1	189	9	1	1	2	0	1	0	0	0	0	0
2000	137	0	126	8	0	0	2	1	0	0	0	0	0	0
2100	76	0	71	4	1	0	0	0	0	0	0	0	0	0
2200	46	0	41	5	0	0	0	0	0	0	0	0	0	0
2300	69	0	66	3	0	0	0	0	0	0	0	0	0	0
07-19	**2691**	**10**	**2344**	**214**	**19**	**33**	**41**	**9**	**13**	**3**	**1**	**0**	**0**	**4**
06-22	**3209**	**13**	**2785**	**251**	**35**	**45**	**46**	**10**	**15**	**4**	**1**	**0**	**0**	**4**
06-00	**3324**	**13**	**2892**	**259**	**35**	**45**	**46**	**10**	**15**	**4**	**1**	**0**	**0**	**4**
00-00	**3514**	**13**	**3009**	**289**	**53**	**65**	**46**	**10**	**19**	**5**	**1**	**0**	**0**	**4**

Peak step 17:00 (316) **AM Peak step** 9:00 (207) **PM Peak step** 17:00 (316)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	19	0	16	1	1	0	1	0	0	0	0	0	0	0
0100	19	0	14	4	1	0	0	0	0	0	0	0	0	0
0200	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	8	5	2	0	0	0	0	0	0	0	0	0
0400	41	1	22	7	1	7	0	0	3	0	0	0	0	0
0500	83	1	42	15	13	9	0	0	2	1	0	0	0	0
0600	87	0	59	7	13	6	1	0	1	0	0	0	0	0
0700	165	0	134	21	6	4	0	0	0	0	0	0	0	0
0800	212	0	177	30	0	4	0	1	0	0	0	0	0	0
0900	189	0	164	17	4	3	1	0	0	0	0	0	0	0
1000	173	0	145	21	2	3	2	0	0	0	0	0	0	0
1100	167	2	139	22	3	0	1	0	0	0	0	0	0	0
1200	211	2	173	33	1	1	1	0	0	0	0	0	0	0
1300	246	0	201	34	1	2	4	1	0	3	0	0	0	0
1400	302	0	259	35	5	2	0	0	0	0	0	0	0	1
1500	282	0	253	23	3	1	2	0	0	0	0	0	0	0
1600	314	0	272	20	1	3	6	5	2	0	2	1	0	2
1700	333	0	291	23	1	2	5	7	2	0	0	2	0	0
1800	302	0	267	13	0	0	7	11	4	0	0	0	0	0
1900	203	0	185	16	1	0	1	0	0	0	0	0	0	0
2000	148	0	125	17	1	3	2	0	0	0	0	0	0	0
2100	82	0	76	4	1	0	1	0	0	0	0	0	0	0
2200	49	0	43	6	0	0	0	0	0	0	0	0	0	0
2300	49	0	46	3	0	0	0	0	0	0	0	0	0	0
07-19	**2896**	**4**	**2475**	**292**	**27**	**25**	**29**	**25**	**8**	**3**	**2**	**3**	**0**	**3**
06-22	**3416**	**4**	**2920**	**336**	**43**	**34**	**34**	**25**	**9**	**3**	**2**	**3**	**0**	**3**
06-00	**3514**	**4**	**3009**	**345**	**43**	**34**	**34**	**25**	**9**	**3**	**2**	**3**	**0**	**3**
00-00	**3711**	**6**	**3130**	**378**	**61**	**50**	**35**	**25**	**14**	**4**	**2**	**3**	**0**	**3**

Peak step 17:00 (333) **AM Peak step** 8:00 (212) **PM Peak step** 17:00 (333)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	21	0	19	1	1	0	0	0	0	0	0	0	0	0
0100	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0200	21	0	20	0	0	0	0	0	1	0	0	0	0	0
0300	9	0	5	3	0	0	0	0	1	0	0	0	0	0
0400	30	0	15	6	1	6	0	0	2	0	0	0	0	0
0500	92	0	46	11	11	16	0	0	7	1	0	0	0	0
0600	96	1	54	15	18	8	0	0	0	0	0	0	0	0
0700	149	1	113	22	8	2	3	0	0	0	0	0	0	0
0800	235	0	198	23	3	6	4	1	0	0	0	0	0	0
0900	154	0	127	17	0	7	1	0	1	0	1	0	0	0
1000	156	1	128	15	3	5	3	0	1	0	0	0	0	0
1100	134	0	111	17	3	1	2	0	0	0	0	0	0	0
1200	197	1	164	25	4	2	0	0	0	1	0	0	0	0
1300	238	2	212	21	0	3	0	0	0	0	0	0	0	0
1400	279	0	242	29	0	2	2	1	1	0	0	1	1	0
1500	292	0	259	30	2	0	1	0	0	0	0	0	0	0
1600	285	0	248	13	0	1	11	9	3	0	0	0	0	0
1700	358	1	327	18	1	1	3	4	3	0	0	0	0	0
1800	280	1	260	11	0	0	2	2	2	0	0	0	0	2
1900	213	0	191	19	0	0	2	1	0	0	0	0	0	0
2000	131	0	114	14	1	1	1	0	0	0	0	0	0	0
2100	83	0	69	14	0	0	0	0	0	0	0	0	0	0
2200	59	0	54	5	0	0	0	0	0	0	0	0	0	0
2300	65	0	60	4	0	0	1	0	0	0	0	0	0	0
07-19	**2757**	**7**	**2389**	**241**	**24**	**30**	**32**	**17**	**11**	**1**	**1**	**1**	**1**	**2**
06-22	**3280**	**8**	**2817**	**303**	**43**	**39**	**35**	**18**	**11**	**1**	**1**	**1**	**1**	**2**
06-00	**3404**	**8**	**2931**	**312**	**43**	**39**	**36**	**18**	**11**	**1**	**1**	**1**	**1**	**2**
00-00	**3595**	**8**	**3052**	**335**	**56**	**61**	**36**	**18**	**22**	**2**	**1**	**1**	**1**	**2**

Peak step 17:00 (358) **AM Peak step** 8:00 (235) **PM Peak step** 17:00 (358)

*** Friday, February 20, 2026 *HOSE DAMAGED***

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	36	0	36	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0300	13	1	8	2	0	1	1	0	0	0	0	0	0	0
0400	14	0	7	2	4	1	0	0	0	0	0	0	0	0
0500	32	0	11	6	6	6	0	0	2	1	0	0	0	0
0600	56	0	39	4	7	4	0	0	2	0	0	0	0	0
0700	70	0	50	12	5	2	0	0	1	0	0	0	0	0
0800	118	0	88	25	3	1	0	0	1	0	0	0	0	0
0900	119	0	91	22	2	2	0	0	2	0	0	0	0	0
1000	113	1	93	17	1	0	1	0	0	0	0	0	0	0
1100	141	0	122	19	0	0	0	0	0	0	0	0	0	0
1200	133	0	114	16	1	1	0	1	0	0	0	0	0	0
1300	148	0	125	20	0	0	1	1	1	0	0	0	0	0
1400	159	0	140	15	0	2	0	0	1	0	1	0	0	0
1500	148	0	131	17	0	0	0	0	0	0	0	0	0	0
1600	151	0	134	17	0	0	0	0	0	0	0	0	0	0
1700	107	1	97	7	0	1	0	0	0	1	0	0	0	0
1800	119	0	109	10	0	0	0	0	0	0	0	0	0	0
1900	96	0	86	8	1	0	1	0	0	0	0	0	0	0
2000	59	0	57	2	0	0	0	0	0	0	0	0	0	0
2100	73	0	65	7	0	1	0	0	0	0	0	0	0	0
2200	72	0	68	3	0	0	1	0	0	0	0	0	0	0
2300	80	0	78	2	0	0	0	0	0	0	0	0	0	0
07-19	**1526**	**2**	**1294**	**197**	**12**	**9**	**2**	**2**	**6**	**1**	**1**	**0**	**0**	**0**
06-22	**1810**	**2**	**1541**	**218**	**20**	**14**	**3**	**2**	**8**	**1**	**1**	**0**	**0**	**0**
06-00	**1962**	**2**	**1687**	**223**	**20**	**14**	**4**	**2**	**8**	**1**	**1**	**0**	**0**	**0**
00-00	**2089**	**3**	**1777**	**237**	**30**	**22**	**5**	**2**	**10**	**2**	**1**	**0**	**0**	**0**

Peak step 14:00 (159) **AM Peak step** 11:00 (141) **PM Peak step** 14:00 (159)

*** Sunday, February 22, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	33	0	32	1	0	0	0	0	0	0	0	0	0	0
0100	26	0	24	2	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	1	1	0	0	0	0	0	0	0	0	0
0300	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0400	16	0	8	4	1	3	0	0	0	0	0	0	0	0
0500	27	0	13	2	4	7	0	0	1	0	0	0	0	0
0600	37	0	22	5	8	2	0	0	0	0	0	0	0	0
0700	55	0	34	11	7	2	0	0	1	0	0	0	0	0
0800	77	1	64	8	3	1	0	0	0	0	0	0	0	0
0900	100	0	84	11	1	4	0	0	0	0	0	0	0	0
1000	134	0	119	12	1	0	0	0	2	0	0	0	0	0
1100	118	1	102	15	0	0	0	0	0	0	0	0	0	0
1200	142	3	126	13	0	0	0	0	0	0	0	0	0	0
1300	141	2	120	19	0	0	0	0	0	0	0	0	0	0
1400	159	1	141	17	0	0	0	0	0	0	0	0	0	0
1500	162	1	146	14	1	0	0	0	0	0	0	0	0	0
1600	108	0	98	9	0	0	0	0	1	0	0	0	0	0
1700	134	4	123	7	0	0	0	0	0	0	0	0	0	0
1800	101	0	90	11	0	0	0	0	0	0	0	0	0	0
1900	78	0	70	8	0	0	0	0	0	0	0	0	0	0
2000	62	0	58	4	0	0	0	0	0	0	0	0	0	0
2100	46	0	43	3	0	0	0	0	0	0	0	0	0	0
2200	51	0	47	4	0	0	0	0	0	0	0	0	0	0
2300	29	0	26	3	0	0	0	0	0	0	0	0	0	0
07-19	**1431**	**13**	**1247**	**147**	**13**	**7**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**1654**	**13**	**1440**	**167**	**21**	**9**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**1734**	**13**	**1513**	**174**	**21**	**9**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**1857**	**13**	**1606**	**187**	**27**	**19**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (162) **AM Peak step** 10:00 (134) **PM Peak step** 15:00 (162)

*** Monday, February 23, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	28	0	26	1	1	0	0	0	0	0	0	0	0	0
0100	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	6	0	0	0	0	0	1	0	0	0	0	0
0300	20	0	10	6	2	2	0	0	0	0	0	0	0	0
0400	40	0	23	5	5	5	1	0	1	0	0	0	0	0
0500	79	0	36	12	14	12	2	0	2	1	0	0	0	0
0600	100	0	59	12	18	6	0	0	4	1	0	0	0	0
0700	185	0	153	19	5	3	0	0	5	0	0	0	0	0
0800	229	1	190	29	3	6	0	0	0	0	0	0	0	0
0900	173	1	141	22	3	6	0	0	0	0	0	0	0	0
1000	163	0	131	27	1	4	0	0	0	0	0	0	0	0
1100	147	0	121	22	1	1	1	0	0	1	0	0	0	0
1200	207	2	166	34	3	0	1	0	1	0	0	0	0	0
1300	247	2	211	26	3	2	3	0	0	0	0	0	0	0
1400	318	1	279	33	1	0	2	1	0	0	0	1	0	0
1500	312	4	266	26	3	3	5	5	0	0	0	0	0	0
1600	322	2	284	15	0	2	3	6	4	0	2	3	0	1
1700	304	2	268	13	2	0	6	4	3	0	1	0	0	5
1800	349	2	320	15	1	1	3	4	2	0	0	1	0	0
1900	204	2	188	13	1	0	0	0	0	0	0	0	0	0
2000	109	0	103	6	0	0	0	0	0	0	0	0	0	0
2100	76	1	67	7	0	1	0	0	0	0	0	0	0	0
2200	51	0	48	3	0	0	0	0	0	0	0	0	0	0
2300	51	0	46	5	0	0	0	0	0	0	0	0	0	0
07-19	**2956**	**17**	**2530**	**281**	**26**	**28**	**24**	**20**	**15**	**1**	**3**	**5**	**0**	**6**
06-22	**3445**	**20**	**2947**	**319**	**45**	**35**	**24**	**20**	**19**	**2**	**3**	**5**	**0**	**6**
06-00	**3547**	**20**	**3041**	**327**	**45**	**35**	**24**	**20**	**19**	**2**	**3**	**5**	**0**	**6**
00-00	**3732**	**20**	**3152**	**352**	**67**	**54**	**27**	**20**	**23**	**3**	**3**	**5**	**0**	**6**

Peak step 18:00 (349) **AM Peak step** 8:00 (229) **PM Peak step** 18:00 (349)

*** Tuesday, February 24, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	24	0	19	3	1	1	0	0	0	0	0	0	0	0
0100	20	0	17	2	1	0	0	0	0	0	0	0	0	0
0200	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0300	17	1	8	5	1	1	1	0	0	0	0	0	0	0
0400	35	0	18	8	6	3	0	0	0	0	0	0	0	0
0500	91	3	42	14	18	10	3	0	1	0	0	0	0	0
0600	114	0	70	17	17	9	0	0	1	0	0	0	0	0
0700	193	0	151	31	6	5	0	0	0	0	0	0	0	0
0800	247	0	205	34	0	5	1	1	0	0	0	1	0	0
0900	189	1	157	25	1	5	0	0	0	0	0	0	0	0
1000	159	1	125	26	4	2	0	0	1	0	0	0	0	0
1100	163	0	130	29	4	0	0	0	0	0	0	0	0	0
1200	189	1	159	22	3	3	1	0	0	0	0	0	0	0
1300	265	2	223	35	2	1	2	0	0	0	0	0	0	0
1400	303	1	253	31	3	4	3	7	1	0	0	0	0	0
1500	287	2	247	27	5	3	1	0	2	0	0	0	0	0
1600	297	2	261	15	0	2	11	2	0	0	2	2	0	0
1700	305	0	273	7	1	1	10	7	2	1	0	2	0	1
1800	302	0	286	7	1	2	2	3	1	0	0	0	0	0
1900	230	1	213	14	1	1	0	0	0	0	0	0	0	0
2000	156	0	142	14	0	0	0	0	0	0	0	0	0	0
2100	84	1	73	9	0	1	0	0	0	0	0	0	0	0
2200	57	0	54	3	0	0	0	0	0	0	0	0	0	0
2300	52	0	49	3	0	0	0	0	0	0	0	0	0	0
07-19	**2899**	**10**	**2470**	**289**	**30**	**33**	**31**	**20**	**7**	**1**	**2**	**5**	**0**	**1**
06-22	**3483**	**12**	**2968**	**343**	**48**	**44**	**31**	**20**	**8**	**1**	**2**	**5**	**0**	**1**
06-00	**3592**	**12**	**3071**	**349**	**48**	**44**	**31**	**20**	**8**	**1**	**2**	**5**	**0**	**1**
00-00	**3800**	**16**	**3194**	**383**	**75**	**59**	**35**	**20**	**9**	**1**	**2**	**5**	**0**	**1**

Peak step 17:00 (305) **AM Peak step** 8:00 (247) **PM Peak step** 17:00 (305)

*** Wednesday, February 25, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	25	0	23	1	1	0	0	0	0	0	0	0	0	0
0100	20	0	13	6	0	0	0	1	0	0	0	0	0	0
0200	19	0	17	1	1	0	0	0	0	0	0	0	0	0
0300	19	0	12	4	1	1	0	0	0	1	0	0	0	0
0400	37	0	19	7	3	7	1	0	0	0	0	0	0	0
0500	94	0	45	15	16	15	1	0	0	1	1	0	0	0
0600	104	0	63	17	16	7	0	0	0	1	0	0	0	0
0700	201	1	160	28	9	1	1	1	0	0	0	0	0	0
0800	228	0	175	41	1	9	1	0	0	0	0	1	0	0
0900	201	1	169	25	1	3	0	0	1	1	0	0	0	0
1000	166	1	144	20	0	1	0	0	0	0	0	0	0	0
1100	143	1	120	19	3	0	0	0	0	0	0	0	0	0
1200	236	0	213	20	0	3	0	0	0	0	0	0	0	0
1300	249	4	206	32	3	2	1	0	1	0	0	0	0	0
1400	296	1	253	22	5	1	5	3	3	0	1	0	0	2
1500	317	1	296	13	3	2	1	1	0	0	0	0	0	0
1600	341	1	285	17	0	3	9	10	11	0	4	0	0	1
1700	310	4	270	11	1	0	7	6	6	0	0	0	1	4
1800	276	0	249	14	0	0	4	4	0	0	2	2	0	1
1900	249	1	232	13	1	1	0	1	0	0	0	0	0	0
2000	152	1	135	13	0	3	0	0	0	0	0	0	0	0
2100	98	1	89	6	1	1	0	0	0	0	0	0	0	0
2200	55	0	51	4	0	0	0	0	0	0	0	0	0	0
2300	53	0	46	7	0	0	0	0	0	0	0	0	0	0
07-19	**2964**	**15**	**2540**	**262**	**26**	**25**	**29**	**25**	**22**	**1**	**7**	**3**	**1**	**8**
06-22	**3567**	**18**	**3059**	**311**	**44**	**37**	**29**	**26**	**22**	**2**	**7**	**3**	**1**	**8**
06-00	**3675**	**18**	**3156**	**322**	**44**	**37**	**29**	**26**	**22**	**2**	**7**	**3**	**1**	**8**
00-00	**3889**	**18**	**3285**	**356**	**66**	**60**	**31**	**27**	**22**	**4**	**8**	**3**	**1**	**8**

Peak step 16:00 (341) **AM Peak step** 8:00 (228) **PM Peak step** 16:00 (341)

*** Thursday, February 26, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0100	34	0	24	9	1	0	0	0	0	0	0	0	0	0
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	11	3	0	1	0	0	1	0	0	0	0	0
0400	36	1	14	7	6	8	0	0	0	0	0	0	0	0
0500	93	1	52	11	13	16	0	0	0	0	0	0	0	0
0600	92	0	56	11	19	5	0	0	1	0	0	0	0	0
0700	212	0	164	32	11	3	1	0	0	0	0	1	0	0
0800	243	0	196	36	3	6	2	0	0	0	0	0	0	0
0900	199	2	169	23	2	3	0	0	0	0	0	0	0	0
1000	154	2	123	21	2	6	0	0	0	0	0	0	0	0
1100	154	0	127	24	1	1	0	0	0	1	0	0	0	0
1200	184	2	160	21	0	1	0	0	0	0	0	0	0	0
1300	253	1	224	24	1	1	1	0	0	1	0	0	0	0
1400	295	5	248	37	2	0	0	1	0	0	1	1	0	0
1500	319	1	284	10	4	1	4	9	1	0	4	1	0	0
1600	304	3	262	12	1	1	9	10	5	0	1	0	0	0
1700	265	2	220	7	0	0	12	10	5	0	2	2	1	4
1800	295	2	283	7	1	0	0	0	1	0	0	0	1	0
1900	253	1	235	15	0	1	1	0	0	0	0	0	0	0
2000	150	1	136	12	1	0	0	0	0	0	0	0	0	0
2100	87	0	79	5	1	2	0	0	0	0	0	0	0	0
2200	98	0	95	3	0	0	0	0	0	0	0	0	0	0
2300	53	0	46	7	0	0	0	0	0	0	0	0	0	0
07-19	**2877**	**20**	**2460**	**254**	**28**	**23**	**29**	**30**	**12**	**2**	**8**	**5**	**2**	**4**
06-22	**3459**	**22**	**2966**	**297**	**49**	**31**	**30**	**30**	**13**	**2**	**8**	**5**	**2**	**4**
06-00	**3610**	**22**	**3107**	**307**	**49**	**31**	**30**	**30**	**13**	**2**	**8**	**5**	**2**	**4**
00-00	**3819**	**24**	**3236**	**339**	**69**	**56**	**30**	**30**	**14**	**2**	**8**	**5**	**2**	**4**

Peak step 15:00 (319) **AM Peak step** 8:00 (243) **PM Peak step** 15:00 (319)

*** Friday, February 27, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	27	0	23	3	1	0	0	0	0	0	0	0	0	0
0100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0200	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0400	34	1	15	4	6	6	1	0	1	0	0	0	0	0
0500	84	0	43	10	15	15	0	0	1	0	0	0	0	0
0600	114	1	73	15	17	6	1	0	1	0	0	0	0	0
0700	190	0	148	27	14	1	0	0	0	0	0	0	0	0
0800	217	0	177	28	4	6	1	0	0	0	0	1	0	0
0900	177	2	147	19	3	5	1	0	0	0	0	0	0	0
1000	179	0	144	22	0	11	0	0	2	0	0	0	0	0
1100	178	1	142	23	5	6	0	0	0	1	0	0	0	0
1200	252	4	216	24	5	1	1	0	1	0	0	0	0	0
1300	305	3	266	32	2	1	0	0	0	1	0	0	0	0
1400	337	5	285	30	5	1	7	2	0	0	0	2	0	0
1500	295	1	270	16	2	1	5	0	0	0	0	0	0	0
1600	317	3	277	14	1	0	8	4	5	0	0	3	0	2
1700	293	1	271	14	0	4	1	1	1	0	0	0	0	0
1800	257	2	244	11	0	0	0	0	0	0	0	0	0	0
1900	168	0	158	10	0	0	0	0	0	0	0	0	0	0
2000	104	0	92	11	0	1	0	0	0	0	0	0	0	0
2100	74	0	60	13	0	1	0	0	0	0	0	0	0	0
2200	51	0	49	2	0	0	0	0	0	0	0	0	0	0
2300	93	1	88	3	1	0	0	0	0	0	0	0	0	0
07-19	**2997**	**22**	**2587**	**260**	**41**	**37**	**24**	**7**	**9**	**2**	**0**	**6**	**0**	**2**
06-22	**3457**	**23**	**2970**	**309**	**58**	**45**	**25**	**7**	**10**	**2**	**0**	**6**	**0**	**2**
06-00	**3601**	**24**	**3107**	**314**	**59**	**45**	**25**	**7**	**10**	**2**	**0**	**6**	**0**	**2**
00-00	**3799**	**25**	**3234**	**337**	**81**	**67**	**26**	**7**	**12**	**2**	**0**	**6**	**0**	**2**

Peak step 14:00 (337) **AM Peak step** 8:00 (217) **PM Peak step** 14:00 (337)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5441 -- English (ENU)

Datasets:

Site: **[9] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	7	7
0900	5	5
1000	17	17
1100	9	9
1200	10	10
1300	7	7
1400	19	19
1500	9	9
1600	8	8
1700	2	2
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	0	0
2300	1	1
07-19	**97**	**97**
06-22	**100**	**100**
06-00	**101**	**101**
00-00	**101**	**101**

Peak step 14:00 (19) **AM Peak step** 10:00 (17) **PM Peak step** 14:00 (19)

*** Monday, February 9, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	4	4
0700	27	27
0800	37	37
0900	31	31
1000	13	13
1100	5	5
1200	17	17
1300	8	8
1400	5	5
1500	6	6
1600	5	5
1700	6	6
1800	3	3
1900	3	3
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**163**	**163**
06-22	**170**	**170**
06-00	**170**	**170**
00-00	**172**	**172**

Peak step 8:00 (37) **AM Peak step** 8:00 (37) **PM Peak step** 12:00 (17)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	3	3
0600	2	2
0700	24	24
0800	38	38
0900	35	35
1000	18	18
1100	6	6
1200	5	5
1300	2	2
1400	2	2
1500	5	5
1600	4	4
1700	2	2
1800	1	1
1900	5	5
2000	0	0
2100	0	0
2200	1	1
2300	1	1
07-19	**142**	**142**
06-22	**149**	**149**
06-00	**151**	**151**
00-00	**154**	**154**

Peak step 8:00 (38) **AM Peak step** 8:00 (38) **PM Peak step** 12:00 (5)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	2	2
0700	17	17
0800	30	30
0900	20	20
1000	10	10
1100	5	5
1200	3	3
1300	1	1
1400	0	0
1500	1	1
1600	3	3
1700	3	3
1800	4	4
1900	3	3
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**97**	**97**
06-22	**102**	**102**
06-00	**102**	**102**
00-00	**103**	**103**

Peak step 8:00 (30) **AM Peak step** 8:00 (30) **PM Peak step** 18:00 (4)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	1	1
0700	21	21
0800	43	43
0900	33	33
1000	16	16
1100	3	3
1200	9	9
1300	5	5
1400	6	6
1500	7	7
1600	10	10
1700	5	5
1800	5	5
1900	5	5
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**163**	**163**
06-22	**169**	**169**
06-00	**170**	**170**
00-00	**172**	**172**

Peak step 8:00 (43) **AM Peak step** 8:00 (43) **PM Peak step** 16:00 (10)

*** Friday, February 13, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	15	15
0800	24	24
0900	16	16
1000	5	5
1100	10	10
1200	7	7
1300	7	7
1400	9	9
1500	6	6
1600	11	11
1700	1	1
1800	1	1
1900	1	1
2000	0	0
2100	1	1
2200	1	1
2300	0	0
07-19	**112**	**112**
06-22	**116**	**116**
06-00	**117**	**117**
00-00	**119**	**119**

Peak step 8:00 (24) **AM Peak step** 8:00 (24) **PM Peak step** 16:00 (11)

*** Saturday, February 14, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	2	2
0800	2	2
0900	8	8
1000	11	11
1100	6	6
1200	8	8
1300	10	10
1400	5	5
1500	6	6
1600	5	5
1700	4	4
1800	1	1
1900	1	1
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**68**	**68**
06-22	**70**	**70**
06-00	**71**	**71**
00-00	**72**	**72**

Peak step 10:00 (11) **AM Peak step** 10:00 (11) **PM Peak step** 13:00 (10)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	3	3
0800	6	6
0900	2	2
1000	4	4
1100	2	2
1200	7	7
1300	4	4
1400	5	5
1500	5	5
1600	1	1
1700	2	2
1800	1	1
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**42**	**42**
06-22	**42**	**42**
06-00	**42**	**42**
00-00	**42**	**42**

Peak step 12:00 (7) **AM Peak step** 8:00 (6) **PM Peak step** 12:00 (7)

*** Monday, February 16, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	4	4
0800	0	0
0900	1	1
1000	2	2
1100	1	1
1200	0	0
1300	0	0
1400	1	1
1500	0	0
1600	1	1
1700	2	2
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	0	0
2300	0	0
07-19	**14**	**14**
06-22	**15**	**15**
06-00	**15**	**15**
00-00	**15**	**15**

Peak step 7:00 (4) **AM Peak step** 7:00 (4) **PM Peak step** 17:00 (2)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	10	10
0800	15	15
0900	6	6
1000	2	2
1100	2	2
1200	1	1
1300	0	0
1400	0	0
1500	2	2
1600	1	1
1700	1	1
1800	0	0
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	1	1
07-19	**40**	**40**
06-22	**40**	**40**
06-00	**41**	**41**
00-00	**43**	**43**

Peak step 8:00 (15) **AM Peak step** 8:00 (15) **PM Peak step** 15:00 (2)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	1	1
0700	8	8
0800	23	23
0900	30	30
1000	9	9
1100	7	7
1200	0	0
1300	3	3
1400	2	2
1500	3	3
1600	0	0
1700	2	2
1800	1	1
1900	2	2
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**88**	**88**
06-22	**92**	**92**
06-00	**92**	**92**
00-00	**93**	**93**

Peak step 9:00 (30) **AM Peak step** 9:00 (30) **PM Peak step** 13:00 (3)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	7	7
0800	15	15
0900	14	14
1000	11	11
1100	5	5
1200	3	3
1300	1	1
1400	2	2
1500	4	4
1600	3	3
1700	4	4
1800	2	2
1900	4	4
2000	0	0
2100	0	0
2200	1	1
2300	1	1
07-19	**71**	**71**
06-22	**76**	**76**
06-00	**78**	**78**
00-00	**79**	**79**

Peak step 8:00 (15) **AM Peak step** 8:00 (15) **PM Peak step** 15:00 (4)

*** Friday, February 20, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	4	4
0700	12	12
0800	24	24
0900	25	25
1000	17	17
1100	6	6
1200	4	4
1300	2	2
1400	8	8
1500	1	1
1600	3	3
1700	5	5
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	0	0
2300	1	1
07-19	**109**	**109**
06-22	**116**	**116**
06-00	**117**	**117**
00-00	**119**	**119**

Peak step 9:00 (25) **AM Peak step** 9:00 (25) **PM Peak step** 14:00 (8)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	2	2
0800	2	2
0900	10	10
1000	7	7
1100	7	7
1200	4	4
1300	6	6
1400	10	10
1500	10	10
1600	6	6
1700	6	6
1800	2	2
1900	1	1
2000	0	0
2100	0	0
2200	1	1
2300	0	0
07-19	**72**	**72**
06-22	**75**	**75**
06-00	**76**	**76**
00-00	**76**	**76**

Peak step 9:00 (10) **AM Peak step** 9:00 (10) **PM Peak step** 14:00 (10)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5442 -- English (ENU)

Datasets:

Site: **[9] PERMANENTE CREEK TRAIL BT OLD MIDDLEFIELD WAY AND CHARLESTON RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	2	2
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	3	3
1000	4	4
1100	12	12
1200	9	9
1300	7	7
1400	15	15
1500	16	16
1600	16	16
1700	8	8
1800	5	5
1900	0	0
2000	1	1
2100	1	1
2200	1	1
2300	0	0
07-19	**96**	**96**
06-22	**98**	**98**
06-00	**99**	**99**
00-00	**102**	**102**

Peak step 15:00 (16) **AM Peak step** 11:00 (12) **PM Peak step** 15:00 (16)

*** Monday, February 9, 2026**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	2	2
0800	3	3
0900	3	3
1000	4	4
1100	3	3
1200	5	5
1300	8	8
1400	12	12
1500	10	10
1600	30	30
1700	39	39
1800	17	17
1900	14	14
2000	6	6
2100	6	6
2200	1	1
2300	1	1
07-19	**136**	**136**
06-22	**163**	**163**
06-00	**165**	**165**
00-00	**166**	**166**

Peak step 17:00 (39) **AM Peak step** 10:00 (4) **PM Peak step** 17:00 (39)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	3	3
0800	6	6
0900	7	7
1000	5	5
1100	4	4
1200	6	6
1300	5	5
1400	1	1
1500	11	11
1600	32	32
1700	19	19
1800	12	12
1900	14	14
2000	8	8
2100	3	3
2200	2	2
2300	1	1
07-19	**111**	**111**
06-22	**138**	**138**
06-00	**141**	**141**
00-00	**141**	**141**

Peak step 16:00 (32) **AM Peak step** 9:00 (7) **PM Peak step** 16:00 (32)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	1	1
0800	3	3
0900	0	0
1000	1	1
1100	1	1
1200	2	2
1300	0	0
1400	5	5
1500	4	4
1600	13	13
1700	29	29
1800	19	19
1900	14	14
2000	5	5
2100	1	1
2200	1	1
2300	2	2
07-19	**78**	**78**
06-22	**100**	**100**
06-00	**103**	**103**
00-00	**103**	**103**

Peak step 17:00 (29) **AM Peak step** 8:00 (3) **PM Peak step** 17:00 (29)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	2	2
0800	1	1
0900	4	4
1000	1	1
1100	3	3
1200	3	3
1300	9	9
1400	6	6
1500	8	8
1600	33	33
1700	38	38
1800	24	24
1900	18	18
2000	7	7
2100	7	7
2200	0	0
2300	0	0
07-19	**132**	**132**
06-22	**165**	**165**
06-00	**165**	**165**
00-00	**166**	**166**

Peak step 17:00 (38) **AM Peak step** 9:00 (4) **PM Peak step** 17:00 (38)

*** Friday, February 13, 2026**

Time	Total	Cls
<--		15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	3	3
0900	4	4
1000	1	1
1100	1	1
1200	7	7
1300	10	10
1400	12	12
1500	11	11
1600	14	14
1700	23	23
1800	8	8
1900	9	9
2000	5	5
2100	1	1
2200	0	0
2300	1	1
07-19	**96**	**96**
06-22	**111**	**111**
06-00	**112**	**112**
00-00	**114**	**114**

Peak step 17:00 (23) **AM Peak step** 9:00 (4) **PM Peak step** 17:00 (23)

*** Saturday, February 14, 2026**

Time	Total	Cls
<--		15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	0	0
0900	5	5
1000	2	2
1100	6	6
1200	11	11
1300	11	11
1400	7	7
1500	7	7
1600	5	5
1700	6	6
1800	4	4
1900	2	2
2000	2	2
2100	0	0
2200	0	0
2300	0	0
07-19	**64**	**64**
06-22	**68**	**68**
06-00	**68**	**68**
00-00	**68**	**68**

Peak step 12:00 (11) **AM Peak step** 11:00 (6) **PM Peak step** 12:00 (11)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	4	4
1000	6	6
1100	5	5
1200	0	0
1300	2	2
1400	1	1
1500	6	6
1600	6	6
1700	3	3
1800	0	0
1900	0	0
2000	1	1
2100	1	1
2200	0	0
2300	1	1
07-19	**34**	**34**
06-22	**36**	**36**
06-00	**37**	**37**
00-00	**37**	**37**

Peak step 10:00 (6) **AM Peak step** 10:00 (6) **PM Peak step** 15:00 (6)

*** Monday, February 16, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	0	0
0800	1	1
0900	0	0
1000	0	0
1100	0	0
1200	1	1
1300	1	1
1400	0	0
1500	0	0
1600	0	0
1700	1	1
1800	0	0
1900	2	2
2000	1	1
2100	0	0
2200	0	0
2300	1	1
07-19	**4**	**4**
06-22	**7**	**7**
06-00	**8**	**8**
00-00	**9**	**9**

Peak step 19:00 (2) **AM Peak step** 5:00 (1) **PM Peak step** 19:00 (2)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	1	1
0700	1	1
0800	0	0
0900	2	2
1000	0	0
1100	0	0
1200	0	0
1300	0	0
1400	0	0
1500	1	1
1600	7	7
1700	16	16
1800	7	7
1900	6	6
2000	3	3
2100	0	0
2200	0	0
2300	0	0
07-19	**34**	**34**
06-22	**44**	**44**
06-00	**44**	**44**
00-00	**46**	**46**

Peak step 17:00 (16) **AM Peak step** 9:00 (2) **PM Peak step** 17:00 (16)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	2	2
0900	7	7
1000	0	0
1100	2	2
1200	1	1
1300	2	2
1400	1	1
1500	1	1
1600	16	16
1700	22	22
1800	12	12
1900	7	7
2000	5	5
2100	6	6
2200	1	1
2300	1	1
07-19	**67**	**67**
06-22	**85**	**85**
06-00	**87**	**87**
00-00	**87**	**87**

Peak step 17:00 (22) **AM Peak step** 9:00 (7) **PM Peak step** 17:00 (22)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	1	1
0600	0	0
0700	1	1
0800	1	1
0900	1	1
1000	0	0
1100	3	3
1200	2	2
1300	2	2
1400	3	3
1500	1	1
1600	11	11
1700	21	21
1800	8	8
1900	12	12
2000	3	3
2100	2	2
2200	1	1
2300	2	2
07-19	**54**	**54**
06-22	**71**	**71**
06-00	**74**	**74**
00-00	**76**	**76**

Peak step 17:00 (21) **AM Peak step** 11:00 (3) **PM Peak step** 17:00 (21)

*** Friday, February 20, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	2	2
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	0	0
0700	3	3
0800	3	3
0900	2	2
1000	3	3
1100	1	1
1200	7	7
1300	6	6
1400	6	6
1500	10	10
1600	18	18
1700	23	23
1800	13	13
1900	5	5
2000	2	2
2100	4	4
2200	1	1
2300	2	2
07-19	**95**	**95**
06-22	**106**	**106**
06-00	**109**	**109**
00-00	**112**	**112**

Peak step 17:00 (23) **AM Peak step** 7:00 (3) **PM Peak step** 17:00 (23)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	1	1
0800	1	1
0900	2	2
1000	2	2
1100	8	8
1200	6	6
1300	4	4
1400	7	7
1500	10	10
1600	14	14
1700	13	13
1800	2	2
1900	4	4
2000	1	1
2100	0	0
2200	0	0
2300	0	0
07-19	**70**	**70**
06-22	**75**	**75**
06-00	**75**	**75**
00-00	**75**	**75**

Peak step 16:00 (14) **AM Peak step** 11:00 (8) **PM Peak step** 16:00 (14)

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-5429 -- English (ENU)

Datasets:

Site: **[3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Sunday, February 8, 2026=1964, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**12**	**5**	**4**	**10**	**22**	**18**	**70**	**99**	**170**	**244**	**144**	**172**	**184**	**181**	**157**	**112**	**96**	**75**	**48**	**53**	**33**	**24**	**21**	
5	0	2	1	2	1	3	11	23	29	**58**	45	43	42	**50**	46	30	31	26	8	12	7	5	8	3
4	5	1	0	1	1	6	12	22	30	**61**	31	35	33	**44**	39	23	19	20	11	14	4	6	2	2
4	3	1	1	2	8	4	21	19	48	**60**	29	39	**59**	50	32	27	25	15	16	16	12	6	9	1
0	4	1	2	5	12	5	26	35	64	**65**	39	55	**50**	37	40	32	21	14	13	11	10	7	2	0

AM Peak 1000 - 1100 (244), AM PHF=0.94 PM Peak 1330 - 1430 (202), PM PHF=0.86

*** Monday, February 9, 2026=6939, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**8**	**15**	**20**	**77**	**234**	**312**	**543**	**1132**	**1011**	**616**	**555**	**519**	**303**	**208**	**226**	**279**	**256**	**277**	**174**	**97**	**41**	**25**	**10**	
3	2	0	0	6	32	91	94	209	**280**	169	146	**156**	96	47	54	70	60	55	77	22	5	5	3	3
2	2	2	4	13	41	67	120	270	**298**	165	140	**125**	83	60	45	72	63	67	36	23	14	4	4	1
1	2	4	2	16	62	59	157	**312**	207	155	126	**122**	61	56	54	42	57	60	35	30	13	14	2	0
0	2	9	14	42	99	96	173	**342**	227	128	143	**116**	65	46	74	96	77	95	26	23	9	2	1	4

AM Peak 0830 - 0930 (1232), AM PHF=0.90 PM Peak 1200 - 1300 (519), PM PHF=0.83

*** Tuesday, February 10, 2026=9396, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**6**	**16**	**18**	**94**	**259**	**389**	**685**	**1517**	**2030**	**1142**	**694**	**545**	**339**	**202**	**242**	**267**	**293**	**251**	**213**	**87**	**58**	**29**	**19**	
3	0	0	2	5	26	98	113	283	**543**	346	178	**145**	119	51	58	70	65	52	55	34	16	6	6	7
1	1	3	1	12	49	91	156	337	**569**	310	195	**150**	94	41	66	51	77	71	54	25	11	10	3	1
0	3	5	4	31	71	99	184	377	**476**	256	164	**134**	66	55	59	61	57	57	48	13	18	7	4	2
4	2	8	11	46	113	102	233	**520**	442	231	157	**117**	61	56	60	85	95	71	56	15	13	6	6	4

AM Peak 0845 - 0945 (2107), AM PHF=0.93 PM Peak 1200 - 1300 (545), PM PHF=0.91

*** Wednesday, February 11, 2026=9502, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**6**	**14**	**17**	**97**	**274**	**379**	**730**	**1753**	**1808**	**1062**	**721**	**544**	**352**	**211**	**224**	**267**	**299**	**279**	**259**	**84**	**55**	**32**	**25**	
7	3	0	1	10	33	81	114	324	**512**	291	186	**156**	104	50	48	54	63	69	88	31	10	11	7	1
1	0	5	4	16	49	105	182	409	**524**	297	189	**146**	102	55	64	80	79	52	77	21	9	8	7	3
2	1	4	3	27	68	70	196	**452**	408	242	170	**105**	88	57	53	61	59	69	53	14	16	6	5	4
4	2	5	9	45	125	124	239	**569**	365	233	177	**138**	59	50	60	73	99	90	42	18	20	7	6	3

AM Peak 0830 - 0930 (2056), AM PHF=0.90 PM Peak 1200 - 1300 (544), PM PHF=0.87

*** Thursday, February 12, 2026=9109, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**1**	**10**	**24**	**96**	**258**	**371**	**637**	**1553**	**1773**	**1009**	**745**	**534**	**330**	**245**	**250**	**303**	**323**	**259**	**201**	**75**	**55**	**41**	**11**	
1	0	0	3	7	37	99	107	278	**484**	284	207	**151**	95	64	66	72	71	75	56	22	25	10	5	6
3	0	2	1	10	43	68	157	354	**477**	245	194	**146**	86	66	47	82	77	51	63	24	4	9	1	2
4	1	3	7	31	62	82	172	**428**	408	202	182	**117**	85	60	67	66	77	62	45	15	14	11	2	2
3	0	5	13	48	116	122	202	**494**	405	279	163	**120**	65	57	71	85	98	73	38	14	12	11	3	1

AM Peak 0830 - 0930 (1882), AM PHF=0.95 PM Peak 1200 - 1300 (534), PM PHF=0.89

*** Friday, February 13, 2026=6447, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**17**	**17**	**75**	**247**	**281**	**408**	**959**	**849**	**540**	**624**	**618**	**353**	**223**	**251**	**237**	**234**	**184**	**126**	**80**	**60**	**28**	**21**	
6	1	1	3	7	41	66	56	187	**270**	135	114	**185**	121	61	61	58	50	56	33	24	17	10	10	1
2	2	6	2	9	44	80	90	**234**	222	128	178	**145**	110	47	50	57	65	43	33	19	21	10	5	7
2	2	4	6	23	62	66	111	**260**	170	134	178	**157**	68	59	67	51	63	37	24	19	11	6	4	0
1	2	6	6	36	101	71	152	**279**	188	144	155	**132**	55	57	74	71	56	49	37	18	12	2	2	1

AM Peak 0815 - 0915 (1042), AM PHF=0.93 PM Peak 1200 - 1300 (618), PM PHF=0.84

*** Saturday, February 14, 2026=2233, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**12**	**11**	**4**	**26**	**43**	**60**	**85**	**132**	**176**	**204**	**194**	**181**	**199**	**180**	**184**	**159**	**106**	**80**	**57**	**45**	**50**	**27**	**11**	
1	1	2	2	1	7	8	15	32	36	**56**	59	41	36	**36**	45	32	33	19	11	13	11	4	1	2
7	6	3	0	2	5	11	25	33	39	**57**	58	53	50	**50**	52	34	27	24	19	13	12	9	4	5
0	2	6	1	7	11	18	24	24	**46**	46	38	53	**53**	44	48	55	29	12	17	8	15	5	3	1
1	3	0	1	16	21	24	21	43	**55**	46	40	34	**61**	50	39	38	17	25	10	11	12	9	3	0

AM Peak 0930 - 1030 (213), AM PHF=0.94 PM Peak 1330 - 1430 (200), PM PHF=0.82

* Sunday, February 15, 2026=1685, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**11**	**5**	**2**	**9**	**17**	**18**	**61**	**89**	**115**	**177**	**144**	**124**	**147**	**163**	**186**	**108**	**80**	**63**	**59**	**30**	**33**	**25**	**15**	
2	3	0	1	1	6	3	11	19	18	**53**	36	28	38	41	**56**	30	27	20	19	7	6	7	8	1
5	5	1	1	1	2	2	12	21	21	**34**	27	27	33	30	**48**	33	19	11	12	12	5	11	2	1
1	0	4	0	2	3	5	13	26	30	**44**	38	39	36	43	**55**	23	21	16	17	6	12	4	2	1
0	3	0	0	5	6	8	25	23	46	**46**	43	30	40	**49**	27	22	13	16	11	5	10	3	3	1

AM Peak 1000 - 1100 (177), AM PHF=0.83 PM Peak 1445 - 1545 (207), PM PHF=0.93

* Monday, February 16, 2026=1523, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**4**	**1**	**13**	**39**	**27**	**47**	**76**	**87**	**112**	**143**	**116**	**121**	**114**	**136**	**144**	**90**	**86**	**57**	**51**	**26**	**21**	**7**	
1	2	1	1	2	8	13	8	19	18	18	**31**	29	33	26	30	32	22	25	15	15	7	9	4	-
1	0	1	0	3	2	5	7	19	25	31	**33**	31	31	34	32	42	26	21	21	15	5	6	1	-
1	0	0	0	1	10	5	12	15	21	32	**35**	27	32	26	44	36	25	17	11	6	2	3	2	-
1	2	2	0	7	19	4	20	23	23	31	**45**	29	25	28	30	34	17	23	10	15	12	3	0	-

AM Peak 1100 - 1200 (143), AM PHF=0.79

* Tuesday, February 17, 2026=0 (Incomplete) , 15 minute drops *HOSE DAMAGED*

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Wednesday, February 18, 2026=0 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Thursday, February 19, 2026=0 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Friday, February 20, 2026=0 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

* Saturday, February 21, 2026=2343, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**7**	**5**	**9**	**19**	**71**	**70**	**68**	**136**	**165**	**192**	**162**	**193**	**205**	**207**	**267**	**171**	**138**	**92**	**45**	**34**	**33**	**30**	**20**	
3	3	1	3	1	6	12	20	34	33	**49**	45	46	38	52	**58**	44	45	25	14	8	8	12	5	3
1	2	0	2	6	12	16	6	43	54	**46**	50	63	55	54	**80**	54	36	25	9	9	14	6	7	3
2	0	3	2	4	21	20	18	28	28	**49**	29	41	54	52	**62**	32	31	26	15	7	3	6	6	3
1	2	1	2	8	33	23	24	31	**50**	48	39	44	58	50	**67**	41	26	16	7	10	8	6	2	5

AM Peak 0945 - 1045 (194), AM PHF=0.97 PM Peak 1500 - 1600 (267), PM PHF=0.83

* Sunday, February 22, 2026=2168, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**7**	**5**	**2**	**10**	**15**	**13**	**49**	**103**	**152**	**250**	**204**	**171**	**203**	**224**	**203**	**161**	**137**	**77**	**40**	**38**	**43**	**31**	**19**	
3	1	0	0	0	1	4	9	24	16	**64**	58	43	49	**59**	50	51	27	21	8	11	12	7	8	2
3	1	2	1	1	0	1	7	27	24	**58**	38	44	52	**55**	60	35	37	15	14	6	15	12	4	5
3	3	2	1	6	3	1	18	24	43	**63**	55	37	44	**50**	54	47	33	20	4	11	8	2	3	1
5	2	1	0	3	11	7	15	28	**70**	66	54	47	58	**60**	40	29	40	21	14	10	8	10	4	6

AM Peak 0945 - 1045 (255), AM PHF=0.91 PM Peak 1400 - 1500 (224), PM PHF=0.93

* Monday, February 23, 2026=6939, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**11**	**13**	**15**	**76**	**245**	**315**	**592**	**1125**	**1053**	**637**	**532**	**482**	**274**	**196**	**225**	**254**	**267**	**265**	**192**	**77**	**48**	**24**	**13**	
2	2	1	1	3	31	88	98	218	**274**	169	109	**126**	77	47	37	52	64	73	60	15	13	10	5	6
5	7	2	3	12	44	71	141	**295**	277	163	144	**124**	86	51	52	61	57	53	44	21	11	7	2	1
1	1	3	3	21	73	69	154	**299**	261	144	132	**131**	60	54	53	62	74	57	51	18	10	3	2	1
6	1	7	8	40	97	88	200	**313**	242	162	148	**102**	52	45	84	79	73	82	38	23	14	4	4	0

AM Peak 0815 - 0915 (1180), AM PHF=0.94 PM Peak 1200 - 1300 (482), PM PHF=0.92

* Tuesday, February 24, 2026=9542, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**5**	**8**	**23**	**90**	**280**	**421**	**756**	**1733**	**1788**	**1032**	**682**	**527**	**338**	**213**	**271**	**314**	**324**	**282**	**241**	**107**	**61**	**29**	**13**	
6	2	0	1	6	38	99	124	300	**481**	268	174	**133**	114	54	45	80	68	65	71	33	22	9	7	2
1	1	1	5	12	59	99	170	383	**411**	296	184	**127**	92	54	72	66	73	61	73	25	14	6	3	0
1	2	2	5	33	59	84	220	**503**	437	240	156	**140**	68	57	65	82	98	65	49	20	8	10	1	1
0	0	5	12	39	124	140	242	**547**	460	229	168	**129**	65	49	90	87	85	93	49	29	18	4	2	0

AM Peak 0830 - 0930 (1942), AM PHF=0.89 PM Peak 1200 - 1300 (527), PM PHF=0.94

* Wednesday, February 25, 2026=10208, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**10**	**14**	**19**	**83**	**282**	**381**	**739**	**1743**	**1875**	**1228**	**1001**	**554**	**344**	**235**	**274**	**316**	**326**	**305**	**259**	**106**	**59**	**38**	**20**	
2	4	2	1	1	32	78	134	306	**514**	333	259	**155**	93	56	68	66	68	81	71	31	16	9	6	1
0	1	1	1	15	54	96	167	407	**510**	275	304	**143**	106	69	75	80	86	50	87	33	11	10	6	6
1	2	3	6	28	81	71	191	**482**	422	295	234	**122**	76	62	61	74	70	57	62	24	14	11	3	3
0	3	8	11	39	116	136	247	**549**	430	325	205	**135**	69	48	71	96	103	117	40	18	18	8	5	1

AM Peak 0830 - 0930 (2054), AM PHF=0.94 PM Peak 1200 - 1300 (554), PM PHF=0.90

* Thursday, February 26, 2026=9397, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**9**	**15**	**16**	**104**	**279**	**401**	**707**	**1623**	**1711**	**1102**	**724**	**554**	**335**	**221**	**251**	**275**	**360**	**304**	**184**	**101**	**58**	**43**	**13**	
1	2	3	0	10	32	98	114	294	**497**	341	187	**143**	107	62	59	57	69	62	60	29	15	12	3	2
6	2	1	2	15	53	93	164	384	**433**	276	193	**151**	88	57	51	73	88	65	46	25	17	11	4	1
3	2	3	3	26	80	76	177	**442**	382	264	185	**129**	77	56	67	57	94	78	37	17	10	10	2	4
1	3	8	11	54	115	135	253	**503**	400	222	160	**132**	65	46	75	88	110	99	42	30	17	10	4	0

AM Peak 0830 - 0930 (1874), AM PHF=0.93 PM Peak 1200 - 1300 (554), PM PHF=0.92

* Friday, February 27, 2026=6896, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**4**	**12**	**16**	**88**	**253**	**308**	**457**	**1045**	**910**	**603**	**626**	**616**	**400**	**266**	**246**	**257**	**261**	**191**	**141**	**73**	**61**	**33**	**26**	
2	1	1	0	6	28	81	69	190	**232**	175	123	**167**	126	83	62	51	65	53	52	21	13	13	9	1
1	0	2	4	16	48	80	91	**250**	233	164	168	**187**	118	60	54	74	62	49	37	21	11	5	5	3
4	0	2	1	24	56	51	124	**283**	241	146	169	**142**	78	60	67	60	63	47	30	11	18	10	9	4
0	3	7	11	42	122	96	173	**323**	205	119	167	**120**	78	64	63	73	72	42	22	20	19	5	3	0

AM Peak 0815 - 0915 (1087), AM PHF=0.84 PM Peak 1200 - 1300 (616), PM PHF=0.83

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-5787 -- English (ENU)

Datasets:

Site: **[3] RENGSTORFF AVE BT US-101 NB RAMPS AND GARCIA AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 8, 2026=2084, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**8**	**9**	**2**	**6**	**7**	**17**	**20**	**31**	**96**	**142**	**197**	**218**	**223**	**214**	**174**	**166**	**155**	**114**	**81**	**76**	**45**	**38**	**28**	
8	2	4	2	3	1	1	4	8	30	28	56	**54**	**59**	49	41	50	27	39	26	25	14	13	11	8
5	1	3	0	0	1	4	4	4	26	34	52	**55**	**56**	46	58	39	48	33	15	19	10	7	5	3
3	2	1	0	0	4	11	5	5	12	36	46	**55**	54	66	42	43	42	28	25	17	12	11	10	1
6	3	1	0	3	1	1	7	14	28	45	**43**	**54**	55	54	34	35	38	14	16	15	9	7	2	4

AM Peak 1145 - 1245 (207), AM PHF=0.94 PM Peak 1230 - 1330 (224), PM PHF=0.95

* Monday, February 9, 2026=7694, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**7**	**11**	**11**	**12**	**29**	**64**	**130**	**216**	**221**	**216**	**278**	**463**	**541**	**732**	**878**	**1052**	**1093**	**686**	**554**	**212**	**153**	**80**	**42**	
8	0	3	3	2	7	12	21	41	52	55	54	**119**	114	181	225	283	**327**	235	215	85	46	24	18	3
3	2	3	3	4	10	15	32	47	67	65	62	**123**	136	145	210	263	**284**	167	159	53	42	11	8	5
1	2	2	4	2	5	19	39	64	53	43	78	**106**	164	223	241	**254**	247	145	110	32	37	31	10	5
4	3	3	2	4	7	19	39	64	50	54	**85**	116	129	184	202	**253**	236	141	71	43	29	14	6	2

AM Peak 1145 - 1245 (432), AM PHF=0.88 PM Peak 1630 - 1730 (1117), PM PHF=0.85

* Tuesday, February 10, 2026=9994, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**15**	**29**	**8**	**24**	**33**	**71**	**169**	**273**	**290**	**287**	**295**	**457**	**620**	**880**	**1192**	**1597**	**1495**	**937**	**736**	**292**	**175**	**72**	**36**	
3	3	1	1	3	10	10	22	50	80	82	62	**113**	142	181	286	369	**436**	298	235	96	52	30	8	6
5	3	5	3	4	5	18	28	64	69	65	73	**101**	136	196	254	441	**456**	200	192	90	44	11	12	5
5	5	17	2	11	7	25	61	74	72	72	68	**104**	173	266	315	**390**	327	217	164	57	41	17	6	7
2	4	6	2	6	11	19	59	85	70	69	**93**	140	169	238	338	**399**	277	223	145	49	38	14	10	5

AM Peak 1145 - 1245 (410), AM PHF=0.91 PM Peak 1630 - 1730 (1680), PM PHF=0.92

* Wednesday, February 11, 2026=10208, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**20**	**30**	**7**	**29**	**38**	**73**	**156**	**252**	**316**	**320**	**312**	**441**	**586**	**892**	**1253**	**1526**	**1527**	**1012**	**708**	**331**	**240**	**80**	**42**	
6	5	1	0	7	5	15	16	43	73	116	67	**125**	131	182	310	370	**414**	347	220	149	55	26	16	1
5	3	7	3	3	14	16	38	59	91	80	64	**97**	156	206	301	391	**412**	215	172	65	73	24	11	12
7	5	19	2	15	4	20	48	68	81	74	78	**105**	172	274	306	373	**378**	193	189	72	46	19	8	8
5	7	3	2	4	15	22	55	83	72	51	**104**	114	127	231	337	**393**	325	257	128	45	68	11	7	6

AM Peak 1145 - 1245 (430), AM PHF=0.86 PM Peak 1645 - 1745 (1596), PM PHF=0.96

* Thursday, February 12, 2026=10065, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**7**	**30**	**10**	**24**	**43**	**71**	**168**	**227**	**276**	**262**	**321**	**475**	**667**	**888**	**1202**	**1509**	**1467**	**998**	**779**	**324**	**182**	**78**	**36**	
1	1	2	2	4	10	10	16	66	70	67	92	**105**	127	203	312	357	**421**	335	256	125	67	18	11	13
12	2	9	3	3	11	12	35	50	71	57	55	**119**	140	196	253	**401**	398	242	177	93	44	24	9	6
8	3	14	3	11	7	25	57	50	60	72	71	**125**	210	265	281	**380**	341	216	194	60	31	24	9	9
6	1	5	2	6	15	24	61	62	75	67	**103**	128	191	225	357	**372**	308	207	153	47	40	12	7	3

AM Peak 1145 - 1245 (451), AM PHF=0.90 PM Peak 1615 - 1715 (1573), PM PHF=0.93

* Friday, February 13, 2026=7349, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**13**	**32**	**10**	**29**	**37**	**69**	**93**	**195**	**315**	**253**	**338**	**566**	**749**	**1089**	**879**	**773**	**727**	**492**	**296**	**130**	**135**	**65**	**40**	
13	6	3	2	3	7	15	10	34	84	71	74	**127**	153	**290**	261	203	227	169	116	51	34	10	14	11
6	3	4	3	5	5	11	19	50	80	58	64	**149**	163	**278**	226	183	184	117	65	31	35	25	10	12
9	1	19	3	15	12	21	30	58	81	57	100	**131**	213	**309**	199	205	159	122	60	28	36	21	9	5
3	3	6	2	7	13	22	34	53	71	68	**100**	159	**221**	213	193	182	158	84	56	21	30	9	7	3

AM Peak 1145 - 1245 (507), AM PHF=0.85 PM Peak 1345 - 1445 (1096), PM PHF=0.89

* Saturday, February 14, 2026=2302, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**25**	**31**	**6**	**6**	**10**	**21**	**33**	**52**	**130**	**179**	**198**	**227**	**223**	**221**	**204**	**196**	**166**	**131**	**65**	**51**	**41**	**41**	**20**	
11	8	2	1	0	2	5	5	2	25	49	36	**61**	60	**60**	48	56	45	46	25	13	18	11	6	3
12	4	4	2	2	3	4	10	9	33	36	64	**60**	52	**45**	48	45	46	41	17	14	6	9	4	4
5	11	20	3	4	2	6	8	20	30	47	46	**57**	53	**66**	49	49	42	25	14	19	10	12	2	4
3	2	5	0	0	3	6	10	21	43	47	**53**	50	**58**	50	60	46	34	19	9	5	7	9	8	1

AM Peak 1145 - 1245 (230), AM PHF=0.95 PM Peak 1345 - 1445 (229), PM PHF=0.87

* Sunday, February 15, 2026=1735, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**12**	**9**	**4**	**1**	**5**	**18**	**17**	**23**	**74**	**141**	**138**	**193**	**162**	**153**	**154**	**187**	**177**	**86**	**48**	**39**	**41**	**30**	**15**	
3	6	2	1	0	3	3	2	2	16	33	31	**36**	50	40	40	38	**66**	28	13	9	11	3	2	5
4	2	0	2	0	1	4	2	7	9	42	31	**48**	46	34	40	36	**48**	18	11	10	9	7	2	4
4	2	4	1	1	1	7	7	9	20	27	43	**67**	31	42	44	**50**	33	25	10	10	16	17	6	3
1	2	3	0	0	0	4	6	5	29	39	**33**	42	36	38	31	**63**	31	15	14	10	5	3	5	7

AM Peak 1145 - 1245 (183), AM PHF=0.68 PM Peak 1630 - 1730 (226), PM PHF=0.86

* Monday, February 16, 2026=1567, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**8**	**6**	**4**	**6**	**18**	**30**	**23**	**44**	**61**	**87**	**114**	**115**	**134**	**129**	**117**	**140**	**141**	**129**	**55**	**69**	**61**	**47**	**15**	
5	2	2	1	3	5	5	6	9	12	15	22	**24**	31	39	30	40	**43**	48	15	31	15	19	4	4
4	2	2	0	2	6	7	7	12	18	22	33	**31**	37	30	30	31	**37**	35	18	8	15	3	3	3
3	4	1	1	0	4	8	4	13	11	27	26	**30**	32	27	34	30	**37**	24	15	17	10	17	5	0
7	0	1	2	1	3	10	6	11	20	24	**33**	30	34	34	24	**39**	25	22	7	13	21	8	3	2

AM Peak 1145 - 1245 (118), AM PHF=0.89 PM Peak 1645 - 1745 (155), PM PHF=0.90

* Tuesday, February 17, 2026=8121, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**12**	**4**	**8**	**12**	**29**	**66**	**141**	**255**	**272**	**239**	**273**	**407**	**532**	**824**	**1009**	**1152**	**1167**	**718**	**541**	**217**	**143**	**65**	**30**	
4	2	0	1	2	9	13	19	53	60	73	55	**103**	121	174	255	259	**335**	184	193	73	42	20	7	16
3	5	1	4	2	7	14	31	46	71	74	58	**88**	113	171	211	311	**317**	171	137	63	35	15	5	8
0	3	2	1	5	7	17	40	77	46	47	71	**110**	157	280	273	**298**	289	160	107	50	43	21	11	5
2	2	1	2	3	6	22	52	80	95	46	**89**	107	141	200	271	**284**	226	203	105	32	24	9	7	2

AM Peak 1145 - 1245 (389), AM PHF=0.88 PM Peak 1630 - 1730 (1234), PM PHF=0.92

* Wednesday, February 18, 2026=9432, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**14**	**42**	**10**	**26**	**38**	**64**	**138**	**281**	**276**	**256**	**295**	**429**	**646**	**861**	**1098**	**1422**	**1413**	**866**	**656**	**263**	**196**	**64**	**50**	
16	7	4	4	7	6	6	23	59	65	80	58	**93**	131	185	266	355	**389**	256	216	108	74	16	19	6
8	0	5	5	4	7	15	24	65	73	67	65	**114**	164	172	259	346	**389**	187	178	51	32	12	6	4
5	4	26	0	9	12	24	41	81	69	72	90	**107**	194	298	292	**356**	354	210	128	71	44	21	15	3
2	3	7	1	7	13	19	51	77	70	38	**82**	116	158	207	282	**365**	282	213	135	34	46	15	10	5

AM Peak 1145 - 1245 (395), AM PHF=0.87 PM Peak 1630 - 1730 (1498), PM PHF=0.96

* Thursday, February 19, 2026=9182, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**8**	**34**	**9**	**23**	**28**	**87**	**147**	**210**	**267**	**252**	**312**	**428**	**576**	**828**	**1063**	**1330**	**1425**	**841**	**721**	**266**	**186**	**79**	**49**	
6	0	0	1	2	7	11	23	49	65	75	72	**106**	131	175	289	332	**381**	263	205	115	81	12	14	8
4	3	4	2	5	7	14	37	40	66	62	70	**85**	112	177	258	319	**369**	194	207	60	44	21	11	8
3	3	25	3	10	10	23	46	61	70	55	89	**118**	185	265	259	330	**368**	196	170	55	43	31	14	5
5	2	5	3	6	5	39	41	61	67	60	**82**	120	149	212	258	**350**	308	188	139	37	18	15	10	7

AM Peak 1145 - 1245 (390), AM PHF=0.83 PM Peak 1645 - 1745 (1466), PM PHF=0.96

* Friday, February 20, 2026=7137, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**14**	**27**	**12**	**23**	**26**	**72**	**89**	**215**	**264**	**279**	**327**	**565**	**814**	**769**	**834**	**859**	**797**	**463**	**304**	**130**	**115**	**76**	**40**	
8	5	0	0	4	7	17	16	44	67	73	63	**104**	201	212	225	228	**246**	151	118	44	39	19	12	8
8	2	4	3	6	4	14	18	50	74	70	53	**127**	175	175	183	212	**214**	110	76	38	24	19	11	6
5	5	20	3	8	5	20	20	56	56	60	103	**174**	246	218	227	**225**	174	112	53	33	24	24	10	5
7	2	3	6	5	11	22	36	66	67	77	**109**	160	193	165	199	**195**	165	91	57	16	28	14	7	3

AM Peak 1145 - 1245 (513), AM PHF=0.74 PM Peak 1630 - 1730 (879), PM PHF=0.89

* Saturday, February 21, 2026=2468, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**20**	**30**	**6**	**8**	**9**	**22**	**36**	**50**	**94**	**181**	**165**	**230**	**202**	**224**	**311**	**213**	**231**	**161**	**78**	**63**	**44**	**54**	**17**	
8	4	4	3	0	3	4	5	10	20	35	44	**70**	63	61	**101**	60	78	53	26	26	10	16	4	8
6	1	3	3	1	1	5	11	13	23	44	41	**41**	38	56	**75**	43	60	46	18	9	10	16	4	5
5	13	18	0	5	2	8	9	9	21	54	40	**64**	60	56	**75**	53	43	40	16	18	14	12	6	1
3	2	5	0	2	3	5	11	18	30	49	**41**	56	41	53	**61**	57	52	22	18	10	10	10	3	3

AM Peak 1145 - 1245 (215), AM PHF=0.77 PM Peak 1500 - 1600 (311), PM PHF=0.77

* Sunday, February 22, 2026=2261, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**22**	**11**	**3**	**2**	**4**	**14**	**16**	**18**	**69**	**126**	**178**	**243**	**274**	**202**	**219**	**207**	**229**	**179**	**68**	**58**	**49**	**42**	**15**	
8	5	6	0	0	1	1	1	3	24	35	49	**65**	**59**	47	62	56	52	48	19	22	18	12	5	4
5	5	3	1	0	0	3	5	6	8	19	42	**44**	**91**	46	70	45	59	54	20	9	15	15	5	1
1	9	2	1	2	2	7	6	3	19	47	40	**61**	**62**	59	43	53	54	37	11	17	7	11	4	2
3	3	0	1	0	1	3	4	6	19	25	**47**	**73**	62	51	44	55	65	41	18	10	9	4	1	3

AM Peak 1145 - 1245 (217), AM PHF=0.83 PM Peak 1245 - 1345 (285), PM PHF=0.78

* Monday, February 23, 2026=7885, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**11**	**2**	**8**	**12**	**23**	**55**	**122**	**211**	**255**	**222**	**306**	**452**	**550**	**749**	**902**	**1059**	**1166**	**708**	**588**	**219**	**151**	**65**	**44**	
4	4	1	3	1	7	10	22	39	72	55	76	**118**	119	170	243	273	**331**	220	194	82	52	18	13	11
1	3	0	2	6	4	10	18	45	56	46	66	**107**	143	145	210	263	**309**	180	198	64	44	18	13	4
2	1	0	2	3	8	18	43	59	66	68	82	**93**	165	229	233	275	**263**	148	118	33	36	22	8	6
3	3	1	1	2	5	18	40	69	62	54	**83**	134	124	206	217	248	**263**	161	78	40	20	8	10	5

AM Peak 1145 - 1245 (401), AM PHF=0.85 PM Peak 1700 - 1800 (1166), PM PHF=0.88

* Tuesday, February 24, 2026=10398, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**19**	**27**	**9**	**27**	**26**	**69**	**176**	**243**	**306**	**248**	**316**	**431**	**550**	**916**	**1254**	**1643**	**1668**	**1014**	**796**	**305**	**213**	**73**	**50**	
11	4	2	2	4	9	8	22	54	77	87	71	**108**	108	174	298	380	**440**	352	276	100	81	27	17	10
4	3	3	3	6	2	19	38	60	75	55	78	**92**	128	204	323	405	**470**	224	201	88	45	15	16	4
6	8	18	3	11	6	17	60	60	78	55	71	**114**	168	281	312	**411**	388	217	180	60	48	18	11	8
5	4	4	1	6	10	26	57	70	77	51	**96**	118	146	258	321	**448**	371	222	139	58	39	13	6	7

AM Peak 1145 - 1245 (409), AM PHF=0.90 PM Peak 1630 - 1730 (1768), PM PHF=0.94

* Wednesday, February 25, 2026=10715, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**22**	**31**	**5**	**27**	**36**	**68**	**175**	**222**	**305**	**266**	**347**	**419**	**664**	**864**	**1276**	**1615**	**1624**	**1150**	**840**	**357**	**244**	**88**	**49**	
10	5	4	0	5	8	13	27	40	99	90	70	**106**	140	170	286	339	**421**	374	289	150	65	26	16	7
4	6	4	3	5	10	16	34	58	67	68	65	**105**	155	191	320	438	**449**	283	198	85	68	19	15	11
8	6	20	2	12	9	19	65	59	72	58	101	**101**	186	267	323	**407**	374	237	212	72	56	26	8	4
7	5	3	0	5	10	21	49	67	68	51	**112**	107	183	237	348	**432**	381	258	141	50	56	17	10	2

AM Peak 1145 - 1245 (424), AM PHF=0.95 PM Peak 1630 - 1730 (1708), PM PHF=0.95

* Thursday, February 26, 2026=10766, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**17**	**36**	**5**	**28**	**45**	**69**	**141**	**240**	**278**	**316**	**287**	**459**	**636**	**916**	**1258**	**1693**	**1711**	**1045**	**905**	**315**	**223**	**83**	**42**	
7	5	5	1	3	11	9	23	54	83	98	71	**101**	150	186	296	408	**476**	340	251	133	76	21	17	7
11	3	7	3	6	8	15	35	55	67	80	55	**114**	153	222	326	423	**442**	212	204	71	52	15	9	11
4	2	21	0	14	13	25	50	65	66	80	85	**131**	179	284	318	437	**450**	239	267	70	54	31	7	6
2	7	3	1	5	13	21	33	67	64	59	**76**	113	155	226	319	**425**	344	254	184	41	41	16	9	4

AM Peak 1145 - 1245 (422), AM PHF=0.81 PM Peak 1645 - 1745 (1793), PM PHF=0.94

* Friday, February 27, 2026=7672, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**14**	**33**	**6**	**33**	**27**	**69**	**98**	**208**	**282**	**237**	**376**	**547**	**790**	**846**	**933**	**918**	**917**	**561**	**343**	**129**	**142**	**90**	**49**	
7	1	1	0	5	7	17	12	46	77	79	80	**147**	175	187	**255**	234	255	182	133	33	30	24	13	13
11	2	6	2	5	5	9	21	44	65	60	68	**130**	182	184	**230**	223	237	162	100	36	40	17	14	5
6	6	19	3	14	10	18	28	56	69	48	113	**120**	225	**262**	231	247	224	123	53	33	34	26	13	2
4	5	7	1	9	5	26	38	63	72	51	**116**	150	209	**213**	218	214	201	95	58	27	39	23	10	3

AM Peak 1145 - 1245 (513), AM PHF=0.87 PM Peak 1430 - 1530 (959), PM PHF=0.92

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-5422 -- English (ENU)

Datasets:

Site: **[1] SAN ANTONIO RD BT BAYSHORE PKWY AND CASEY AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Sunday, February 8, 2026=864, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**8**	**1**	**1**	**7**	**18**	**48**	**47**	**69**	**72**	**73**	**63**	**83**	**77**	**56**	**61**	**43**	**20**	**26**	**28**	**18**	**24**	**6**	
3	4	4	1	0	1	2	15	11	14	15	**16**	13	**22**	11	12	14	14	3	7	7	6	3	3	4
3	1	2	0	0	1	2	10	14	20	12	**20**	24	**20**	19	13	9	7	10	5	7	2	6	1	0
0	1	1	0	1	1	5	10	7	17	**22**	14	13	**27**	26	12	22	10	1	9	8	4	10	2	3
5	1	1	0	0	4	9	13	15	18	**23**	23	13	**14**	21	19	16	12	6	5	6	6	5	0	1

AM Peak 1030 - 1130 (81), AM PHF=0.88 PM Peak 1300 - 1400 (83), PM PHF=0.77

* Monday, February 9, 2026=1526, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**2**	**5**	**8**	**11**	**61**	**114**	**151**	**198**	**206**	**125**	**103**	**97**	**75**	**76**	**67**	**61**	**50**	**39**	**19**	**17**	**21**	**11**	**5**	
4	0	0	0	2	7	29	30	49	**58**	38	29	**25**	19	23	15	16	7	6	5	3	3	3	1	1
0	0	2	2	0	12	27	40	40	**64**	35	32	**20**	21	20	23	15	17	10	3	4	11	4	0	1
3	0	3	2	4	18	27	33	**51**	38	23	26	**26**	20	15	12	16	14	13	7	4	5	2	4	1
1	2	0	4	6	24	32	48	**59**	46	30	16	**27**	16	19	17	14	12	11	4	6	2	2	0	3

AM Peak 0830 - 0930 (232), AM PHF=0.90 PM Peak 1200 - 1300 (97), PM PHF=0.92

* Tuesday, February 10, 2026=1777, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**4**	**5**	**17**	**75**	**133**	**190**	**232**	**258**	**158**	**98**	**124**	**97**	**58**	**55**	**57**	**55**	**51**	**25**	**24**	**29**	**14**	**10**	
1	0	0	0	2	15	30	44	64	**70**	53	35	**43**	26	24	15	18	17	7	5	8	5	5	2	2
1	1	1	1	2	17	39	53	57	**80**	33	25	**25**	33	11	6	14	14	13	9	6	12	2	4	0
1	2	2	1	5	17	33	48	48	**48**	36	25	**27**	24	11	19	15	7	25	10	6	6	2	2	1
3	1	1	3	8	27	33	46	**64**	60	36	14	**30**	14	12	16	10	18	6	2	4	6	5	2	1

AM Peak 0845 - 0945 (262), AM PHF=0.82 PM Peak 1200 - 1300 (124), PM PHF=0.73

* Wednesday, February 11, 2026=1664, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**5**	**9**	**14**	**55**	**112**	**179**	**265**	**237**	**133**	**79**	**95**	**92**	**53**	**69**	**57**	**55**	**46**	**27**	**27**	**33**	**11**	**8**	
2	0	0	1	4	8	27	32	56	**62**	41	25	**32**	19	19	24	15	13	12	7	7	6	3	3	2
0	0	1	0	0	8	28	38	**73**	60	40	22	**24**	25	14	13	10	12	11	7	5	11	1	0	2
1	2	3	5	2	16	25	53	**67**	59	33	24	**23**	24	9	12	12	20	11	4	14	9	4	5	0
1	0	1	4	9	23	32	57	**69**	57	19	8	**17**	25	11	21	20	10	13	9	2	7	3	0	1

AM Peak 0815 - 0915 (271), AM PHF=0.93 PM Peak 1200 - 1300 (95), PM PHF=0.75

* Thursday, February 12, 2026=1717, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**3**	**6**	**5**	**11**	**57**	**106**	**173**	**204**	**219**	**148**	**101**	**92**	**107**	**78**	**79**	**74**	**88**	**56**	**30**	**26**	**29**	**13**	**10**	
2	1	1	0	5	9	22	32	**56**	59	46	25	21	**17**	11	16	22	23	21	8	6	7	3	2	2
2	1	2	1	0	10	29	31	**56**	66	45	30	27	**32**	30	21	19	24	13	8	6	6	2	0	3
0	1	2	1	0	19	17	**50**	48	43	33	23	27	**25**	20	23	16	18	15	8	5	7	2	3	0
1	0	1	3	6	19	38	**60**	46	51	25	24	17	**33**	17	19	17	24	8	7	9	9	6	5	1

AM Peak 0730 - 0830 (221), AM PHF=0.92 PM Peak 1300 - 1400 (107), PM PHF=0.81

* Friday, February 13, 2026=1316, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**3**	**6**	**10**	**42**	**90**	**118**	**134**	**134**	**107**	**86**	**86**	**75**	**81**	**75**	**78**	**51**	**25**	**32**	**29**	**25**	**12**	**13**	
2	2	1	1	2	6	16	26	30	**30**	23	26	24	15	19	**18**	17	13	5	14	11	6	6	3	1
3	1	0	2	2	8	28	22	32	**45**	32	24	9	18	18	**24**	18	17	12	6	8	4	1	1	1
0	0	2	2	1	11	18	29	**38**	33	26	25	28	21	16	**18**	28	13	6	4	7	9	3	8	0
1	0	0	1	5	17	28	42	**35**	26	27	11	26	22	**28**	16	16	8	2	8	3	6	2	1	0

AM Peak 0830 - 0930 (148), AM PHF=0.82 PM Peak 1445 - 1545 (87), PM PHF=0.79

* Saturday, February 14, 2026=851, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**6**	**3**	**3**	**5**	**5**	**18**	**45**	**66**	**60**	**87**	**66**	**61**	**63**	**91**	**77**	**55**	**34**	**22**	**17**	**22**	**24**	**11**	**10**	
1	2	1	1	0	1	4	12	14	16	15	**19**	13	13	17	**17**	15	10	6	3	5	6	3	1	4
1	3	2	1	1	0	5	11	21	22	**22**	16	13	11	**26**	19	16	8	5	9	5	7	2	3	3
0	0	0	1	1	1	3	8	19	11	**19**	14	18	16	**21**	24	13	10	6	3	6	4	4	2	2
0	1	0	0	3	3	6	14	12	11	**31**	17	17	23	**28**	17	11	6	5	2	6	7	2	4	1

AM Peak 1015 - 1115 (91), AM PHF=0.73 PM Peak 1415 - 1515 (92), PM PHF=0.82

* Sunday, February 15, 2026=557, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**9**	**1**	**1**	**4**	**9**	**7**	**23**	**29**	**56**	**73**	**47**	**35**	**30**	**34**	**41**	**35**	**27**	**17**	**18**	**19**	**18**	**10**	**5**	
4	3	0	0	0	1	1	6	7	14	**15**	10	10	5	6	6	**9**	10	6	4	8	8	1	1	2
3	0	0	0	2	2	0	3	4	12	**19**	14	10	9	9	**15**	9	5	2	5	3	5	3	1	2
2	0	0	0	1	4	2	8	9	13	**19**	12	8	8	10	**9**	7	5	6	4	5	2	3	2	2
1	6	1	1	1	2	4	6	9	17	**20**	11	7	8	9	**11**	10	7	3	5	3	3	3	1	0

AM Peak 1000 - 1100 (73), AM PHF=0.91 PM Peak 1515 - 1615 (44), PM PHF=0.73

* Monday, February 16, 2026=436, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**2**	**2**	**8**	**4**	**6**	**11**	**22**	**22**	**21**	**22**	**37**	**25**	**33**	**26**	**39**	**28**	**25**	**23**	**24**	**13**	**19**	**12**	**9**	
2	0	0	0	0	1	4	4	7	6	6	**11**	6	8	6	**13**	7	10	9	4	7	1	3	7	2
2	1	0	0	0	1	2	6	3	6	5	**11**	7	14	5	**6**	6	6	5	7	1	5	1	0	0
2	1	0	0	2	0	1	7	5	7	6	**8**	5	6	9	**18**	5	3	4	7	2	8	6	2	0
0	0	2	8	2	4	4	5	7	2	5	**7**	8	5	**6**	2	10	6	5	6	3	5	2	0	0

AM Peak 1100 - 1200 (37), AM PHF=0.83 PM Peak 1445 - 1545 (43), PM PHF=0.60

* Tuesday, February 17, 2026=1335, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**4**	**7**	**9**	**69**	**97**	**147**	**193**	**151**	**106**	**69**	**73**	**87**	**58**	**57**	**40**	**45**	**31**	**33**	**17**	**16**	**12**	**14**	
2	0	1	1	2	12	23	23	**56**	43	33	19	16	**26**	7	8	15	14	8	11	3	3	2	5	3
0	1	0	0	1	8	34	38	**44**	40	23	15	17	**26**	25	14	6	10	6	5	4	2	3	0	2
0	1	3	2	1	21	17	46	**48**	42	25	16	**23**	13	13	16	5	6	10	10	7	8	4	7	3
0	0	0	4	5	29	23	40	**45**	26	25	20	**17**	23	13	20	14	16	7	7	3	3	3	2	3

AM Peak 0800 - 0900 (193), AM PHF=0.87 PM Peak 1230 - 1330 (91), PM PHF=0.88

* Wednesday, February 18, 2026=1718, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**5**	**5**	**10**	**9**	**63**	**108**	**179**	**266**	**187**	**167**	**131**	**100**	**134**	**76**	**59**	**54**	**45**	**43**	**21**	**16**	**20**	**7**	**6**	
3	1	1	0	0	8	15	32	55	**59**	34	33	22	**36**	26	9	10	21	10	3	3	3	0	0	2
2	1	1	0	1	18	35	39	**68**	53	53	30	32	**26**	15	15	18	8	15	7	7	7	2	2	2
3	3	3	5	3	14	29	45	**70**	40	41	43	20	**30**	13	18	12	9	12	4	4	5	2	2	0
3	0	0	6	5	23	30	64	**74**	36	39	26	26	**43**	22	18	14	7	6	7	2	5	3	2	0

AM Peak 0815 - 0915 (269), AM PHF=0.91 PM Peak 1300 - 1400 (134), PM PHF=0.79

* Thursday, February 19, 2026=1623, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**7**	**6**	**6**	**6**	**46**	**105**	**175**	**224**	**194**	**139**	**105**	**124**	**106**	**68**	**60**	**60**	**55**	**43**	**31**	**18**	**19**	**18**	**9**	
2	1	1	1	2	5	24	23	**52**	52	34	26	**21**	20	19	10	13	19	11	12	6	3	4	2	1
2	0	1	1	0	7	35	32	**57**	57	32	22	**40**	37	21	21	16	12	8	9	3	2	7	3	0
0	2	3	2	2	15	25	55	**59**	47	40	27	**35**	19	13	23	16	12	16	6	2	6	4	4	0
0	4	1	2	2	19	21	**65**	57	39	34	31	**29**	31	15	6	15	12	8	4	7	8	3	0	0

AM Peak 0745 - 0845 (231), AM PHF=0.90 PM Peak 1200 - 1300 (124), PM PHF=0.78

* Friday, February 20, 2026=1444, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**7**	**3**	**6**	**12**	**58**	**96**	**137**	**155**	**143**	**132**	**121**	**98**	**74**	**79**	**64**	**57**	**62**	**23**	**40**	**23**	**30**	**12**	**17**	
1	1	0	1	4	11	22	24	31	**29**	41	38	**26**	9	23	16	21	11	8	5	3	4	2	1	0
0	4	0	0	0	12	23	38	47	**47**	37	28	**22**	19	17	17	9	17	5	14	5	10	1	4	0
0	1	3	0	4	14	27	44	27	**33**	23	30	**25**	21	14	18	10	19	4	13	10	6	4	7	2
0	1	0	5	4	21	24	32	**51**	34	31	25	**26**	25	25	13	18	16	6	8	5	10	5	5	0

AM Peak 0845 - 0945 (160), AM PHF=0.78 PM Peak 1200 - 1300 (98), PM PHF=0.96

* Saturday, February 21, 2026=938, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**9**	**2**	**0**	**6**	**10**	**24**	**38**	**63**	**54**	**75**	**73**	**77**	**80**	**85**	**106**	**81**	**56**	**20**	**19**	**19**	**14**	**10**	**17**	
0	0	0	0	1	1	2	8	15	11	17	**18**	9	10	20	**25**	19	16	9	5	4	4	5	4	5
0	2	1	0	1	1	0	10	17	12	18	**20**	12	21	19	**29**	20	16	4	5	6	0	0	3	0
2	4	1	0	2	5	6	9	14	11	19	**22**	22	30	23	**20**	24	18	1	5	4	5	3	3	0
0	3	0	0	2	3	16	11	18	20	**21**	13	34	20	23	**32**	18	6	6	4	5	5	2	7	1

AM Peak 1045 - 1145 (81), AM PHF=0.92 PM Peak 1500 - 1600 (106), PM PHF=0.83

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-5431 -- English (ENU)

Datasets:

Site: **[4] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Sunday, February 8, 2026=6301, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
100	**60**	**39**	**37**	**43**	**90**	**97**	**145**	**254**	**402**	**473**	**521**	**419**	**556**	**535**	**478**	**398**	**325**	**259**	**271**	**268**	**260**	**167**	**108**	
22	20	9	9	8	7	16	31	60	73	114	**145**	110	129	**124**	132	99	89	66	71	67	56	45	31	31
31	13	11	10	12	15	26	32	42	120	98	**133**	97	130	**138**	134	89	74	68	72	60	63	46	33	17
29	13	6	6	7	32	31	23	63	108	**121**	116	95	**141**	133	98	94	94	64	64	73	63	38	17	9
18	15	13	13	16	36	24	60	89	102	**140**	128	118	**158**	141	115	117	69	62	65	69	79	39	28	8

AM Peak 1030 - 1130 (539), AM PHF=0.93 PM Peak 1330 - 1430 (560), PM PHF=0.89

*** Monday, February 9, 2026=14906, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**37**	**49**	**115**	**236**	**699**	**801**	**1123**	**1963**	**1827**	**1085**	**1153**	**903**	**597**	**523**	**640**	**669**	**649**	**637**	**376**	**276**	**218**	**155**	**115**	
31	13	5	8	21	100	176	198	445	**513**	279	281	**221**	171	106	159	179	156	158	112	79	52	47	34	17
17	7	6	28	35	145	207	272	**485**	482	250	303	**253**	128	119	160	138	140	161	93	64	56	34	26	21
9	5	13	44	56	192	206	271	**505**	418	291	298	**241**	164	142	145	173	197	156	90	80	56	38	32	13
8	13	25	36	125	262	214	383	**529**	414	265	272	**188**	135	157	177	179	157	162	82	54	55	37	24	10

AM Peak 0815 - 0915 (2031), AM PHF=0.96 PM Peak 1200 - 1300 (903), PM PHF=0.89

*** Tuesday, February 10, 2026=18580, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
60	**22**	**48**	**121**	**264**	**745**	**935**	**1586**	**2350**	**2342**	**1680**	**1334**	**1000**	**747**	**621**	**737**	**806**	**878**	**849**	**563**	**359**	**285**	**149**	**105**	
17	6	10	14	27	91	204	283	547	**600**	467	324	265	207	141	172	204	197	208	170	115	73	44	26	-
21	2	9	33	44	152	235	381	**571**	569	457	336	244	172	142	183	180	231	231	147	90	78	41	32	-
13	7	9	36	80	211	221	420	**627**	591	382	346	255	192	134	196	211	209	203	147	83	62	24	21	-
10	7	21	39	113	291	276	502	**606**	583	374	328	236	177	205	186	212	242	207	100	72	72	41	27	-

AM Peak 0815 - 0915 (2403), AM PHF=0.96

*** Wednesday, February 11, 2026=0 (Incomplete) , 15 minute drops *HOSE DAMAGED***

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Thursday, February 12, 2026=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Friday, February 13, 2026=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18

*** Saturday, February 14, 2026=8026, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**40**	**43**	**40**	**67**	**123**	**146**	**189**	**311**	**376**	**468**	**490**	**603**	**591**	**589**	**661**	**604**	**504**	**536**	**550**	**321**	**310**	**259**	**127**	
29	9	11	13	11	15	42	40	56	72	120	131	**167**	156	161	120	**187**	122	110	139	88	72	73	40	18
20	14	11	12	10	25	37	41	77	79	106	131	**125**	136	132	**177**	153	129	139	156	84	73	53	25	20
17	10	12	7	23	41	31	52	76	104	117	95	**163**	155	148	**177**	129	136	138	139	68	71	58	35	29
18	7	10	8	23	42	36	57	103	121	125	**133**	148	144	149	**187**	136	118	150	116	81	94	77	27	16

AM Peak 1145 - 1245 (588), AM PHF=0.88 PM Peak 1515 - 1615 (728), PM PHF=0.97

* Sunday, February 15, 2026=6342, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
81	**43**	**47**	**25**	**42**	**86**	**86**	**141**	**230**	**361**	**408**	**450**	**510**	**587**	**510**	**462**	**452**	**364**	**376**	**361**	**239**	**217**	**177**	**93**	
18	9	14	9	5	5	18	30	46	68	82	129	**123**	130	**137**	103	121	106	63	103	56	41	61	29	14
20	11	18	4	7	14	18	33	48	88	110	105	**111**	**167**	121	122	115	91	97	90	61	57	45	22	18
29	11	8	7	8	31	24	31	64	100	96	103	**129**	**148**	141	118	109	76	120	86	65	60	35	23	15
16	12	7	6	22	36	27	47	72	106	122	**115**	148	**143**	112	119	108	91	97	84	58	60	37	20	8

AM Peak 1145 - 1245 (476), AM PHF=0.93 PM Peak 1315 - 1415 (594), PM PHF=0.89

* Monday, February 16, 2026=5730, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
55	**39**	**29**	**39**	**62**	**111**	**127**	**170**	**184**	**269**	**342**	**323**	**449**	**525**	**419**	**425**	**402**	**342**	**387**	**327**	**224**	**239**	**152**	**93**	
14	14	6	5	17	13	36	36	47	49	85	79	**126**	**114**	104	91	114	95	74	124	56	53	59	24	20
18	9	10	8	7	18	27	38	45	85	69	73	**94**	**152**	106	101	91	80	105	81	51	65	43	25	21
15	12	6	13	18	39	34	37	41	62	88	71	**118**	**137**	103	98	105	86	96	64	56	65	24	24	15
8	4	8	13	21	41	31	60	52	73	101	**101**	112	**123**	107	135	93	81	112	58	61	57	26	21	13

AM Peak 1145 - 1245 (439), AM PHF=0.87 PM Peak 1300 - 1400 (525), PM PHF=0.86

* Tuesday, February 17, 2026=16471, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	**47**	**53**	**98**	**256**	**737**	**802**	**1360**	**1993**	**1990**	**1326**	**1180**	**949**	**653**	**610**	**655**	**749**	**712**	**778**	**593**	**292**	**277**	**198**	**101**	
20	16	9	12	23	104	202	262	493	**521**	343	288	**251**	161	145	131	196	206	136	186	84	68	66	25	22
21	7	10	22	43	138	202	314	**514**	492	361	314	**237**	160	152	168	176	178	202	163	77	77	50	34	12
15	14	11	29	81	225	180	363	**501**	511	330	278	**242**	143	163	170	204	175	230	137	61	65	46	22	6
13	10	24	36	110	272	218	422	**486**	466	293	300	**221**	190	151	186	174	153	211	109	70	67	38	21	16

AM Peak 0815 - 0915 (2021), AM PHF=0.97 PM Peak 1200 - 1300 (949), PM PHF=0.95

* Wednesday, February 18, 2026=17269, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**38**	**53**	**98**	**261**	**767**	**992**	**1289**	**2135**	**1984**	**1740**	**1255**	**1061**	**682**	**614**	**684**	**692**	**781**	**746**	**507**	**321**	**261**	**161**	**97**	
22	12	13	13	23	94	212	249	506	**522**	466	298	**287**	193	140	156	182	207	165	141	85	59	45	31	18
12	5	9	16	42	139	231	279	**550**	494	482	343	**268**	206	159	170	161	208	210	109	74	87	55	20	16
6	11	14	23	70	206	237	310	**571**	493	396	325	**239**	141	139	171	173	195	185	137	95	56	31	28	11
16	10	17	47	127	329	312	452	**510**	476	397	289	**268**	143	177	188	177	172	187	121	68	59	30	19	14

AM Peak 0815 - 0915 (2151), AM PHF=0.94 PM Peak 1200 - 1300 (1061), PM PHF=0.93

* Thursday, February 19, 2026=17371, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**30**	**36**	**100**	**234**	**704**	**850**	**1364**	**1965**	**2046**	**1663**	**1309**	**1021**	**755**	**649**	**703**	**780**	**865**	**749**	**615**	**313**	**269**	**184**	**115**	
18	10	7	14	26	97	213	236	460	**535**	473	319	**267**	199	152	154	180	230	177	181	91	66	49	33	17
16	5	11	21	28	156	212	307	494	**505**	457	312	**290**	171	144	158	173	212	213	175	71	65	62	25	13
11	7	8	27	63	178	187	355	502	**520**	362	344	**238**	200	152	188	206	206	197	132	71	61	43	31	18
14	8	11	39	118	274	239	467	**511**	487	372	335	**226**	186	201	204	222	217	162	128	81	77	32	26	14

AM Peak 0845 - 0945 (2070), AM PHF=0.97 PM Peak 1200 - 1300 (1021), PM PHF=0.88

* Friday, February 20, 2026=14773, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
62	**44**	**54**	**100**	**225**	**706**	**721**	**962**	**1423**	**1374**	**1111**	**1201**	**1190**	**765**	**642**	**691**	**747**	**669**	**540**	**563**	**305**	**313**	**235**	**136**	
17	9	12	9	15	102	181	184	320	**361**	277	239	**300**	211	158	131	184	209	132	145	109	77	84	39	21
13	11	11	17	36	133	167	219	339	**369**	281	277	**316**	182	168	191	169	158	132	122	72	73	60	40	18
18	13	11	31	70	192	161	246	**349**	313	285	348	**284**	195	164	201	206	160	125	165	58	89	55	30	23
14	11	21	44	105	280	213	314	**416**	332	269	337	**291**	178	152	169	189	143	152	131	66	74	37	27	17

AM Peak 0830 - 0930 (1493), AM PHF=0.90 PM Peak 1200 - 1300 (1190), PM PHF=0.94

* Saturday, February 21, 2026=7244, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
79	**47**	**41**	**41**	**57**	**173**	**201**	**211**	**279**	**384**	**453**	**463**	**478**	**564**	**568**	**532**	**557**	**450**	**382**	**476**	**252**	**252**	**196**	**113**	
21	11	10	12	8	21	38	52	56	74	**139**	124	121	115	**159**	121	142	110	111	99	66	62	69	29	25
18	13	14	7	11	28	45	55	80	58	**113**	121	117	**150**	134	116	135	125	82	155	60	73	47	31	19
23	14	9	7	11	59	50	52	68	**103**	102	106	126	**139**	144	162	151	102	97	124	62	57	39	20	23
17	10	9	15	27	65	69	52	76	**149**	99	112	115	**161**	132	134	130	113	93	99	64	61	41	34	14

AM Peak 0930 - 1030 (504), AM PHF=0.84 PM Peak 1315 - 1415 (608), PM PHF=0.94

* Sunday, February 22, 2026=6981, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**48**	**42**	**26**	**35**	**99**	**138**	**173**	**266**	**394**	**466**	**487**	**518**	**635**	**654**	**558**	**538**	**463**	**320**	**363**	**226**	**223**	**165**	**68**	
25	13	12	5	8	16	22	26	59	60	110	**129**	126	146	**176**	112	133	131	80	106	56	67	61	23	16
19	14	13	8	7	16	32	36	57	114	94	**128**	111	147	**171**	137	144	113	73	111	54	54	39	22	18
23	12	5	9	7	33	38	44	66	105	**118**	118	155	**166**	159	145	132	114	90	81	58	38	39	14	11
14	10	12	4	13	34	46	68	85	116	**145**	113	127	**176**	150	165	130	105	77	66	59	65	27	10	9

AM Peak 1030 - 1130 (520), AM PHF=0.90 PM Peak 1330 - 1430 (688), PM PHF=0.98

* Monday, February 23, 2026=14946, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**22**	**39**	**100**	**246**	**715**	**813**	**1199**	**2032**	**1780**	**1167**	**951**	**917**	**633**	**571**	**587**	**667**	**630**	**609**	**448**	**246**	**264**	**142**	**119**	
16	7	10	11	21	105	197	237	483	**519**	293	217	**248**	194	124	143	192	137	147	116	64	67	45	32	17
18	5	8	23	45	136	202	285	**490**	449	339	238	**221**	133	156	152	138	149	149	107	70	61	36	26	14
11	5	9	27	55	205	190	311	**518**	420	256	245	**264**	151	134	147	171	189	143	126	62	65	31	30	15
9	6	12	40	126	270	225	367	**543**	393	279	252	**184**	156	158	146	167	155	171	100	50	72	32	31	13

AM Peak 0815 - 0915 (2069), AM PHF=0.95 PM Peak 1200 - 1300 (917), PM PHF=0.87

* Tuesday, February 24, 2026=18277, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**26**	**47**	**114**	**251**	**754**	**900**	**1457**	**2267**	**2298**	**1691**	**1264**	**1012**	**668**	**662**	**695**	**870**	**948**	**792**	**537**	**362**	**323**	**187**	**101**	
17	9	9	13	23	109	207	286	512	**591**	494	306	**288**	206	160	151	228	238	185	159	96	86	65	23	24
14	5	8	29	47	141	206	324	556	**597**	397	300	**263**	170	159	169	180	230	196	128	91	76	58	30	17
15	7	10	29	77	208	221	361	**591**	564	416	337	**244**	163	156	179	240	237	202	134	80	81	31	26	14
13	5	21	44	104	297	268	487	**609**	546	385	322	**218**	131	187	196	222	244	210	116	96	81	34	22	11

AM Peak 0830 - 0930 (2388), AM PHF=0.98 PM Peak 1200 - 1300 (1012), PM PHF=0.88

* Wednesday, February 25, 2026=18493, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**26**	**47**	**112**	**260**	**720**	**900**	**1400**	**2226**	**2277**	**1712**	**1507**	**1113**	**762**	**599**	**796**	**775**	**960**	**790**	**509**	**369**	**277**	**196**	**103**	
24	9	10	13	27	114	222	240	515	**559**	496	359	**266**	200	138	215	203	221	214	138	115	72	58	22	18
17	7	9	27	42	130	215	341	559	**605**	414	368	**311**	202	135	185	174	257	220	146	85	60	55	32	21
14	6	12	30	60	188	202	344	555	**567**	424	402	**268**	188	144	201	220	214	182	98	77	66	36	26	14
11	4	17	43	132	289	262	477	**598**	547	378	378	**268**	173	183	196	178	268	175	128	92	80	48	24	14

AM Peak 0845 - 0945 (2328), AM PHF=0.96 PM Peak 1200 - 1300 (1113), PM PHF=0.90

* Thursday, February 26, 2026=19107, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	**34**	**49**	**91**	**246**	**718**	**904**	**1416**	**2223**	**2267**	**1899**	**1317**	**1108**	**751**	**682**	**760**	**744**	**1024**	**888**	**964**	**367**	**292**	**179**	**125**	
18	9	6	11	22	88	187	276	504	**581**	521	357	**295**	191	150	168	195	254	246	199	115	88	66	44	11
21	12	8	17	40	172	207	312	555	**574**	513	350	**298**	215	164	190	162	248	223	297	95	81	47	24	13
14	10	14	24	67	193	232	380	**595**	537	469	311	**276**	175	177	186	193	257	203	287	68	60	34	27	19
14	4	22	40	118	265	280	449	**570**	576	396	300	**240**	171	191	217	195	266	217	181	91	63	32	31	11

AM Peak 0830 - 0930 (2319), AM PHF=0.97 PM Peak 1200 - 1300 (1108), PM PHF=0.93

* Friday, February 27, 2026=15772, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**42**	**47**	**103**	**223**	**687**	**808**	**1044**	**1705**	**1620**	**1199**	**1272**	**1169**	**773**	**626**	**689**	**640**	**770**	**632**	**550**	**413**	**339**	**215**	**159**	
11	4	10	15	25	88	186	193	370	**449**	310	278	**290**	215	161	156	171	190	139	167	118	91	77	49	35
13	14	12	19	38	133	202	206	**439**	404	341	338	**325**	197	144	163	158	185	165	149	95	77	52	44	25
19	12	7	32	50	190	190	263	**473**	361	283	332	**307**	175	154	194	155	186	146	118	106	83	61	34	14
11	12	19	38	111	277	230	382	**424**	407	266	326	**248**	186	168	177	157	211	183	117	95	88	26	33	20

AM Peak 0815 - 0915 (1784), AM PHF=0.94 PM Peak 1200 - 1300 (1169), PM PHF=0.90

Traffic Data Service -- San Jose, CA
Event Counts

EventCount-5433 -- English (ENU)

Datasets:

Site: **[4] SHORELINE BLVD BT LA AVENIDA AND PEAR AVE**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: TDS
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Sunday, February 8, 2026=4658, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
123	**65**	**29**	**13**	**12**	**18**	**51**	**51**	**76**	**150**	**227**	**329**	**450**	**341**	**392**	**398**	**399**	**391**	**299**	**244**	**193**	**177**	**149**	**85**	
30	17	8	5	4	4	16	13	19	30	44	95	**104**	69	106	103	92	70	89	43	40	44	54	19	25
53	20	7	2	1	5	15	14	20	28	44	82	**138**	78	94	87	96	92	83	83	50	37	37	25	10
29	17	8	3	2	3	13	13	21	41	60	83	**116**	88	82	102	115	114	73	67	58	40	33	23	14
11	11	6	3	5	6	7	12	16	52	79	**71**	**93**	107	111	107	97	116	54	51	45	56	25	19	20

AM Peak 1145 - 1245 (428), AM PHF=0.78 PM Peak 1200 - 1300 (450), PM PHF=0.82

*** Monday, February 9, 2026=10403, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	**30**	**15**	**21**	**29**	**66**	**144**	**268**	**291**	**404**	**354**	**463**	**608**	**847**	**1020**	**1105**	**1123**	**1144**	**803**	**686**	**366**	**259**	**200**	**93**	
25	11	3	5	7	19	29	46	77	106	99	103	**118**	201	245	324	281	**314**	234	227	125	77	48	28	17
10	9	3	6	4	11	34	62	71	90	79	102	**150**	207	239	248	293	**315**	187	193	66	57	39	27	21
14	7	5	4	10	18	43	71	71	104	90	118	**172**	242	314	304	261	**275**	209	134	94	61	73	18	17
20	3	4	6	8	19	39	90	72	104	86	**140**	169	198	222	230	**289**	240	173	132	81	64	41	20	13

AM Peak 1145 - 1245 (579), AM PHF=0.84 PM Peak 1645 - 1745 (1193), PM PHF=0.95

*** Tuesday, February 10, 2026=8675, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
68	**35**	**39**	**16**	**49**	**64**	**153**	**328**	**369**	**450**	**500**	**520**	**677**	**950**	**572**	**658**	**700**	**715**	**651**	**514**	**244**	**216**	**120**	**74**	
17	9	6	2	7	14	33	57	89	104	138	125	**154**	225	283	183	162	166	157	157	89	73	39	19	-
21	9	8	3	10	14	39	68	78	108	116	128	**159**	201	129	143	194	202	165	147	53	57	23	6	-
17	7	21	8	12	19	52	101	111	112	149	132	**178**	301	26	162	173	183	153	114	43	49	33	26	-
13	10	4	3	20	18	30	103	92	128	97	**136**	187	224	135	171	171	164	177	97	59	37	26	24	-

AM Peak 1145 - 1245 (626), AM PHF=0.88

*** Wednesday, February 11, 2026=0 (Incomplete) , 15 minute drops *HOSE DAMAGED***

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Thursday, February 12, 2026=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*** Friday, February 13, 2026=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29

*** Saturday, February 14, 2026=6092, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
123	**48**	**51**	**25**	**24**	**27**	**54**	**82**	**111**	**169**	**280**	**332**	**415**	**414**	**460**	**507**	**520**	**483**	**476**	**388**	**183**	**381**	**371**	**175**	
54	16	8	7	4	6	10	22	28	33	67	62	**109**	114	110	115	**145**	113	122	121	49	108	117	64	60
21	14	10	12	5	8	10	16	22	41	69	96	**117**	108	112	107	**130**	133	138	116	40	113	102	34	34
19	11	18	5	8	7	20	22	22	52	70	81	**111**	87	111	140	**140**	103	101	91	42	53	58	45	45
29	7	15	1	7	6	14	22	39	43	75	**93**	80	105	128	**145**	106	134	117	61	52	107	95	32	18

AM Peak 1145 - 1245 (429), AM PHF=0.92 PM Peak 1545 - 1645 (559), PM PHF=0.96

* Sunday, February 15, 2026=4970, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
157	**90**	**35**	**15**	**10**	**25**	**44**	**58**	**95**	**139**	**222**	**328**	**431**	**357**	**396**	**431**	**465**	**391**	**329**	**229**	**156**	**235**	**232**	**102**	
60	37	12	5	0	4	8	14	24	40	43	79	**110**	86	106	86	**110**	89	102	59	27	61	70	28	16
34	29	4	4	2	4	12	11	14	32	43	86	**123**	94	107	100	**119**	94	109	74	38	59	63	10	13
45	11	18	3	3	6	13	12	22	34	70	89	**97**	95	98	119	**121**	102	76	47	24	38	51	35	23
18	13	1	3	5	11	11	21	36	33	67	**76**	101	83	86	**127**	116	107	43	49	67	77	48	29	15

AM Peak 1145 - 1245 (405), AM PHF=0.82 PM Peak 1545 - 1645 (476), PM PHF=0.94

* Monday, February 16, 2026=4125, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**46**	**29**	**9**	**9**	**30**	**61**	**95**	**87**	**120**	**156**	**229**	**281**	**310**	**340**	**376**	**424**	**310**	**347**	**219**	**142**	**227**	**153**	**62**	
16	19	12	2	4	3	10	24	22	36	36	49	**52**	65	88	86	**114**	92	67	61	37	69	44	16	20
13	14	6	2	1	9	13	23	17	22	42	65	**80**	79	104	76	**105**	80	95	55	22	47	38	10	17
23	7	8	1	2	7	21	21	23	27	35	68	**82**	72	73	115	**116**	63	104	53	26	56	42	21	23
15	6	3	4	2	11	17	28	25	36	44	**47**	67	95	77	**99**	90	75	82	50	57	56	30	15	14

AM Peak 1145 - 1245 (261), AM PHF=0.80 PM Peak 1545 - 1645 (434), PM PHF=0.93

* Tuesday, February 17, 2026=11900, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
73	**33**	**17**	**22**	**26**	**63**	**159**	**288**	**321**	**395**	**433**	**445**	**631**	**848**	**1193**	**1218**	**1359**	**1295**	**1009**	**811**	**385**	**457**	**282**	**139**	
20	14	8	4	9	15	20	45	73	78	118	102	**135**	174	282	297	308	**352**	236	252	131	124	105	35	28
17	8	5	3	5	5	40	62	81	91	111	99	**162**	219	293	302	374	**324**	227	210	93	101	60	25	25
23	6	1	5	4	19	51	91	83	123	132	117	**152**	251	366	305	311	**367**	289	199	81	126	79	52	31
14	5	3	10	9	25	49	91	85	104	73	**128**	184	205	254	315	**367**	253	258	150	80	107	38	29	28

AM Peak 1145 - 1245 (576), AM PHF=0.89 PM Peak 1645 - 1745 (1409), PM PHF=0.96

* Wednesday, February 18, 2026=12608, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	**45**	**40**	**19**	**48**	**69**	**178**	**289**	**327**	**421**	**479**	**466**	**650**	**957**	**1134**	**1309**	**1467**	**1488**	**1090**	**850**	**457**	**393**	**213**	**114**	
28	24	13	4	11	13	14	74	77	106	123	102	**148**	202	240	352	311	**387**	300	239	155	137	39	33	23
25	9	3	3	7	14	48	52	83	97	115	107	**162**	224	251	307	409	**405**	245	236	131	72	61	27	20
31	8	17	5	21	15	55	72	83	118	136	126	**157**	268	387	340	348	**368**	269	201	91	94	75	37	19
28	4	7	7	10	27	62	91	85	100	106	**132**	185	263	257	311	**400**	329	277	175	80	91	39	17	23

AM Peak 1145 - 1245 (597), AM PHF=0.92 PM Peak 1645 - 1745 (1559), PM PHF=0.96

* Thursday, February 19, 2026=12708, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
85	**42**	**43**	**29**	**41**	**66**	**176**	**288**	**340**	**399**	**443**	**499**	**630**	**897**	**1122**	**1366**	**1473**	**1416**	**1070**	**935**	**557**	**419**	**265**	**110**	
23	15	11	6	7	18	26	60	73	92	106	102	**127**	211	239	356	**353**	346	280	259	172	151	57	31	32
20	5	2	10	7	5	49	73	102	99	112	118	**172**	221	264	304	**382**	374	263	218	145	52	80	22	32
19	11	19	7	14	21	55	67	87	112	128	127	**180**	258	358	353	**369**	361	253	248	102	106	88	31	12
23	11	11	6	13	23	47	89	79	96	98	**153**	151	207	262	355	**370**	337	275	211	138	111	41	26	12

AM Peak 1145 - 1245 (632), AM PHF=0.88 PM Peak 1600 - 1700 (1473), PM PHF=0.96

* Friday, February 20, 2026=10701, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	**50**	**45**	**35**	**62**	**60**	**148**	**207**	**316**	**356**	**357**	**533**	**763**	**1047**	**1152**	**1047**	**1031**	**1013**	**725**	**560**	**297**	**337**	**336**	**139**	
32	12	8	9	15	9	31	39	80	76	83	116	**179**	259	**307**	297	251	276	204	176	87	95	104	37	25
32	19	7	8	11	13	41	42	73	83	90	110	**187**	259	**280**	217	276	267	206	167	55	49	102	32	42
12	12	23	10	20	14	39	65	81	102	104	158	**188**	303	**356**	281	250	227	185	124	87	76	97	37	25
12	7	7	9	16	25	38	61	83	96	81	**149**	210	**227**	210	253	254	244	131	94	68	117	35	34	15

AM Peak 1145 - 1245 (702), AM PHF=0.94 PM Peak 1345 - 1445 (1169), PM PHF=0.82

* Saturday, February 21, 2026=5906, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
107	**88**	**48**	**22**	**27**	**30**	**52**	**72**	**103**	**153**	**228**	**322**	**393**	**391**	**486**	**773**	**519**	**499**	**498**	**276**	**191**	**216**	**305**	**113**	
25	25	10	5	8	5	13	14	15	33	49	66	**90**	103	79	148	**169**	115	145	80	58	30	77	37	31
42	37	9	5	1	7	10	15	33	38	63	78	**97**	103	122	**152**	102	133	144	86	34	67	73	23	48
25	6	20	7	7	9	19	21	25	38	64	78	**111**	85	132	**204**	120	120	134	68	47	61	123	20	18
15	20	9	5	11	9	11	22	31	45	53	**101**	96	101	154	**270**	129	132	76	43	53	58	32	33	31

AM Peak 1145 - 1245 (398), AM PHF=0.90 PM Peak 1515 - 1615 (794), PM PHF=0.74

* Sunday, February 22, 2026=5221, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
128	**53**	**33**	**13**	**12**	**17**	**41**	**51**	**93**	**130**	**205**	**330**	**461**	**381**	**420**	**511**	**476**	**559**	**492**	**225**	**160**	**206**	**146**	**82**	
31	24	11	4	3	0	5	10	13	38	38	84	**106**	90	105	112	116	123	**152**	71	38	58	44	16	22
48	10	9	3	4	5	10	10	23	22	45	79	**124**	96	122	127	114	**149**	137	59	40	43	41	16	16
18	9	6	5	3	8	18	13	28	32	64	74	**125**	98	106	137	133	**142**	128	50	39	33	37	21	17
31	10	7	1	2	4	8	18	30	39	58	**94**	107	98	88	136	114	**146**	76	45	43	72	25	29	10

AM Peak 1145 - 1245 (448), AM PHF=0.90 PM Peak 1715 - 1815 (588), PM PHF=0.97

* Monday, February 23, 2026=10178, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**33**	**17**	**14**	**21**	**61**	**147**	**284**	**306**	**375**	**362**	**417**	**579**	**789**	**982**	**1032**	**1153**	**1203**	**797**	**648**	**337**	**308**	**168**	**85**	
22	14	6	3	9	18	22	62	70	97	88	111	**132**	181	240	293	257	**336**	237	205	118	81	33	32	23
16	6	3	3	1	8	40	46	78	95	88	80	**121**	176	253	217	302	**314**	176	170	72	60	33	17	22
17	7	4	3	5	15	40	98	68	94	89	118	**159**	238	300	285	286	**304**	201	150	86	81	74	17	23
10	6	4	5	6	20	45	79	90	90	97	**109**	168	195	191	239	**308**	250	184	124	62	87	28	19	17

AM Peak 1145 - 1245 (520), AM PHF=0.82 PM Peak 1645 - 1745 (1261), PM PHF=0.94

* Tuesday, February 24, 2026=13422, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
85	**33**	**44**	**20**	**42**	**69**	**149**	**297**	**334**	**465**	**480**	**503**	**637**	**836**	**1239**	**1344**	**1550**	**1647**	**1127**	**984**	**637**	**499**	**299**	**108**	
23	17	10	4	7	15	29	77	75	111	135	111	**148**	187	258	325	360	**404**	322	295	201	146	104	31	47
22	8	7	7	5	11	43	56	86	96	124	120	**134**	188	275	348	426	**427**	243	253	166	106	61	36	29
23	2	18	2	17	20	38	79	82	136	125	141	**190**	245	388	318	357	**437**	297	246	121	134	79	15	35
17	7	9	7	14	23	40	86	92	123	96	**132**	165	216	318	355	**408**	379	265	191	149	114	55	26	28

AM Peak 1145 - 1245 (603), AM PHF=0.80 PM Peak 1645 - 1745 (1676), PM PHF=0.96

* Wednesday, February 25, 2026=13153, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**40**	**40**	**21**	**48**	**74**	**155**	**303**	**323**	**421**	**421**	**506**	**626**	**892**	**1214**	**1312**	**1531**	**1556**	**1203**	**1044**	**576**	**352**	**242**	**121**	
47	19	7	7	10	22	25	73	71	105	119	116	**148**	220	296	333	339	**382**	315	323	164	113	75	37	36
29	12	6	2	14	12	47	64	74	111	124	107	**166**	200	261	319	422	**425**	293	278	158	89	48	24	19
35	3	23	9	16	20	44	87	91	114	95	147	**159**	259	379	339	352	**407**	312	249	106	64	78	33	15
28	6	4	3	9	21	40	80	88	92	83	**136**	154	214	280	322	**419**	343	283	195	148	87	42	27	20

AM Peak 1145 - 1245 (608), AM PHF=0.92 PM Peak 1645 - 1745 (1632), PM PHF=0.96

* Thursday, February 26, 2026=13987, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
90	**34**	**46**	**23**	**45**	**82**	**146**	**298**	**369**	**448**	**467**	**577**	**700**	**959**	**1250**	**1429**	**1604**	**1624**	**1145**	**1165**	**585**	**489**	**277**	**139**	
36	9	9	3	4	25	19	58	80	113	123	123	**171**	213	284	365	352	**406**	332	314	174	150	63	40	15
19	10	9	6	6	15	35	59	96	108	110	141	**162**	213	295	353	436	**445**	249	293	177	133	88	47	23
15	7	24	7	17	14	54	93	93	107	139	164	**166**	292	377	341	378	**444**	285	322	105	92	77	25	25
20	8	4	7	18	29	39	88	101	120	96	**149**	201	241	295	371	**438**	329	279	237	130	115	50	27	25

AM Peak 1145 - 1245 (647), AM PHF=0.95 PM Peak 1645 - 1745 (1733), PM PHF=0.97

* Friday, February 27, 2026=11320, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	**33**	**47**	**27**	**49**	**77**	**146**	**256**	**297**	**396**	**393**	**581**	**792**	**1049**	**1172**	**1121**	**1077**	**1119**	**847**	**592**	**321**	**386**	**275**	**186**	
15	8	10	2	6	20	27	47	77	95	103	125	**190**	260	262	**323**	280	297	233	163	100	66	71	85	47
23	6	6	9	10	13	38	58	61	91	104	131	**186**	261	**285**	245	280	288	220	133	91	112	53	29	35
25	5	20	8	18	19	45	76	77	101	96	175	**196**	282	**358**	301	269	267	240	152	82	117	100	48	43
25	14	11	8	15	26	36	76	83	109	91	**151**	222	246	**267**	253	248	267	154	146	48	91	52	24	45

AM Peak 1145 - 1245 (722), AM PHF=0.92 PM Peak 1415 - 1515 (1233), PM PHF=0.86

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5435 -- English (ENU)

Datasets:
Site: **[6] SHORELINE BLVD N OF NORTH RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Saturday, February 7, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	37	0	33	4	0	0	0	0	0	0	0	0	0	0
0700	56	0	53	3	0	0	0	0	0	0	0	0	0	0
0800	160	0	157	3	0	0	0	0	0	0	0	0	0	0
0900	130	0	128	1	1	0	0	0	0	0	0	0	0	0
1000	169	0	164	5	0	0	0	0	0	0	0	0	0	0
1100	190	1	188	1	0	0	0	0	0	0	0	0	0	0
1200	143	0	142	0	0	0	1	0	0	0	0	0	0	0
1300	178	0	177	0	0	1	0	0	0	0	0	0	0	0
1400	173	0	171	1	0	0	1	0	0	0	0	0	0	0
1500	196	1	194	1	0	0	0	0	0	0	0	0	0	0
1600	178	1	176	1	0	0	0	0	0	0	0	0	0	0
1700	136	2	131	3	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1722**	**5**	**1694**	**19**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1759**	**5**	**1727**	**23**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1759**	**5**	**1727**	**23**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1773**	**5**	**1739**	**25**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (196) **AM Peak step** 11:00 (190) **PM Peak step** 15:00 (196)

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	31	0	30	1	0	0	0	0	0	0	0	0	0	0
0700	50	0	50	0	0	0	0	0	0	0	0	0	0	0
0800	86	0	83	3	0	0	0	0	0	0	0	0	0	0
0900	111	0	109	2	0	0	0	0	0	0	0	0	0	0
1000	145	3	142	0	0	0	0	0	0	0	0	0	0	0
1100	160	0	159	1	0	0	0	0	0	0	0	0	0	0
1200	133	0	133	0	0	0	0	0	0	0	0	0	0	0
1300	154	3	150	1	0	0	0	0	0	0	0	0	0	0
1400	150	0	149	1	0	0	0	0	0	0	0	0	0	0
1500	133	2	131	0	0	0	0	0	0	0	0	0	0	0
1600	113	1	112	0	0	0	0	0	0	0	0	0	0	0
1700	77	0	76	1	0	0	0	0	0	0	0	0	0	0
1800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1323**	**9**	**1305**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1354**	**9**	**1335**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1354**	**9**	**1335**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1361**	**9**	**1341**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (160) **AM Peak step** 11:00 (160) **PM Peak step** 13:00 (154)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	10	3	0	0	1	1	0	0	0	0	0	0
0600	65	0	62	1	0	0	1	0	0	0	1	0	0	0
0700	41	0	40	1	0	0	0	0	0	0	0	0	0	0
0800	46	1	43	2	0	0	0	0	0	0	0	0	0	0
0900	45	0	44	1	0	0	0	0	0	0	0	0	0	0
1000	59	0	57	2	0	0	0	0	0	0	0	0	0	0
1100	88	0	86	2	0	0	0	0	0	0	0	0	0	0
1200	72	0	70	2	0	0	0	0	0	0	0	0	0	0
1300	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1400	68	2	65	1	0	0	0	0	0	0	0	0	0	0
1500	57	0	57	0	0	0	0	0	0	0	0	0	0	0
1600	81	1	76	4	0	0	0	0	0	0	0	0	0	0
1700	53	2	51	0	0	0	0	0	0	0	0	0	0	0
1800	13	1	11	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**689**	**7**	**662**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**754**	**7**	**724**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**754**	**7**	**724**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**778**	**7**	**743**	**24**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**

Peak step 11:00 (88) **AM Peak step** 11:00 (88) **PM Peak step** 16:00 (81)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	10	4	0	0	0	0	0	0	0	0	0	0
0600	46	1	38	6	0	0	1	0	0	0	0	0	0	0
0700	53	1	44	8	0	0	0	0	0	0	0	0	0	0
0800	40	0	38	2	0	0	0	0	0	0	0	0	0	0
0900	62	1	56	5	0	0	0	0	0	0	0	0	0	0
1000	40	0	37	3	0	0	0	0	0	0	0	0	0	0
1100	53	0	49	2	1	0	1	0	0	0	0	0	0	0
1200	54	1	51	2	0	0	0	0	0	0	0	0	0	0
1300	37	0	35	1	0	0	1	0	0	0	0	0	0	0
1400	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1500	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1600	51	0	49	2	0	0	0	0	0	0	0	0	0	0
1700	20	0	20	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**482**	**3**	**445**	**31**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**528**	**4**	**483**	**37**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**528**	**4**	**483**	**37**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**557**	**4**	**507**	**42**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 9:00 (62) **AM Peak step** 9:00 (62) **PM Peak step** 12:00 (54)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0600	32	0	29	3	0	0	0	0	0	0	0	0	0	0
0700	33	0	31	2	0	0	0	0	0	0	0	0	0	0
0800	22	0	18	4	0	0	0	0	0	0	0	0	0	0
0900	34	0	31	3	0	0	0	0	0	0	0	0	0	0
1000	30	0	30	0	0	0	0	0	0	0	0	0	0	0
1100	28	0	24	4	0	0	0	0	0	0	0	0	0	0
1200	35	0	32	3	0	0	0	0	0	0	0	0	0	0
1300	28	0	25	3	0	0	0	0	0	0	0	0	0	0
1400	44	2	39	3	0	0	0	0	0	0	0	0	0	0
1500	48	0	47	1	0	0	0	0	0	0	0	0	0	0
1600	22	0	21	0	0	1	0	0	0	0	0	0	0	0
1700	48	0	48	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**386**	**2**	**360**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**418**	**2**	**389**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**418**	**2**	**389**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**446**	**2**	**413**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (48) **AM Peak step** 9:00 (34) **PM Peak step** 15:00 (48)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	19	0	14	3	0	0	2	0	0	0	0	0	0	0
0600	63	0	58	2	0	1	1	0	0	1	0	0	0	0
0700	41	0	38	3	0	0	0	0	0	0	0	0	0	0
0800	50	0	46	4	0	0	0	0	0	0	0	0	0	0
0900	71	1	63	7	0	0	0	0	0	0	0	0	0	0
1000	82	1	80	1	0	0	0	0	0	0	0	0	0	0
1100	84	0	79	5	0	0	0	0	0	0	0	0	0	0
1200	65	0	65	0	0	0	0	0	0	0	0	0	0	0
1300	72	0	69	3	0	0	0	0	0	0	0	0	0	0
1400	89	2	85	2	0	0	0	0	0	0	0	0	0	0
1500	69	0	69	0	0	0	0	0	0	0	0	0	0	0
1600	80	1	77	2	0	0	0	0	0	0	0	0	0	0
1700	81	0	81	0	0	0	0	0	0	0	0	0	0	0
1800	23	1	21	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**807**	**6**	**773**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**870**	**6**	**831**	**30**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**870**	**6**	**831**	**30**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**902**	**6**	**857**	**34**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak step 14:00 (89) **AM Peak step** 11:00 (84) **PM Peak step** 14:00 (89)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	17	0	15	2	0	0	0	0	0	0	0	0	0	0
0600	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0700	44	1	41	1	0	0	1	0	0	0	0	0	0	0
0800	71	1	68	2	0	0	0	0	0	0	0	0	0	0
0900	60	3	54	3	0	0	0	0	0	0	0	0	0	0
1000	84	1	77	6	0	0	0	0	0	0	0	0	0	0
1100	93	0	90	2	0	1	0	0	0	0	0	0	0	0
1200	89	2	87	0	0	0	0	0	0	0	0	0	0	0
1300	107	0	105	1	0	0	1	0	0	0	0	0	0	0
1400	81	0	79	2	0	0	0	0	0	0	0	0	0	0
1500	93	0	87	6	0	0	0	0	0	0	0	0	0	0
1600	79	0	79	0	0	0	0	0	0	0	0	0	0	0
1700	88	0	87	1	0	0	0	0	0	0	0	0	0	0
1800	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**903**	**8**	**867**	**25**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**925**	**8**	**886**	**28**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**925**	**8**	**886**	**28**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**951**	**8**	**909**	**31**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (107) **AM Peak step** 11:00 (93) **PM Peak step** 13:00 (107)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	29	0	28	1	0	0	0	0	0	0	0	0	0	0
0700	50	0	48	2	0	0	0	0	0	0	0	0	0	0
0800	135	0	132	3	0	0	0	0	0	0	0	0	0	0
0900	106	0	105	1	0	0	0	0	0	0	0	0	0	0
1000	158	0	156	2	0	0	0	0	0	0	0	0	0	0
1100	155	0	154	1	0	0	0	0	0	0	0	0	0	0
1200	144	0	142	2	0	0	0	0	0	0	0	0	0	0
1300	153	0	153	0	0	0	0	0	0	0	0	0	0	0
1400	134	0	133	1	0	0	0	0	0	0	0	0	0	0
1500	146	0	143	3	0	0	0	0	0	0	0	0	0	0
1600	124	0	123	1	0	0	0	0	0	0	0	0	0	0
1700	63	0	63	0	0	0	0	0	0	0	0	0	0	0
1800	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1373**	**0**	**1356**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1402**	**0**	**1384**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1402**	**0**	**1384**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1418**	**0**	**1399**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (158) **AM Peak step** 10:00 (158) **PM Peak step** 13:00 (153)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0700	45	0	41	4	0	0	0	0	0	0	0	0	0	0
0800	67	0	65	2	0	0	0	0	0	0	0	0	0	0
0900	60	0	59	1	0	0	0	0	0	0	0	0	0	0
1000	110	0	108	2	0	0	0	0	0	0	0	0	0	0
1100	83	0	82	1	0	0	0	0	0	0	0	0	0	0
1200	76	0	75	1	0	0	0	0	0	0	0	0	0	0
1300	91	0	89	2	0	0	0	0	0	0	0	0	0	0
1400	79	0	74	5	0	0	0	0	0	0	0	0	0	0
1500	74	0	74	0	0	0	0	0	0	0	0	0	0	0
1600	62	0	61	1	0	0	0	0	0	0	0	0	0	0
1700	34	0	34	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**784**	**0**	**765**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**807**	**0**	**788**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**807**	**0**	**788**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**812**	**0**	**793**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (110) **AM Peak step** 10:00 (110) **PM Peak step** 13:00 (91)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	0	0	0	1	1	0	0	0	0	0	0
0600	5	0	4	0	0	0	1	0	0	0	0	0	0	0
0700	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0900	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1000	17	0	15	2	0	0	0	0	0	0	0	0	0	0
1100	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1200	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1300	25	0	22	3	0	0	0	0	0	0	0	0	0	0
1400	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1500	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1600	33	0	32	1	0	0	0	0	0	0	0	0	0	0
1700	24	0	24	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**260**	**0**	**247**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**265**	**0**	**251**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**265**	**0**	**251**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**273**	**0**	**257**	**13**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (44) **AM Peak step** 9:00 (26) **PM Peak step** 12:00 (44)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1100	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1300	25	0	24	1	0	0	0	0	0	0	0	0	0	0
1400	28	0	28	0	0	0	0	0	0	0	0	0	0	0
1500	18	0	17	0	1	0	0	0	0	0	0	0	0	0
1600	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1700	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**223**	**0**	**207**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**238**	**0**	**222**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**238**	**0**	**222**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**259**	**0**	**238**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (42) **AM Peak step** 11:00 (42) **PM Peak step** 14:00 (28)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0600	32	0	32	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	23	1	0	0	0	0	0	0	0	0	0	0
0800	30	0	27	3	0	0	0	0	0	0	0	0	0	0
0900	74	1	66	7	0	0	0	0	0	0	0	0	0	0
1000	42	0	41	1	0	0	0	0	0	0	0	0	0	0
1100	82	0	79	3	0	0	0	0	0	0	0	0	0	0
1200	55	0	54	1	0	0	0	0	0	0	0	0	0	0
1300	51	0	47	4	0	0	0	0	0	0	0	0	0	0
1400	51	0	46	5	0	0	0	0	0	0	0	0	0	0
1500	26	0	24	2	0	0	0	0	0	0	0	0	0	0
1600	33	0	33	0	0	0	0	0	0	0	0	0	0	0
1700	41	0	41	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**516**	**1**	**487**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**548**	**1**	**519**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**548**	**1**	**519**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**574**	**1**	**540**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (82) **AM Peak step** 11:00 (82) **PM Peak step** 12:00 (55)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0500	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0600	21	0	21	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0800	24	0	19	5	0	0	0	0	0	0	0	0	0	0
0900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
1000	23	0	21	1	0	0	1	0	0	0	0	0	0	0
1100	39	1	32	5	1	0	0	0	0	0	0	0	0	0
1200	23	0	21	1	0	0	1	0	0	0	0	0	0	0
1300	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1400	57	0	54	3	0	0	0	0	0	0	0	0	0	0
1500	39	0	38	1	0	0	0	0	0	0	0	0	0	0
1600	42	0	42	0	0	0	0	0	0	0	0	0	0	0
1700	64	0	63	1	0	0	0	0	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**402**	**1**	**376**	**22**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**423**	**1**	**397**	**22**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**423**	**1**	**397**	**22**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**447**	**1**	**415**	**28**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (64) **AM Peak step** 11:00 (39) **PM Peak step** 17:00 (64)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	5	2	0	0	1	0	0	0	0	0	0	0
0600	50	0	48	1	0	0	1	0	0	0	0	0	0	0
0700	42	0	39	3	0	0	0	0	0	0	0	0	0	0
0800	107	0	105	2	0	0	0	0	0	0	0	0	0	0
0900	97	0	93	4	0	0	0	0	0	0	0	0	0	0
1000	68	0	66	2	0	0	0	0	0	0	0	0	0	0
1100	79	0	74	5	0	0	0	0	0	0	0	0	0	0
1200	78	0	73	5	0	0	0	0	0	0	0	0	0	0
1300	83	0	78	5	0	0	0	0	0	0	0	0	0	0
1400	88	0	86	2	0	0	0	0	0	0	0	0	0	0
1500	82	0	78	4	0	0	0	0	0	0	0	0	0	0
1600	68	0	67	1	0	0	0	0	0	0	0	0	0	0
1700	109	0	108	1	0	0	0	0	0	0	0	0	0	0
1800	22	0	22	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**923**	**0**	**889**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**978**	**0**	**940**	**37**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**978**	**0**	**940**	**37**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**996**	**0**	**954**	**40**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (109) **AM Peak step** 8:00 (107) **PM Peak step** 17:00 (109)

*** Saturday, February 21, 2026 *HOSE DAMAGED - SUPPLEMENTAL DATA ABOVE ON 2/7/26***

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5436 -- English (ENU)

Datasets:
Site: **[6] SHORELINE BLVD N OF NORTH RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound), P = South, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Saturday, February 7, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0800	27	0	20	7	0	0	0	0	0	0	0	0	0	0
0900	73	0	60	13	0	0	0	0	0	0	0	0	0	0
1000	129	1	111	17	0	0	0	0	0	0	0	0	0	0
1100	145	0	121	24	0	0	0	0	0	0	0	0	0	0
1200	147	0	118	29	0	0	0	0	0	0	0	0	0	0
1300	144	1	118	25	0	0	0	0	0	0	0	0	0	0
1400	218	5	173	40	0	0	0	0	0	0	0	0	0	0
1500	194	0	155	38	0	1	0	0	0	0	0	0	0	0
1600	155	2	125	28	0	0	0	0	0	0	0	0	0	0
1700	270	2	227	41	0	0	0	0	0	0	0	0	0	0
1800	227	0	197	30	0	0	0	0	0	0	0	0	0	0
1900	12	0	8	4	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1744**	**11**	**1437**	**294**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1760**	**11**	**1448**	**299**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1760**	**11**	**1448**	**299**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1762**	**11**	**1448**	**301**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (270) **AM Peak step** 11:00 (145) **PM Peak step** 17:00 (270)

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0800	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0900	51	1	39	11	0	0	0	0	0	0	0	0	0	0
1000	98	0	78	20	0	0	0	0	0	0	0	0	0	0
1100	130	2	104	24	0	0	0	0	0	0	0	0	0	0
1200	144	2	113	28	0	0	1	0	0	0	0	0	0	0
1300	122	0	103	19	0	0	0	0	0	0	0	0	0	0
1400	139	0	127	11	0	1	0	0	0	0	0	0	0	0
1500	188	0	158	30	0	0	0	0	0	0	0	0	0	0
1600	144	0	118	24	0	1	0	0	1	0	0	0	0	0
1700	210	1	189	20	0	0	0	0	0	0	0	0	0	0
1800	79	0	66	13	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1331**	**6**	**1117**	**204**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1341**	**6**	**1126**	**205**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1341**	**6**	**1126**	**205**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1342**	**6**	**1127**	**205**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (210) **AM Peak step** 11:00 (130) **PM Peak step** 17:00 (210)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	2	1	0	0	1	0	0	0	0	0	0	0
0600	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0700	9	0	5	4	0	0	0	0	0	0	0	0	0	0
0800	20	0	6	13	1	0	0	0	0	0	0	0	0	0
0900	23	0	16	7	0	0	0	0	0	0	0	0	0	0
1000	43	1	30	11	0	0	1	0	0	0	0	0	0	0
1100	61	0	47	13	0	1	0	0	0	0	0	0	0	0
1200	74	0	58	15	0	0	1	0	0	0	0	0	0	0
1300	82	0	69	12	0	1	0	0	0	0	0	0	0	0
1400	83	4	55	22	0	0	2	0	0	0	0	0	0	0
1500	93	1	72	19	0	1	0	0	0	0	0	0	0	0
1600	87	0	70	17	0	0	0	0	0	0	0	0	0	0
1700	101	0	84	17	0	0	0	0	0	0	0	0	0	0
1800	74	0	61	10	2	1	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**750**	**6**	**573**	**160**	**3**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**768**	**6**	**587**	**163**	**3**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**768**	**6**	**587**	**163**	**3**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**772**	**6**	**589**	**164**	**3**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (101) **AM Peak step** 11:00 (61) **PM Peak step** 17:00 (101)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	9	0	3	6	0	0	0	0	0	0	0	0	0	0
0700	21	1	14	5	0	0	1	0	0	0	0	0	0	0
0800	14	0	10	4	0	0	0	0	0	0	0	0	0	0
0900	24	2	15	7	0	0	0	0	0	0	0	0	0	0
1000	38	1	28	9	0	0	0	0	0	0	0	0	0	0
1100	54	0	41	13	0	0	0	0	0	0	0	0	0	0
1200	73	1	53	19	0	0	0	0	0	0	0	0	0	0
1300	108	0	88	20	0	0	0	0	0	0	0	0	0	0
1400	47	0	33	13	0	0	0	1	0	0	0	0	0	0
1500	43	0	28	15	0	0	0	0	0	0	0	0	0	0
1600	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1700	58	1	35	22	0	0	0	0	0	0	0	0	0	0
1800	30	0	25	5	0	0	0	0	0	0	0	0	0	0
1900	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**552**	**6**	**404**	**140**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**566**	**6**	**411**	**147**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**566**	**6**	**411**	**147**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**571**	**6**	**415**	**148**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (108) **AM Peak step** 11:00 (54) **PM Peak step** 13:00 (108)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0
0600	9	0	4	3	0	1	1	0	0	0	0	0	0	0
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0800	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0900	17	0	10	7	0	0	0	0	0	0	0	0	0	0
1000	35	0	28	7	0	0	0	0	0	0	0	0	0	0
1100	45	1	30	14	0	0	0	0	0	0	0	0	0	0
1200	31	0	25	5	0	0	1	0	0	0	0	0	0	0
1300	38	0	26	11	0	1	0	0	0	0	0	0	0	0
1400	42	0	34	7	0	0	1	0	0	0	0	0	0	0
1500	40	0	28	12	0	0	0	0	0	0	0	0	0	0
1600	32	0	20	12	0	0	0	0	0	0	0	0	0	0
1700	72	1	53	18	0	0	0	0	0	0	0	0	0	0
1800	59	0	38	21	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	4	4	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**431**	**2**	**307**	**119**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**455**	**2**	**321**	**127**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**455**	**2**	**321**	**127**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**458**	**2**	**321**	**130**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (72) **AM Peak step** 11:00 (45) **PM Peak step** 17:00 (72)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	6	1	0	1	1	0	0	0	0	0	0	0
0600	7	1	5	1	0	0	0	0	0	0	0	0	0	0
0700	13	0	6	6	0	1	0	0	0	0	0	0	0	0
0800	19	0	14	5	0	0	0	0	0	0	0	0	0	0
0900	41	2	22	17	0	0	0	0	0	0	0	0	0	0
1000	53	1	41	10	0	1	0	0	0	0	0	0	0	0
1100	76	1	58	17	0	0	0	0	0	0	0	0	0	0
1200	68	0	50	18	0	0	0	0	0	0	0	0	0	0
1300	87	1	69	15	0	1	1	0	0	0	0	0	0	0
1400	93	1	70	22	0	0	0	0	0	0	0	0	0	0
1500	94	0	80	13	0	1	0	0	0	0	0	0	0	0
1600	92	1	71	19	0	0	1	0	0	0	0	0	0	0
1700	128	0	109	19	0	0	0	0	0	0	0	0	0	0
1800	106	0	90	15	0	0	1	0	0	0	0	0	0	0
1900	21	0	16	4	0	1	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**870**	**7**	**680**	**176**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**904**	**8**	**707**	**181**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**904**	**8**	**707**	**181**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**913**	**8**	**713**	**182**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (128) **AM Peak step** 11:00 (76) **PM Peak step** 17:00 (128)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	8	0	5	2	0	1	0	0	0	0	0	0	0	0
0700	9	2	3	3	1	0	0	0	0	0	0	0	0	0
0800	14	0	7	5	0	0	1	0	0	0	1	0	0	0
0900	30	0	24	6	0	0	0	0	0	0	0	0	0	0
1000	45	1	33	11	0	0	0	0	0	0	0	0	0	0
1100	78	0	60	17	0	1	0	0	0	0	0	0	0	0
1200	70	1	57	10	0	0	1	0	0	0	0	0	0	1
1300	79	3	63	13	0	0	0	0	0	0	0	0	0	0
1400	137	2	114	19	0	1	1	0	0	0	0	0	0	0
1500	106	1	82	23	0	0	0	0	0	0	0	0	0	0
1600	102	1	81	20	0	0	0	0	0	0	0	0	0	0
1700	147	1	113	31	1	0	1	0	0	0	0	0	0	0
1800	126	0	111	15	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**943**	**12**	**748**	**173**	**2**	**2**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
06-22	**957**	**12**	**758**	**176**	**2**	**3**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
06-00	**957**	**12**	**758**	**176**	**2**	**3**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
00-00	**958**	**12**	**758**	**177**	**2**	**3**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**1**

Peak step 17:00 (147) **AM Peak step** 11:00 (78) **PM Peak step** 17:00 (147)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	6	0	3	2	0	1	0	0	0	0	0	0	0	0
0800	32	0	22	9	0	1	0	0	0	0	0	0	0	0
0900	57	0	47	9	1	0	0	0	0	0	0	0	0	0
1000	107	0	93	14	0	0	0	0	0	0	0	0	0	0
1100	125	0	105	19	0	0	0	0	1	0	0	0	0	0
1200	151	0	134	17	0	0	0	0	0	0	0	0	0	0
1300	159	0	127	32	0	0	0	0	0	0	0	0	0	0
1400	157	1	131	24	0	1	0	0	0	0	0	0	0	0
1500	147	2	119	25	0	1	0	0	0	0	0	0	0	0
1600	187	1	155	31	0	0	0	0	0	0	0	0	0	0
1700	176	0	140	36	0	0	0	0	0	0	0	0	0	0
1800	120	0	98	22	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	1	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1424**	**4**	**1174**	**240**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1432**	**4**	**1179**	**242**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1432**	**4**	**1179**	**242**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1434**	**4**	**1181**	**242**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (187) **AM Peak step** 11:00 (125) **PM Peak step** 16:00 (187)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0800	16	0	9	7	0	0	0	0	0	0	0	0	0	0
0900	42	0	32	10	0	0	0	0	0	0	0	0	0	0
1000	84	0	74	10	0	0	0	0	0	0	0	0	0	0
1100	112	1	92	19	0	0	0	0	0	0	0	0	0	0
1200	89	0	71	18	0	0	0	0	0	0	0	0	0	0
1300	93	0	77	16	0	0	0	0	0	0	0	0	0	0
1400	84	0	78	6	0	0	0	0	0	0	0	0	0	0
1500	79	0	65	14	0	0	0	0	0	0	0	0	0	0
1600	104	1	85	18	0	0	0	0	0	0	0	0	0	0
1700	82	0	72	10	0	0	0	0	0	0	0	0	0	0
1800	24	0	19	5	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**817**	**2**	**680**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**825**	**2**	**687**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**825**	**2**	**687**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**827**	**2**	**689**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (112) **AM Peak step** 11:00 (112) **PM Peak step** 16:00 (104)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	1	2	0	0	1	0	1	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	16	0	10	6	0	0	0	0	0	0	0	0	0	0
1100	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1200	32	0	27	3	0	2	0	0	0	0	0	0	0	0
1300	29	0	21	8	0	0	0	0	0	0	0	0	0	0
1400	42	0	37	5	0	0	0	0	0	0	0	0	0	0
1500	25	0	18	7	0	0	0	0	0	0	0	0	0	0
1600	34	0	28	6	0	0	0	0	0	0	0	0	0	0
1700	42	0	28	14	0	0	0	0	0	0	0	0	0	0
1800	25	0	20	5	0	0	0	0	0	0	0	0	0	0
1900	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**279**	**0**	**216**	**61**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**286**	**0**	**220**	**64**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**286**	**0**	**220**	**64**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**291**	**0**	**221**	**66**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (42) **AM Peak step** 10:00 (16) **PM Peak step** 14:00 (42)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0700	5	0	1	3	0	1	0	0	0	0	0	0	0	0
0800	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0900	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1000	19	1	12	5	1	0	0	0	0	0	0	0	0	0
1100	18	0	10	8	0	0	0	0	0	0	0	0	0	0
1200	15	0	8	6	0	0	0	0	1	0	0	0	0	0
1300	29	0	16	13	0	0	0	0	0	0	0	0	0	0
1400	48	0	34	14	0	0	0	0	0	0	0	0	0	0
1500	30	0	25	5	0	0	0	0	0	0	0	0	0	0
1600	31	0	23	8	0	0	0	0	0	0	0	0	0	0
1700	23	0	12	10	0	0	1	0	0	0	0	0	0	0
1800	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**257**	**1**	**170**	**82**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**272**	**1**	**180**	**87**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**273**	**1**	**181**	**87**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**276**	**1**	**184**	**87**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (48) **AM Peak step** 10:00 (19) **PM Peak step** 14:00 (48)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	0
0600	8	0	4	3	0	1	0	0	0	0	0	0	0	0
0700	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0800	14	0	8	6	0	0	0	0	0	0	0	0	0	0
0900	31	0	21	10	0	0	0	0	0	0	0	0	0	0
1000	37	0	26	11	0	0	0	0	0	0	0	0	0	0
1100	43	0	37	5	0	1	0	0	0	0	0	0	0	0
1200	51	1	36	14	0	0	0	0	0	0	0	0	0	0
1300	121	0	104	16	0	1	0	0	0	0	0	0	0	0
1400	54	0	47	7	0	0	0	0	0	0	0	0	0	0
1500	47	0	37	10	0	0	0	0	0	0	0	0	0	0
1600	42	0	36	6	0	0	0	0	0	0	0	0	0	0
1700	76	0	62	14	0	0	0	0	0	0	0	0	0	0
1800	40	0	40	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**568**	**1**	**464**	**101**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**586**	**1**	**476**	**106**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**586**	**1**	**476**	**106**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**588**	**1**	**476**	**107**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 13:00 (121) **AM Peak step** 11:00 (43) **PM Peak step** 13:00 (121)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0700	5	0	3	1	0	1	0	0	0	0	0	0	0	0
0800	13	0	7	6	0	0	0	0	0	0	0	0	0	0
0900	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1000	23	0	15	7	0	1	0	0	0	0	0	0	0	0
1100	27	0	17	9	0	0	1	0	0	0	0	0	0	0
1200	22	1	15	6	0	0	0	0	0	0	0	0	0	0
1300	34	0	23	9	0	2	0	0	0	0	0	0	0	0
1400	52	0	34	16	0	0	1	0	0	0	0	1	0	0
1500	70	0	60	9	0	1	0	0	0	0	0	0	0	0
1600	32	0	25	7	0	0	0	0	0	0	0	0	0	0
1700	87	0	71	16	0	0	0	0	0	0	0	0	0	0
1800	48	0	44	4	0	0	0	0	0	0	0	0	0	0
1900	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**426**	**1**	**322**	**95**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**446**	**1**	**338**	**99**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-00	**446**	**1**	**338**	**99**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**450**	**1**	**341**	**100**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

Peak step 17:00 (87) **AM Peak step** 11:00 (27) **PM Peak step** 17:00 (87)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0600	5	0	3	1	0	0	1	0	0	0	0	0	0	0
0700	8	0	3	5	0	0	0	0	0	0	0	0	0	0
0800	21	1	7	13	0	0	0	0	0	0	0	0	0	0
0900	22	0	11	10	1	0	0	0	0	0	0	0	0	0
1000	67	0	39	24	1	3	0	0	0	0	0	0	0	0
1100	118	2	76	39	1	0	0	0	0	0	0	0	0	0
1200	106	0	72	33	1	0	0	0	0	0	0	0	0	0
1300	98	0	71	26	0	1	0	0	0	0	0	0	0	0
1400	86	0	71	14	0	1	0	0	0	0	0	0	0	0
1500	97	0	83	14	0	0	0	0	0	0	0	0	0	0
1600	87	1	79	7	0	0	0	0	0	0	0	0	0	0
1700	115	0	96	19	0	0	0	0	0	0	0	0	0	0
1800	126	0	108	17	1	0	0	0	0	0	0	0	0	0
1900	23	0	20	3	0	0	0	0	0	0	0	0	0	0
2000	45	0	35	10	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**951**	**4**	**716**	**221**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1026**	**4**	**776**	**235**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1029**	**4**	**779**	**235**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1031**	**4**	**780**	**235**	**5**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (126) **AM Peak step** 11:00 (118) **PM Peak step** 18:00 (126)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	28	0	21	7	0	0	0	0	0	0	0	0	0	0
0900	55	0	46	9	0	0	0	0	0	0	0	0	0	0
1000	97	0	79	18	0	0	0	0	0	0	0	0	0	0
1100	110	0	89	21	0	0	0	0	0	0	0	0	0	0
1200	155	0	130	25	0	0	0	0	0	0	0	0	0	0
1300	156	0	131	24	1	0	0	0	0	0	0	0	0	0
1400	151	0	121	29	0	1	0	0	0	0	0	0	0	0
1500	195	0	162	31	0	1	1	0	0	0	0	0	0	0
1600	168	1	142	25	0	0	0	0	0	0	0	0	0	0
1700	257	0	215	41	0	0	0	0	1	0	0	0	0	0
1800	215	1	181	30	3	0	0	0	0	0	0	0	0	0
1900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
2000	18	0	12	6	0	0	0	0	0	0	0	0	0	0
2100	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2200	14	0	11	3	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**1595**	**2**	**1324**	**261**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1644**	**2**	**1362**	**272**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1662**	**2**	**1376**	**276**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1663**	**2**	**1376**	**277**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (257) **AM Peak step** 11:00 (110) **PM Peak step** 17:00 (257)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5440 -- English (ENU)

Datasets:
Site: **[7] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	26	0	24	2	0	0	0	0	0	0	0	0	0	0
0900	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1000	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1100	37	0	37	0	0	0	0	0	0	0	0	0	0	0
1200	32	0	29	3	0	0	0	0	0	0	0	0	0	0
1300	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1400	62	0	57	5	0	0	0	0	0	0	0	0	0	0
1500	66	0	62	4	0	0	0	0	0	0	0	0	0	0
1600	42	0	40	2	0	0	0	0	0	0	0	0	0	0
1700	47	0	43	4	0	0	0	0	0	0	0	0	0	0
1800	34	0	31	3	0	0	0	0	0	0	0	0	0	0
1900	35	0	34	1	0	0	0	0	0	0	0	0	0	0
2000	56	0	54	2	0	0	0	0	0	0	0	0	0	0
2100	33	0	31	2	0	0	0	0	0	0	0	0	0	0
2200	25	0	23	2	0	0	0	0	0	0	0	0	0	0
2300	20	0	18	2	0	0	0	0	0	0	0	0	0	0
07-19	**466**	**0**	**436**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**594**	**0**	**559**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**639**	**0**	**600**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**681**	**0**	**640**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (66) **AM Peak step** 11:00 (37) **PM Peak step** 15:00 (66)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0700	27	1	26	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	36	0	0	0	0	0	0	0	0	0	0	0
0900	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1000	27	1	23	3	0	0	0	0	0	0	0	0	0	0
1100	29	0	27	1	0	1	0	0	0	0	0	0	0	0
1200	38	0	32	6	0	0	0	0	0	0	0	0	0	0
1300	25	0	23	2	0	0	0	0	0	0	0	0	0	0
1400	43	0	42	1	0	0	0	0	0	0	0	0	0	0
1500	61	0	59	0	0	1	1	0	0	0	0	0	0	0
1600	67	0	56	10	0	1	0	0	0	0	0	0	0	0
1700	86	1	76	7	0	2	0	0	0	0	0	0	0	0
1800	74	0	69	5	0	0	0	0	0	0	0	0	0	0
1900	44	0	41	3	0	0	0	0	0	0	0	0	0	0
2000	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2100	30	0	30	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2300	18	0	15	3	0	0	0	0	0	0	0	0	0	0
07-19	**535**	**3**	**489**	**37**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**663**	**3**	**610**	**44**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**703**	**3**	**646**	**48**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**733**	**3**	**676**	**48**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (86) **AM Peak step** 8:00 (36) **PM Peak step** 17:00 (86)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	11	1	9	1	0	0	0	0	0	0	0	0	0	0
0700	28	0	25	2	1	0	0	0	0	0	0	0	0	0
0800	33	0	30	2	0	1	0	0	0	0	0	0	0	0
0900	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1000	33	0	31	2	0	0	0	0	0	0	0	0	0	0
1100	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1200	38	0	32	5	1	0	0	0	0	0	0	0	0	0
1300	48	0	40	8	0	0	0	0	0	0	0	0	0	0
1400	58	0	51	7	0	0	0	0	0	0	0	0	0	0
1500	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1600	78	0	71	7	0	0	0	0	0	0	0	0	0	0
1700	73	0	67	6	0	0	0	0	0	0	0	0	0	0
1800	67	0	60	7	0	0	0	0	0	0	0	0	0	0
1900	50	0	49	1	0	0	0	0	0	0	0	0	0	0
2000	36	0	35	0	0	1	0	0	0	0	0	0	0	0
2100	40	0	36	4	0	0	0	0	0	0	0	0	0	0
2200	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0
07-19	**574**	**0**	**514**	**57**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**711**	**1**	**643**	**63**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**757**	**1**	**685**	**67**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**780**	**1**	**707**	**68**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (78) **AM Peak step** 9:00 (36) **PM Peak step** 16:00 (78)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0700	20	0	18	1	0	1	0	0	0	0	0	0	0	0
0800	49	0	40	9	0	0	0	0	0	0	0	0	0	0
0900	39	1	35	3	0	0	0	0	0	0	0	0	0	0
1000	26	0	23	3	0	0	0	0	0	0	0	0	0	0
1100	31	0	28	2	1	0	0	0	0	0	0	0	0	0
1200	51	1	46	2	0	2	0	0	0	0	0	0	0	0
1300	36	0	31	4	0	1	0	0	0	0	0	0	0	0
1400	54	0	45	8	0	1	0	0	0	0	0	0	0	0
1500	67	0	58	9	0	0	0	0	0	0	0	0	0	0
1600	60	0	49	7	2	2	0	0	0	0	0	0	0	0
1700	67	0	61	5	0	1	0	0	0	0	0	0	0	0
1800	70	0	57	12	1	0	0	0	0	0	0	0	0	0
1900	51	0	43	8	0	0	0	0	0	0	0	0	0	0
2000	50	0	44	6	0	0	0	0	0	0	0	0	0	0
2100	46	0	43	3	0	0	0	0	0	0	0	0	0	0
2200	26	0	25	1	0	0	0	0	0	0	0	0	0	0
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	0
07-19	**570**	**2**	**491**	**65**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**732**	**2**	**634**	**84**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**775**	**2**	**676**	**85**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**795**	**2**	**694**	**87**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (70) **AM Peak step** 8:00 (49) **PM Peak step** 18:00 (70)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	33	0	30	3	0	0	0	0	0	0	0	0	0	0
0800	43	0	38	5	0	0	0	0	0	0	0	0	0	0
0900	28	0	27	1	0	0	0	0	0	0	0	0	0	0
1000	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1100	29	1	25	2	1	0	0	0	0	0	0	0	0	0
1200	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1300	44	0	41	3	0	0	0	0	0	0	0	0	0	0
1400	40	0	33	6	0	0	1	0	0	0	0	0	0	0
1500	62	0	59	3	0	0	0	0	0	0	0	0	0	0
1600	72	0	68	4	0	0	0	0	0	0	0	0	0	0
1700	77	0	71	6	0	0	0	0	0	0	0	0	0	0
1800	84	0	73	10	0	1	0	0	0	0	0	0	0	0
1900	55	0	50	5	0	0	0	0	0	0	0	0	0	0
2000	35	0	30	5	0	0	0	0	0	0	0	0	0	0
2100	46	0	42	3	1	0	0	0	0	0	0	0	0	0
2200	37	0	33	3	0	1	0	0	0	0	0	0	0	0
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	0
07-19	**587**	**1**	**536**	**47**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**738**	**1**	**673**	**60**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**797**	**1**	**728**	**63**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**822**	**1**	**748**	**68**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (84) **AM Peak step** 8:00 (43) **PM Peak step** 18:00 (84)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0600	16	1	12	2	0	1	0	0	0	0	0	0	0	0
0700	32	0	29	3	0	0	0	0	0	0	0	0	0	0
0800	40	1	33	6	0	0	0	0	0	0	0	0	0	0
0900	33	1	30	2	0	0	0	0	0	0	0	0	0	0
1000	32	0	28	3	0	1	0	0	0	0	0	0	0	0
1100	41	0	36	4	0	1	0	0	0	0	0	0	0	0
1200	52	1	40	11	0	0	0	0	0	0	0	0	0	0
1300	44	0	40	4	0	0	0	0	0	0	0	0	0	0
1400	53	1	49	3	0	0	0	0	0	0	0	0	0	0
1500	64	0	62	2	0	0	0	0	0	0	0	0	0	0
1600	55	0	54	1	0	0	0	0	0	0	0	0	0	0
1700	68	0	66	2	0	0	0	0	0	0	0	0	0	0
1800	63	0	52	10	0	1	0	0	0	0	0	0	0	0
1900	64	0	56	7	0	0	1	0	0	0	0	0	0	0
2000	60	1	54	5	0	0	0	0	0	0	0	0	0	0
2100	50	0	46	4	0	0	0	0	0	0	0	0	0	0
2200	35	0	34	1	0	0	0	0	0	0	0	0	0	0
2300	20	0	19	1	0	0	0	0	0	0	0	0	0	0
07-19	**577**	**4**	**519**	**51**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**767**	**6**	**687**	**69**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**822**	**6**	**740**	**71**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**853**	**6**	**769**	**73**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (68) **AM Peak step** 11:00 (41) **PM Peak step** 17:00 (68)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	8	1	0	1	0	0	0	0	0	0	0	0
0100	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	28	0	0	0	0	0	0	0	0	0	0	0
0900	27	0	26	1	0	0	0	0	0	0	0	0	0	0
1000	36	0	33	2	1	0	0	0	0	0	0	0	0	0
1100	48	0	42	5	0	1	0	0	0	0	0	0	0	0
1200	45	1	39	5	0	0	0	0	0	0	0	0	0	0
1300	41	0	39	2	0	0	0	0	0	0	0	0	0	0
1400	61	0	57	3	0	1	0	0	0	0	0	0	0	0
1500	46	0	41	4	1	0	0	0	0	0	0	0	0	0
1600	52	0	50	2	0	0	0	0	0	0	0	0	0	0
1700	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1800	56	0	55	1	0	0	0	0	0	0	0	0	0	0
1900	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2000	42	0	40	2	0	0	0	0	0	0	0	0	0	0
2100	39	0	39	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	32	2	0	1	0	0	0	0	0	0	0	0
2300	29	0	28	0	0	1	0	0	0	0	0	0	0	0
07-19	**527**	**1**	**490**	**32**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**652**	**1**	**609**	**38**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**716**	**1**	**669**	**40**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**755**	**1**	**704**	**43**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (72) **AM Peak step** 11:00 (48) **PM Peak step** 17:00 (72)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0800	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0900	27	0	26	1	0	0	0	0	0	0	0	0	0	0
1000	37	0	34	3	0	0	0	0	0	0	0	0	0	0
1100	30	0	29	1	0	0	0	0	0	0	0	0	0	0
1200	36	0	35	1	0	0	0	0	0	0	0	0	0	0
1300	38	0	34	4	0	0	0	0	0	0	0	0	0	0
1400	46	0	45	1	0	0	0	0	0	0	0	0	0	0
1500	54	0	45	9	0	0	0	0	0	0	0	0	0	0
1600	49	0	47	1	1	0	0	0	0	0	0	0	0	0
1700	46	0	43	2	0	1	0	0	0	0	0	0	0	0
1800	52	0	46	6	0	0	0	0	0	0	0	0	0	0
1900	33	0	30	3	0	0	0	0	0	0	0	0	0	0
2000	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2100	27	0	24	3	0	0	0	0	0	0	0	0	0	0
2200	37	0	34	3	0	0	0	0	0	0	0	0	0	0
2300	15	0	12	3	0	0	0	0	0	0	0	0	0	0
07-19	**439**	**0**	**407**	**30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**537**	**0**	**495**	**40**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**589**	**0**	**541**	**46**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**625**	**0**	**576**	**47**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (54) **AM Peak step** 10:00 (37) **PM Peak step** 15:00 (54)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0700	29	0	24	5	0	0	0	0	0	0	0	0	0	0
0800	13	0	10	3	0	0	0	0	0	0	0	0	0	0
0900	26	0	21	4	0	1	0	0	0	0	0	0	0	0
1000	21	0	16	5	0	0	0	0	0	0	0	0	0	0
1100	27	0	23	4	0	0	0	0	0	0	0	0	0	0
1200	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1300	36	1	28	7	0	0	0	0	0	0	0	0	0	0
1400	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1500	57	0	46	9	1	1	0	0	0	0	0	0	0	0
1600	58	0	49	9	0	0	0	0	0	0	0	0	0	0
1700	57	1	46	10	0	0	0	0	0	0	0	0	0	0
1800	55	0	48	6	0	1	0	0	0	0	0	0	0	0
1900	37	0	28	8	0	1	0	0	0	0	0	0	0	0
2000	43	0	36	7	0	0	0	0	0	0	0	0	0	0
2100	40	0	37	3	0	0	0	0	0	0	0	0	0	0
2200	32	0	30	2	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	1	0	0	0	0	0	0	0	0	0	0
07-19	**466**	**2**	**385**	**75**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**596**	**2**	**493**	**96**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**644**	**2**	**538**	**99**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**672**	**2**	**562**	**103**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (58) **AM Peak step** 7:00 (29) **PM Peak step** 16:00 (58)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0800	23	0	22	1	0	0	0	0	0	0	0	0	0	0
0900	24	0	21	3	0	0	0	0	0	0	0	0	0	0
1000	23	0	22	1	0	0	0	0	0	0	0	0	0	0
1100	36	0	31	5	0	0	0	0	0	0	0	0	0	0
1200	53	0	45	8	0	0	0	0	0	0	0	0	0	0
1300	38	0	30	7	0	1	0	0	0	0	0	0	0	0
1400	53	0	41	9	3	0	0	0	0	0	0	0	0	0
1500	49	0	38	11	0	0	0	0	0	0	0	0	0	0
1600	66	0	53	12	0	1	0	0	0	0	0	0	0	0
1700	72	0	66	6	0	0	0	0	0	0	0	0	0	0
1800	66	0	50	15	1	0	0	0	0	0	0	0	0	0
1900	53	0	41	10	1	1	0	0	0	0	0	0	0	0
2000	38	0	32	6	0	0	0	0	0	0	0	0	0	0
2100	29	0	23	6	0	0	0	0	0	0	0	0	0	0
2200	34	0	28	5	0	1	0	0	0	0	0	0	0	0
2300	16	1	13	2	0	0	0	0	0	0	0	0	0	0
07-19	**523**	**0**	**436**	**81**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**656**	**0**	**545**	**103**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**706**	**1**	**586**	**110**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**736**	**1**	**612**	**114**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (72) **AM Peak step** 11:00 (36) **PM Peak step** 17:00 (72)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	18	1	1	0	0	0	0	0	0	0	0	0
0700	16	0	14	1	0	1	0	0	0	0	0	0	0	0
0800	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0900	21	0	19	2	0	0	0	0	0	0	0	0	0	0
1000	27	0	21	4	0	2	0	0	0	0	0	0	0	0
1100	29	0	26	3	0	0	0	0	0	0	0	0	0	0
1200	44	0	37	7	0	0	0	0	0	0	0	0	0	0
1300	35	0	30	4	0	1	0	0	0	0	0	0	0	0
1400	50	1	44	4	1	0	0	0	0	0	0	0	0	0
1500	57	0	50	7	0	0	0	0	0	0	0	0	0	0
1600	57	0	46	9	2	0	0	0	0	0	0	0	0	0
1700	72	0	60	12	0	0	0	0	0	0	0	0	0	0
1800	70	0	52	17	0	1	0	0	0	0	0	0	0	0
1900	59	0	49	9	0	1	0	0	0	0	0	0	0	0
2000	56	0	41	15	0	0	0	0	0	0	0	0	0	0
2100	40	0	31	9	0	0	0	0	0	0	0	0	0	0
2200	20	0	16	4	0	0	0	0	0	0	0	0	0	0
2300	16	0	11	5	0	0	0	0	0	0	0	0	0	0
07-19	**497**	**1**	**415**	**73**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**672**	**1**	**554**	**107**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**708**	**1**	**581**	**116**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**731**	**1**	**602**	**118**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (72) **AM Peak step** 11:00 (29) **PM Peak step** 17:00 (72)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	18	0	0	2	0	0	0	0	0	0	0	0
0800	26	0	20	0	3	3	0	0	0	0	0	0	0	0
0900	27	0	21	0	4	2	0	0	0	0	0	0	0	0
1000	25	0	22	0	1	2	0	0	0	0	0	0	0	0
1100	29	0	22	0	4	3	0	0	0	0	0	0	0	0
1200	30	0	23	0	3	4	0	0	0	0	0	0	0	0
1300	40	0	31	0	1	8	0	0	0	0	0	0	0	0
1400	56	0	41	3	2	10	0	0	0	0	0	0	0	0
1500	63	0	56	2	0	5	0	0	0	0	0	0	0	0
1600	59	0	51	2	0	6	0	0	0	0	0	0	0	0
1700	72	0	60	7	1	4	0	0	0	0	0	0	0	0
1800	69	0	57	8	1	3	0	0	0	0	0	0	0	0
1900	58	0	48	5	1	4	0	0	0	0	0	0	0	0
2000	45	0	40	4	1	0	0	0	0	0	0	0	0	0
2100	49	0	44	4	0	1	0	0	0	0	0	0	0	0
2200	29	0	24	3	1	1	0	0	0	0	0	0	0	0
2300	19	0	15	4	0	0	0	0	0	0	0	0	0	0
07-19	**516**	**0**	**422**	**22**	**20**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**681**	**0**	**567**	**35**	**22**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**729**	**0**	**606**	**42**	**23**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**756**	**0**	**631**	**44**	**23**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (72) **AM Peak step** 11:00 (29) **PM Peak step** 17:00 (72)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0700	25	0	24	0	0	1	0	0	0	0	0	0	0	0
0800	16	0	11	4	1	0	0	0	0	0	0	0	0	0
0900	20	0	19	1	0	0	0	0	0	0	0	0	0	0
1000	38	0	29	8	0	1	0	0	0	0	0	0	0	0
1100	35	0	29	5	0	0	1	0	0	0	0	0	0	0
1200	37	0	26	8	1	2	0	0	0	0	0	0	0	0
1300	30	0	26	4	0	0	0	0	0	0	0	0	0	0
1400	54	0	45	9	0	0	0	0	0	0	0	0	0	0
1500	48	0	43	5	0	0	0	0	0	0	0	0	0	0
1600	65	0	59	4	0	2	0	0	0	0	0	0	0	0
1700	59	0	52	5	0	2	0	0	0	0	0	0	0	0
1800	78	0	66	11	0	1	0	0	0	0	0	0	0	0
1900	65	0	60	5	0	0	0	0	0	0	0	0	0	0
2000	51	0	42	8	1	0	0	0	0	0	0	0	0	0
2100	43	0	36	7	0	0	0	0	0	0	0	0	0	0
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	25	1	0	0	0	0	0	0	0	0	0	0
07-19	**505**	**0**	**429**	**64**	**2**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**675**	**0**	**576**	**86**	**3**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**733**	**0**	**633**	**87**	**3**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**763**	**0**	**659**	**91**	**3**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (78) **AM Peak step** 10:00 (38) **PM Peak step** 18:00 (78)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	11	0	7	4	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	2	0	1	0	0	0	0	0	0	0	0
0800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0900	36	0	30	6	0	0	0	0	0	0	0	0	0	0
1000	31	0	31	0	0	0	0	0	0	0	0	0	0	0
1100	45	0	40	5	0	0	0	0	0	0	0	0	0	0
1200	44	0	43	1	0	0	0	0	0	0	0	0	0	0
1300	56	0	51	5	0	0	0	0	0	0	0	0	0	0
1400	62	0	60	2	0	0	0	0	0	0	0	0	0	0
1500	47	1	40	6	0	0	0	0	0	0	0	0	0	0
1600	49	0	43	4	0	2	0	0	0	0	0	0	0	0
1700	59	0	56	3	0	0	0	0	0	0	0	0	0	0
1800	54	0	53	1	0	0	0	0	0	0	0	0	0	0
1900	56	0	51	4	0	1	0	0	0	0	0	0	0	0
2000	46	0	37	8	0	1	0	0	0	0	0	0	0	0
2100	31	1	25	3	2	0	0	0	0	0	0	0	0	0
2200	32	0	28	3	0	1	0	0	0	0	0	0	0	0
2300	24	0	21	3	0	0	0	0	0	0	0	0	0	0
07-19	**510**	**1**	**468**	**38**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**659**	**2**	**596**	**54**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**715**	**2**	**645**	**60**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**747**	**2**	**671**	**66**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 14:00 (62) **AM Peak step** 11:00 (45) **PM Peak step** 14:00 (62)

*** Sunday, February 22, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0900	22	0	20	2	0	0	0	0	0	0	0	0	0	0
1000	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1100	34	0	33	1	0	0	0	0	0	0	0	0	0	0
1200	51	0	44	7	0	0	0	0	0	0	0	0	0	0
1300	47	0	45	2	0	0	0	0	0	0	0	0	0	0
1400	55	0	53	2	0	0	0	0	0	0	0	0	0	0
1500	56	0	54	1	0	1	0	0	0	0	0	0	0	0
1600	49	0	46	2	0	1	0	0	0	0	0	0	0	0
1700	50	0	47	2	0	1	0	0	0	0	0	0	0	0
1800	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1900	55	0	49	5	0	1	0	0	0	0	0	0	0	0
2000	44	0	37	5	0	2	0	0	0	0	0	0	0	0
2100	44	0	42	2	0	0	0	0	0	0	0	0	0	0
2200	31	0	30	1	0	0	0	0	0	0	0	0	0	0
2300	15	0	13	2	0	0	0	0	0	0	0	0	0	0
07-19	**467**	**0**	**439**	**25**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**617**	**0**	**574**	**37**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**663**	**0**	**617**	**40**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**706**	**0**	**655**	**45**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 15:00 (56) **AM Peak step** 10:00 (34) **PM Peak step** 15:00 (56)

*** Monday, February 23, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0700	24	0	24	0	0	0	0	0	0	0	0	0	0	0
0800	34	0	32	2	0	0	0	0	0	0	0	0	0	0
0900	32	0	31	1	0	0	0	0	0	0	0	0	0	0
1000	28	0	26	2	0	0	0	0	0	0	0	0	0	0
1100	24	1	19	3	1	0	0	0	0	0	0	0	0	0
1200	42	0	34	8	0	0	0	0	0	0	0	0	0	0
1300	26	0	22	4	0	0	0	0	0	0	0	0	0	0
1400	58	0	54	2	1	1	0	0	0	0	0	0	0	0
1500	50	1	45	4	0	0	0	0	0	0	0	0	0	0
1600	84	0	76	7	0	1	0	0	0	0	0	0	0	0
1700	68	0	63	5	0	0	0	0	0	0	0	0	0	0
1800	72	0	65	7	0	0	0	0	0	0	0	0	0	0
1900	54	0	48	6	0	0	0	0	0	0	0	0	0	0
2000	41	0	41	0	0	0	0	0	0	0	0	0	0	0
2100	40	0	36	4	0	0	0	0	0	0	0	0	0	0
2200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
2300	20	0	18	2	0	0	0	0	0	0	0	0	0	0
07-19	**542**	**2**	**491**	**45**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**691**	**2**	**627**	**58**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**730**	**2**	**663**	**61**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**759**	**2**	**691**	**62**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (84) **AM Peak step** 8:00 (34) **PM Peak step** 16:00 (84)

*** Tuesday, February 24, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	28	2	1	1	0	0	0	0	0	0	0	0
0800	37	0	34	3	0	0	0	0	0	0	0	0	0	0
0900	29	0	28	1	0	0	0	0	0	0	0	0	0	0
1000	26	0	23	2	1	0	0	0	0	0	0	0	0	0
1100	32	1	31	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	35	4	0	0	0	0	0	0	0	0	0	0
1300	45	0	43	2	0	0	0	0	0	0	0	0	0	0
1400	55	0	50	5	0	0	0	0	0	0	0	0	0	0
1500	59	0	54	5	0	0	0	0	0	0	0	0	0	0
1600	73	0	66	5	0	2	0	0	0	0	0	0	0	0
1700	78	0	69	9	0	0	0	0	0	0	0	0	0	0
1800	71	1	62	7	0	1	0	0	0	0	0	0	0	0
1900	59	0	54	5	0	0	0	0	0	0	0	0	0	0
2000	47	0	43	4	0	0	0	0	0	0	0	0	0	0
2100	37	0	33	4	0	0	0	0	0	0	0	0	0	0
2200	30	0	25	5	0	0	0	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0
07-19	**576**	**2**	**523**	**45**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**732**	**2**	**666**	**58**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**776**	**2**	**703**	**65**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**798**	**2**	**723**	**67**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (78) **AM Peak step** 8:00 (37) **PM Peak step** 17:00 (78)

*** Wednesday, February 25, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	27	3	0	1	0	0	0	0	0	0	0	0
0800	34	0	32	2	0	0	0	0	0	0	0	0	0	0
0900	34	0	30	3	1	0	0	0	0	0	0	0	0	0
1000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1100	31	1	26	4	0	0	0	0	0	0	0	0	0	0
1200	43	0	38	4	1	0	0	0	0	0	0	0	0	0
1300	34	0	30	3	1	0	0	0	0	0	0	0	0	0
1400	43	0	40	3	0	0	0	0	0	0	0	0	0	0
1500	64	0	57	6	1	0	0	0	0	0	0	0	0	0
1600	81	0	75	6	0	0	0	0	0	0	0	0	0	0
1700	68	0	63	3	0	2	0	0	0	0	0	0	0	0
1800	65	0	54	10	0	1	0	0	0	0	0	0	0	0
1900	66	0	62	4	0	0	0	0	0	0	0	0	0	0
2000	47	0	41	5	0	1	0	0	0	0	0	0	0	0
2100	40	0	33	6	0	1	0	0	0	0	0	0	0	0
2200	31	0	28	3	0	0	0	0	0	0	0	0	0	0
2300	21	0	18	3	0	0	0	0	0	0	0	0	0	0
07-19	**545**	**1**	**489**	**47**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**713**	**1**	**640**	**62**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**765**	**1**	**686**	**68**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**789**	**1**	**709**	**69**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (81) **AM Peak step** 8:00 (34) **PM Peak step** 16:00 (81)

*** Thursday, February 26, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	0	0	1	0	0	0	0	0	0	0	0
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	29	1	1	0	0	0	0	0	0	0	0	0
0800	35	0	32	3	0	0	0	0	0	0	0	0	0	0
0900	33	1	31	1	0	0	0	0	0	0	0	0	0	0
1000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
1100	28	0	26	2	0	0	0	0	0	0	0	0	0	0
1200	39	1	35	2	1	0	0	0	0	0	0	0	0	0
1300	42	1	35	4	1	1	0	0	0	0	0	0	0	0
1400	50	0	44	5	1	0	0	0	0	0	0	0	0	0
1500	42	0	38	4	0	0	0	0	0	0	0	0	0	0
1600	62	0	58	4	0	0	0	0	0	0	0	0	0	0
1700	92	0	85	7	0	0	0	0	0	0	0	0	0	0
1800	73	0	66	7	0	0	0	0	0	0	0	0	0	0
1900	76	0	68	8	0	0	0	0	0	0	0	0	0	0
2000	47	1	41	5	0	0	0	0	0	0	0	0	0	0
2100	51	0	42	9	0	0	0	0	0	0	0	0	0	0
2200	27	0	27	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	20	3	0	0	0	0	0	0	0	0	0	0
07-19	**547**	**3**	**498**	**41**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**736**	**4**	**664**	**63**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**786**	**4**	**711**	**66**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**818**	**4**	**740**	**68**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (92) **AM Peak step** 8:00 (35) **PM Peak step** 17:00 (92)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5437 -- English (ENU)

Datasets:
Site: **[7] SPACE PARK WAY W OF SANTIAGO VILLA ENTRANCE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1600	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1700	17	0	17	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**132**	**0**	**127**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**165**	**0**	**160**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**170**	**0**	**165**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**183**	**0**	**177**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (17) **AM Peak step** 9:00 (15) **PM Peak step** 17:00 (17)

*** Monday, February 9, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	11	0	9	1	0	0	0	1	0	0	0	0	0	0
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1600	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1700	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	9	1	8	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**145**	**0**	**135**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**183**	**0**	**173**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**193**	**2**	**181**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**205**	**2**	**193**	**9**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (16) **AM Peak step** 7:00 (16) **PM Peak step** 14:00 (16)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0600	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0800	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1000	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	0	1	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	7	1	6	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	13	1	0	0	1	0	0	0	0	0	0	0
1800	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**135**	**1**	**122**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**171**	**1**	**157**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**178**	**1**	**164**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**190**	**1**	**172**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (15) **AM Peak step** 7:00 (14) **PM Peak step** 17:00 (15)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	19	0	15	3	1	0	0	0	0	0	0	0	0	0
0800	15	0	11	4	0	0	0	0	0	0	0	0	0	0
0900	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1000	18	0	17	1	0	0	0	0	0	0	0	0	0	0
1100	8	0	6	1	0	0	1	0	0	0	0	0	0	0
1200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1300	13	2	10	1	0	0	0	0	0	0	0	0	0	0
1400	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1500	21	0	18	3	0	0	0	0	0	0	0	0	0	0
1600	13	0	9	4	0	0	0	0	0	0	0	0	0	0
1700	23	0	19	4	0	0	0	0	0	0	0	0	0	0
1800	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1900	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**199**	**2**	**168**	**27**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**235**	**2**	**200**	**31**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**244**	**2**	**209**	**31**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**253**	**2**	**218**	**31**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (23) **AM Peak step** 9:00 (20) **PM Peak step** 17:00 (23)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0600	14	1	12	1	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0800	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0900	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1400	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1700	23	1	21	1	0	0	0	0	0	0	0	0	0	0
1800	16	0	12	4	0	0	0	0	0	0	0	0	0	0
1900	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**165**	**1**	**148**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**217**	**2**	**196**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**227**	**2**	**205**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**241**	**2**	**215**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (23) **AM Peak step** 7:00 (18) **PM Peak step** 17:00 (23)

*** Friday, February 13, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	12	1	9	2	0	0	0	0	0	0	0	0	0	0
0700	23	2	18	3	0	0	0	0	0	0	0	0	0	0
0800	20	0	15	5	0	0	0	0	0	0	0	0	0	0
0900	20	0	16	4	0	0	0	0	0	0	0	0	0	0
1000	16	0	13	3	0	0	0	0	0	0	0	0	0	0
1100	19	0	18	1	0	0	0	0	0	0	0	0	0	0
1200	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1300	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1400	10	1	7	2	0	0	0	0	0	0	0	0	0	0
1500	16	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1700	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1800	26	0	24	1	0	1	0	0	0	0	0	0	0	0
1900	21	0	21	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**204**	**3**	**174**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**257**	**4**	**224**	**28**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**273**	**4**	**240**	**28**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**285**	**4**	**252**	**28**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (26) **AM Peak step** 7:00 (23) **PM Peak step** 18:00 (26)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1100	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1600	19	0	19	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**147**	**0**	**145**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**178**	**0**	**176**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**187**	**0**	**185**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**198**	**0**	**194**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (19) **AM Peak step** 10:00 (15) **PM Peak step** 16:00 (19)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	21	0	20	1	0	0	0	0	0	0	0	0	0	0
1700	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	13	5	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**131**	**0**	**128**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**166**	**0**	**157**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**174**	**0**	**163**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**187**	**0**	**176**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 16:00 (21) **AM Peak step** 10:00 (15) **PM Peak step** 16:00 (21)

*** Monday, February 16, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0600	9	0	4	5	0	0	0	0	0	0	0	0	0	0
0700	6	0	4	1	0	0	1	0	0	0	0	0	0	0
0800	10	0	8	1	0	1	0	0	0	0	0	0	0	0
0900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1100	14	1	9	3	0	1	0	0	0	0	0	0	0	0
1200	19	0	14	5	0	0	0	0	0	0	0	0	0	0
1300	14	1	9	4	0	0	0	0	0	0	0	0	0	0
1400	16	0	12	4	0	0	0	0	0	0	0	0	0	0
1500	19	0	16	2	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	17	0	14	3	0	0	0	0	0	0	0	0	0	0
1900	14	0	13	1	0	0	0	0	0	0	0	0	0	0
2000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
2100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**170**	**2**	**131**	**33**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**216**	**2**	**168**	**42**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**227**	**2**	**179**	**42**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**233**	**2**	**183**	**44**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 12:00 (19) **AM Peak step** 10:00 (14) **PM Peak step** 12:00 (19)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0800	8	1	6	1	0	0	0	0	0	0	0	0	0	0
0900	19	0	17	2	0	0	0	0	0	0	0	0	0	0
1000	9	0	7	1	1	0	0	0	0	0	0	0	0	0
1100	16	0	13	2	0	0	1	0	0	0	0	0	0	0
1200	10	0	7	2	0	1	0	0	0	0	0	0	0	0
1300	14	0	11	2	0	1	0	0	0	0	0	0	0	0
1400	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1500	9	0	6	2	0	1	0	0	0	0	0	0	0	0
1600	19	0	14	4	0	1	0	0	0	0	0	0	0	0
1700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	20	0	17	3	0	0	0	0	0	0	0	0	0	0
1900	17	0	12	5	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	0	0	1	0	0	0	0	0	0	0	0
2100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07-19	**169**	**1**	**138**	**24**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**209**	**1**	**171**	**30**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**220**	**1**	**181**	**31**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**236**	**1**	**196**	**32**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (20) **AM Peak step** 9:00 (19) **PM Peak step** 18:00 (20)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0800	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0900	19	0	12	7	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1100	19	1	13	5	0	0	0	0	0	0	0	0	0	0
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1400	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1500	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	25	1	22	2	0	0	0	0	0	0	0	0	0	0
1900	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**179**	**2**	**148**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**231**	**2**	**198**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**238**	**2**	**205**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**247**	**2**	**211**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (25) **AM Peak step** 9:00 (19) **PM Peak step** 18:00 (25)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	2	3	0	0	0	0	0	0	0	0	0	0
0600	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0700	11	1	10	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	12	0	9	0	0	0	0	0	0	0	0	0
0900	13	0	9	0	4	0	0	0	0	0	0	0	0	0
1000	16	1	10	0	3	2	0	0	0	0	0	0	0	0
1100	14	0	10	0	3	1	0	0	0	0	0	0	0	0
1200	10	0	7	0	0	3	0	0	0	0	0	0	0	0
1300	9	0	7	0	0	2	0	0	0	0	0	0	0	0
1400	10	1	9	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	8	3	0	2	0	0	0	0	0	0	0	0
1600	18	1	14	2	0	1	0	0	0	0	0	0	0	0
1700	15	0	13	0	0	2	0	0	0	0	0	0	0	0
1800	22	0	19	2	0	1	0	0	0	0	0	0	0	0
1900	21	0	19	1	0	1	0	0	0	0	0	0	0	0
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2100	11	0	9	0	0	2	0	0	0	0	0	0	0	0
2200	5	0	2	3	0	0	0	0	0	0	0	0	0	0
2300	4	0	1	3	0	0	0	0	0	0	0	0	0	0
07-19	**172**	**4**	**128**	**7**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**221**	**4**	**171**	**10**	**19**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**230**	**4**	**174**	**16**	**19**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**241**	**4**	**181**	**20**	**19**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 18:00 (22) **AM Peak step** 8:00 (21) **PM Peak step** 18:00 (22)

*** Friday, February 20, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	5	2	0	1	0	0	0	0	0	0	0	0
0700	14	1	9	3	0	1	0	0	0	0	0	0	0	0
0800	11	0	8	1	0	2	0	0	0	0	0	0	0	0
0900	15	0	12	2	1	0	0	0	0	0	0	0	0	0
1000	22	0	15	6	1	0	0	0	0	0	0	0	0	0
1100	20	2	13	5	0	0	0	0	0	0	0	0	0	0
1200	12	0	8	4	0	0	0	0	0	0	0	0	0	0
1300	15	1	10	4	0	0	0	0	0	0	0	0	0	0
1400	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1500	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1700	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1800	12	0	9	3	0	0	0	0	0	0	0	0	0	0
1900	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2000	14	1	13	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**177**	**4**	**130**	**38**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**225**	**5**	**171**	**43**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**236**	**5**	**182**	**43**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**246**	**5**	**190**	**45**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 10:00 (22) **AM Peak step** 10:00 (22) **PM Peak step** 19:00 (16)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1000	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1100	22	0	18	4	0	0	0	0	0	0	0	0	0	0
1200	18	0	16	2	0	0	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	11	1	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**164**	**0**	**148**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**196**	**0**	**179**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**213**	**0**	**196**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**220**	**0**	**202**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 11:00 (22) **AM Peak step** 11:00 (22) **PM Peak step** 12:00 (18)

*** Sunday, February 22, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1200	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1300	9	0	7	1	0	1	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1500	14	0	14	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	16	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	16	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**120**	**0**	**115**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**157**	**0**	**152**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**167**	**0**	**162**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**176**	**0**	**170**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (16) **AM Peak step** 10:00 (12) **PM Peak step** 17:00 (16)

*** Monday, February 23, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0800	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0900	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	10	0	10	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1200	16	1	13	1	0	1	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1400	12	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	13	1	1	0	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**147**	**1**	**133**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**177**	**1**	**163**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**183**	**1**	**168**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**189**	**1**	**174**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (16) **AM Peak step** 7:00 (16) **PM Peak step** 12:00 (16)

*** Tuesday, February 24, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1500	15	0	14	1	0	0	0	0	0	0	0	0	0	0
1600	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**139**	**0**	**131**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**180**	**0**	**170**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**182**	**0**	**172**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**194**	**0**	**184**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (18) **AM Peak step** 10:00 (16) **PM Peak step** 17:00 (18)

*** Wednesday, February 25, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0800	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0900	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	15	0	15	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1900	18	0	16	2	0	0	0	0	0	0	0	0	0	0
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**135**	**0**	**122**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**178**	**0**	**161**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**186**	**0**	**169**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**196**	**0**	**179**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 19:00 (18) **AM Peak step** 9:00 (13) **PM Peak step** 19:00 (18)

*** Thursday, February 26, 2026**

Time <--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0700	20	0	16	3	0	0	1	0	0	0	0	0	0	0
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0900	16	1	9	6	0	0	0	0	0	0	0	0	0	0
1000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
1200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1300	10	0	8	1	0	1	0	0	0	0	0	0	0	0
1400	11	0	10	0	0	0	1	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	10	2	0	0	0	0	0	0	0	0	0	0
2000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**156**	**1**	**139**	**13**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**198**	**1**	**176**	**18**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**212**	**1**	**190**	**18**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**220**	**1**	**198**	**18**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 7:00 (20) **AM Peak step** 7:00 (20) **PM Peak step** 18:00 (18)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5443 -- English (ENU)

Datasets:
Site: **[10] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 15
Speed range: 0 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	13	13
0900	16	16
1000	25	25
1100	38	38
1200	41	41
1300	40	40
1400	38	38
1500	27	27
1600	22	22
1700	16	16
1800	2	2
1900	2	2
2000	0	0
2100	1	1
2200	1	1
2300	0	0
07-19	**280**	**280**
06-22	**283**	**283**
06-00	**284**	**284**
00-00	**284**	**284**

Peak step 12:00 (41) **AM Peak step** 11:00 (38) **PM Peak step** 12:00 (41)

*** Monday, February 9, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	32	32
0800	56	56
0900	60	60
1000	25	25
1100	30	30
1200	15	15
1300	13	13
1400	10	10
1500	16	16
1600	12	12
1700	14	14
1800	8	8
1900	1	1
2000	0	0
2100	1	1
2200	1	1
2300	1	1
07-19	**291**	**291**
06-22	**298**	**298**
06-00	**300**	**300**
00-00	**300**	**300**

Peak step 9:00 (60) **AM Peak step** 9:00 (60) **PM Peak step** 15:00 (16)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	5	5
0700	26	26
0800	69	69
0900	60	60
1000	22	22
1100	13	13
1200	6	6
1300	8	8
1400	1	1
1500	6	6
1600	6	6
1700	8	8
1800	0	0
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**225**	**225**
06-22	**234**	**234**
06-00	**235**	**235**
00-00	**236**	**236**

Peak step 8:00 (69) **AM Peak step** 8:00 (69) **PM Peak step** 13:00 (8)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	10	10
0800	31	31
0900	32	32
1000	11	11
1100	7	7
1200	7	7
1300	3	3
1400	1	1
1500	3	3
1600	9	9
1700	10	10
1800	0	0
1900	2	2
2000	0	0
2100	1	1
2200	1	1
2300	1	1
07-19	**124**	**124**
06-22	**128**	**128**
06-00	**130**	**130**
00-00	**130**	**130**

Peak step 9:00 (32) **AM Peak step** 9:00 (32) **PM Peak step** 17:00 (10)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	5	5
0700	24	24
0800	63	63
0900	61	61
1000	34	34
1100	34	34
1200	16	16
1300	21	21
1400	13	13
1500	19	19
1600	22	22
1700	20	20
1800	7	7
1900	3	3
2000	1	1
2100	2	2
2200	0	0
2300	1	1
07-19	**334**	**334**
06-22	**345**	**345**
06-00	**346**	**346**
00-00	**347**	**347**

Peak step 8:00 (63) **AM Peak step** 8:00 (63) **PM Peak step** 16:00 (22)

*** Friday, February 13, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	5	5
0700	26	26
0800	33	33
0900	40	40
1000	31	31
1100	24	24
1200	28	28
1300	24	24
1400	13	13
1500	17	17
1600	17	17
1700	15	15
1800	3	3
1900	4	4
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**271**	**271**
06-22	**281**	**281**
06-00	**282**	**282**
00-00	**282**	**282**

Peak step 9:00 (40) **AM Peak step** 9:00 (40) **PM Peak step** 12:00 (28)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	6	6
0800	12	12
0900	20	20
1000	30	30
1100	25	25
1200	21	21
1300	30	30
1400	14	14
1500	22	22
1600	13	13
1700	9	9
1800	3	3
1900	2	2
2000	0	0
2100	0	0
2200	3	3
2300	2	2
07-19	**205**	**205**
06-22	**208**	**208**
06-00	**213**	**213**
00-00	**215**	**215**

Peak step 10:00 (30) **AM Peak step** 10:00 (30) **PM Peak step** 13:00 (30)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	3	3
0800	6	6
0900	16	16
1000	21	21
1100	16	16
1200	4	4
1300	11	11
1400	10	10
1500	7	7
1600	11	11
1700	4	4
1800	5	5
1900	1	1
2000	0	0
2100	1	1
2200	3	3
2300	0	0
07-19	**114**	**114**
06-22	**117**	**117**
06-00	**120**	**120**
00-00	**121**	**121**

Peak step 10:00 (21) **AM Peak step** 10:00 (21) **PM Peak step** 13:00 (11)

*** Monday, February 16, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	0	0
0800	1	1
0900	0	0
1000	0	0
1100	2	2
1200	3	3
1300	1	1
1400	3	3
1500	1	1
1600	0	0
1700	5	5
1800	2	2
1900	0	0
2000	1	1
2100	0	0
2200	2	2
2300	1	1
07-19	**18**	**18**
06-22	**19**	**19**
06-00	**22**	**22**
00-00	**22**	**22**

Peak step 17:00 (5) **AM Peak step** 11:00 (2) **PM Peak step** 17:00 (5)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	2	2
0700	5	5
0800	16	16
0900	12	12
1000	7	7
1100	2	2
1200	2	2
1300	0	0
1400	0	0
1500	1	1
1600	3	3
1700	2	2
1800	2	2
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	1	1
07-19	**52**	**52**
06-22	**54**	**54**
06-00	**55**	**55**
00-00	**56**	**56**

Peak step 8:00 (16) **AM Peak step** 8:00 (16) **PM Peak step** 16:00 (3)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	3	3
0700	11	11
0800	25	25
0900	39	39
1000	10	10
1100	5	5
1200	8	8
1300	4	4
1400	5	5
1500	2	2
1600	3	3
1700	11	11
1800	0	0
1900	1	1
2000	0	0
2100	0	0
2200	0	0
2300	1	1
07-19	**123**	**123**
06-22	**127**	**127**
06-00	**128**	**128**
00-00	**129**	**129**

Peak step 9:00 (39) **AM Peak step** 9:00 (39) **PM Peak step** 17:00 (11)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	8	8
0800	21	21
0900	22	22
1000	8	8
1100	10	10
1200	4	4
1300	7	7
1400	7	7
1500	11	11
1600	6	6
1700	9	9
1800	2	2
1900	2	2
2000	2	2
2100	1	1
2200	0	0
2300	0	0
07-19	**115**	**115**
06-22	**121**	**121**
06-00	**121**	**121**
00-00	**121**	**121**

Peak step 9:00 (22) **AM Peak step** 9:00 (22) **PM Peak step** 15:00 (11)

*** Friday, February 20, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	4	4
0700	16	16
0800	30	30
0900	36	36
1000	16	16
1100	22	22
1200	16	16
1300	20	20
1400	11	11
1500	8	8
1600	17	17
1700	13	13
1800	2	2
1900	3	3
2000	0	0
2100	1	1
2200	0	0
2300	0	0
07-19	**207**	**207**
06-22	**215**	**215**
06-00	**215**	**215**
00-00	**215**	**215**

Peak step 9:00 (36) **AM Peak step** 9:00 (36) **PM Peak step** 13:00 (20)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 15
0000	2	2
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	10	10
0800	11	11
0900	15	15
1000	22	22
1100	20	20
1200	21	21
1300	26	26
1400	40	40
1500	36	36
1600	24	24
1700	14	14
1800	4	4
1900	2	2
2000	0	0
2100	3	3
2200	0	0
2300	0	0
07-19	**243**	**243**
06-22	**249**	**249**
06-00	**249**	**249**
00-00	**251**	**251**

Peak step 14:00 (40) **AM Peak step** 10:00 (22) **PM Peak step** 14:00 (40)

Traffic Data Service -- San Jose, CA
Class Report

CustomList-5444 -- English (ENU)

Datasets:
Site: **[10] STEVENS CREEK TRAIL BT MOFFETT BLVD AND LA AVENIDA**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 15
Speed range: 0 - 100 mph.
Direction: South (bound), P = North, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Bicycle_15_scheme)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Sunday, February 8, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	2	2
0800	7	7
0900	9	9
1000	17	17
1100	34	34
1200	39	39
1300	26	26
1400	39	39
1500	44	44
1600	33	33
1700	20	20
1800	5	5
1900	3	3
2000	1	1
2100	0	0
2200	1	1
2300	0	0
07-19	**275**	**275**
06-22	**279**	**279**
06-00	**280**	**280**
00-00	**281**	**281**

Peak step 15:00 (44) **AM Peak step** 11:00 (34) **PM Peak step** 15:00 (44)

*** Monday, February 9, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	2	2
0700	5	5
0800	10	10
0900	9	9
1000	6	6
1100	5	5
1200	24	24
1300	21	21
1400	21	21
1500	29	29
1600	45	45
1700	64	64
1800	44	44
1900	11	11
2000	10	10
2100	1	1
2200	3	3
2300	4	4
07-19	**283**	**283**
06-22	**307**	**307**
06-00	**314**	**314**
00-00	**317**	**317**

Peak step 17:00 (64) **AM Peak step** 8:00 (10) **PM Peak step** 17:00 (64)

*** Tuesday, February 10, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	1	1
0700	5	5
0800	8	8
0900	13	13
1000	11	11
1100	4	4
1200	8	8
1300	14	14
1400	12	12
1500	9	9
1600	30	30
1700	49	49
1800	23	23
1900	14	14
2000	5	5
2100	5	5
2200	1	1
2300	1	1
07-19	**186**	**186**
06-22	**211**	**211**
06-00	**213**	**213**
00-00	**217**	**217**

Peak step 17:00 (49) **AM Peak step** 9:00 (13) **PM Peak step** 17:00 (49)

*** Wednesday, February 11, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	1	1
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	4	4
0800	2	2
0900	3	3
1000	6	6
1100	2	2
1200	2	2
1300	6	6
1400	2	2
1500	8	8
1600	17	17
1700	34	34
1800	21	21
1900	15	15
2000	2	2
2100	3	3
2200	2	2
2300	0	0
07-19	**107**	**107**
06-22	**128**	**128**
06-00	**130**	**130**
00-00	**133**	**133**

Peak step 17:00 (34) **AM Peak step** 10:00 (6) **PM Peak step** 17:00 (34)

*** Thursday, February 12, 2026**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	1	1
0600	1	1
0700	5	5
0800	11	11
0900	11	11
1000	10	10
1100	10	10
1200	15	15
1300	17	17
1400	33	33
1500	30	30
1600	62	62
1700	69	69
1800	46	46
1900	19	19
2000	11	11
2100	5	5
2200	1	1
2300	2	2
07-19	**319**	**319**
06-22	**355**	**355**
06-00	**358**	**358**
00-00	**361**	**361**

Peak step 17:00 (69) **AM Peak step** 8:00 (11) **PM Peak step** 17:00 (69)

*** Friday, February 13, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	3	3
0700	9	9
0800	7	7
0900	6	6
1000	11	11
1100	10	10
1200	17	17
1300	15	15
1400	20	20
1500	27	27
1600	50	50
1700	45	45
1800	27	27
1900	9	9
2000	4	4
2100	4	4
2200	1	1
2300	3	3
07-19	**244**	**244**
06-22	**264**	**264**
06-00	**268**	**268**
00-00	**271**	**271**

Peak step 16:00 (50) **AM Peak step** 10:00 (11) **PM Peak step** 16:00 (50)

*** Saturday, February 14, 2026**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	1	1
0700	7	7
0800	6	6
0900	8	8
1000	17	17
1100	24	24
1200	26	26
1300	33	33
1400	21	21
1500	19	19
1600	29	29
1700	14	14
1800	12	12
1900	4	4
2000	0	0
2100	1	1
2200	2	2
2300	3	3
07-19	**216**	**216**
06-22	**222**	**222**
06-00	**227**	**227**
00-00	**229**	**229**

Peak step 13:00 (33) **AM Peak step** 11:00 (24) **PM Peak step** 13:00 (33)

*** Sunday, February 15, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	0	0
0600	2	2
0700	1	1
0800	6	6
0900	7	7
1000	19	19
1100	23	23
1200	9	9
1300	1	1
1400	7	7
1500	7	7
1600	10	10
1700	3	3
1800	5	5
1900	1	1
2000	1	1
2100	0	0
2200	2	2
2300	1	1
07-19	**98**	**98**
06-22	**102**	**102**
06-00	**105**	**105**
00-00	**105**	**105**

Peak step 11:00 (23) **AM Peak step** 11:00 (23) **PM Peak step** 16:00 (10)

*** Monday, February 16, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	1	1
0400	0	0
0500	0	0
0600	1	1
0700	0	0
0800	2	2
0900	0	0
1000	0	0
1100	0	0
1200	2	2
1300	4	4
1400	2	2
1500	0	0
1600	0	0
1700	1	1
1800	5	5
1900	4	4
2000	1	1
2100	0	0
2200	3	3
2300	0	0
07-19	**16**	**16**
06-22	**22**	**22**
06-00	**25**	**25**
00-00	**26**	**26**

Peak step 18:00 (5) **AM Peak step** 8:00 (2) **PM Peak step** 18:00 (5)

*** Tuesday, February 17, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	2	2
0500	2	2
0600	1	1
0700	1	1
0800	2	2
0900	0	0
1000	0	0
1100	0	0
1200	1	1
1300	1	1
1400	1	1
1500	3	3
1600	16	16
1700	12	12
1800	2	2
1900	4	4
2000	3	3
2100	3	3
2200	2	2
2300	0	0
07-19	**39**	**39**
06-22	**50**	**50**
06-00	**52**	**52**
00-00	**56**	**56**

Peak step 16:00 (16) **AM Peak step** 4:00 (2) **PM Peak step** 16:00 (16)

*** Wednesday, February 18, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	1	1
0500	1	1
0600	1	1
0700	3	3
0800	3	3
0900	4	4
1000	4	4
1100	1	1
1200	0	0
1300	7	7
1400	5	5
1500	11	11
1600	25	25
1700	37	37
1800	12	12
1900	11	11
2000	4	4
2100	3	3
2200	1	1
2300	0	0
07-19	**112**	**112**
06-22	**131**	**131**
06-00	**132**	**132**
00-00	**135**	**135**

Peak step 17:00 (37) **AM Peak step** 9:00 (4) **PM Peak step** 17:00 (37)

*** Thursday, February 19, 2026**

Time <--	Total	Cls 15
0000	1	1
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	1	1
0600	0	0
0700	1	1
0800	2	2
0900	0	0
1000	1	1
1100	2	2
1200	2	2
1300	4	4
1400	9	9
1500	5	5
1600	24	24
1700	26	26
1800	7	7
1900	10	10
2000	3	3
2100	6	6
2200	0	0
2300	1	1
07-19	**83**	**83**
06-22	**102**	**102**
06-00	**103**	**103**
00-00	**105**	**105**

Peak step 17:00 (26) **AM Peak step** 8:00 (2) **PM Peak step** 17:00 (26)

*** Friday, February 20, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	2	2
0600	0	0
0700	4	4
0800	5	5
0900	7	7
1000	7	7
1100	7	7
1200	14	14
1300	16	16
1400	14	14
1500	32	32
1600	35	35
1700	48	48
1800	25	25
1900	4	4
2000	7	7
2100	2	2
2200	1	1
2300	0	0
07-19	**214**	**214**
06-22	**227**	**227**
06-00	**228**	**228**
00-00	**231**	**231**

Peak step 17:00 (48) **AM Peak step** 9:00 (7) **PM Peak step** 17:00 (48)

*** Saturday, February 21, 2026**

Time <--	Total	Cls 15
0000	0	0
0100	0	0
0200	1	1
0300	0	0
0400	0	0
0500	0	0
0600	0	0
0700	5	5
0800	10	10
0900	9	9
1000	13	13
1100	16	16
1200	21	21
1300	18	18
1400	33	33
1500	30	30
1600	23	23
1700	27	27
1800	8	8
1900	3	3
2000	2	2
2100	1	1
2200	2	2
2300	1	1
07-19	**213**	**213**
06-22	**219**	**219**
06-00	**222**	**222**
00-00	**223**	**223**

Peak step 14:00 (33) **AM Peak step** 11:00 (16) **PM Peak step** 14:00 (33)

Appendix C:
Data Tables for Figures

Appendix C: Peak Hour/Peak Period Volume Comparison

Table C1: PEAK HOUR VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK HOUR ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Anonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour (08:30 AM - 09:30 AM)												
Min Volume	447	132	617	1,875	253	2,136	2,053	546	2,624	4,512	956	5,468
Max Volume	697	197	838	2,057	315	2,372	2,402	636	2,987	5,108	1,099	6,103
Weekly Average	583	160	743	1,970	289	2,259	2,263	591	2,854	4,816	1,039	5,855
Range	250	65	221	182	62	236	349	90	363	596	143	635
Min / Average	-23%	-17%	**-17%**	-5%	-12%	**-5%**	-9%	-8%	**-8%**	-6%	-8%	**-7%**
Max / Average	19%	23%	**13%**	4%	9%	**5%**	6%	8%	**5%**	6%	6%	**4%**
Range / Average	43%	41%	30%	9%	21%	10%	15%	15%	13%	12%	14%	11%
PM Peak Hour (04:45 PM - 05:45 PM)												
Min Volume	173	306	479	274	1,532	1,842	787	1,696	2,545	1,296	3,683	5,084
Max Volume	238	460	699	339	1,793	2,132	954	2,008	2,962	1,494	4,126	5,620
Weekly Average	211	372	583	309	1,660	1,969	876	1,875	2,751	1,396	3,908	5,303
Range	65	155	220	65	261	290	167	312	417	198	444	537
Min / Average	-18%	-18%	**-18%**	-11%	-8%	**-6%**	-10%	-10%	**-8%**	-7%	-6%	**-4%**
Max / Average	13%	24%	**20%**	10%	8%	**8%**	9%	7%	**8%**	7%	6%	**6%**
Range / Average	31%	42%	38%	21%	16%	15%	19%	17%	15%	14%	11%	10%

Table C2: PEAK PERIOD VOLUME COMPARISON (COMPARING MIN/MAX VALUES FOR SAME PEAK PERIOD ACROSS BOTH WEEKS)												
	San Antonio Gateway (San Anonio Road + Bayshore Parkway)			Rengstorff Gateway			Shoreline Gateway (Shoreline Boulevard + La Avenida Street)			Gateways Total		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Period (07:45 AM - 10:45 AM)												
Min Volume	1,148	421	1,632	4,261	761	5,022	5,773	1,765	7,546	11,540	2,971	14,511
Max Volume	1,725	658	2,191	4,770	895	5,565	6,502	1,889	8,333	12,919	3,245	15,948
Weekly Average	1,488	498	1,985	4,565	818	5,384	6,219	1,817	8,036	12,272	3,134	15,405
Range	577	237	560	509	134	543	729	123	787	1,379	274	1,437
Min / Average	-23%	-15%	**-18%**	-7%	-7%	**-7%**	-7%	-3%	**-6%**	-6%	-5%	**-6%**
Max / Average	16%	32%	**10%**	4%	9%	**3%**	5%	4%	**4%**	5%	4%	**4%**
Range / Average	39%	47%	28%	11%	16%	10%	12%	7%	10%	11%	9%	9%
PM Peak Period (03:00 PM - 06:00 PM)												
Min Volume	481	1,077	1,593	793	4,181	5,060	2,160	4,732	7,155	3,566	10,420	14,278
Max Volume	654	1,400	2,031	918	4,664	5,552	2,532	5,546	8,077	3,994	11,287	15,255
Weekly Average	579	1,226	1,805	866	4,421	5,287	2,418	5,240	7,659	3,863	10,888	14,750
Range	173	323	438	125	483	492	372	814	922	428	867	977
Min / Average	-17%	-12%	**-12%**	-8%	-5%	**-4%**	-11%	-10%	**-7%**	-8%	-4%	**-3%**
Max / Average	13%	14%	**13%**	6%	5%	**5%**	5%	6%	**5%**	3%	4%	**3%**
Range / Average	30%	26%	24%	14%	11%	9%	15%	16%	12%	11%	8%	7%

Table C3: Tuesday to Thursday Gateway Hourly Vehicle Totals												
	San Antonio / Bayshore			Rengstorff			Shoreline / La Avenida			All Gateways		
Time	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
12:00 AM	10	7	17	9	24	33	61	122	184	80	154	234
12:15 AM	8	6	14	8	22	29	51	108	159	67	135	202
12:30 AM	7	6	13	7	18	25	40	94	134	54	118	171
12:45 AM	7	8	15	7	17	23	36	75	111	50	99	149
1:00 AM	6	9	15	6	17	23	30	59	88	42	84	126
1:15 AM	7	9	16	5	15	21	30	52	81	42	76	118
1:30 AM	8	8	16	7	18	24	33	48	81	47	74	121
1:45 AM	9	7	16	8	31	39	36	59	94	53	97	150
2:00 AM	9	7	16	13	31	43	48	58	105	70	95	165
2:15 AM	9	9	18	13	29	42	51	52	103	73	90	163
2:30 AM	8	9	17	14	26	40	66	51	117	87	86	174
2:45 AM	7	8	15	15	10	25	83	39	122	105	57	162
3:00 AM	10	8	18	20	7	27	107	38	145	136	53	190
3:15 AM	15	6	21	25	11	35	119	47	166	158	63	221
3:30 AM	18	7	25	36	12	48	135	55	190	189	73	263
3:45 AM	21	10	31	60	23	83	177	69	246	258	101	359
4:00 AM	26	18	44	94	27	121	253	80	333	374	125	498
4:15 AM	43	25	68	121	31	152	328	103	431	491	160	651
4:30 AM	64	32	95	159	35	194	435	120	555	658	186	844
4:45 AM	88	43	131	200	30	230	563	136	700	851	209	1060
5:00 AM	116	45	161	273	37	310	735	162	898	1124	244	1368
5:15 AM	133	53	187	332	39	371	844	170	1014	1309	262	1571
5:30 AM	159	59	217	373	47	419	913	207	1120	1445	312	1757
5:45 AM	170	62	232	383	61	444	933	242	1174	1485	365	1850
6:00 AM	179	72	251	391	71	462	915	267	1181	1485	409	1894
6:15 AM	206	88	294	417	81	498	969	333	1302	1591	502	2093
6:30 AM	229	104	333	491	100	590	1075	375	1450	1795	578	2373
6:45 AM	273	116	389	600	135	735	1220	431	1651	2094	682	2775
7:00 AM	318	126	443	710	165	875	1420	497	1916	2447	787	3234
7:15 AM	395	133	528	890	195	1085	1665	516	2181	2950	844	3794
7:30 AM	468	143	611	1103	218	1321	1889	551	2440	3459	912	4371
7:45 AM	527	156	683	1360	224	1584	2101	565	2666	3987	945	4932
8:00 AM	583	162	745	1654	244	1898	2196	575	2771	4432	981	5414
8:15 AM	583	162	745	1862	273	2135	2253	589	2842	4698	1024	5722
8:30 AM	583	160	743	1970	289	2259	2263	591	2854	4816	1039	5855
8:45 AM	573	158	730	1945	298	2243	2235	611	2846	4752	1066	5818
9:00 AM	558	163	721	1832	296	2128	2203	617	2820	4593	1076	5669
9:15 AM	501	171	672	1637	306	1943	2125	630	2755	4263	1107	5369
9:30 AM	440	179	619	1433	300	1733	2021	640	2661	3893	1119	5012
9:45 AM	388	184	573	1261	297	1558	1884	641	2525	3532	1123	4655
10:00 AM	334	188	522	1097	284	1381	1731	621	2353	3162	1094	4255
10:15 AM	307	186	493	985	266	1251	1572	606	2179	2864	1059	3923
10:30 AM	279	190	469	911	264	1175	1454	602	2056	2644	1056	3700
10:45 AM	257	189	445	843	274	1118	1390	610	2000	2490	1073	3563
11:00 AM	234	185	418	762	314	1075	1332	653	1984	2327	1151	3478
11:15 AM	224	187	411	711	351	1062	1282	705	1987	2217	1243	3460
11:30 AM	219	183	401	645	391	1035	1227	765	1991	2090	1338	3428
11:45 AM	210	185	395	587	425	1012	1136	811	1946	1933	1421	3353
12:00 PM	204	204	408	544	448	992	1053	861	1914	1801	1513	3314
12:15 PM	196	232	428	502	471	973	974	926	1900	1672	1629	3301
12:30 PM	192	255	447	453	511	964	885	987	1871	1530	1752	3282
12:45 PM	183	284	467	405	579	984	808	1091	1899	1396	1955	3350
1:00 PM	182	293	475	341	621	962	729	1152	1881	1252	2065	3317
1:15 PM	178	300	478	292	671	962	676	1229	1906	1146	2200	3345
1:30 PM	169	317	487	254	728	982	637	1304	1941	1061	2350	3410
1:45 PM	162	330	491	235	820	1055	611	1430	2041	1008	2579	3587
2:00 PM	151	342	493	222	894	1116	638	1496	2134	1011	2731	3742
2:15 PM	149	370	519	223	1009	1232	661	1566	2227	1033	2945	3978
2:30 PM	148	386	533	229	1103	1332	686	1614	2300	1062	3102	4165
2:45 PM	155	389	544	233	1139	1372	723	1569	2292	1111	3097	4208
3:00 PM	160	407	567	253	1240	1493	730	1629	2358	1143	3276	4418
3:15 PM	175	431	607	262	1313	1575	759	1633	2392	1197	3376	4573
3:30 PM	188	448	636	272	1433	1705	755	1723	2478	1215	3604	4819
3:45 PM	196	466	662	277	1523	1800	775	1748	2523	1248	3738	4985
4:00 PM	208	460	668	291	1598	1889	779	1815	2594	1278	3873	5150
4:15 PM	211	423	634	292	1662	1954	804	1851	2655	1307	3937	5244
4:30 PM	211	396	607	300	1684	1984	864	1837	2700	1375	3916	5290
4:45 PM	211	372	583	309	1660	1969	876	1875	2751	1396	3908	5303
5:00 PM	211	360	571	322	1583	1905	910	1797	2707	1442	3740	5182
5:15 PM	190	324	514	322	1490	1811	885	1715	2599	1396	3528	4924
5:30 PM	172	292	464	300	1281	1581	869	1568	2437	1341	3141	4482
5:45 PM	160	260	420	289	1125	1413	845	1455	2300	1294	2839	4133
6:00 PM	139	231	369	281	1027	1308	803	1400	2203	1223	2657	3880
6:15 PM	128	205	332	280	941	1221	769	1369	2137	1177	2514	3690
6:30 PM	117	179	297	289	902	1191	720	1350	2070	1126	2431	3557
6:45 PM	102	152	254	273	883	1156	681	1296	1977	1056	2331	3387
7:00 PM	93	127	221	227	795	1022	617	1203	1819	937	2125	3061
7:15 PM	81	103	184	190	666	856	555	1065	1620	825	1833	2659
7:30 PM	68	87	155	149	557	706	472	938	1410	689	1583	2271
7:45 PM	57	73	129	117	421	538	395	772	1167	569	1266	1834
8:00 PM	45	57	101	93	321	414	350	676	1025	487	1053	1541
8:15 PM	42	52	94	81	262	342	321	633	953	443	946	1389
8:30 PM	42	43	84	66	234	300	311	566	877	419	843	1261
8:45 PM	40	39	79	62	215	277	296	554	850	399	808	1207
9:00 PM	41	33	73	58	213	271	285	524	809	383	770	1153
9:15 PM	37	29	66	50	172	222	265	456	721	353	657	1010
9:30 PM	32	26	58	48	136	184	244	425	669	324	586	910
9:45 PM	26	20	46	44	112	156	213	396	609	283	528	811
10:00 PM	22	17	40	35	79	114	177	331	508	234	428	662
10:15 PM	21	14	35	32	69	100	152	289	441	205	371	576
10:30 PM	20	11	31	27	63	89	126	249	376	172	323	496
10:45 PM	20	10	30	20	48	68	120	199	319	160	257	417
11:00 PM	18	8	25	17	43	59	108	177	286	143	228	370

Table C4: Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Wth TNC Drivers and Without Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	89%	74%	4,450	4,448
HOV with TNC3+ and AV2+	5%	9%	262	542
Transit	2%	14%	104	854
Bike	3%	2%	145	145
Ped	1%	1%	57	57
Total	**100%**	**100%**	**5,018**	**6,046**

Table C5 (Figure 4-7): Existing Morning Inbound Peak Hour Mode Share for Vehicles and Persons (Without TNC Drivers and Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	89%	74%	4,450	4,401
HOV with TNC3+ and AV2+	5%	9%	262	539
Transit	2%	14%	104	854
Bike	3%	2%	145	145
Ped	1%	1%	57	57
Total	**100%**	**100%**	**5,018**	**5,996**

Table C6: Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (With TNC Drivers and Without Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	82%	66%	3,390	3,392
HOV with TNC3+ and AV2+	11%	17%	436	892
Transit	2%	12%	82	587
Bike	3%	3%	144	144
Ped	2%	2%	78	78
Total	**100%**	**100%**	**4,130**	**5,093**

Table C7 (Figure 4-8): Existing Evening Outbound Peak Hour Mode Share for Vehicles and Persons (Without TNC Drivers and Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	82%	66%	3,390	3,351
HOV with TNC3+ and AV2+	11%	17%	436	884
Transit	2%	12%	82	587
Bike	3%	3%	144	144
Ped	2%	2%	78	78
Total	**100%**	**100%**	**4,130**	**5,044**

Table C8 (Figure 4-9 & 4-10): Existing Inbound Morning Peak Hour Persons by Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	12%	14%	34%	3%	3%	15%	516	73	290	4	2	885
Rengstorff	42%	29%	48%	7%	4%	40%	1,833	158	407	11	2	2,411
Shoreline	46%	57%	18%	5%	14%	42%	2,052	308	157	8	8	2,533
Permanente Creek	0%	0%	0%	28%	31%	1%	0	0	0	40	18	58
Stevens Creek Trail	0%	0%	0%	57%	48%	2%	0	0	0	82	27	109
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**4,401**	**539**	**854**	**145**	**57**	**5,996**

Table C9 (Figure 4-11 & 4-12): Existing Outbound Evening Peak Hour Persons by Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	10%	5%	33%	5%	3%	11%	327	46	194	7	2	576
Rengstorff	44%	33%	55%	4%	3%	41%	1,462	296	324	6	2	2,090
Shoreline	46%	62%	12%	8%	8%	44%	1,562	542	69	12	6	2,191
Permanente Creek	0%	0%	0%	32%	38%	2%	0	0	0	46	30	76
Stevens Creek Trail	0%	0%	0%	51%	48%	2%	0	0	0	73	38	111
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**3,351**	**884**	**587**	**144**	**78**	**5,044**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

**Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.

Table C10: Existing Morning Inbound Peak Period Mode Share for Vehicles and Persons (With TNC Drivers and Without Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	88%	74%	11,263	11,233
HOV with TNC3+ and AV2+	6%	10%	712	1,480
Transit	2%	13%	297	2,023
Bike	3%	2%	333	333
Ped	1%	1%	157	157
Total	**100%**	**100%**	**12,762**	**15,226**

Table C11: Existing Morning Inbound Peak Period Mode Share for Vehicles and Persons (Without TNC Drivers and Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	88%	74%	11,263	11,081
HOV with TNC3+ and AV2+	6%	10%	712	1,466
Transit	2%	13%	297	2,023
Bike	3%	2%	333	333
Ped	1%	1%	157	157
Total	**100%**	**100%**	**12,762**	**15,060**

Table C12: Existing Evening Outbound Peak Period Mode Share for Vehicles and Persons (With TNC Drivers and Without Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	83%	65%	9,449	9,470
HOV with TNC3+ and AV2+	10%	17%	1,188	2,428
Transit	2%	15%	251	2,111
Bike	3%	2%	314	314
Ped	2%	1%	186	186
Total	**100%**	**100%**	**11,388**	**14,509**

Table C13: Existing Evening Outbound Peak Period Mode Share for Vehicles and Persons (Without TNC Drivers and Empty AVs)

	Vehicle	Persons	Vehicle Volume	Person Volume
SOV with TNC1/2 and AV0/1	83%	65%	9,449	9,329
HOV with TNC3+ and AV2+	10%	17%	1,188	2,412
Transit	2%	15%	251	2,111
Bike	3%	2%	314	314
Ped	2%	1%	186	186
Total	**100%**	**100%**	**11,388**	**14,352**

Table C14 (Figure 4-13): Existing Inbound Morning Peak Period Persons by Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	12%	13%	33%	4%	3%	15%	1,302	197	677	13	5	2,194
Rengstorff	37%	30%	49%	6%	4%	37%	4,152	437	974	21	7	5,590
Shoreline	51%	57%	18%	6%	12%	45%	5,627	832	372	21	19	6,871
Permanente Creek	0%	0%	0%	31%	35%	1%	0	0	0	102	54	156
Stevens Creek Trail	0%	0%	0%	53%	46%	2%	0	0	0	177	72	249
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**11,081**	**1,466**	**2,023**	**333**	**157**	**15,060**

Table C15 (Figure 4-13): Existing Outbound Evening Peak Period Persons by Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV & SOV TNC* & SOV AV**	HOV & HOV TNC* & HOV AV**	Transit	Bike	Ped	Total	SOV	HOV	Transit	Bike	Ped	Total
San Antonio	11%	7%	38%	6%	2%	14%	1,068	169	798	18	4	2,057
Rengstorff	41%	36%	49%	5%	3%	40%	3,848	866	1,034	17	5	5,770
Shoreline	48%	57%	13%	7%	9%	43%	4,413	1,377	279	22	16	6,107
Permanente Creek	0%	0%	0%	29%	39%	1%	0	0	0	91	72	163
Stevens Creek Trail	0%	0%	0%	53%	47%	2%	0	0	0	166	89	255
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**9,329**	**2,412**	**2,111**	**314**	**186**	**14,352**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) TNC1 and one-passenger TNC2 vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV).

**Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary.

Table C16 (Figure 5-5, 5-6, 5-7): Historical Inbound Morning Peak Hour Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	51%	55%	53%	60%	56%	52%	49%	52%	52.0%	55%	50%	57%	-	-	70%	62%	69%	64%	64%	63%	64%	70%	66%	74%
HOV	12%	12%	14%	17%	14%	13%	15%	14%	12%	12%	8%	11%	-	-	13%	18%	10%	10%	12%	17%	16%	11%	10%	9%
Transit	33%	26%	26%	17%	23%	28%	32%	30%	32%	31%	37%	28%	-	-	11%	15%	17%	23%	20%	16%	16%	16%	21%	14%
Bike	3%	6%	6%	5%	6%	6%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	3%	2%	3%	3%	3%	2%	2%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	-	-	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
										*	*	*	**	**	*	*	***	***	***	***	***	***	****	****

Table C17 (Figure 5-8): Historical Inbound Morning Peak Period (7-10 AM) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	58%	56%	55%	61%	55%	55%	48%	52%	54%	57%	51%	60%	-	-	70%	66%	68%	64%	63%	64%	63%	70%	67%	73%
HOV	13%	13%	14%	14%	14%	13%	14%	14%	12%	12%	8%	11%	-	-	12%	19%	9%	10%	12%	15%	20%	11%	12%	10%
Transit	25%	25%	24%	19%	23%	26%	34%	30%	30%	28%	36%	25%	-	-	12%	10%	21%	23%	21%	17%	13%	16%	18%	14%
Bike	3%	5%	6%	5%	7%	5%	3%	3%	3%	2%	4%	3%	-	-	4%	3%	1%	2%	3%	3%	3%	2%	2%	2%
Ped	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
										*	*	*	**	**	*	*	***	***	***	***	***	***	****	****

Table C18 (Figure 5-9, 5-10, 5-11): Historical Inbound Morning Peak Period (Actual Peak) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	49%	52%	55%	56%	52%	61%	-	-	72%	67%	74%	65%	66%	66%	64%	71%	68%	74%
HOV	-	-	-	-	-	-	15%	14%	12%	12%	9%	11%	-	-	14%	20%	10%	10%	12%	15%	19%	11%	12%	10%
Transit	-	-	-	-	-	-	32%	30%	29%	29%	34%	24%	-	-	9%	8%	11%	22%	18%	16%	13%	15%	17%	13%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	4%	3%	-	-	3%	3%	4%	2%	3%	2%	3%	2%	2%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%
Total	**-**	**-**	**-**	**-**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
										*	*	*	**	**	*	*	***	***	***	***	***	***	****	****

Table C19 (Figure 5-12, 5-13, 5-14): Historical Outbound Evening Peak Hour Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	45%	45%	49%	49%	55%	55%	-	-	63%	65%	63%	62%	66%	63%	66%	62%	63%	66%
HOV	-	-	-	-	-	-	15%	16%	15%	15%	17%	15%	-	-	23%	27%	16%	14%	19%	18%	20%	17%	19%	17%
Transit	-	-	-	-	-	-	36%	35%	32%	33%	22%	25%	-	-	8%	2%	18%	20%	11%	14%	10%	18%	14%	12%
Bike	-	-	-	-	-	-	3%	3%	3%	2%	5%	4%	-	-	3%	3%	2%	3%	3%	3%	3%	2%	3%	3%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	3%	3%	1%	1%	1%	2%	1%	1%	1%	2%
Total	**-**	**-**	**-**	**-**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
										*	*	*	**	**	*	*	***	***	***	***	***	***	****	****

Table C20 (Figure 5-15, 5-16, 5-17): Historical Outbound Evening Peak Period (Actual Peak) Person Mode Split Comparison

Mode	Spring 2014	Spring 2015	Fall 2015	Spring 2016	Fall 2016	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020*	Spring 2021*	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
SOV	-	-	-	-	-	-	42%	43%	49%	48%	53%	55%	-	-	65%	63%	71%	60%	62%	59%	64%	60%	59%	65%
HOV	-	-	-	-	-	-	15%	16%	13%	13%	16%	13%	-	-	22%	26%	17%	13%	18%	17%	19%	15%	18%	17%
Transit	-	-	-	-	-	-	40%	37%	34%	36%	26%	28%	-	-	8%	5%	8%	24%	16%	21%	13%	21%	18%	15%
Bike	-	-	-	-	-	-	2%	3%	3%	2%	4%	3%	-	-	3%	4%	3%	3%	3%	2%	3%	2%	3%	2%
Ped	-	-	-	-	-	-	1%	1%	1%	1%	1%	1%	-	-	2%	2%	1%	0%	1%	1%	1%	2%	2%	1%
Total	**-**	**-**	**-**	**-**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**-**	**-**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
										*	*	*	**	**	*	*	***	***	***	***	***	***	****	****

*From Spring 2019 to Spring 2022, SOV = SOV+TNC1.

**No monitoring was conducted in Fall 2020 and Spring 2021 due to the formal shelter-in-place order issued by Santa Clara County Public Health Department to slow the spread of COVID-19.

***Starting Fall 2022, SOV = SOV+TNC1+TNC2 in the volume summary.

****Starting Fall 2025, SOV = SOV+TNC1+TNC2+AV0+AV1 in the volume summary.

Additional Tables for Information Purpose

Table C21: Existing Morning Inbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined

Mode	Vehicle Percenatge	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	87%	73%	72%	4,349	4,349	4,349
TNC1	0%	0%	0%	16	0	16
TNC2	1%	1%	1%	31	31	62
HOV	5%	9%	9%	257	529	529
TNC3	0%	0%	0%	3	6	9
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	33	0	0
AV1	0%	0%	0%	21	21	21
AV2	0%	0%	0%	2	4	4
AV3	0%	0%	0%	0	0	0
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	93	836	836
MVGO	0%	0%	0%	6	18	18
VTA	0%	0%	0%	5	0	0
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	145	145	145
Ped	1%	1%	1%	57	57	57
Total	**100%**	**100%**	**100%**	**5,018**	**5,996**	**6,046**

Table C22: Existing Evening Outbound Peak Hour Mode Share for Persons and Vehicles, All Gateways Combined

Mode	Vehicle Percenatge	Person Percentage (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)	Vehicle Volume	Person Volume (Without TNC Drivers* and Empty AVs***)	Person Volume (With TNC Drivers** and Without Empty AVs***)
SOV	80%	66%	65%	3,304	3,304	3,304
TNC1	0%	0%	0%	16	0	16
TNC2	1%	0%	1%	25	25	50
HOV	10%	17%	17%	420	850	850
TNC3	0%	0%	0%	8	16	24
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	23	0	0
AV1	1%	0%	0%	22	22	22
AV2	0%	0%	0%	6	12	12
AV3	0%	0%	0%	2	6	6
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	11%	11%	70	557	557
MVGO	0%	1%	1%	9	27	27
VTA	0%	0%	0%	3	3	3
ACE	0%	0%	0%	0	0	0
Bike	3%	3%	3%	144	144	144
Ped	2%	2%	2%	78	78	78
Total	**100%**	**100%**	**100%**	**4,130**	**5,044**	**5,093**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons).The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

** Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

***Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

Table C23: Morning Inbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	510	0	6	73	0	0	0	0	0	0	278	12	0	0	4	2	885
Rengstorff	1,818	0	11	158	0	0	0	4	0	0	407	0	0	0	11	2	2,411
Shoreline	2,021	0	14	298	6	0	0	17	4	0	151	6	0	0	8	8	2,533
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	18	58
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	27	109
Total	**4,349**	**0**	**31**	**529**	**6**	**0**	**0**	**21**	**4**	**0**	**836**	**18**	**0**	**0**	**145**	**57**	**5,996**

Table C24: Morning Inbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.7%	0.0%	19.4%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%	0.0%	0.0%	3.0%	3.5%	14.8%
Rengstorff	41.8%	0.0%	35.5%	29.9%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	48.7%	0.0%	0.0%	0.0%	7.4%	4.1%	40.2%
Shoreline	46.5%	0.0%	45.2%	56.3%	100.0%	0.0%	0.0%	81.0%	100.0%	0.0%	18.1%	33.3%	0.0%	0.0%	5.3%	14.0%	42.2%
Permanente Creek	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.6%	31.4%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.7%	47.1%	1.8%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**

Table C25: Evening Outbound Peak Hour Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	324	0	3	46	0	0	0	0	0	0	185	9	0	0	7	2	576
Rengstorff	1,453	0	4	296	0	0	0	5	0	0	322	0	2	0	6	2	2,090
Shoreline	1,527	0	18	508	16	0	0	17	12	6	50	18	1	0	12	6	2,191
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	30	76
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	38	111
Total	**3,304**	**0**	**25**	**850**	**16**	**0**	**0**	**22**	**12**	**6**	**557**	**27**	**3**	**0**	**144**	**78**	**5,044**

Table C26: Evening Outbound Peak Hour Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	9.8%	0.0%	12.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.2%	33.3%	0.0%	0.0%	4.9%	2.6%	11.4%
Rengstorff	44.0%	0.0%	16.0%	34.8%	0.0%	0.0%	0.0%	22.7%	0.0%	0.0%	57.8%	0.0%	66.7%	0.0%	4.2%	2.6%	41.4%
Shoreline	46.2%	0.0%	72.0%	59.8%	100.0%	0.0%	0.0%	77.3%	100.0%	100.0%	9.0%	66.7%	33.3%	0.0%	8.3%	7.7%	43.4%
Permanente Creek	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.9%	38.5%	1.5%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.7%	48.7%	2.2%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Additional Tables for Information Purpose

Table C27: Existing Morning Inbound Peak Period Mode Share for Persons and Vehicles, All Gateways Combined						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Drivers* and Empty AVs***)**	**Person Volume (With TNC Drivers** and Without Empty AVs***)**	**Vehicle Volume**	**Person Volume (Without TNC Drivers* and Empty AVs***)**	**Person Volume (With TNC Drivers** and Without Empty AVs***)**
SOV	86%	72%	72%	10,915	10,915	10,915
TNC1	1%	0%	0%	74	0	74
TNC2	1%	1%	1%	78	78	156
HOV	5%	10%	9%	696	1,434	1,434
TNC3	0%	0%	0%	14	28	42
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	108	0	0
AV1	1%	1%	1%	88	88	88
AV2	0%	0%	0%	2	4	4
AV3	0%	0%	0%	0	0	0
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	13%	13%	272	1,947	1,947
MVGO	0%	0%	0%	14	41	41
VTA	0%	0%	0%	11	35	35
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	333	333	333
Ped	1%	1%	1%	157	157	157
Total	**100%**	**100%**	**100%**	**12,762**	**15,060**	**15,226**

Table C28: Existing Evening Outbound Peak Period Mode Share for Persons and Vehicles, All Gateways						
Mode	**Vehicle Percenatge**	**Person Percentage (Without TNC Drivers* and Empty AVs***)**	**Person Volume (With TNC Drivers** and Without Empty AVs***)**	**Vehicle Volume**	**Person Volume (Without TNC Drivers* and Empty AVs***)**	**Person Volume (With TNC Drivers** and Without Empty AVs***)**
SOV	81%	64%	63%	9,180	9,180	9,180
TNC1	0%	0%	0%	52	0	52
TNC2	1%	1%	1%	89	89	178
HOV	10%	16%	16%	1,155	2,343	2,343
TNC3	0%	0%	0%	16	32	48
TNC4	0%	0%	0%	0	0	0
AV0	1%	0%	0%	68	0	0
AV1	1%	0%	0%	60	60	60
AV2	0%	0%	0%	14	28	28
AV3	0%	0%	0%	3	9	9
AV4	0%	0%	0%	0	0	0
Private Shuttles	2%	14%	14%	207	1,982	1,982
MVGO	0%	0%	0%	22	70	70
VTA	0%	0%	0%	22	59	59
ACE	0%	0%	0%	0	0	0
Bike	3%	2%	2%	314	314	314
Ped	2%	1%	1%	186	186	186
Total	**100%**	**100%**	**100%**	**11,388**	**14,352**	**14,509**

*Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons).The driver was not considered a part of the person volume; therefore, TNC1 = 0 persons per vehicle; TNC2 = 1 person per vehicle; TNC3 = 2 persons per vehicle; and TNC4 = 3 person per vehicle.

** Transportation network companies (TNC) (e.g., Uber, Lyft, etc.) were observed by vehicle occupancy (1 person, 2 persons, 3 persons, and 4+persons). One-person (i.e., driver only) and two-person TNC vehicles were included as single occupancy vehicles (SOV), while TNC vehicles with three or more persons were included as high occupancy vehicles (HOV). The driver was considered a part of the person volume and an average vehicle occupancy for morning peak period and evening peak period was applied to the sum of HOV, TNC2, TNC3, and TNC4. This table shows TNC2 = 2 persons per vehicle; TNC3 = 3 person per vehicle; TNC4 = 4 persons per vehicle; and the HOV person volume is the remainder of the person volume to achieve the average vehicle occupancy for HOV plus HOV TNCs.

***Autonomous vehicles (AVs) (e.g. AV) were observed by vehicle occupancy (0 persons, 1 person, 2 persons, 3 persons, and 4 persons). The AV with 0 persons was not considered a part of the person volume; therefore, AV0 = 0 persons per vehicle; AV1 = 1 person per vehicle; AV2 = 2 persons per vehicle; AV3= 3 persons per vehicle; and AV4 = 4 persons per vehicle. AV0 and AV1 are treated as SOV in the vehicle and person volume summary

Table C29: Morning Inbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,283	0	18	197	0	0	0	1	0	0	0	642	35	0	0	13	5	2,194
Rengstorff	4,103	0	21	437	0	0	0	28	0	0	0	952	0	22	0	21	7	5,590
Shoreline	5,529	0	39	800	28	0	0	59	4	0	0	353	6	13	0	21	19	6,871
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	54	156
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	72	249
Inbound Morning	**10,915**	**0**	**78**	**1,434**	**28**	**0**	**0**	**88**	**4**	**0**	**0**	**1,947**	**41**	**35**	**0**	**333**	**157**	**15,060**

Table C30: Morning Inbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.8%	0.0%	23.1%	13.7%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	33.0%	85.4%	0.0%	0.0%	3.8%	3.2%	14.6%
Rengstorff	37.6%	0.0%	26.9%	30.5%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	48.9%	0.0%	62.9%	0.0%	6.2%	4.3%	37.1%
Shoreline	50.7%	0.0%	50.0%	55.8%	100.0%	0.0%	0.0%	67.0%	100.0%	0.0%	0.0%	18.1%	14.6%	37.1%	0.0%	6.3%	12.1%	45.6%
Permanente Creek	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.6%	34.5%	1.0%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.1%	46.0%	1.7%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Table C31: Evening Outbound Peak Period Mode Share Person Volume, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	1,063	0	5	169	0	0	0	0	0	0	0	763	32	3	0	18	4	2,057
Rengstorff	3,808	0	21	862	4	0	0	19	0	0	0	1,018	0	16	0	17	5	5,770
Shoreline	4,309	0	63	1,312	28	0	0	41	28	9	0	201	38	40	0	22	16	6,107
Permanente Creek	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	72	163
Stevens Creek Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	89	255
Total	**9,180**	**0**	**89**	**2,343**	**32**	**0**	**0**	**60**	**28**	**9**	**0**	**1,982**	**70**	**59**	**0**	**314**	**186**	**14,352**

Table C32: Evening Outbound Peak Period Mode Share Person Percentage, By Gateway (Without TNC Drivers and Empty AVs)

Gateway	SOV	TNC1	TNC2	HOV	TNC3	TNC4	AV0	AV1	AV2	AV3	AV4	Shuttles	MVGO	VTA	ACE	Bike	Ped	Total
San Antonio	11.6%	0.0%	5.6%	7.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.5%	45.7%	5.1%	0.0%	5.8%	2.0%	14.3%
Rengstorff	41.5%	0.0%	23.6%	36.8%	12.5%	0.0%	0.0%	31.7%	0.0%	0.0%	0.0%	51.4%	0.0%	27.1%	0.0%	5.3%	2.7%	40.2%
Shoreline	46.9%	0.0%	70.8%	56.0%	87.5%	0.0%	0.0%	68.3%	100.0%	100.0%	0.0%	10.1%	54.3%	67.8%	0.0%	7.0%	8.6%	42.6%
Permanente Creek	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.0%	38.8%	1.1%
Stevens Creek Trail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	52.9%	47.9%	1.8%
Total	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**	**0%**	**100%**	**100%**	**100%**

Appendix D: Vehicle Classification Counts

Traffic Data Service

San Jose, CA

408-622-4787

tdsbay@cs.com

LOCATION Permanente Creek Trail BT Old Middlefield Way and Charleston Rd

DATE 2/12/2026

AM

	Southbound			Northbound	
	BIKES	PEDS		BIKES	PEDS
7:00 AM	0	0	7:00 AM	2	5
7:15 AM	1	1	7:15 AM	6	3
7:30 AM	1	3	7:30 AM	4	5
7:45 AM	0	4	7:45 AM	10	4
8:00 AM	0	5	8:00 AM	11	2
8:15 AM	1	1	8:15 AM	13	5
8:30 AM	0	3	8:30 AM	8	7
8:45 AM	0	4	8:45 AM	11	1
9:00 AM	1	2	9:00 AM	11	2
9:15 AM	0	1	9:15 AM	9	4
9:30 AM	1	4	9:30 AM	5	8
9:45 AM	3	1	9:45 AM	9	1
10:00 AM	1	1	10:00 AM	6	7
10:15 AM	0	5	10:15 AM	4	6
10:30 AM	0	4	10:30 AM	4	3
10:45 AM	0	3	10:45 AM	2	3

PM

	Southbound			Northbound	
	BIKES	PEDS		BIKES	PEDS
3:00 PM	1	3	3:00 PM	2	7
3:15 PM	2	5	3:15 PM	1	3
3:30 PM	2	7	3:30 PM	1	1
3:45 PM	3	9	3:45 PM	3	4
4:00 PM	7	6	4:00 PM	4	6
4:15 PM	13	2	4:15 PM	1	4
4:30 PM	5	6	4:30 PM	3	4
4:45 PM	10	4	4:45 PM	2	7
5:00 PM	9	11	5:00 PM	2	5
5:15 PM	11	6	5:15 PM	0	12
5:30 PM	9	9	5:30 PM	1	4
5:45 PM	10	11	5:45 PM	2	6
6:00 PM	8	7	6:00 PM	0	3
6:15 PM	7	5	6:15 PM	1	7
6:30 PM	7	5	6:30 PM	4	0
6:45 PM	2	5	6:45 PM	0	1
7:00 PM	8	1	7:00 PM	3	0
7:15 PM	6	3	7:15 PM	1	1

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION Stevens Creek Trail BT Moffett Blvd and La Avenida St
DATE 2/12/2026

AM

	Southbound		Northbound	
	BIKES	PEDS	BIKES	PEDS
7:00 AM	1	4	3	9
7:15 AM	1	7	5	8
7:30 AM	3	8	3	12
7:45 AM	0	8	14	5
8:00 AM	3	5	11	9
8:15 AM	2	5	13	14
8:30 AM	6	10	18	3
8:45 AM	1	8	22	6
9:00 AM	4	6	20	9
9:15 AM	2	2	20	10
9:30 AM	2	3	11	2
9:45 AM	3	1	11	2
10:00 AM	4	2	5	2
10:15 AM	2	1	2	6
10:30 AM	2	5	18	5
10:45 AM	3	3	12	5

PM

	Southbound		Northbound	
	BIKES	PEDS	BIKES	PEDS
3:00 PM	5	7	7	2
3:15 PM	8	3	3	9
3:30 PM	13	3	3	5
3:45 PM	5	7	6	5
4:00 PM	12	7	2	6
4:15 PM	18	12	6	6
4:30 PM	14	3	7	6
4:45 PM	19	12	8	16
5:00 PM	14	11	7	15
5:15 PM	20	12	4	4
5:30 PM	19	18	2	13
5:45 PM	16	14	7	11
6:00 PM	14	10	5	4
6:15 PM	16	7	1	3
6:30 PM	8	2	0	2
6:45 PM	8	4	1	0
7:00 PM	5	1	2	4
7:15 PM	3	4	0	1

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION San Antonio Rd north of Bayshore Pkwy
DATE 2/12/2026

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
7:00 AM	28	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	41	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	51	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
8:00 AM	51	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	45	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
8:30 AM	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	38	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:00 AM	49	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
9:15 AM	55	4	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0
9:30 AM	35	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2
9:45 AM	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 AM	37	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1
10:15 AM	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	27	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	42	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	30	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
4:00 PM	49	5	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	44	3	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	1
4:30 PM	51	6	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	43	8	1	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	64	6	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	66	3	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	60	7	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	32	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 PM	27	4	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	21	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	9	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	10	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION Bayshore Pkwy east of San Antonio Rd
DATE 2/12/2026

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
7:00 AM	22	1	0	0	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	19	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	24	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
7:45 AM	33	2	0	1	3	0	1	2	0	0	1	0	0	0	0	0	0	0	0	3	2	0
8:00 AM	51	3	1	0	5	1	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
8:15 AM	59	6	0	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	3	0
8:30 AM	76	1	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0
8:45 AM	104	3	0	0	8	1	0	2	0	0	0	1	0	0	0	0	0	0	0	4	3	2
9:00 AM	89	7	0	0	5	2	1	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0
9:15 AM	72	10	0	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
9:30 AM	74	5	0	1	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 AM	56	1	0	0	3	0	1	2	0	0	1	0	0	0	0	0	0	0	0	2	1	0
10:00 AM	52	4	0	0	4	0	2	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0
10:15 AM	48	1	0	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0
10:30 AM	26	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 AM	30	2	0	1	3	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
3:15 PM	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM	36	2	0	0	4	1	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
3:45 PM	40	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:00 PM	58	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	48	2	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
4:30 PM	52	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	61	0	1	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
5:00 PM	66	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
5:15 PM	69	0	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0
5:30 PM	51	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
5:45 PM	43	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:00 PM	46	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
6:15 PM	30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 PM	26	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 PM	17	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	24	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 PM	16	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION Rengstorff Ave southwest of Charleston Rd
DATE 2/12/2026

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
7:00 AM	87	7	0	0	4	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0
7:15 AM	124	7	0	0	10	0	3	0	0	0	3	0	0	0	1	1	0	0	0	0	1	1
7:30 AM	147	6	0	1	7	1	0	0	0	0	1	2	0	0	2	0	0	0	0	0	3	0
7:45 AM	177	9	0	0	1	0	3	0	1	0	2	2	0	0	1	2	0	0	0	1	0	0
8:00 AM	255	5	2	0	2	3	4	0	1	0	1	1	0	0	1	1	0	0	0	0	2	0
8:15 AM	300	20	2	0	7	1	1	0	1	0	1	1	0	0	8	3	0	0	0	0	4	0
8:30 AM	431	11	1	0	6	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	4	1
8:45 AM	453	21	2	0	10	0	3	0	1	0	1	2	0	0	3	0	0	0	0	3	4	0
9:00 AM	448	15	2	0	10	0	3	0	0	0	1	3	0	0	3	1	0	0	0	0	1	1
9:15 AM	438	21	1	0	8	0	3	0	1	0	1	5	0	0	2	3	0	0	0	1	3	1
9:30 AM	362	28	1	0	5	1	3	0	1	0	8	1	0	0	2	6	0	0	0	0	1	0
9:45 AM	357	20	0	0	10	1	4	0	0	0	2	1	0	0	1	3	0	0	0	0	0	2
10:00 AM	241	18	1	0	2	1	7	0	0	0	2	2	0	0	5	1	0	0	0	0	1	1
10:15 AM	206	12	0	0	7	0	2	0	1	0	5	1	0	0	3	4	0	0	0	3	1	3
10:30 AM	171	5	0	0	7	0	4	0	0	0	6	0	0	0	3	2	0	0	0	0	1	0
10:45 AM	231	23	0	0	1	0	3	0	1	0	2	0	0	0	4	3	0	0	0	1	1	0

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	289	20	2	1	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
3:15 PM	218	26	2	0	1	0	5	0	1	0	1	2	0	0	1	0	0	0	0	0	0	0
3:30 PM	228	30	3	0	1	1	3	0	1	0	3	2	1	0	1	3	0	0	0	1	1	1
3:45 PM	300	22	3	0	8	3	1	0	0	0	2	1	0	0	2	2	0	0	0	0	0	0
4:00 PM	293	30	1	2	11	0	0	0	0	0	1	2	0	0	4	2	0	0	0	0	3	0
4:15 PM	330	41	5	2	5	1	2	0	1	0	2	4	0	0	1	1	0	0	0	0	3	0
4:30 PM	322	34	1	2	6	0	1	0	0	0	1	4	1	0	1	2	0	0	0	0	2	0
4:45 PM	329	32	0	0	7	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	0
5:00 PM	359	31	3	0	6	2	2	0	1	0	2	2	0	0	4	0	0	0	0	0	6	1
5:15 PM	343	32	3	1	3	1	4	0	0	0	0	1	0	0	0	3	0	0	0	0	2	0
5:30 PM	303	27	3	0	7	0	2	0	0	0	2	1	0	0	5	0	0	0	0	0	2	1
5:45 PM	250	31	3	0	9	0	3	0	1	0	2	0	0	0	2	2	0	0	0	0	0	0
6:00 PM	302	25	1	0	3	1	1	0	0	0	0	1	0	0	3	1	0	0	0	0	3	0
6:15 PM	218	13	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
6:30 PM	201	8	0	0	3	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0
6:45 PM	198	6	0	0	6	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 PM	242	8	0	0	5	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
7:15 PM	164	6	0	0	3	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	2	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION Shoreline Blvd north of La Avenida
DATE 2/12/2026

AM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
7:00 AM	234	14	2	1	3	0	0	0	0	0	3	1	0	0	3	1	0	0	0	7	1	1
7:15 AM	258	18	0	0	3	1	3	0	0	0	4	2	1	0	3	1	0	0	0	9	2	0
7:30 AM	347	34	0	0	0	0	1	0	0	0	4	2	3	0	4	3	0	0	0	4	1	2
7:45 AM	430	25	2	0	0	2	6	0	0	0	2	0	3	0	6	4	0	0	0	4	2	2
8:00 AM	457	40	0	0	1	3	4	0	0	0	6	1	1	0	3	4	0	0	0	6	3	1
8:15 AM	510	45	3	0	0	2	7	0	1	0	6	2	2	0	5	6	0	0	0	2	4	2
8:30 AM	515	25	2	0	3	2	1	0	0	0	1	1	0	0	7	2	0	0	0	6	3	2
8:45 AM	534	22	1	0	0	3	1	1	0	0	0	0	0	0	7	3	0	0	0	3	3	3
9:00 AM	453	54	4	0	1	1	2	1	1	0	5	5	1	0	5	6	0	0	0	8	1	2
9:15 AM	493	35	1	0	0	1	6	0	2	0	6	8	2	0	4	6	2	0	0	2	0	3
9:30 AM	505	37	2	0	1	1	2	0	0	0	3	2	0	0	6	7	0	0	0	5	0	3
9:45 AM	503	36	2	0	1	0	5	0	0	0	2	5	1	0	7	6	0	0	0	1	0	1
10:00 AM	406	24	1	0	2	1	5	0	0	0	7	5	2	0	6	10	0	0	0	5	0	1
10:15 AM	407	28	0	1	1	1	1	0	0	0	2	11	2	0	8	4	0	0	0	5	4	0
10:30 AM	399	8	0	0	1	1	3	0	0	0	0	0	0	0	10	2	0	0	0	4	2	1
10:45 AM	366	26	1	0	1	0	0	0	0	0	3	3	0	0	3	2	0	0	0	6	2	1

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	297	37	4	1	1	0	0	0	0	0	2	4	2	0	2	3	0	0	0	0	0	0
3:15 PM	306	37	3	0	0	0	2	0	0	0	0	7	1	0	5	3	2	0	0	3	1	0
3:30 PM	312	50	5	2	1	1	2	3	0	0	0	6	0	0	2	5	1	0	0	0	1	0
3:45 PM	343	43	1	0	1	1	1	0	1	0	0	7	0	0	5	1	0	0	0	2	0	2
4:00 PM	356	47	4	3	0	0	2	0	0	0	3	5	2	0	8	3	1	0	0	1	0	0
4:15 PM	350	32	2	1	0	1	3	2	0	0	0	7	0	0	4	3	2	0	0	3	2	2
4:30 PM	350	48	5	1	1	0	1	1	1	0	1	14	2	0	7	5	3	0	0	1	1	2
4:45 PM	346	45	3	1	2	0	3	2	1	0	0	4	1	0	5	6	1	0	0	0	2	0
5:00 PM	329	51	3	2	0	0	2	0	0	0	0	5	1	0	0	6	3	1	0	3	0	4
5:15 PM	365	69	4	1	0	1	3	2	0	0	2	4	4	0	2	2	0	1	0	0	6	3
5:30 PM	311	67	0	1	0	0	1	2	0	0	0	4	1	0	6	4	1	0	0	1	2	1
5:45 PM	291	63	2	1	0	0	4	1	1	0	2	1	0	0	2	3	0	0	0	1	0	2
6:00 PM	264	56	2	0	0	0	2	0	0	0	0	2	0	0	5	7	1	0	0	3	2	2
6:15 PM	241	48	1	0	1	1	3	1	1	0	1	1	0	0	2	3	1	0	0	0	1	0
6:30 PM	246	40	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	4	0
6:45 PM	228	36	1	1	0	0	3	0	1	0	2	0	0	0	5	4	0	0	0	1	2	2
7:00 PM	305	35	0	0	1	0	1	1	0	0	0	1	0	0	2	1	0	0	0	1	0	0
7:15 PM	220	26	1	0	0	0	2	2	0	0	2	2	0	0	4	3	0	0	0	0	1	0

Traffic Data Service

San Jose, CA
408-622-4787
tdsbay@cs.com

LOCATION La Avenida east of Shoreline Blvd
DATE 2/12/2026

PM

	PERSONS PER VEHICLE				TRANSIT						TNC				WAYMO					HEAVY	BIKES	PEDS
	1	2	3	4+	Double	Standard	Small	Mvgo	VTA	ACE	1	2	3	4+	0	1	2	3	4+			
3:00 PM	72	7	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
3:15 PM	60	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	53	10	4	1	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	64	6	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	64	6	1	3	0	1	0	0	0	0	2	0	0	0	1	1	0	1	0	0	0	1
4:15 PM	65	8	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	80	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	79	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	69	9	0	1	0	0	0	0	0	0	3	2	2	0	1	0	0	0	0	1	0	2
5:15 PM	73	4	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	67	7	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	51	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	70	9	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	77	4	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	68	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	62	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	71	4	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
7:15 PM	61	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Appendix E: Historic Volume Comparison

Table E1: Morning Peak Hour Inbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Hour	**8:45–9:45 AM**	**8:45–9:45 AM**	**9:00–10:00 AM**	**9:00–10:00 AM**	**9:00–10:00 AM**	**9:00–10:00 AM**	**-**	**-**	**8:45–9:45 AM**	**8:30–9:30 AM**	**9:15–10:15 AM**	**8:45–9:45 AM**	**8:45–9:45 AM**	**8:30–9:30 AM**	**8:30–9:30 AM**	**8:30 - 9:30 AM**	**8:45-9:45 AM**	**8:30 - 9:30 AM**
Tuesday through Thursday [A]																		
San Antonio Road	1,130	1,140	1,270	1,280	1,350	1,350	-	-	260	1,060	450	540	640	640	650	750	660	580
Rengstorff Avenue	2,420	2,310	2,320	2,400	2,290	2,480	-	-	550	590	1,580	1,740	2,440	2,200	2,130	2,220	1,950	1,970
Shoreline Boulevard	2,240	2,480	2,320	2,270	2,330	2,480	-	-	1,110	1,050	1,860	2,110	2,150	2,170	2,120	2,180	2,160	2,260
Total [A]	**5,790**	**5,930**	**5,910**	**5,950**	**5,970**	**6,310**	**-**	**-**	**1,920**	**2,700**	**3,890**	**4,390**	**5,230**	**5,010**	**4,900**	**5,150**	**4,770**	**4,810**
Monday through Thursday [B]																		
San Antonio Road	1,130	1,080	1,270	1,260	1,290	1,350	-	-	240	1,130	410	480	550	560	610	670	590	510
Rengstorff Avenue	2,380	2,300	2,320	2,400	2,270	2,470	-	-	530	480	1,340	1,520	2,150	1,890	1,890	1,900	1,720	1,780
Shoreline Boulevard	2,240	2,470	2,330	2,280	2,300	2,460	-	-	1,070	1,030	1,690	1,990	2,080	2,080	2,080	2,140	2,060	2,200
Total [B]	**5,750**	**5,850**	**5,920**	**5,940**	**5,860**	**6,280**	**-**	**-**	**1,840**	**2,640**	**3,440**	**3,990**	**4,780**	**4,530**	**4,580**	**4,710**	**4,370**	**4,490**
Monday through Friday [C]																		
San Antonio Road	1,080	1,000	1,170	1,190	1,220	1,270	-	-	240	1,110	370	440	490	490	560	640	550	470
Rengstorff Avenue	2,380	2,280	2,300	2,370	2,250	2,430	-	-	520	460	1,260	1,370	1,910	1,680	1,700	1,830	1,600	1,630
Shoreline Boulevard	2,230	2,450	2,330	2,280	2,280	2,440	-	-	1,050	1,010	1,590	1,850	1,970	1,980	2,020	2,110	1,970	2,090
Total [C]	**5,690**	**5,730**	**5,800**	**5,840**	**5,750**	**6,140**	**-**	**-**	**1,810**	**2,580**	**3,220**	**3,660**	**4,370**	**4,150**	**4,280**	**4,580**	**4,120**	**4,190**
Comparisons between the Three Averaging Methods [A, B and C]																		
Difference [D = A-B] Percent [E= D/A*100]	**40 (1%)**	**80 (1%)**	**-10 (<1%)**	**10 (<1%)**	**110 (2%)**	**30 (<1%)**	**-**	**-**	**70 (4%)**	**60 (2%)**	**450 (12%)**	**400 (9%)**	**450 (9%)**	**480 (10%)**	**320 (7%)**	**440 (9%)**	**400 (8%)**	**320 (7%)**
Difference [F = A-C] Percent [G= F/A*100]	**100 (2%)**	**200 (3%)**	**110 (2%)**	**110 (2%)**	**220 (4%)**	**170 (3%)**	**-**	**-**	**100 (6%)**	**120 (4%)**	**670 (17%)**	**730 (7%)**	**860 (16%)**	**860 (17%)**	**620 (13%)**	**570 (11%)**	**650 (14%)**	**620 (13%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2026.

Table E2: Evening Peak Hour Outbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Hour	**5:00–6:00 PM**	**5:00–6:00 PM**	**4:45–5:45 PM**	**4:45–5:45 PM**	**5:00–6:00 PM**	**5:00–6:00 PM**	**–**	**–**	**5:00–6:00 PM**	**5:00–6:00 PM**	**5:00–6:00 PM**	**4:45–5:45 PM**	**5:00–6:00 PM**	**4:45–5:45 PM**	**4:45–5:45 PM**	**4:45–5:45 PM**	**4:45–5:45 PM**	**4:45–5:45 PM**
Tuesday through Thursday [A]																		
San Antonio Road	860	840	880	800	830	850	–	–	200	250	460	300	520	620	530	620	570	380
Rengstorff Avenue	1,630	1,740	1,780	1,860	1,940	2,020	–	–	600	640	1,210	1,320	1,640	1,560	1,540	1,630	1,540	1,660
Shoreline Boulevard	2,370	2,310	2,280	2,340	2,360	2,410	–	–	1,130	1,160	1,960	2,160	2,180	2,110	2,230	2,130	1,940	1,870
Total [A]	**4,860**	**4,890**	**4,940**	**5,000**	**5,130**	**5,280**	**–**	**–**	**1,930**	**2,050**	**3,630**	**3,780**	**4,340**	**4,290**	**4,300**	**4,380**	**4,050**	**3,910**
Monday through Thursday [B]																		
San Antonio Road	850	820	870	800	620	840	–	–	200	240	440	460	470	550	490	540	490	330
Rengstorff Avenue	1,620	1,720	1,760	1,830	1,920	2,020	–	–	590	600	1,060	1,200	1,470	1,400	1,410	1,470	1,370	1,530
Shoreline Boulevard	2,350	2,290	2,280	2,360	2,350	2,420	–	–	1,080	1,120	1,820	2,000	2,020	1,950	2,080	2,040	1,800	1,790
Total [B]	**4,820**	**4,830**	**4,910**	**4,990**	**4,890**	**5,280**	**–**	**–**	**1,870**	**1,960**	**3,320**	**3,660**	**3,960**	**3,900**	**3,980**	**4,050**	**3,660**	**3,650**
Monday through Friday [C]																		
San Antonio Road	810	760	790	770	830	790	–	–	200	240	440	440	430	490	440	520	450	310
Rengstorff Avenue	1,610	1,710	1,750	1,810	1,890	1,980	–	–	560	590	720	780	1,330	1,260	1,290	1,410	1,280	1,390
Shoreline Boulevard	2,310	2,260	2,270	2,360	2,310	2,410	–	–	1,060	1,080	1,630	1,630	1,940	1,840	1,970	1,990	1,740	1,710
Total [C]	**4,730**	**4,730**	**4,810**	**4,940**	**5,030**	**5,180**	**–**	**–**	**1,820**	**1,910**	**2,790**	**2,850**	**3,700**	**3,590**	**3,700**	**3,920**	**3,470**	**3,410**
Comparisons between the Three Averaging Methods [A, B and C]																		
Difference [D = A–B] Percent [E= D/A*100]	**40 (1%)**	**60 (1%)**	**30 (1%)**	**10 (<1%)**	**240 (5%)**	**0 (0%)**	**–**	**–**	**60 (3%)**	**90 (4%)**	**310 (9%)**	**120 (3%)**	**380 (9%)**	**390 (9%)**	**320 (7%)**	**330 (8%)**	**390 (10%)**	**260 (7%)**
Difference [F = A–C] Percent [G= F/A*100]	**130 (3%)**	**160 (3%)**	**130 (3%)**	**60 (1%)**	**100 (2%)**	**100 (2%)**	**–**	**–**	**110 (6%)**	**140 (7%)**	**840 (23%)**	**930 (25%)**	**640 (15%)**	**700 (16%)**	**600 (14%)**	**460 (11%)**	**580 (14%)**	**500 (13%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2026.

Table E3: Morning Peak Period Inbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Period	**8:00–11:00 AM**	**8:00–11:00 AM**	**8:00–11:00 AM**	**8:00–11:00 AM**	**8:00–11:00 AM**	**8:00–11:00 AM**	**–**	**–**	**7:45–10:45 AM**	**8:00–11:00 AM**	**8:15–11:15 AM**	**7:45–10:45 AM**	**7:45–10:45 AM**	**8:00–11:00 AM**	**7:45–10:45 AM**	**7:45–10:45 AM**	**8:00–11:00 AM**	**7:45–10:45 AM**
Tuesday through Thursday [A]																		
San Antonio Road	2,530	2,580	2,840	2,930	3,140	3,120	–	–	700	3,060	1,210	1,330	1,570	1,610	1,670	1,800	1,710	1,490
Rengstorff Avenue	5,670	5,440	5,680	5,970	5,800	6,130	–	–	1,310	1,340	3,740	4,030	5,490	4,920	4,680	5,040	4,610	4,570
Shoreline Boulevard	6,300	6,750	6,530	6,440	6,590	7,220	–	–	2,920	2,950	5,040	5,480	5,970	6,000	6,170	6,120	6,020	6,220
Total [A]	**14,500**	**14,770**	**15,050**	**15,340**	**15,530**	**16,470**	**–**	**–**	**4,930**	**7,350**	**9,990**	**10,840**	**13,030**	**12,530**	**12,520**	**12,960**	**12,340**	**12,280**
Monday through Thursday [B]																		
San Antonio Road	2,520	2,430	2,820	2,900	2,970	3,100	–	–	660	2,990	1,100	1,220	1,390	1,410	1,560	1,590	1,530	1,290
Rengstorff Avenue	5,600	5,410	5,650	5,930	5,750	6,110	–	–	1,270	1,300	3,200	3,580	4,820	4,230	4,180	4,350	4,070	4,130
Shoreline Boulevard	6,290	6,670	6,520	6,410	6,540	7,160	–	–	2,800	2,720	4,650	5,080	5,600	5,580	5,850	5,890	5,700	5,920
Total [B]	**14,410**	**14,510**	**14,990**	**15,240**	**15,260**	**16,370**	**–**	**–**	**4,730**	**7,010**	**8,950**	**9,880**	**11,810**	**11,220**	**11,590**	**11,830**	**11,300**	**11,340**
Monday through Friday [C]																		
San Antonio Road	2,440	2,350	2,600	2,770	2,850	2,930	–	–	660	2,980	1,020	1,110	1,240	1,250	1,440	1,530	1,410	1,210
Rengstorff Avenue	5,550	5,320	5,600	5,840	5,650	5,980	–	–	1,250	1,270	3,040	3,250	4,300	3,760	3,780	4,180	3,770	3,800
Shoreline Boulevard	6,210	6,640	6,490	6,380	6,470	7,070	–	–	2,780	2,720	4,400	4,710	5,270	5,220	5,560	5,780	5,400	5,600
Total [C]	**14,200**	**14,310**	**14,690**	**14,990**	**14,970**	**15,980**	**–**	**–**	**4,690**	**6,970**	**8,460**	**9,070**	**10,810**	**10,230**	**10,780**	**11,490**	**10,580**	**10,610**
Comparisons between the Three Averaging Methods [A, B and C]																		
Difference [D = A–B] Percent [E= D/A*100]	**90 (1%)**	**260 (2%)**	**60 (<1%)**	**100 (1%)**	**270 (2%)**	**100 (1%)**	**–**	**–**	**200 (4%)**	**340 (5%)**	**1,040 (10%)**	**960 (6%)**	**1,220 (9%)**	**1,310 (10%)**	**930 (7%)**	**1,130 (9%)**	**1,040 (8%)**	**940 (8%)**
Difference [F = A–C] Percent [G= F/A*100]	**300 (2%)**	**460 (3%)**	**360 (2%)**	**350 (2%)**	**560 (4%)**	**490 (3%)**	**–**	**–**	**240 (5%)**	**380 (5%)**	**1,530 (15%)**	**1,770 (16%)**	**2,220 (17%)**	**2,300 (18%)**	**1,740 (14%)**	**1,470 (11%)**	**1,760 (14%)**	**1,670 (14%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2026.

Table E4: Evening Peak Period Outbound Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Peak Period	**4:00–7:00 PM**	**4:15–7:15 PM**	**4:00–7:00 PM**	**4:00–7:00 PM**	**4:00–7:00 PM**	**4:00–7:00 PM**	**-**	**-**	**3:00–6:00 PM**	**4:00–7:00 PM**	**4:00–7:00 PM**	**3:30–6:30 PM**	**3:30–6:30 PM**	**3:00–6:00 PM**	**3:15–6:15 PM**	**3:30–6:30 PM**	**3:45–6:45 PM**	**3:00–6:00 PM**
Tuesday through Thursday [A]																		
San Antonio Road	2,070	1,890	2,210	1,940	1,990	2,090	-	-	560	590	1,060	710	1,250	1,480	1,370	1,530	1,470	1,230
Rengstorff Avenue	4,370	4,640	4,810	4,810	5,060	5,150	-	-	1,520	1,540	3,550	3,420	4,380	4,100	3,980	4,200	3,990	4,420
Shoreline Boulevard	6,380	6,270	6,370	6,300	6,500	6,750	-	-	3,080	3,110	5,130	5,640	6,040	5,960	6,080	5,800	5,360	5,240
Total [A]	**12,820**	**12,800**	**13,390**	**13,050**	**13,550**	**13,990**	**-**	**-**	**5,160**	**5,240**	**9,740**	**9,770**	**11,670**	**11,530**	**11,430**	**11,530**	**10,820**	**10,890**
Monday through Thursday [B]																		
San Antonio Road	2,040	1,860	2,190	1,930	1,480	2,070	-	-	560	600	1,030	1,110	1,140	1,350	1,270	1,360	1,290	1,110
Rengstorff Avenue	4,340	4,600	4,760	4,760	5,030	5,140	-	-	1,470	1,490	3,120	3,100	3,920	3,690	3,660	3,760	3,620	4,090
Shoreline Boulevard	6,330	6,200	6,340	6,400	6,450	6,720	-	-	2,940	3,030	4,770	5,230	5,640	5,480	5,660	5,530	5,030	5,010
Total [B]	**12,710**	**12,660**	**13,290**	**13,090**	**12,960**	**13,930**	**-**	**-**	**4,970**	**5,120**	**8,920**	**9,440**	**10,700**	**10,520**	**10,590**	**10,650**	**9,940**	**10,210**
Monday through Friday [C]																		
San Antonio Road	1,960	1,820	2,000	1,860	1,990	1,950	-	-	550	590	960	1,050	1,040	1,210	1,140	1,310	1,200	1,040
Rengstorff Avenue	4,290	4,480	4,700	4,730	4,950	5,040	-	-	1,430	1,470	2,990	2,840	3,540	3,360	3,360	3,610	3,440	3,780
Shoreline Boulevard	6,280	6,140	6,340	6,440	6,330	6,680	-	-	2,940	2,930	4,540	4,920	5,310	5,210	5,350	5,410	4,910	4,830
Total [C]	**12,530**	**12,440**	**13,040**	**13,030**	**13,270**	**13,670**	**-**	**-**	**4,920**	**4,990**	**8,490**	**8,810**	**9,890**	**9,780**	**9,850**	**10,330**	**9,550**	**9,650**
Comparisons between the Three Averaging Methods [A, B and C]																		
Difference [D = A–B] Percent [E= D/A*100]	**110 (1%)**	**140 (1%)**	**100 (1%)**	**–40 (<0%)**	**590 (4%)**	**60 (<1%)**	**-**	**-**	**190 (4%)**	**120 (2%)**	**820 (8%)**	**330 (3%)**	**970 (8%)**	**1,010 (9%)**	**840 (7%)**	**880 (8%)**	**880 (8%)**	**680 (6%)**
Difference [F = A–C] Percent [G= F/A*100]	**290 (2%)**	**360 (3%)**	**350 (3%)**	**20 (<1%)**	**280 (2%)**	**320 (2%)**	**-**	**-**	**240 (5%)**	**250 (5%)**	**1,250 (13%)**	**960 (10%)**	**1,780 (15%)**	**1,760 (15%)**	**1,580 (14%)**	**1,200 (10%)**	**1,270 (12%)**	**1,240 (11%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2026.

Table E5: Daily Two-Way Vehicle Volumes Over Time[1]

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Tuesday through Thursday [A]																		
San Antonio Road	10,770	10,620	11,720	10,740	10,920	12,360	–	–	4,650	14,210	7,170	5,880	7,710	7,620	8,510	7,890	8,520	7,380
Rengstorff Avenue	22,690	23,560	25,390	24,440	25,790	25,830	–	–	9,160	9,490	18,410	17,740	21,910	19,270	19,460	19,270	20,450	19,920
Shoreline Boulevard	38,370	40,120	38,930	36,820	39,780	40,180	–	–	22,020	21,650	31,100	31,810	37,370	34,620	36,570	35,290	36,980	35,010
Total [A]	**71,830**	**74,300**	**76,040**	**72,000**	**76,490**	**78,370**	**–**	**–**	**35,830**	**45,350**	**56,680**	**55,430**	**66,990**	**61,510**	**64,540**	**62,450**	**65,950**	**62,310**
Monday through Thursday [B]																		
San Antonio Road	10,620	10,210	11,660	10,730	10,520	12,230	–	–	4,580	13,910	6,940	6,690	7,120	7,120	8,080	7,260	7,830	6,690
Rengstorff Avenue	22,370	23,200	24,820	24,110	25,220	25,500	–	–	8,830	9,220	16,490	16,400	19,990	17,560	18,090	17,460	18,540	18,630
Shoreline Boulevard	37,790	39,730	38,380	36,210	38,910	39,400	–	–	21,210	20,930	29,420	29,990	35,210	32,360	34,570	33,880	34,630	33,500
Total [B]	**70,780**	**73,140**	**74,860**	**71,050**	**74,650**	**77,130**	**–**	**–**	**34,620**	**44,060**	**52,850**	**53,080**	**62,320**	**57,040**	**60,740**	**58,600**	**61,000**	**58,820**
Monday through Friday [C]																		
San Antonio Road	10,580	9,920	10,980	10,670	10,500	11,920	–	–	4,580	13,980	6,650	6,400	6,730	6,630	7,870	7,110	7,540	6,530
Rengstorff Avenue	22,810	22,880	24,500	23,990	25,650	25,110	–	–	8,780	9,170	15,960	15,390	18,600	16,420	17,760	17,060	17,730	17,750
Shoreline Boulevard	38,750	39,950	38,600	36,790	39,530	39,550	–	–	21,680	21,000	29,150	29,210	34,200	31,420	34,480	33,560	33,990	32,800
Total [C]	**72,140**	**72,750**	**74,080**	**71,450**	**75,680**	**76,580**	**–**	**–**	**35,040**	**44,150**	**51,760**	**51,000**	**59,530**	**54,470**	**60,110**	**57,730**	**59,260**	**57,080**

Gateway	Fall 2017	Spring 2018	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020[2]	Spring 2021[2]	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Fall 2023	Spring 2024	Fall 2024	Spring 2025	Fall 2025	Spring 2026
Comparisons between the Three Averaging Methods [A, B and C]																		
Difference [D = A-B]	**1,050**	**1,160**	**1,180**	**950**	**1,840**	**1,240**	**-**	**-**	**1,210**	**1,290**	**3,830**	**2,350**	**4,670**	**4,470**	**3,800**	**3,850**	**4,950**	**3,490**
Percent [E=D/A*100]	**(1%)**	**(2%)**	**(2%)**	**(1%)**	**(2%)**	**(2%)**			**(3%)**	**(3%)**	**(7%)**	**(4%)**	**(7%)**	**(7%)**	**(6%)**	**(6%)**	**(8%)**	**(6%)**
Difference [F = A-C]	**-310**	**1,550**	**1,960**	**550**	**810**	**1,790**	**-**	**-**	**790**	**1,200**	**4,920**	**4,430**	**7,460**	**7,040**	**4,430**	**4,720**	**6,690**	**5,230**
Percent [G=F/A*100]	**(<0%)**	**(2%)**	**(3%)**	**(1%)**	**(1%)**	**(2%)**			**(2%)**	**(3%)**	**(9%)**	**(8%)**	**(11%)**	**(11%)**	**(7%)**	**(8%)**	**(10%)**	**(8%)**

Notes:
1. Vehicle volumes rounded to nearest 10.
2. No monitoring was conducted in Fall 2020 and Spring 2021 due to minimal travel during COVID-19 shelter-in-place order.
Source: Fehr & Peers, 2026.

To show the degree of variation for different accounting methods of the weekday averages, the Tuesday-to-Thursday average has been compared to Monday-to-Thursday and Monday-to-Friday averages over the past five years. The following comparison are shown below.

- Figure E1: Morning Peak Hour Inbound Vehicle Volumes
- Figure E2: Evening Peak Hour Outbound Vehicle Volumes
- Figure E3: Morning Peak Period Inbound Vehicle Volumes
- Figure E4: Evening Peak Period Outbound Vehicle Volumes
- Figure E5: Daily Two-Way Vehicle Volumes

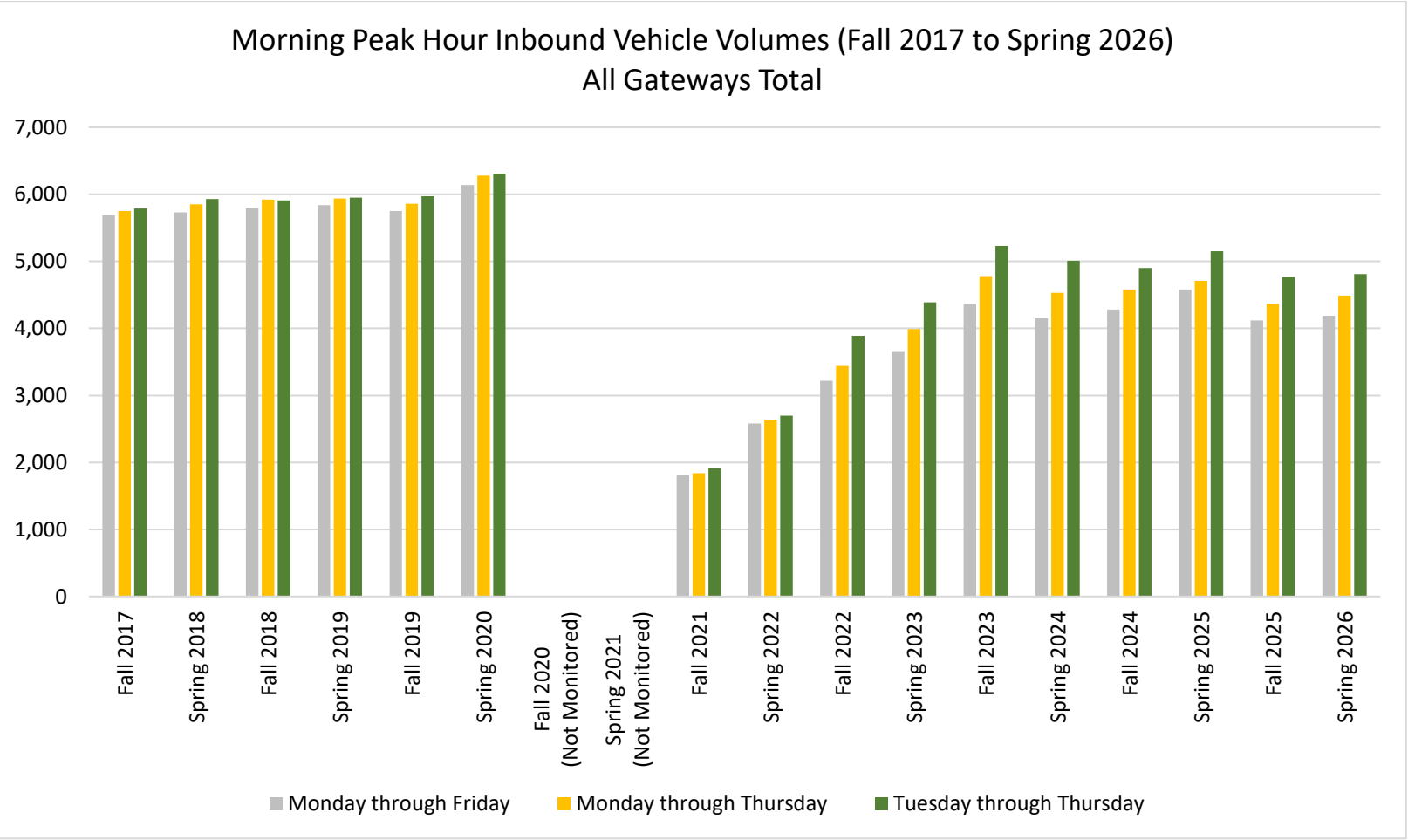


Figure E1: Morning Peak Hour Inbound Vehicle Volumes Comparison

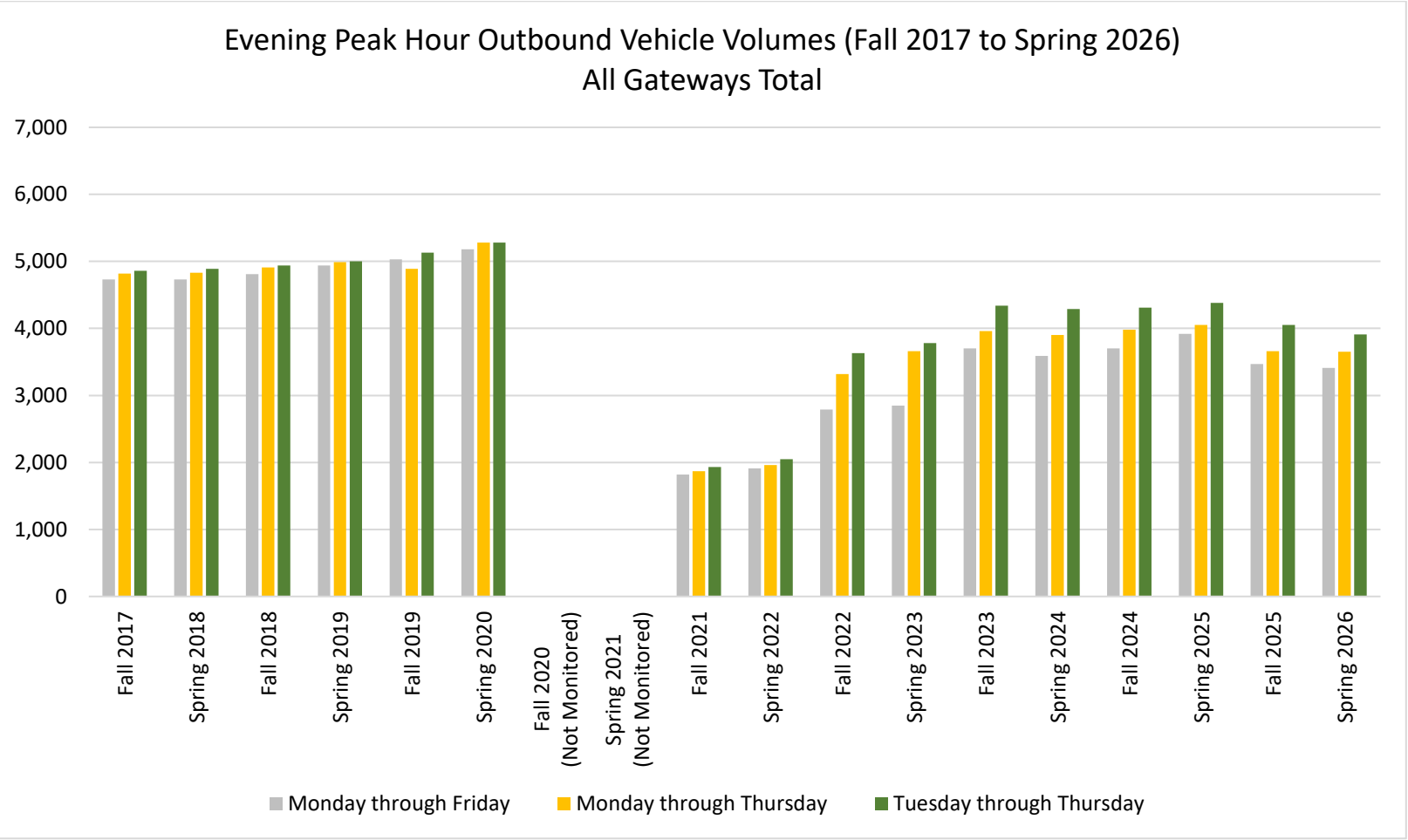


Figure E2: Evening Peak Hour Outbound Vehicle Volumes Comparison

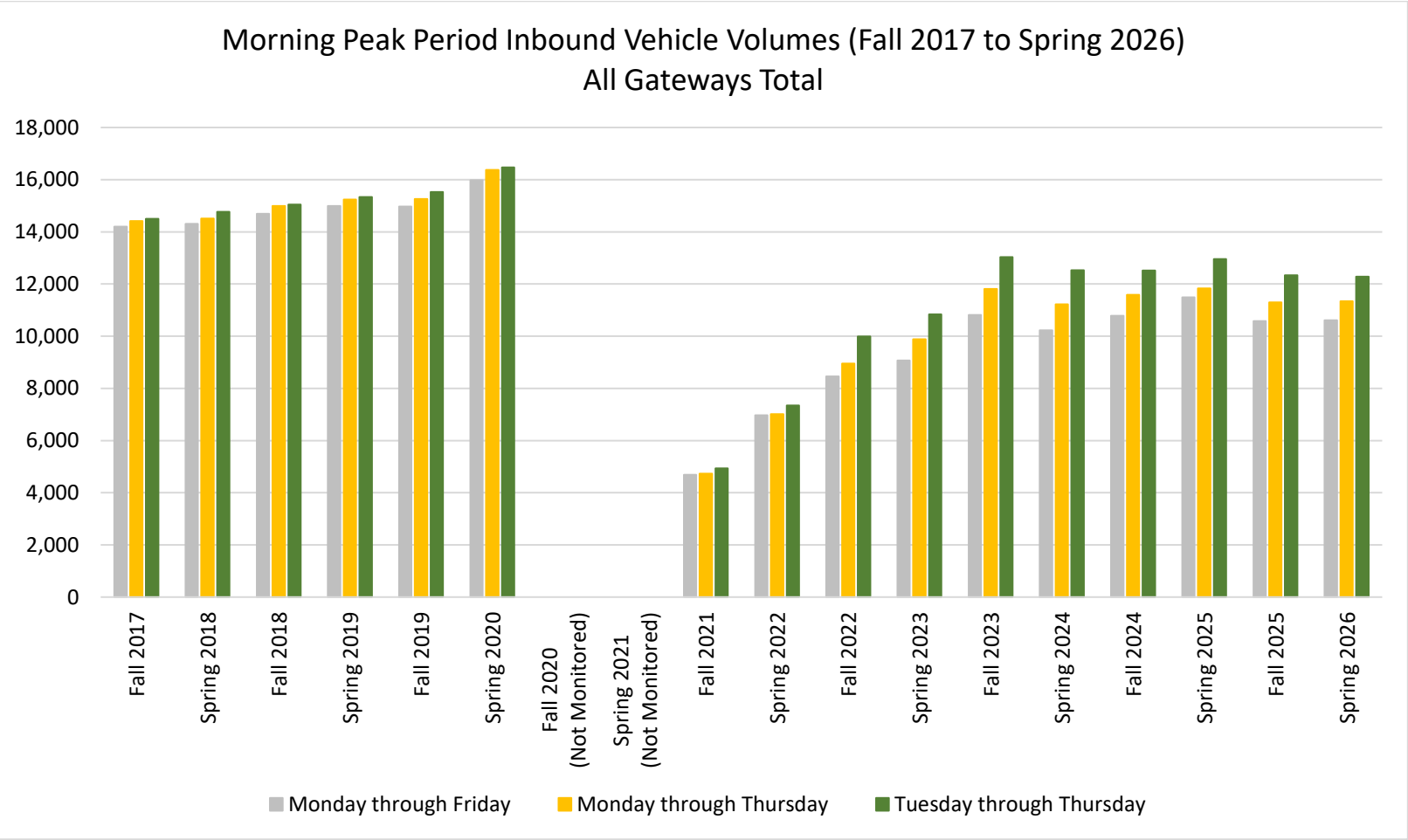


Figure E3: Morning 3-Hour Peak Period Inbound Vehicle Volumes Comparison

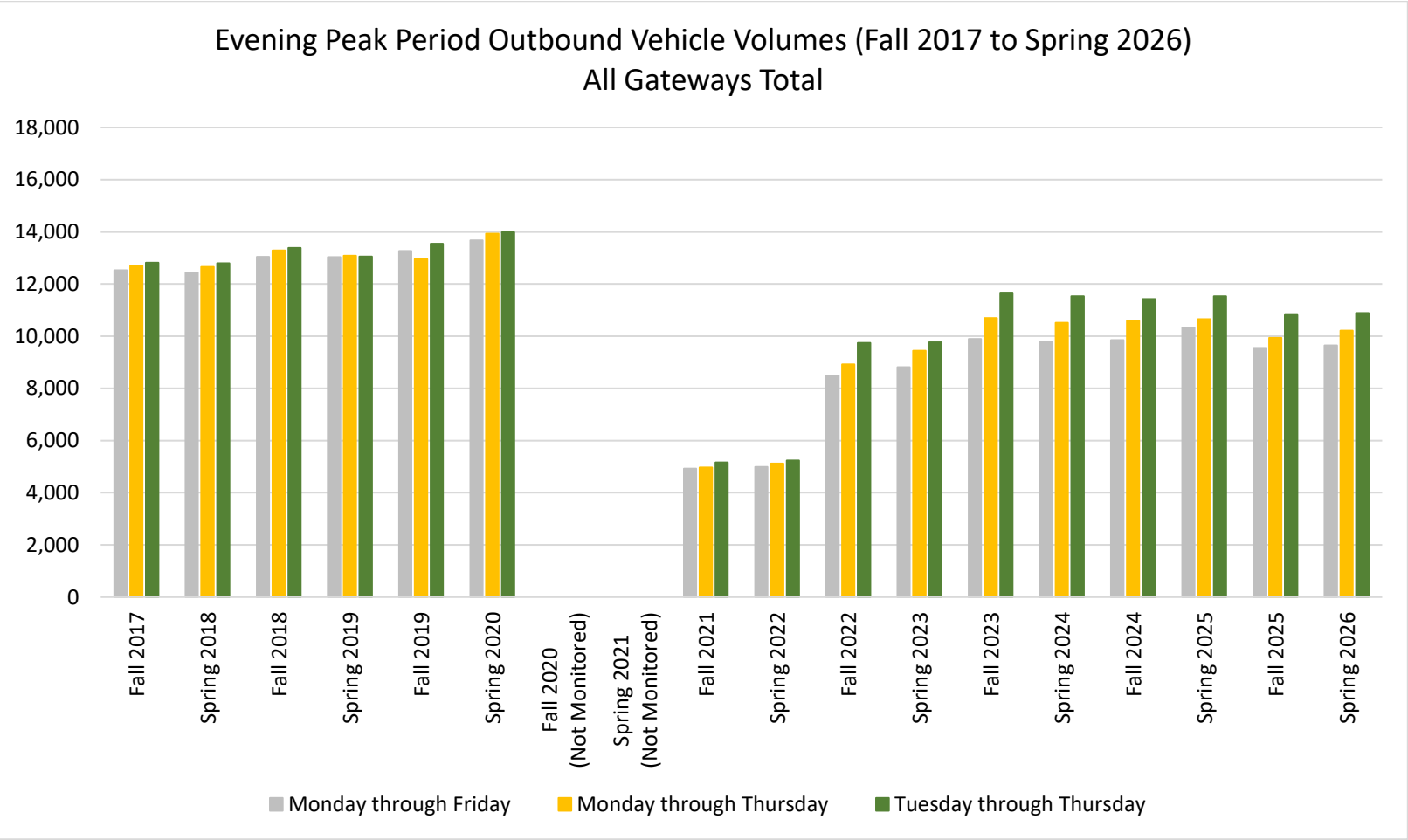


Figure E4: Evening 3-Hour Peak Period Inbound Vehicle Volumes Comparison

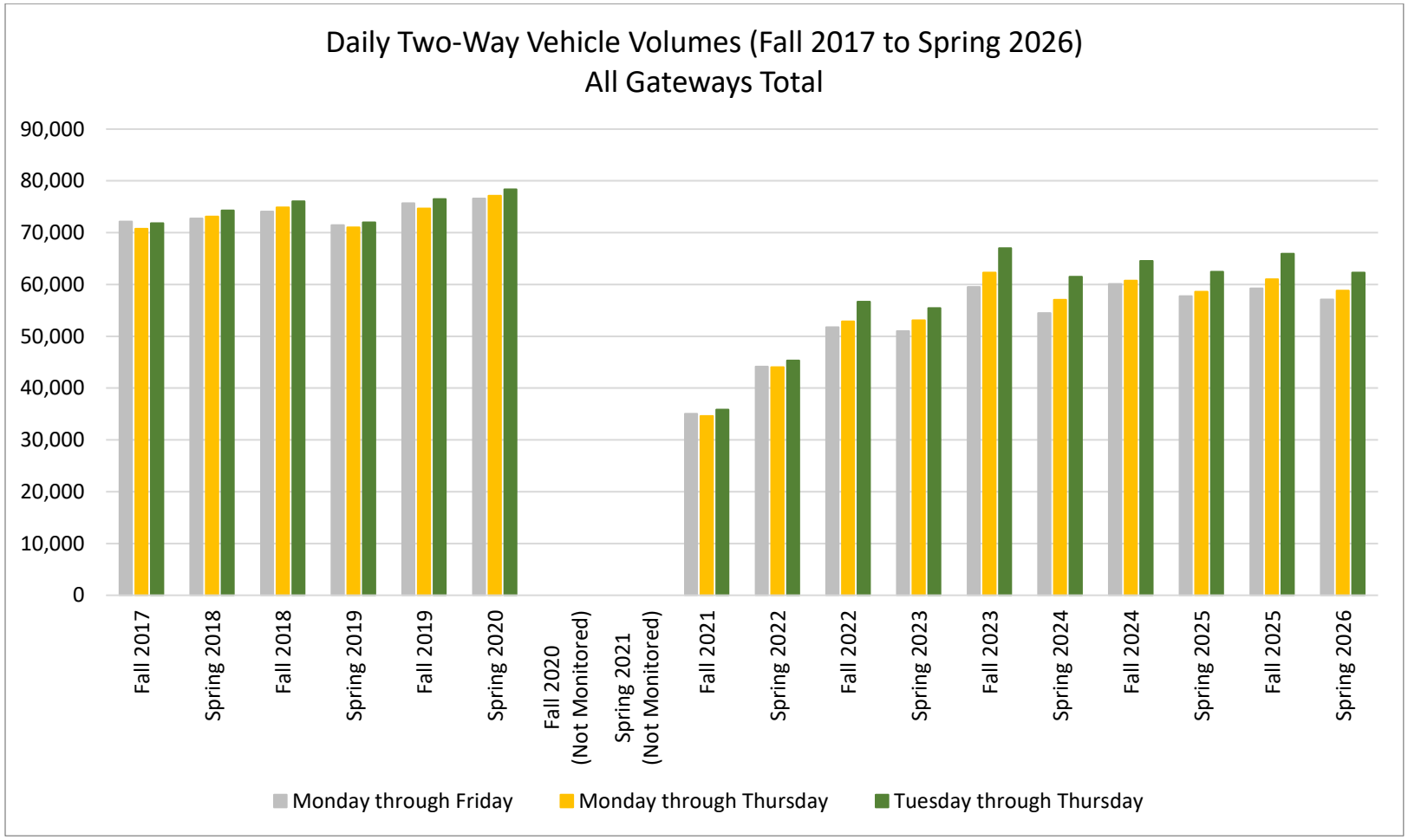


Figure E5: Daily Vehicle Volumes Comparison

File #: 206179, **Version:** 1

California Street (West) Complete Street Improvements, Pilot, Project 21-40-Various Actions

1. Accept California Street (West) Complete Street Improvements, Pilot, Project 21-40, and authorize the final contract payment.

2. Transfer and appropriate $243,000 from the San Antonio Public Benefit Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40. (Five votes required)

3. Authorize the City Manager or designee to amend the professional services agreement with BKF Engineers, Inc., a California corporation (Entity No. 3696846), for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to add $13,000 for additional design services, for a total not-to-exceed amount of $563,000.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **California Street (West) Complete Street Improvements, Pilot, Project 21-40– Various Actions**

RECOMMENDATION

1. Accept California Street (West) Complete Street Improvements, Pilot, Project 21-40, and authorize the final contract payment.

2. Transfer and appropriate $243,000 from the San Antonio Public Benefit Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40. (Five votes required)

3. Authorize the City Manager or designee to amend the professional services agreement with BKF Engineers, Inc., a California corporation (Entity No. 3696846), for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to add $13,000 for additional design services, for a total not-to-exceed amount of $563,000.

BACKGROUND

"Acceptance" of a construction contract is a legal event recognized by state law when the City verifies that the contractor has satisfactorily completed a public project. Once accepted, the work on the public project is complete and other actions occur, such as final payment to the contractor and the release of bonds obtained by the contractor that ensure completion of the project. Following acceptance, the City becomes responsible for maintenance of the public project.

On May 28, 2024, Council took the following actions on the project:

1. Found that in accordance with California Environmental Quality Act (CEQA) requirements, California Street (West) Complete Street Improvements, Pilot, Project 21-40, is categorically exempt as Class 1, Maintenance and Minor Alteration of Existing Public Facilities, under CEQA Guidelines Section 15301.

2. Transferred and appropriated $2,870,000 from the CIP Reserve Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40.

3. Approved plans and specifications for California Street (West) Complete Street Improvements, Pilot, Project 21-40, and authorized staff to advertise the project for bids.

4. Authorized the City Manager or designee to award a construction contract to the lowest responsible bidder if the bid was within the project budget of $4,630,000.

5. Authorized the City Manager or designee to amend the professional services agreement with BKF Engineers, a California corporation (Entity No. 3696846), to provide additional design services for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to add $40,000 for a total not-to-exceed amount of $520,000.

Bids were received on August 7, 2024 and were above the project budget. As a result, on September 24, 2024, Council took the following actions:

1. Transferred and appropriated $1,265,000 from the 2016 Valley Transportation Authority Measure B Sales Tax–Local Streets and Roads Program Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40.

2. Awarded the construction contract for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to O'Grady Paving, Inc. for $4,560,000, including a $415,154 construction contingency.

3. Authorized the City Manager or designee to amend the professional services agreement with BKF Engineers, a California corporation (Entity No. 3696846), for California Street (West) Complete Street Improvements, Pilot, Project 21-40, to add $30,000 for additional design services, for a total not-to-exceed amount of $550,000.

ANALYSIS

Project Improvements

The project improvements included pavement rehabilitation on California Street, between Showers Drive and Shoreline Boulevard, and the following complete street elements:

- Four-lane-to-three-lane road diet with two-way center left-turn lane (Showers Drive to Mariposa Avenue);

- Four-lane-to-two-lane road diet (Mariposa Avenue to Shoreline Boulevard);

- Parking-protected bike lanes;

- Green bike lane striping at conflict points, such as driveways and bus stops;

- High-visibility crosswalks throughout the corridor;

- Protected intersection improvements;

- Three high-visibility midblock crosswalks with bulb-outs, refuge island, and enhanced lighting; and

- Five different types of vertical elements to enhance visual cues of the bike lanes, including a variety of vertical devices and planter boxes to provide both green street elements and physical barriers between the parking and bicyclists.

The final construction contract cost of $4,559,843 is within the construction contract amount of $4,560,000 and included five contract change orders for the total amount of $400,273 and a final quantity adjustment change order, resulting in contract savings of $157. The contractor's work has been completed in accordance with the approved plans and specifications.

Additional Corridor Adjustments and Pilot Project Assessment

Due to the pilot nature of the project, staff will continue to evaluate the corridor and review the public feedback received at specific locations. Staff has identified additional corridor adjustments needed, such as modifications to parking and vertical delineators, and may need to perform further adjustments. While staff will perform the field work needed, some adjustments may require additional design services. The BKF Engineers fee for these additional design services is $13,000. This fee is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required. Staff recommends amending the existing professional services agreement with BKF Engineers to add $13,000 in contingency for a total not-to-exceed amount of $563,000.

Additionally, staff will retain vendors for post-construction data collection (traffic, bicycle, and pedestrian counts) and interim maintenance of the landscaping within the new planter boxes installed. The landscape maintenance will provide services until the Community Services Department retains a long-term landscape maintenance vendor, expected in fall 2026. As a result of the additional corridor adjustments, design services, data collection, and interim landscape maintenance, staff is recommending additional funding in the amount of $243,000.

FISCAL IMPACT

California Street (West) Complete Street Improvements, Pilot, Project 21-40, is funded as follows:

Table 1: Project Funding

Funding Source	Total
CIP Reserve Fund	$2,870,000
2016 Measure B – Sales Tax Fund	2,265,000
San Antonio Public Benefits Fund	760,000
Transportation Fund for Clean Air (TFCA) Grant	131,762
TOTAL:	**$6,026,762**

The estimated project costs are as follows:

Table 2: Project Costs

Construction (including Contingency)	$4,559,843
Project Management and City Staff	388,000
Consultant and Vendor Services	650,000
Construction Inspection and Testing	258,000
Permits, Printing, and Miscellaneous	30,919
Subtotal	$5,886,762
City Administration	383,000
TOTAL ESTIMATED COST	**$6,269,762**
PROJECT BUDGET	$6,026,762
PROJECT SHORTFALL	**$243,000**

An increase in appropriations of $243,000 is requested to fund the additional project elements and fully fund the project. The BKF Engineers, Inc. professional services agreement fee, with the inclusion of the recommended amendment, is $462,600 for basic services and reimbursable expenses and a contingency of $100,400 for additional services, for a total not-to-exceed amount of $563,000.

Staff recommends that Council transfer and appropriate $243,000 from the San Antonio Public Benefits Fund to California Street (West) Complete Street Improvements, Pilot, Project 21-40. Sufficient funding is available in the San Antonio Public Benefits Fund for the recommended actions.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Contract or franchise agreement

ALTERNATIVES

1. Do not authorize the appropriation of $245,000 from the San Antonio Public Benefit Fund and direct staff to use a different funding source.

2. Determine that California Street (West) Complete Street Improvements, Pilot, Project 21-40, has not been completed in conformance with City standards and decline to accept the improvements until they are completed to the satisfaction of the City Council.

3. Provide other direction.

PUBLIC NOTICING – Agenda Posting.

Prepared by:

Ashraf Shah
Principal Civil Engineer

Robert Gonzales
Principal Civil Engineer

Approved by:

Edward Arango
Assistant Public Works Director/
City Engineer

Audrey D. Seymour
Assistant City Manager

cc: APWD—Au, Arango, PCE—Shah, Gonzales, SCE—Wong, ACE—Giang, cmvgis@mountainview.gov, F (21-41, 21-40, 18-53)

File #: 206195, **Version:** 1

Professional Services Agreements for Building Plan Checking and Inspection Services

1. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with BPR Consulting Group LLC for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed $600,000.

2. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with Shums Coda Associates, Inc. for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed $800,000.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Community Development

TITLE: **Professional Services Agreements for Building Plan Checking and Inspection Services**

RECOMMENDATION

1. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with BPR Consulting Group LLC for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed $600,000.

2. Authorize the City Manager or designee to execute a new professional services agreement for Fiscal Year 2026-27 with Shums Coda Associates, Inc. for building plan checking, inspection, and consultant/professional services in an amount not-to-exceed $800,000.

BACKGROUND

The Building Division of the Community Development Department utilizes third-party consultants to support building and fire permit plan checking, inspection, and related professional services. Contracting with qualified professional firms enables the Building Division to manage development workloads effectively, maintain customer service levels, and meet technical and regulatory requirements associated with state-mandated permit review timelines.

In March 2025, the Building Division released a Request for Qualifications (RFQ) for building and fire permit plan checking, inspection, and professional services. Fourteen consultants submitted qualification packages in response to the RFQ. Following evaluation of qualifications, staff determined that multiple firms met the City's requirements and were added to the Building Division's list of prequalified consultants eligible to provide on-call professional services.

Staff is seeking Council authorization to enter into professional services agreements with two of these prequalified consultants whose contract amounts are anticipated to exceed the City Manager's signature authority established under Council Policy A-10. The contract amounts identified reflect the Building Division's current workload projections for Fiscal Year 2026-27, including a number of larger development projects either recently submitted or anticipated to be submitted for building permit review in the near-term. As service volumes fluctuate

throughout the year, City staff may need to return to Council to adjust contract amounts to ensure timely and compliant permit processing.

FISCAL IMPACT

Building permit plan check and inspection services are funded through the Development Services Fund and are cost-recovered through plan check and permit fees paid by permit applicants. Funding for these professional services agreements is included in the Fiscal Year 2026-27 Recommended Budget for consultant services within the Community Development Department.

The Fiscal Year 2026-27 Recommended Budget includes $1,940,000 for building permit plan check and inspection consultant services, consisting of $1,340,000 in ongoing discretionary funding and $600,000 in limited-period funding. Adoption of the proposed agreements is contingent upon City Council approval of the Fiscal Year 2026-27 Recommended Budget on June 23, 2026. No additional appropriations are requested at this time. Should additional funding be required during the fiscal year due to increased development activity or service demand, staff will return to the City Council with a future appropriation request.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Contract or franchise agreement

ALTERNATIVES

1. Reduce the contract amount(s) recommended by staff.

2. Provide additional direction to staff.

PUBLIC NOTICING—Agenda Posting

Prepared by:

Grace Montgomery
Analyst II

Approved by:

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Christian Murdock
Community Development Director

File #: 206207, **Version:** 1

Increase Appropriations in the Shoreline Golf Links Fund

1. Appropriate $81,000 and $179,000 in the Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

2. Increase revenue appropriations by $81,000 and $179,000 Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Community Services

TITLE: **Increase Appropriations in the Shoreline Golf Links Fund**

RECOMMENDATION

1. Appropriate $81,000 and $179,000 in the Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

2. Increase revenue appropriations by $81,000 and $179,000 Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds, respectively, for increased restaurant and golf operating costs. (Five votes required)

BACKGROUND

Shoreline Golf Links (SGL) opened to the public in 1983 and was leased to private operators between 1983 and 1995. In December 1995, the City of Mountain View assumed operations of the Course. At that time, revenues exceeded expenditures, and it was anticipated that SGL would be able to provide a reasonable annual financial contribution to the General Operating Fund (GOF). By Fiscal Year 2006-07, due to the increased supply of and competition from other golf courses, SGL was operating at a deficit. It was no longer able to contribute to the GOF and was drawing down reserves to meet its financial obligations. This situation was exacerbated by the Great Recession. Therefore, the City reviewed alternatives to operating the Course and in 2011 issued a Request for Proposals to manage and operate the Course.

On September 27, 2011, Council authorized the City Manager to enter into a management services agreement with Touchstone Golf, LLC (Touchstone), for the management and operation of SGL for a term of five years with an option to renew for an additional term of five years. On November 1, 2016, Council renewed the agreement with Touchstone for an additional five-year term, starting in January 2016. On October 23, 2018, Council approved amending the operating agreement with Touchstone to include management of Michaels at Shoreline Restaurant (Michaels). The amended operating agreement began on January 1, 2019, and Touchstone began restaurant operations on January 24, 2019. On December 7, 2021, Council approved a five-year

extension to the agreement with Touchstone for management of SGL and Michaels through December 31, 2026.

In the spring of 2025, Touchstone merged with KemperSports and assumed the name KemperSports. Subsequently, the agreement between the City and the golf course operator was amended to reflect the name change and their new tax ID number. Since no other changes were made to the agreement, the amendment did not require Council approval. As noted, the term of the current agreement ends December 31, 2026. Staff will bring a proposal in the fall to City Council to address the next steps of golf course operations.

Although SGL and Michaels are considered General Fund programs, they are tracked and reported separately for management information purposes and to provide a more comprehensive overview of the operations.

ANALYSIS

Michaels Restaurant is projected to exceed budgeted operational expenditures in Fiscal Year 2025-26 due to several cost increases beyond the operator's control, including higher insurance expenditures and multiple major appliance repairs. In addition, the restaurant has required additional staffing in 2026 due to increased sales activity following the closure of the American Bistro at the Sailing Lake for renovation in January 2026, which was not anticipated during development of the Fiscal Year 2025-26 budget. In addition, the operator has made operational modifications to reduce material expenditures. Increased restaurant sales will generate sufficient revenue to offset the recommended increase in expenditures for the current fiscal year.

Shoreline Golf Links is also projected to exceed budgeted operational expenditures in Fiscal Year 2025-26 due to higher-than-estimated costs for reclaimed water, labor, and supplies and materials. Although water usage through May has remained comparable to prior years, an increase in the cost per unit of reclaimed water during the current fiscal year is projected to result in an approximate $100,000 shortfall in the water budget. In addition, drier weather conditions in January, February and March increased golf activity and required additional staffing and turf maintenance to accommodate higher play levels during a typically slower season. Increased golf rounds and operational adjustments to membership discounts are expected to generate sufficient additional revenue to offset the recommended increase in expenditures for the current fiscal year.

Therefore, staff recommends that the City Council authorize the City Manager to increase appropriations and revenue in the Community Services Department of the Shoreline Golf Links Fund to provide sufficient operating budget authority through the end of Fiscal Year 2025-26, including the $81,000 for Michaels Restaurant and $179,000 for Shoreline Golf Links operations.

The additional revenue generated during the fiscal year is projected to more than cover the estimated $260,000 increase in appropriations required to support operations,

FISCAL IMPACT

The requested appropriation increase of $260,000 in the Community Services Department within the Shoreline Golf Links Fund, including $81,000 for Michaels Restaurant and $179,000 for Shoreline Golf Links operations, will be fully offset by additional operating revenue generated during Fiscal Year 2025-26. The increase in expenditures is supported by estimated revenues exceeding budgeted amounts within the Restaurant and Golf subfunds, respectively, and no additional funding source is required.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

☒ General policy and legislative actions

ALTERNATIVES

1. Do not increase appropriations in the Shoreline Golf Links fund.

2. Appropriate a different dollar amount than recommended in the Community Services Department, Shoreline Restaurant- Michaels and Shoreline Golf Links SubFunds.

3. Provide other direction.

PUBLIC NOTICING—Agenda posting

Prepared by:

John Marchant
Community Services Director

Brady Ruebusch
Shoreline Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Legislation Text

File #: 206212, **Version:** 1

Lease Agreement for 485 and 495 Clyde Avenue

1. Approve the business terms for a lease agreement between the City of Mountain View and Google, Inc., that includes an option for Google to sell the property to the City, for property located at 485 and 495 Clyde Avenue (APN 160-57-006 and 160-57-007) (Attachment 1 to the Council Report) and authorize the City Manager or designee to execute a lease agreement consistent with these business terms.

2. Find that in accordance with the requirements of the California Environmental Quality Act (CEQA), under California Code of Regulations Title 14, Section 15325, the lease and potential acquisition of these properties is categorically exempt as Class 25(f) because the lease and potential acquisitions preserve lands for park purposes.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works and Community Services

TITLE: **Lease Agreement for 485 and 495 Clyde Avenue**

RECOMMENDATION

1. Approve the business terms for a lease agreement between the City of Mountain View and Google, Inc., that includes an option for Google to sell the property to the City, for property located at 485 and 495 Clyde Avenue (APN 160-57-006 and 160-57-007) (Attachment 1 to the Council Report) and authorize the City Manager or designee to execute a lease agreement consistent with these business terms.

2. Find that in accordance with the requirements of the California Environmental Quality Act (CEQA), under California Code of Regulations Title 14, Section 15325, the lease and potential acquisition of these properties is categorically exempt as Class 25(f) because the lease and potential acquisitions preserve lands for park purposes.

BACKGROUND

One of the projects in the Fiscal Years 2025-27 Council Work Plan is to provide additional facilities for playing pickleball, including the construction of new permanent courts. With the cooperation of the property owner (Google), staff has identified the property located at 485 and 495 Clyde Avenue as a potential site for the development of a new public park with a pickleball facility (see Figure 1). The site is located in the eastern section of the City near Middlefield Road and State Route 237, adjacent to Sunnyvale Municipal Golf Course.

The two properties combined are approximately 3.72 acres in size. There is currently one vacant building on each parcel and parking lots with lighting. The parcels are bisected diagonally by the Moffett Federal Airfield Turning Safety Zone (Figure 2). Santa Clara County's Comprehensive Land Use Plan for Moffett Federal Airfield includes a limit of a maximum of 200 people per acre for non-residential uses and is restrictive on residential uses being built within the Turning Safety Zone. Staff's initial analysis is park use that includes pickleball courts will be under the 200 people per acre limit; however, a final determination will be required from the Santa Clara County Airport Land Use Commission (ALUC).

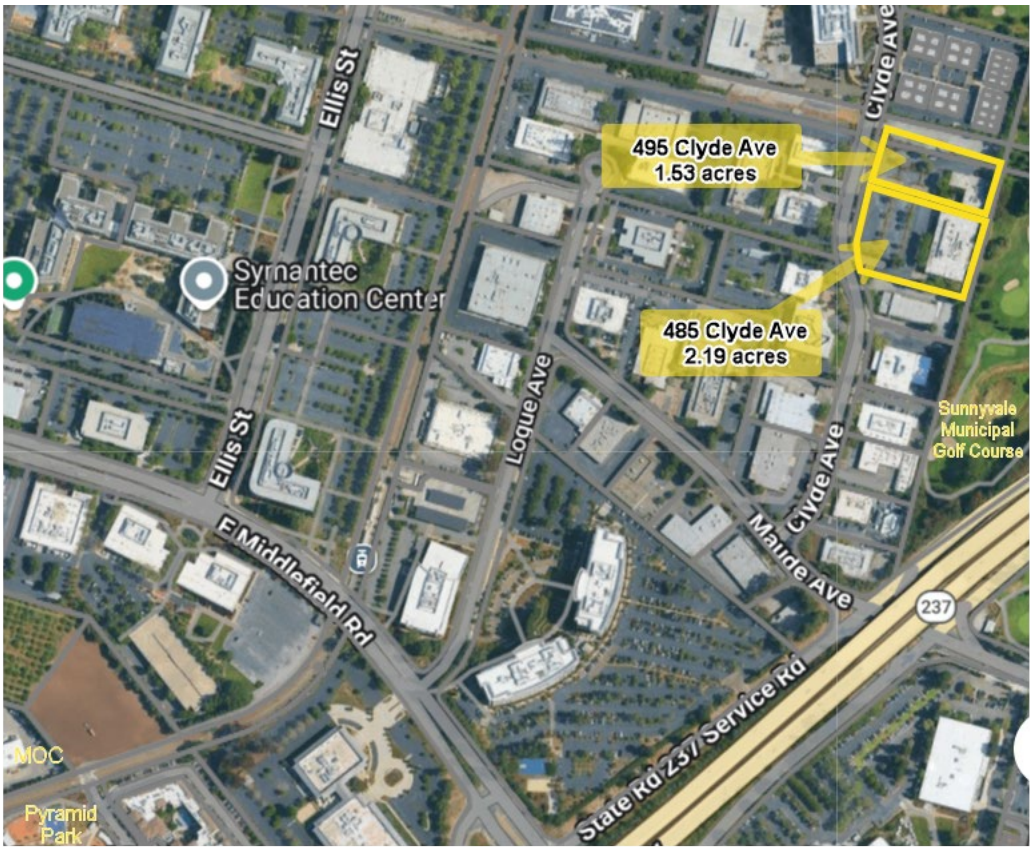


Figure 1: Location



Figure 2: Turning Safety Zone

City Council met in closed session on May 12, 2026, to discuss the price and terms for the lease of this property with its real property negotiators. The recommended business terms listed in Attachment 1 are consistent with the direction received from Council.

ANALYSIS

The combined property of 485 and 495 Clyde Avenue has the following advantages:

- At approximately 3.72 acres, it is large enough for a pickleball facility with up to 12 courts, including parking and restrooms, as an element of a larger public park and open space serving the community.

- The site is conveniently located near major transportation corridors and a light rail station, allowing for citywide access to a pickleball facility.

- The site is not adjacent to existing residential land uses, but is close enough to planned residential projects for future residents to enjoy a park at this location.

Staff recommends Council approve the business terms listed in Attachment 1 for a lease of 485 and 495 Clyde Avenue with an option to sell for the development of a public park with a pickleball facility. Below is a summary of the key business terms:

- The City and Google will execute a seven-year lease for the property with Google having an option to sell the property to the City during the lease term in exchange for park land/open space credits equivalent to 3.72 acres of land. This arrangement will allow the City to take possession of the property before the end of 2026. Early termination of the lease is allowed should the City be unable to proceed with the park and pickleball facility due to ALUC actions or inaction or due to environmental or site conditions that may render the project infeasible.

- The annual rent will be one dollar ($1.00) plus property taxes and Google's third-party property management costs. The estimated rent for the first year of the lease is approximately $131,000.

- The lease will commence after Google demolishes the existing vacant buildings on the property, which is anticipated to occur before the end of 2026. After lease commencement, the City will be responsible for all repairs, maintenance, and replacement work of the property, including the City's park and pickleball improvements to the site.

These lease terms present the most feasible path for providing new pickleball courts within the next two years.

Environmental Clearance

The proposed action is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code, Section 21080.28. because it consists of securing an interest in property for future public park purposes. The action does not approve any construction, demolition, or physical changes to the site. Any future demolition, site preparation, park improvements, or other development activities will be subject to separate review and compliance with CEQA, as applicable.

Next Steps

Should Council approve the business terms in Attachment 1, staff will work with Google to draft the lease agreement consistent with the business terms. The execution of the lease agreement is expected by September 2026. Following execution of the agreement, Google will apply for a demolition permit from the City and demolish the buildings. The park will be developed in phases with the first phase being the pickleball facility towards the rear of the property adjacent to the golf course with interim restrooms and parking being provided in the existing parking lots. The design process for this first phase will begin as soon as the lease is executed. Design and construction are estimated to take approximately 18 months after the lease is commenced.

FISCAL IMPACT

The first-year lease payment is $1, with estimated carrying costs of approximately $131,000, consisting primarily of property taxes and third-party property management expenses. Lease payments are expected to commence in the fourth quarter of 2026. The Fiscal Year 2026-27 Recommended Budget, scheduled for Council adoption on June 23, 2026, includes $100,000 in General Non-Operating Funds to support these initial lease and carrying costs. Future annual costs will vary based on changes in property taxes and Google's third-party property management costs.

Design and initial implementation of Phase 1 for the pickleball courts will be funded by Project 23-36, Pickleball Court Preliminary Study, Design and Construction, which currently has approximately $690,000 of available funding and sufficient budget capacity for design activities. Staff will return to Council with a future funding request for construction costs once project scope and cost estimates are finalized.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent

financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Other permit, license, or entitlement for use
☒ Contract or franchise agreement

ALTERNATIVES

1. Direct staff to negotiate certain changes to the business terms in Attachment 1.

2. Do not approve proceeding with a lease agreement for this property and direct staff to continue to look for other potential locations for a pickleball facility.

3. Provide other direction.

PUBLIC NOTICING

Agenda posting, and a copy of this report was sent to Google.

Prepared by:

Dawn S. Cameron
Assistant City Manager

Angela LaMonica
Real Property Program Administrator

Approved by:

Jennifer Ng
Public Works Director

John R. Marchant
Community Services Director

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Recommended Business Terms

Recommended Business Terms
Lease and Option to Sell

485 Clyde Avenue (APN 160-57-006) and 495 Clyde Avenue (APN 160-57-007)
Mountain View, CA
Approximately 3.72 Acres

Intent: The City of Mountain View (City) to lease approximately 3.72 acres of property to facilitate the near-term development of a public park with a pickleball complex, with an option for Google to sell the property to the City within the lease term.

Term	Provision
Parties	Lessor/Seller: Google Lessee/Buyer: City of Mountain View (City)
Lease Term	7 years after Lease Commencement, with no lease term extensions.
Lease Commencement	The 1st day of the month after Delivery Condition and Site Preparation is completed by Google.
Annual Rent	$1 plus property taxes and Google's third-party property management costs (currently estimated at approximately $10,000 per year). Google shall apply for property tax reduction after the buildings are demolished.
Delivery Condition and Site Preparation	Property will be delivered to the City as vacant land after City's acceptance that the existing buildings and foundations have been completely demolished by Google. All land exterior to the buildings will remain as is, including the parking lots, parking lot lighting, and trees. Google shall apply for a demolition permit from the City no later than 60 days after the lease is executed and shall demolish the buildings within 45 days of receiving the demolition permit and any other required City approvals, weather permitting.
Environmental Conditions	Prior to Lease Commencement, Google shall provide a current Phase I Environmental Site Assessment (ASTM standard) for the Property. If the Phase I identifies potential environmental conditions warranting further investigation, Google shall reasonably cooperate with any follow-up assessment. If environmental conditions are identified that could materially affect the City's intended use or result in significant cost or liability, the City shall have the right, prior to or at Lease Commencement, to delay Lease Commencement or terminate the lease. If environmental conditions are identified that would require Google to undertake significant remediation, then Google may terminate the Lease.
City Maintenance Responsibilities	City to perform all repairs, maintenance and replacement work (including any capital repairs or replacements) at the site including all landscaping, pest control, parking lot sweeping, parking lot lighting, exterior backflow testing. City may make improvements to the site

Term	Provision
	related to the intended use of a public park with a pickleball facility, at its sole cost, and shall be responsible for the costs to operate and maintain the City improvements.
Google Option to Sell Property to City	Google shall have the right, at its sole election during the 7-year lease term, to exercise an option to sell the Property to the City in exchange for park land/open space credits equivalent to 3.72 acres of land. These credits may be used to meet park land/open space requirements for developments on Google-owned property or on third-party owned property with Google allowed to sell unused credits to other residential developers in the City in fulfillment of City parkland or other City open space requirements. The credits must be used within thirty (30) years, following which any unused credits would expire.
Sublease	City intends to develop the park in phases, starting with the pickleball complex. City may sublease portions of the property not being used for the pickleball complex for certain temporary uses (e.g., construction staging or similar temporary uses) until such time that the full park is developed. Any sublease would be subject to Google's approval, which would apply to the proposed use and term of the sublease. Google's approval would not be unreasonably withheld, conditioned or delayed. City would solely retain any proceeds from the sublease.
Insurance/Hold Harmless	The City maintains a municipal self-insurance program. During the lease term, the City shall be responsible for any liability arising from the City's use and occupancy of the Property and shall indemnify and hold harmless Google from claims arising from the City's use of the Property. Google would be named as an additional insured under the City's self-insurance coverage with respect to the City's use of the property, and the parties anticipate that Google would not be required to obtain separate insurance coverage for the City's use of the Property during the term of the lease.
Early Lease Termination	No early termination of the lease by Google or City for the 7-year term except under the following conditions: ● City is unable to proceed with the City's intended use of the property due to Airport Land Use Commission action or inaction. ● City or Google determines the environmental or site condition materially affects the feasibility of the project or cleanup costs render the project infeasible, as reasonably determined by the City or Google. ● City acquires the land from Google. Lease will contain typical default/remedies provisions, including Google's right to terminate for an uncured City default.

Legislation Text

File #: 206240, **Version:** 1

Professional Services Agreement for Land Management Assessment Advisory Services

Authorize the City Manager or designee to execute an amendment to the professional services agreement with Plante Moran, CPAs, P.C., for Land Management System advisory services, including request for proposal development, vendor selection support, and contract and statement of work advisory services, increasing compensation by $174,955 for a total not-to-exceed amount of $397,604.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Information Technology

TITLE: **Professional Services Agreement for Land Management Assessment Advisory Services**

RECOMMENDATION

Authorize the City Manager or designee to execute an amendment to the professional services agreement with Plante Moran, CPAs, P.C, for Land Management System advisory services, including request for proposal development, vendor selection support, and contract and statement of work advisory services, increasing compensation by $174,955 for a total not-to-exceed amount of $397,604.

BACKGROUND

On July 8, 2025, the City and Plante Moran entered into an agreement to provide Land Management Assessment Services. These services were designed to assess the City's land development and permitting processes and technology needs across multiple City Departments and Divisions to identify a strategy for evaluating and acquiring new land management system (LMS) technology.

The Land Management Assessment Services included the following phases:

- Phase 1: Project Initiation & Planning Activities – Completed November 2025
- Phase 2: Needs Assessment & Process Definition – Completed May 2026

Key outcomes of Phase 1 and 2 included:

- Evaluate the permitting/land management process journey and identify the interactions between stakeholders in the process.
- Identify current and future methods for the agency to manage and monitor service delivery performance.

- Recognize process and transparency expectations of external (customers) and internal (staff) stakeholders.

- Uphold agency professionalism, integrity, and customer service standards.

- Identify key solution capabilities necessary to satisfy the City's unique business needs

ANALYSIS

The proposed amendment expands Plante Moran's role in supporting the City's LMS project to include LMS vendor selection and contract advisory services. The additional scope consists of two phases:

- Phase 3: Development of a Request for Proposal and vendor selection support services

- Phase 4: Contract negotiation and Statement of Work (SOW) advisory services

Under this expanded scope, Plante Moran will partner with City staff to support a collaborative and accountable procurement process, assist with vendor evaluation and selection, and provide independent advisory services during contract and SOW negotiations to help position the City for a successful LMS implementation.

FISCAL IMPACT

Funding for Land Management System assessment, procurement, and advisory services is included in Capital Improvement Program Project 11-18, which was established for the acquisition and implementation of a new LMS. The proposed amendment would increase the professional services agreement with Plante Moran, CPAs, P.C., by $174,955, resulting in a total-not-to-exceed contract amount of $397,604.

Project 11-18 currently has an available balance of approximately $1,083,200, which is sufficient to fund the recommended amendment. No additional appropriation is required.

LEVINE ACT

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Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Material contract modification or amendment

ALTERNATIVES—Provide other direction to staff.

PUBLIC NOTICING—Agenda posting.

Prepared by:	Approved by:
Michael Sinor Chief Information Officer/Information Technology Director	Arn Andrews Assistant City Manager

File #: 206258, **Version:** 1

Approving Travel and Other Expenses to Attend the 50th Anniversary Commemorative Ceremony of the Sister City Relationship per Council Policy A-14

Approve travel for Mayor Ramos and Councilmember Kamei to represent the City at the 50th anniversary commemorative ceremony of the Sister City relationship between Mountain View and Iwata, Japan, and delegate the City Manager or designee to authorize funding of up to $25,000 for travel, ceremonial gifts, and other expenses per Council Policy A-14.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Approving Travel and Other Expenses to Attend the 50th Anniversary Commemorative Ceremony of the Sister City Relationship per Council Policy A-14**

RECOMMENDATION

Approve travel for Mayor Ramos and Councilmember Kamei to represent the City at the 50th anniversary commemorative ceremony of the Sister City relationship between Mountain View and Iwata, Japan, and delegate the City Manager or designee to authorize funding of up to $25,000 for travel, ceremonial gifts, and other expenses per Council Policy A-14.

BACKGROUND

The City of Mountain View is a member of Sister Cities International (SCI), which, since its inception in 1956, has fostered global relationships through cultural, educational, informational, and trade exchanges. The primary vehicle for fostering these relationships is through Sister Cities' exchanges between cities, counties, or states.

In 1974, the Cities of Iwata, Japan, and Mountain View entered a Sister Cities relationship when officials from Iwata contacted the then-Mayor of Mountain View about starting a Sister City relationship. After receiving a delegation from Iwata, the Mayor reciprocated and visited Iwata to determine if the two cities were compatible. The two cities were deemed a match, and a Sister City relationship was formalized.

Following the establishment of the Iwata sister city relationship in 1974, the Sister City Affiliation of Mountain View (Affiliation) was formed in 1976 as an independent nonprofit governed by a board of directors whose primary goal is to promote international understanding and acceptance, and to facilitate a variety of events and programs throughout the year, including a student exchange program. Each year, five to six students from Mountain View can apply to participate in the Mountain View Sister Cities Student Exchange (MVSC) along with five to six students from Iwata. The exchange takes place from July to August, and families of students who travel to Japan to participate in the exchange program are obligated to host Iwata students.

Since the formation of the Sister City Relationship with Iwata, Japan, in 1974, the Mountain View City Council has adopted resolutions commemorating the relationship between the two cities on

its 20th anniversary in 1995, its 25th anniversary in 1999, and its 30th anniversary in 2006. Each resolution highlighted the benefits of the Sister City relationship, cultural exchange, and the annual student exchange facilitated by the Sister City Affiliation of Mountain View.

On May 12, 2026, the Mayor, Vice Mayor, and Councilmembers received a formal invitation from the Mayor of Iwata City to attend the 50th anniversary commemorative ceremony of the Sister City relationship, to be held in Iwata on October 17, 2026 (Attachment 1).

ANALYSIS

In 1991, the City Council adopted Council Policy A-14, Sister City Activities, to govern the City's responsibilities regarding sister city activities. Among other things, the Policy states, "The City supports the sister city concept and its goal of strengthening global understanding between the peoples of the United States and other nations." In addition, the Policy states:

7. City funds shall be expended only for the following sister city-related expenses:

    c. City gifts, which will be presented to sister city representatives (student, business or government) during their visit to the City of Mountain View, or presented by representatives of Mountain View during their trips to sister cities.

    d. Any other expenses approved by the City Manager or his/her designee.

Given that Policy A-14 was first adopted over 35 years ago, staff anticipate updating the Policy to better reflect all the elements associated with maintaining this important program.

FISCAL IMPACT

The estimated fiscal impact of the recommended action is up to $25,000 for travel expenses, ceremonial gifts, and related costs associated with the City's participation in the 50th anniversary commemorative ceremony celebrating the Sister City relationship between Mountain View and Iwata, Japan. Funding will first be provided from available and unused City Council travel budget appropriations. If additional funding is required, staff will identify and return with a recommended funding source through a future budget action, if necessary.

LEVINE ACT

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financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

Do not approve the recommendation.

PUBLIC NOTICING

Agenda posting.

Prepared by:

Christina Gilmore
Intergovernmental Relations Manager

Arn Andrews
Assistant City Manager

Approved by:

Audrey D. Seymour
Assistant City Manager

Attachments:
1. Iwata Sister City 50th Anniversary Invitation
2. City Council Policy A14 Sister City Activities

CITY OF IWATA

Office of the Mayor
TEL(0538)37-4801 FAX(0538)37-4829
http://www.city.iwata.shizuoka.jp/
E-mail:info@city.iwata.lg.jp

Iwata City Hall
3-1 Kounodai
Iwata-shi, Shizuoka-ken
438-8650 Japan.

May 12, 2026

The Honorable Emily Ann Ramos
Mayor of Mountain View
Office of the Mayor and City Council
500 Castro Street, Post Office Box 7540
Mountain View, CA 94039-7540 U.S.A

Dear Mayor Ramos,

On behalf of the people of Iwata City, I extend my heartfelt congratulations on the 50th anniversary of the Sister City relationship between Mountain View and Iwata. I would also like to express my deepest respect and sincere appreciation to all those who have supported and nurtured our friendship over the years.

It is with great pleasure that I extend to you an invitation to attend the 50th anniversary commemorative ceremony of the Sister City relationship between Iwata City, Mountain View, and Dagupan City, Philippines, to be held in Iwata on October 17, 2026.

Through many years of friendship, including our longstanding student exchange programs and other exchanges, the bond between Mountain View and Iwata has continued to flourish. We hope to pass this valued relationship on to future generations and to use this milestone year as an opportunity to further strengthen the ties between our two cities.

It would be a great honor to welcome you to Iwata for this special occasion, and I sincerely hope for your favorable response.

Sincerely,

草地 博昭

Hiroaki Kusachi
Mayor of Iwata City

CITY OF IWATA

Office of the Mayor
TEL(0538)37-4801 FAX(0538)37-4829
http://www.city.iwata.shizuoka.jp/
E-mail:info@city.iwata.lg.jp

Iwata City Hall
3-1 Kounodai
Iwata-shi, Shizuoka-ken
438-8650 Japan.

Proposed Schedule

Friday, October 16
- Arrival and welcome at Nagoya Airport

Saturday, October 17
- 50th Anniversary Commemorative Ceremony, related events, and reception (full day)

Sunday, October 18
- City tour (morning)
- Departure (afternoon)

Notes:

We anticipate welcoming you at Nagoya Airport, the nearest major airport, though we would be pleased to make arrangements according to your travel schedule.

We kindly ask that travel expenses, including airfare and accommodations, be borne by participants. Should you wish, Iwata City would be pleased to assist in arranging accommodations.

We would appreciate receiving your travel itinerary details, including your expected arrival time, once finalized.

We kindly request your response regarding attendance and the number of participants by July 17.

Office of the Mayor, Iwata City Hall
3-1 Kounodai, Iwata-shi, Shizuoka-ken,
438-8650 Japan
E-mail: hisho@city.iwata.lg.jp

CITY COUNCIL POLICY

SUBJECT: SISTER CITY ACTIVITIES NO.: A-14

PURPOSE:

To establish a policy governing the City of Mountain View's (City's) responsibilities relating to sister city activities.

POLICY:

1. The City supports the sister city concept and its goal of strengthening global understanding between the peoples of the United States and other nations.

2. The City acknowledges that the Sister City Affiliation of Mountain View nonprofit organization (Affiliation) has primary responsibility for the implementation of sister city programs and events in Mountain View.

3. The City will support the Affiliation in its sister city activities as follows:

   a. The City Manager shall designate a City staff member to serve as the City's liaison regarding sister city activities.

   b. The City staff liaison will assume primary responsibility for coordinating and conducting all activities and events (e.g., meetings with City officials, receptions, tours, etc.) for visits by city officials from sister cities. For these official events, the City may request that the Affiliation provide some level of support to the City's efforts.

   c. The City staff liaison will act in a support capacity to the Affiliation as it assumes primary responsibility for the planning and execution of activities and events for visits of other delegations.

   d. The City will provide file cabinet space for storage of archival information.

   e. The City will provide reasonable postage, facsimile, copying and/or printing support for sister city events in which the City is participating.

   f. The City will provide the use of available City facilities (with the exception of the Center for the Performing Arts) at no cost to the Affiliation for sister city-related activities.

4. A budget request shall be submitted by the City staff liaison annually detailing proposed sister city-related expenditures and funding levels for the upcoming year. This budget request shall be reviewed by the City Council during its annual City budget review and adoption process.

5. No City funds shall be directly provided to the Affiliation to support their general operating expenses.

6. City funds shall only be expended with the approval of the City Manager or his/her designee.

7. City funds shall be expended only for the following sister city-related expenses:

   a. One-half of the food costs for the annual sister city dinner. No City funds will be used to offset the cost of alcoholic beverages, entertainment, equipment rental or other expenses related to the event.

   b. Dues/membership costs associated with the City's membership in Town Affiliation Associations International. Membership/dues cost for the Affiliation will be the responsibility of the Affiliation.

   c. City gifts, which will be presented to sister city representatives (student, business or government) during their visit to the City of Mountain View, or presented by representatives of Mountain View during their trips to sister cities.

      City gifts and visit support activities will be provided to sister city visitors as follows:

      (1) An individual visiting from a sister city, but not part of any formal or informal delegation will receive: a City pin; a City information packet; and an invitation to meet with the City staff liaison and/or Mayor.

      (2) Groups visiting from a sister city, but not city government officers or members of the visiting sister city committee will receive: City pins; a welcoming gift (to be determined by the City staff under the direction

of the City Manager); City information packet; a meeting with the Mayor or his/her designee; a tour of the City; and an informal reception sponsored by the City.

(3) Visiting sister city committee and/or student exchange groups will receive: City pins, a welcoming gift; City information packets; a meeting with the Mayor or his/her designee; a tour of the City; an informal reception sponsored by the City; and attendance to an event or activity (as determined by the City Manager), with the costs underwritten by the City (e.g., tickets to a Shoreline Amphitheatre event).

(4) Visiting representatives from a sister city government will receive: City pins; a welcoming gift; City information packets; a meeting with the Mayor or his/her designee; attendance to an event or activity, with the costs underwritten by the City; and a luncheon or dinner hosted by the City.

d. Any other expenses approved by the City Manager or his/her designee.

8. As new sister city relationships are requested, the City shall coordinate its effort with the Affiliation to formalize a relationship with a new sister city. The new sister city relationship must be formalized by the adoption of a City Council resolution. Such resolutions shall identify the areas of common interest and activities which both parties wish to pursue through their sister city relationship (e.g., student exchange program, artistic and cultural exchanges, economic development outreach activities, sports team exchanges, etc.).

Revised: November 12, 1991, Resolution No. 15334
Effective Date: August 20, 1991, Resolution No. 15307

CNL POL
A14-601CP

File #: 206259, **Version:** 1

Cuesta Water Main Incident - Emergency Construction Contract Ratification

Ratify the award of an on-call emergency services construction contract with West Valley Construction Company, Inc., a California corporation, (Entity No. 351886) to remediate emergency conditions that arose during the Cuesta Water Main Incident, for a total amount not-to-exceed $600,000.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Cuesta Water Main Incident - Emergency Construction Contract Ratification**

RECOMMENDATION

Ratify the award of an on-call emergency services construction contract with West Valley Construction Company, Inc., a California corporation, (Entity No. 351886) to remediate emergency conditions that arose during the Cuesta Water Main Incident, for a total amount not-to-exceed $600,000.

BACKGROUND

On April 28, 2026, the City Council ratified a Proclamation of Local Emergency, after the City Manager issued a Proclamation of the Existence of a Local Emergency on Saturday, April 25, 2026, in response to an emergency incident involving a private contractor hired by the City, concerning a contamination breach with some cement slurry mix coming into contact with a live water main in a neighborhood north of Cuesta Park on April 24, 2026. Staff were able to identify and isolate the water pipelines in several streets where there was possible contamination.

To restore water services to the affected residents, the City had to demonstrate to the State Water Resources Control Board that the water met water quality standards. Staff employed various methods of flushing, but were unsuccessful in meeting testing requirements. City staff then reached out to other water agencies for mutual aid support.

San Jose Water (SJW) offered mutual aid assistance by loaning the City a piece of equipment to perform high-velocity flushing of the pipelines, as well as SJW staff to operate the equipment. After the high-velocity flushing the City also needed assistance constructing temporary water services and other related pipeline construction work to perform super chlorination (disinfection of the pipelines using high-concentration chlorine) of the affected pipelines. Working with SJW, staff became aware of their on-call construction service provider, West Valley Construction Company, Inc. (West Valley).

ANALYSIS

Based on SJW's positive reference on West Valley's work, staff selected West Valley to assist with pipeline super chlorination and related construction work. Because SJW is a private company, it was necessary for the City contract directly with West Valley.

City Code Section 2.211(d) allows the City to waive the traditional competitive bidding process for public works construction contracts when a public emergency creates conditions that require immediate remediation. In addition, City Code Section 2.2214 allows for noncompetitive procurements when a public emergency will not permit a delay resulting from competitive procurement. Since time was of the essence, the City began meeting with West Valley to plan for the next steps in restoring water service to the affected residents, including the installation of a temporary parallel water pipeline system and temporary decommission of the permanent water pipeline during the super chlorination process. The City awarded an on-call emergency services contract for $600,000 to West Valley to assist staff with water pipeline construction work. The total amount of the services performed by West Valley exceeds the contract limits established by Council Policy A-10 and by the City Code. Therefore, staff is requesting that the Council ratify this contract.

Water service was restored to all homes on May 19, 2026, and West Valley subsequently decommissioned the highline water system. At this time, several punch list and clean-up activities remain for West Valley to complete the required work.

FISCAL IMPACT

The West Valley construction contract is proposed to be funded from the Cuesta Water Incident Emergency account. The appropriation recommendation for the Cuesta Water Incident is included in the Fiscal Year 2026–27 Adopted Budget item presented to Council on June 23, 2026. With Council's approval, this contract will be funded as part of the approved budget.

LEVINE ACT

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information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Contract or franchise agreement

ALTERNATIVES

Provide other direction.

PUBLIC NOTICING

Agenda Posting

Prepared by:

Lisa Au
Assistant Public Works Director

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: PWD, APWD-Arango, Au, PCE-Tseng, Shah, SCE-Chang, SMA-Goedicke

File #: 205409, **Version:** 1

Biodiversity and Urban Forest Plan Adoption

Adopt the Biodiversity and Urban Forest Plan (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Unfinished Business

DEPT.: Community Services

TITLE: **Biodiversity and Urban Forest Plan Adoption**

RECOMMENDATION

Adopt the Biodiversity and Urban Forest Plan (Attachment 1 to the Council report).

BACKGROUND

On April 28, 2026, the City Council held a Study Session to review the draft Biodiversity and Urban Forest Plan (Plan) and provide feedback prior to adoption. The Plan updates and expands the City's 2015 Community Tree Master Plan into a broader framework focused on biodiversity, urban forestry, habitat connectivity, climate resilience, and community well-being.

The Plan was developed with San Francisco Estuary Institute (SFEI) and a cross-departmental City Project Team through a multi-year process that included technical analysis, extensive community engagement, interdepartmental collaboration, and review by the Parks and Recreation Commission (PRC) and Environmental Planning Commission (EPC). Public outreach included workshops, multilingual engagement opportunities, pop-up events, surveys, a stakeholder meeting, and neighborhood-based activities.

At the April 28, 2026, Study Session, Council expressed overall support for the Plan and provided feedback related to implementation accountability and staffing; adaptive management and ongoing reporting; integration of Plan concepts into City projects, roadway design, green infrastructure, and budget development processes; expanded use of native planting where feasible; and opportunities to support partnerships, volunteer efforts, and community-based implementation. Council also directed staff to consider input received from community partners and stakeholder organizations.

Staff and SFEI subsequently refined the Plan in response to Council direction and additional stakeholder input. Updates made to the draft Plan are highlighted in yellow throughout Attachment 1 for ease of reference and review.

DISCUSSION

Implementation and Accountability

The updated Plan strengthens the implementation framework to support long-term coordination, accountability, and adaptive management. Revisions include identifying a designated staff lead to oversee the cross-departmental City Implementation Team and coordinate plan execution, monitoring, and reporting efforts across departments.

Additional revisions expand the existing reporting framework beyond the Parks and Recreation Commission to include annual progress updates to City Council and the public, as well as additional community-facing updates and engagement opportunities. The updated language also strengthens the Plan's Adaptive Management discussion to support ongoing implementation refinements and responsiveness to evolving funding sources, scientific knowledge, community priorities, and lessons learned over time.

Integration into City Projects, Policies, and Funding

In response to Council feedback, the Plan further clarifies that it is intended to serve as a foundational City policy document that helps guide City decision-making, capital project delivery, and budget development across departments.

The updated Plan also includes language supporting the integration of Plan concepts, guidelines, and associated Guides into future objective development standards, roadway design approaches, green infrastructure strategies, and other implementation tools where feasible and appropriate. Additional revisions recognize opportunities to incorporate greening, urban forest, and green infrastructure improvements into future Capital Improvement Program (CIP) projects and broader infrastructure investments.

Biodiversity and Urban Forest Enhancements

The updated Plan includes refinements related to native and regionally appropriate planting, including clarification and refinement of the definition of "near-native" species, as well as climate resilience, biodiversity-supportive landscaping, sustainable native plant sourcing practices, and mature tree retention. The revised language recognizes the importance of expanding the use of native and regionally appropriate species where feasible, while balancing urban conditions, site constraints, biodiversity goals, maintenance considerations, and long-term species diversity.

Additional revisions strengthen language related to habitat protection and the protection and retention of existing mature trees, habitat features, and ecological resources where feasible alongside expansion and enhancement efforts.

Partnerships, Stewardship, and Community Science

The updated Plan reinforces language related to stewardship opportunities, volunteer coordination, community science partnerships, and community-based implementation, including biodiversity monitoring and public engagement where appropriate. As implementation moves forward, staff will also explore future funding opportunities to support these collaborative stewardship efforts.

Staff also considered and incorporated select recommendations from community partners and stakeholder organizations, including GreenSpacesMV, Mountain View Coalition for Sustainable Planning, Bird Alliance, and other community members, as reflected in the revisions summarized in this section.

Next Steps

Following adoption, staff will begin implementing the Plan by establishing the cross-departmental City Implementation Team. Early implementation efforts will focus on coordinating across departments, advancing Actions identified as "In Progress" and "Upon Plan Adoption," integrating Plan concepts into ongoing City projects and programs, establishing baseline metrics and performance indicators, and developing monitoring and reporting procedures to support long-term progress tracking and adaptive management.

As one of the initial implementation efforts, staff will continue working with the San Francisco Estuary Institute (SFEI) to develop a web-based Tree Selector Tool for Mountain View. Funding for the tool is proposed as part of the Fiscal Year 2026-27 Capital Improvement Program (CIP) budget request, which is being considered by Council concurrently with Plan adoption. The tool will help identify appropriate tree species for specific sites based on factors such as site conditions, biodiversity support, climate resilience, and ecosystem service benefits, and is intended to support future City projects, development, and community tree planting efforts.

FISCAL IMPACT

Project 23-37, Biodiversity Strategy, is funded with $1.0 million from the CIP Reserve. No additional appropriation is requested as part of the recommended action to adopt the Plan.

The Plan includes planning-level cost estimates intended to illustrate the scale of long-term investments needed to expand, maintain, and enhance biodiversity and the urban forest throughout the City. Existing funding sources—including the General Fund, Capital Improvement Program (CIP), Tree Mitigation Fund, grants, partnerships, and limited reserve funds—support ongoing operations and incremental implementation efforts but are not sufficient to fully achieve all long-term Plan actions and objectives.

Implementation of the Plan will occur incrementally over time through existing resources, integration with current projects and programs, future budget processes, external funding opportunities, partnerships, and other potential funding sources.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

CONCLUSION

The Biodiversity and Urban Forest Plan establishes a comprehensive, long-term framework to guide biodiversity, urban forest, habitat, and climate resilience efforts throughout Mountain View. The Plan reflects extensive community engagement, interdepartmental collaboration, technical analysis, and review by City advisory bodies, and is intended to help guide future City decision-making, projects, policies, and investments.

The updated draft incorporates City Council feedback received during the April 28, 2026, Study Session and strengthens the Plan's implementation, accountability, monitoring, adaptive management, and community engagement framework. Adoption of the Plan will position the City to advance biodiversity and urban forest goals through coordinated, long-term implementation across City programs, capital projects, partnerships, and community initiatives.

The Plan also builds on Mountain View's broader sustainability and resilience efforts and positions the City as a regional leader in advancing integrated biodiversity and urban forest planning. As implementation progresses, the Plan may also serve as a model for other agencies and communities seeking integrated approaches to biodiversity, climate resilience, and urban greening.

ALTERNATIVES

1. Provide other feedback for the final Plan.

2. Do not recommend the Plan for adoption.

3. Provide other direction.

PUBLIC NOTICING

In addition to the standard agenda posting, notice for this meeting was posted to the City website and project website, BiodiversityMV.com. Notice was also provided to stakeholder groups, neighborhood associations, community organizations, and interested parties who participated throughout the planning process.

Prepared by:

Brenda Sylvia
Assistant Community Services Director

Lindsay Wong
Senior Management Analyst

John R. Marchant
Community Services Director

Approved by:

Kimbra McCarthy
City Manager

Attachments:
1. Biodiversity and Urban Forest Plan (with yellow highlights)
2. Summary of Plan Updates



CITY OF MOUNTAIN VIEW
BIODIVERSITY AND URBAN FOREST PLAN







City of Mountain View

SFEI San Francisco Estuary Institute

REPORT INFORMATION

City of Mountain View Biodiversity and Urban Forest Plan. (June 2026 Draft; content revisions made after the April 28, 2026 City Council hearing are highlighted in yellow)

COVER PHOTO CREDITS

TOP: 2025 Earth and Arbor Day celebration, photo courtesy of the City of Mountain View.
BOTTOM ROW (left to right): Bumble bee visiting *Ceanothus*, photo by Shira Bezalel, SFEI. Visitors at Shoreline Park, photo courtesy of the City of Mountain View. Acorn Woodpecker, photo by David J. Mauk. Tree planting at Mountain View 2025 Earth and Arbor Day celebration, photo courtesy of the City of Mountain View. Coast Live Oak, photo by Don DeBold, courtesy of CC BY 2.0.

*Prepared for the **City of Mountain View** by*

San Francisco Estuary Institute



Lauren Stoneburner, Environmental Scientist

Selena Pang, Environmental Scientist

Sacha Heath, PhD, Senior Ecological Scientist

Ben Satzman, Environmental Analyst

Jennifer Symonds, Environmental Analyst

Vanessa Lee, Associate Environmental Scientist

Helen Casendino, Environmental Analyst

Kara Mirmelstein, Project Manager

Karen Verpeet, Resilient Landscapes Program Managing Director

with project leadership from

City of Mountain View Community Services Department



Brenda Sylvia, Assistant Community Services Director

Lindsay Wong, Senior Management Analyst

and support from

Davey Resource Group, Inc.



Michael Cappon, Senior Associate Consultant - Urban Forest Planning

DESIGN AND PRODUCTION:

RUTH ASKEVOLD AND LAUREN STONEBURNER (SFEI), WITH KORT MAEDA

Acknowledgements

The Biodiversity and Urban Forest Plan was developed by the San Francisco Estuary Institute in partnership with City of Mountain View staff, with valuable input from community members and stakeholders. The City is grateful to Canopy for supporting engagement activities and to all those who shared their perspectives through workshops, surveys, and conversations.

The City also extends sincere appreciation to the City Council, Parks and Recreation Commission, and Environmental Planning Commission for their guidance and thoughtful review. Their insight helped shape a Vision that reflects the community's aspirations for the future of its urban nature.

MOUNTAIN VIEW CITY COUNCIL

Mayor Emily Ann Ramos

Vice Mayor Chris Clark

Councilmember Alison Hicks

Councilmember Ellen Kamei

Councilmember John McAlister

Councilmember Lucas Ramirez

Councilmember Pat Showalter

MOUNTAIN VIEW EXECUTIVE LEADERSHIP

Kimbra McCarthy, City Manager

Audrey Seymour, Assistant City Manager

Arn Andrews, Assistant City Manager

John R. Marchant, Community Services Director

PARKS AND RECREATION COMMISSION

Joe Mitchner, Chair

Sandy Sommer, Vice Chair

Ronit Bryant

Jonathan Davis

IdaRose Sylvester

Steve Filios (former)

ENVIRONMENTAL PLANNING COMMISSION

William Cranston

Hank Dempsey

Paul Donahue

Jose Gutierrez

Alex Nunez

Tina Pham

Joyce Yin

MOUNTAIN VIEW PROJECT TEAM & PLAN DEVELOPMENT

City Manager's Office

Danielle Lee, Chief Sustainability Officer

Community Development Department

Jeffrey Tsumura, Senior Planner

Community Services Department

Tim Youngberg, Parks and Open Space Manager

Russell Hansen, Urban Forest Manager

Maureen Grzan-Pieracci, Recreation Supervisor

Allison Flynn, Executive Assistant

Public Works Department

Faryal Saiidnia, Senior Project Manager

Raymond Wong, Senior Engineer

Ria Lo, former Transportation Planner

ADDITIONAL SFEI PROJECT SUPPORT

Laura Feinstein, PhD, Resilient Landscapes Program Director

Melissa Foley, PhD, Resilient Landscapes Program Science Director & Senior Scientist

TECHNICAL ADVISORS

Darya Barar, Managing Consulting Urban Forester & Arborist, HortScience|Bartlett Consulting

John Gibbs, Principal Landscape Architect, WRT

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A Word from the City

Mountain View is taking a bold step forward with the adoption of its Biodiversity & Urban Forest Plan ("the Plan"). This forward-looking blueprint brings together community voices, City staff expertise, and a science-based approach to chart a new path for protecting and enhancing the city's natural systems in an increasingly urban and climate-impacted environment.

The Plan coordinates the City's strategy towards advancing both biodiversity and the urban forest. Mountain View is committed to planting and protecting native trees and vegetation to enhance native biodiversity, strengthen climate resilience, and support community health and connections. In partnership with the community, the City will also protect and expand its urban forest to maximize environmental, health, and social benefits for both people and native wildlife. By integrating biodiversity and urban forestry into a single, coordinated framework, Mountain View is modeling environmental leadership grounded in innovation, collaboration, and care for the natural environment.

The Biodiversity & Urban Forest Plan is intentionally designed to align with and support other City plans and initiatives, including the Parks and Recreation Strategic Plan, Active Transportation Plan, sustainability and climate efforts, the Shoreline Wildlife Management Plan, and the General Plan. Together, these efforts advance shared City priorities such as equitable access to green space, urban cooling, habitat connectivity, and healthy, walkable neighborhoods, while ensuring that investments in nature are coordinated across parks, streets, development, and public spaces.

At the heart of the Plan is a unifying Vision, developed through extensive community engagement, interdisciplinary staff collaboration, and alignment with City priorities:



Native landscaping in Mountain View. Photo by Shira Bezalel, SFEI.



2023 Mountain View Earth and Arbor Day Celebration at Rengstorff Park. Photo courtesy of Canopy.

This Vision reflects a shared understanding that parks, trails, streets, shorelines, schoolyards, and neighborhoods all contribute to the City's urban ecosystem. In particular, the Plan complements the Parks and Recreation Strategic Plan by reinforcing the role of parks, trails, and open spaces not only as places for recreation and gathering, but also as essential green infrastructure that supports habitat, stormwater management, active transportation, and climate resilience.

To advance the Vision, Chapter 5 outlines the components of the Plan, including its Goals, Objectives, Actions, and Metrics, along with an implementation framework that functions as both a compass and a roadmap. The Plan's four Goals are:

1. **Connect People and Nature**
2. **Foster Places of Refuge**
3. **Build Resilience**
4. **Activate and Collaborate**

Together, these Goals will guide Mountain View towards its community vision, through both City-led initiatives and collaboration with residents, businesses, and industry professionals who shape the city landscape.

The Plan translates these Goals into actionable strategies through specific Objectives and Actions, supported by Metrics and Targets to track progress over time. Four companion technical Guides provide best practices and practical guidance to support City projects, programs, and decision-making.

While the Plan is not a regulatory document, it has the support of Mountain View City Council and should be considered as one of the foundational plans of the City. This Plan and its science-based framework will guide planning, policies, and initiatives in a growing city, where biodiversity and urban forest goals must be balanced alongside housing, infrastructure, fiscal constraints, and staffing capacity. By emphasizing coordination across departments and alignment with other City plans, the Plan seeks to maximize benefits, efficiency, and long-term impact.

Through this Plan, the City of Mountain View commits to a unified and collaborative approach to caring for its urban nature, one that strengthens ecological health, enhances daily life, and supports a more resilient community for current and future generations.

DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

Important terms used in the Plan are listed and defined below. In some cases, a term can have many meanings across various contexts (e.g., "nature"), so these definitions also specify their meaning within the context of this Plan.

ATP: City of Mountain View Active Transportation Plan

Biodiversity: The variety and abundance of biological life (e.g., mammals, pollinators, plants, birds) within a given area; this Plan focuses largely on native species diversity, though genetic, functional, and ecosystem diversity are also important measures in urban areas; biodiversity is used interchangeably with "nature" in the Plan

"City": Referring to the government entity of the City of Mountain View

"city": Referring to a place defined by its municipal boundaries, such as the city of Mountain View

Climate-resilient and regionally- appropriate species: Organisms that are expected to tolerate the region's current and projected future climate, soils, and other environmental characteristics; may not be native to California; and are not invasive

CSD: City of Mountain View's Community Services Department

CTMP: City of Mountain View's 2015 Community Tree Master Plan, replaced by this document

Ecology: A field of science that specializes in organisms and how they interact with their environment and each other

Green infrastructure (GI): Greening interventions that mimic natural processes and provide a range of ecological and social benefits within the urban environments, ranging from highly engineered (e.g., bioretention features, green roofs) to more natural, less designed landscape features (e.g., landscaping, park trees)

- **Green stormwater infrastructure (GSI)**: A subset of green infrastructure, such as bioswales and rain gardens, that use the natural process of infiltration and evapotranspiration to capture and manage stormwater

Green space: An area of any size with grass, trees, or other vegetation

Habitat: The resources and conditions needed to support the survival and reproduction of a species; can include physical qualities such as temperature and water availability, as well as biotic features such as food and nesting materials; the use of the term "habitat" in this Plan does not refer to regulatory definitions of habitat for special status species nor areas that warrant specific level of protections

- **Habitat restoration**: The process of assisting the recovery of habitat that has been degraded, damaged, or destroyed in order to restore its associated functions
- **Habitat enhancement**: Interventions to create specific habitat elements within a highly degraded area to improve specific habitat functions

Heritage Tree: A tree defined by and protected per the City's Heritage Tree Ordinance (Municipal Code 32 Article II Sec 32.22-32.39)

Land cover: One or more groups or categories used to describe the Earth's surface; can be used to describe physical conditions, such as land features or habitat type, or types of human use, such as agricultural vs urban; see below for common types of land cover referenced in this Plan:

- **Tree canopy cover**: The area that is covered by tree branches and leaves, as viewed from above
- **Vegetation cover**: The area covered by vegetation of all varieties, including grass, shrubs, and trees, unless otherwise specified
- **Impervious cover**: Area covered by impervious surfaces (surface materials that water cannot penetrate), such as asphalt or roofing

Native species: A given species' status as being native to (or having a long evolutionary history within) a specific locale; see below:

- **Regionally-native species:** Species that are native to the San Francisco Bay Area subregion and Central Coast subregion of the California Floristic Province, as determined by Jepson eFlora's bioregion classification;[2] the list of regionally-native species was further refined and corroborated by considering species native to the United States Environmental Protection Agency Level III Ecoregion of Central California Foothills and Coastal Mountains regions according to the United States Department of Agriculture Plant Database; SelecTree database from California Polytechnic State University, San Luis Obispo; and Calscape, the California Native Plant Society native plants database[1,3-5]
- **California-native species**: All organisms (including plants and animals) that have evolved in and are adapted to California's physical and biological conditions; tree species were classified as California-native in this Plan using CalScape[1]
- **Near-native species:** Species that are native to a nearby, ecologically similar region; near-native species—particularly those closely related to regionally-native species—can be selected for planting to provide specific desired functions, such as climate resilience, pest resistance, urban compatibility, or native biodiversity support
- **Non-native species:** A species that has been introduced, either deliberately or accidentally by human activities, to an area outside of its natural or historic range; also known as an "introduced" or "exotic" species; some non-native species are considered "invasive" only when the species causes harm, such as to the ecosystem or economy, in its new environment

DEFINITIONS, ACRONYMS, AND ABBREVIATIONS (CONTINUED)

Nature: The full suite of elements and processes that make up an ecosystem, including the biological life such as plants, animals, and microorganisms; physical elements such as soils and water; and physical processes such as decomposition and nutrient cycling; used interchangeably with "biodiversity" and also encompasses the urban forest

Open space: Land that is intended to be kept in an undeveloped state and/or does not have many buildings (including unvegetated, unbuilt space)

"the Plan": City of Mountain View Biodiversity and Urban Forest Plan

Pollinator: Species that support plant reproduction by carrying pollen between flowers; while bees are the most well-known example, birds, bats, moths, butterflies, wasps, and other insects can serve as pollinators

Public trees: Trees owned or managed by the City of Mountain View, such as trees in parks, on city-owned property, and along streets in public rights-of-way

PWD: City of Mountain View's Public Works Department

Resilience: The ability of a system to continue to provide desired functions over time even when faced with disturbances and stressors; resilient landscaping focuses on a planted area's ability to both withstand challenges itself, as well as provide important benefits and services that support the community's resilience to a changing climate, such as shade and stormwater absorption

Riparian: The quality of being connected to or situated on the banks of a waterway such as a river, creek, or stream

SFEI: San Francisco Estuary Institute

Sustainability: Meeting the needs of the present without compromising the ability of future generations to meet their own needs

Tree Ordinance: City of Mountain View Code of Ordinances, Chapter 32 - Trees, Shrubs and Plants, i.e., "Tree Regulations of the City of Mountain View"

- **Heritage Tree Ordinance**: Chapter 32, Article II - Protection of the Urban Forest (formerly "Preservation of Heritage Trees")

Urban ecosystem: A dynamic system made up of the biological, physical, and social components of a city including humans, plants, animals, buildings, transportation systems, and water and energy flows

Urban forest: The entire population of trees (including street trees, backyard trees, and trees in green spaces) across a city, from its densely-developed core to its open spaces

Urban greening: Refers generally to the practice of increasing vegetation cover in a city, which could take a variety of forms including planting street trees, installing green infrastructure or green roofs, or creating parks

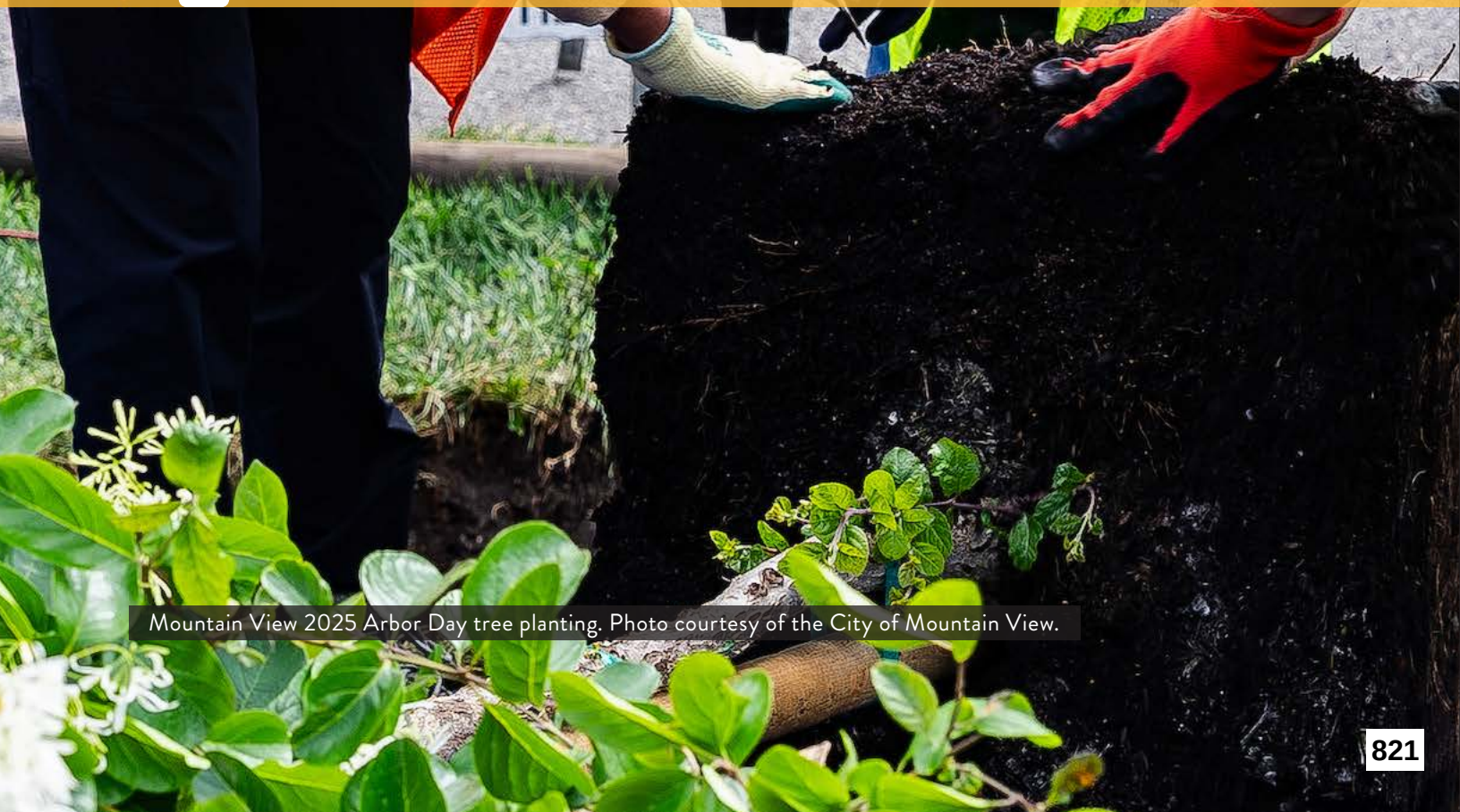
Urban tolerance: The degree of association between a species and the urban environment. The Plan uses the terms **urban sensitive** and **urban tolerant** to indicate species that land at either end of this tolerance gradient

- **Urban tolerant:** Species with life history traits associated with their increased presence in cities relative to other species (e.g., tendencies toward small body size, greater dispersal ability, weaker territoriality, broader habitat and dietary requirements, larger clutch sizes, and longer lifespans)
- **Urban sensitive:** Species with life history traits associated with their decreased presence in cities relative to other species (e.g., tendencies toward larger body size, lesser dispersal ability, stronger territoriality, more specialized habitat and dietary requirements, smaller clutch sizes, and shorter lifespans)

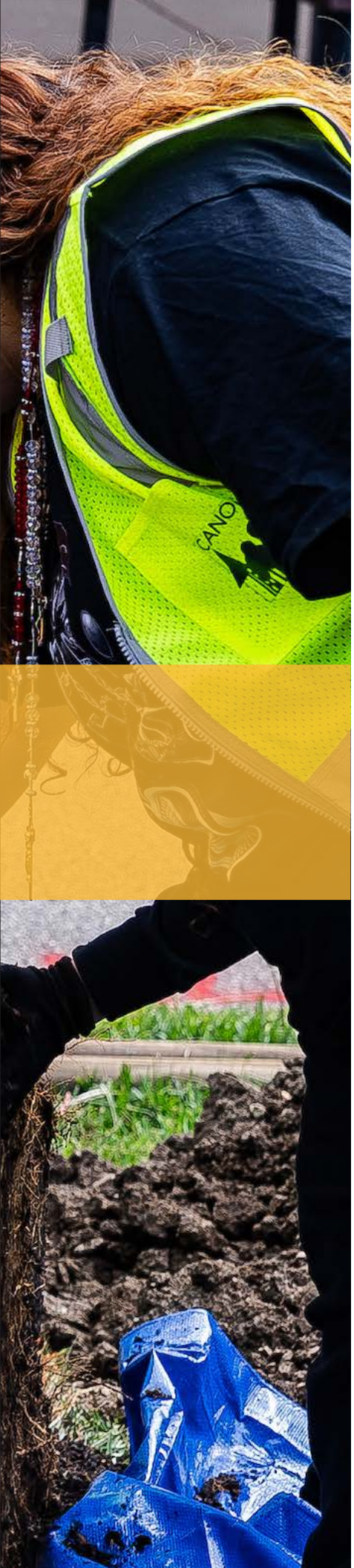
Wildlife: The species in an environment, including plants, animals, fungi and microorganisms; sometimes used interchangeably with “biodiversity”



1 INTRODUCTION



Mountain View 2025 Arbor Day tree planting. Photo courtesy of the City of Mountain View.



1.1 Why a Biodiversity & Urban Forest Plan?

The health of cities and their ecology are tightly linked. Designing a city with and around nature fosters greater biodiversity and offers benefits to people. A healthy urban ecosystem—including its urban forest—fosters a diversity of life, from plants and animals to fungi and microorganisms. Its condition depends on the abundance, quality, and connectedness of nature across the city. These features in turn enable healthy ecosystem functions, such as filtering pollutants, facilitating wildlife movement, and promoting human physical and mental health, as well as adapting to and protecting the city from a changing climate.

Mountain View's urban forest is integral to the urban ecosystem, especially in supporting wildlife, providing shade, filtering air and stormwater, and sequestering carbon. Due to their large size, long lifespans, and many benefits, trees deserve a detailed examination to plan for their health now and into the future. There are important trade-offs to reconcile between managing the landscape for biodiversity and for a healthy, resilient urban forest. Nevertheless, this plan is guided by the underlying goal of supporting a healthy, functioning urban ecosystem that serves both people and biodiversity for generations to come.



Sweat Bee on Seaside Daisy in Mountain View.
Photo by Lauren Stoneburner, SFEI.

HOW DOES THE URBAN ECOSYSTEM BENEFIT MOUNTAIN VIEW?

Biodiversity and trees have been linked with improved physical and mental health, student performance, city walkability, quality of life, and civic pride and sense of place, among many other benefits.[8,9] The reciprocal relationship between nature and the city means that supporting biodiversity and the urban forest in Mountain View will also fortify the community's health, enjoyment, and resilience.

ARE THERE POTENTIAL TRADE-OFFS TO INCREASING URBAN BIODIVERSITY AND TREES?

While fostering greater biodiversity and tree canopy provides many community benefits and reflects Mountain View's collective values, the city will also need to continuously track and manage its potential challenges. Possible tradeoffs to the benefits of increasing urban biodiversity and tree canopy include, for example, negative health impacts (e.g., allergic pollen, insect bites, and disease vectors), human-wildlife conflicts, infrastructure damage and utility and safety conflicts (e.g., limb drops or fallen trees), shifting aesthetic preferences, and green gentrification.[9] Thoughtful plant species selection and maintenance can mitigate some of these impacts. Nevertheless, because urban ecosystems are inherently complex and ever-changing, ongoing monitoring, openness to community feedback, and adaptive management will best position the City to anticipate and address emerging challenges.

HOW CAN MOUNTAIN VIEW SUPPORT A HEALTHY URBAN ECOSYSTEM?

The San Francisco Bay Area is within a global biodiversity hotspot. Mountain View in particular sits in a historically-rich ecological landscape, linking the San Francisco Baylands and the Santa Cruz Mountains. While much of its historical ecosystem has been drastically transformed, giving way to its dense present-day development, the city still pulses with local biodiversity.

Mountain View's Biodiversity & Urban Forest Plan ("the Plan") offers an opportunity to further enrich the city's urban ecosystem for the benefit of people and nature. This roadmap blends community insights with science-based strategies to support native species, restore critical ecosystem functions, and advance the health and resilience of both the local ecosystem and community.

The City is not alone in these commitments and initiatives. The Plan will allow Mountain View to better support broader state and regional initiatives and commitments, such as California's 30x30 Initiative, California's Climate Adaptation Strategy, the California Biodiversity Initiative, the Santa Clara Valley Habitat Plan, the recent Senate Bill 1425 Advancing Climate Resilience through Open Space Updates, and Assembly Bill 1889 Enhancing Wildlife Movement and Connectivity Planning.



Managing trade-offs between native biodiversity and urban forest resilience

There are important considerations and trade-offs to reconcile when planning for both native biodiversity and a resilient urban forest. Many native wildlife rely on native plants, sometimes exclusively. While non-native trees and shrubs do support urban biodiversity,[6] the integration of native plants will help the city better support more urban sensitive species.

At the same time, urban forests must include species that are native to other regions to thrive. Commonly-cited reasons to plant tree species from other regions of the state, continent, or world include:

- **Many planting areas in cities are challenging places for trees to grow.** Urban planting areas, such as along streets and sidewalks tend to be space-limited and exposed to environmental stressors that many regionally-native species do not tolerate well, such as hotter temperatures, trampling, altered soils, and modified water sources, such as urban runoff or recycled water.
- **Greater tree diversity will foster greater resilience.** A lack of tree diversity can leave large portions of the urban forest vulnerable to threats, particularly pests.
- **The native ecosystem in Mountain View and the surrounding region has a relatively low diversity of native trees.** As few as seven tree species are native to Mountain View proper, and fewer than 30 are native to the broader Santa Clara Valley.[7] A much more diverse range of species is needed to reach the City's canopy cover goals and provide sufficient benefits for people and wildlife.
- **Plants native to the Santa Clara Valley** (see **Guide B: Plant Lists**) **suit Mountain View's current climate, but some may struggle to adapt to future climate and environmental changes.** Meanwhile, some near-native species (see **Definitions, Acronyms, and Abbreviations**) can fill similar ecological niches and thrive into the future. Mountain View can prepare its urban forest for a changing climate by planting species that are suited to the expected future climate, as well as continually monitoring its urban forest and adapting its approach in the years to come.

This Plan seeks to balance these trade-offs. The assessments conducted and actions proposed ultimately seek to foster a rich, biodiverse urban forest that flourishes now and into the future.

Western Redbud in Mountain View. Photo by Lauren Stoneburner, SFEI.

THE ROLE OF THE BIODIVERSITY & URBAN FOREST PLAN

The Plan solidifies the City's commitment to fostering a healthier urban ecosystem and forest for its community. Grounded in the community's shared vision for how nature in Mountain View can thrive in the future, the Plan outlines a science-based roadmap with clear actions and measurable metrics to drive meaningful progress.

While urban forest plans have become a common planning instrument in cities across the United States, this Plan stands apart, integrating its urban forest plan within a strategy to support biodiversity and the urban ecosystem as a whole. Only a handful of other cities across the world have developed plans that focus on biodiversity support (e.g., *Toronto Biodiversity Strategy*, *City of London Biodiversity Action Plan*, *Vancouver Biodiversity Strategy*, and *Sydney Urban Ecology Strategic Action Plan*). An even smaller number of cities, such as San Francisco, have moved past the planning stage and enacted biodiversity policy. Similar to the approach applied here, these plans rely on science-based analyses to offer a range of recommendations—from governance to implementation—for creating more biodiverse urban ecosystems. In commissioning this Plan, Mountain View recognizes the management of urban biodiversity and the urban forest as inextricably linked.

The clear objectives and metrics in this Plan make biodiversity and urban forest health lasting City priorities. While not a regulatory document, the Plan will be implemented through binding mechanisms, including City ordinances, standards, permitting, and capital project review and requirements. Following through on these commitments will drive the City to deliver tangible improvements in nature access and ecological health.



Balancing biodiversity and urban forest goals with other City priorities

The Plan aims to enhance Mountain View's urban ecosystem while balancing competing priorities, such as housing, infrastructure, safety, and public services.

The Mountain View community values a healthy and biodiverse urban ecosystem. Meanwhile, increasing housing supply and strategic development are also critical for improving the city's affordability and livability. Promoting greater infill and urban density are also important strategies for mitigating urban sprawl and protecting biodiversity in the greater region.

The City will need to identify creative strategies to balance its multiple priorities. This Plan offers strategies to strengthen urban ecological health in tandem with other City objectives.

Landscaping with Santa Barbara daisy in Mountain View. Photo by Lauren Stoneburner, SFEI.

1.2 Planning Process

The Plan is grounded in a multi-year process to navigate Mountain View's urban forest and biodiversity priorities. This shared understanding was developed by integrating perspectives from the community, City staff, and the best-available science to help identify opportunities for improvement that would be actionable and feasible, as well as creative and ambitious.

The Plan incorporates the Mountain View community's hopes, concerns, and ideas for fostering vibrant nature in the city, collected through a robust public outreach and input process. The expertise of City staff and other experts also shaped the Plan to ensure that recommendations are feasible to implement, and effective in realizing the community's vision. The results of science-based technical analyses—grounded in historical ecology data, detailed landscape assessments, and future climate projections—helped prioritize actions that will effectively enhance the health and resilience of the city's landscape and urban forest.

The Plan distills these diverse perspectives and analyses into a clear roadmap from Vision to Action. The Plan centers the community's unified Vision for how nature in Mountain View should look, sound, and feel in the future, supported by a specific series of Goals, Objectives, Actions, and Metrics that bring this Vision closer to realization.



2024 Biodiversity & Urban Forest Plan Farmers' Market Pop-Up. Photo by Lauren Stoneburner, SFEI.

1.3 Biodiversity Ambassadors

The concept of "biodiversity" can seem abstract, but actions taken as a result of this Plan will have real benefits for many species in the city. To bring this idea to life, nine "Biodiversity Ambassadors" were chosen for the Plan, representing a diverse group of animal and plant species currently found in Mountain View. Each Ambassador has unique habitat needs, and will respond differently to various landscape improvements. These Biodiversity Ambassadors will pop up throughout the Plan to demonstrate both how a specific proposed action or guideline could meaningfully support the Ambassador species, as well as how the ecological requirements of an Ambassador species could inspire decisions during implementation.

Biodiversity Ambassadors represent a range of habitat types, types of organisms, and life history traits. Each species is associated with at least one of Mountain View's historical habitat types (see "The Historical Landscape" in **2.1 History**). Rather than selecting rare, threatened, or endangered species, all Biodiversity Ambassadors are relatively common in Mountain View today, so that the community can find, observe, and appreciate them. These ambassador species complement five other special-status species featured in the Shoreline Wildlife Management Plan[10] developed for the City of Mountain View, which is discussed in **3.3 Policies, Guidance, and Protections.**



2025 Arbor Day Celebration. Photo courtesy of the City of Mountain View.



2025 Earth and Arbor Day Celebration. Photo courtesy of the City of Mountain View.

MEET THE BIODIVERSITY AMBASSADORS!

Mountain View's Biodiversity Ambassadors. *Nine Biodiversity Ambassadors showcase a diverse range of animal and plant species currently found in Mountain View, each associated with at least one of Mountain View's 10 historical habitat types. Included are some of their ecological requirements (Needs) and their benefits to ecosystems, ecological functions, other species, or humans (Benefits).*

ACORN WOODPECKER

Melanerpes formicivorus



Acorn Woodpecker. Photo by Laura M, courtesy of CC BY-SA 4.0.

Historical habitat types: Oak Woodland, Willow Grove

Needs: Large trees (> 32" diameter at breast height) for acorn granaries; nest cavities built in large trees and 0.5 - 3 ft diameter branches, prefer Valley Oak and Sycamore (*Platanus racemosa*), repeated use over many years; at least 20 oak trees across 15-20 acres (that can span a variety of urban land uses) increase chances for new colonies; can tolerate urban landscapes if oaks are present; foods include acorns, insects, catkins, sap, and nectar

Benefits: Granary holes with acorns for other species' food storage, consumption, and shelter; oak seed dispersal

Sources: 11-13

CALIFORNIA VOLE

Microtus californicus



California Vole. Photo by Jerry Kirkhart, courtesy of CC BY 2.0.

Historical habitat types: Wet/Alkali Meadow, Oak Savanna/Grassland

Needs: Herbaceous layers in wet meadows, salt marshes, and arid uplands in > 10 acre patches; individuals may occupy small suitable patches > 0.5 acres with connectivity between multiple moist and dry patches; connected perennial grasslands may offer population refuges during low population cycles; food items include seeds and roots of grasses, sedges, and forbs

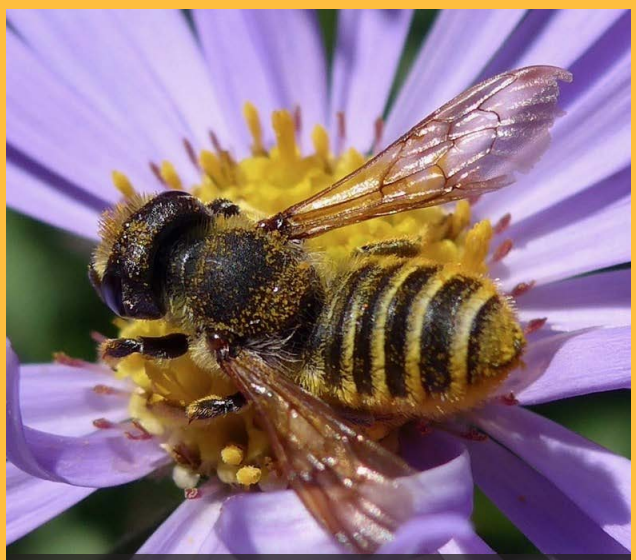
Benefits: Food source for raptors and mammals; burrow for other animals; soil formation, aeration, and nutrient mixing

Sources: 17, 18

BIODIVERSITY AMBASSADORS (CONTINUED)

HORN-FACED LEAFCUTTER BEE

Megachile fidelis



Horn-faced leafcutter bee. Photo by rojasburke, courtesy of iNaturalist, CC BY 4.0.

Historical habitat types: Oak Woodland, Oak Savanna/Grassland, Chaparral

Needs: Pollen from host plant genera *Chrysothamnus, Cirsium, Coreopsis, Encelia, Ericameria, Erigeron, Grindelia, Gutierrezia, Haplopappus, Helenium, Helianthus, Hemizonia, Heterotheca, Holocarpha, Machaeranthera, Madia, Plectocephalus, Rudbeckia, Senecio, Solidago, Symphyotrichum, Verbesina, and Viguiera*; nest substrates include abandoned beetle burrows, hollow stems, and tree holes with leaf pieces and mud used to partition broods

Benefits: Pollination

Sources: 15, 16

PACIFIC CHORUS FROG

Pseudacris sierra



Pacific Chorus Frog. Photo by Will Brown, courtesy of CC BY 2.0.

Historical habitat types: Wet/Alkali Meadow, Oak Savannah/Grasslands, Valley Freshwater Marsh, Perennial Freshwater Pond

Needs: Ponds, marshes, slow streams, or roadside ditches for breeding and laying eggs; inhabits low-growing plants near or along water, and also drier grasslands, chaparral, and urban structures; pervious vegetated corridors (including manicured landscaping), for connectivity through impervious surfaces; food items include ground and flying insects (adults) and algae, bacteria, protozoa, and organic and inorganic debris (tadpoles)

Benefits: Mosquito control; food source for native animals

Sources: 21-24

SOUTHERN ALLIGATOR LIZARD

Elgaria multicarinata



Southern Alligator Lizard. Photo by Jerry Kirkhart, courtesy of CC BY 2.0.

Historical habitat types: Oak Woodland, Willow Grove, Chaparral

Needs: Can persist in highly urbanized areas far from standing water; refuges provided by logs, rocks, vegetation, human debris; dark moist areas; pervious corridors with these refuges to connect patches through impervious surfaces which are associated with more tail breakages due to human traffic; food types are primarily insects and other arthropods, sometimes other lizards; frequently depredated by outdoor domestic cats

Benefits: Consumption of garden pests; food source for native snakes and birds

Sources: 25-28

THREESPINE STICKLEBACK

Gasterosteus aculeatus



Three-spined stickleback. Photo by justas, courtesy of Adobe Stock.

Historical habitat types: Creek

Needs: Shallow vegetated areas over mud or sand in freshwater, brackish, and saltwater aquatic environments; food items include worms, crustaceans, aquatic insect larvae, drowned aerial insects, and small fish; though anadromous, non-anadromous populations will survive in streams with blocked spawning headwaters or marine access; tolerates moderate to highly urbanized San Francisco Estuary streams, high water temperatures, low dissolved oxygen, and low to moderate water pollution

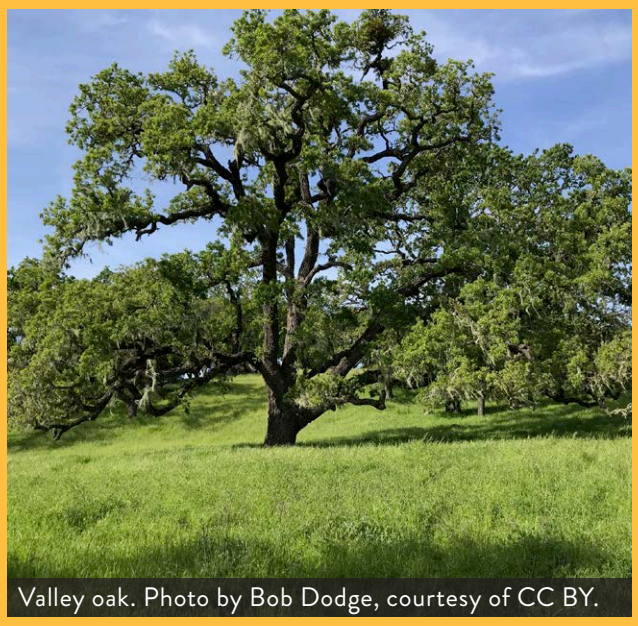
Benefits: Food source for fish-eaters

Sources: 19, 20

BIODIVERSITY AMBASSADORS (CONTINUED)

VALLEY OAK

Quercus lobata



Valley oak. Photo by Bob Dodge, courtesy of CC BY.

Historical habitat types: Oak Woodland, Oak Savannah

Needs: Sufficient space for root growth; nearby oaks for pollination (< 500 ft); > 30 ft from California bay laurel (*Umbellularia californica*) to reduce sudden oak death transmission

Benefits: Food and shelter for hundreds of species of animals (including people!), fungi, and plants; nutrient cycling, decomposition, erosion control, and carbon sequestration; shade from extreme heat; nodes of 20 oak trees or more confer the most benefits

Sources: 11

WESTERN PYGMY-BLUE BUTTERFLY

Brephidium exilis



Western Pygmy Blue. Photo by Renee Grayson, courtesy of CC BY 2.0.

Historical habitat types: Oak Savanna/Grassland, Tidal Marsh, Willow Grove, Valley Freshwater Marsh

Needs: Lowland areas including salt marsh, roadsides, vacant lots, and alkali flats; host plants for egg laying and/or larvae food include many species of *Atriplex*, and species of the genera *Chenopodium, Batis, Sesuvium, and Suaeda, and Salicornia*

Benefits: Pollination

Sources: 1, 14

WILSON'S WARBLER

Cardellina pusilla



Male Wilson's Warbler. Photo by Becky Matsubara, courtesy of CC BY 4.0.

Historical habitat types: Willow Grove

Needs: Insect food and tree cover during migratory stop-over periods (average of 4 days in Santa Clara Valley); forages from urban Valley Oaks disproportionate to its percent canopy cover and to other urban tree species during spring and fall migration; also shows a preference for willow during spring migration; forages at 16-23 ft high in tree canopy; food items mostly adult and larval insects and spiders; common window collision victim during migration but not disproportionate compared to abundance

Benefits: Insect pest control

Sources: 29-32



2 MOUNTAIN VIEW LANDSCAPE: PAST, PRESENT, AND FUTURE

Trail along Charleston Retention Basin. Photo by Shira Bezalel, SFEI.

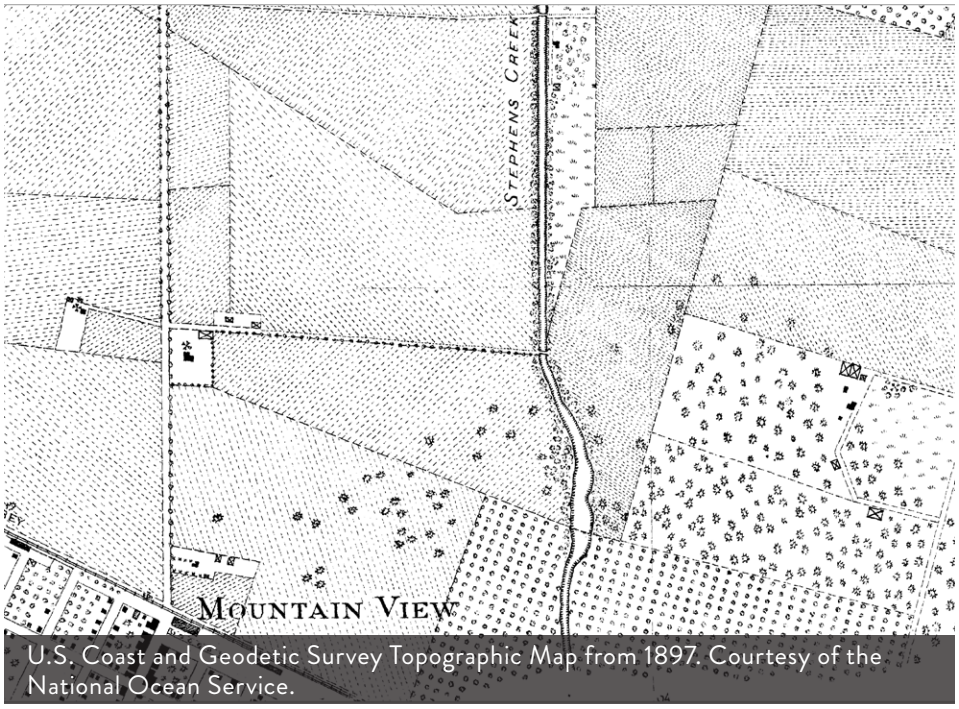




2.1 History

THE HISTORICAL LANDSCAPE

This Plan is grounded in an understanding of the historical landscape.[33] While the city today is heavily developed, understanding its past, including its native plant communities and the people and wildlife they supported, will help inspire ideas around what is possible for the future.



U.S. Coast and Geodetic Survey Topographic Map from 1897. Courtesy of the National Ocean Service.



U.S. Geological Survey Aerial Photo from 1948. Courtesy of the United States Geological Survey.

Prior to Euro-American colonization in the late 18th and early 19th centuries, the land now known as the City of Mountain View was an important place of ecological transition between the Bay and the Santa Clara Valley. This gradient fostered a rich diversity of plant and wildlife communities.

This landscape's indigenous inhabitants, the Olpen Tribe living north of Stevens Creek at the junction between the homelands of the Ramaytush Ohlone and Tamien Nation,[34] maintained a tightly interwoven, reciprocal relationship with the land. Through active management and stewardship, traditional cultural practices and lifeways shaped the natural landscape over thousands of years.[35-37]



Tidal marsh and slough. Photo by SFEI.

Baylands. Along the shoreline, Tidal Marshes, Tidal Flats, and Shallow Channels provided vital resources for fish, shorebirds, and other wildlife uniquely adapted to inhabiting the intertidal environment.



California rose, common in Wet Meadow and Riparian habitats. Photo by Stephanie Falzone, courtesy of vCC BY 2.0.

Bayland-Upland Transition. Transitional zones like Wet Meadows, Willow Groves, and Valley Freshwater Marshes hosted specialized plant communities adapted to seasonal or year-round flooding and, in the case of Alkali Meadows, saline soils.



Oak woodland. Photo by SFEI.

Upland. Dense Oak Woodlands, where oaks and other native trees intermixed with native grasses, wildflowers, and shrubs, transitioned into sparser Oak Savanna, where oaks dotted the open grassland. These oaklands were interspersed with thickets of shrubby Chaparral on drier sites. The boundaries between these habitat types shifted over time, in part due to both natural disturbances and active management by indigenous tribes.

HISTORICAL HABITAT TYPES AND CHANNELS

Historical habitats were compiled from SFEI's Western Santa Clara Valley Historical Ecology Study[33] and represent average conditions prior to significant Euro-American modification (1770s-1850s).

BAYLANDS

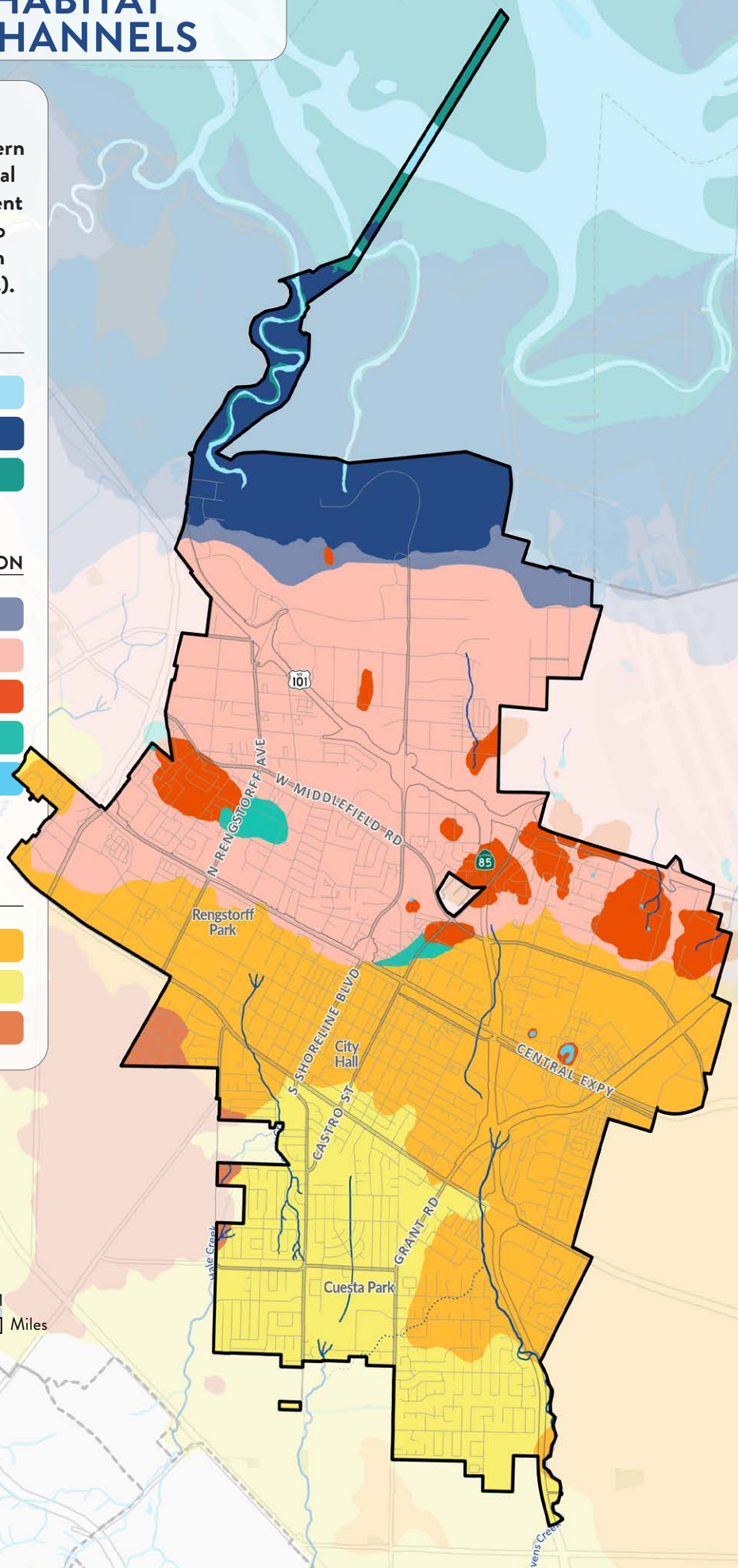
- Tidal Channel / Open Water
- Tidal Marsh
- Tidal Flat

BAYLAND-UPLAND TRANSITION

- Alkali Meadow
- Wet Meadow
- Willow Grove
- Valley Freshwater Marsh
- Perennial Freshwater Pond
- Channels

UPLAND

- Oak Woodland
- Oak Savanna
- Shrubland



N

0 0.5 1 Miles

LANDSCAPE CHANGE

Mountain View's landscape changed dramatically after European arrival in the 18th century, beginning with the establishment of Mission Santa Clara and the displacement of indigenous inhabitants, introduction of invasive species, and extractive land use practices. By the mid-19th century, agriculture and salt production had reshaped the land, followed by rapid urbanization after World War II, ultimately transforming the Santa Clara Valley into the metropolitan landscape it is today.

Comparing historical and modern vegetation mapping reveals how Mountain View's landscape has changed since Euro-American colonization, showing both what has been lost and what still remains. This analysis helps identify opportunities to restore elements of the historical landscape, where feasible, within today's urban setting.



Barney Job Ranch ca. 1900. Courtesy of California Revealed.



Crittenden Ranch ca. 1880. Photo by W.N. Collom, courtesy of California Revealed.



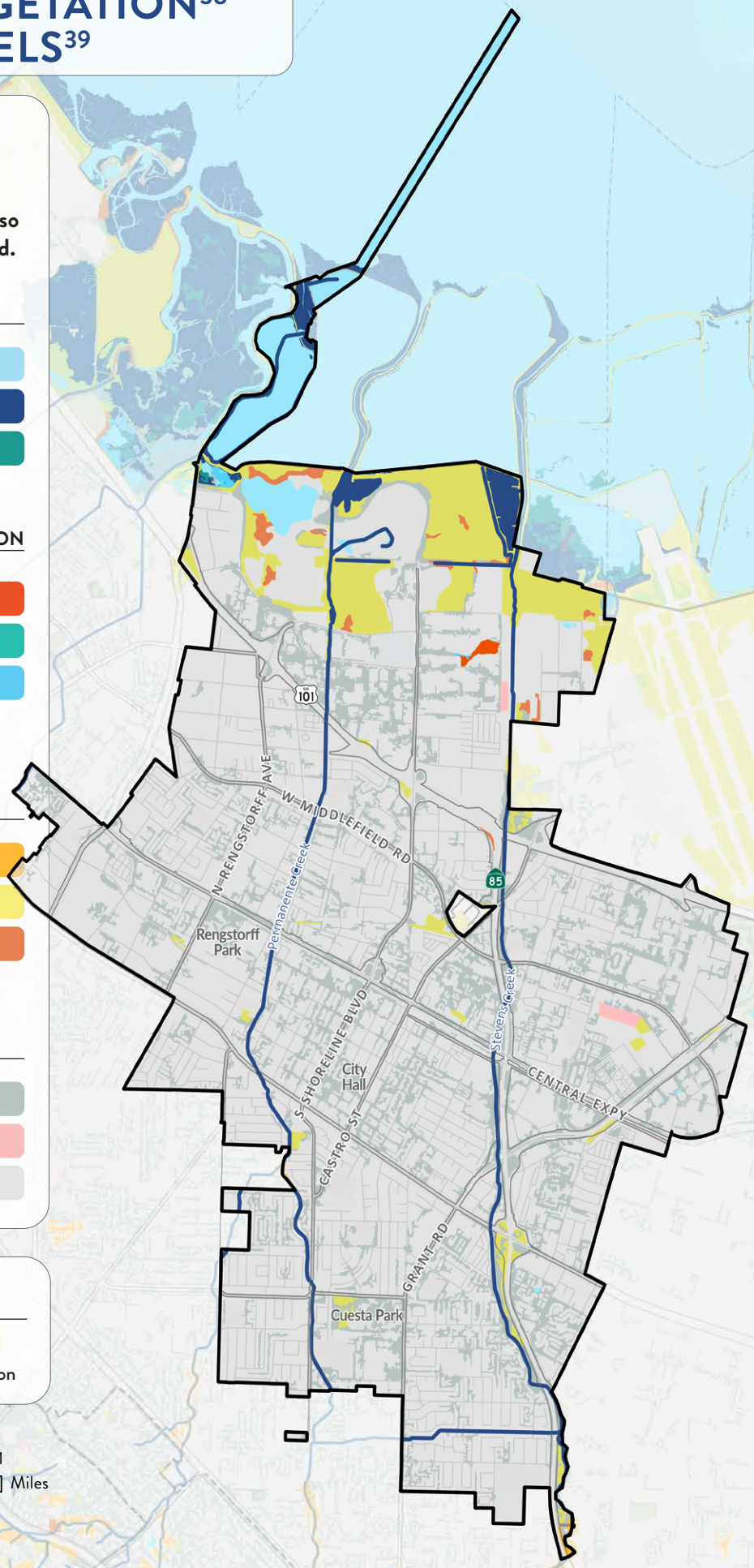
Castro and Front Streets ca. 1900. Courtesy of California Revealed.

Extensive habitat loss. Nearly 90% of Mountain View's native habitat has been converted to development and associated vegetation. Oak Savanna and Woodland, which once sprawled across nearly half of Mountain View's footprint, has now been reduced to five acres of Oak Woodland along Stevens Creek, and other historical habitat types are nearly or completely lost.

Creek and shoreline modification. Historical creeks have been simplified and disconnected from their floodplains, reducing their functions and biodiversity support. Tidal habitats are also fragmented and occupy only a fraction of their original extent, with much of their area converted to salt ponds.

Potential for restoration. Despite Mountain View's urbanization, some areas retain natural features or have been restored, particularly near the shoreline and along Stevens Creek. Other more heavily-modified sites, such as Permanente Creek, still have important potential for restoration and biodiversity support. Furthermore, there are strategies laid out in this Plan to apply knowledge of the historical ecology both to enhance the habitat quality of open spaces and to enhance the quality of urban greening and landscaping. These projects can not only support greater native biodiversity, but also act as a tool to engage the community and connect them to Mountain View's historical landscape.

MODERN VEGETATION[38] AND CHANNELS[39]



Vegetation mapping only includes larger (generally greater than 0.25 to 0.5 acres) tracts of vegetation, so not all vegetation is mapped.

BAYLANDS

- Tidal Channel / Open Water
- Tidal Marsh
- Tidal Flat

BAYLAND-UPLAND TRANSITION

- Willow Grove
- Valley Freshwater Marsh
- Perennial Freshwater Pond
- Channels

UPLAND

- Oak Woodland
- Oak Savanna
- Shrubland

INTRODUCED

- Urban Vegetation
- Agriculture
- Developed

NO LONGER PRESENT IN MODERN MAPPING

Oak Savanna	Wet Meadow
Chaparral	Alkali Vegetation

N

0 0.5 1 Miles

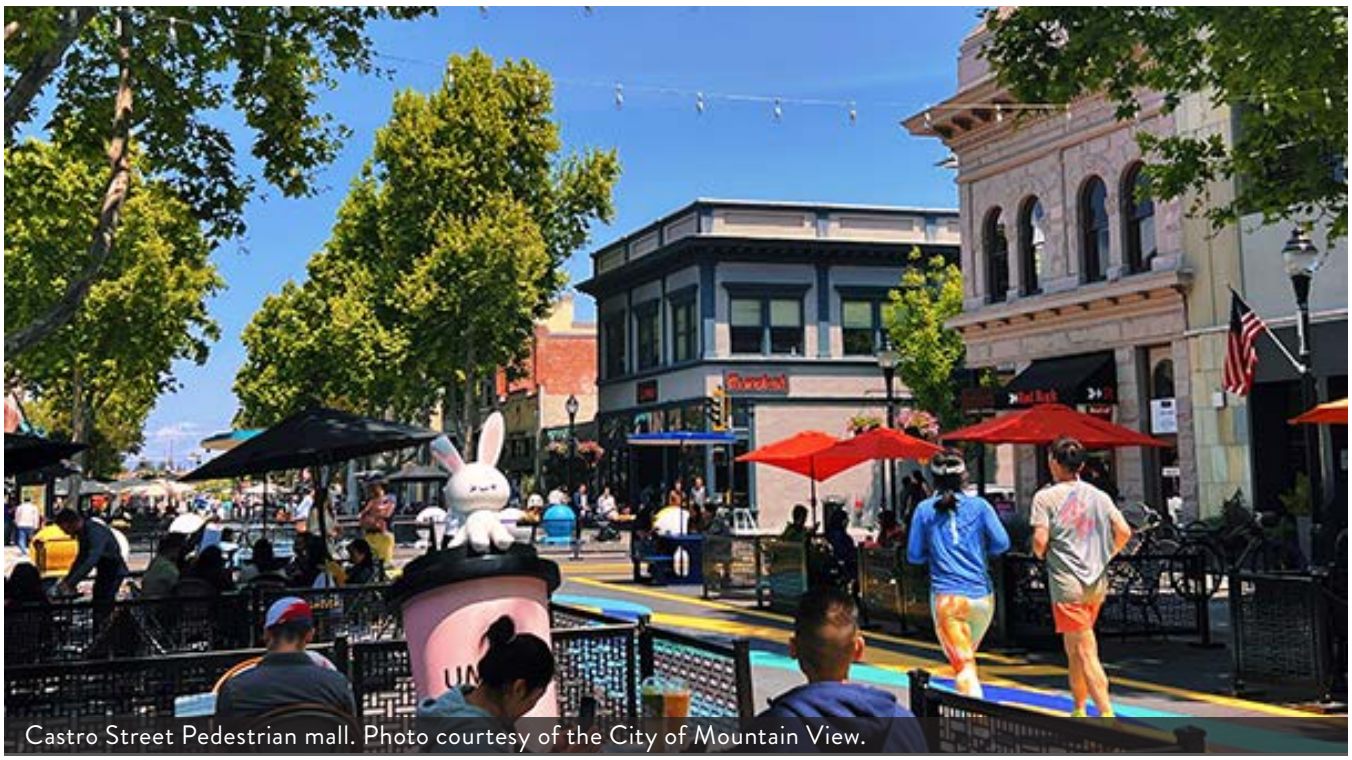
2.2 The City Today

Since its incorporation in 1902, the City of Mountain View has grown as a vibrant city of over 82,000 residents.[40] Demographically diverse, nearly half of residents speak a language other than English at home, two-fifths are foreign-born, and nearly three-fourths hold a Bachelor's degree or higher, with a median household income of $179,917.[40] Despite overall prosperity, over one in five residents live in poverty, and several census tracts face high housing and transportation vulnerability.[41]

As a global corporate hub, tens of thousands more commute to Mountain View for work.[42] Situated at the heart of Silicon Valley, many leading high-technology corporations or institutes have also chosen Mountain View to house their corporate headquarters or major offices.

Mountain View is positioned at a vital point of regional connection and transition between the baylands and the Santa Cruz Mountains. Characteristic of the ecoregion, Mountain View experiences a Mediterranean climate of hot dry summers and cool moist winters.

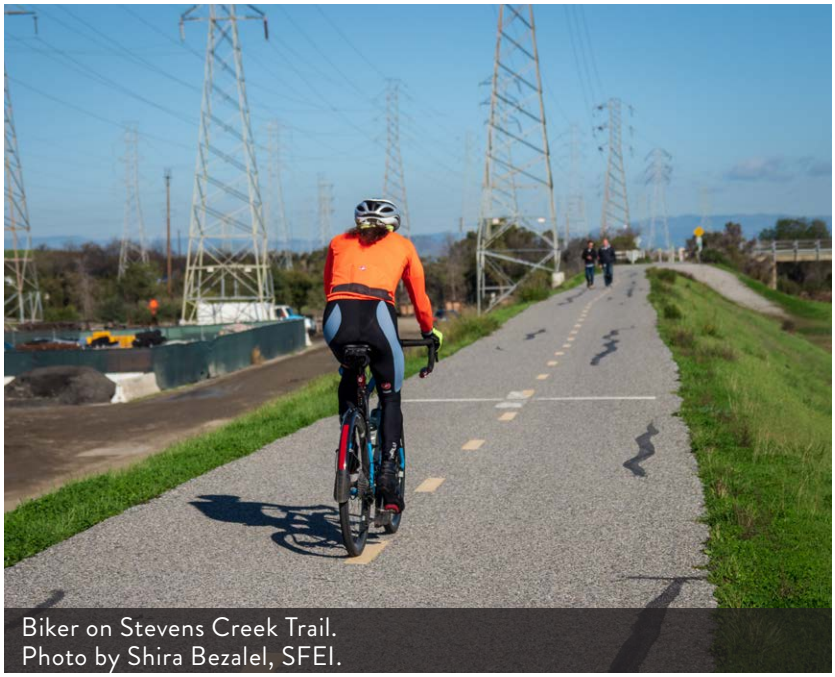
Despite its urban character, Mountain View is home to several key natural resources. Creeks, including Stevens and Permanente, link the landscape from the Santa Cruz Mountains through Mountain View to the Bay, where several shoreline wetland restoration projects are underway. Shoreline Regional Park's 750 acres offer important wildlife habitat and recreation opportunities, as do other city parks, including Rengstorff Park, Cuesta Park and Annex, Sylvan, and smaller neighborhood parks.

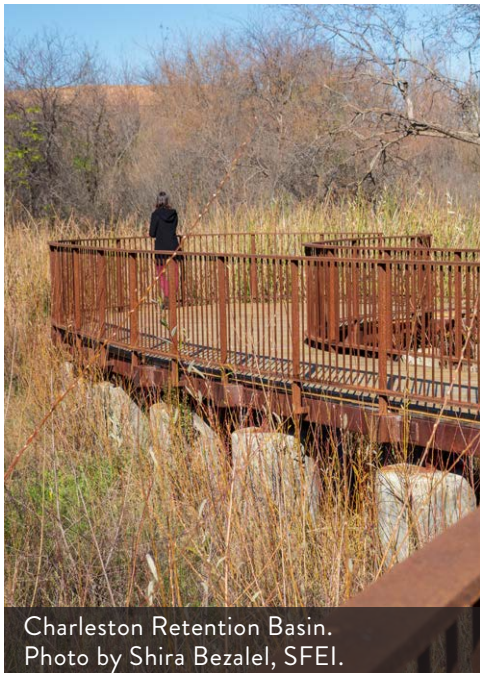


Castro Street Pedestrian mall. Photo courtesy of the City of Mountain View.



Playground at Mora Park. Photo courtesy of the City of Mountain View.


Biker on Stevens Creek Trail.
Photo by Shira Bezalel, SFEI.


Charleston Retention Basin.
Photo by Shira Bezalel, SFEI.

2.3 Future Climate Challenges

Mountain View is facing growing climate challenges, including more intense drought, heat, wildfire, sea-level rise, and flooding, which threaten ecological resources, public health, and urban infrastructure.[43–55]

These potential climate-driven changes present serious risks to Mountain View's biodiversity and urban forest. Hotter, drier conditions are expected to stress trees and shift species ranges.[56] Trees planted today must withstand changes over the coming decades, and proper urban forest planning can prevent growing risks and management costs. Meanwhile, flooding and erosion could degrade creeks, wetlands, and shoreline habitats.[51] Socially-vulnerable communities, who often have less access to green space and tree canopy, will bear the brunt of these impacts, highlighting the need for equitable adaptation strategies.[57]

Investing in Mountain View's biodiversity and urban forest will in turn support the city's climate adaptation. Advancing nature-based solutions, such as planting trees, restoring coastal ecosystems, and installing green stormwater infrastructure, will pay dividends as the climate shifts. By integrating biodiversity and urban greening into climate adaptation efforts, Mountain View can not only safeguard its ecosystems but also strengthen community health and resilience to future climate extremes.



Walking path near Charleston Retention Basin. Photo by Shira Bezalel, SFEI.

Planting Trees in Historically-Treeless Landscapes

While much of Mountain View's landscape historically supported open habitats such as Wet Meadows and Oak Savannas with few or no trees (see **Section 2.1 The Historical Landscape**), the modern urban context brings different ecological and social needs. Urban forests provide a variety of benefits that are important for urban biodiversity and public health, factors that were not present in the pre-urban landscape. The Plan emphasizes the use of native and ecologically-appropriate species where possible, but strict adherence to historical vegetation patterns would suggest minimal tree cover in large parts of the city. Striking a balance between recognizing historical landscapes, planting native vegetation, and accommodating the needs of present and future urban conditions is a crucial component of creating an effective and actionable plan.



Castro Street. Photo courtesy of the City of Mountain View.

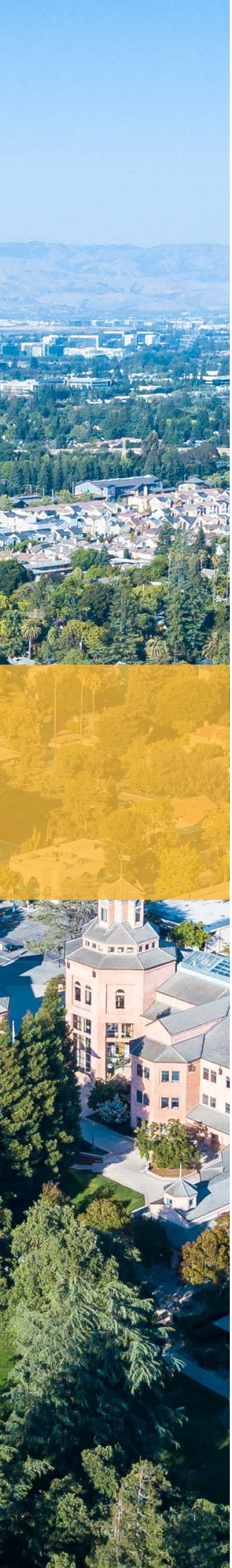
Charleston Park. Photo by Shira Bezalel, SFEI.

3 LANDSCAPE ASSESSMENT AND POLICY OVERVIEW





Aerial view of Mountain View, California. Photo by Uladzik Kryhin, courtesy of Adobe Stock.



3.1 Biodiversity Assessment

SEVEN LANDSCAPE ELEMENTS OF URBAN BIODIVERSITY SUPPORT

The Urban Biodiversity Framework, developed by SFEI in *Making Nature's City*, distills global biodiversity research into seven essential landscape elements that foster urban biodiversity.[58] Each element plays a distinct and complementary role; together, they offer a holistic approach to fostering biodiversity in the city under a changing climate.

The Plan evaluates each element individually, assessing important existing landscape features and identifying opportunities and constraints for enhancing biodiversity support. This section highlights the key findings that will inform the City's strategy, including the recommendations proposed in the Plan (see **5.2 Vision to Action**) and the urban landscaping Zones (see **Guide A: Urban Landscaping**).

What role does the urban forest play in the biodiversity assessment?

The urban forest is a vital component of the urban ecosystem, and the methods to assess biodiversity and the urban forest overlap. The biodiversity assessment considers the role of tree canopy in connecting the landscape and providing food and habitat for native biodiversity. **3.2 Urban Forest Assessment** dives deeper into examining tree canopy cover, public trees managed by the City, and the multi-benefit role of an urban forest.

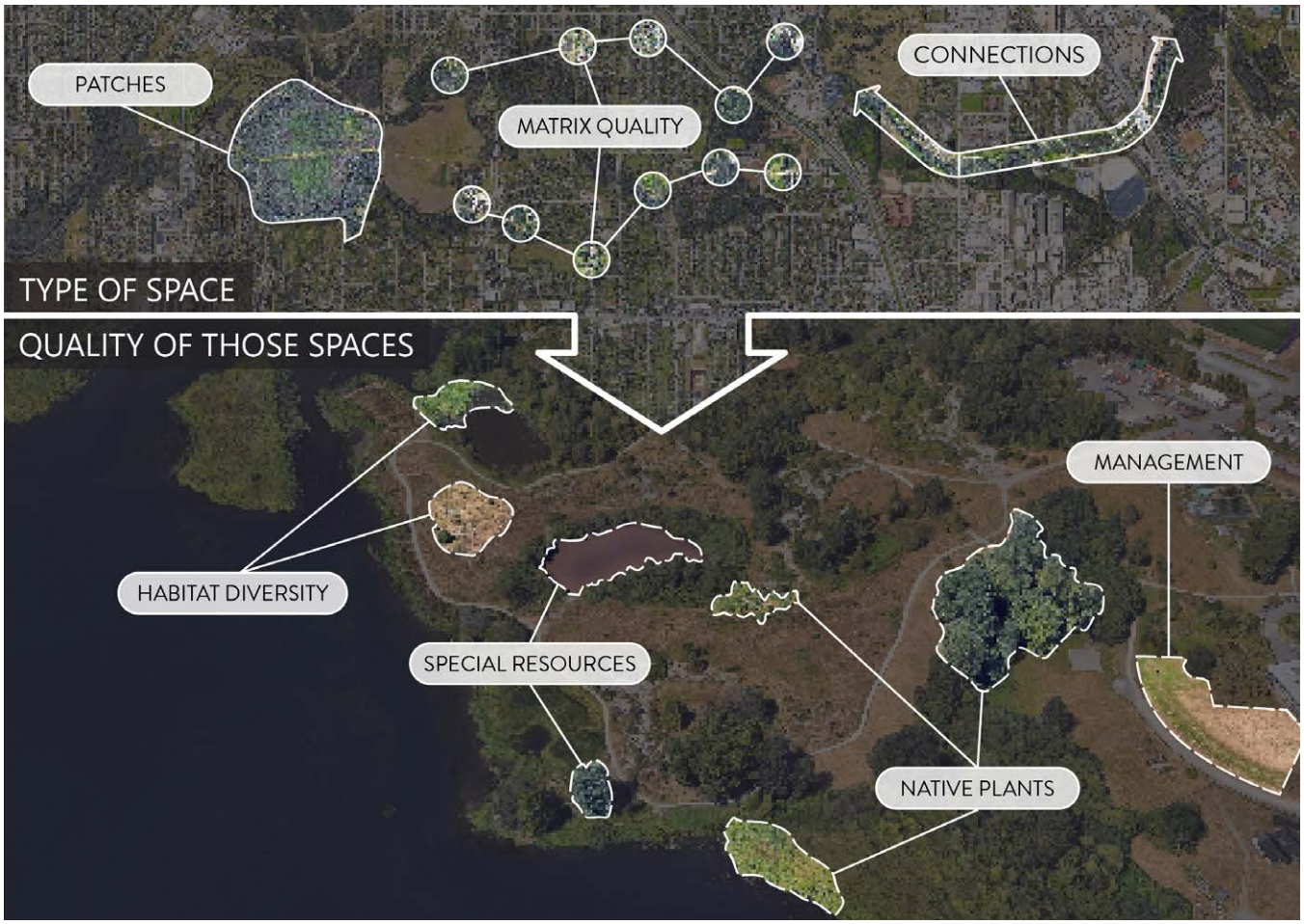


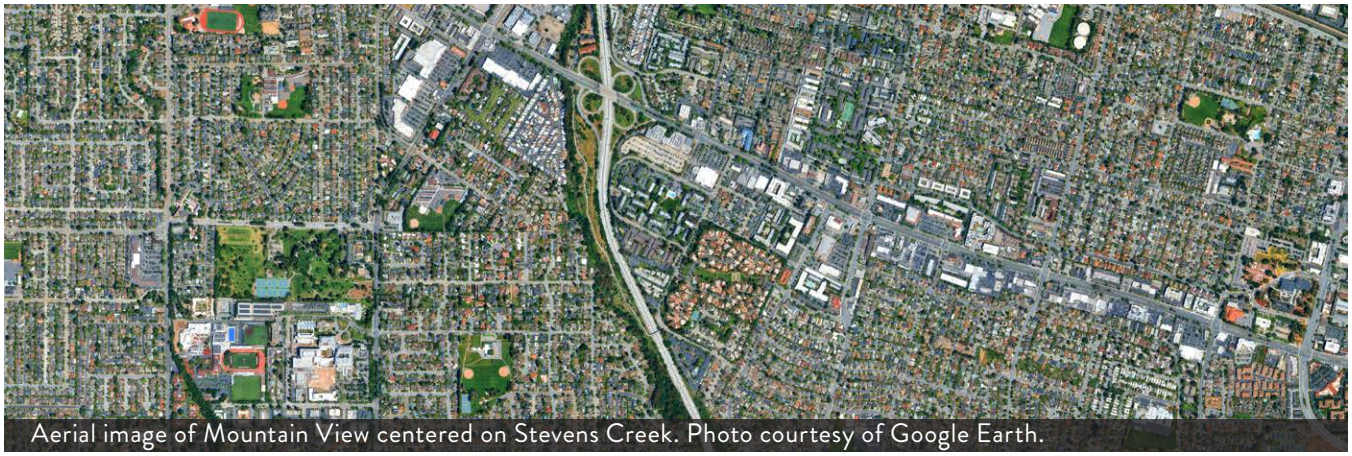
2025 Mountain View Earth and Arbor Day Celebration. Photo courtesy of Canopy.

The following table outlines the seven landscape elements of the Urban Biodiversity Framework. Measures for assessing the current conditions in Mountain View are listed under each element.

These resulting maps and assessments are informational. Because priority areas for improvement span across both public and private land, collaboration with other agencies and private landowners may be necessary to implement the suggested improvements. **5.2 Vision to Action** applies these results to prioritize Actions that the City can take to meaningfully improve its biodiversity support.

***Seven elements of urban biodiversity**, which work together to support healthy and biodiverse urban ecosystems.*[5]





Aerial image of Mountain View centered on Stevens Creek. Photo courtesy of Google Earth.

1 PATCHES • consolidated areas of vegetated green space	
Patch size	Patches grouped by size reflecting the expected degree of biodiversity support
Patch core area	Amount of interior area that is more sheltered from urban influences and disturbances at the patch "edge"
2 CONNECTIONS • features that facilitate the movement of plants and animals between patches	
Priority for improving connections	Areas where addressing barriers to movement could have the greatest impact on improving landscape connections
3 MATRIX QUALITY • levels of biodiversity support between existing patches and corridors	
Tree canopy and other vegetation cover	Amount of tree canopy and other vegetation cover (i.e., shrub and herbaceous vegetation, excluding trees) in the urban matrix
Priority areas near patches and creeks	A score indicating priority areas for matrix quality improvements, based on sites that 1) are located near patches and creek corridors and 2) have low total vegetation cover (including trees, shrubs, and grass)
4 NATIVE VEGETATION • plant species that have a long evolutionary history in the local region	
Proportion of native riparian vegetation	Amount of native vegetation in the riparian corridor (creekside vegetation), relative to non-native vegetation or unvegetated area
Other mapped native vegetation	Mapped areas with consolidated tracts of native vegetation
Regionally-native trees (public trees only)	Number, species composition, and location of public trees native to the Bay Area (see "regionally-native species" in **Definitions, Acronyms, and Abbreviations**)
5 HABITAT DIVERSITY • the type, number, and spatial arrangement of habitats	
Diversity of habitat types	Number of different habitat types and amount of area covered by each, relative to historical conditions
6 SPECIAL RESOURCES • features that can provide uniquely important benefits to wildlife	
Distribution of water resources	Mapped wetlands, open water, and creeks
Large, regionally-native oak trees (public trees only)	Number and locations of regionally-native oak trees in the public tree dataset with over 20 inches diameter at breast height (DBH)
7 MANAGEMENT • practices that affect the quality of the landscape for biodiversity	
Artificial light at night and bird safety	Lighting strategies to minimize impacts on wildlife and building and other structure design to minimize bird collisions
Seasonal management activities	Seasonal maintenance strategies to minimize negative impacts on wildlife

PATCHES | CONSOLIDATED AREAS OF VEGETATED GREEN SPACE

- **Patches in Mountain View are particularly clustered around the Shoreline and Stevens Creek.**
- **Most patches have limited core area.** Larger core areas offer more protected habitat for urban-sensitive species.
- **These patches span both public and private ownership**, making patch management complex, particularly along the nearly-continuous Stevens Creek corridor. There are key opportunities to enhance and protect habitat through public land acquisition and improved management agreements.



Cuesta Park pollinator habitat. Photo courtesy of the City of Mountain View.

PATCHES

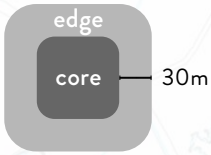
PATCH SIZE

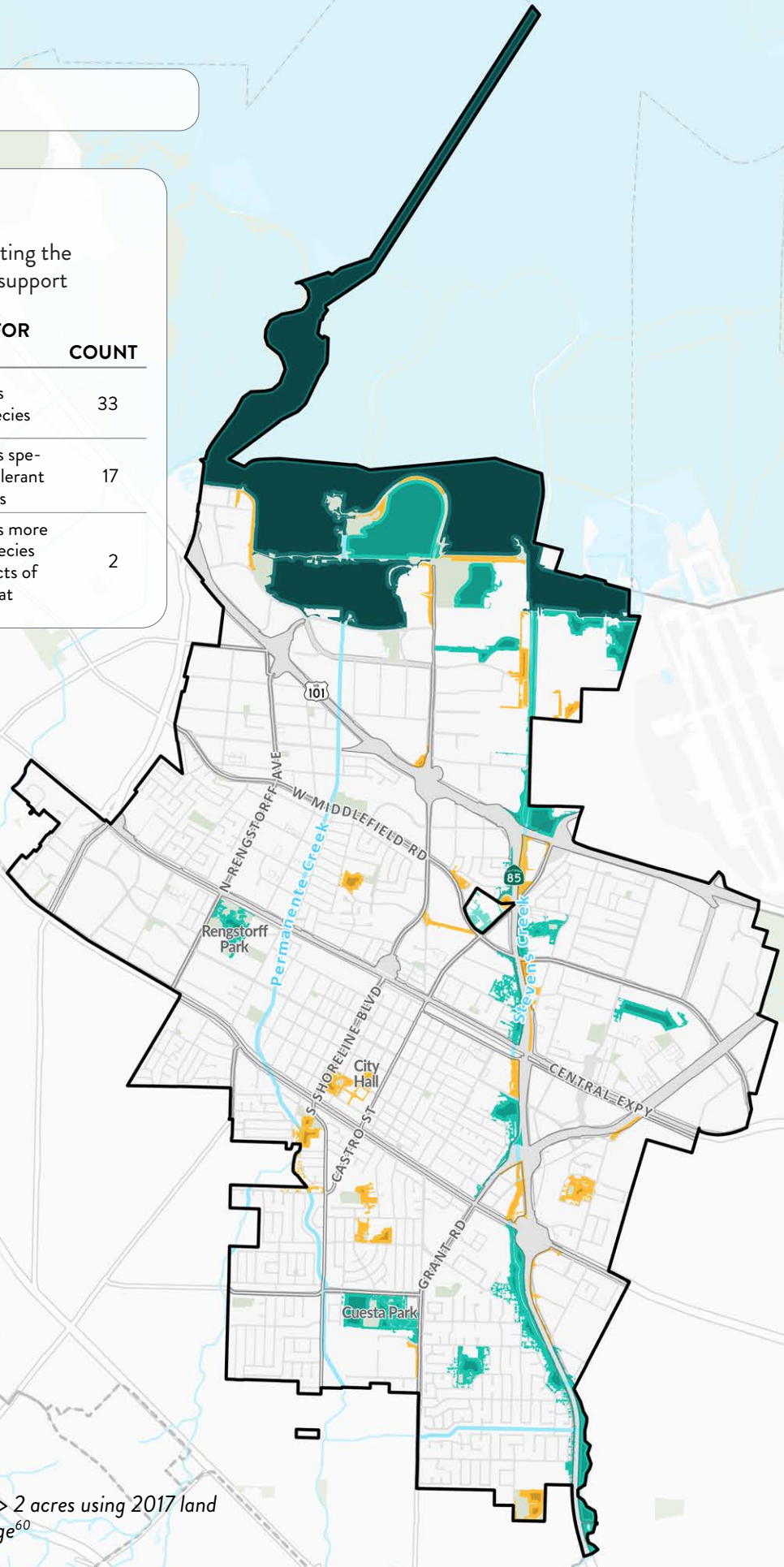
Patches grouped by size reflecting the expected level of biodiversity support

PATCH SIZE	IMPORTANCE FOR BIODIVERSITY	COUNT
Small patch **> 2 acres**	Generally supports urban-adapted species	33
Local biodiversity hub **> 10 acres**	Generally supports species moderately tolerant of urban conditions	17
Regional biodiversity hub **> 130 acres**	Generally supports more urban-sensitive species requiring large tracts of consolidated habitat	2

PATCH CORE AREA

Amount of interior area that is more sheltered from urban influences and disturbances at the patch "edge"





N

0 0.5 1 Miles

Identified consolidated tracts of vegetation > 2 acres using 2017 land cover data[59] and landscapemetrics R package[60]

CONNECTIONS | FEATURES THAT FACILITATE THE MOVEMENT OF PLANTS AND ANIMALS BETWEEN PATCHES

- **Streets and highways are generally the greatest barriers to wildlife movement**, both fragmenting the landscape and increasing the risk of wildlife vehicle collisions.
- **Virtually all of the most important sites for improving connections overlap with bikeways and trails**, highlighting opportunities to pair biodiversity-support strategies with other City projects, such as roadway and recreation amenity improvements.
- **Stevens Creek is both a major landscape connector for people and wildlife and flanked by a major barrier**, California State Route 85. This key corridor deserves more detailed assessments to better understand the threats and opportunities for better connections.
- **Permanente Creek did not emerge as a priority for improving connections in this analysis**, likely due to its current condition, being narrower and less vegetated and having fewer surrounding patches than Stevens Creek. However, other regional analyses have demonstrated its importance for urban wildlife support.[61]

The City has housing and development projects scheduled in some of these high-priority areas. These results are not intended to impede those projects, and in fact, the projects offer an opportunity to apply strategic landscape improvements in tandem with their design and implementation.



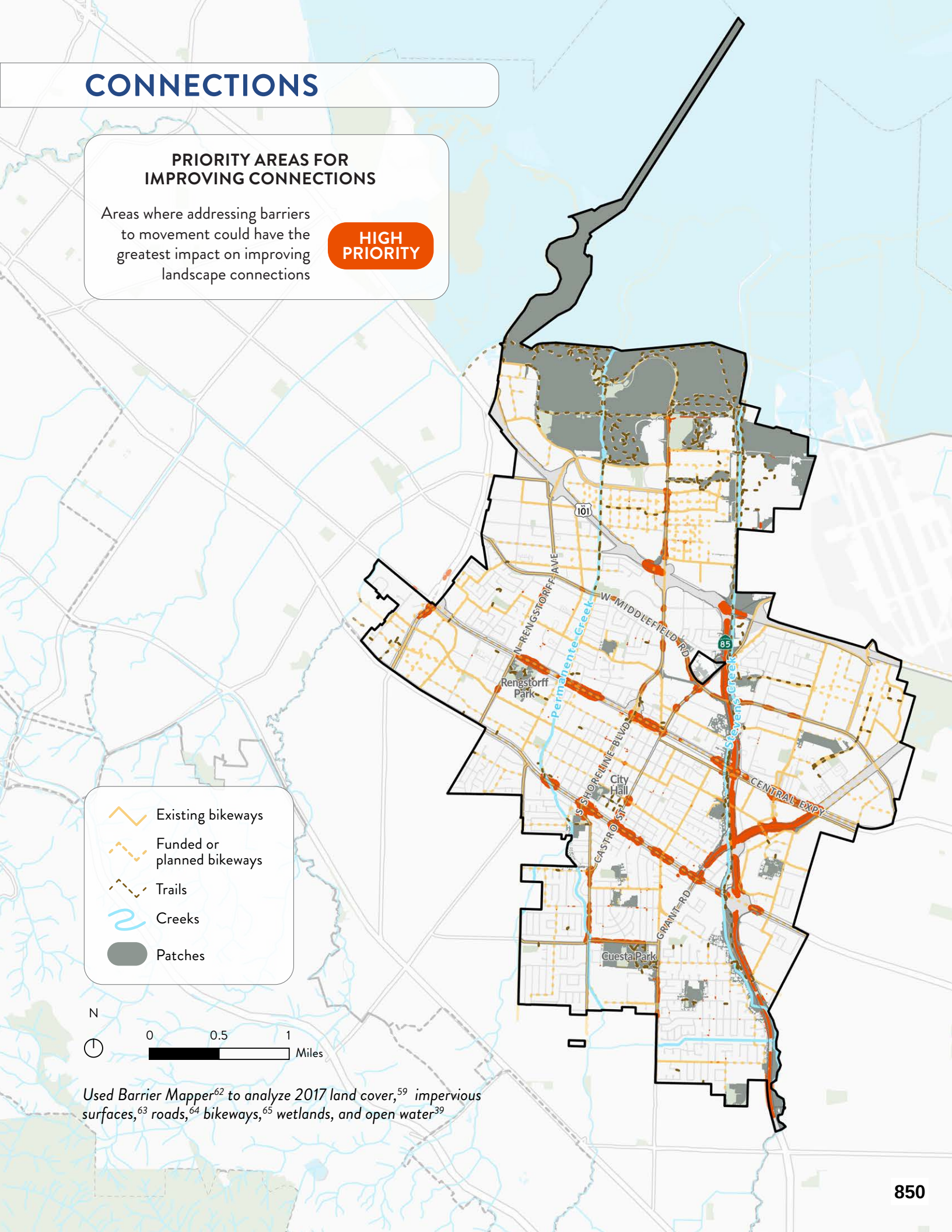
Stevens Creek Trail. Photo courtesy of the City of Mountain View.

CONNECTIONS

PRIORITY AREAS FOR IMPROVING CONNECTIONS

Areas where addressing barriers to movement could have the greatest impact on improving landscape connections

HIGH PRIORITY



Used Barrier Mapper[62] to analyze 2017 land cover,[59] impervious surfaces,[63] roads,[64] bikeways,[65] wetlands, and open water[39]

MATRIX QUALITY | LEVELS OF BIODIVERSITY SUPPORT BETWEEN EXISTING PATCHES AND CORRIDORS

- **Many of the U.S. Census blocks with the most tree canopy and other vegetation cover are in the inner core of residential areas**, further from major highways and commercial zones, demonstrating how residential landscaping and street trees can improve the urban matrix for biodiversity.
- **The urban matrix surrounding some patches have particularly low tree canopy and vegetation cover**, resulting in these patches being more isolated and of potentially lower quality for biodiversity.
- **Many gaps in tree and vegetation cover are zoned for mixed-use, commercial, and office/industrial land use, particularly in the western and northern portions of the city**, highlighting opportunities for tree planting and landscape improvement projects.

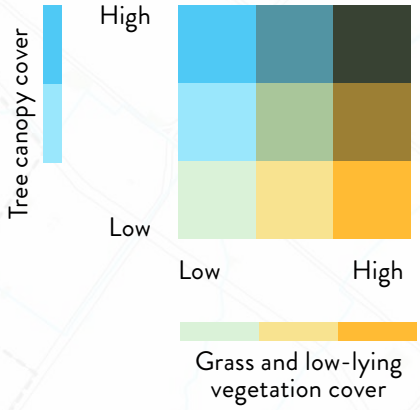


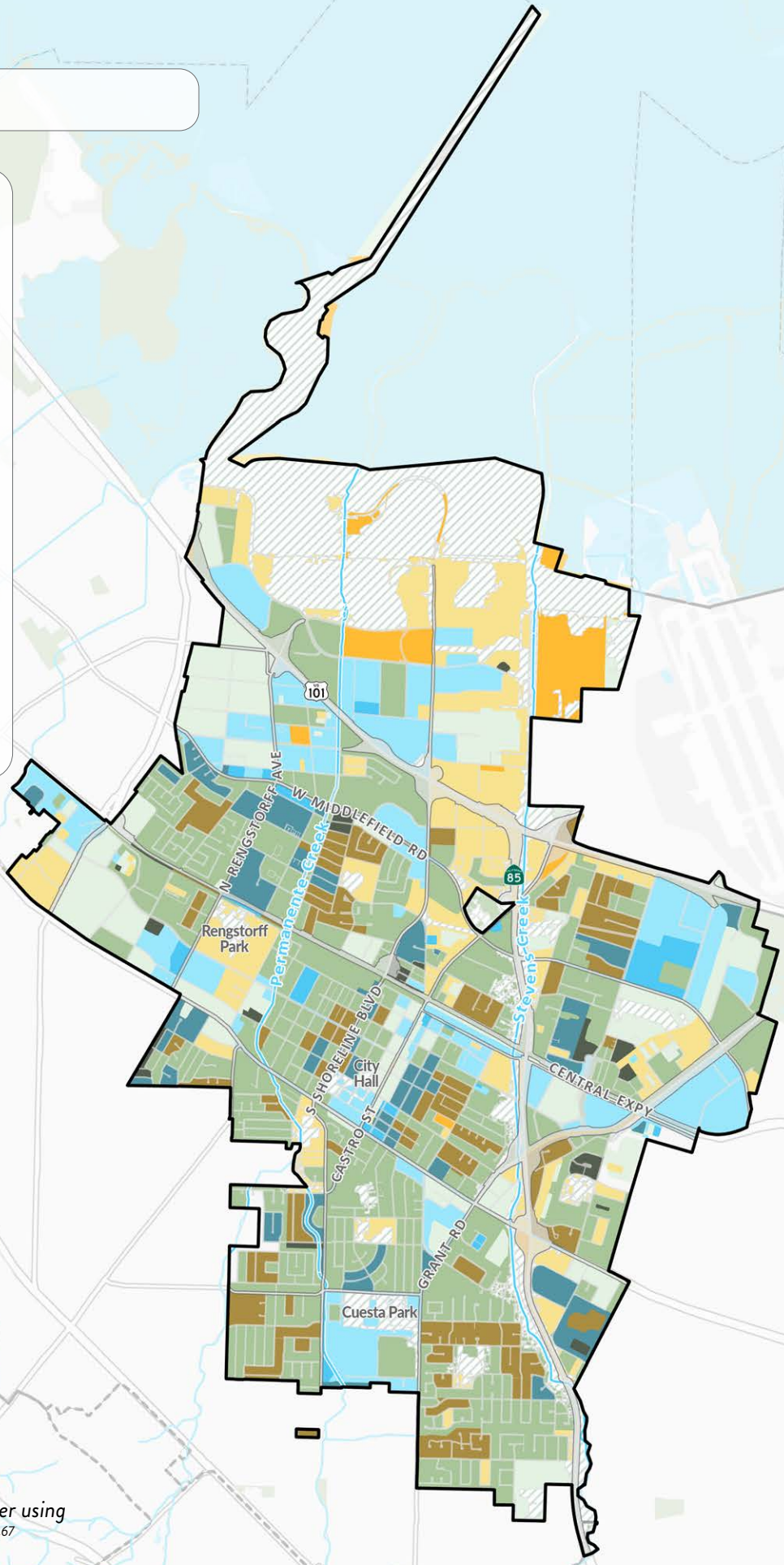
Google Headquarters in Mountain View providing urban matrix habitat.
Photo by Henry Zbyszynski, courtesy CC BY 2.0.

MATRIX QUALITY

TREE CANOPY AND OTHER VEGETATION COVER

Amount of tree canopy and other vegetation (i.e. shrub and herbaceous vegetation, excluding trees) in the urban matrix





Creeks and channels

Patches

N

0 0.5 1 Miles

Calculated total canopy and vegetation cover using 2022 land cover[66] within U.S. census blocks[67]

MATRIX QUALITY (CONTINUED)

- **Enhancing vegetation in the urban matrix around patches and water features boosts the ecological value** of these resources by buffering against urban disturbances and providing key support for urban-sensitive species.
- **The largest high-priority zones for matrix quality improvements surround the Shoreline Regional Park**, though all patches and creeks are surrounded by areas in need of improved matrix quality. Matrix quality improvements should be compatible with the adjacent habitat resource being supported and abide by the established ecological guidelines in other governing plans and documents.



Native flowering plants planted around a parking lot in Mountain View. Photo by Shira Bezalel, SFEI.



Castro Street in Mountain View.
Photo by Eric Fredericks, courtesy of CC BY-SA 2.0.



Permanente Creek by Crittenden School.
Photo by Dicklyon, courtesy of CC BY-SA 4.0.

MATRIX QUALITY

PRIORITY AREAS NEAR PATCHES AND CREEKS

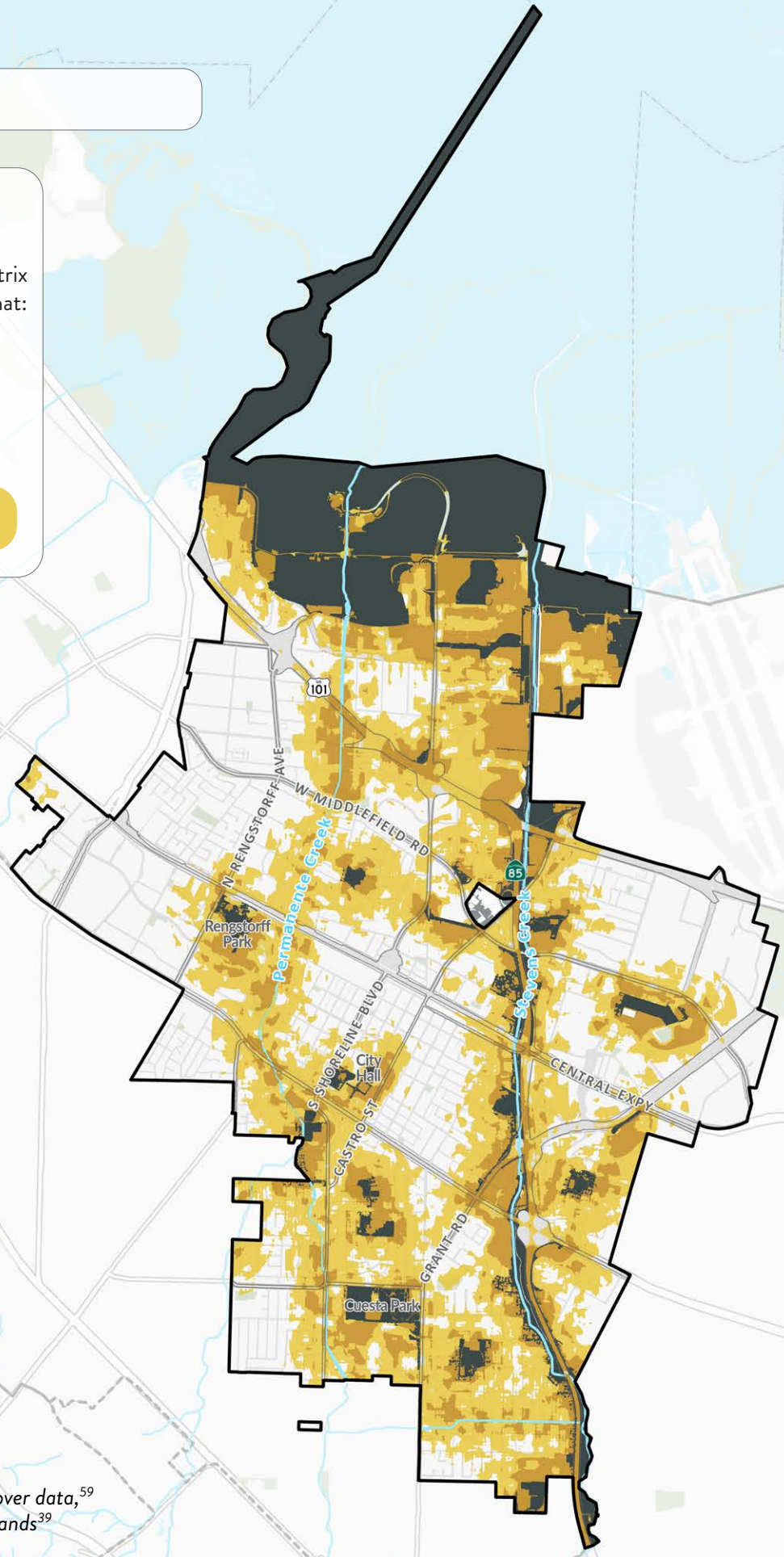
A score indicating priority areas for matrix quality improvements, based on sites that:

1) are located near patches and creek corridors and

2) have low total vegetation cover (including trees, shrubs, and grass)

VERY HIGH PRIORITY

HIGH PRIORITY



Creeks and channels

Patches

N

0 0.5 1 Miles

Analyzed matrix quality, using 2017 land cover data,[59] around vegetated patches, creeks, and wetlands[39]

NATIVE VEGETATION | PLANT SPECIES THAT HAVE A LONG EVOLUTIONARY HISTORY IN THE LOCAL REGION

- **Stevens Creek has the greatest native vegetation cover among waterways in the city.** Permanente Creek and other smaller channels are largely dominated by non-native vegetation or unvegetated cover, limiting their value for supporting biodiversity, according to the best-available data from 2010.
- **Larger, consolidated tracts of native vegetation are mostly found near the shoreline**, due largely to habitat restoration projects, like at Charleston Retention Basin and Shoreline Park. While not mapped, smaller plots of native landscaping also provide biodiversity support across the city.
- **Most publicly-owned or -managed trees that are regionally-native are in parks and open spaces**, where larger planting areas promote greater tree size, health, and longevity when paired with adequate maintenance. Coast Redwood (*Sequoia sempervirens*) stand out as an exception with extensive planting along major roads, such as the Central Expressway. **3.2 Urban Forest Assessment** further examines regionally-native public trees.

What "native" means and why it matters

Native vegetation includes plant species that evolved in a particular place and are adapted to its climate, geography, and ecosystems. What is considered "native" always depends on the geographic place and scale being considered, such native to a specific site, city, country, or continent.

Plants native to the local region, such as the Santa Clara Valley, are especially important for supporting local wildlife because of their long co-evolutionary relationships. In cities dominated by ornamental landscaping, native plants are foundational to sustaining biodiversity and ecosystem functions, including by providing quality habitat, food, and healthy soils.[58,70–73]

At the same time, as climate conditions change, plant palettes should also account for future climate suitability and vulnerability. Incorporating near-native species, or plants native to a broader geography such as northern and coastal California, all of California, or western North America, can improve resilience while also promoting local biodiversity, especially when those plants play similar ecological roles to regionally-native plants.

In practice, plant selection should reflect project goals. Projects that prioritize biodiversity support should consider including a larger proportion of species native to the local Santa Clara Valley (see **Guide B: Plant Lists**), particularly plants that uniquely support wildlife with specialized habitat requirements. Other projects with other priorities or more challenging growing conditions may benefit from a more diverse mix of plants native to other nearby regions, such as California or western North America.

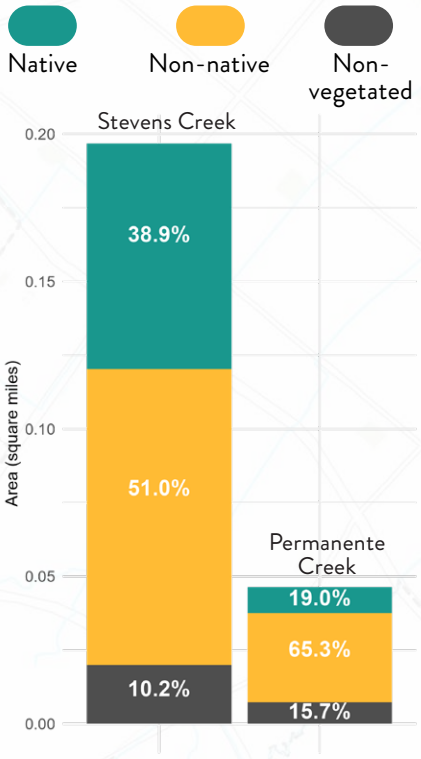


Green Sweat Bee on Bush Sunflower. Photo by Lauren Stoneburner, SFEI.

NATIVE VEGETATION

PROPORTION OF NATIVE RIPARIAN VEGETATION

Amount of native vegetation in the riparian corridor (creekside vegetation), relative to non-native vegetation or unvegetated area



OTHER MAPPED NATIVE VEGETATION

Mapped areas with consolidated tracts of native vegetation (generally >0.25 acres)

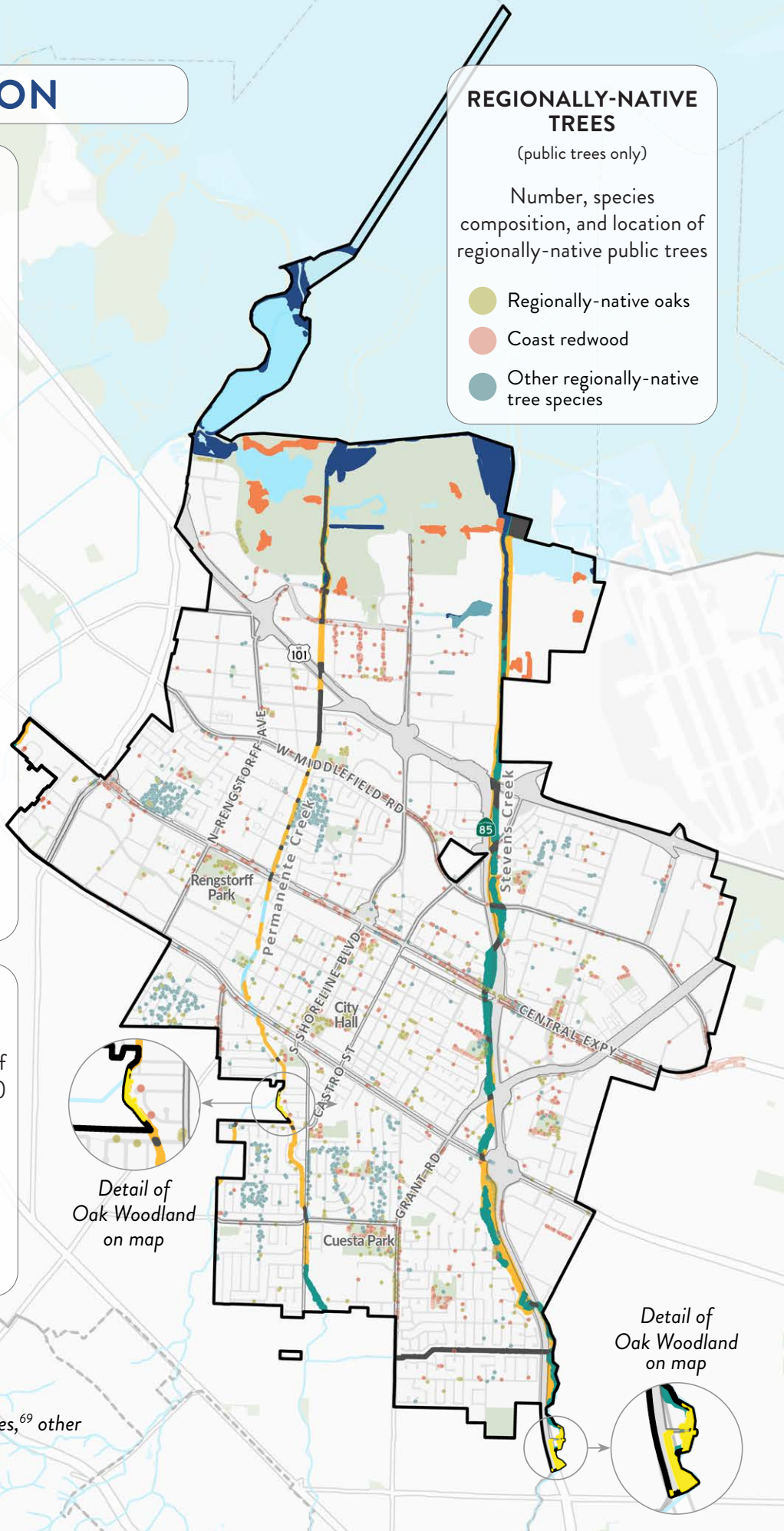
- Emergent tidal marsh
- Willow grove
- Shrubland
- Oak woodland

REGIONALLY-NATIVE TREES

(public trees only)

Number, species composition, and location of regionally-native public trees

- Regionally-native oaks
- Coast redwood
- Other regionally-native tree species



N

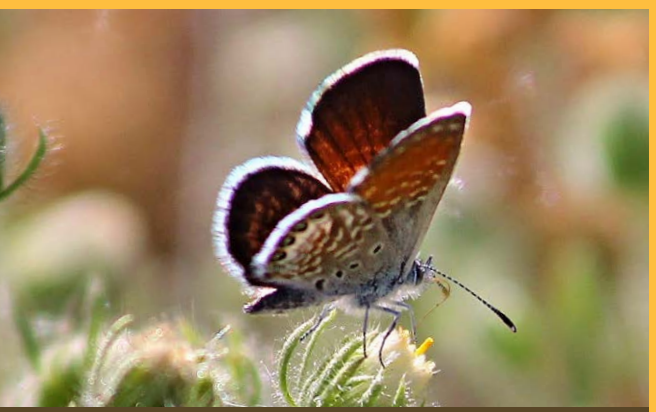
0 0.5 1 Miles

Mapping of riparian vegetation,[68] public trees,[69] other tracts of native vegetation[38]

HABITAT DIVERSITY | THE TYPE, NUMBER, AND SPATIAL ARRANGEMENT OF HABITATS

- **Urbanization has led to ecological homogenization**. Comparing historical[33] and modern[38] vegetation maps shows a large decline in native habitat diversity and shows a large decline in the amount and diversity of native habitat in Mountain View..
- **Most remaining vegetated tracts are composed of grasslands, which includes turf and non-native grasslands**, with very little representation of other native habitat types.
- **Reintroducing key elements of historical habitats within parks and open spaces can boost urban biodiversity**. For example, turf and non-native grasslands can more closely resemble historical Oak Savanna by boosting tree canopy cover above 10%, particularly with oaks and native trees, and stormwater bioretention units could mimic the ecological functions of Wet Meadow or Willow Grove, as at the restored Charleston Retention Basin.





California vole (top) and Western Pygmy-Blue butterfly (bottom). Photos by Jerry Kirkhart and Renee Grayson, respectively, courtesy of CC BY 2.0.

Habitat diversity fosters greater biodiversity, creating spaces for more species with specialized needs.

The California Vole and Western Pygmy-Blue butterfly are two species that require special conditions to thrive in Mountain View.

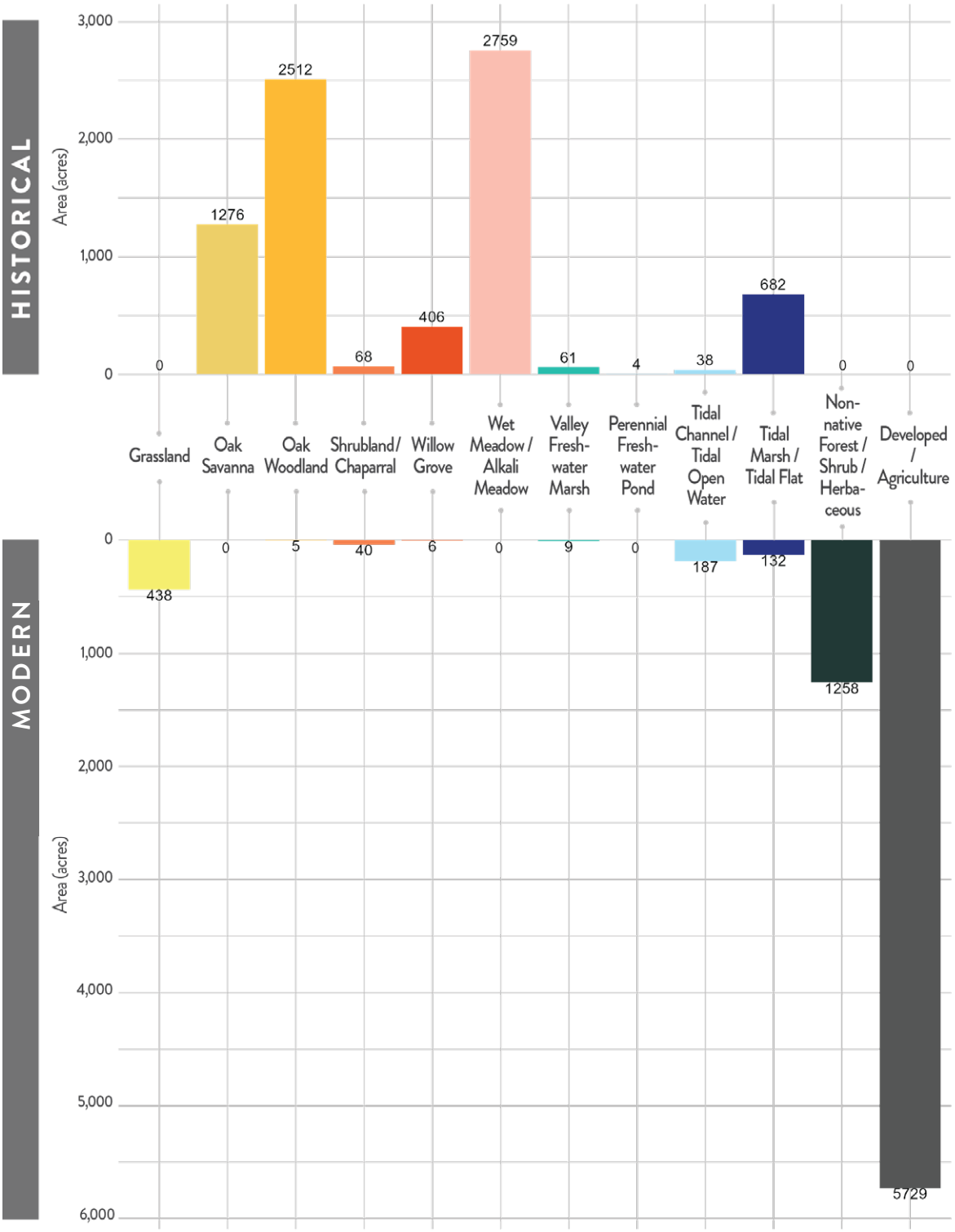
California Voles spend time in wet meadows and salt marshes. While populations typically require habitat patches > 10 acres, they may also subsist in smaller well-connected patches well-stocked with the grasses, sedges, and forbs they need for food.

Western Pygmy-Blues are the denizens of tidal marshes, but with the right salt-tolerant plant species present they can also live along urban roadsides and in vacant lots. Planting patches of salt bush *(Atriplex)* and salt-tolerant forbs like *Chenopodium* for egg-laying and larval food might just elicit a visit. stocked with the grasses, sedges, and forbs they need for food.

HABITAT DIVERSITY

DIVERSITY OF HABITAT TYPES

Number of different habitat types and amount of area covered by each, relative to historical conditions



SPECIAL RESOURCES | FEATURES THAT CAN PROVIDE UNIQUELY IMPORTANT BENEFITS TO WILDLIFE

- **Permanente Creek and Stevens Creek remain important for biodiversity,** both despite and because of surrounding dense urban development. Restoration efforts like daylighting stream sections, softening channels, planting trees, and building green infrastructure can improve biodiversity and water quality along riparian corridors.
- **Mountain View's coastal water bodies (wetlands, lagoons, Shoreline Lake) provide unique habitats and support rich biodiversity.**
- **Large native oaks, especially when clustered, play a vital role in urban biodiversity** by enhancing pollination, facilitating wildlife movement, and mimicking oak woodland habitat that supports many native species.



Stevens Creek. Photo by Shira Bezalel, SFEI.



Permanente Creek by Crittenden School. Photo by Dicklyon, courtesy of CC BY-SA 4.0.

SPECIAL RESOURCES

DISTRIBUTION OF WATER RESOURCES

Mapped wetlands, open water, and creeks

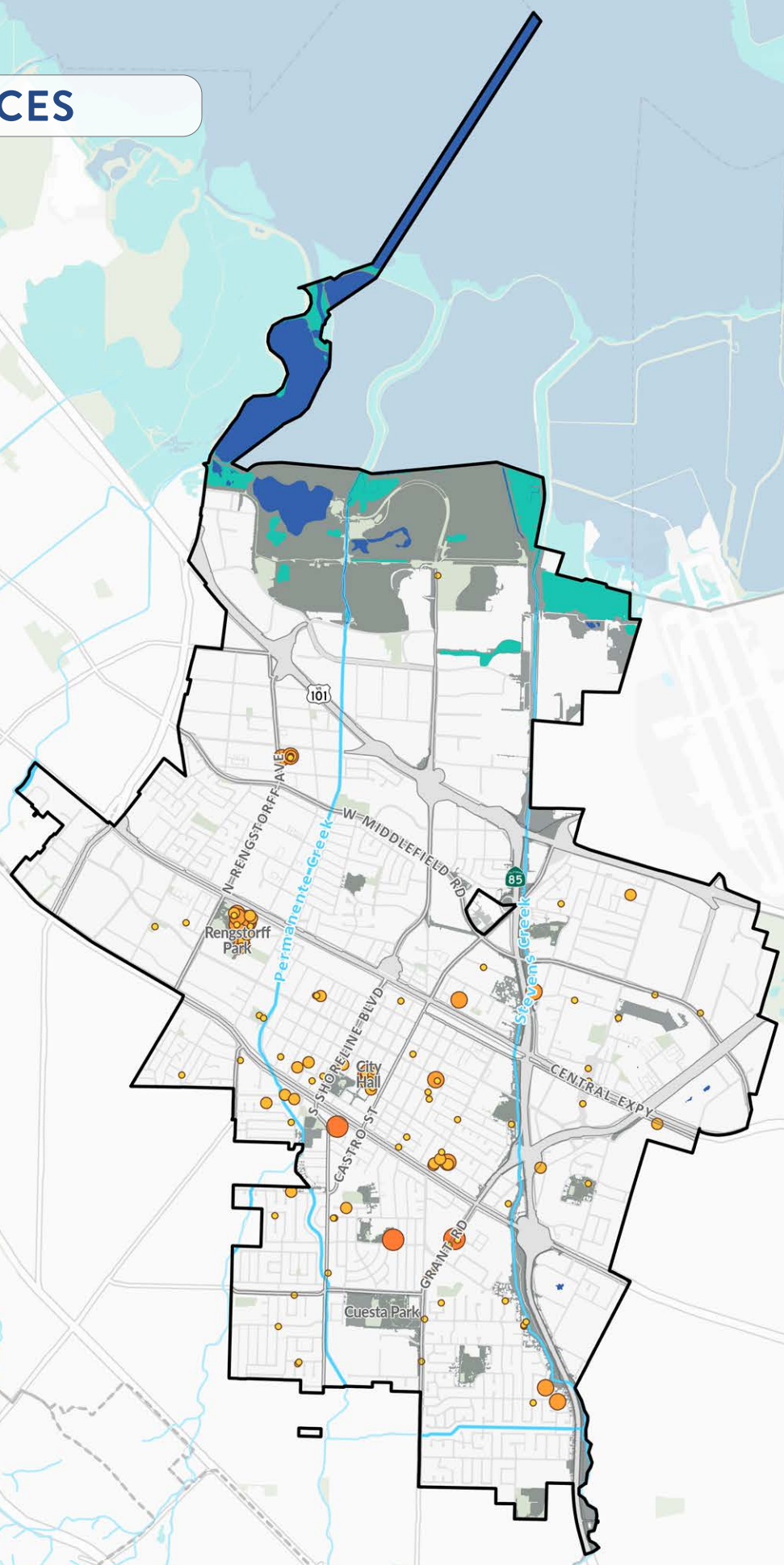
- Wetland
- Open water
- Creek

LARGE, REGIONALLY-NATIVE OAK TREES

(public trees only)

Number and locations of regionally-native oak trees in the public tree dataset with over 20 inches diameter at breast height

- < 20”
- < 30”
- < 40”
- > 50”



- Creeks and channels
- Patches

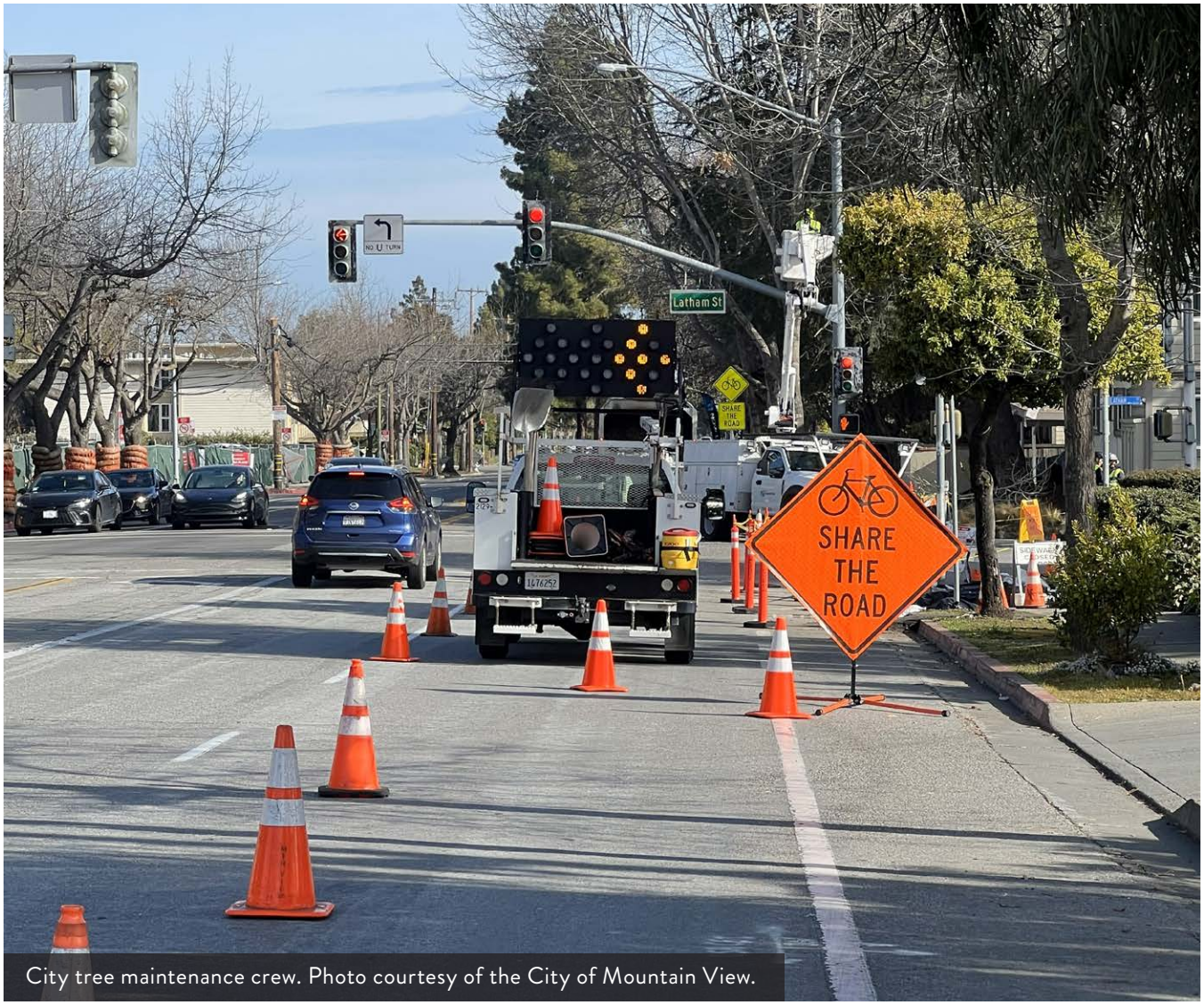
N

0 0.5 1 Miles

Mapping of water resources[39] and public trees[69]

MANAGEMENT | PRACTICES THAT AFFECT THE QUALITY OF THE LANDSCAPE FOR BIODIVERSITY

- **Timing the planting and maintenance activities of trees, landscaping, and open space around plant growing seasons and the migration and nesting seasons of native and resident wildlife** is important for avoiding unintended negative impacts to biodiversity. The "Seasonal Consideration" section below highlights high-level best practices.
- **Mountain View faces increasing heat and drought risks that threaten biodiversity and water availability**, making it essential to prioritize drought- and salt-tolerant landscaping and tree species, plant native and near-native species where appropriate, expand water conservation efforts, and adapt to changing climate conditions.
- **Elements of the built environment, such as artificial light at night (ALAN), highly reflective windows, and road infrastructure, can also pose major threats to wildlife**. Strategic design and management of these features can hugely reduce their impact on biodiversity.



City tree maintenance crew. Photo courtesy of the City of Mountain View.



Artificial light at night and window collisions

A growing number of resources and measures are being developed that can help Mountain View reduce artificial light at night and bird collision risk. Key interventions include:

Lighting

1. Reducing the total amount and intensity of lighting
2. Replacing blue lights with yellow or amber lights
3. Directing light only where it is needed (e.g., with shielded fixtures) to prevent light pollution in sensitive habitat areas
4. Blocking light emittance from windows by shading or turning off interior lights, especially during peak bird migration (see the following table)

Building & Structure Design

1. Installing low- or non-reflective materials (e.g., building facades or windows) and avoiding transparent barriers (e.g., clear and solid balcony railings), or retrofitting these surfaces with available treatments to improve visibility
2. Monitoring bird strikes to identify high-collision locations and prioritize action

Sources: 74–82

Several Bay Area cities have incorporated bird safety guidance[83,84] or regulations and permitting.[85–89] In Mountain View, bird safety requirements are included in both the North Bayshore Precise Plan and the East Whisman Precise Plan.

Artificial light at night in the San Francisco Bay Area, shown from the International Space Station in December 2012. Photo courtesy of ESA/NASA.

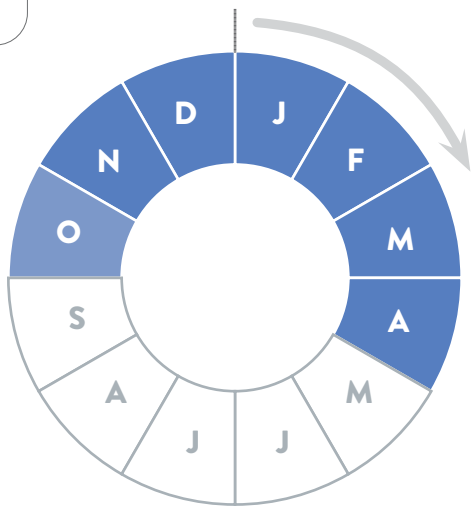
MANAGEMENT (CONTINUED)

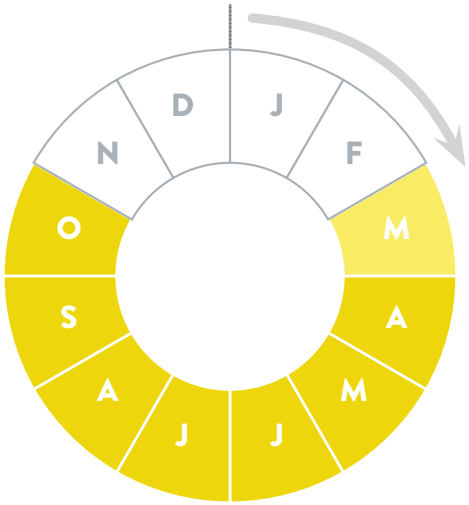
SEASONAL MANAGEMENT ACTIONS FOR BIODIVERSITY

The shaded graphics indicate when to incorporate specific management actions to minimize wildlife disturbance and increase resources for biodiversity. Months shaded in lighter colors indicate the season typically begins mid-month.

WET SEASON | Rainy season triggers the start of seed germination and new growth

- Plant new plantings at the start of the wet season to take advantage of natural irrigation and plant germination cycle
- Remove invasive plants before seed set
- Incorporate the use of pre-emergent treatments (targetting weeds before they emerge) to help reduce pesticide use to avoid polluting runoff



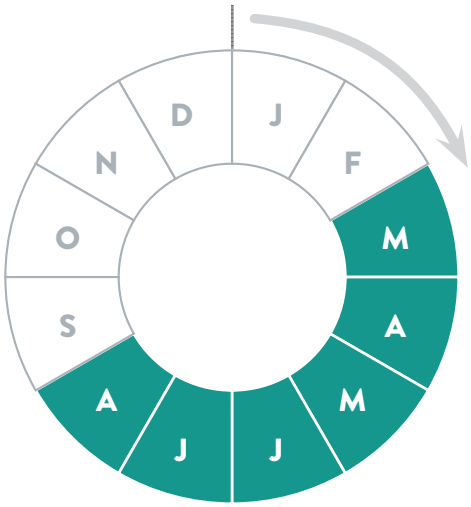


DRY SEASON | Some plants begin to die, go dormant, and drop seeds, while other summer-blooming species continue to grow

- Water trees and landscaping as they establish
- Established drought-tolerant and native plants should no longer need irrigation
- Use organic pest control in safe and recommended doses
- Just before the wet season, prepare sites for planting, including soil health amendments, decompacting soil, site clearing, and lawn removal

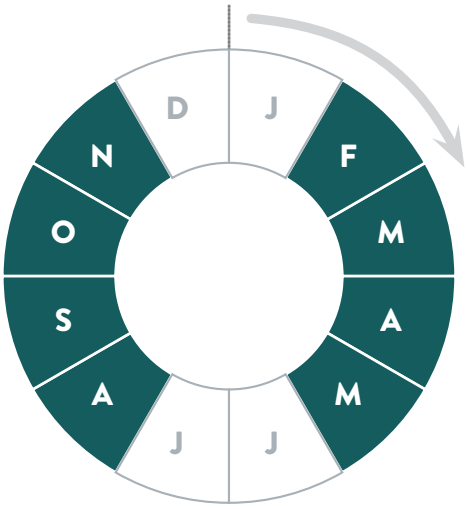
BIRD BREEDING SEASON

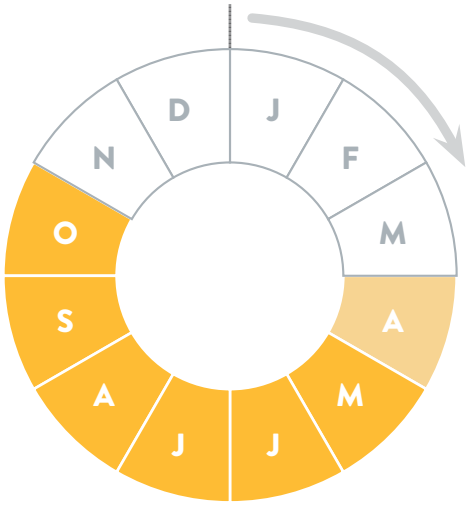
- Schedule tree and shrub maintenance between September and February (outside of breeding season) when feasible to reduce impacts to nesting birds[90]
- Provide and maintain bird baths where feasible
- Retain logs/dying trees for cavity-nesting birds



BIRD MIGRATION SEASON

- Minimize the area, proportion, and intensity of lit windows and outdoor lighting during migration, especially during peak spring migration in Mountain View (around the third week of April)[91]
- Provide native plants with seeds and fruits
- If using bird boxes, place them in the fall or winter, before spring breeding begins, perform annual cleaning and maintenance, and consider placing predator guards



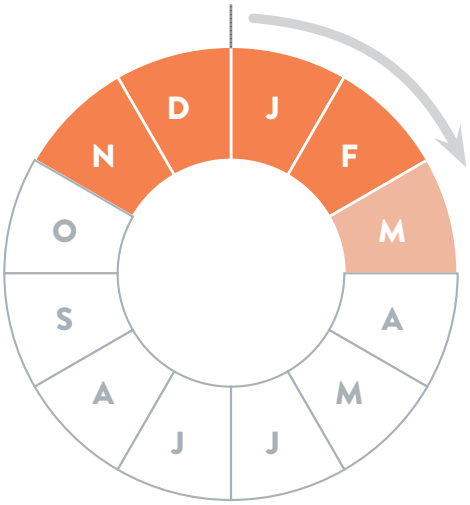


MONARCH BUTTERFLY BREEDING AND MIGRATION SEASON

- Offer native milkweed (where milkweed is suitable) and a diversity of flowering nectar resources
- Avoid maintenance of Monarch habitat, especially mowing and cutting back milkweed
- Avoid applying pesticides, herbicides, and chemical treatments to monarch-supporting landscaping

MONARCH BUTTERFLY OVERWINTERING SEASON

- Provide food resources for overwintering birds and insects: plant native plants that flower or fruit in the winter, such as coffeeberry, manzanita, and toyon; if using bird feeders, clean and maintain them to avoid transmitting disease
- Minimize clearing leaf litter, which supports soil health and insects, an important food source for overwintering birds
- Near Monarch Butterfly and bird overwintering sites, consult with an ecologist to advise wildlife-friendly maintenance



3.2 Urban Forest Assessment

The urban forest is a vital part of creating livable cities for both people and nature. Among their many benefits, trees provide cooling shade, infiltrate stormwater, capture pollutants, promote human health, support insects and birds, and enhance beautiful spaces. Effective urban forest management, through species selection, placement, site preparation, and maintenance, fortifies the health, size, and lifespan of city trees, which in turn maximizes their benefits.

To assess the current state of the City of Mountain View's urban forest, this section examines the following elements of urban forest health, value, and resilience:

TREE CANOPY COVER • **the area covered by tree leaves, branches, and stems**

Mapping tree canopy cover, expressed as the percent of land area covered by trees, across public and private spaces helps identify areas in need of greater tree canopy to allocate resources effectively.

These analyses used a land cover dataset representing conditions in 2022[66] and a 2021 dataset estimating potential available planting space, which coarsely excludes impervious cover, bare soil, and areas with active uses like fields and utility corridors.[92] Because the available planting space assessment does not account for site-specific conditions or land ownership, further local assessments are required to further assess feasibility. The Baylands and Shoreline Park were largely excluded from tree canopy analyses (see "Special Considerations for the Baylands and Shoreline Park" below for more information).



Birds-eye view illustration of the tree canopy cover. *Tree canopy cover shown here includes both private and public trees, in a neighborhood of Mountain View.*

PUBLIC TREE COMPOSITION • **the number, type, and size of trees owned or managed by the City, largely on parks, streets, or City property**

The City tracks its public trees, recording each tree's species, size, and location. The public tree dataset excludes private trees, such as those within schoolyards, residential backyards and commercial landscaping. This assessment analyzes the composition, distribution, and planting patterns of public trees across the city.

THREATS TO THE URBAN FOREST • **critical urban forestry threats and opportunities**

This section identifies some of the most prominent urban forest stressors that are important to manage and mitigate.

BENEFITS OF TREES • **summary of expected benefits from Mountain View's trees**

While all trees in the urban forest provide benefits, the quantitative component of this assessment focuses only on public trees due to data availability. Other benefits not quantified are also described. The results provide guidance for how to best manage the urban forest and ensure its long-term viability in the city.



Important differences between public and private trees

Private trees—those on privately-owned and -managed land—contribute uniquely to the urban forest's diversity and benefits. Within a single city, public and private trees have been found to differ greatly in species richness, size, and abundance.[93] Nevertheless, the vast majority of municipal tree inventories, including Mountain View's, only survey public trees. Collecting detailed data on private trees is more challenging and costly.

The City manages less than half (roughly two-fifths) of Mountain View's tree canopy cover, including public trees that are privately-owned and publicly-managed, while the rest is privately managed. This relatively even split between public and private stewardship of the city's tree canopy underscores the vital role of bolstering both the City's urban forestry efforts and enhanced community partnership and communication. While the Tree Canopy Assessment examines tree canopy cover found on both private and public land, the Public Tree Assessment and Benefits of Public Trees are only able to evaluate the composition of public trees and the benefits they provide with the available public tree data.

It is valuable for the City to understand the health and composition of its public trees, which the City has the autonomy to manage and plan for future plantings. The City is also committed to supporting the private sphere of its urban forest, such as through tree distribution programs, education, and outreach, as discussed further in **5.2 Vision to Action**. Although this Plan is not able to examine private trees with the same level of detail, the health and management of private trees are of great value and interest to the city, as people and biodiversity both benefit greatly from trees on private land.

TREE CANOPY ASSESSMENT

Mountain View and its Neighborhoods

- **The City's canopy cover has increased by nearly two percentage points since the 2013 estimates** published in the 2015 Community Tree Master Plan.[94] The recent 2022 tree canopy cover estimate is based on the most up-to-date land cover data available.[66]

2013	2017	2022
17.7%	18.9%	19.5%

Sources: [59,66,94]

- **As an urbanized city with goals and mandates to further increase density and housing, canopy cover aspirations must remain balanced with other priorities.** Aligning tree planting, care, and protection with broader goals will help the city maximize tree health, longevity, and benefits for both nature and the community, while poor coordination risks undermining past and future investments.

Special tree-planting considerations for the Baylands and Shoreline Park



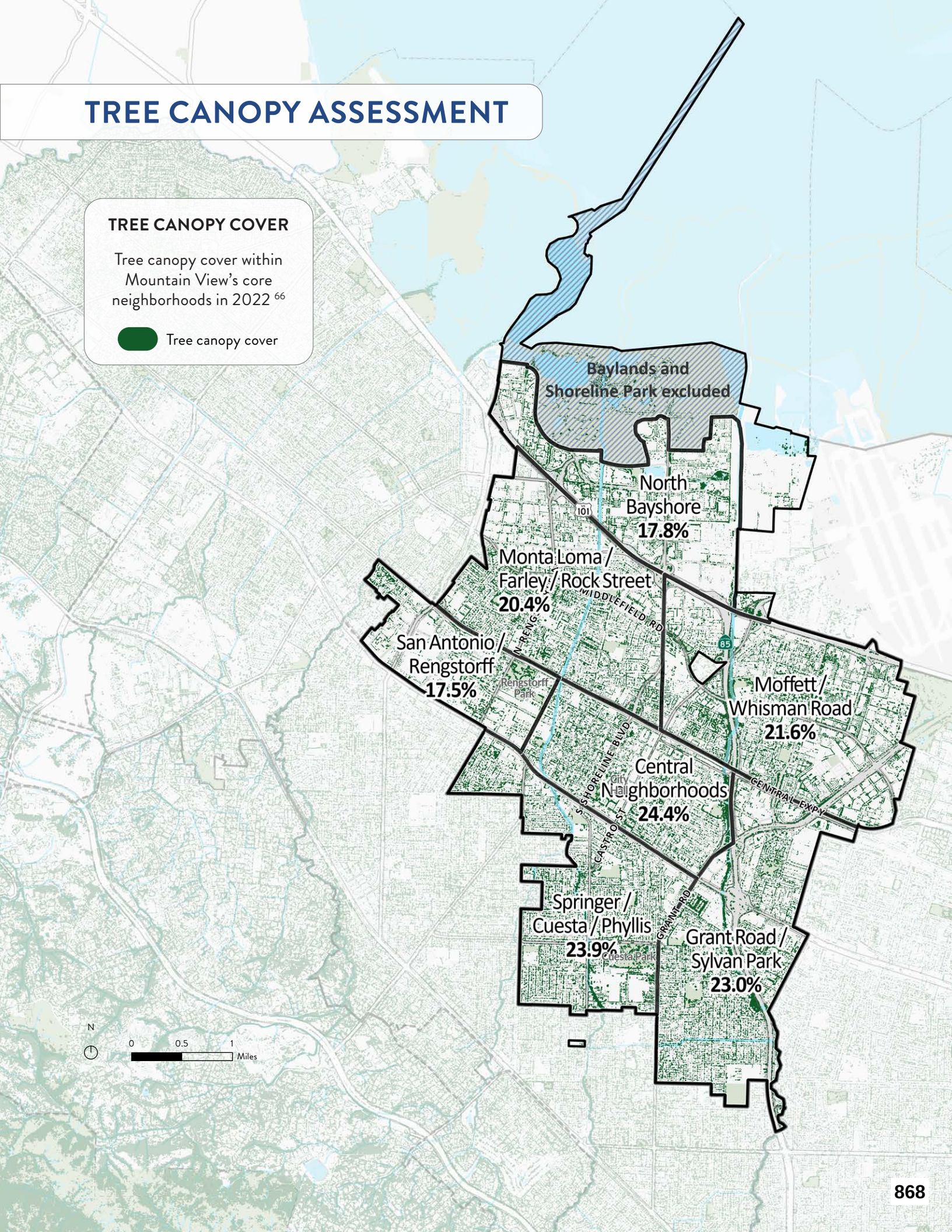
Shoreline Park. Photo by Don DeBold, courtesy of CC BY 2.0.

The Baylands and Shoreline Park have a unique set of circumstances influencing tree-planting opportunities and goals:

- The natural shoreline historically had very few trees (see **2.1 History**), so habitat management goals will often exclude tree-planting.
- Trees often provide critical habitat for sensitive species, but the Park's proximity to the shoreline poses limitations, where trees' potential to create perches for predators increases the risks of predation on other vulnerable tidal marsh species.
- The park's location atop a closed landfill and its use as a golf course also greatly reduce the potential for tree planting.

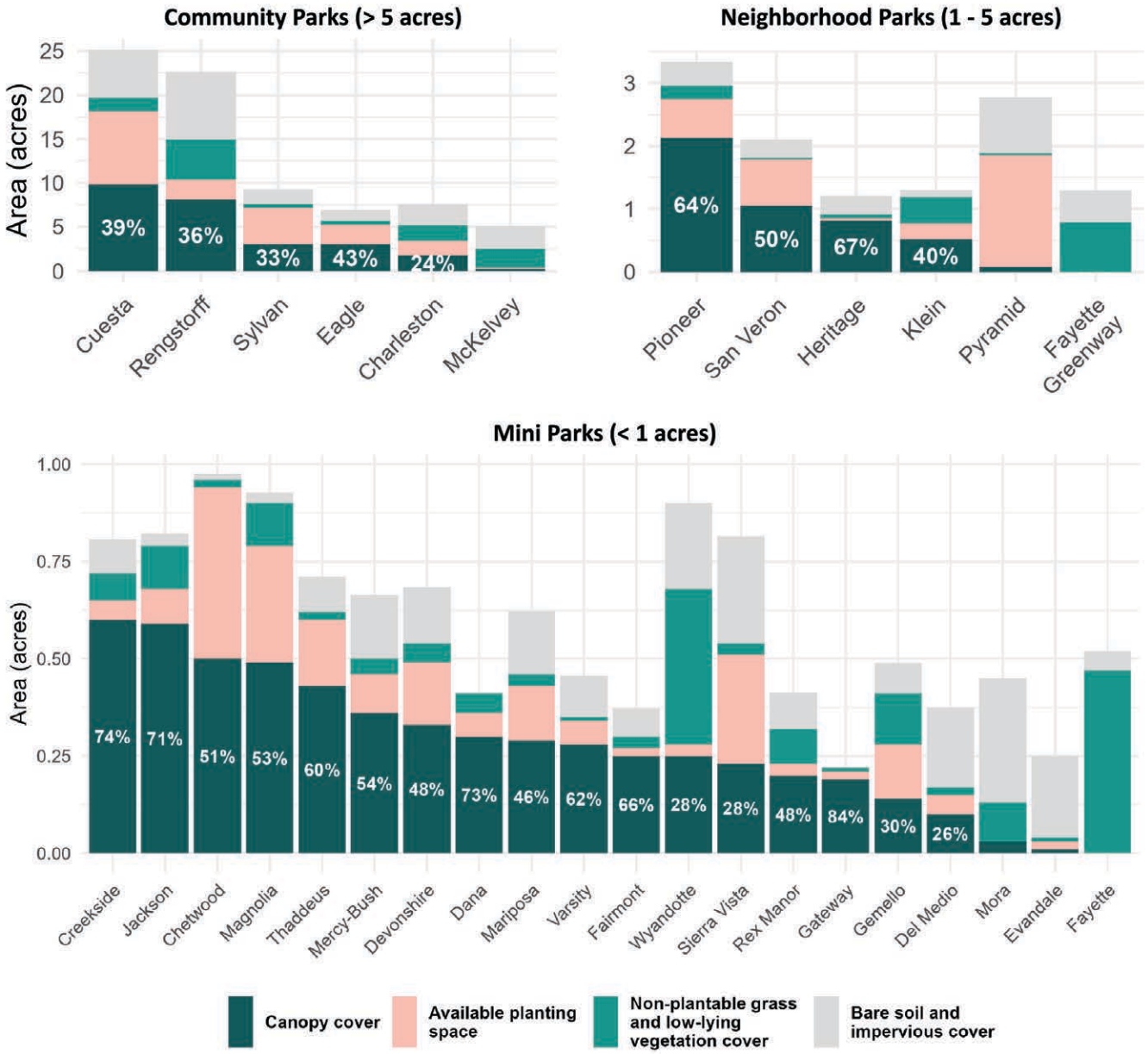
For these reasons, the Baylands and Shoreline Park have been largely excluded from tree canopy analyses. The City's Shoreline Wildlife Management Plan provides guidance on how to manage these tradeoffs specific to the shoreline's natural resources.[10]

TREE CANOPY ASSESSMENT



Parks

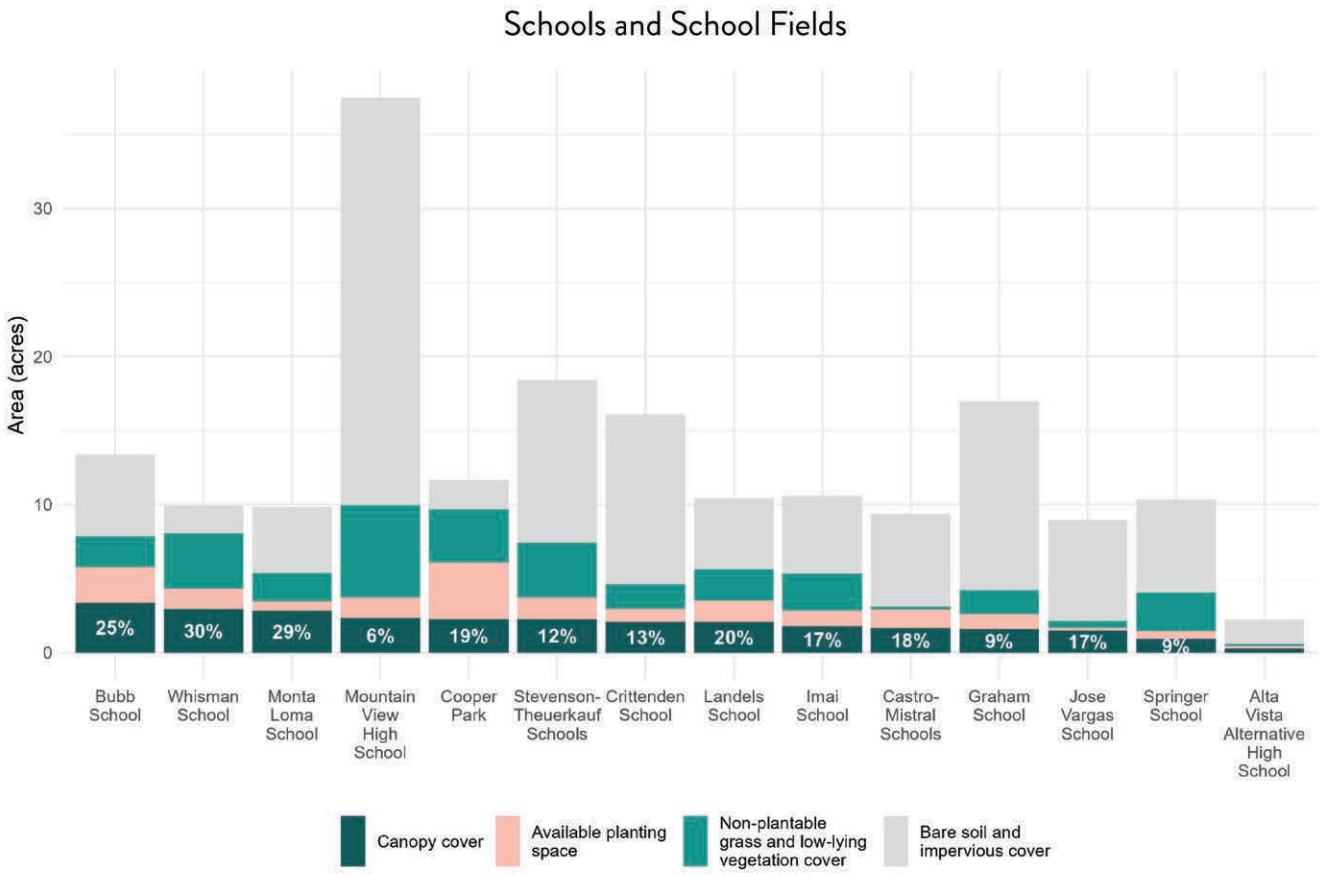
- **The city's 36 parks (excluding school fields) offer strong opportunities to plant trees** for shade, recreation, and biodiversity support.
- **Parks across the city average 39.1% tree canopy cover**, without accounting for their size, ranging greatly from no detectable canopy cover in the recently-opened Fayette Park (opened 2023) to 74.3% canopy cover in Creekside Park.
- **Park size, function, and location influence available plantable space**. For example, parks with extensive high-use recreational turf or play areas, such as Del Medio Park, may accommodate less tree-planting than more naturalized parks with walking trails, like Cuesta Park and Annex.



Comparison of tree canopy cover among the city's parks, excluding Shoreline Park, listed in descending order of total tree canopy cover by area. *Mora, Evandale, Fayette Greenway, and Fayette parks all opened after November 2020. Evelyn and Villa-Chiquita mini parks are not included, as they opened after the Plan was drafted.*

Schools

- **Trees provide shaded places for children to play and are associated with numerous health benefits and improved student performance**, making examining canopy cover on public school grounds essential. As the owner of school campuses, the school district is responsible for the planting and maintenance of trees on school properties and ultimately determines all maintenance and programming on school fields and recreational areas. Nevertheless, the City plays a significant role by maintaining and programming these shared-use spaces. The school district's Outdoor Learning Project, which aims to expand green spaces and enhance outdoor learning environments across campuses, is expected to move into construction in summer 2026, further underscoring the importance of planning for future canopy needs.
- **On average, public schools in Mountain View have 14.4% tree canopy cover**, which is 5.1% less than the city average.



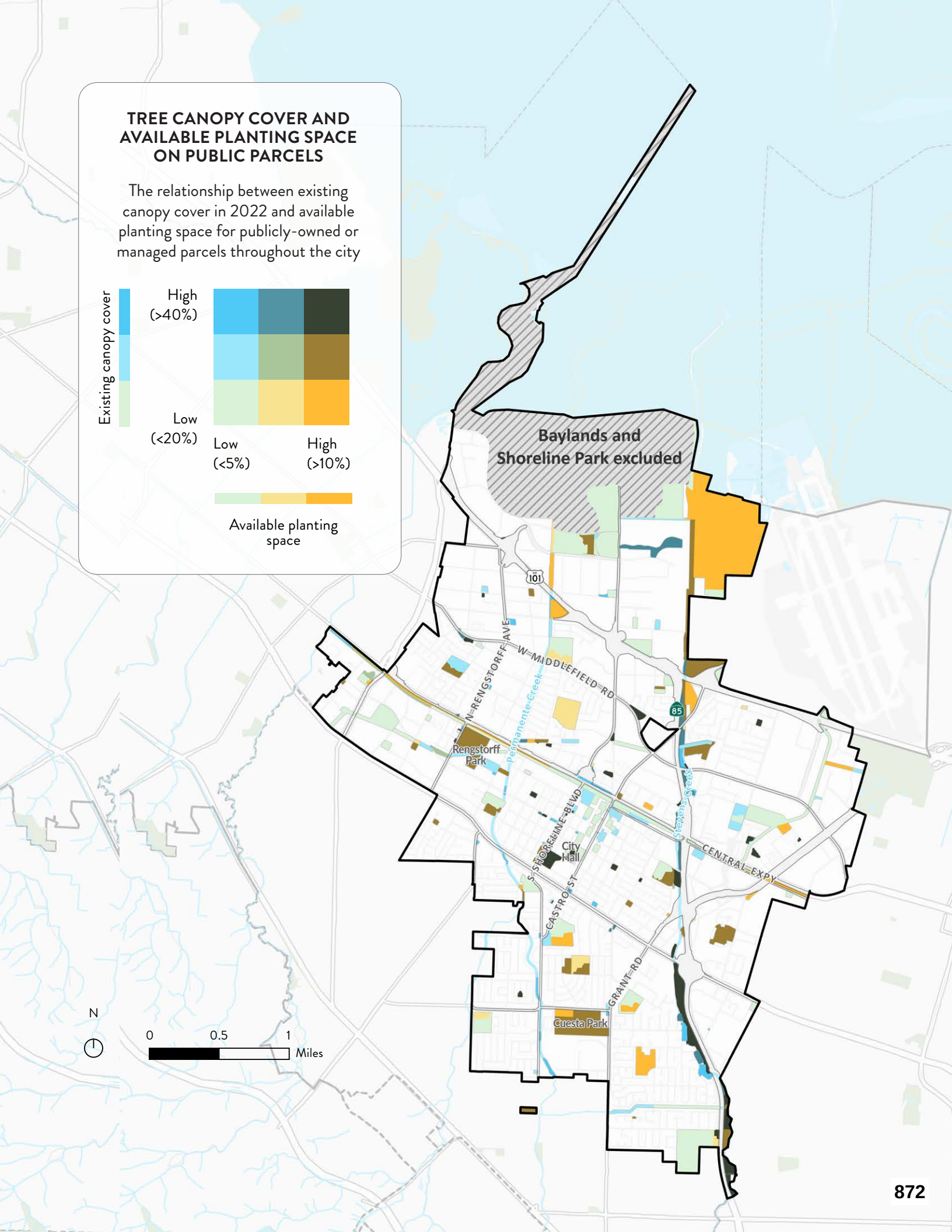
Comparison of tree canopy cover among the City's public school and school field locations. *Schools and school fields are listed in descending order of tree canopy cover in acres.*

Public Property

- **City-owned or managed parcels across Mountain View (e.g., civic facilities, trails, and public rights-of-way) offer important opportunities to expand tree canopy**, since the City can implement tree planting on these parcels without private property constraints.
- **Across the city, average tree canopy cover on public property is 19.5%**, about 1.7% less than that for private property (21.2%).
- **Strategically increasing tree canopy on public parcels with low existing canopy and high available space** can enhance ecological connectivity and distribute benefits across all neighborhoods.



View from arborist's point of view during routine tree maintenance. Photo courtesy of the City of Mountain View.


TREE CANOPY COVER AND AVAILABLE PLANTING SPACE ON PUBLIC PARCELS
The relationship between existing canopy cover in 2022 and available planting space for publicly-owned or managed parcels throughout the city
Existing canopy cover
High (>40%)
Low (<20%)
Low (<5%)
High (>10%)
Available planting space
Baylands and Shoreline Park excluded
101
N RENGSTORFF AVE
W MIDDLEFIELD RD
85
Permanente Creek
Rengstorff Park
SHORELINE BLVD
City Hall
Stevens Creek
CENTRAL EXPY
CASTRO ST
GRANT RD
Cuesta Park
N
0
0.5
1
Miles

Land Use Designations

- **The City of Mountain View's 2030 General Plan** maps 24 unique land use designations in five major categories: Residential, Commercial, Office/Industrial, Mixed-Use, and Public/Institutional.
- **Residential areas have the highest average tree canopy cover in Mountain View, while Commercial, Mixed-Use, and Office/Industrial fall below the city average**.



Volunteers planting a street tree in Mountain View. Photo courtesy of Canopy.



Tree canopy on Google Campus.
Photo by Marcin Wichary, courtesy of CC BY 2.0.

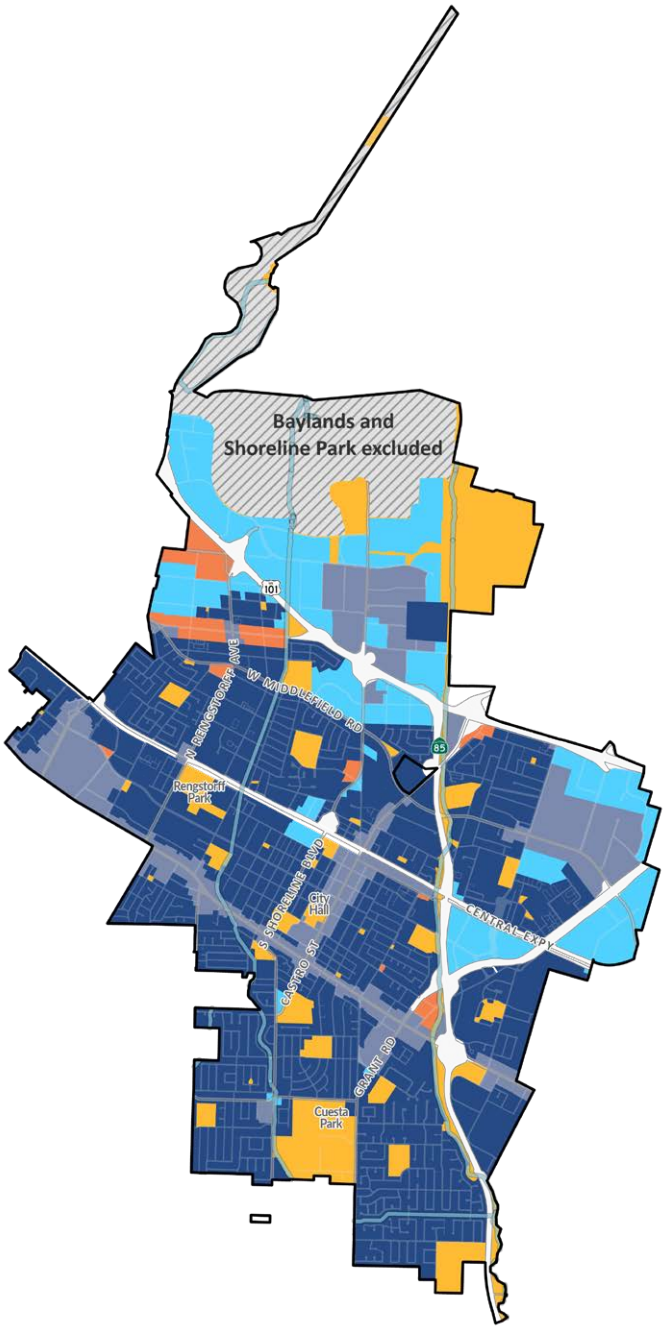


Tree canopy over Mountain View Community Center.
Photo courtesy of the City of Mountain View.

GROUPING	CANOPY COVER %	LAND AREA %*
RESIDENTIAL (R) Low-Density R Medium-Low Density R Medium-Density R Medium-High Density R High-Low Density R High-Density R Mobile Home R	23.7%	55.0%
PUBLIC / INSTITUTIONAL Regional Park Institutional Parks, Schools, & City Facilities	20.7%	13.4%
OFFICE / INDUSTRIAL Office High-Intensity Office General Industrial	18.3%	15.2%
MIXED-USE (MU) Neighborhood MU General MU East-Whisman MU North Bayshore MU MU Center MU Center North Bayshore Downtown MU MU Corridor	17.0%	14.2%
COMMERCIAL (C) General C Industrial / Regional C Neighborhood C	9.3%	2.2%

*Excludes Baylands and Shoreline Park

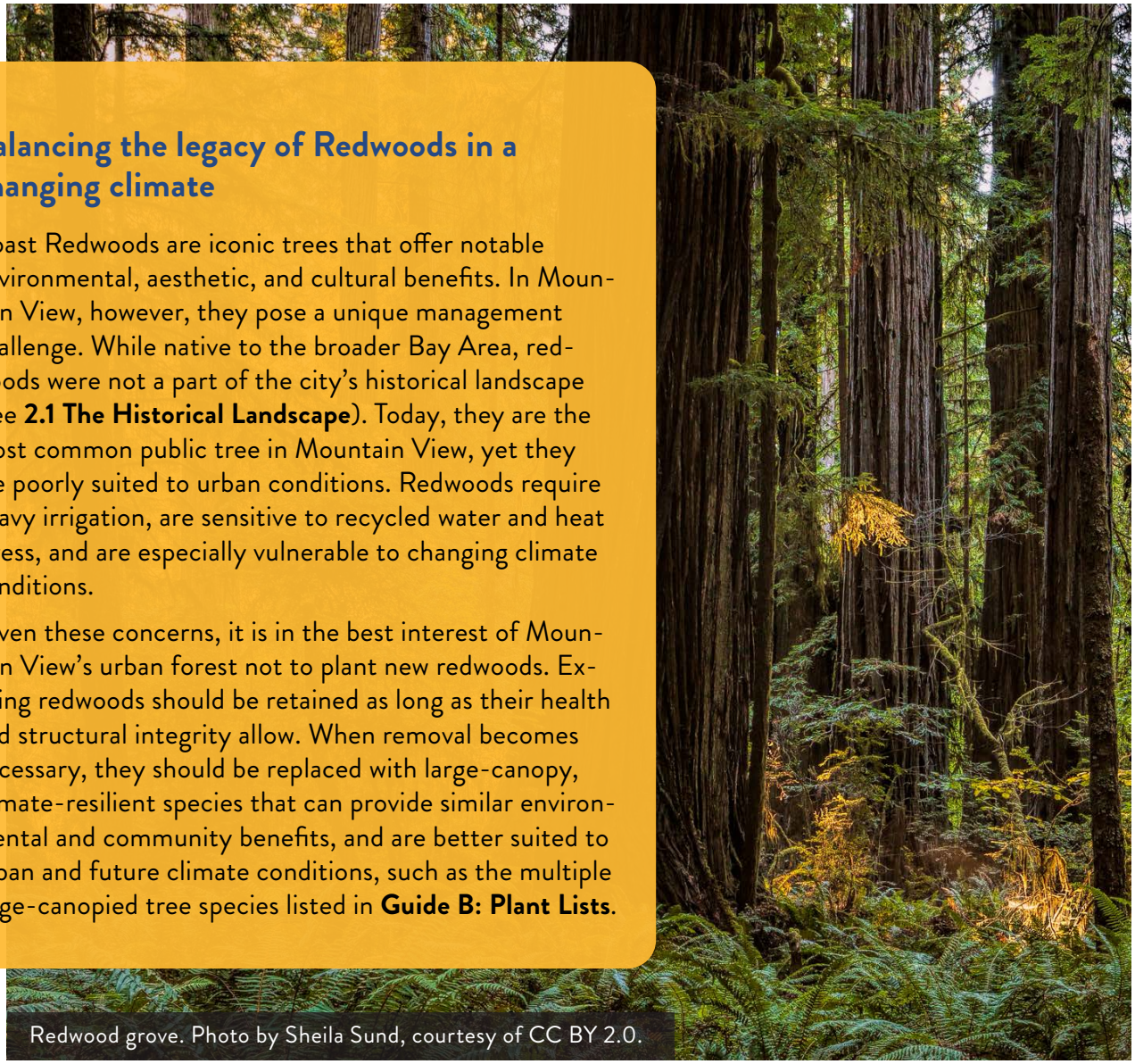
Mountain View 2030 General Plan Land Use Designations and associated tree canopy cover and proportion of the city's total area by land use group.



PUBLIC TREE COMPOSITION

The City keeps a dataset of its publicly-owned and -managed trees to help track, maintain, and strategically enhance its Public Trees. The most recent comprehensive inventory of the city's public trees was conducted in 2015[69] and was used to assess the condition of the urban forest in the City's prior 2015 Community Tree Master Plan.[94] Since then, the City has opportunistically updated the dataset as trees are planted, maintained, or removed, but a full inventory has not been repeated, resulting in gaps and inconsistencies that should be considered when interpreting these results.

The Public Tree Asset Dataset ("public tree dataset") is essential for assessing the composition and health of the public urban forest, providing insights on both current conditions and potential future changes. Records with species-level information were categorized as regionally-native to the Bay Area ecoregion and/or native to California using myriad sources,[1,3-5] described further in **Definitions, Acronyms, and Abbreviations.**



Balancing the legacy of Redwoods in a changing climate

Coast Redwoods are iconic trees that offer notable environmental, aesthetic, and cultural benefits. In Mountain View, however, they pose a unique management challenge. While native to the broader Bay Area, redwoods were not a part of the city's historical landscape (see **2.1 The Historical Landscape**). Today, they are the most common public tree in Mountain View, yet they are poorly suited to urban conditions. Redwoods require heavy irrigation, are sensitive to recycled water and heat stress, and are especially vulnerable to changing climate conditions.

Given these concerns, it is in the best interest of Mountain View's urban forest not to plant new redwoods. Existing redwoods should be retained as long as their health and structural integrity allow. When removal becomes necessary, they should be replaced with large-canopy, climate-resilient species that can provide similar environmental and community benefits, and are better suited to urban and future climate conditions, such as the multiple large-canopied tree species listed in **Guide B: Plant Lists**.

Redwood grove. Photo by Sheila Sund, courtesy of CC BY 2.0.

Species Composition

MOST COMMON SPECIES OVERALL

- **Mountain View's public tree inventory grew by 5.4 percentage points since 2015**, increasing from 26,166 to 27,591 trees, and now includes 246 species and cultivars.
- **The top ten most common species—led by Coast Redwood (Sequoia sempervirens) at 9.6%—make up 55.0% of all public trees**, with recent shifts in species composition including the addition of Callery Pear (*Pyrus calleryana*) and Red Maple (*Acer rubrum*).
- **While the urban forest remains within the minimum recommended diversity limits** (no more than 10% per species, 20% per genus, 30% per family),[95] Coast Redwood and London Plane Tree (*Platanus x acerifolia*) are approaching the species threshold.

Table of the top 10 most common public trees in the city.

Common name	Scientific name	# of individuals	% of public trees
Coast Redwood	*Sequoia sempervirens*	2,655	9.6%
London Plane Tree	*Platanus x acerifolia*	2,509	9.1%
Chinese Pistache	*Pistacia chinensis*	2,195	8.0%
American Sweetgum	*Liquidambar styraciflua*	1,474	5.3%
Southern Magnolia	*Magnolia grandiflora*	1,465	5.3%
Crape Myrtle	*Lagerstroemia indica*	1,378	5.0%
Ginkgo	*Ginkgo biloba*	1,025	3.7%
Callery Pear	*Pyrus calleryana*	907	3.3%
Canary Island Pine	*Pinus canariensis*	782	2.8%
Red Maple	*Acer rubrum*	781	2.8%
Total		**15,171**	
Percent of all public trees		**55.0%**	

NATIVE SPECIES

- **Regionally-native and California-native tree species make up 14.7% of all public trees.**
- **Coast Redwood is the only native species among the top ten most common public tree species and represents 74.5% of the regionally-native species in the city**. Coast Live Oak (*Quercus agrifolia*; 13.5%) and Valley Oak (*Q. lobata*; 2.9%) are the second- and third-most common regionally-native public trees, respectively. Sixteen species make up the remaining nine percent of regionally-native public trees, which are found mostly in parks.
- **Nine regionally-native species promoted in the Updated City Tree List are not recorded** in the public tree dataset (see **Guide B: Plant Lists**).

Percentage of public trees in the city, by native species status. *Regionally-native are those native to the San Francisco Bay Area subregion and Central Coast region of the California Floristic Province, as determined by Jepson eFlora's bioregion classification.2 The list of regionally-native species was further refined and corroborated by considering species native to the United States Environmental Protection Agency Level III Ecoregion of Central California Foothills and Coastal Mountains regions according to the United States Department of Agriculture Plant Database; SelecTree database from California Polytechnic State University, San Luis Obispo; and Calscape, the California Native Plant Society native plants database.*[1,3-5]

Native status	# of trees	% of public trees	# of species
Non-native	23,253	84.3%	207
Regionally-native	3,565	12.9%	19
Other California native	497	1.8%	10
Unknown species identification	276	1.0%	N/A



Oak in Cuesta Annex. Photo courtesy of the City of Mountain View.

Regionally-native tree species in the public tree dataset. *Nineteen species in the public tree dataset are regionally-native. Nine species that are both regionally-native and recommended in the Updated City Tree List were not recorded in the public tree dataset* ***(Guide B: Plant Lists).***

Common name	Scientific name	# of public trees	% of regionally-native public trees	% of public trees
Coast Redwood	*Sequoia sempervirens*	2,655	74.5%	9.6%
Coast Live Oak*	*Quercus agrifolia*	482	13.5%	1.7%
Valley Oak*	*Quercus lobata*	104	2.9%	0.4%
California Buckeye*	*Aesculus californica*	73	2.0%	0.3%
Northern California Black Walnut	*Juglans hindsii*	62	1.7%	0.2%
Western Redbud*	*Cercis occidentalis*	58	1.6%	0.2%
Western Sycamore*	*Platanus racemosa*	36	1.0%	0.1%
Bay Laurel*	*Umbellularia californica*	25	0.7%	0.1%
Box Elder*	*Acer negundo*	17	0.5%	0.1%
White Alder	*Alnus rhombifolia*	11	0.3%	<0.1%
Bigleaf Maple	*Acer macrophyllum*	10	0.3%	<0.1%
Interior Live Oak*	*Quercus wislizeni*	9	0.3%	<0.1%
Pacific Madrone	*Arbutus menziesii*	6	0.2%	<0.1%
Douglas Fir	*Pseudotsuga menziesii*	5	0.1%	<0.1%
Toyon	*Heteromeles arbutifolia*	3	0.1%	<0.1%
Ponderosa Pine	*Pinus ponderosa*	3	0.1%	<0.1%
Hollyleaf Cherry	*Prunus ilicifolia*	3	0.1%	<0.1%
Blue Elderberry	*Sambucus nigra ssp. cerulea*	2	0.1%	<0.1%
Tanoak	*Notholithocarpus densiflorus*	1	0.1%	<0.1%
Other regionally-native species in Updated City Tree List: **Blue Oak*** (*Quercus douglasii*), **Canyon Live Oak*** (*Q. chrysolepis*), **Oregon Oak*** (*Q. garryana*), **Oregon Ash*** (*Fraxinus latifolia*), **Fremont Cottonwood*** (*Populus fremontii*), **Red Willow*** (*Salix laevigata*), **Shining Willow*** (*Salix lasiandra*), **Arroyo Willow*** (*S. lasiolepis*), and **Sitka Willow*** (*S. sitchensis*)		0	0%	0%
Total		**3,565**		
Percent of all Public Trees		**12.9%**		

** Species listed in Updated City Tree List in* ***Guide B: Plant Lists***

INVASIVE SPECIES

- **Invasive species make up 9.1% of Mountain View's public trees**, with 21 species totaling 2,512 individuals identified by the California Invasive Plant Council.
- **Five species are rated as a "Moderate" risk of invasiveness** due to their ecological impacts and spread potential, accounting for 12.4% of all invasive individuals.

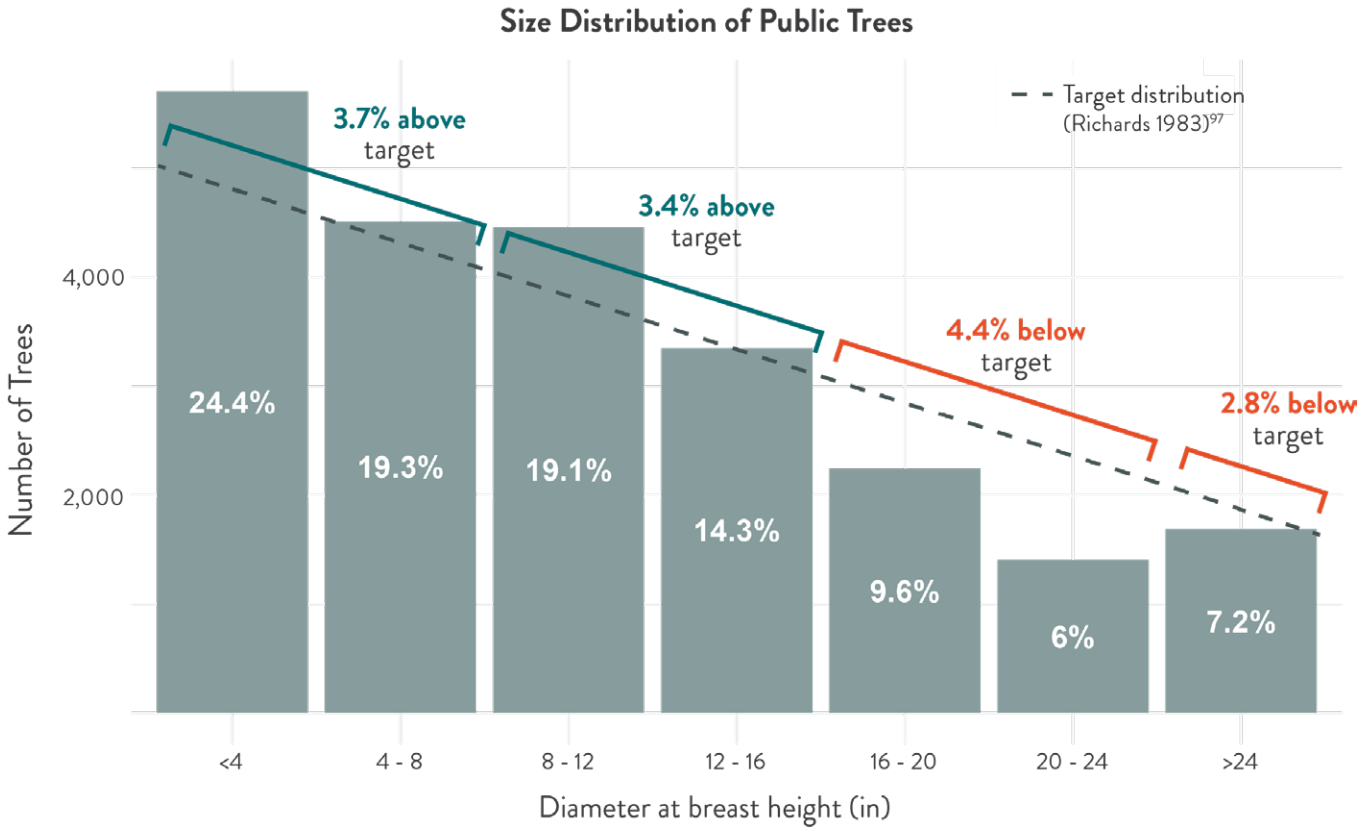
Complete table of invasive tree species in the public tree dataset. *Includes invasive ratings—ranging from lowest (Limited) to highest (High)—and plants at high risk for becoming invasive (Watch) as determined by the California Invasive Plant Council.*[96]

Common name	Scientific name	Invasive rating	# of trees	% of invasive individuals
Callery Pear	*Pyrus calleryana*	Watch	907	36.1%
Cherry Plum	*Prunus cerasifera*	Limited	414	16.5%
Peruvian Peppertree	*Schinus molle*	Limited	208	8.3%
Mexican Fan Palm	*Washingtonia robusta*	Moderate	161	6.4%
Glossy Privet	*Ligustrum lucidum*	Limited	118	4.7%
Mayten	*Maytenus boaria*	Watch	115	4.6%
Chinese Tallow	*Triadica sebifera*	Moderate	95	3.8%
Common Olive	*Olea europaea*	Limited	84	3.3%
Silk Oak	*Grevillea robusta*	Watch	74	3.0%
Canary Island Date Palm	*Phoenix canariensis*	Limited	65	2.6%
Blue Gum	*Eucalyptus globulus*	Limited	64	2.5%
Australian Black-wood	*Acacia melanoxylon*	Limited	41	1.6%
Black Locust	*Robinia pseudoacacia*	Limited	33	1.3%
Cootamundra Wattle	*Acacia baileyana*	Watch	31	1.2%
Victorian Box	*Pittosporum undulatum*	Watch	23	0.9%
Tree of Heaven	*Ailanthus altissima*	Moderate	23	0.9%
Brazilian Pepper Tree	*Schinus terebinthifolius*	Moderate	19	0.8%
River Red Gum	*Eucalyptus camaldulensis*	Limited	17	0.7%
Common Fig	*Ficus carica*	Limited	13	0.5%
		Total	**2,512**	
		Percentage of public tree dataset	**9.1%**	

Size Class Distribution

ALL PUBLIC TREES

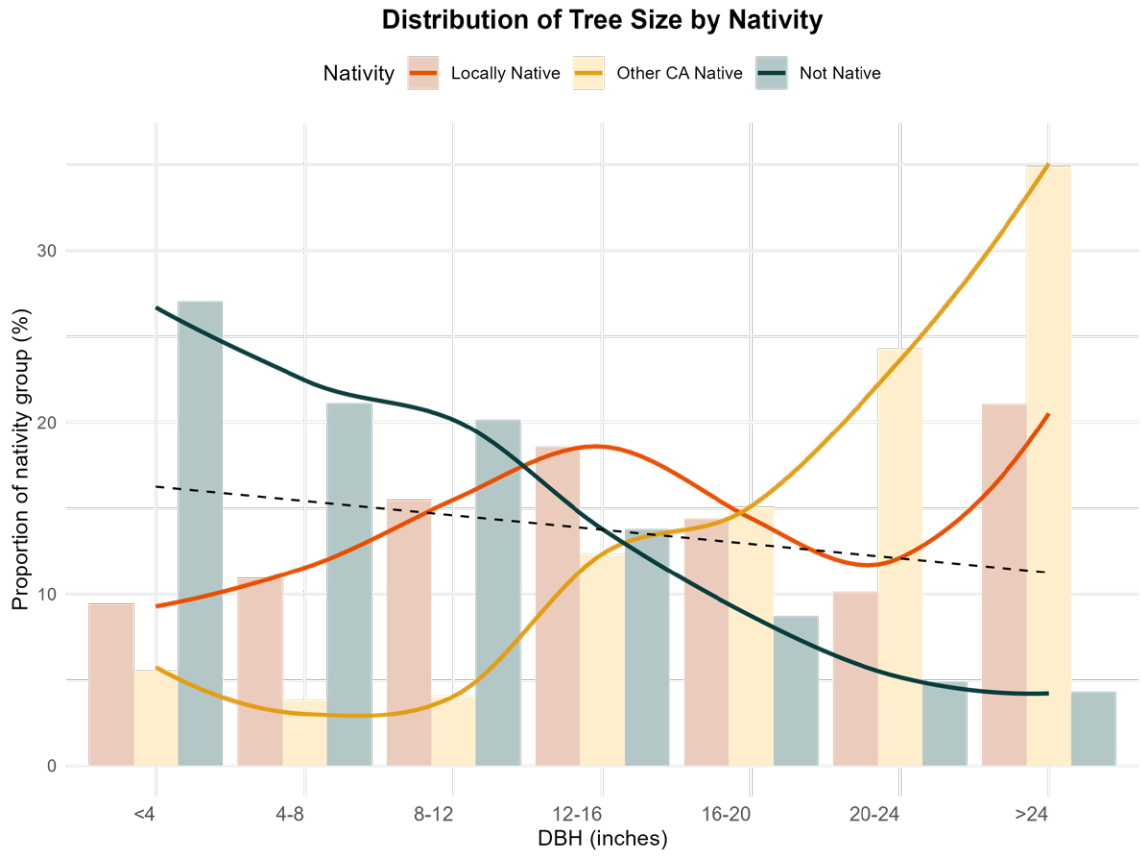
- **Maintaining trees of all ages is vital to sustaining a healthy, resilient urban forest.** Older trees provide immediate benefits, while younger trees will grow to provide canopy cover in the future. Without enough younger trees to replace aging ones, dramatic canopy losses can occur suddenly when many older trees decline and are removed within a short period.
- **Tree size, measured as diameter at breast height (DBH), was used as a proxy for age.** Trees missing DBH records (4,215 trees) were excluded.
- **Relative to recommended standards, the overall size distribution of Mountain View's public trees is relatively on target.**[97] Though largely on track, public trees skew slightly smaller, and therefore younger, than the ideal, with over half of trees under 8 inches in DBH. With care and protection, these younger trees prepare the city for a larger urban forest in the future.
- **Meanwhile, the proportion of larger trees (over 24 inches in DBH), whose larger canopies provide greater cooling, health, and biodiversity benefits, is slightly below the ideal target.** The City should continue prioritizing the protection of its larger public trees, which offer greater environmental benefits and are not easily replaced.



***Distribution of public tree sizes, grouped into 4-inch intervals**, compared to a commonly-referenced target size distribution (overlaid as a generalized reference line), which recommends that 40% of trees should have DBH values less than 8 inches, 30% between 8-16 inches, 20% between 16-24 inches, and 10% larger than 24 inches.*[97]

SIZE BY NATIVE STATUS

- **Native and non-native trees differ in size distribution**. Only ~3% of all small public trees (≤8" DBH) are native, while native species are more common among trees over 24" DBH, indicating an aging native tree population.
- **Planting more native trees where appropriate and monitoring the native-to-non-native ratio** can help the city sustain its native tree presence and local biodiversity and avoid unintentional long-term replacement by non-native species.



Distribution of public tree sizes, grouped into 4-inch intervals, according to their native status: regionally-native, other California-native, and non-native. *This distribution is compared to a commonly-referenced target size distribution, overlaid as the dashed generalized reference line.*[97]

THREATS TO THE URBAN FOREST

Many urban and environmental stressors can cause widespread decline in the urban forest's health, value, and resilience. This section examines some of the most prominent threats. These stressors are likely to intensify and interact over time, magnifying their impact into the future. This assessment highlights the urgent need for proactive, well-funded urban forest management to protect tree health and preserve their benefits for current and future generations.

Various **pathogens and pests** pose some of the biggest threats to the health and sustainability of the urban forest, with the risk of outbreaks growing as the climate continues to change.

Sudden Oak Death (SOD), caused by *Phytophthora ramorum*, has caused widespread oak mortality in the Bay Area. Among the many oak and plant species that are susceptible, Coast Live Oak (*Quercus agrifolia*) and Black Oak (*Q. kelloggii*) are particularly vulnerable.

Bark beetles, including *Dendroctonus* species, continue to pose a significant threat to trees in the region, particularly during periods of drought, affecting conifer species such as Ponderosa Pine (*Pinus ponderosa*) and Coulter Pine (*Coulter pine*).

Invasive Shot Hole Borer (ISHB; *Euwallacea spp.*), recently found near San Jose, is an emerging threat to the city's urban forest and the surrounding Bay Area. California-native trees, such as Box Elder (*Acer negundo*) and Western Sycamore (*Platanus racemosa*), and other common ornamental species are susceptible.

Climate change introduces both acute (e.g., storms, heatwaves) and chronic (e.g., drought) stressors that can weaken trees and make them more vulnerable to pests and disease.

Recent **major storms** have strained the city's tree maintenance budget, diverting resources from proactive tree care. Upfront investment is needed to recover from the City's maintenance backlog and establish a proactive maintenance cycle to ensure the city's public trees are healthier, longer-living, and better able to withstand future storm events.

Development is a city priority, but planning development without sufficient planting space or tree protections can also contribute to declining tree health, greater tree removal, and reduced opportunities to expand the urban forest. Development standards, such as minimum tree cover requirements, minimum soil volumes, and structural soil provisions, can help the City meet its goals in both building more housing and advancing the health and growth of the urban forest.

Reactive tree care and infrequent monitoring increase risk of disease and tree mortality, leading to higher maintenance costs, more removals, and greater safety liabilities over time.

BENEFITS OF TREES

Proper management of Mountain View's urban forest is vital because of the immense and diverse value its public trees bring the community. This assessment describes some of the many benefits and services that Mountain View's urban forest provides, in addition to biodiversity support. The list of benefits highlighted here is not exhaustive, but underscores the far-reaching importance of trees in the city.

While all urban trees provide benefits, this assessment was able to quantify a subset of benefits provided by public trees (City-owned or -managed), using the i-Tree Eco tool[98] to analyze the city's public tree dataset. These value estimates are based on public tree species and size records and may be under-valued—with over 15% of tree records missing tree species or size data. Conservative assumptions were used to avoid over-estimating the benefits provided. Improved data quality and more frequent updates will increase accuracy in the future.

A range of other benefits is also listed to demonstrate that trees provide much more value than can be easily quantified using readily-available tools. Details about these benefits are supported by well-vetted research.

Quantified Benefits of Mountain View's Public Trees

estimated using the i-Tree Eco tool

REPLACEMENT VALUE • the likely cumulative cost of replacing (replanting) each tree with one of the same size and health	**$83.7M ($3K per tree)**
HOW TO IMPROVE REPLACEMENT VALUE: Frequent and prudent maintenance can increase tree value and benefits, improve tree health and longevity, and reduce maintenance, removal, and replacement costs.	
CARBON STORAGE • carbon stored in the tree's woody matter (e.g., trunk, branches, and roots)	**9,323 tons ($4.03M)**
CARBON SEQUESTRATION • carbon dioxide captured from the atmosphere and converted to biomass	**342 tons ($148K) per year**
HOW TO IMPROVE CARBON SEQUESTRATION AND STORAGE: Older and large trees tend to sequester and store more carbon. Planting more trees and promoting tree health, size and growing space, protection, and longevity will keep more carbon stored in the city's urban forest.	
AVOIDED RUNOFF • stormwater runoff that trees slow, absorb, and filter	**1.96M gal ($17.5K) per year**
HOW TO IMPROVE STORMWATER MANAGEMENT: Planting more trees, especially evergreen trees and those with large, dense canopies, around paved and flood-prone areas can help intercept rainfall and infiltrate stormwater runoff, especially when paired with other forms of green stormwater infrastructure.	
OXYGEN PRODUCTION • amount of oxygen trees produce each year	**912 tons per year**



2025 Mountain View Earth and Arbor Day. Photo courtesy of Canopy.

Other Benefits of Mountain View's Public Trees

HUMAN HEALTH, WELLBEING, AND RECREATION

Trees improve air quality by filtering pollutants linked to cardiovascular and pulmonary diseases;[99,100] a 10% increase in canopy cover is associated with a 10% reduction in asthma.[101]

Tree-lined neighborhoods support walkability and physical activity, leading to lower obesity and improved health;[101,102] a 10% increase in canopy cover is linked to a 55% rise in recreational walking.[103]

Exposure to urban trees enhances mental wellbeing, reducing stress, depression, and anxiety, and is linked to fewer antidepressant prescriptions.[104-107]

HEAT MITIGATION & BUILDING ENERGY USE

Urban trees cool cities—especially when canopy cover exceeds 30–40%—by providing shade and improving outdoor thermal comfort, as well as reducing building energy use.[108-111] Urban forest cooling helps prevent heat-related injury,[100] especially during intensifying climate change-driven heatwaves.[112]

CHILDREN'S ACADEMIC PERFORMANCE

Tree canopy on school grounds may boost academic performance, especially for students in underserved communities.[113-114]

TRAFFIC CALMING AND SAFETY

Street trees can slow traffic and improve safety by visually narrowing roadways, enhancing drivers' perception of spatial boundaries, and reducing crashes and injury severity.[102,115-117]

ECONOMY, SAFETY, AND MORE

Trees increase property values, business appeal, and public safety, while also reducing crime and extending pavement life—benefits that highlight the broad value of the city's urban forest.[118-123]

3.3 Policies, Guidance, and Protections

A number of existing policies and resources protect and enhance the natural components of Mountain View's urban ecosystem. Both regional and local guidelines have played an important role in shaping how the city grows while preserving vital green space, habitat, and tree canopy. This section highlights key policies, guidance, and protections that support Mountain View's biodiversity and urban forest. Due to the large number of documents discussed, this section refers to the Biodiversity & Urban Forest Plan, rather than "the Plan."



2025 Mountain View Earth and Arbor Day. Photo courtesy of Canopy.

REGIONAL GUIDANCE

The following policies and documents guide, shape, and facilitate conservation of natural resources and urban environments in the region.

Conservation and Natural Resources

- **Conservation Lands Network 2.0**[124] (CLN) is a science-based regional conservation plan developed by the Bay Area Open Space Council (now Together Bay Area). Its primary purpose is to guide conservation investments and land use planning by public agencies, land trusts, and local governments. Its analyses and target-setting previously focused outside of dense urban environments, but the upcoming CLN 3.0 will offer new strategies for the Bay Area's urban realm. The CLN Explorer Reporting Tool identifies the Mountain View shoreline's important role in supporting broad, regional habitat connectivity and conservation success. Permanente Creek and Stevens Creek are identified as Priority 2 conservation stream targets, and Stevens Creek is predicted to have particularly high species richness according to the recent CLN Connecting Urban Biodiversity analysis.[61]

- **Santa Clara Valley Habitat Plan**,[125] with an update anticipated for 2025, is a 50-year regional plan to protect 18 species and their associated habitats. The plan identifies County priorities for management and monitoring of these species. Although the City of Mountain View is not within the plan's primary area, its shoreline lies partly within the plan's conservation zone for the Western Burrowing Owl, where the plan notes "Moderate-High" potential to increase the nesting population in the shoreline area, and identifies Shoreline Park as a site of high regional importance for the species. The Western Burrowing Owl is temporarily protected as a candidate species for protection under the California Endangered Species Act; protections will become permanent if it is selected.

- The **Santa Clara County Climate Collaborative (SC4) Strategic Plan**[126] sets out a plan whereby its group of diverse stakeholders will build a county-wide network, attract regional funding, and build political will and capacity to combat climate change and protect people and the environment. Four major impact areas are identified: empower communities to build resilience to climate change, achieve net zero emissions, prepare communities for extreme heat and impaired air quality, and eliminate risk from flooding and rising seas. The SC4 includes dozens of regional organizations and public agencies, including the City of Mountain View.

- **Historical Vegetation And Drainage Patterns Of Western Santa Clara Valley**[33] is a technical memorandum describing the historical ecological landscape of the western Santa Clara Valley, including Mountain View situated within the Lower Peninsula Watershed Management Area. The Biodiversity & Urban Forest Plan uses this report to assess landscape change in Mountain View (see **2.1 History**).

- With regard to stormwater, the City of Mountain View is a participating municipality in the Water Resources Protection Collaborative, which adopted Valley Water's **Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County** in 2007.[127] This resource guides land use in and around stream resources, through various

recommendations and requirements, which are incorporated into various City ordinances and processes. The document is referenced in **Guide A: Urban Landscaping**. The City of Mountain View is also a participating member in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), and green stormwater infrastructure (GSI) efforts in the city are guided by SCVURPPP's 2019 Santa Clara Basin Stormwater Resource Plan.[128]

- **San Francisco Bay Shoreline Adaptation Atlas**[129] is a report proposing a science-based framework of 30 Operational Landscape Units (OLU) for cross-jurisdictional management and climate resilience and adaptation planning along Bay Area shorelines. Mountain View's shoreline falls within the Stevens OLU, which also includes Moffett Federal Airfield and Mountain View's neighboring cities of Palo Alto and Sunnyvale. The shared historical conditions and modern challenges within the Stevens OLU present opportunities for cooperation and collaboration between Mountain View and its neighbors. The San Francisco Baylands Resilience Metrics Mapbook[130] offers further insight into Stevens OLU, and the forthcoming Bay Conservation and Development Commission's Regional Shoreline Adaptation Plan will provide further guidance on required shoreline planning in Mountain View.

Urban Environments

- **Urban Ecological Planning Guide for Santa Clara Valley**[12] is a planning and design guide to support urban biodiversity planning across the Santa Clara Valley. The guide is relevant to Mountain View's site-scale and city-scale strategies for habitat creation, connectivity, and resilient, multifunctional green spaces. The Biodiversity & Urban Forest Plan's Native Plant List provided in **Guide B: Plant Lists** was derived from this earlier document.

- **Re-Oaking Silicon Valley**[11] highlights strategies and potential benefits of reintroducing native oak habitats to Silicon Valley. The report combines historical and urban ecological research and landscape design guidance, identifying strategies for creating, expanding, and supporting sustainable, healthy urban oak populations. Several strategies related to site selection, appropriate species choice, and long-term stewardship have been incorporated into **Guide A: Urban Landscaping of the Biodiversity & Urban Forest Plan**. Oaks in the region are further protected by State laws and County guidance. The County of Santa Clara has recently proposed an amendment on an oak removal ordinance. While this would be enforced only in unincorporated areas of the County, it would strengthen protections for oaks in the region and could serve as a model for the City.

- Santa Clara County is producing a **Santa Clara County Urban Forest Master Plan** to navigate development and stewardship of trees and green space across the county. The County plan will identify urban forest priorities, challenges, and strategies to address county-level priorities. Its analysis will include Mountain View, and the development of this county-wide resource will offer Mountain View important regional context and funding partnership opportunities, as the City implements the Biodiversity & Urban Forest Plan. The City is involved in the development of the Santa Clara County Urban Forest Master Plan, including through participation in the Santa Clara County Urban Forestry Alliance (a work group of the Santa Clara County Climate Collaborative).

CITY PLANS AND POLICIES

The City has a longstanding commitment to its urban forest, dating back to its first tree care ordinances in the 1960s. Below is an overview of existing plans and policies that influence its biodiversity and urban forest in the city, and their relationship to the Biodiversity & Urban Forest Plan.

General Plan

Mountain View's 2030 General Plan[131] provides Goals and Policies to guide overall changes in the city to achieve its long-term vision, propagating to regulations such as zoning. The General Plan recognizes the importance of native species and protection of the city's sensitive habitat areas, particularly along the shoreline and local creeks, and in the North Bayshore Change Area. It calls for preserving habitat and species as part of an integrated watershed management approach, integration of green infrastructure including green roofs, native landscaping, green street design (such as bioswales and bioretention). The General Plan highlights major policies relating to trees, gardens, and landscaping in Mountain View, including the Heritage Tree Ordinance (see below).

MANDATED UPDATES: Two recent California Senate bills will require open space and wildlife planning updates in the near future:

- **SB 1425 Advancing Climate Resilience through Open Space Updates** requires that general plan elements provide for equitable open space access from a social, economic, and racial equity perspective; climate resilience and other open space benefits; and rewilding opportunities to preserve and enhance natural ecosystems and coordinate mitigation of development impacts. Changes related to SB 1425 are required by January 1, 2026.
- **AB 1889 Enhancing Wildlife Movement and Connectivity Planning** calls for a wildlife connectivity element, and requires that the conservation element consider the impact of development on habitat connections, including identifying connections, permeability, and natural landscapes. AB 1889 importantly recognizes the link between human-dominated environments, climate change, ecosystem resilience, and the public interest, and requires the incorporation of wildlife-friendly measures into standards, policies, and zoning. Changes related to AB 1889 will be required as of Mountain View's next General Plan update.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: Many elements of the Biodiversity & Urban Forest Plan directly support the General Plan's Goals and Policies on Water, Wastewater and Stormwater; Climate Change; Green Building; Species and Habitat; Watershed and Floodplain Management; Integrated Pest Management; Streetscapes and Public Spaces; Sustainable Building Design and Development, and Park and Open Space. Goals and policies for the North Bayshore Change Area—particularly those around sustainability and wildlife friendly development—are also in line with the Biodiversity & Urban Forest Plan. The Vision, Goals, and Objectives of the Biodiversity & Urban Forest Plan align with the anticipated General Plan Updates; the Biodiversity & Urban Forest Plan will particularly support the updates through the analyses in **3.1 Biodiversity Assessment** and many of its Actions and Metrics in **Chapter 5 The Plan: Charting the Path.**

Urban Forest Guidance

The **City of Mountain View Community Tree Master Plan 2015** (CTMP) is superseded by the Biodiversity & Urban Forest Plan. The CTMP was adopted in 2015.[94] The CTMP provides a comprehensive 10-year strategy through 2025 to guide preservation, management, and expansion of Mountain View's "community trees", i.e., publicly-managed trees on streets, in parks, and at City facilities. The CTMP provides context and builds on Mountain View's prior urban forestry milestones, including its Tree Ordinance, the City's first Urban Forestry Management Plan (2007), and the City's induction into National Arbor Day Foundation's Tree City USA program (2001). The document also outlines specific objectives for sustainability, species diversity, and increased canopy, **with a canopy cover goal of 22.7% by 2030** and other benchmarks for progress.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: The Biodiversity & Urban Forest Plan replaces the CTMP, providing an updated vision and plan for nature in Mountain View that addresses the urban forest in the context of overall biodiversity and urban ecology as a way to meet community needs and priorities. **5.3 Metrics and Targets** revisits certain quantitative urban forest benchmarks set by the 2015 CTMP, and provides status updates on these goals.

Ordinances (see *Mountain View City Code*)

Tree regulations: Tree protections are conferred by the City of Mountain View Code of Ordinances, Chapter 32 - Trees, Shrubs and Plants ("Tree Ordinance"). Article I of the Tree Ordinance provides authority to Parks and Recreation (Sec. 32.3) to plan for, plant, and protect street trees and shrubs. Article I also prevents the City from trimming or removing plants on private property (with specific exceptions), and describes the process for issuing notice to private property owners if such work is planned (Sec. 32.13). Sec. 3.2.14-16 addresses liability, watering responsibilities, and the process for plants that become a public nuisance. Article II - Protection of the Urban Forest ("Heritage Tree Ordinance") aims to protect valuable trees in Mountain View. The Heritage Tree Ordinance defines Heritage Trees by size (trunk circumference), with special protections for *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) trees as well as trees declared to be of special value by resolution of City Council.

Other biodiversity-relevant regulations: Mountain View's Park Land Dedication Ordinance (Chapter 41 Park Land Dedication or Fees in Lieu Thereof) provides for a land requirement (Sec. 41.5) of three acres of parks and recreational facilities for each one thousand residents. Table 41.11 defines maintained natural habitat space in the context of privately-owned publicly-accessible (POPA) open space credits. In the Zoning Ordinance (Chapter 36 Zoning), Article X Parking and Loading includes landscaping requirements for parking and loading areas (Sec. 36.32.80.f). Article XI Landscaping sets forth objectives of City landscaping regulations, including aesthetics and land use compatibility, as well as water conservation and public wellbeing. Removal of healthy trees is discouraged (Sec. 36.34.25), and the chapter defers to Chapter 32 regarding Heritage Trees.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: The Biodiversity & Urban Forest Plan aligns with the Mountain View City Code, and ordinance amendments can further facilitate its implementation.

Local Wildlife

Shoreline Wildlife Management Plan[10] (SWMP)provides a comprehensive framework for managing and enhancing biodiversity within the 750-acre shoreline area of Mountain View and ecologically important sites outside of Shoreline but within the North Bayshore area. The plan outlines adaptive management strategies to support special status species and nesting birds, while supporting compatible public use and infrastructure for the closed landfill and other utilities.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: This document defers to the SWMP within its planning area, and aligns with the City's Shoreline Burrowing Owl Preservation Plan. Its detailed, habitat-specific recommendations complement the Actions in **5.2 Vision to Action** and **Guide A: Urban Landscaping** offered in the Biodiversity & Urban Forest Plan.

2012 Shoreline Burrowing Owl Preservation Plan[132] outlines a long-term strategy by the City of Mountain View to protect and sustain the Burrowing Owl (*Athene cunicularia*) population at Shoreline. The Western Burrowing Owl (*A. c. hypugaea*), which resides at Shoreline at Mountain View and other portions of Santa Clara County, is a special-status species. This plan replaced the City's 1998 Burrowing Owl Management Plan and establishes a structured, holistic approach to owl conservation within a multi-use park setting. The plan provides targeted, species-specific guidance that complements the City's broader biodiversity goals, particularly in protecting at-risk terrestrial species and managing grassland ecosystems.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: This document defers to the Shoreline Burrowing Owl Preservation Plan. The City has made important progress since its inception, and the Biodiversity & Urban Forest Plan encourages continued, similar efforts.



Burrowing Owl. Photo by Alan Schmierer, courtesy of CC0.

Schoolyard Greening

In 2023, Mountain View Whisman School District passed the **Climate Change and Green Schoolyard Board Resolution 05-012623,** a green schoolyards and climate change adaptation initiative. A series of preliminary schoolyard designs have been presented to the board, and are undergoing review.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: This document commends Mountain View Whisman School District for prioritizing climate resilience and greening, and has identified schoolyards as part of its Native Planting Strategy Zone (see **Guide A: Urban Landscaping**).



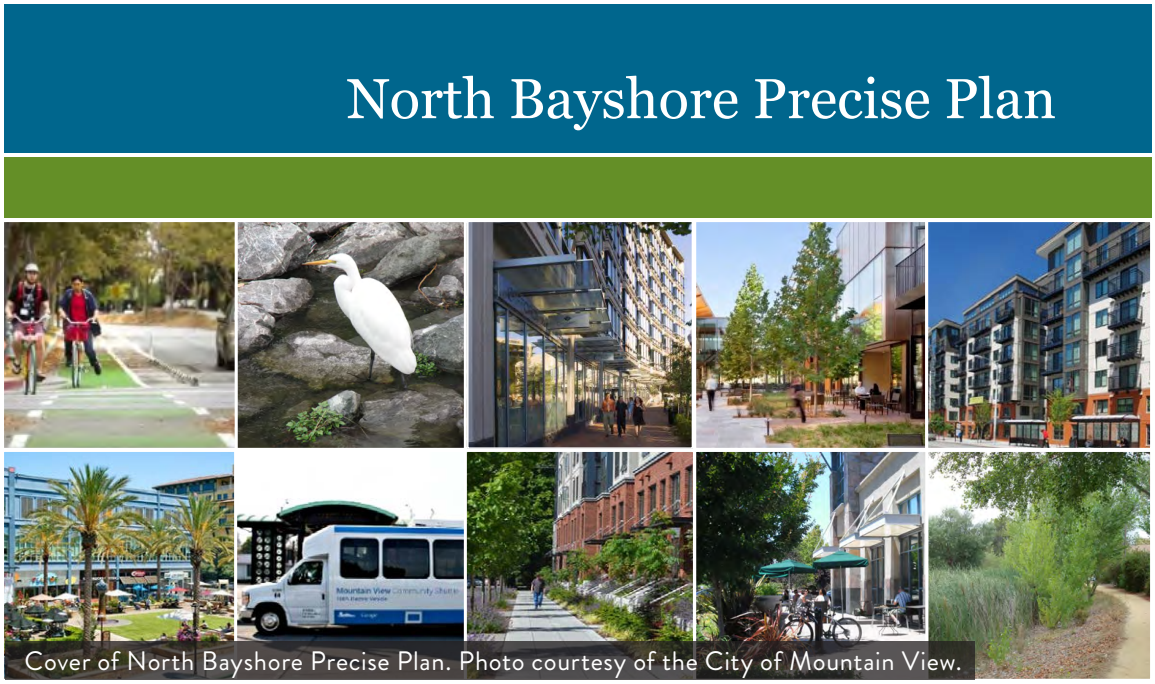
2025 Benjamin Bubb Elementary School planting. Photo courtesy of Canopy.

Precise Plans

Mountain View has 25 areas defined by **Precise Plans**. The purpose of Precise Plan designation is to ensure coordinated public and private improvements in certain areas of the city. Precise Plans are provided for in the Zoning Ordinance, Chapter 36, Article XVI, Division 11. Many Precise Plans include an overview of local ecological resources within the designated area, and landscaping guidelines that include biodiversity and urban forest elements. Development review in Precise Plan areas is guided by the details of the applicable Precise Plan, making these documents highly influential in particular areas of the city.

The **North Bayshore Precise Plan** (NBPP), most recently updated in 2021, guides the sustainable development of the North Bayshore area, with an emphasis on creating a vibrant mixed-use district that is also ecologically sensitive.[133] The NBPP outlines strategies for integrating high-density residential and commercial development with habitat preservation and public space enhancement. It includes a place-specific plant palette and street tree list, making it a valuable resource for site-appropriate landscape design. The accompanying Environmental Impact Report, including Appendix A: Biological Resources, informs sensitive habitat considerations and species protection strategies. Other recent Precise Plans of note include the Downtown Precise Plan (DPP) and El Camino Real Precise Plan (ECRPP), both updated in 2024.[134,135] From the perspective of the Biodiversity & Urban Forest Plan, the DPP is notable for its emphasis on greenery in urban public space, and green setbacks and buffers. The ECRPP is notable for its emphasis on green infrastructure and urban tree canopy.

RELATIONSHIP TO THE BIODIVERSITY & URBAN FOREST PLAN: Guide A: Urban Landscaping references the NBPP and is based on many of the same principles. The level of guidance produced for NBPP was popular in the Mountain View community, and may be used as a model in developing further resources. **Guide C: Urban Forest Policies and Practices** refers to both the DPP and the ECRPP as models for standardizing policies and practices across the city and in future Precise Plans.



Cover of North Bayshore Precise Plan. Photo courtesy of the City of Mountain View.

Synergistic Local Plans and Guidance

While the following City documents do not primarily focus on biodiversity and the urban forest, they align or intersect with the Biodiversity & Urban Forest Plan in some areas. These synergistic plans and guidance provide useful context for other initiatives in Mountain View that may overlap, be carried out by the same staff, or offer funding partnership opportunities as the City implements the Biodiversity & Urban Forest Plan.

Sustainability planning and strategy: The Mountain View Environmental Sustainability Task Force Final Report 2017-2018 [136] (ESTF-2) recommends community-wide actions to reduce greenhouse gas emissions as required by California law, and includes recommendations to City Council to support enhanced urban infrastructure sustainability. Recommendations address transportation, buildings and land use, circular economy and waste, outreach, regional collaboration, and legislative advocacy, and measurement and metrics. Between 2008 and 2022, the City's Office of Sustainability produced four three-year Sustainability Action Plans (SAPs) identifying various focus areas (policies, programs, and projects) for City action towards sustainability.[137-140] In 2019 the City produced the City of Mountain View Sustainability Program, which built on the process to identify priority strategies: reducing the volume of traffic, adopting cleaner vehicles and fuels, and adopting building decarbonization strategies that focus on electrification. The document also identifies actions that may be taken by the City, in partnership with the community, with regional partnerships, and looking to future growth.

Parks and open space planning: Parks and open spaces are critical to supporting Mountain View's biodiversity and urban forest. The Community Services Department is leading the development of Mountain View's new Parks and Recreation Strategic Plan (PRSP) which is slated to be adopted in spring 2026. The plan is the next phase in park planning for the City, following its 2014 Parks and Open Space Plan [141] which envisions an abundant, accessible, and connected network of parks and open space for Mountain View, strengthened by regional open space resources and welcoming of community involvement. The Biodiversity & Urban Forest Plan seeks to support parks and open space through **Actions 4, 10, 15** and **21** (see **5.2 Vision to Action**).

Active Transportation Plan: The Public Works Department is leading the development of Mountain View's Active Transportation Plan (ATP), which combines the City's Pedestrian Master Plan[142] and Bicycle Transportation Plan.[143] The forthcoming ATP will hold many synergies with the Biodiversity & Urban Forest Plan, which considers active transportation corridors a priority within the Heat Mitigation Strategy Zone (see **Guide A: Urban Landscaping**), incorporates corridors in its connectivity analyses (see **3.1 Urban Biodiversity Assessment**), and identifies **Actions 1, 10,** and **16** related to transportation corridors (see **5.2 Vision to Action**).

City-issued or City-endorsed guidance/regulations documents: In addition to those listed above, the City of Mountain View has created or adopted the following resources which will inform, support, and influence implementation of the Biodiversity & Urban Forest Plan:

- Tree Technical Manual (see **Guide C: Urban Forest Policies and Practices** for a detailed review)

- 2003 Integrated Pest Management Plan and IPM Policy[144]
- Shoreline Sea Level Rise Study Update (2021)[48]
- Water Conservation in Landscaping Regulations (Mountain View City Code Chapter 36, Article XI, Division 3)

CONCLUSION

Together, these plans and policies reflect Mountain View's ongoing efforts to foster a resilient and thriving urban ecosystem. Changes to these plans and policies may better allow Mountain View to achieve the visions set forth in the General Plan, the community's vision for biodiversity and the urban forest, and improvements to City processes–particularly regarding the Tree Ordinance and/or Zoning Ordinance. (See **Actions 4** and **13** in **5.2 Vision to Action**.) The prior 2015 Community Tree Master Plan's benchmarks remain a valuable resource developing monitoring and metrics for the city's urban forest (see **5.3 Metrics and Targets**). Local plans, precise plans, and synergistic plans such as the Active Transportation Plan should also consider Biodiversity & Urban Forest Plan recommendations.

Prioritizing biodiversity and the health of the urban forest through the Biodiversity & Urban Forest Plan is the next step in Mountain View's history of robust environmental initiatives, and adjusting some of its policies will allow the City to build on the strong foundation provided by these existing documents. Engagement with the public and continued thoughtful approaches to planning will be key to maximizing benefits for both people and nature, as the city moves forward.



Green infrastructure feature at Pyramid Park. Photo courtesy of the City of Mountain View.

4 COMMUNITY AND CITY PERSPECTIVES



2024 Biodiversity & Urban Forest Plan Youth and Families Workshop. Photo courtesy of the City of Mountain View.



4.1 Community Engagement

The project team sought community input through a robust seven-month outreach process that included a series of public events, a dedicated project webpage, and a community survey. Opportunities to give feedback were advertised on the City's website, through flyers and mailing lists, and at community events and programs.



Photos from Biodiversity & Urban Forest Plan public workshops. Photos courtesy of the City of Mountain View.



SUMMARY OF PUBLIC ENGAGEMENT EFFORTS

This section details the number and types of public engagement efforts conducted to collect input for the development of the Plan. It includes the key topics covered by each engagement activity and number of participants or interactions.

* interpreter services available
**translated materials provided

6 WORKSHOPS WITH 242 ATTENDANCES

JULY - NOVEMBER 2024



5 COMMUNITY WORKSHOPS

General public (virtual and in-person sessions)*

Youth and families**

Teens

Mandarin and Spanish language workshops*/**

General public (virtual and in-person sessions)*/**

KEY TOPICS

- Project overview/updates and key terminology.
- Invitation to share visions for nature and its amenities in Mountain View; invitation to identify/discuss particular areas of the city that embody the vision, or need improvement. Identification of priorities in the face of potential tradeoffs.
- Live polls, group discussions, questionnaires, poster board voting activities.
- Later workshops shared preliminary data from previous workshops.



1 STAKEHOLDER WORKSHOP

Practitioners and city partners sent invitations; also open to general public with an emphasis on community experts

KEY TOPICS

- Overview of project and biodiversity principles underlying the Plan.
- Focused discussions organized by topic (Designing and Planting Around the Built Environment; Incorporating Habitat for Biodiversity into Transportation and Transit; Protecting Spaces for Nature), synthesis, and recommendations from each discussion group.

Photos of Biodiversity & Urban Forest Plan workshops. Photos courtesy of the City of Mountain View.

3 POP-UP EVENTS WITH 475 INTERACTIONS



APRIL 2023 - OCTOBER 2024

3 POP-UPS

Mountain View Earth Day Celebration

Mountain View Farmers Market**

Mountain View Senior Center*/**

KEY TOPICS

- Project overview
- Invitation to share thoughts/visions of nature in Mountain View, select priority issues, select priority benefits of nature and trees.
- Staff generally available to answer questions.

COMMUNITY SURVEY** WITH 547 RESPONSES

OCTOBER 14, 2024 - DECEMBER 17, 2024

KEY TOPICS

- Refer to **Appendix A: Community Engagement Summary** for a list of survey questions and the responses.

PROJECT WEBPAGE WITH 124 ENTRIES

MAY 2024 - APRIL 2025

KEY TOPICS

- The virtual comment box was open to any ideas and questions from the public. Responses to commonly asked questions were posted on the webpage.

TOTAL: 1,388 EVENT ATTENDANCES OR INTERACTIONS

4.2 Community Perspectives

This section highlights responses to a selection of questions asked during the community engagement process. These responses helped guide the project team in understanding community priorities and concerns regarding Mountain View's biodiversity and the urban forest. Refer to **Appendix A: Community Engagement Summary** for summarized responses to all public survey questions and recommendations developed by stakeholder teams at the project's Stakeholder Workshop.

ENVISIONING NATURE IN MOUNTAIN VIEW

Throughout the engagement process, community members were asked for input on how they envision nature in Mountain View. To illustrate this, the following word cloud shows the most common words and phrases written in response to the public survey. Respondents indicated a vision for nature in Mountain View that is primarily green, diverse, native, peaceful, and clean. Trees play an important role, and respondents also envision an abundant, natural, beautiful, lush, and healthy environment.

USE THREE WORDS TO DESCRIBE WHAT YOU HOPE NATURE WILL LOOK LIKE IN THE CITY OF MOUNTAIN VIEW IN THE FUTURE. HOW SHOULD IT LOOK OR SOUND? WHAT SHOULD IT FEEL LIKE?

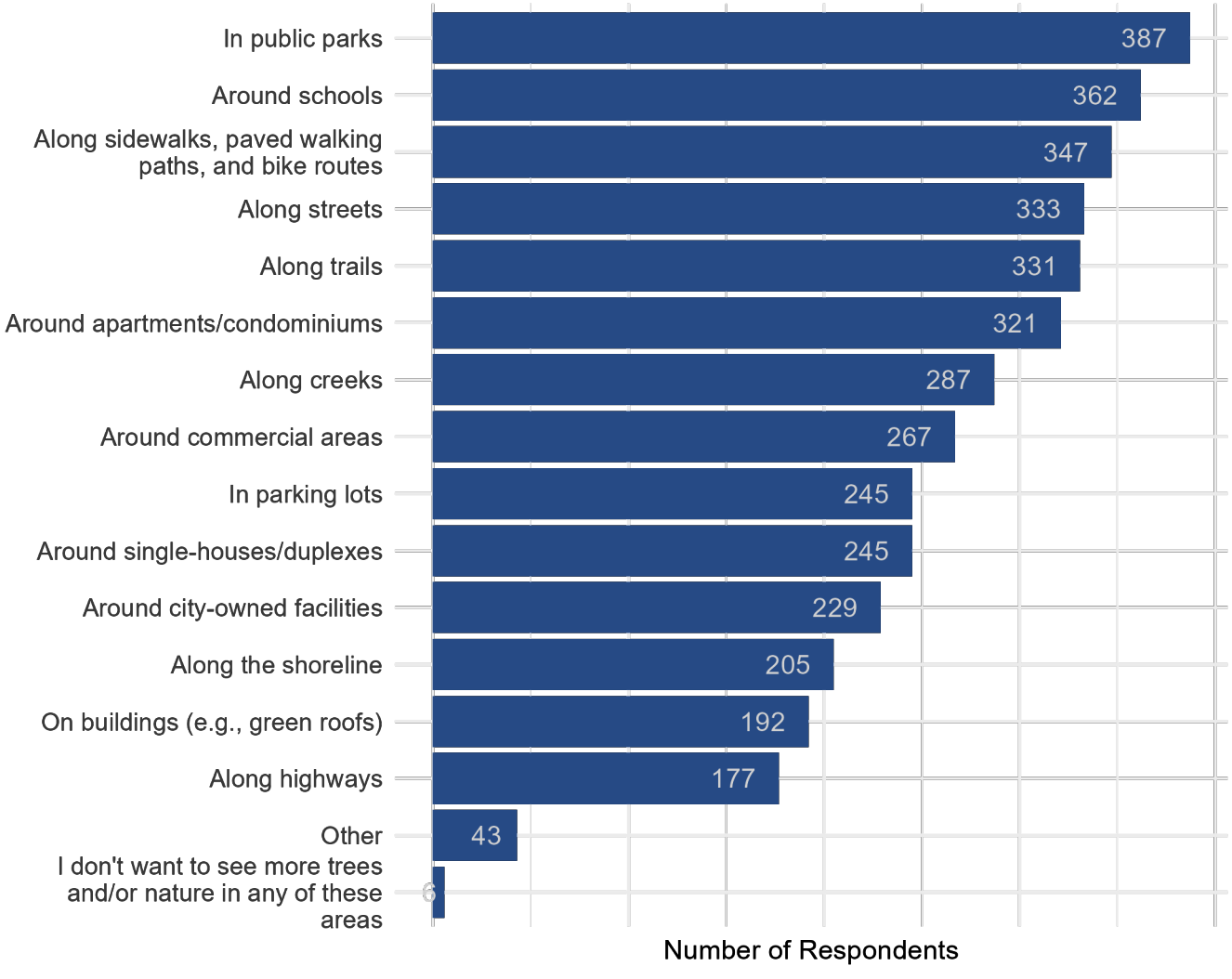


Word cloud highlighting the most common words used to describe how the community envisions nature in Mountain View. *The larger the word appears, the more frequently it occured in responses.*

URBAN SPACES IN NEED OF TREES AND NATURE

The community was also asked to identify types of urban spaces that could use more trees and nature. Community gathering spaces, including parks and schools, were selected as most in need of more trees and nature. Pedestrian and vehicle transportation corridors (e.g., local roadways, trails, sidewalks) were also selected as priorities for improvement. Respondents identified lower relative need for greening around buildings or other large infrastructure (e.g., parking lots and highways).

IN WHICH TYPES OF AREAS IN MOUNTAIN VIEW DO YOU THINK TREES AND NATURE ARE MOST NEEDED?



Where public survey respondents think trees and nature are most needed in Mountain View.

WEIGHING THE BENEFITS AND CHALLENGES OF URBAN NATURE

Two important survey questions sought to understand the value Mountain View's community places on the primary benefits and challenges of integrating nature in urban spaces. Overall, respondents' interest in the benefits of nature outweigh their concerns about the challenges it may present, indicating that the Mountain View community recognizes the value of biodiversity and the urban forest, despite potential tradeoffs.

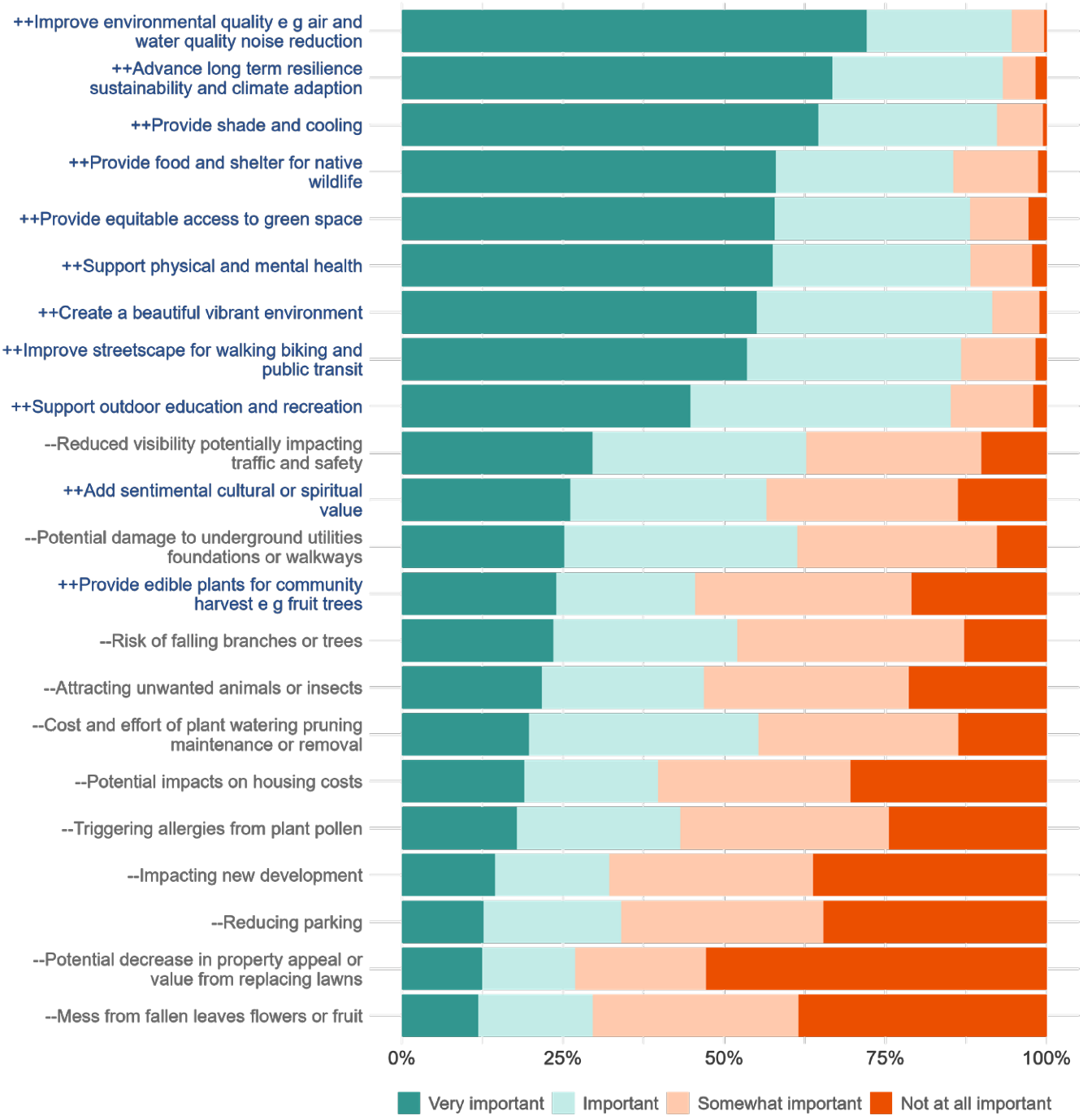
Benefits of greatest importance to respondents (i.e., "very important") included improvements to environmental quality (e.g., air and water quality, human health) and climate benefits (e.g., shade, resilience and climate adaptation). Many respondents also place value on habitat (food and shelter) for native wildlife, along with community-centered benefits, such as streetscape improvements for pedestrian mobility and public transit. Respondents also expressed interest in green spaces that are beautiful, promote outdoor recreation, and are implemented with equitable access in mind.

Key challenges identified included traffic hazards related to visibility and damage to utility infrastructure.



2024 Biodiversity & Urban Forest Plan Mandarin-translated workshop. Photo by Lauren Stoneburner, SFEI.

HOW IMPORTANT ARE EACH OF THE FOLLOWING BENEFITS OR CHALLENGES TO YOU?

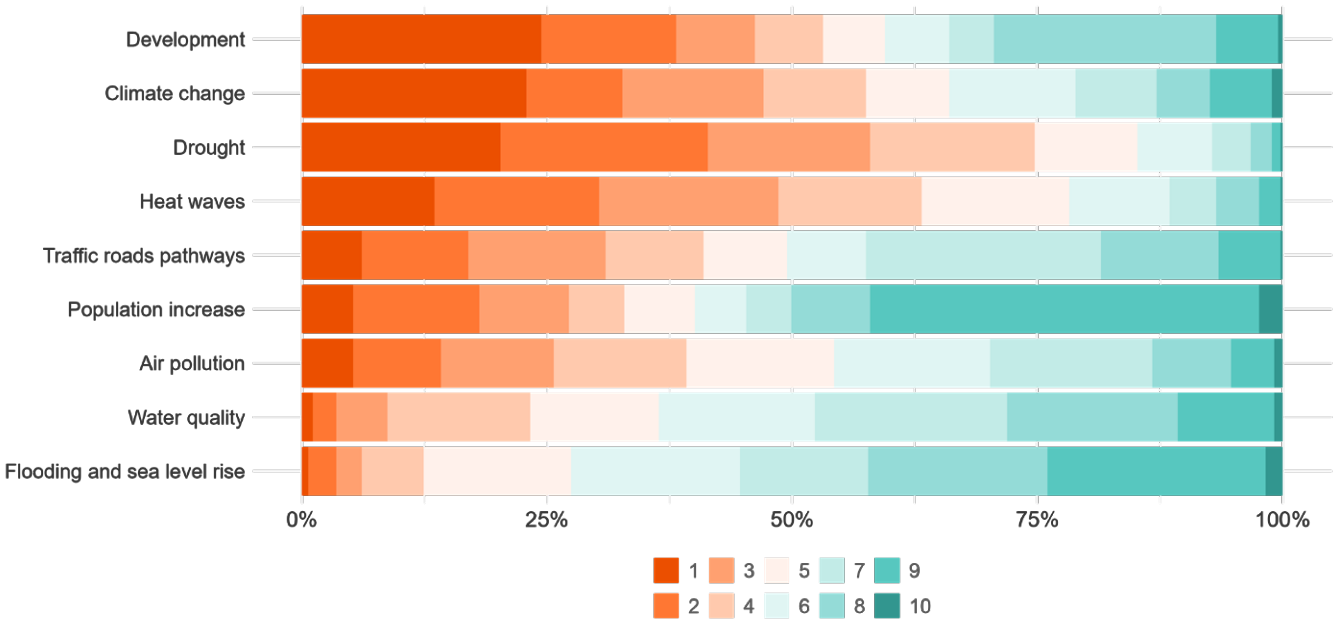


Topics of most and least concern to respondents of the public survey. *The survey asked two parallel questions, one asking respondents to rank the priority of each benefit from nature, and the the other asking about challenges. Respondents were asked to consider trees and nature in all areas including parks, commercial areas, along streets, and on residential properties. Overall, participants ranked the benefits (shown in blue text) of nature as more important than the challenges (shown in gray text).*

COMMUNITY-REPORTED THREATS TO NATURE

Community perspectives on threats to nature were a priority consideration in the creation of this Plan. Lived experience brings a wealth of knowledge, and Mountain View's community members observe various natural spaces on a daily basis, with a closeness that allows them to identify important patterns and threats. Development emerged as the most frequent top-ranked threat to nature, with climate-related threats (climate change, drought, heat waves) also falling high on the list of threats. Traffic, air quality, and population increase are considered to be lesser threats to nature in Mountain View. Threats of least concern to respondents were water quality and inland/coastal flooding.

WHAT ARE THE BIGGEST THREATS TO NATURE IN MOUNTAIN VIEW?



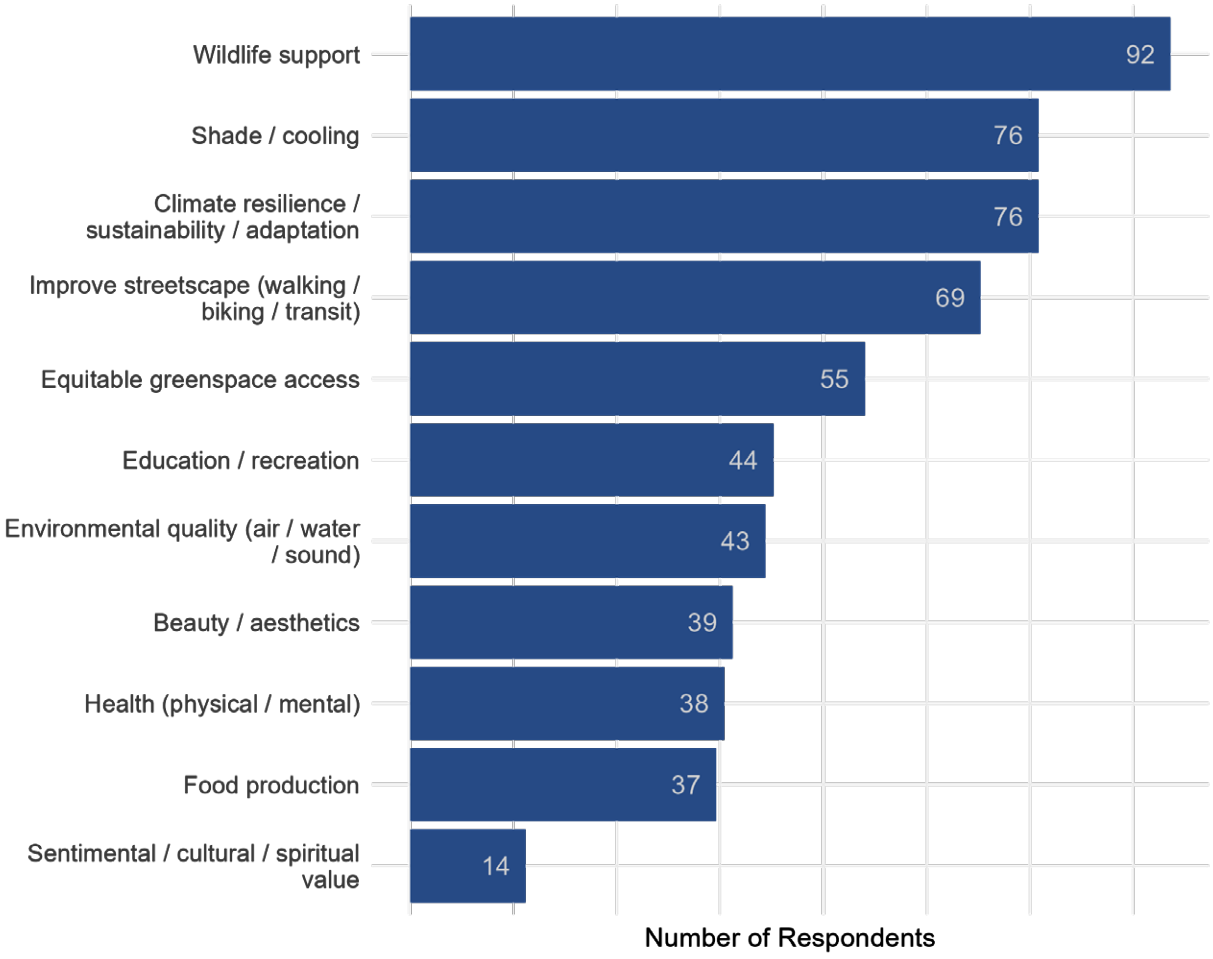
Responses to the public survey about which threats to Mountain View are of most concern to respondents. *Respondents ranked each of the nine options. Threats listed at the top are ranked as bigger threats. Bars in the darkest red represent the percent of respondents who ranked that threat first.*

MOST DISCUSSED BENEFITS, VALUES, AND AMENITIES ACROSS PUBLIC EVENTS

Community members who attended public events were encouraged to share their hopes for the future of Mountain View's biodiversity and urban forest via discussion groups, live polls, comment boxes, poster pinning, and other activities. The following figure summarizes the most-frequently discussed benefits, values, and amenities across written responses.

Community participants highlighted the importance of wildlife support, climate resilience and adaptation, and the related issue of urban shade and cooling. Respondents also expressed a desire for streetscape improvements, and equitable green space access was frequently mentioned.

BENEFITS, VALUES, AND AMENITIES DISCUSSED IN COMMUNITY WRITTEN RESPONSES



Summary of themes included in open-form responses to prompts during the community engagement process about the community's hopes for the future of biodiversity and the urban forest in Mountain View. *This figure groups each respondents' written responses thematically, capturing how many written responses were associated with each theme.*



PLACES WHERE NATURE AND TREES NEED MORE SUPPORT

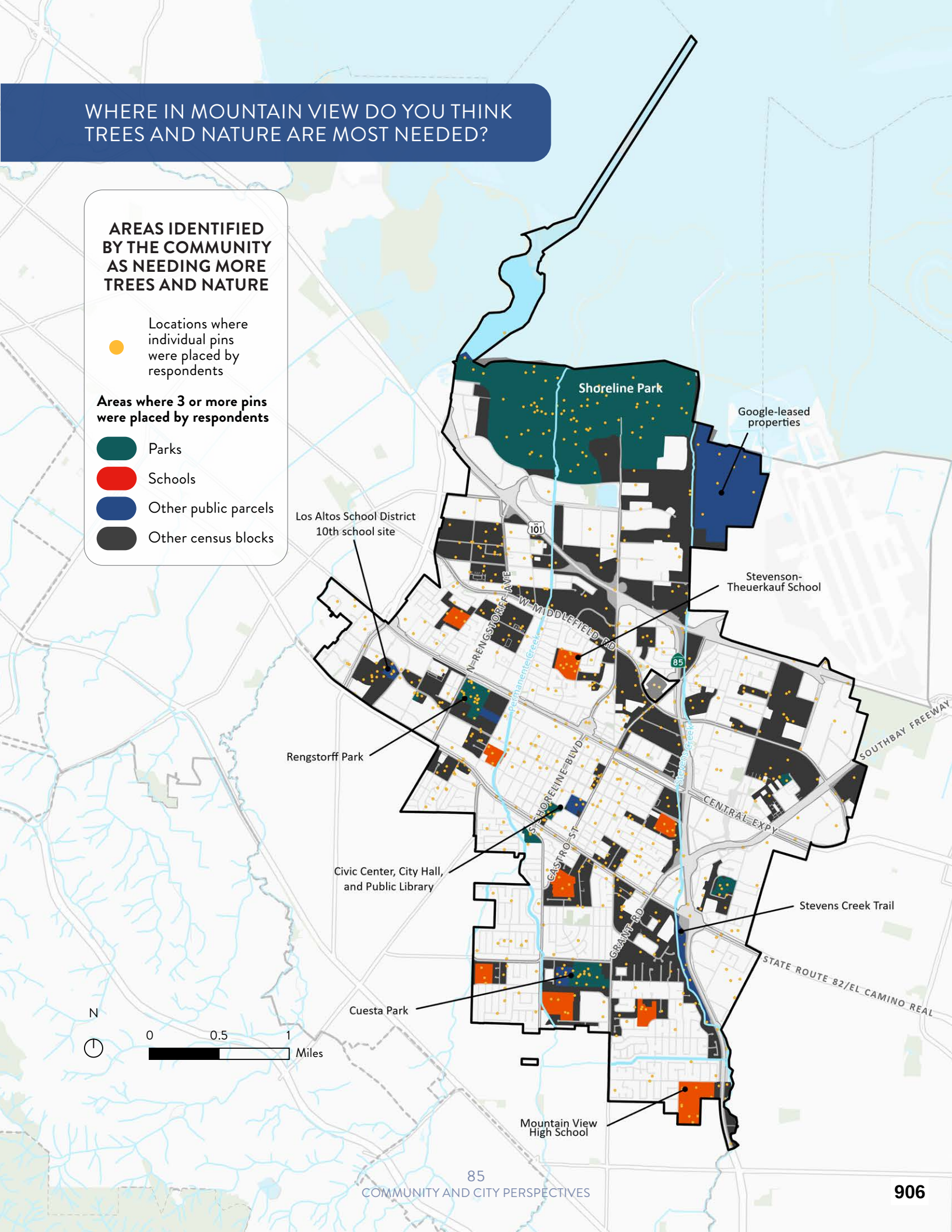
Throughout the public engagement process, community members were asked to identify where nature and trees need more support in the city. The following map presents the combined results, summarizing how many of these points fall within various types of city locations (parks, schools, public parcels, and U.S. Census blocks).

The parks that received the highest number of votes included Shoreline Park, Cuesta Park and Annex, and Rengstorff Park. The schools that received the highest number of votes included Stevenson-Theuerkauf School and Mountain View High School. Publicly-owned parcels (other than parks) with the most votes were properties in the Mountain View Civic Center Plaza area, a southern portion of the Stevens Creek Trail, Los Altos School District's tenth school site, and a complex of Google-leased properties near the shoreline.



2024 Biodiversity & Urban Forest Plan Stakeholder Workshop. Photo by Lauren Stoneburner, SFEI.

WHERE IN MOUNTAIN VIEW DO YOU THINK TREES AND NATURE ARE MOST NEEDED?



4.3 City Perspectives

The Plan's objectives, actions, and metrics incorporate community visions and scientific recommendations, reflected through a lens of what is feasible by the City. City engagement for the Plan was supported primarily by the City Project Team including staff and leadership from the Community Services Department, Public Works Department, Community Development Department, and the City's Sustainability and Resiliency team (City Manager's Office). These City staff collaborated in several major meetings and workshops to ensure that the Plan, in particular the actions and metrics, reflects department expertise, deep knowledge of City operations, and program-level experience. Actions and metrics for the Plan were designed to be carried out by City departments and staff, and therefore their contributions to these pieces of the Plan have been invaluable.

CITY FOREST OPERATIONS

The City's Urban Forest Manager was actively involved throughout the development of this Plan and assisted in identifying strengths, challenges, and opportunities to grow, maintain, and protect Mountain View's urban forest. **Guide C: Urban Forest Policies and Practices** includes a detailed review of City forestry operations. Current challenges to City forestry operations are driven by several related needs.

- There is a general need to prioritize hiring, training, and retaining staff to support City urban forestry operations, including outreach, education and enforcement.
- There is also a need for City-wide urban forestry planning tools, including a climate-resilient plant palette, planting plan, and regular updates to the City's existing public tree asset dataset.
- Regarding tree removals, City staff identified an overall need to simplify the Heritage Tree permit process, improve enforcement around post-removal permits and replanting, and standardize reporting from arborists to support the permit process. These changes would facilitate objective evaluation and decision-making around proposed removals.
- Regarding development, the City identified the need for development codes and standards to better support trees, as City staff navigate maintaining plantable space in the midst of increasing redevelopment and housing needs and requirements.
- To help address threats to the urban forest, the City identified a need for a proactive and climate-minded pest management and monitoring program, especially to address the current threat of an Invasive Shot Hole Borer (ISHB) outbreak.
- Improvements to operations such as software improvements, increased inspections of tree-planting and maintenance contractors, and improved protocols for debris disposal were also highlighted.



Routine tree pruning of City-managed trees. Photo courtesy of City of Mountain View.

- Staff identified a need for expanded engagement within the community to increase knowledge, stewardship, and understanding of City forestry processes. There is also a need for increased inter-departmental engagement, to improve coordination. and guidance.
- Staff identified the need for the City to increase funding to support a more proactive life-cycle maintenance program for the urban forest, including trees located in public rights-of-way.
- Staff noted that trees are the only infrastructure asset that increases in value over time and are not easily replaced; this is a rationale for prioritizing trees in Mountain View.
- Staff noted a need to identify a better tracking system for replacement trees, to ensure young replacement trees are protected and retained while they mature to Heritage Tree size.

5 THE PLAN: CHARTING THE PATH



Shoreline Park. Photo by Ian Abbott, courtesy of CC BY 4.0.



5.1 Components of the Plan

This Plan lays out a roadmap towards the Vision of a healthier, more resilient and biodiverse Mountain View. The Goals, Objectives, and Actions provide the tools to navigate the path, while Metrics and Targets ensure steady, measurable progress. Together, each component plays a vital role in charting the path from vision to action.

Vision and Goals: rooted in community. The Vision for biodiversity and the urban forest reflects the community's shared values and ideals, distilled from the project's community engagement. Goals are long-term strategies to realize the Vision. The Vision and Goals will align City departments around clear priorities and steer decisions towards Actions that best serve nature and the community.

Objectives: blending community input and science-based strategies. Objectives apply science-based guidance and community priorities to translate the high-level Vision and Goals into specific, measurable, and practical commitments that guide the City's implementation.



2024 Biodiversity & Urban Forest Plan Farmers' Market pop-up poster activity. Photo by Lauren Stoneburner, SFEI.

Actions: charting the City's path forward. The City will implement Actions to achieve the Plan's Objectives. Future City planning, policies, ordinances, standards, and capital improvement projects should demonstrate their alignment with these Actions.

While these Actions may engage with other external groups, the City will drive their implementation. Each Action designates a responsible City department(s), representing the City departments that make up this Plan's City Project Team. The level of priority assigned to each Action will support decision-making around how to allocate resources and sequence efforts.

1	**SHORT-TERM PRIORITY ACTIONS** • urgent; strong public support or high visibility; immediate impact and return on investment

In Progress: **short-term priority Actions** that are already in progress and will be expanded upon or refined as part of implementation	***Upon Plan Adoption:*** **short-term priority Actions** prioritized for implementation beginning immediately upon Plan adoption

2	**MEDIUM-TERM PRIORITY ACTIONS** • less time-sensitive; dependent on resources, coordination, preparations, and/or other preceding actions
3	**LONG-TERM PRIORITY ACTIONS** • valuable, future-oriented actions that require substantial coordination and lead time and are not time-sensitive; may be dependent on or complementary to other efforts

The project team collaborated closely with City staff to blend science, community aspirations, feasibility considerations, and prior City commitments from the prior 2015 Community Tree Master Plan (CTMP) to generate the highest-priority Actions that are within reach and will generate meaningful impact for biodiversity, the urban forest, and other community needs.

Metrics and Targets: tracking progress. If the Vision represents the North Star—the ultimate destination the community aspires to reach—and the Goals, Objectives, and Actions represent the compass and tools needed to get there, Metrics are the odometer measuring progress, and Targets set quantitative milestones along the way. Metrics and Targets are equally critical to the Plan's success, establishing a system for transparency and accountability, as well as recognizing accomplishments and fostering learning.



Urban Forest Planning and Management Icons

In **5.2 Vision to Action** and **5.3 Metrics and Targets**, tree icons are used to highlight Actions and Metrics that relate to urban forest planning and management for use by the City's Urban Forestry Division.

Implementation Framework: planning for coordinated progress. The Implementation Framework outlines clear roles and pathways for prioritizing and funding implementation and monitoring progress, ensuring that the City is prepared to implement the Plan and evolve alongside community needs and new information.

Guides: resources for implementation. The body of this Plan, which outlines the path from the Vision to implementation and evaluation, is supplemented by Guides, providing a wealth of additional information and technical findings to support the City's immediate next steps and decision-making.

Guide A: Urban Landscaping translates the Vision, Goals, Objectives, and Actions of the Plan into practical landscaping design guidance. These guidelines are organized around five urban landscaping Zones that prioritize where in the city each of the landscaping strategies will likely have the greatest impact on biodiversity and community well-being. Some of the Actions introduced in the Plan are linked to the Zones and landscaping guidelines.

Guide B: Plant Lists provides two plant lists:

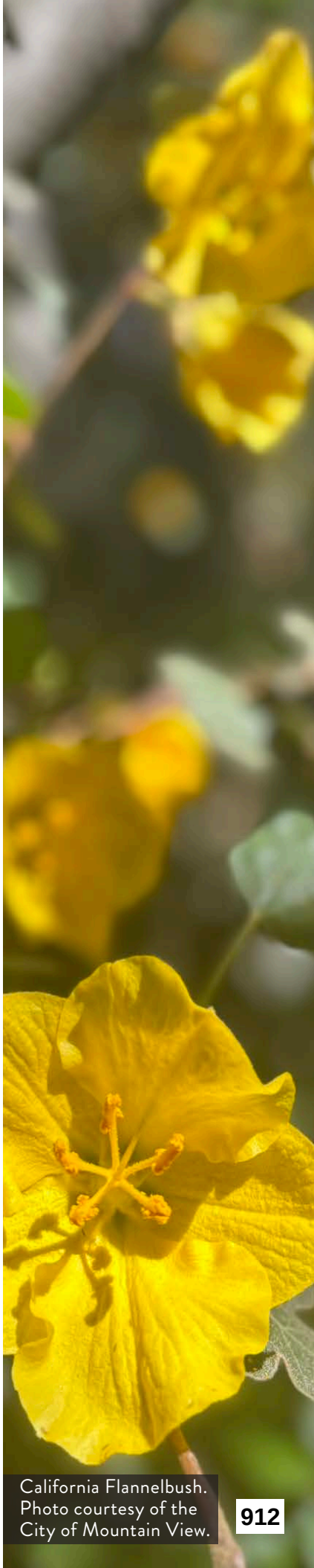
- The Native Plant List includes plant species native to the Santa Clara Valley floor that the City or residents can incorporate into projects or gardens.
- The updated City Tree List includes 62 tree species suitable for planting as street trees (among other less-constrained site types) and an additional 22 species suitable for parks and open space.

Guide C: Urban Forest Policies and Practices contains a detailed review and recommendations for urban forestry operations, guidelines, and pest management strategy.

Guide D: Monitoring and Targets offers resources and approaches for developing a monitoring protocol to track Metrics and setting Targets.

5.2 Vision to Action

This section details the Plan's Vision, Goals, Objectives, and Actions, summarized as a table on the following page and subsequently detailed further. The City can work towards realizing the community's shared Vision by prioritizing four strategic long-term Goals, which are supported by measurable Objectives and concrete Actions.



California Flannelbush. Photo courtesy of the City of Mountain View.



GOAL	OBJECTVE	ACTION
1 Connect People and Nature	1A. Support a network of connected green space across the city	1. Strategically integrate green features in active transportation improvement project design to both increase ecological value and achieve other City priorities.
		2. Continue to review land management agreements and explore opportunities to enhance restoration and maintenance of high-value ecological areas along third-party creeks.
	1B. Foster a cultural shift that spotlights biodiversity and integrates it into Mountain View's sense of place	3. Promote biodiversity-themed installations and educational content.
2 Foster Places of Refuge	2A. Foster a healthier built environment for nature and people	4. When reviewing or updating existing City landscaping and planting guidelines, implement design standards for city parks, facilities, and streetscapes where feasible.
		5. Further develop native and climate-resilient planting guidance to support proper installation, maintenance, and sourcing of native plant materials.
		6. Implement planting projects according to urban landscaping Zones indicated in **Guide A: Urban Landscaping**.
		7. Develop and adopt a dark skies ordinance.
		8. Further advance strategies that support bird-friendly standards and reduce collision risk.
		9. Support coexistence between people and wildlife in Mountain View by using approaches that prevent conflicts before they happen, such as protecting natural habitats, reducing wildlife attractants in unsafe areas, and creating spaces where people can enjoy wildlife safely.
	2B: Balance opportunities for community enjoyment of nature with the needs of native species	10. Maximize biodiversity support within city parks and trail corridors while continuing to meet community needs.

Downtown Mountain View. Photo courtesy of the City of Mountain View.

GOAL	OBJECTVE	ACTION
3 Build Resilience	3A. Grow, protect, and care for a resilient urban forest, continuing progress towards the goal of 22.7% canopy cover by 2030	11. Expedite developing a public tree monitoring and maintenance plan.
		12. Plant an additional 1,575 public trees by 2030.
		13. Update the City tree list and Tree Ordinance to increase urban forest health, species diversity, and age diversity.
		14. Explore and expand opportunities to repurpose public tree materials and green waste.
	3B. Support quality habitat that sustains a diversity of life	15. Establish priority areas and goals for habitat restoration of large open spaces.
		16. Identify and pursue opportunities to enhance and expand existing vegetated patches providing habitat, particularly for native species that are less tolerant of urban disturbances.
	3C. Use greening opportunities to adapt to future climate conditions	17. Prioritize shade tree planting in the Cooling Zone, mapped in **Guide A: Urban Landscaping,** to protect against heat and improve walkability.
4 Activate and Collaborate	4A. Activate and collaborate with the community	18. Enhance residential and privately-managed tree support. Conduct City-led outreach and partner locally to activate the community in supporting biodiversity and the urban forest in neighborhoods across the city.
		19. Build partnerships and programs that enable the community to access and contribute to data about trees and nature in the city.
	4B. Activate and collaborate with design practitioners and large landowners	20. Conduct a biodiversity- and urban forest-focused review of City development processes to clarify various City department expectations and requirements.
	4C. Enhance collaboration across City departments to optimize implementation of the Plan through City programs, projects, operations, and maintenance	21. Develop and implement staff training for biodiversity-friendly landscape installation and maintenance.
		22. Establish an internal system across City departments for a) data collection and Target-setting, and b) regularly revisiting the Plan to maintain steady progress towards the Vision and Goals.
		23. Incorporate recommendations and guidelines from this Plan when developing new, or substantially updating existing, Precise Plans.
	4D. Coordinate with other agencies to identify opportunities for aligning visions and collaborating on initiatives that enhance shared natural resources	24. Explore collaborations with local and regional public/agency partners to identify potential opportunities to support biodiversity together.`
		25. Continue to explore and apply for intergovernmental programs and networks to elevate Mountain View's leadership and recognition on a national and international platform.

GOAL 1:
CONNECT PEOPLE AND NATURE

Landscape connections are vital for both human wellbeing and biodiversity. The Mountain View community wants abundant access to biodiversity to foster cultural and physical connections to nature; biodiversity also relies on a rich and connected network of habitat to move across and thrive within the city.



Visitors at Shoreline Park. Photo courtesy of the City of Mountain View.

Objective 1A: Support a network of connected green space across the city

Action 1. Strategically integrate green features in active transportation improvement project design to both increase ecological value and achieve other City priorities.

Align transportation improvement projects with the Plan's goals and guidelines to generate multiple benefits, including supporting biodiversity, pedestrian and bike safety, recreation, and public health.

Use **Guide A: Urban Landscaping** (Ecological Enhancement Zone and Cooling Zone) as a resource, verified with site-scale information, to enhance high-priority active transportation corridors (e.g., streetscapes, bikeways, walking paths) with habitat elements that support biodiversity. Undertake feasibility studies and integrate biodiversity and urban forest elements as standard components of capital improvement projects to reduce dependence on additional funding where possible.

Priority *Medium-term priority*

Responsible department(s) *Lead: Public Works Department*
Support: Community Services Department

Pacific Chorus Frogs need pervious connectivity

Frogs are associated with waterways, ponds, and wetlands. As they should; these habitats are required for frogs to lay their eggs. Connecting aquatic areas with pervious surfaces of many kinds—even manicured landscaping and grass—improves the urban environment for chorus frogs who need to move safely through the landscape.



Pacific Chorus Frog. Photo by Will Brown, courtesy of CC BY 2.0.

Action 2. Continue to review land management agreements and explore opportunities to enhance restoration and maintenance of high-value ecological areas along third-party creeks.

Promote consistent, proactive ecological management of Santa Clara Valley Water District's (Valley Water) creeks—namely Permanente, Stevens, Hale, and Adobe creeks—by aligning agency stewardship responsibilities with restoration and enhancement goals. This coordination will enable the City to leverage its financial resources where they can have the greatest impact for residents, biodiversity, and interagency collaboration.

- Identify parcels of high value to biodiversity along Valley Water creeks, using local expertise and the analyses included in this Plan.
- Conduct a review of land ownership and existing management agreements along Valley Water creeks, in collaboration with relevant agencies including Santa Clara Valley Water District (Valley Water), San Francisco Public Utilities Commission (SFPUC), and Pacific Gas and Electric Company (PG&E).
- Explore opportunities for updating agreements (if possible) to enhance stewardship to maximize creeks' benefit for people and nature.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*
Support: *Public Works Department*



Three-Spined Stickleback. Photo by justas, Courtesy of Adobe Stock.

Urban creeks support "city slicker" fish.

Threespine Sticklebacks appear to adjust to city life, tolerating even the more heavily urbanized streams around the San Francisco Estuary. Even so, these fish will benefit from coordinated restoration and enhancement along Mountain View's creeks, where they seek out insects, worms, and crustaceans among vegetated stream bottoms.

Objective 1B: Foster a cultural shift that spotlights biodiversity and integrates it into Mountain View's sense of place

Action 3. Promote biodiversity-themed installations and educational content.

Incorporate the topics of biodiversity and local ecology into Public Art installations and interpretive content where appropriate, with input from the Visual Arts Committee.

- Consider adding a biodiversity element to the City's Public Art program.
- Create educational signage highlighting the native historical habitat types discussed in this Plan. Materials should also build public awareness of other biodiversity-supporting features and projects, such as bird-safe windows, pollinator gardens, "messy" landscapes, and "dark skies."
- Co-develop projects with community groups and representatives, hire local talent, and activate students and volunteers to elevate local voices, values, and stories. Collaborate with the Multicultural Engagement Program and their leadership program to encourage diverse participation.

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Economic Development Division*

Support: *Public Works Department, Community Development Department, Community Services Department*

GOAL 2:
FOSTER PLACES OF REFUGE

The city can create healthy and safe spaces for people and nature both in open spaces and in the built environment. Urban-sensitive native species and the community rely on green space for refuge from urban life. Balancing these needs requires carefully managing tradeoffs (see *Ecology for Health: Design Guidance for Fostering Human Health and Biodiversity in Cities*).[8] Each green space will have a unique set of priority uses, but in every case, there are strategies to promote human recreation, wellbeing, and a sense of immersion in nature while maximizing biodiversity protection and support. Where the city is more densely developed, wildlife-friendly design and landscaping strategies can boost not only native biodiversity, but also community health for city residents and visitors.



Monarch butterfly nectaring from its milkweed host plant. Photo by David J. Mauk.

Objective 2A: Foster a healthier built environment for nature and people

Action 4. When reviewing or updating existing City landscaping and planting guidelines, implement design standards for city parks, facilities, and streetscapes where feasible.

Develop guidelines and standards for both the engineered and natural elements of planting areas and their surroundings, such as the planting area size, soil treatments, and stormwater management. Refer to existing best management practices and industry standards, including **Guide A: Urban Landscaping**.

- Revise City permitting processes, ordinances, and long-term planning to align with commitments and guidelines presented in both this Plan and the Active Transportation Plan (see also **Action 20** and **Action 23**).
- Identify and reconcile conflicts in existing standards and ordinances.
- Pair opportunities to support human health with biodiversity goals in landscape design guidelines.

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Services Department (Urban Forest, Parks and Open Space)*

Support: *Community Development Department, Public Works Department (Design and Construction)*



Valley Oak. Photo by Bob Dodge, courtesy of CC BY 2.0.

Valley Oaks need more space, but provide many benefits for animals and humans.

Valley Oaks require more space and grow more slowly than the more common live oaks, but their shading and wildlife benefits are plenty. Planting sites with sufficient space for root growth—like schoolyards and parks—should give them a better chance of success, and planting them within 500 ft of other Valley Oaks can assist pollination and the production of acorns that wildlife depend on.

Action 5. Further develop native and climate-resilient planting guidance to support proper installation, maintenance, and sourcing of native plant materials.

Develop a more extensive plant palette of regionally-native, California-native, other near-native, and climate-resilient plants, paired with a plant selector tool to facilitate implementation. Prioritize native plants where appropriate based on site conditions, biodiversity goals, and urban forest resilience. See "Managing trade-offs between native biodiversity and urban forest resilience," "Planting Trees in Historically-Treeless Landscapes," and "What 'native' means and why it matters" in sections **1.1**, **2.3**, and **3.1**, respectively, for more information on balancing native plant selection with climate resilience and other planting goals.

- Develop guidelines for sustainable native plant sourcing practices, such as guidance to avoid introducing pests and support native plant genetic diversity.
- Develop guidance and species selection criteria to incorporate more native and/or climate-resilient plants into synergistic projects, such as stormwater management or street and safety improvement projects.
- Develop and implement an interactive web-based plant selector tool that incorporates planting lists and guidelines. The interactive, functional tool would help project managers select plants and develop plant palettes that are appropriate for their specific site and desired project outcomes (including guidance for applying these principles in green stormwater infrastructure projects). (**Action 13** describes uses of the tool for tree selection specifically.)
- A subset of materials should be developed for distribution to residents and local developers to educate and align landscaping goals and standards, as discussed further in **Action 18**.
- Develop biodiversity-supportive guidelines and design standards, and native planting/replacement incentive programs. California Invasive Plant Council (Cal-IPC) and other existing lists can serve as resources.[96]

Priority *Short-term priority (upon Plan adoption)*

Responsible department(s) ***Lead:*** *Community Services Department (Urban Forest, Parks and Open Space*





Left and right: 2025 Mountain View Earth and Arbor Day celebration. Photos courtesy of the City of Mountain View.

Action 6. Implement planting projects according to urban landscaping Zones indicated in Guide A: Urban Landscaping.

Implement native and biodiversity-supporting landscaping within the Ecological Enhancement Zone discussed in **Guide A: Urban Landscaping**, using relevant City guidelines and standards (**Action 4**), and native plant resources (**Action 5**) as they are developed and revised. At sites where multiple priorities or Zones overlap, design projects for multiple objectives.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*
Support: *Public Works Department*

Action 7. Develop and adopt a dark skies ordinance.

Adopt a dark skies ordinance to reduce the impacts of artificial light on wildlife.

- Explore model ordinances, resources, and programs.[145, 146]
- Upon adopting the ordinance, provide design guidance for residents and developers as needed or requested. The ordinance and associated resources should include lighting requirements for new developments (**Action 20**).

Priority *Short-term priority (in progress)*

Responsible department(s) ***Lead:*** *Community Development Department (Planning)*



Wilson's Warbler. Photo by Becky Matsubara, courtesy of CC BY 4.0.

Make the city safer for migrating birds.

Long-distance migratory birds like Wilson's Warblers migrate through west coast cities in huge numbers in the spring and fall as they travel between wintering and breeding grounds. While landing in cities during nighttime breaks in migration or voraciously foraging on insects and spiders in city trees to refuel, they can collide with lit or highly reflective windows. Designing and retrofitting buildings to be safer for birds will help Wilson's Warblers safely reach their destination.

Action 8. Further advance strategies that support bird-friendly standards and reduce collision risk.

Continue to evaluate options for incorporating bird-safe guidance and measures into building design and retrofit of City facilities and private development. Closely align this work with **Action 7**.

Leverage existing models and templates:

- Use the City's existing bird safety measures in both the North Bayshore Precise Planw and the East Whisman Precise Plan as a guide for City-wide design standards to minimize collision risk and reduce mortality throughout Mountain View. American Bird Conservancy resources[147] may also be used as a guide.
- Model strategies on regional efforts made over the last decade and update to incorporate the most recent science-based guidance.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department, Community Development Department (Planning)*

Action 9. Support coexistence between people and wildlife in Mountain View by using approaches that prevent conflicts before they happen, such as protecting natural habitats, reducing wildlife attractants in unsafe areas, and creating spaces where people can enjoy wildlife safely.

Human-wildlife conflicts (HWC) can occur when wild animals and humans interact in unwanted or unsafe ways. Leverage existing educational resources, toolkits, laws, and regulations to proactively reduce risk of human-wildlife conflicts in the city.

- California Department of Fish and Wildlife, Santa Clara County, and several conservation NGOs have developed materials, laws, or regulations to address HWC and increase people's awareness and appreciation for wildlife species in their environment.[148,149]
- Incorporate measures for proactively reducing HWC into City-led outreach (**Action 18**) and through inter-agency coordination (**Action 24**) alongside efforts to support biodiversity in the city.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*

Objective 2B: Balance opportunities for community enjoyment of nature with the needs of native species

Action 10. Maximize biodiversity support within city parks and trail corridors while continuing to meet community needs.

Capitalize on any opportunity, large or small, to integrate biodiversity-friendly design.

- In high-activity recreational spaces, such as sports fields and play areas, implement biodiversity-friendly lighting (aligned with **Action 7**) and incorporate native landscaping around the perimeter or in underutilized spaces.[8]
- Incorporate native landscaping in low-intensity recreational spaces. Design landscaping to support ecological functioning by building plant palettes that resemble the local historical ecology, pairing species that historically co-occurred, as demonstrated in the Native Plant List (see **Guide B: Plant Lists**). Where feasible, enhance and protect special resources with high-value for native wildlife, such as natural water features (e.g., creeks, ponds, or wetlands), snags (standing dead or dying trees), and brush or rock piles.
- Add design elements to promote respite, enjoyment, and awareness of nature, such as benches and signage.
- Incorporate habitat enhancement and restoration goals into trail and recreational facility improvement projects. Maintain trails to prevent damage to sensitive surrounding habitats. Successful practices from existing trails (e.g., Stevens Creek Trail) may be used as a model.

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*
Support: *Public Works Department*



Children playing in Rengstorff Park. Photo courtesy of the City of Mountain View.

GOAL 3:
BUILD RESILIENCE

A healthy and resilient urban ecosystem can safeguard both the community and biodiversity from growing climate and environmental threats such as extreme heat, intensifying storms and flooding, urban forest pest invasions, and prolonged droughts. Strategically monitoring and enhancing the quality of natural resources in the city will better enable biodiversity, the urban forest, and climate-vulnerable communities to withstand these growing challenges and adapt over time.



Native landscaping in Mountain View. Photo by Shira Bezalel, SFEI.

Objective 3A: Grow, protect, and care for a resilient urban forest, continuing progress towards the goal of 22.7% canopy cover by 2030

Action 11. Expedite developing a public tree monitoring and maintenance plan.

Establish a public tree inventory schedule and standardized system.

- Conduct a new public tree inventory.
- Repeat the inventory every five years.
- Acquire access to an effective tree asset management software, and establish data management protocols and staff and contractor training to ensure standardized data collection, storage, and management.
- Expand and standardize the information collected, to include tree species, diameter at breast height, height, and planting site stocking status. Consider tracking new fields to align with International Society of Arboriculture (ISA) best management practices, including tree condition and maintenance.

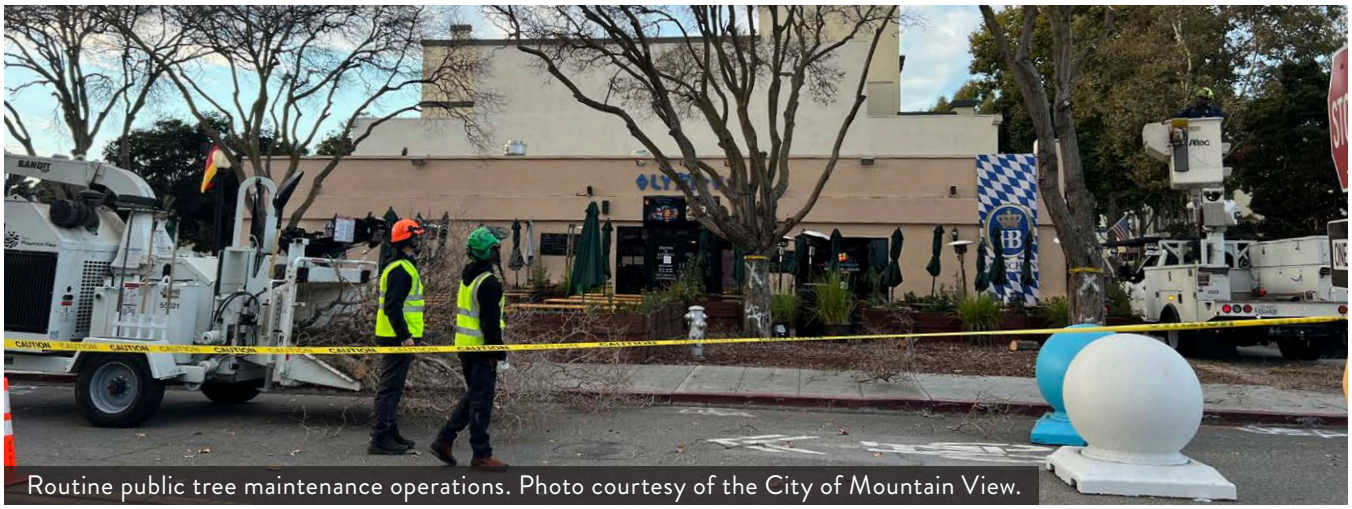
Action 11. (continued)

Update the City's regular maintenance and monitoring practices.

- Establish a proactive tree care schedule.
    - Revisit every public tree for scheduled inspection and maintenance every five years, and no less frequently than every seven years, through a rotating block grid pruning schedule. This is carried over from the prior 2015 CTMP.
    - Establish a three-year maintenance cycle for specific fast-growing tree species.
    - Require a three- to five-year warranty on trees planted by contractors to ensure that establishment care and maintenance are built into planting contracts.
- Establish a monitoring plan for routine public tree data updates and urban forest management assessments.
    - Keep the public tree asset dataset up-to-date by conducting standard tree monitoring during regularly-scheduled tree care operations.
    - Standardize the public tree dataset and monitoring protocols in alignment with the public tree inventory protocol.
    - Annually analyze the public tree asset dataset to assess the urban forest condition. Use these results to prioritize tree care, update planting plans, and assess species' performance in a changing climate as a guide for future plantings, as well as for requesting and allocating financial resources for urban forestry.

Priority *Short-term priority (in progress)*

Responsible department(s) ***Lead:*** *Community Services Department*



Routine public tree maintenance operations. Photo courtesy of the City of Mountain View.

Action 12. Plant an additional 1,575 public trees by 2030.

The City has added 1,425 public trees since 2015, marking 47.5% progress towards its prior 2015 CTMP goal of planting 3,000 public trees between 2015 and 2030. The City should plant an additional 1,575 public trees, to reach a total of 29,166 public trees, by 2030.

- Plant approximately 315 trees per year between 2026 and 2030.
- Plant trees with larger canopies at maturity to maximize the amount of canopy cover provided by each individual tree where possible and appropriate.
- Consider a "No Net Loss" policy of replacing public trees, mirroring changes to the Tree Ordinance (**Action 13**).

Action 18 addresses support for privately managed trees.

Priority	*Short-term priority (in progress)*
Responsible department(s)	***Lead:*** *Community Services Department (Urban Forest, Parks and Open Space)*

Planting oaks with Acorn Woodpeckers in mind.

The chances of Acorn Woodpeckers setting up a city colony can be helped along by urban forest planning. Colonies need at least 20 oak trees spread across 15-20 acres. Enhancing habitat patches that already have oaks by planting more oaks nearby might just do the trick.



Acorn Woodpecker. Photo by David J. Mauk.

Action 13. Update the City tree list and Tree Ordinance to increase urban forest health, species diversity, and age diversity.

Diversify public tree plantings, reducing reliance on common street tree choices.

- Aim to increase species diversity of trees planted. In particular, reduce reliance on over-represented tree species in new tree plantings, particularly London Plane Tree and Chinese Pistache, and do not plant Coast Redwood; see "Public Tree Assessment" and "Balancing the Legacy of Redwoods in a Changing Climate" in **3.2 Urban Forest Assessment**.
- Aim to increase the proportion of trees planted that are regionally- or California-native, particularly to address gaps in the age diversity of native public trees (see **3.2 Urban Forest Assessment**).
- Develop and implement an interactive web-based plant selector tool (see **Action 5**) to select appropriate trees based on criteria such as tree form, area requirements, biodiversity support, known challenges and maintenance issues, and ecosystem services. The tool will update and replace the City tree list (**Guide B: Plant Lists**) and should be updated regularly based on monitoring, staff experience, and expert guidance.

Update the Tree Ordinance as follows, and in accordance with other best practices:

- Update the definition of Heritage Tree to improve clarity and protect the most valuable trees.
  - Explore revisions to the Tree Ordinance to remove Heritage Tree protections for invasive species (as classified by Cal-IPC for Northern California) and palm species.
  - Simplify permit requirements in cases of public urgency such as invasive pests, diseases, species, or other irreversible conditions.
  - Update Heritage Tree Removal findings to better align with City review processes and criteria.
- Improve development processes (see **Action 20**) to better support tree planting and protection, such as:
  - Set objective development standards for tree planting and preservation, accounting for different development types and zoning designations.
  - Designate development standards or required public improvements that may be waived or reduced if the proposed development promotes Heritage Tree preservation.
  - Clarify alternative mitigations for Heritage tree removals, and align them with the goals of this Plan. Designate mitigation trees with protected status regardless of size.
- Clarify processes and requirements for Street Tree and Heritage Tree replacements.
- Consider implementing a "No Net Loss" policy (see **Guide C: Urban Forest Policies and Practices**).

The Tree Ordinance, planting guidance, and related implementation tools should prioritize the protection of existing mature trees, habitat features, and ecological resources, alongside new plantings and enhancement.

Priority	*Short-term priority (upon Plan adoption)*
Responsible department(s)	*Lead: Community Services Department (Urban Forest, Parks and Open Space)*

Action 14. Explore and expand opportunities to repurpose public tree materials and green waste.

The CSD Urban Forestry Division should continue to explore opportunities to repurpose organic materials from tree care and removals in alignment with SB 1383 requirements. Continue to reuse wood chips and logs in parks. Evaluate new options such as investing in a wood mill saw, partnering with vendors to create furniture or other products, and improving coordination on mulch and compost procurement to support waste diversion targets. Continue to support opportunities for compost and mulch giveaways to residents to support the City's efforts to comply with SB 1383 implementation.

Priority *Short-term priority (in progress)*

Responsible department(s) ***Lead:*** *Community Services Department (Urban Forest)*
Support: *Sustainability and Solid Waste*

Objective 3B: Support quality habitat that sustains a diversity of life



Action 15. Establish priority areas and goals for habitat restoration of large open spaces.

Set habitat restoration Targets (see **Guide D: Monitoring and Targets**) that increase Mountain View's overall habitat diversity and representation of historical habitat types. These targets may leverage or tie in with synergistic programs such as those for floodplain management.

- Applying the findings in the Habitat Diversity discussion in **3.1 Biodiversity Assessment**, identify sites that may present opportunities to restore or enhance currently-underrepresented historical habitat types, such as Wet Meadow, Alkali Meadow, and Oak Woodland or Savanna; undertake feasibility assessments as appropriate.
- Where full habitat restoration is not feasible, design plant palettes that use a suite of species from historical habitat types (start with the Native Plant List found in **Guide B: Plant Lists**), and develop interpretive signage to educate the community (**Action 3**).

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Services Department (Urban Forest, Parks and Open Space)*

Action 16. Identify and pursue opportunities to enhance and expand existing vegetated patches providing habitat, particularly for native species that are less tolerant of urban disturbances.

Referring to the Ecological Enhancement Zone in **Guide A: Urban Landscaping**, explore creative opportunities to expand existing vegetated patches, reduce patch "edge" effects, fill gaps between neighboring patches, and establish new green spaces, especially those greater than two acres in size (i.e., "patches"). Vegetated patches will contribute to biodiversity support regardless of whether they occur on private or public lands–or a single patch can span both.

Take an inventory of patch areas that fall on or near land currently owned or managed by the City or other government agencies. On this publicly-managed land:

- Identify appropriate sites adjacent to patches where impervious cover can be replaced with soft-scape to expand the patch size and buffer patch core areas.
- Within and surrounding existing patches, implement wildlife-friendly maintenance practices (see **Action 21**), and enhance vegetation quality where possible.
- Provide special resources where appropriate. For example, snags (standing dead or dying trees), dead tree limbs, and tree cavities provide particularly high habitat value for wildlife, as does re-storing creek and wetland floodplains (see **Guide A: Urban Landscaping**).

In addition, assess and pursue opportunities for private land acquisition to:

- Expand or connect existing vegetated patches; and
- Pursue opportunities to create new vegetated patches.

Priority	*Long-term priority*
Responsible department(s)	***Lead:*** *Community Services Department* ***Support:*** *Public Works Department*

Objective 3C: Use greening opportunities to adapt to future climate conditions

Action 17. Prioritize shade tree planting in the Cooling Zone, mapped in Guide A: Urban Landscaping, to protect against heat and improve walkability.

Trees in the public realm will play an important role in protecting the community from intensifying extreme heat events, while also providing benefits to people and nature year round.

- Plant shade trees (trees with larger canopies at maturity) in areas with high heat risk, and near community resources, such as active transportation infrastructure, community facilities, and access routes to cooling centers and other emergency resources, as noted in the Cooling Zone guidance (see **Guide A: Urban Landscaping**). High-priority planting locations can be prioritized using the following concurrent assessment and planning efforts:
  - A climate vulnerability assessment is underway (to be completed FY25-26), led by the City Manager's Office Resilience and Sustainability team. The work will map 1) where the extreme heat hotspots are in greater granularity than this Plan, and 2) the facilities where people can go during a heat emergency.
  - The City of Mountain View Parks and Recreation Strategic Plan's (PRSP) planning area-based equity framework will inform prioritization of urban cooling, shade, and green infrastructure investments in areas experiencing higher heat exposure and lower access to parks, tree canopy, and other green amenities. PRSP Action item 2.1.1 also references this Plan's **Action 17**, reinforcing coordination between the two plans to advance equitable access to shade, cooling, and biodiversity benefits citywide.
- Align tree plantings for urban cooling with biodiversity support functions, such as improving landscape connectivity for wildlife movement, and other City goals, such as walkability, traffic calming, and public safety.
- Establish 40% canopy cover for parking lots at 15-20 years after construction. Trees should shade at least 40% of the paved areas as measured at 20-year maturity, based on the tree species and mid-summer sun angle conditions. The parking lot shade goal is carried over from the prior 2015 CTMP. Establish a shade goal for active transportation corridors.
  - Plant trees with larger canopies at maturity, and provide adequate planting conditions (e.g., soil volume, structure, and suspended pavement) to promote tree longevity and growth to their full size potential.
  - Consider adding language to manage the common conflicts between tree-planting and solar panels.
- Ensure appropriate spacing between shade trees to allow adequate shade tree canopy at maturity per the standards and guidance developed through **Action 4.**

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *City Manager's Office (Sustainability and Resiliency)*

GOAL 4:

ACTIVATE AND COLLABORATE WITH THE COMMUNITY

The community, City, and the region are ready to support biodiversity and the urban forest together. A coordinated and collaborative effort will pull together diverse stakeholders across and outside of the city. The City can facilitate this Goal by engaging residents and practitioners, and by coordinating across City departments and with external agencies and regional efforts.



Biodiversity & Urban Forest Plan workshop in 2024. Courtesy of the City of Mountain View.

Objective 4A: Activate and collaborate with the community

Action 18. Enhance residential and privately-managed tree support. Conduct City-led outreach and partner locally to activate the community in supporting biodiversity and the urban forest in neighborhoods across the city.

Expand outreach, educational guidance, and incentives for tree planting and care, native landscaping, and habitat enhancement and restoration.

- Continue promoting tree planting on private property, especially in higher-density and underserved neighborhoods.

Action 18. (continued)

- Conduct City-led outreach for residents across the city. Topics would include lawn replacement, impervious surface removal, residential landscaping for birds, pollinators, and other wildlife, expanded native tree giveaways, tree care and tree pest management, wildlife best practices, and others (see **Guide A: Urban Landscaping**).
- Develop a platform and outreach program to encourage property owners to share information about trees on their properties. This will allow the City to better track Mountain View's privately maintained trees (see **Metric M25** in **5.3 Metrics and Targets**) and understand how to better support this large component of the urban forest.

Strengthen partnerships, such as with local non-profit organizations, community-based groups, owners/managers of large properties, nurseries, landscapers, contractors, and schools, to support City initiatives and goals for promoting biodiversity and the urban forest, especially on private land.

- Work with community-based partners to support outreach; education; engagement; and distributing, planting, maintaining, and tracking trees or biodiversity-supporting plants. Encourage programming that supports multiple community objectives, such as education, supporting at-risk youth, and workforce development. Potential approaches includes implementing an Adopt-a-Tree program for city trees or recognizing schools, businesses, and neighborhood organizations for implementing biodiversity and native-friendly landscaping. The City's current partnership with Canopy may be used as a model for organizational partnerships.
- Continuing to partner with other private forest stakeholders, such as large property owners/managers and industry professionals (e.g., nurseries, landscapers, and contractors), will allow the City to forge deeper working relationships and understanding of Mountain View's privately managed trees, and those responsible for caring for them.
- Promote engagement with existing native landscaping certification programs, such as National Wildlife Federation Certified Wildlife Habitat, Xerces Society Pollinator Habitat Pledge, Monarch Watch Monarch Waystations, or North American Butterfly Association Certified Butterfly Gardens.v

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Services Department, City Manger's Office*





Photos from 2025 Mountain View Earth and Arbor Day celebration. Photos courtesy of the City of Mountain View.

Action 19. Build partnerships and programs that enable the community to access and contribute to data about trees and nature in the city.

Investigate ways to engage the community in new or existing data collection efforts, such as:

- Collaborate with existing organizations and programs (e.g., Grassroots Ecology's Shoreline City Nature Challenge Bioblitz) to expand the annual City Nature Challenge bioblitz to the whole city.
- Explore opportunities to foster community participation in an inventory of privately-managed trees (see **Action 18**).
- Consider how data collected through the City Nature Challenge or other community science or bioblitz events can support tracking the Plan's proposed Metrics, such as **Metric M15** and **Metric M16**, in **5.3 Metrics and Targets**.
- Strengthen partnerships with schools, community-based organizations, and academic institutions to both provide student education opportunities and generate data and insights about the city's urban forest and ecology.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*



Horn-Faced Leafcutter Bee. Photo by iNaturalist user rojasburke, courtesy of CC BY 4.0.

Home gardens can support native bees.

The Horn-Faced Leafcutter Bee eats pollen from a variety of native plants that can be grown in gardens. Socially solitary, they nest in wood holes, plant stems, and other substrates. Gardens will not only support leafcutters with nourishing pollen, but also the leaves they cut and place within their nests.

Objective 4B: Activate and collaborate with design practitioners and large landowners

Action 20. Conduct a biodiversity- and urban forest-focused review of City development processes to clarify various City department expectations and requirements.

Development and redevelopment create large-scale opportunities to transform the built environment to better support biodiversity and trees. City guidance, standards, and other resources should clearly communicate the expectations of the City's various Departments, requirements, and enforcement practices. A review of these resources, coordinated across City departments, will improve communication with developers and the public, and identify opportunities to support the Plan's Vision, Goals, Objectives, and Metrics.

- Review the General Plan, Code of Ordinances, and capital project requirements to identify opportunities to codify Plan commitments, such as pursuing canopy cover or landscaped area targets. Use Plan resources to develop objective standards, roadway design approaches, green infrastructure strategies, and other tools for development and public improvements.
- Review the development permitting process and opportunities to promote long-term tree retention at new developments.
    - Clarify expectations around development agreements. For example, a post-planting monitoring requirement would ensure trees and landscaping receive proper care, and that trees are not removed.
    - Prevent urban forest losses at the city scale. For example, establish a greater replanting requirement for any planted trees that are removed or die before the end of a development agreement. Establish a penalty system for failure to report.
    - Refer to **Action 13** for updating Heritage Tree protection and replacement policy in the Tree Ordinance.
- Conduct outreach to industry organizations and large landowners to find creative solutions (see **Action 18)**. One existing initiative to model off of is the City's current support for the school district's "Greening Initiative" project through purchasing trees and irrigation supplies.
- Implement any changes in coordination with updated guidelines and standards (**Action 4**).
- Identify opportunities to enhance the ecological value of landscaped spaces, such as side and rear yards, by encouraging plantings from **Guide B: Plant Lists** and future updated resources.

Priority *Medium-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*

Support: *Community Development Department, City Attorney's Office*

Objective 4C: Enhance collaboration across City departments to optimize implementation of the Plan through City programs, projects, operations, and maintenance

Action 21. Develop and implement staff training for biodiversity-friendly landscape installation and maintenance.

As the City updates landscaping standards and guidelines and installs biodiversity-friendly landscaping, staff will also need to be trained to implement the new standards and maintain the updated landscaping.

- Develop training and informational materials for maintaining a more diverse and native plant palette and minimizing human-wildlife conflicts and pest species. Keep the training content and concepts up to date as new standards are applied.
- Maintain an adequate level of maintenance staff to maintain the City's facility, park, and roadway median landscaping.
- Where needed, seek training materials and support from Bay-Friendly Landscaping and the California Native Plant Society.
- Collaborate and exchange resources and feedback between the Community Services Department Parks staff and Public Works staff to align project designs with maintenance staff training and resources. Inter-departmental coordination should be conducted within budget, staffing, and/or schedule constraints.

Priority *Short-term priority (in progress)*

Responsible department(s) ***Lead:*** *Community Services Department*
Support: *Public Works*



Southern Alligator Lizard. Photo by Jerry Kirkhart, courtesy of CC BY 2.0.

Keeping it "messy" for lizards.

In addition to vegetation, Southern Alligator Lizards need logs and rocks for refuge and will benefit from landscaped areas and corridors where these types of debris are maintained. Tail breakages were found to be more common for this species in areas with more impervious surface cover—probably because of more human traffic and a lack of hiding places. Before tossing that log in the chipper, consider leaving it for a lizard!

Action 22. Establish an internal system across City departments for a) data collection and Target-setting, and b) regularly revisiting the Plan to maintain steady progress towards the Vision and Goals.

Conduct a cross-departmental review of Targets and associated Metrics identified in the Target-Setting Worksheet (see **Guide D: Monitoring and Targets**).

- Collaborate to set Target values, prioritizing those associated with the Recommended Metrics and considering the Supplemental Metrics where appropriate.
- Establish an internal system for data collection, tracking, and reporting on the Metrics and progress toward Targets (see below).

Conduct annual, cross-departmental check-ins to maintain the Plan and ensure its continued implementation. Inter-departmental coordination should be conducted within budget, staffing, and/or schedule constraints. The goal of these communications is to:

- Track and review progress towards the Goals of the Plan, including reporting the status of Actions completed, currently underway, and not yet initiated.
- Regularly measure and report progress towards Targets. Develop and implement a monitoring and data-tracking system to collect updates on each of the Plan's Metrics (see **5.3 Metrics and Targets** and **Guide D: Monitoring and Targets**).
- Update the Plan in 2035: Update the Biodiversity, Urban Forest, and Community Perspectives assessments and the Plan's Actions; make appropriate updates to the Goals, Objectives, Metrics, and Targets to better serve the City and community.
- Review and discuss existing opportunities, needs, challenges, and conflicts for City departments to align their strategies, guidelines, practices, and policies.
- Set goals for the upcoming year. Identify priority next steps and specify a task lead for each (see "Leadership and Responsibilities" in **5.4 Implementation Framework**).
- Provide an annual summary of implementation progress, supported by Targets and Metrics, to the Parks and Recreation Commission, City Council, and the public, with additional community-facing updates or engagement opportunities to share progress (see "Monitoring, Evaluation, and Reporting" in **5.4 Implementation Framework**).

Priority *Short-term priority (upon Plan adoption)*

Responsible department(s) *Lead: Community Services Department*

Action 23. Incorporate recommendations and guidelines from this Plan when developing new, or substantially updating existing, Precise Plans.

When the City develops new or updates existing Precise Plans, develop procedural mechanisms to ensure that recommendations in this Plan and the associated Guides are consulted.

- Identify opportunities to support the Objectives and other Actions promoted in the Plan, such as tree-planting (**Action 12** and **Action 18**), shade requirements (**Action 17**), development and roadway standards (**Action 20**), and active transportation corridor improvements (**Action 1** and **Action 17**).
- Incorporate guidelines and best practices presented in **Guide A: Urban Landscaping** and **Guide C: Urban Forest Policies and Practices**. Overlay the Precise Plan district with the zones outlined in **Guide A: Urban Landscaping** to assess which guidelines are most relevant in the district.
- Refer to the **Guide B: Plant Lists** or any updated plant selection tools developed through **Action 5** when developing neighborhood plant palettes.

Use the maps in **Guide A: Urban Landscaping** to inform decisions about development densities, intensities and character.

- Develop high-level goals policies consistent with this Plan that can further support future decision-making regarding the City's streets, open spaces and private properties.

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Development Department (Planning)*
Support: *Community Services Department*



Biodiversity and Urban Forest Plan Farmers' Market pop-up. Photo by Lauren Stoneburner, SFEI.

Objective 4D: Coordinate with other agencies to identify opportunities for aligning visions and collaborating on initiatives that enhance shared natural resources

Action 24. Explore collaborations with local and regional public/agency partners to identify potential opportunities to support biodiversity together.

Frequently communicate biodiversity and urban forest management Goals, Objectives, and Actions with Mountain View's partners, with the aim of maximizing benefits on a larger scale.

- Coordinate and seek opportunities to align priorities and initiatives with other government entities that manage land in Mountain View, such as Valley Water and SFPUC, as well as other major private utility providers, such as PG&E, beyond updating access agreements described in **Action 2**.
- Potential collaborating activities include pooling data, information, and funding; identifying strategies for managing shared resources (e.g., creeks or shoreline habitat) or adapting to shared challenges (e.g., climate change, sea-level rise, or pest management); partnering on implementation projects; and establishing MOUs and other agreements.
- Continue to participate in, or identify and join, existing regional networks, forums, or working groups, such as the Santa Clara Valley Urban Forest Alliance and the Santa Clara County Climate Collaborative.

Priority *Short-term priority*

Responsible department(s) ***Lead:*** *Community Services Department*
Support: *Public Works Department*



South Bay Salt Pond Restoration Project sign naming a broad suite of public, private, and NGO partners. Photo courtesy of the City of Mountain View.

Action 25. Continue to explore and apply for intergovernmental programs and networks to elevate Mountain View's leadership and recognition on a national and international platform.

Mountain View's bold commitments and resulting initiatives to strategically support its urban biodiversity and forest as a cohesive urban ecosystem sets the City apart as a leader and model for others to follow. Joining national and global networks and programs alongside other cities can yield numerous benefits, including gaining access to resources and forums for exchanging knowledge, staying aligned with the most up-to-date science and best practices, and offering a platform for Mountain View to share its accomplishments and lessons learned.

Mountain View has taken the Mayor's Monarch Pledge since 2021 and joined Tree City USA in 2001. Similar programs and recognitions can elevate Mountain View's profile on national and international stage, such as joining the Biophilic Cities network or seeking the Tree City USA Community with Growth Award.

Priority *Long-term priority*

Responsible department(s) ***Lead:*** *City Manager's Office*



City of Mountain View staff and Canopy staff partner to host the city's 2025 Earth and Arbor Day Celebration. Photo courtesy of the City of Mountain View.

5.3 Metrics and Targets

It is important to use Metrics and quantitative Targets to track progress towards Objectives outlined in **5.2 Vision to Action**. Metrics and Targets will enable the City to track progress and adapt to evolving challenges. These Metrics and Targets are for tracking progress toward this Plan's Goals and Objectives; they are different from the formal performance/workload measures that the City reports annually.

Definitions of Metric and Target. *Selecting Metrics and establishing Targets will help the City monitor progress in accomplishing Objectives.*

METRIC • A quantifiable measure intended to convey information about the City's progress in reaching a stated Objective

TARGET • Numeric goalposts to achieve within a specific timeframe (see **Guide D: Monitoring and Targets** for additional guidance on Targets)

METRICS

Below is a series of recommended Metrics to evaluate progress in achieving the biodiversity and urban forest Objectives outlined in the Plan. These Metrics blend local insights from the Mountain View community and City staff with international research and standards for tracking urban biodiversity performance, including from *Making Nature's City*, the City Biodiversity Index (also known as the Singapore Index on Cities' Biodiversity), the IUCN Urban Nature Index, and Biophilic Cities.[58,150-152] Aligning the City's Metrics with these international standards will elevate the City of Mountain View as a trailblazer, applying the most up-to-date science, setting benchmarks for cross-city comparisons, and preparing the City to join global networks that prioritize urban ecosystem health.

The Plan highlights two groups of Metrics:

- **Recommended Metrics** are those that the City can begin tracking immediately, using information already collected through regular City operations. These Metrics can be used to standardize consistent annual tracking as needed, though the relevance and utility of each Metric may vary over time as City priorities and initiatives evolve.
- **Supplemental Metrics** for further consideration would require data the City does not currently collect. While resource constraints may limit feasibility, the City can refer to this supplemental list to measure additional dimensions of success as priorities or capacity allow.

OBJECTIVES

1A | 1B | 2A | 2B | 3A | 3B | 3C | 4A | 4B | 4C | 4D

RECOMMENDED METRICS

Recommended, ready-to-use Metrics linked with the Objectives for which they track progress



M1. Tree canopy cover across the city (as percent of total area, excluding the Baylands)

M2. Proportion of public trees that are regionally- and California-native

Number of projects (or acres of project area) incorporating enhancements for native species habitat (e.g., native pollinator gardens, bat boxes, ponds, bioswales) in the urban matrix (**M3**) and specifically integrated into capital projects (**M4**)

Acres of landscaping converted from unprogrammed and underutilized turf (**M5**) or impervious surface (**M6**) to ecologically-functioning landscaping (e.g., native plants, green stormwater infrastructure, cooling, permeable surfaces)

Number of trees planted on City-managed lands (**M7**) and for new developments (**M8**), distinguishing between new and mitigation trees

M9. Average interval (years) between checkups (including a health assessment and upkeep activities such as pruning) on trees maintained by the City

M10. Percent or number of parks and community facilities that implement biodiversity-themed installations, including signage and art associated with physical landscaping

M11. Number of external stakeholders partnering with the City to implement biodiversity activities, projects, and programs

Number of attendees (**M12**) and volunteer or participant hours **(M13)** during City-sponsored or -partnered biodiversity and urban forest events and programs

M14. Number of trees distributed through Arbor Day Tree Giveaway or other City-sponsored or -partnered events and programs

SUPPLEMENTAL METRICS FOR FURTHER CONSIDERATION

Additional Metrics that the City can consider evaluating to measure progress towards Plan Objectives; would require additional data collection and tracking, beyond current City activities

M15. Number of native vascular plant, bird, and arthropod[a] species

*Estimating the number of native vascular plant, bird, and arthropod[a] species in the city, measured through standardized, repeated surveys, will allow the City to track change in native species richness—an important measure of biodiversity—over time (see **Guide D: Monitoring and Targets**).*

SUPPLEMENTAL METRICS FOR FURTHER CONSIDERATION (CONTINUED)



M16. Percentage of native bird species in built-up[b] areas or within project site

This metric compares the number of native bird species found in an area of interest to the city-wide total, indicating how well the urban matrix supports native birds beyond parks and open spaces. This metric focuses on birds because of the availability and reliability of data[153,154] and the relative ease of monitoring.e.g.,[155] This metric can also be applied to other taxa (e.g., native vascular plants or arthropods). Pre- and post-project data can particularly demonstrate a project's impact on urban biodiversity.

How the Metric is calculated: (Number of native bird species in built-up areas/project site) ÷ (Total number of native bird species in the city) × 100%

M17. Percent of newly installed (within 3 years) public trees that are in good condition

Tracking tree condition (including lack of disease, canopy health, and structural issues) during regularly-scheduled tree monitoring visits can inform future tree planting decisions, maintenance needs, and site condition requirements.

M18. Acres restored for native species habitat and protected from human disturbance

M19. Linear footage ratio of nature-based vs engineered banks for freshwater streams

Number of properties with existing/updated wildlife-friendly lighting (**M20**), and number of structures with existing/updated bird-safe design (**M21**), e.g., on City-owned properties, new developments, or encouraged on private properties through ordinances

M22. Linear footage of trail extensions, improvements, or new trails amidst natural features

M23. Number of hours or FTE positions City staff work on biodiversity-related tasks, including training, to manage landscapes for supporting biodiversity.

M24. Number of acres enhanced for biodiversity during City-sponsored or -partnered events and programs

M25. Number of privately-managed trees tracked through data submitted by private community members (e.g., by community members and large landowners)

a A large group of species that includes insects, spiders, and crustaceans. Though cities are often most interested in monitoring bee and butterfly pollinators, the Plan purposefully uses this grouping to include other groups of ecological importance as predators (e.g., spiders) and in healthy soils (e.g., millipedes).

b Terminology retained from the City Biodiversity Index, "built-up" areas refer to the most-developed or highly urbanized areas within cities, excluding parks and open space

TARGETS

While Metrics are the method for measuring progress, Targets represent the milestones. Setting evidence-based, quantitative targets for improving biodiversity and urban forest health will motivate the City to make measurable progress towards its Objectives in a discrete timeline. Assigning quantitative targets requires deep consideration to balance what is needed to meet the community's goals with what is feasible to achieve in a given timeframe, which will make for an important immediate next step to follow this Plan, as recommended in **Action 22** (see **5.2 Vision to Action**). To support implementing this Action, **Guide D: Monitoring and Targets** also recommends a target-setting framework and worksheet for the City to use to determine Targets that align with the Objectives and Metrics.

Targets in the Prior 2015 Community Forest Master Plan

This Plan replaces the prior 2015 City of Mountain View Community Tree Master Plan (CTMP),[156] which originally set quantitative urban forest targets one decade ago. The following table lists these targets and reports progress toward their achievement.



Habitat restoration project at Shoreline Park. Photo courtesy of the City of Mountain View.

Quantitative urban forest targets from the prior 2015 CTMP and 2025 progress updates.

2015 CTMP QUANTITATIVE TARGET	2025 PROGRESS
Increase canopy by five percentage points from 17.7% to an overall canopy cover of 22.7% by 2030.	19.5% city-wide canopy cover in 2022 (a 1.8 percentage point increase), or roughly one third of the way towards meeting the target in seven years.
Plant 11,000 new trees over the next 15 years:	
Plant 300 new public trees per year until between 2015 and 2025, or a total of 3,000 new public trees.	Annual planting data has not been formally tracked, but 1,425 additional public trees were reported in the tree asset dataset between 2015 and 2024, amounting to 158 public trees planted on average per year between 2016 and 2024, or roughly half of the target pace set in 2015. This target is carried forward in **Action 12**.
Facilitate the planting of 535 new trees per year on private property until 2030.	Annual tree distribution data has not been formally tracked long-term, but roughly 370 trees in total were distributed to private residents in 2024, including Arbor Day tree giveaways and street tree planting. Recent annual Arbor Day tree giveaways amounts have increased steadily, at roughly: • 280 trees in 2024 • 220-230 trees in 2023 • 200 trees in 2022 This target is carried forward in **Action 18**.
Increase the tree stocking level of the public tree resource from 82% to 91% by 2030. This requires planting an additional 3,000 new public trees over the next 15 years, in addition to replacing trees that are removed due to failure.	Public tree stocking level is not able to be tracked and compared to 2015 levels using the public tree asset dataset due to formerly inconsistent data collection methods. A comprehensive repeat of the public tree inventory is needed to gauge the status of tree stocking levels.
Mitigation for tree removal should include calculation of the canopy being removed and a plan to mitigate that loss at a 2:1 ratio.	No known data tracking this target.
Establish a goal of 40% canopy cover of parking areas at 15-20 years after construction. Trees should shade at least 40% of the paved parking areas as measured at 20 year maturity, based on the tree species and mid-summer sun angle conditions.	Data are not available to track progress towards this target. As of 2015, zoning ordinance SEC. 36.32.80. "Development standards for off-street parking" sets tree-planting standards, but do not set enforceable canopy cover targets. In addition, El Camino Real Precise Plan and East Whisman Precise Plan have set 50% canopy cover goals over surface parking lots. This target is carried forward in **Action 17.**

5.4 Implementation Framework

The Plan provides a long-term, aspirational vision for protecting, enhancing, and managing the City's natural systems. Implementation of this Plan will be carried out through a coordinated and adaptive approach that allows the City to respond to new information, opportunities, and community needs over time. This Implementation Framework outlines how the City will organize responsibilities, prioritize actions, pursue funding, and monitor progress to support ongoing advancement toward the Plan's goals.

LEADERSHIP AND RESPONSIBILITIES

Successful implementation of the Plan will require a coordinated City-wide effort. To support this, the City will establish a cross-departmental Implementation Team responsible for advancing Plan Actions and maintaining steady progress toward the Vision and Goals. The City Implementation Team will include staff from the departments and divisions involved in development of the Plan, including Community Services, Public Works, Community Development, Sustainability, and others. A designated staff lead will oversee the team and coordinate plan execution, monitoring, and reporting activities to support continuity, accountability, and effective collaboration across departments.

Core Responsibilities. The City Implementation Team will:

- Coordinate the initiation and advancement of Actions across departments
- Align departmental work plans and the recommended sequencing of action items with Council Strategic Priorities and goals
- Review Actions for feasibility, resource needs, and opportunities for alignment with ongoing City projects
- Support the updates and/or development of ordinances, policies, objective standards, roadway design approaches, green infrastructure strategies, and technical resources that implement the Plan's direction
- Monitor progress using planned Metrics and maintain internal accountability
- Prepare updates for City leadership, Boards and Commissions, and the public
- Determine roles and actions of committees, commissions, and other advisory bodies to involve or consult
- Recommend adjustments to implementation strategies based on progress, challenges, or emerging opportunities

To further support the Implementation Team and designated lead staff, the City will continue to evaluate staffing and resource needs, which may include additional staff support and/or consultant assistance to advance specific Actions and initiatives. These resources may support technical analysis, grant pursuits, specialized project implementation, volunteer coordination, community engagement and partnership, interdepartmental coordination, and collaboration with regional agencies (see **Action 24**).

PRIORITIES AND INITIAL STEPS

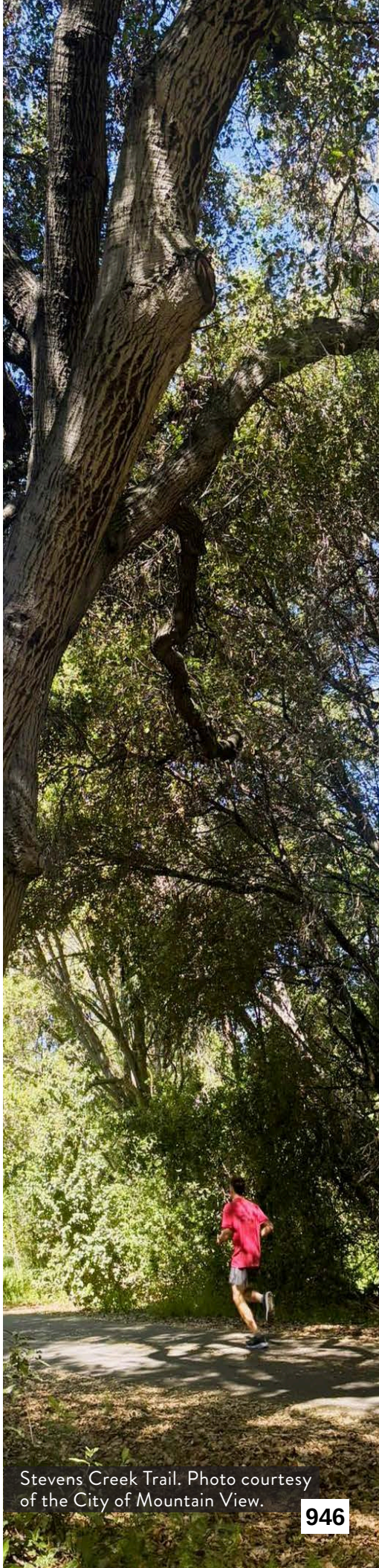
The Plan identifies Actions with short-term, medium-term, and long-term priority levels (see **5.1 Components of the Plan**) to guide sequencing. These priorities provide general direction but remain flexible, recognizing that implementation will depend on staffing, funding, feasibility, and alignment with other City initiatives.

Short-term Priorities. Several short term-priority actions are already in progress and will be expanded upon or refined as part of implementation. Additionally, in response to strong community support, the City will prioritize **Action 5** (developing recommended plant palettes), **Action 13** (updating the Heritage Tree Ordinance), and **Action 22** (setting Targets and collecting data to track Metrics) for implementation beginning immediately upon Plan adoption.

Medium- and Long-term Priorities. Medium and long term-priority action items will be reviewed by the City Implementation Team and incorporated into implementation work plans based on:

- Assigned priority level
- Feasibility and timing considerations
- Estimated costs and funding availability
- Required staff capacity and technical expertise
- Opportunities to align with capital projects, development activity, green infrastructure investments, or partner initiatives
- Partnerships or collaborations that may support implementation
- Anticipated environmental, community, or operational benefits

Existing and future Capital Improvement Program (CIP) projects may provide opportunities to incorporate greening, urban forest, and green infrastructure improvements as part of the broader City investments and infrastructure projects. The City may accelerate or defer certain actions as needed to account for staffing, funding cycles, regulatory changes, or opportunities to integrate work with other planned City projects.



Stevens Creek Trail. Photo courtesy of the City of Mountain View.

COSTS AND FUNDING

The adoption of this Plan does not constitute any budget appropriations. Actions with associated costs and funding needs will advance based on the availability of resources and direction from City leadership.

Funding Approach. For Actions with no current funding allocated, the City Implementation Team will administer the following:

- Submit budget adjustment requests through the City's annual budget development process
- Identify and pursue external funding opportunities, such as State and Federal grants, regional programs, philanthropic sources, private partnerships, and other opportunities described in the Plan
- Explore and/or leverage partnerships with institutions, nonprofits, community-based organizations, and regional agencies where mutual benefits exist
- Consider phased approaches or pilot projects to manage costs or strengthen future funding eligibility
- Evaluate opportunities to integrate Actions into planned capital projects or routine maintenance work

Preliminary cost estimates in the following table are intended to guide work planning and budget development. Actual costs and funding strategies will be refined as specific actions advance.



Routine maintenance of bioretention system at Pyramid Park. Photo courtesy of the City of Mountain View.

Plan Actions sorted by phase, priority, and preliminary cost estimate.

ACTION	PRIORITY * in progress ** upon Plan adoption	COST staff time only Ø under $250k $ $250k to $1M $$ over $1M $$$
CURRENT PHASE: ACTIONS ALREADY IN PROGRESS OR BEGINNING UPON PLAN ADOPTION		
7. Develop and adopt a dark skies ordinance.	Short-term *	$
11. Expedite the development of a monitoring and maintenance plan for public trees.	Short-term *	$$
12. Plant an additional 1,575 public trees by 2030.	Short-term *	$$$
14. Explore and expand opportunities to repurpose public tree materials and green waste.	Short-term *	$$
21. Develop and implement staff training for biodiversity-friendly landscape installation and maintenance.	Short-term *	$
5. Further develop native and climate-resilient planting guidance to support proper installation, maintenance, and sourcing of native plant materials.	Short-term **	$
13. Update the City tree list and Tree Ordinance to increase urban forest health, species diversity, and age diversity.	Short-term **	$$
22. Establish an internal system across City departments for a) data collection and Target-setting, and b) regularly revisiting the Plan to maintain steady progress towards the Vision and Goals.	*Short-term* **	*$*
FUTURE PHASE: TIMING TO BE PLANNED BY CITY IMPLEMENTATION TEAM		
3. Promote biodiversity-themed installations and educational content.	Short-term	$
4. When reviewing or updating existing City landscaping and planting guidelines, implement design standards for city parks, facilities, and streetscapes where feasible.	Short-term	$
10. Maximize biodiversity support within city parks and trail corridors while continuing to meet community needs.	Short-term	$$$
15. Establish priority areas and goals for habitat restoration of large open spaces.	Short-term	$$$
17. Prioritize shade tree planting in the Cooling Zone, mapped in Guide A: Urban Landscaping, to protect against heat and improve walkability.	Short-term	$$$

ACTION	PRIORITY ** in progress* *** upon Plan adoption*	COST *staff time only Ø* *under $250k $* *$250k to $1M $$* *over $1M $$$*
FUTURE PHASE: TIMING TO BE PLANNED BY CITY IMPLEMENTATION TEAM (CONTINUED)		
18. Enhance residential and privately-managed tree support. Conduct City-led outreach and partner locally to activate the community in supporting biodiversity and the urban forest in neighborhoods across the city.	Short-term	$
23. Incorporate recommendations and guidelines from this Plan when developing new, or substantially updating existing, Precise Plans.	Short-term	$
24. Explore collaborations with local and regional public/agency partners to identify potential opportunities to support biodiversity together.	Short-term	$
1. Strategically integrate green features in active transportation improvement project design to both increase ecological value and achieve other City priorities.	Medium-term	$$
2. Continue to review land management agreements and explore opportunities to enhance restoration and maintenance of high-value ecological areas along third-party creeks.	Medium-term	$
6. Implement planting projects according to urban landscaping Zones indicated in Guide A: Urban Landscaping.	Medium-term	$$$
8. Further advance strategies that support bird-friendly standards and reduce collision risk.	Medium-term	$
9. Support coexistence between people and wildlife in Mountain View by using approaches that prevent conflicts before they happen, such as protecting natural habitats, reducing wildlife attractants in unsafe areas, and creating spaces where people can enjoy wildlife safely.	Medium-term	$
19. Build partnerships and programs that enable the community to access and contribute to data about trees and nature in the city.	Medium-term	$
20. Conduct a biodiversity- and urban forest-focused review of City development processes to clarify various City department expectations and requirements.	Medium-term	$
16. Identify and pursue opportunities to enhance and expand existing vegetated patches providing habitat, particularly for native species that are less tolerant of urban disturbances.	Long-term	$$$
25. Continue to explore and apply for intergovernmental programs and networks to elevate Mountain View's leadership and recognition on a national and international platform.	Long-term	Ø

MONITORING, EVALUATION, AND REPORTING

A structured approach to monitoring and reporting will allow the City to track progress, evaluate outcomes, and refine implementation strategies over time. As a foundational City policy document, this Plan will guide City decision-making, capital project delivery, and budget development across departments.

Data Collection and Metrics. As outlined in **Action 22**, the City Implementation Team will initiate an internal process to collect the data necessary to track Recommended Metrics, as well as Supplemental Metrics where feasible, and set Targets using the Target-Setting Worksheet (see **Guide D: Monitoring and Targets**). The City Implementation Team will include a designated staff lead to coordinate monitoring efforts, ensure continuity, and support collaboration across departments.

Monitoring and Evaluation. Monitoring efforts will focus on:

- Measuring progress made toward Plan Objectives and Targets across all departments
- Evaluating resource needs, staffing capacity considerations, and other barriers or challenges that may require adjustment to more efficiently and effectively meet Plan Objectives and Targets
- Identifying opportunities for adaptive management or process improvements
- Evaluating how Plan commitments and guidance are being incorporated into City projects, programs, and budget development processes

Reporting. The City Implementation Team will determine appropriate methods and frequency for reporting progress. This will include:

- Regular updates including annual progress reporting to City Council, the Parks and Recreation Commission, and other governing bodies (see **Action 22**); periodic community updates or engagement opportunities, including a check-in at the first year of implementation, to share progress
- Integration with existing climate, sustainability, or environmental reporting
- Public dashboard and/or summary materials for community outreach

Reporting will emphasize transparency, clarity, and accountability while remaining flexible to evolving communication needs.

ADAPTIVE MANAGEMENT

Because the Plan is intended as a guiding document, implementation will be adaptive and responsive as conditions, funding opportunities, regulatory requirements, scientific knowledge, and community priorities evolve over time. The City Implementation Team will periodically review overall progress toward the Vision and Goals, assess the effectiveness of completed Actions, and recommend refinements or updates to priorities and approaches as needed.

Implementation will also include identifying partnerships and funding opportunities that support volunteer, stewardship, and community-based efforts.

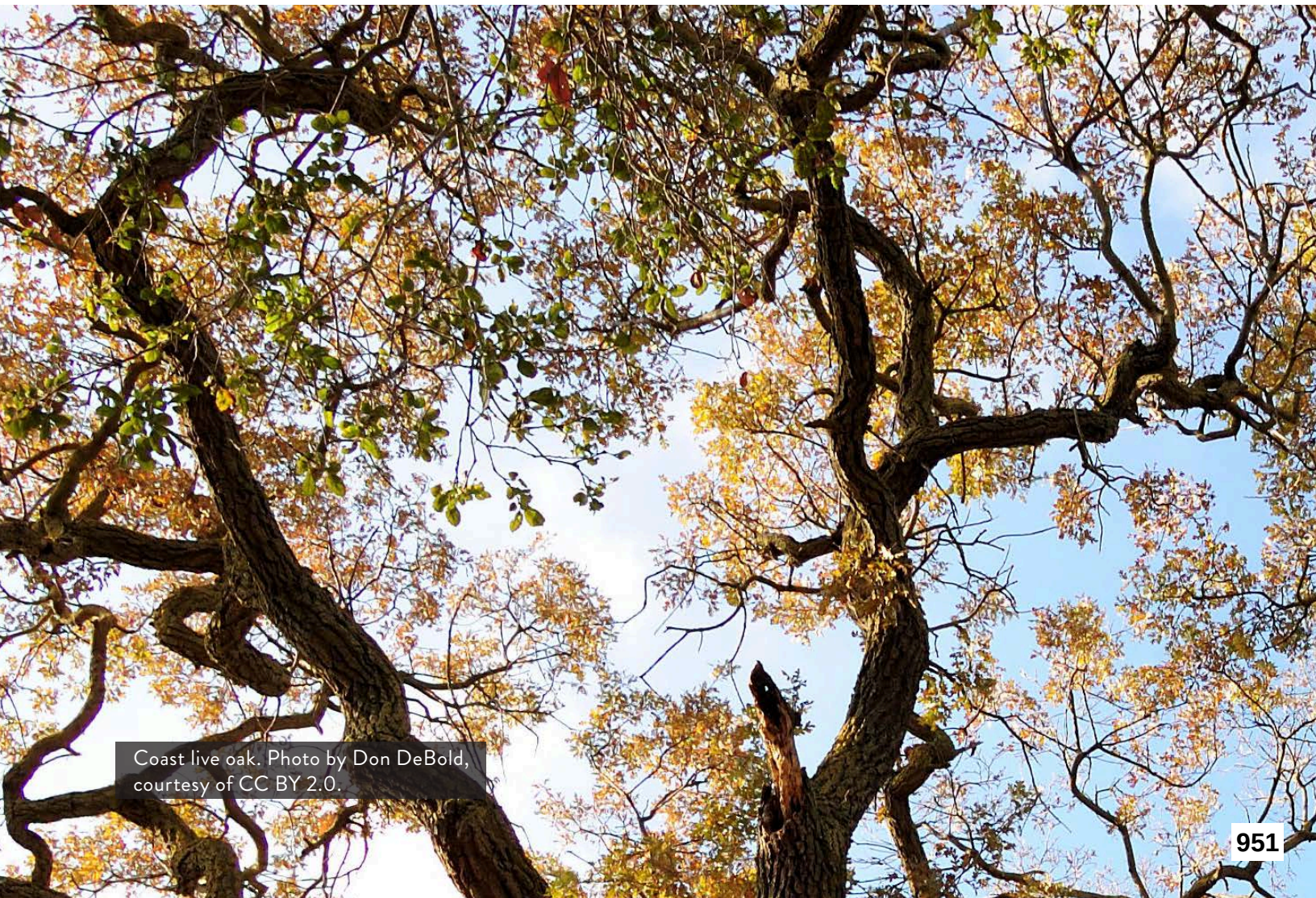
Adaptive management ensures that the City can adjust course and make informed, timely adjustments that support long-term success. This includes incorporating feedback from City Council, advisory bodies, and the community to continuously refine implementation.

5.5 Commitment to Progress

This Plan marks a pivotal step in articulating the community's Vision for a greener, healthier, and more biodiverse and resilient future and drawing a roadmap toward realizing the Goals and Objectives to get there. It sets a clear direction for implementation and measuring success along the way, ensuring that the City has the information and tools necessary to create real change.

By applying **5.4 Implementation Framework**, the City will lead the next steps, following through on these commitments and adjusting where needed. Resources and recommendations provided in the Guides appended to the Plan, such as the urban landscaping guidance and plant lists, can be applied to projects immediately. The Plan's Actions also offer tools to incorporate into municipal processes, such as planning, zoning, ordinance updates, and permitting, over the next few years. Transparency and accountability will define the Plan's success, and will require investment in tracking and reporting the recommended Metrics.

The City can guard against loss of momentum and institutional knowledge from staff turnover by formalizing a process for revisiting the Plan and reporting on progress. To ensure progress, departments responsible for each action should revisit commitments annually and publicly report progress, such as through the City website or reports to City Council.

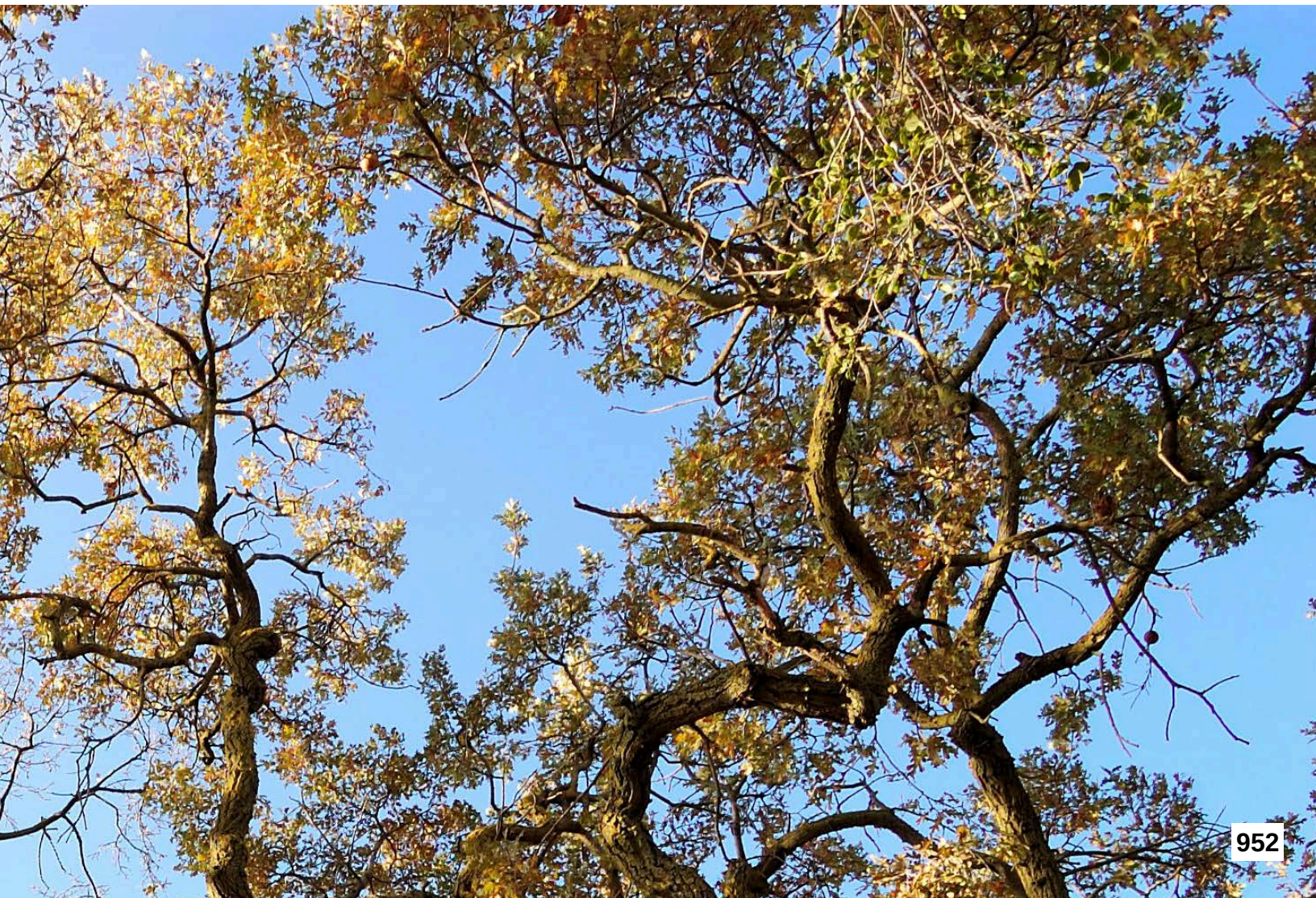


Coast live oak. Photo by Don DeBold, courtesy of CC BY 2.0.

The City should also commit to a more comprehensive assessment and formal update in five years to celebrate success, adapt to lessons learned, identify new opportunities, and reorganize priorities.

Sustained progress will require investment, both in staff resources and funding. Some recommendations will require additional resources and approval from City Council or leadership. There are also opportunities to align with external funding sources, regional initiatives, and state priorities to support this work. Santa Clara County's Urban Forest Master Plan may be a key source of external support, identifying regional urban forest needs and unlocking greater funding opportunities. Other funding opportunities to support the Plan could focus on urban greening, habitat restoration, transportation, stormwater, and climate adaptation, and should be explored.

The adoption of this Plan begins the City's paradigm shift towards managing its urban landscape as a cohesive ecosystem, in which people and organisms of all kinds can thrive. With the practical tools offered in this Plan and a commitment to invest in its implementation, combined with the community's passion to learn, collaborate, and take action, Mountain View has the power to bring its vision for a healthy, connected, and resilient urban ecosystem to life.



GUIDES & APPENDICES

GUIDE A: URBAN LANDSCAPING

This Guide translates the Vision, Goals, Objectives, and Actions of the Mountain View Biodiversity & Urban Forest Plan ("the Plan") into practical guidelines for landscape site design across the city. These guidelines are meant to serve as a reference resource containing general best practices and are not meant to be prescriptive. It may be used by the City, practitioners, and community members. Within the City, these guidelines apply to all project types, including new and existing development, public facilities, rights-of-way, and parks and open spaces.

Urban landscapes face unique challenges and opportunities for advancing local biodiversity and climate resilience. Individual sites with limited planting space must balance multiple competing demands—accommodating various land uses and infrastructure (such as transportation, recreation, and habitat creation), while delivering multiple ecosystem services, including urban runoff management, pollutant capture, and urban cooling. The close proximity of built and natural systems adds further complexity, often creating conflicts that limit planting opportunities. Balancing these demands requires thoughtful design. These guidelines offer strategies to navigate these complexities to offer biodiversity and community benefits.

These guidelines include a map and overview of five Zones, which identify priority areas where landscaping strategies can generate the greatest impact for biodiversity and community well-being. Each Zone includes a set of landscaping guidelines applicable across different site types in the city. The maps in this guide are intended to provide an initial review of the zones in the City, and are not intended to be enforceable on their own. The City will conduct updates of the maps and additional policy development prior to using the maps.

Landscaping Guidelines by Zone

The landscaping guidelines presented here are organized into five Zones, to maximize impact for biodiversity and the community. These guidelines and zones were guided by the Plan's vision for ecological health and resilience, abundant access to nature, and fostering greater native biodiversity. Each Zone was mapped using results from **3.1 Biodiversity Assessment**. The results were summarized by city blocks or smaller (developed using a combination of public rights-of-way, U.S. Census blocks, land use and zoning designations, and street intersections) to delineate practical boundaries ("segments") for implementation.

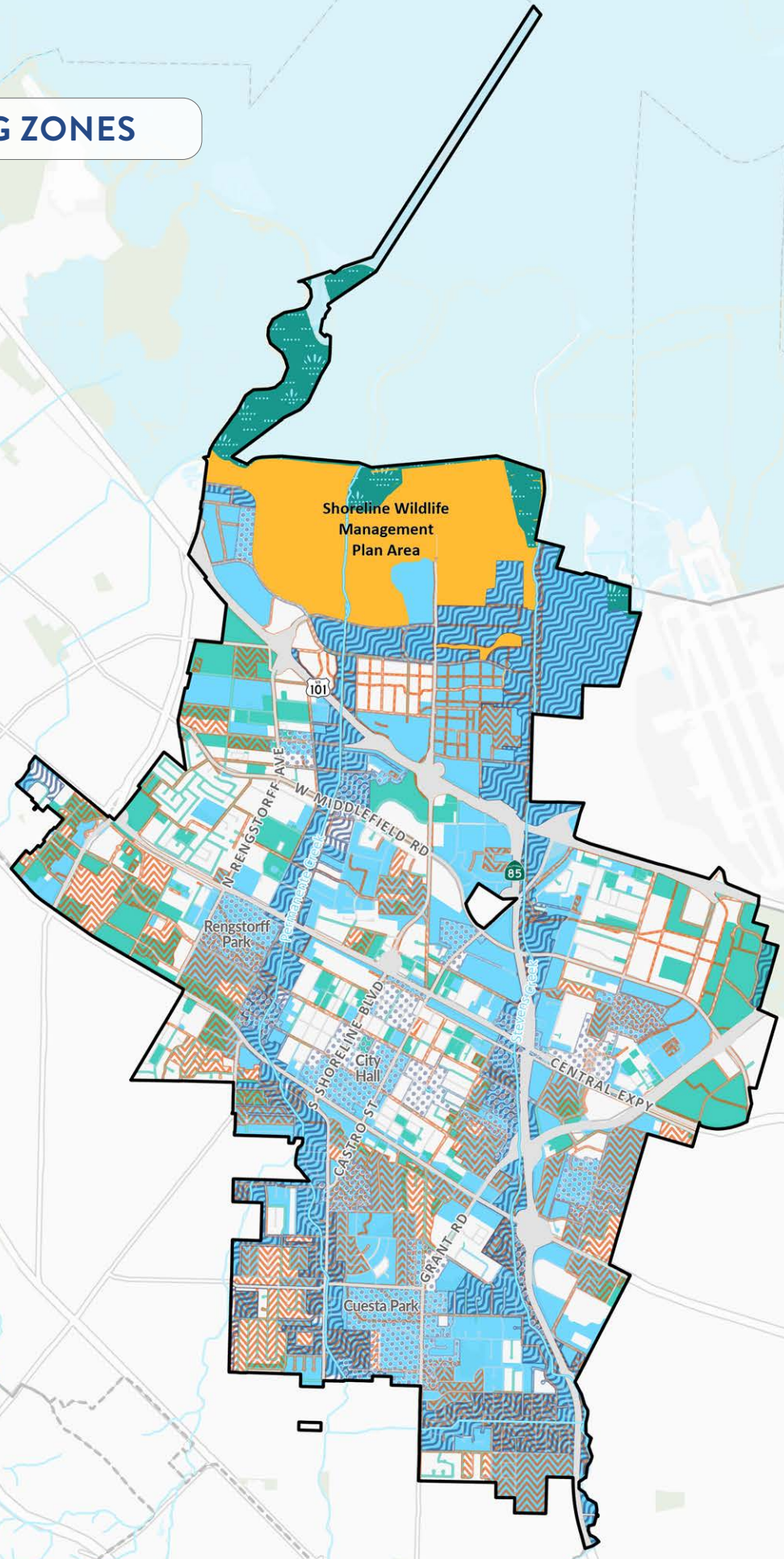
While these guidelines are tied to each Zone, these practices will likely generate benefits for biodiversity and the community wherever they are implemented in the city. The Zones simply serve as a framework for prioritizing resources and identifying opportunities for the highest impact. As a result, the Zones are highly generalized, and the guidelines must be considered alongside site conditions and project goals.

The Zones exclude Shoreline Regional Park and active wetland restoration sites, which have existing guidelines through management or restoration plans, including the recently-completed Shoreline Wildlife Management Plan.[10]

URBAN LANDSCAPING ZONES

Map of all five urban landscaping zones, including their areas of overlap.

- A. Ecological Enhancement Zone
- B. Water Resource Enhancement Zone
- C. Greening Zone
- D. Re-Oaking Zone
- E. Cooling Zone



- Shoreline Wildlife Management Plan Area
- Wetland Restoration Area
- Creeks and channels

N

0 0.5 1 Miles

A. Ecological Enhancement Zone

The Ecological Enhancement Zone highlights areas of Mountain View where native landscaping and wildlife-friendly management strategies are an especially high priority for supporting species that are more urban-sensitive and rely on consolidated habitat patches, special resources, and intact landscape connection. **Guide B: Plant Lists**, which provides a curated list of plants native to the Santa Clara Valley and an updated City tree list including California native trees, can support plant selection in this zone.

This Zone targets creating and enhancing the quality of vegetation—especially native vegetation—in and around these important ecological resources. Targeting native planting in parks and schools is not only practical—because these sites offer relatively larger areas of open space—but also encourages interaction between people and native biodiversity in places where people spend time outside.

Targeted benefits: new and enhanced native habitat; attractive to more urban-sensitive wildlife; controlled invasive species; well-maintained planting; native species where people spend time

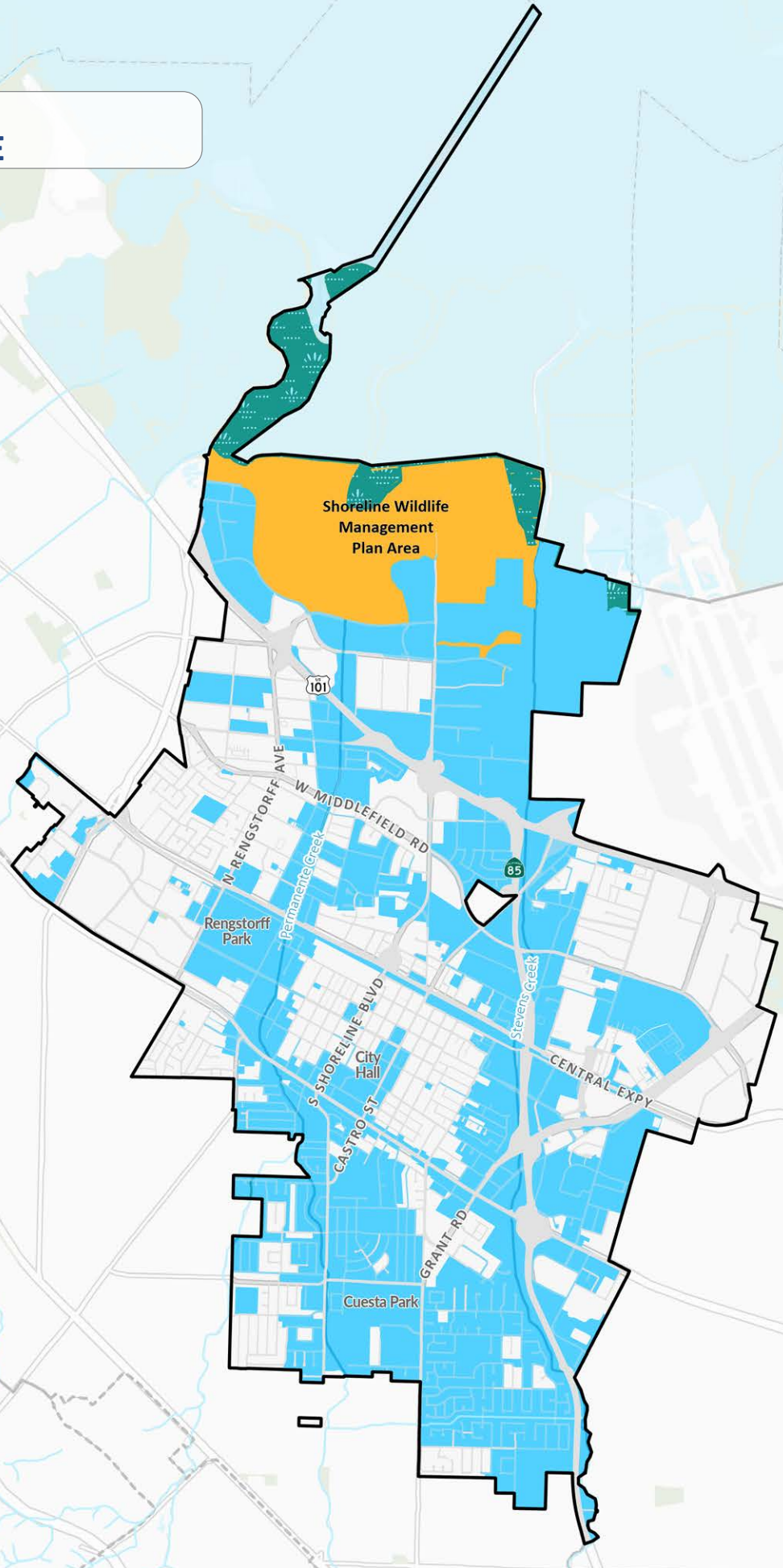
Landscaping guidelines to prioritize in the Ecological Enhancement Zone:

- A1: Prioritize native habitat creation or enhancement
- A2: Align with regional and local wildlife conservation efforts
- A3: Control invasive species
- A4: Provide maintenance and visual sense of care

A. ECOLOGICAL ENHANCEMENT ZONE

The Ecological Enhancement Zone was created using patches, barriers to movement, and matrix quality near patches and creeks from the Patches, Connections, and Matrix Quality assessments of **3.1 Biodiversity Assessment**. The resulting map includes segments within or near barriers to movement, those where improving matrix quality is important, and parks and schools.

Ecological Enhancement Zone



Shoreline Wildlife Management Plan Area

Wetland Restoration Area

Creeks and channels

N

0 0.5 1 Miles

GUIDELINE A1: PRIORITIZE NATIVE HABITAT CREATION OR ENHANCEMENT

Guideline A1.1: Create a native planting design for project sites, prioritizing species that—individually or together—provide especially high biodiversity support

- **Prioritize native, biodiversity-supporting plants:** Incorporate a variety of native species with staggered bloom times and fruiting periods, offer both herbaceous and woody cover for shelter, and include multiple planting layers (e.g., groundcover, shrubs, and canopy trees) to support a wide range of species, such as pollinators, birds, and mammals.
- **Create a diversity of microhabitats within a site:** Design to include horizontal and vertical diversity and complexity within habitat patches (e.g., a variety of vertical canopy heights overlapping within a single area as well as clusters of shrubs and/or trees interspersed horizontally with gaps of lower herbaceous vegetation between them) to accommodate different species' needs.
- **Incorporate native species that require special care where feasible:** Where site conditions and management practices allow, consider incorporating native species that require special care, such as annuals and low-disturbance-tolerant plants, that offer high ecological value and support local wildlife.
- **Enhance planting for multiple benefits:** Design habitat plantings to also provide aesthetic value, recreational enjoyment, and mental and physical human health benefits.[8] Where appropriate, select plantings that maintain sightlines while limiting physical access into native habitat areas. Incorporate varied vegetation layers and diverse habitat types, which has been linked to mental health benefits.)
- **Use low-water, drought-tolerant, and climate-resilient species** and consider recycled water and other site compatibility requirements. See **Guideline C5**.

Guideline A1.2: Place habitat-enhancing landscaping along slow streets and active transportation corridors to improve connectivity

- **Establish continuous tree canopy cover, prioritizing native tree species, along active transportation corridors:** Plant trees strategically in accordance with best practices, such as those in Caltrans Design Information Bulletins (DIB), Caltrans *Highway Design Manual*, and U.S. EPA *Green Streets Handbook*,[157–160] especially along lower-speed, local streets and active transportation corridors, to improve traffic safety, such as to provide traffic calming, reduced vehicle speeds, and bike and pedestrian safety. Tree-planting along local streets can also encourage canopy-dwelling birds, mammals, and invertebrates to move safely between patches.

- **Install landscaping features, especially with native vegetation, for multiple benefits:** Following best practices from the same design resources listed above, enhance landscape strips, medians, curb extensions, bioretentions, and other small planting features, prioritizing native vegetation. Sidewalk and roadway improvements can not only support movement, foraging, and cover for pollinators, ground-dwelling and lower-canopy birds, reptiles, amphibians, and small mammals, but also provide similar benefits as street trees for improving road safety.
- **Maintain trees and landscaping according to safety standards:** Regularly inspect and maintain tree and landscaping vegetation to ensure visibility of roads, crossings, traffic signals, signs, and other safety features remain clear.
- **Evaluate surrounding habitat to inform site design:** Evaluate vegetation and habitat surrounding sites to guide plant selection that promotes plant cross-pollination and facilitates wildlife movement across the landscape. Also see oak planting guidance in **D. Re-Oaking Zone**.

Guideline A1.3: Design safe street crossings

- **Conduct wildlife road crossing risk assessments** to identify key threats posed to wildlife by roads and evaluate opportunities to mitigate those threats, such as through roadway improvements or improving safe crossings, particularly through strategies that benefit both people and wildlife. Define the assessment goals, and collect existing data and potentially conduct field surveys to identify risk hotspots and key contributing risk factors.
- **Create safe, visible, low-speed traffic crossings** to support the safe movement of humans and wildlife.
- **Select appropriate plants within sight triangles** at intersections to prevent obstructing drivers' views, while also supporting pollinator and bird movement above traffic to help minimize roadkill.
- **Design planting plans near sensitive habitats** based on the needs of target species to support their habitat requirements and guide safe crossings between patches.
- **Use barriers, fencing, or other deterrents to protect sensitive habitat** from disturbances and to also discourage ground-dwelling animals from attempting unsafe crossings.

Guideline A1.4: Evaluate and treat reflective surfaces and artificial lighting adjacent to plantings

- **Install bird-safe design in high-priority locations:** Bird collision risk is heightened in areas where plantings are reflected in untreated, highly reflective surfaces. Coordinate with building managers and developers to reduce reflectivity of structures near planting areas where feasible.
- **Install wildlife-friendly light fixtures:** Use lower-intensity lighting and replace blue lights with warmer yellow or amber alternatives that are less disruptive to wildlife. Direct light only where needed, such as by utilizing shielded fixtures, to prevent unnecessary light spillover into planted areas.

Guideline A1.5: Preserve and protect interior habitat areas in large planting areas

- **Preserve interior habitat areas:** In large planting areas, maintain a protected interior habitat area by limiting pruning and mowing. Allow natural materials such as leaf litter, fallen branches, and fruits to accumulate, as they improve soil quality and provide habitat (e.g., cover and food) for urban wildlife.
- **Deter intrusion into interior habitat areas:** Use dense, low-growing plants along walkway edges to discourage dogs and people from entering interior habitat areas.

GUIDELINE A2: ALIGN WITH REGIONAL AND LOCAL WILDLIFE CONSERVATION EFFORTS

- **Consult historical ecology and local conservation efforts:** When planning landscape improvements, consider whether the plant palette can incorporate or mimic elements of historical habitat types once found at the site or in Mountain View. Also consult with nearby open space, habitat restoration, and species conservation projects to identify strategies for the planting areas to support target species recovery or ecosystem functioning.
- **Reference and incorporate other applicable conservation guidance:** Ensure planting and design strategies are aligned with local and regional wildlife protection efforts, including but not limited to:
  - Shoreline Wildlife Management Plan[10]
  - North Bayshore Precise Plan[133]
  - Shoreline Burrowing Owl Preservation Plan[132]
  - Santa Clara Valley Habitat Plan[125] (specifically the extended permit area for Western Burrowing Owl conservation)

GUIDELINE A3: CONTROL INVASIVE SPECIES

- **Focus invasive species control efforts in vegetated patches:** Prioritize invasive species removal in vegetated patches as shown in the "Patches" in **3.1 Biodiversity Assessment**, prioritizing larger patches and sensitive or restored habitats for treatment.
- **Align with the City's Integrated Pest Management Plan**[144]**:** Incorporate existing best practices to control invasive plants, weeds, and invertebrate pests.

GUIDELINE A4: PROVIDE MAINTENANCE AND VISUAL SENSE OF CARE

Guideline A4.1: Manage edges of planting areas to provide visual sense of care

- **Consider plant size and spacing at maturity in the design phase:** Visual sense of care is defined as how well-maintained and intentionally-designed a landscape appears to observers. During the design phase, consider the mature size of plantings and avoid placing plants, such as spreading groundcovers, too close to edges of planting areas, as this will increase maintenance costs (frequent pruning or mowing) and can negatively impact healthy plant success.
- **Maintain edges of planting areas:** Prune or mow plantings at the edges of entrances, major roads, primary walkways, local landmarks, and building foundations to ensure a neat appearance or to reinforce that a naturalistic design is intentional and cared for.
- **Clear debris from edges of core patches as needed:** If fallen leaves, branches, and other plant debris are left in core patches to provide habitat (see **Guideline A1**), remove from edges of planting areas to support a maintained and cared-for appearance.

B. Water Resource Enhancement Zone

Urban water resources are especially vital habitats for urban biodiversity. They face particular risk from urban runoff, which can contain pollutants such as pesticides, trash, and nutrients. Due to these risks, planting and management strategies that promote water absorption and reduce pollutants should be prioritized along riparian corridors and wetland boundaries.

The Water Resource Enhancement Zone highlights areas in the city where water quality management and riparian habitat enhancement is a high priority to support aquatic resource health. This zone is a subset of the Ecological Enhancement Zone, and its guidelines should be applied in addition to those of the larger zone.

Targeted benefits: improved water quality; recharged groundwater; increased native planting; controlled invasive species

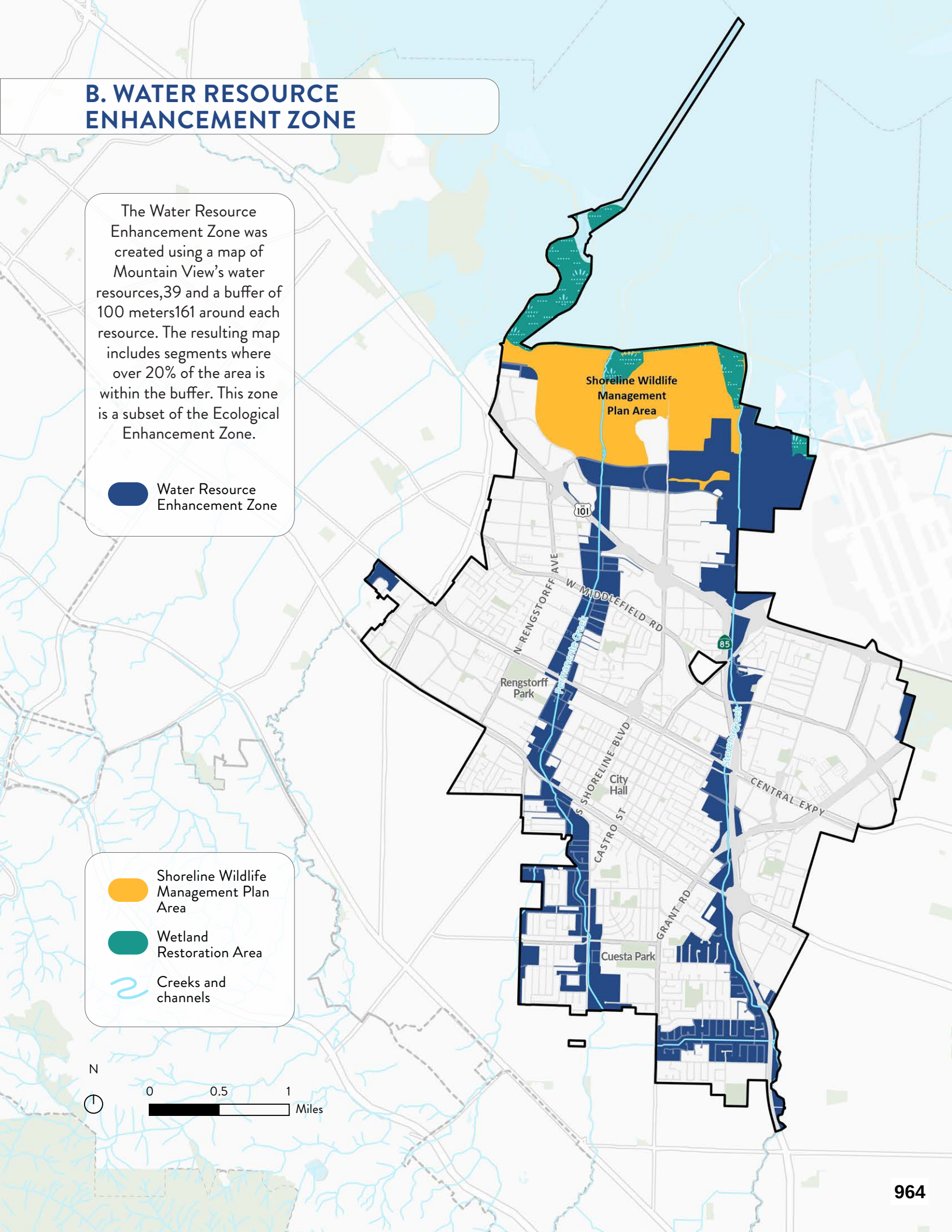
Landscaping guidelines to prioritize in this zone:

- B1: Prioritize planting and protection of native riparian vegetation
- B2: Promote water quality improvement and soil infiltration
- B3: Control invasive vegetation and limit pesticide and herbicide use
- B4: Align with riparian setbacks and regulatory requirements

B. WATER RESOURCE ENHANCEMENT ZONE

The Water Resource Enhancement Zone was created using a map of Mountain View's water resources,39 and a buffer of 100 meters161 around each resource. The resulting map includes segments where over 20% of the area is within the buffer. This zone is a subset of the Ecological Enhancement Zone.

Water Resource Enhancement Zone



Shoreline Wildlife Management Plan Area

Wetland Restoration Area

Creeks and channels

N

0 0.5 1 Miles

GUIDELINE B1: PRIORITIZE PLANTING AND PROTECTION OF NATIVE RIPARIAN VEGETATION

- **Plant native riparian species where appropriate:** Use native riparian species native to the Santa Clara Valley (see Curated List of Santa Clara Valley Native Plants in **Guide B: Plant Lists**), selected based on appropriate site assessments (e.g., groundwater table and soil conditions), to restore riparian habitat and support local hydrological systems.
- **Design for multi-layered habitat in riparian plantings:** Use plant layering—including understory, midstory, and overstory riparian plants (see "Curated List of Santa Clara Valley Native Plants" in **Guide B: Plant Lists**)—to provide a variety of nesting, foraging, and roosting locations for riparian wildlife.

GUIDELINE B2: PROMOTE WATER QUALITY IMPROVEMENT AND SOIL INFILTRATION

- **Site green stormwater infrastructure features to improve water quality:** In addition to siting GSI closer to the runoff source (see **Guideline B4**), some forms of GSI are well-suited near riparian areas. Create vegetated riparian buffers between urban development and riparian corridors—such as vegetated swales and filter strips—to filter pollutants, trap sediment, and reduce erosion. Expand the use of permeable surfaces and vegetated GSI to promote ground infiltration, enhance groundwater recharge, and support the removal of pollutants from urban runoff. Evergreen trees offer greater stormwater treatment benefits than deciduous trees in the Bay Area, so consider this tradeoff with other desired project outcomes.
- **Design plantings to improve soil conditions:** Where appropriate, select nitrogen-fixing or deep-rooted plants to reduce soil compaction and erosion, and to further support the removal of pollutants from urban runoff before it reaches sensitive riparian habitats.

GUIDELINE B3: CONTROL INVASIVE VEGETATION AND LIMIT PESTICIDE AND HERBICIDE USE

- **Control invasive species:** Prioritize the removal of invasive species along streambanks and adjacent riparian areas and wetlands to protect native ecosystems.
- **Avoid toxic chemical treatments**: Reduce or eliminate the use of pesticides and herbicides by selecting pest-resistant plant species, applying proper maintenance practices, and using physical, biological, and other non-chemical control methods to reduce pollutants in urban runoff and downstream waters. See **Guideline A3** for additional guidance.
- **Seek expert guidance:** Recommendations for invasive vegetation removal should be prepared by, or reviewed by, a qualified ecologist and pest control advisor (PCA).

GUIDELINE B4: ALIGN WITH RIPARIAN SETBACKS AND REGULATORY REQUIREMENTS

Reference and incorporate riparian and wetland protection regulations: Ensure planting and design strategies are aligned with local and regional water and habitat protection goals, including but not limited to the Water Resources Protection Collaborative Guidelines and Standards for Land Use Near Streams adopted by City of Mountain View, and specific permitting requirements and regulations from the City, Valley Water, and other relevant entities around landscaping adjacent to riparian areas.

C. Greening Zone

While native vegetation plays the most significant role in supporting biodiversity in the city, non-native (and non-invasive) plants also provide multiple benefits such as stormwater management, human health support, and cooling, while providing resources to more urban-adapted species. Using native plants in the Greening Zone and across Mountain View is strongly encouraged, but sites farther from important ecological resources with little existing vegetation would benefit from greater greening overall. This more flexible approach may be needed in the most sparsely-vegetated areas of Mountain View, to favor plants that accommodate common urban site constraints like high impervious surface, greater levels of pollutants, and more disturbed and compacted soil.

The Greening Zone highlights areas in the city where increasing overall vegetative cover is the primary goal.

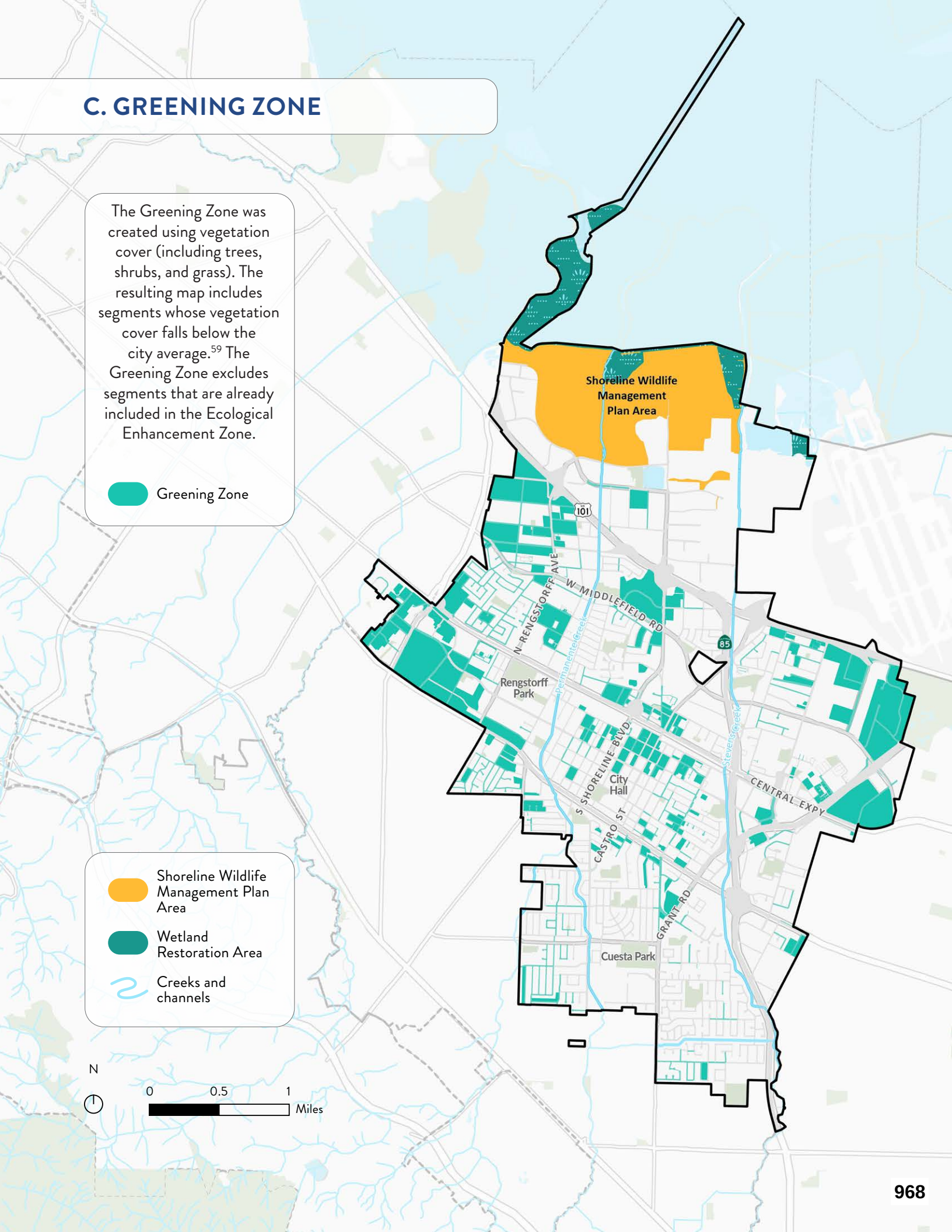
Targeted benefits: increased green cover; new and enhanced stepping stone habitat for wildlife; expanded soil volume; improved soil quality; vegetated green infrastructure; increased recycled water use

Landscaping guidelines to prioritize in this zone:

- C1: Quickly establish green cover using urban-resilient plants
- C2: Consider opportunities to create small habitat enhancements even in small areas
- C3: Improve soil quality and expand soil volume wherever feasible
- C4: Incorporate vegetated green stormwater infrastructure
- C5: Provide irrigation using recycled water where possible

C. GREENING ZONE

The Greening Zone was created using vegetation cover (including trees, shrubs, and grass). The resulting map includes segments whose vegetation cover falls below the city average.[59] The Greening Zone excludes segments that are already included in the Ecological Enhancement Zone.



GUIDELINE C1: QUICKLY ESTABLISH GREEN COVER USING URBAN-RESILIENT PLANTS

- **Prioritize hardy and disturbance-tolerant plants:** Select plants with a proven track record of success under challenging urban site conditions—such as limited soil volume, soil compaction, frequent and high-volume winter runoff, non-point source pollution, and urban heat (see guidelines in **E. Cooling Zone**).
- **Prioritize medium- to fast-growing plants:** Select faster-growing plant species that can quickly establish vegetation cover, improve soils, and control invasive species in challenging urban site conditions. Their early growth can also mitigate urban heat, retain moisture, and create more favourable conditions for slower-growing, native plants to establish.
- **Design plantings to improve soil conditions:** Where appropriate, include nitrogen-fixing or deep-rooting plants that can gradually improve soil nutrient content and soil structure over time.
- **Use low-water-use, drought-tolerant plants** to reduce irrigation demand.
- **Use climate-resilient species:** Prioritize native plant species adapted to local and future climate conditions.
- **Select salt and salt spray tolerant species** closer to the shoreline.
- **Consider recycled water compatibility:** For plants that will require ongoing irrigation, even in areas currently irrigated with potable water, select species that are compatible with recycled water as the City expands its use of recycled water (also see **Guideline B5**).

GUIDELINE C2: CONSIDER OPPORTUNITIES TO CREATE HABITAT ENHANCEMENTS EVEN IN SMALL AREAS

- **Incorporate native, wildlife-supportive plants:** Prioritize native species that provide foraging and refuge opportunities for urban-adapted wildlife with smaller space requirements (e.g., insect pollinators) or during highly mobile life stages (e.g., migratory birds). Also consider non-native (and non-invasive) species that are urban resilient and known to support urban wildlife.
- **Create "stepping stones" of vegetation:** Enhance connectivity in areas where *physical* connectivity is challenging by establishing small, distributed tracts of vegetation within appropriate range distances of target wildlife species.[58] These "stepping stones" support urban biodiversity while also contributing to increased nature contact, reduced urban heat, and enhanced mental wellbeing.

GUIDELINE C3: IMPROVE SOIL QUALITY AND EXPAND SOIL VOLUME WHEREVER FEASIBLE

Guideline C3.1 Improve soil quality

- **Pre-installation testing and preparation:** Before planting, conduct pre-installation testing of in-situ soils to assess soil structure, drainage capacity, nutrient content, and over-

all health. This step will help determine whether soil amendments or imported fill soil are needed to support successful plant establishment.

- **Tailor amendments to plant species needs:** Any soil improvement measures should be based on test results and aligned with the specific requirements of the selected plant palette.
- **Post-installation soil protection:** After soil preparation and planting, protect soil structure by applying mulch (avoiding areas immediately surrounding tree trunks and stems of smaller plants). In areas with heavy foot traffic, consider using appropriate fencing to prevent trampling and other damage.

Guideline C3.2 Expand soil volume in limited-size planters wherever feasible

- **Plan for plant maturity:** Evaluate the mature size and root zone needs of trees and understory plants when designing planters, and expand soil volume accordingly to support healthy long-term growth. If adjusting the soil volume is not feasible, select plant species appropriate for the existing soil volume.
- **Incorporate continuous or connected soil systems in paved environments:** Prioritize the creation of continuous planting strips or interconnected soil volumes using strategies such as soil cells or structural soil. These systems allow for root expansion, water infiltration, and oxygen exchange, which are especially critical for tree health and longevity.

GUIDELINE C4: INCORPORATE VEGETATED GREEN STORMWATER INFRASTRUCTURE

- **Create green stormwater infrastructure (GSI) features with multiple benefits:** Site GSI features—such as green roofs, bioswales, rain gardens, and bioretention areas—strategically throughout the city, prioritizing upland and higher elevation areas, to capture, slow, and treat runoff closer to its source. This decentralized approach supports infiltration and evapotranspiration before runoff concentrates, while also reducing pollutant loads downstream (see guidelines in **B. Water Resource Enhancement Zone**). When integrated with wildlife-supporting, multi-layered planting, GSI can enhance urban biodiversity (see **Guideline A1**) and contribute to urban cooling (see guidelines in **E. Cooling Zone**).

GUIDELINE C5: PROVIDE IRRIGATION USING RECYCLED WATER WHERE POSSIBLE

- **Select appropriate plants:** Choose plant species that are tolerant of the elevated salt content and nutrient levels found in recycled water.
- **Use recycled water:** Where a connection to a recycled water system exists, prioritize its use for landscape irrigation. In areas without access to recycled water, incorporate onsite water harvesting per the City's standards. Note that all North Bayshore buildings connected to the recycled water system are required to use it for landscape irrigation[49,133].
- **All irrigation practices** should align with the Mountain View Water Conservation in Landscaping Regulations[162] and Recycled Water Ordinance[163].

D. Re-Oaking Zone

Native oaks (*Quercus* spp.; see "Curated List of Santa Clara Valley Native Plants" in **Guide B: Plant Lists**) play an outsized role in the region both ecologically and culturally, historically and today. Native oaks support an especially wide range of native wildlife, with many native species having specialized relationships with native oaks. The biodiversity support that oaks provide can be maximized by creating "nodes" of oak trees, where a minimum of 20 regionally-native oak trees are planted within a 1,000-foot diameter area[11].

The Re-Oaking Zone highlights areas of the city that already have a concentration of regionally-native oak trees, where additional oak plantings could feasibly establish new oak nodes, or enhance existing ones.

Targeted benefits: New and expanded oak node habitat; healthy oak trees; increased food source and habitat for oak-associated wildlife

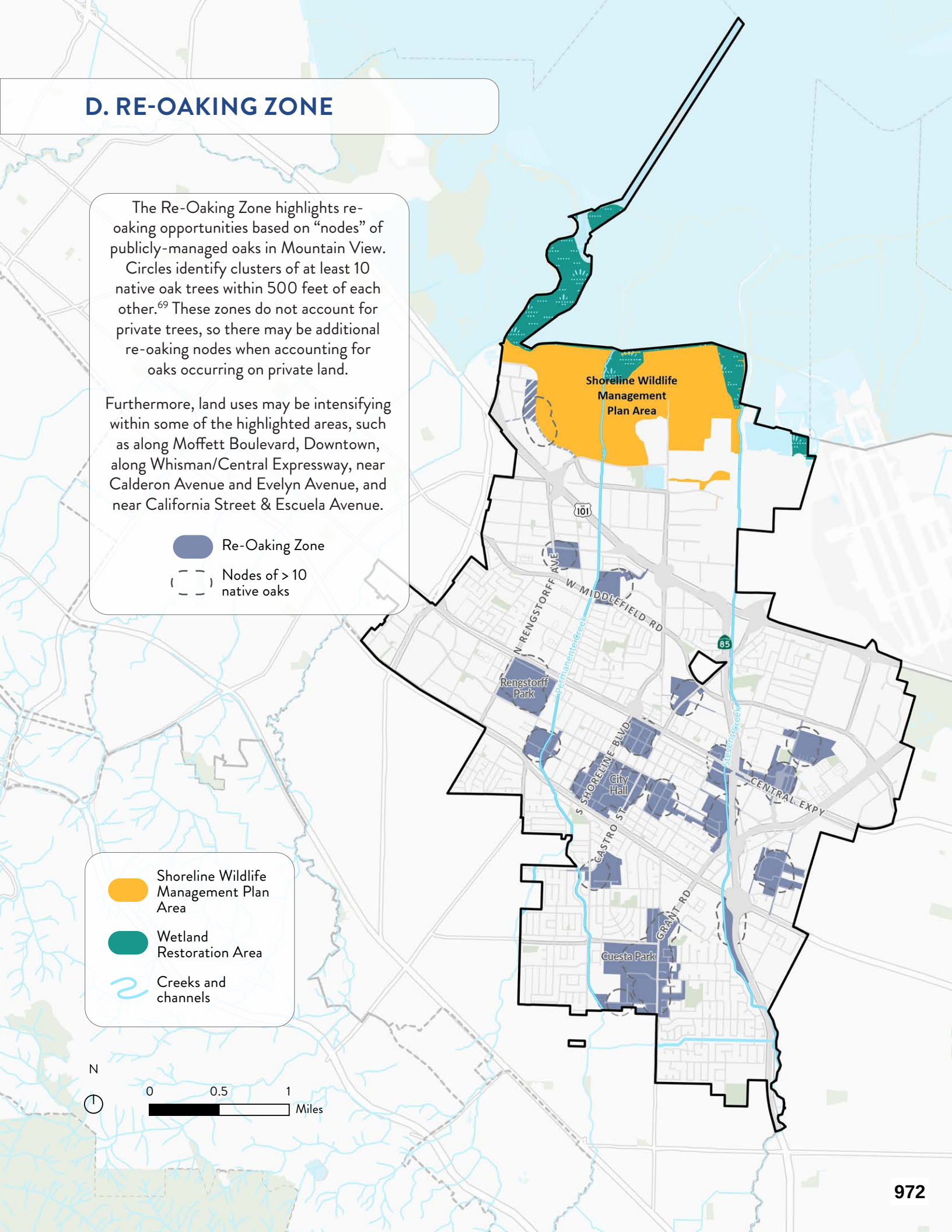
Landscaping guidelines to prioritize in this zone:

- D1: Analyze re-oaking locations
- D2: Carefully source native oak species to promote genetic diversity
- D3: Plan maintenance for oaks and oak woodland

D. RE-OAKING ZONE

The Re-Oaking Zone highlights re-oaking opportunities based on "nodes" of publicly-managed oaks in Mountain View. Circles identify clusters of at least 10 native oak trees within 500 feet of each other.[69] These zones do not account for private trees, so there may be additional re-oaking nodes when accounting for oaks occurring on private land.

Furthermore, land uses may be intensifying within some of the highlighted areas, such as along Moffett Boulevard, Downtown, along Whisman/Central Expressway, near Calderon Avenue and Evelyn Avenue, and near California Street & Escuela Avenue.



GUIDELINE D1: ANALYZE RE-OAKING LOCATIONS

Guideline D1.1: Create or expand existing oak habitat

- **Cluster oak plantings:** Where possible, cluster new oak plantings around existing large oak trees, which provide a natural seed source (acorns) to support regeneration, especially when site conditions are favorable for seedling establishment. Increased acorn production from clustered oaks supports urban wildlife, such as the Acorn Woodpecker, California Ground Squirrel, California Scrub Jay, and other animals that rely on multiple oaks in close proximity for foraging and movement[11].
- **Mimic historical oak habitats:** Plant oaks with associated understory vegetation to enhance the habitat structure and ecological functions of the Oak Woodland and Oak Savanna ecosystems. (See "Curated List of Santa Clara Valley Native Plants" in **Guide B: Plant Lists** to select plants historically associated with Oak Woodland and Oak Savanna.) Cluster oaks of the same species to support cross-pollination and avoid hybridization between different oak species[11].
- **Promote oak age diversity:** Within these oak clusters, evaluate the diversity of their size, age, and health. Tree age diversity not only creates greater diversity of habitat for biodiversity, but also ensures continuous habitat is provided as older trees age and die.

Guideline D1.2: Confirm site suitability for oak planting

- **Conduct a site assessment to evaluate:**
  - Soil conditions (preferably well-drained with a low water table; Coast Live Oak, *Q. agrifolia*, is not suitable for areas with high water table)
  - Water availability and irrigation requirements
  - Sun exposure and canopy competition
  - Coastal exposure, avoiding areas with regular salt spray, high soil salinity, or high sea-level rise risk
  - Surrounding land use and planting compatibility
- **Ensure sufficient growing space:** Allow ample room for each oak's canopy and root system to mature. Avoid planting near buildings, utilities, other infrastructure such as sidewalks/curbs, or densely-vegetated areas that could limit long-term growth or cause infrastructure conflicts.
- **Avoid disease risks:** Reduce the risk of spreading Sudden Oak Death, a disease caused by the plant pathogen *Phytophthora ramorum*. Plant oaks a minimum of 30 feet away from California Bay Laurel (*Umbellularia californica*), increase spacing to 50 feet in areas that are downhill, downwind, or particularly favorable to *P. ramorum* spore production, and limit the abundance of Bay Laurels, keeping them primarily within riparian zones.[11]

GUIDELINE D2: CAREFULLY SOURCE NATIVE OAK SPECIES TO PROMOTE GENETIC DIVERSITY

- **Develop a process to vet plant materials and sources:** Prioritize the use of high-quality, regionally-sourced genetic stock for re-oaking efforts when available to preserve regionally-adapted genetic diversity and support local habitat.
- **Make arrangements for plant stock at design phase:** Ensure that the plant stock planned at the project design phase is available during the plant purchase and project construction phase by contracting directly with nurseries to pre-order critical plant stock, especially for large projects.

GUIDELINE D3: PLAN MAINTENANCE FOR OAKS AND OAK WOODLAND

- **Improve oak habitat quality through management:** Preserve leaf litter, dead tree limbs and cavities, tree stumps and snags (standing dead trees), and fallen limbs where they do not pose a risk to public safety or compromise the visual sense of care. Oak trees generate large amounts of leaf litter, which enriches soil organic matter beneath the canopy and creates islands of fertility compared to surrounding open areas. The dense canopy provides shelter for birds, dead limbs offer nesting cavities and habitat for arboreal ants, and downed branches and leaf litter serve as cover for small mammals, reptiles, and amphibians.[11] Also see **Guideline A4** for additional maintenance recommendations.

E. Cooling Zone

Urban trees, vegetation, and green spaces play a critical role in supporting cooling, both in their immediate vicinity and collectively across the city. Cooling can be maximized by increasing tree canopy and vegetation and reducing impervious cover. Importantly, extending the lifespan of trees, such as through proactive management, providing adequate growing conditions, and protections from removal, will maximize each trees' ability to contribute to a cooler city.

The Cooling Zone highlights areas of the city where guidelines can be applied to reduce human health risks from extreme heat and improve outdoor mobility along existing or planned bike lanes where cooling is especially vital.

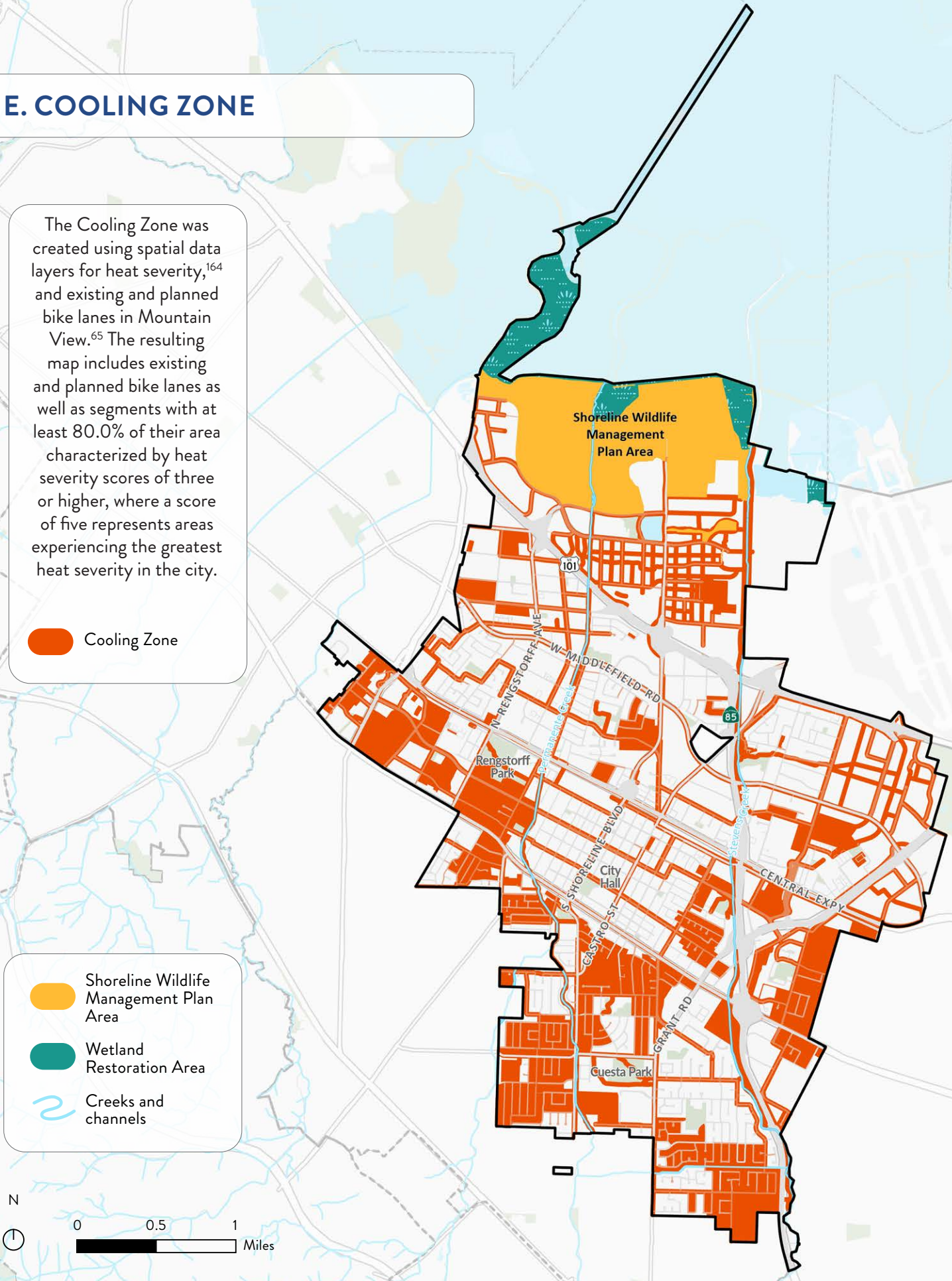
Targeted benefits: Natural cooling; improved ground shading; reduced heat absorption of buildings and pavement; building heat insulation

Landscaping guidelines to prioritize in this zone:

- E1: Strategically expand and preserve tree canopy for urban cooling
- E2: Maximize use of plant, building, and paving materials that limit heat gain
- E3: Integrate vegetative roofs and vertical structures for cooling and other environmental benefits

E. COOLING ZONE

The Cooling Zone was created using spatial data layers for heat severity,[164] and existing and planned bike lanes in Mountain View.[65] The resulting map includes existing and planned bike lanes as well as segments with at least 80.0% of their area characterized by heat severity scores of three or higher, where a score of five represents areas experiencing the greatest heat severity in the city.



GUIDELINE E1: STRATEGICALLY EXPAND AND PRESERVE TREE CANOPY FOR URBAN COOLING

- **Continuous canopy:** Plant a diverse mix of evergreen and deciduous tree species based on site conditions and the surrounding landscape context. In human-centered areas such as sidewalks, plazas, parks, and building facades, prioritize deciduous species with broad, continuous canopies to maximize shade over paved surfaces during hot summer months, while allowing sunlight to reach these areas in the winter.
- **South-facing and west-facing building facades and outdoor spaces:** Prioritize deciduous shade trees in these areas to provide cooling summer shade while allowing winter sunlight to reach buildings and outdoor spaces (see tradeoffs with evergreen trees in **Guideline C2**). This approach also supports building energy efficiency by reducing cooling and heating demands seasonally. In Mountain View, south-facing areas receive consistent sunlight year-round, while west-facing areas experience intense afternoon sun during the summer.
- **Wind-exposed areas:** Use evergreen trees to buffer against prevailing winter winds, based on site-specific conditions.
- **Sufficient planting volume for tree health**: Design tree planting areas to provide adequate soil volume for trees based on species and site conditions. Mature trees would require greater rooting volume, but ensure sufficient space for root expansion as trees grow. Adequate soil volume also promotes the longevity and canopy development of trees, so that each tree delivers the greatest amount of shade and cooling benefits over time. In addition, expanded soil volume also enhances infiltration and contributes to urban cooling. Also see soil management strategies in **Guideline C3**.
- **Use structural soil and other planting systems to address compaction**: Where planting space is constrained by hard paving, heavy foot traffic, or other site conditions, consider using structural soil which typically includes coarse aggregates and low-silt soil. This mixture provides structural support while maintaining soil porosity, which is essential for air and water movement in the root zone and supports healthy root growth for urban trees. Other planting systems may include soil cells, suspended pavement systems, or shared root zones to increase rooting capacity.

GUIDELINE E2: MAXIMIZE USE OF PLANT, BUILDING, AND PAVING MATERIALS THAT LIMIT HEAT GAIN

Guideline E2.1: Enhance planting areas for ground cooling

- **Increase natural surface cover:** In low foot-traffic areas, use native grasses or other low-growing herbaceous plants to help retain soil moisture and reduce surface temperatures.
- **Minimize non-functional turf (decorative turf) wherever possible:** Turfgrass, especially when frequently mowed, has high water demand during the warm season and offers

limited cooling benefits, such as soil moisture retention or ground shading. Prioritize planting alternatives that offer greater cooling benefits, such as mowable native grasses and unmowed groundcovers.

- **Multi-layered planting for cooling and habitat:** Incorporate diverse planting layers—groundcovers, understory, midstory, and canopy vegetation—wherever feasible to improve ground-level shading. This approach has the additional benefit of supporting a greater diversity of nesting species (from ground-level to tree canopies), and overall human well-being. Also see **Guideline A1** for additional multi-layered planting guidance.

Guideline E2.2: Use high solar reflectance materials while also minimizing glare

- **Minimize heat absorption:** Select paving and building materials with high solar reflectance, such as light-colored pavers and concrete, to minimize heat absorption and mitigate urban heat buildup.
- **Minimize excessive glare:** Light-colored materials that reduce heat absorption can also cause excessive glare, which can increase heat in the ambient environment and cause visual discomfort. Apply textures or a matte finish to these light-colored materials.

GUIDELINE E3: INTEGRATE VEGETATIVE ROOFS AND VERTICAL STRUCTURES FOR COOLING AND OTHER ENVIRONMENTAL BENEFITS

- **Build and promote green structures:** Implement vegetative roofs and vertical structures where feasible, considering cost and structural capacity. Explore options based on project priorities:
- Common vegetative roof types include:
    - **Green roofs:** Highly vegetated planting systems that reduce urban heat, manage stormwater, improve building insulation, and enhance biodiversity support —ideal for urban cooling.
        - Extensive green roofs (shallow and light weight): soil depth equal to or less than six inches on roofs that have limited load capacity. Grasses, sedums, and other herbs are often planted.
        - Intensive green roofs (deeper and heavier): soil depth more than six inches to support multi-layered planting, such as groundcovers, shrubs, and small trees. Offers greater shading, thermal insulation, and habitat value but requires higher construction cost and maintenance.
    - **Brown roofs:** Designed with natural substrates to mimic wildlife habitats. Different from green roofs, they may include bare ground, leaf litter, logs, stones, and selective planting to create additional habitat for wildlife.

    - **Blue roofs:** Engineered for stormwater detention (commonly designed for 2-4 inches of ponding depth). They are often combined with vegetation or integrated into green roofs to slow runoff and ease pressure on drainage systems.
- Common vegetative vertical structure types:
    - Green facades: Vines and climbing plants grow up a structure or trellis, rooted in the ground or containers.
    - Living walls: Plants are rooted in a modular panel or other systems attached to the wall. Compared to green facades, living walls can require significantly more maintenance, often requiring irrigation or recirculating water systems. Plants are under more stress than in-ground plants due to little or no soil volume, rendering them more susceptible to heat and wind.
- **Manage conflicts between tree-planting and solar panels**: Discourage tree-planting near photovoltaic (solar panel) structures, such as rooftop and ground-mounted systems, to prevent shading or debris accumulation that reduces solar power generation and tree root interference with underground utilities. Low-growing, shallow-rooted, and shade-tolerant understory plants, such as grasses and sedum, can be planted as groundcover beneath the panels.
- **Consider hybrid solutions:** Solar-integrated green roofs maximize benefits for cooling, energy efficiency, biodiversity support, and stormwater management.

GUIDE B: PLANT LISTS

This Guide provides two plant lists: 1) Santa Clara Valley native plants associated with Mountain View's historical ecology, and 2) an updated City Tree List, which identifies trees suited for streets, parks, and open space and highlights species native to California. Both lists may be used by the City, practitioners, and community members as a reference to select plants and urban-adapted tree species for projects throughout Mountain View.

These plant lists can support expanding the use of native and regionally appropriate species where feasible, while recognizing that successful urban forest management also requires consideration of climate resilience, site constraints, habitat value, ecological and biodiversity functions, maintenance needs, and long-term species diversity.

These lists are a first step toward developing an interactive Tree Selector tool and more comprehensive planting guidance, as recommended in **Action 13** and **Action 5** in the **5.2 Vision to Action**. These recommended plants should be used in conjunction with the urban landscaping guidelines provided in **Guide A: Urban Landscaping**.



Native leafcutter bee in Mountain View. Photo by Lauren Stoneburner, SFEI.

Curated List of Santa Clara Valley Native Plants

The table below includes a curated list of plants native to the Santa Clara Valley which may be used to integrate elements of Mountain View's historical plant communities into restoration and enhancement of public and private green spaces (see **2.1 History**). The list includes plants from different structural groups in each of the major canopy layers: The overstory (trees), the midstory (shrubs and vines) and the understory (herbaceous forbs and grasses). When planning a project, practitioners may first consider selecting and combining plants from one of the historical habitat types and then selecting species from the different structural groups, as appropriate.

This list is not exhaustive; species were selected to represent a diversity of structures and canopy heights, bloom times, taxonomy, likely nursery availability, and benefits to biodiversity (i.e., sources of nectar, berries, plant matter, and shelter). This list is a modified version of the list published originally in SFEI's *Urban Ecological Planning Guide for Santa Clara Valley*[12] (see Appendix of that document for sources and selection methodology). It was cross-checked with the plant palette developed for urban landscapes in the City of Mountain View's North Bayshore Precise Plan,[165] and against an internal resource that SFEI is developing to assess plant maintenance requirements. Finally, scientific names were updated using a combination of databases that regularly update and resolve conflicts in plant taxonomic nomenclature.[2,166,167]

Curated list of plants native to the Santa Clara Valley floor, their structural type, and association with major historical habitat types in Mountain View. Plants in this list have been vetted to include a diversity of taxonomic groups, bloom times, canopy layers, and structures. These species are expected to succeed in an urban environment, but because their tolerance to urban conditions varies, a site assessment is required prior to planting. The list is non-exhaustive, but provides a first step in the development of a city-wide plant palette or plant selector tool (see **Action 5** in **5.2 Vision to Action**). This is a modified version of the plant lists in the Urban Ecological Planning Guide for Santa Clara Valley.[12]

Scientific Name	Common Name	Major historical habitat types in Mountain View			
		Oak woodland, Oak savanna/ Grassland [a]	Riparian Forest and Scrub [b]	Wet Meadow	Alkali Meadow
Overstory: Trees *					
Acer negundo	Box Elder		■	■	
Aesculus californica	California Buckeye				
Alnus rhombifolia	White Alder		■	■	
Platanus racemosa	Western Sycamore		■	■	
Populus fremontii	Fremont Cottonwood		■	■	
Quercus agrifolia	Coast Live Oak	■			
Quercus kelloggii	California Black Oak	■			
Quercus lobata	Valley Oak	■			
Salix laevigata	Red Willow		■	■	■
Salix lasiolepis	Arroyo Willow		■	■	■
Umbellularia californica [c]	California Bay Laurel	■			
Midstory: Woody Shrubs and Vines					
Artemisia californica	California Sage	■			
Baccharis pilularis	Coyote Bush		■	■	■
Cornus sericea	Red Osier Dogwood		■		
Corylus cornuta var. californica [d]	Hazelnut	■	■		
Diplacus aurantiacus	Sticky Monkeyflower	■			
Frangula californica	Coffeeberry	■			
Heteromeles arbutifolia	Toyon	■			
Lupinus albifrons	Silver Lupine	■			
Morella californica	Pacific Wax Myrtle			■	
Rosa californica	California Rose		■		
Sambucus nigra ssp. caerulea	Blue Elderberry		■	■	
Solanum umbelliferum	Blue Witch				
Symphoricarpos albus	Common Snowberry	■	■		
Vitis californica	California Grape		■		

Scientific Name	Common Name	Major historical habitat types in Mountain View			
		Oak woodland, Oak savanna/ Grassland [a]	Riparian Forest and Scrub [b]	Wet Meadow	Alkali Meadow
Understory: Herbaceous Forbs and Grasses					
Achillea millefolium	Yarrow				
Agrostis pallens	Diego Bent Grass				
Artemisia douglasiana	Mugwort				
Asclepias fascicularis	Narrowleaf Milkweed				
Baccharis glutinosa [e]	March Baccaris				
Baccharis salicifolia	Mulefat				t
Clarkia purpurea [f]	Purple Clarkia				
Clematis ligusticifolia	Virgin's Bower				
Cyperus eragrostis	Tall Flatsedge				
Danthonia californica	California Oatgrass				
Deschampsia cespitosa ssp. holciformis	Pacific Hairgrass				
Distichlis spicata	Salt Grass				
Elymus glaucus	Blue Wild Rye				
Eschscholzia californica	California Poppy				
Festuca rubra	Red Fescue				
Frankenia salina	Alkali Health				
Hordeum depressum [e]	Alkali Barley				
Juncus patens	Common Rush				
Leymus triticoides	Beardless Wild Rye				
Lupinus bicolor	Miniature Lupine				
Mimulus guttatus	Seed Monkeyflower				
Nassella pulchra	Purple Needle Grass				
Nemophila menziesii	Baby Blue Eyes				
Rubus ursinus	California Blackberry				
Sisyrinchium bellum	Blue-Eyed Grass				
Symphyotrichum chilense	California Aster				

* Avoid planting tall trees near tidal marsh (within ~ 200 ft.;[168] Western Burrowing Owl habitat,[132] or Wet and Alkali Meadows due to concern of creating additional raptor perches for species using those habitats that historically have lacked trees.

[a] The three listed oak species are the most common native oaks to the Santa Clara Valley floor. Additional regionally-native species include Blue Oak (*Q. douglasii*) and two species more closely associated with higher elevations of the foothills and coast ranges Interior Live Oak (*Q. wislizeni*) and Canyon Live Oak (*Q. chrysolepis*). Other California native oaks are listed in the Updated City Tree List

[b] Includes species associated with the historical Willow Grove habitat type in Mountain View

[c] Do not plant within 50 ft of oaks as precaution for Sudden Oak Death

[d] Plant upslope of immediate riparian area

[e] Nursery availability may be limited

[f] Annual species are difficult to maintain in urban environments where there's limited maintenance, but could be used as suggested in **Landscaping Guideline A1.1** *Incorporate native species that require special care where feasible.*

Updated City Tree List

Updated from the prior 2015 Community Tree Master Plan[156] tree list, prepared by Davey Resource Group with support from SFEI

This Updated City Tree List is an informational resource designed to support appropriate tree selection by the City and private landowners, with the goal of ensuring that all trees planted support increased urban forest health, diversity, and resiliency.

It is important to note that this list is not prescriptive. The City may recommend or approve plantings that may vary or deviate from this list, depending on site and project type.

What this list does and does not include:

- This list is not comprehensive and will be updated on a continual basis;
- Not all trees included on the list will be suitable for each individual planting area;
- Trees on the list should not be considered automatically approved; and
- Final plant selections should be made in coordination with the relevant City departments and/or a consulting accredited arborist.

As indicated in **Action 13**, the City may replace this tree list with an interactive Web-Based Tree Selector tool. Once developed and implemented, the tree selector tool will enable anyone to identify appropriate trees for a site based on relevant selection criteria, such as tree form, planting site conditions, maintenance requirements, and potential for biodiversity support and other ecosystem service benefits.

The list is divided into two parts:

1. **Street Trees**: a list of trees recommended for planting along city streets, as well as in other less-constrained site types. This table includes species both native and not native to California and excludes any species known to be invasive. Trees recommended as street trees may also be appropriate to plant in parks and open space.
2. **Parks and Open Space Trees:** a brief list of additional trees that are less suitable as street trees, but are recommended for planting in parks and open spaces (excluding Shoreline Park, which has unique planting constraints). These species, including many additional California-native species, have larger growth potential, higher root disruption risk, or more intensive water or site requirements, such as those suited to riparian zones or larger rooting areas. These characteristics make them less suitable for confined urban planters but well-suited to naturalistic or open park environments. Trees from both lists may be appropriate to plant in parks and open space.

To support informed planting decisions, the list identifies minimum recommended planting space for each species, along with mature height and canopy spread. This additional

context will help determine whether a tree is suitable for a narrow sidewalk strip, a larger streetscape planter, or a less restricted setting.

Species included in the recommended plant list were selected through a climate-forward, resilience-based framework tailored to the urban conditions of Mountain View and the broader Santa Clara Valley region. The selection criteria were as follows:

- **Demonstrated strong tolerance to key urban stressors**, including prolonged drought, extreme heat, limited rooting space, compacted soils, and exposure to pollutants.
- **Tolerance of both water scarcity and heat stress**, in recognition that drought and rising temperatures are interconnected and intensifying due to climate change. These dual stressors are projected to increase in severity and duration in California's urban environments, as supported by findings from the UC Davis Climate-Ready Trees Program and USDA Forest Service research. Trees with proven tolerance to these conditions are more likely to persist and thrive as average temperatures rise and heatwaves become more frequent. Native trees with high water needs were included in the Parks and Open Space list for strategic planting, particularly within riparian settings.
- **Suitability for Mountain View's likely future climate.** This list also incorporated SFEI's original research on climate-resilient trees, which identifies tree species—and particularly California-native species—that currently thrive in cities that have climates today that are analogous to Mountain View's likely future climate.
- **Salt tolerance**—important for successful irrigation with reclaimed water.
- **Resistance to pests and diseases** expected to worsen with climate stress.
- **Species known to be invasive were excluded**.
- **Regional nursery availability** was reviewed to ensure practical sourcing.

Each species was also classified as California native or non-native. This broader definition of native status in the City tree list—rather than a more narrow focus on species native to Santa Clara Valley and Mountain View's historical plant communities—reflects a City tree inventory that values native status while minimizing maintenance and long-term care burdens in the context of a changing climate.

The lists were compiled by Davey Resources Group from multiple sources, including the SelecTree database,[3] CalScape[1] and academic and nursery-based resources and government technical reports.[169–175]

UPDATED CITY TREE LIST: STREET TREES

Street trees were selected based on their tolerance to drought, heat, pests, and urban stressors such as salt exposure and soil compaction. Each species was classified as California native or California non-native. The list excludes any species considered to be invasive. All trees are hosts to other species (fungal, microbial, animal, etc.) that rely on them for food and shelter; species that might be detrimental to the tree are identified under pest susceptibility. (Trees recommended as street trees may also be appropriate to plant in parks and open space.)

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Acer rubrum	Red Maple	40-50	40-50	Slow	Medium	Moderate	Deciduous	Moderate	>10		Armillaria, Phytophthora, Root Rot, Verticillium and Aphids, Beetle Borers, Scales, Maple Shoot Borer (Proteoteras aesculana)
Acer x Freemanii	Freeman Maple	30-40	30	Fast	Medium	Moderate	Deciduous	Moderate	>10		Armillaria, Phytophthora, Root Rot, Verticillium and Aphids, Beetle Borers, Scales
Agonis flexuosa	Peppermint Tree	35	15-30	Fast	Medium	Low	Evergreen	Moderate	5-10		Phytophthora, Root Rot
Callistemon citrinus	Lemon Bottlebrush	25	25	Fast	Small	Low	Evergreen	Low	5-10		Chlorosis
Carpinus betulus	European Hornbeam	30-40	40	Moderate	Medium	Moderate	Deciduous	Low	5-10		Armillaria, Root Rot, Chestnut Blight and Scales
Catalpa speciosa	Western Catalpa	40-60	20-40	Moderate	Med.-Lrg.	Moderate	Deciduous	Moderate	>10		Anthracnose, Powdery Mildew, Root Rot, Verticillium and Caterpillars
Cedrus atlantica 'Glauca Fastigata'	Fastigate Blue Atlas Cedar	60	25-40	Moderate	Large	Low	Evergreen	Moderate	>10		Phytophthora, Root Rot, Sooty Mold, Armillaria
Cercis occidentalis	Western Redbud	20-25	10-20	Fast	Small	Moderate	Deciduous	Low	2-4	Native	
Chionanthus retusus	Chinese Fringe Tree	15-25	15-25	Slow to Moderate	Small	Moderate	Deciduous	Low	2-4		Scale, Aphids

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Cornus glabrata (nuttallii)	Brown Dogwood	5-20	8-10	Fast	Small	Moderate -High	Deciduous	Low	5-10	Native	Anthracnose, Powdery Mildew, Dogwood Borer, Root Rot
Corylus americana	American Hazelnut	18-20	10-12	Moderate	Small	Moderate	Deciduous	Low	2-4		Chlorosis, Leaf Blight, Powdery Mildew, Sooty Mold and Aphids, Scales, Gypsy Moth
Corymbia ficifolia	Red Flowering Gum	25-40	25-40	Mod.-Fast	Sm./ Med.	Low	Evergreen	Moder-ate	4-7		Armillaria, Phytophthora, Root Rot, Beetle Borers, Thrip
Crinodendron patagua	Lilly of the Valley Tree	20-25	20	Slow-Mod.	Small	Moderate	Evergreen	Moder-ate	5-10		
Eriobotrya deflexa	Bronze Loquat	15-30	15-30	Moderate	Small	Moderate	Evergreen	Low	5-10		Fire Blight
Eriobotrya japonica	Japanese Loquat	15-30	15-25	Moderate	Small	Moderate	Evergreen	Low	5-10		Fire Blight, Armillaria, Root Rot
Gingko biloba	Maidenhair Tree 'Autumn Gold'	40-60	30-50	Fast	Medium	Moderate	Deciduous	Moder-ate	4-7		Anthracnose
Gymnocladus dioicus	Kentucky Coffee Tree	50-75	40-50	Moderate	Large	Moderate	Deciduous	Moder-ate	>7		
Heteromeles arbutifolia	'Davis Gold' Toyon	25	8-15	Moderate	Small	Low	Evergreen	Low	4-7	Native	Sudden Oak Death, Armil-laria, Root Rot and Scales, Thrip
Jacaranda mimosifolia	Jacaranda	25-40	15-30	Moderate	Medium	Moderate	Semi-Evergreen	Moder-ate	4-7		Armillaria, Root Rot and Beetle Borers
Koelreuteria bipinnata	Chinese Flame Tree	20-40	20-30	Moderate	Sm./ Med.	Moderate	Deciduous	Low	4-7		Armillaria, Root Rot and Invasive Shot Hole Borer, Beetle Borers, Scales

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Lagerstroemia indica	Crape Myrtle	10-30	15-25	Moderate	Sm./ Med.	Moderate	Deciduous	Low	2-4		Leaf Blight, Sooty Mold, Powdery mildew, Aphids
Lagerstroemia indica 'biloxi'	Biloxy crapemyrtle	25	25	Mod.-Fast	Small	Very Low	Deciduous	Low	4-7		Powdery Mildew, Sooty Mold and Aphids
Lophostemon confertus	Brisbane Box	40-50	20-30	Moderate	Medium	Low to Moderate	Evergreen	Low to Moder-ate	4-7		Thrips, Scale, Root Rot
Metasequoia glyptostroboides	Dawn Redwood	80-70	12-20	Fast	Large	High	Deciduous	Moder-ate	>7		Armillaria, Root Rot
Metrosideros excelsa	New Zealand Christmas Tree	35	30-35	Moderate	Medium	Low	Evergreen	Moder-ate	4-7		Phytophthora, Root Rot
Myrica californica	Pacific Wax Myrtle	25-30	10-30	Moderate	Small	Moderate	Evergreen	Low	4-7	Native	
Olea 'Swan Hill'	Swan Hill Olive	30	20-30	Moderate	Medium	Low	Evergreen	Moder-ate	>7		Anthracnose, Armillaria, Phytophthora, Root Rot and Scales, Psyllid
Photinia serrulata 'aculeata'	Chinese Hawthorn	15	25-30	Moderate	Small	Low	Evergreen	Low	4-7		Powdery Mildew, Sooty Mold, Armillaria, Root Rot and Aphids, Scales
Pinus sabiniana	Foothill Pine	50-70	10-20	Fast	Large	Low	Evergreen	Moder-ate	>7	Native	Pitch Canker, Mistletoe, Western Gall Rust, Armil-laria and Aphids, California Five Spined Engraver Beetle, IPS
Pistacia chinensis	Chinese Pistache	30-60	30-50	Moderate	Medium	Low	Deciduous	Low	4-7		Verticillium Wilt, Aphids, Scale
Platanus racemosa	Western Sycamore	60-80	20-50	Fast	Large	High	Deciduous	Moder-ate	>7	Native	Anthracnose, Armillaria, Phytophthora, Mistletoe and Invasive Shot Hole Borer, Leaf Miner, Scales, Spider Mites

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Podocarpus gracilior	Fern Pine	30-50	25-35	Slow	Medium	Moderate	Evergreen	Low	>7		
Prunus ilicifolia	Hollyleaf Cherry	30	10-25	Moderate	Medium	Low	Evergreen	Low	4-7	Native	Armillaria, Root Rot, Rust, Sooty Mold and White Flies, Aphids, Caterpillars
Prunus lyonii	Catalina Cherry	35	20-30	Slow	Medium	Low	Evergreen	Low	>7		Armillaria, Canker, Leaf Spot, Aphids, Beetle Borers, Caterpillars, Scales
Punica granatum	Pomegranate	8-10	6-10	Moderate	Small	Moderate	Deciduous	Low	2-4		Chlorosis, Sooty Mold and Plant Bug, White Fly
Pyrus kawakamii	Evergreen Pear	15-30	15-30	Moderate	Small	Moderate	Semi-Evergreen	Low	4-7		Fire Blight, Sooty Mold and Aphids, White Fly
Quercus acuta	Japanese Evergreen Oak	30	15-20	Moderate	Medium	Low	Evergreen	Low	>10		Armillaria
Quercus agrifolia	Coast Live Oak	30-70	40-70	Slow	Large	Moderate	Evergreen	Moderate	5-10	Native	Sudden Oak Death, Crown Rot, Mistletoe, Armillaria and Carpenterworm, Invasive Shot Hole Borer, Goldspotted Oak Borer, Aphids
Quercus chrysolepis	Canyon Live Oak	50-70	20-30	Moderate	Large	Low	Evergreen	Moderate	>10	Native	Sudden Oak Death, Crown Rot, Mistletoe, Armillaria and Invasive Shot Hole Borer, Goldspotted Oak Borer, Aphids, Caterpillars
Quercus canbyi	Chisos Oak	50	30-50	Moderate	Large	Low	Deciduous	Low	>10		Armillaria, Anthracnose, Root Rot, Scales and Spider Mites

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Quercus douglasii	Blue Oak	60-70	40-50	Slow	Large	Very Low	Deciduous	Low	>10	Native	Crown Rot, Mistletoe, Armillaria, Brown Rot and Caterpillars, Insect Galls, California Oak Moth, Gall Wasp
Quercus garryana	Oregon Oak	70-90	30-60	Slow	Large	Moderate	Deciduous	Low	>10	Native	Crown Rot, Mistletoe, Armillaria, Root Rot and Beetle Borers, Caterpillars, Insect Galls, Scales
Quercus kelloggii	Black Oak	50-70	30-50	Moderate	Large	Moderate	Deciduous	Moder-ate	>10	Native	Sudden Oak Death, Anthracnose, Armillaria, Brown Rot and Goldspot-ted Oak Borer, Insect Galls, Carpenterworm, California Oak Moth
Quercus lobata	Valley Oak	50-70	40-50	Moderate	Large	Moderate	Deciduous	Moder-ate	>10	Native	Armillaria, Crown Rot, Mistletoe, Root Rot, Invasive Shot Hole Borer, Beetle Borers, Caterpillars, Insect Galls
Quercus macrocarpa	Bur Oak	70-80	20-30	Fast	Large	Moderate	Deciduous	Moder-ate	>10		Armillaria and Aphids, Spider Mites
Quercus rubra	Scarlet Oak	50-75	40-50	Moderate	Large	Moderate	Deciduous	Moder-ate	>10		Armillaria, Phytophtho-ra, Root Rot, Aphids, Caterpillars, Insect Galls, Anthracnose
Quercus rugosa	Netleaf oak	60	20-40	Fast	Large	Low	Evergreen	Moder-ate	>10		
Quercus suber	Cork Oak	30-60	30-50	Slow	Med.-Lrg.	Moderate	Evergreen	Moder-ate	5-10		Armillaria, Phytophthora, Root Rot, Invasive Shot Hole Borer

Street Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs (WUCOLS)	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest, Pathogen, and Stress Susceptibility
Quercus tomentella	Island Oak	50	25-40	Moderate	Large	Low	Evergreen	Moder-ate	>10		Armillaria
Quercus wislizeni	Interior Live Oak	50-70	40-75	Slow	Large	Moderate	Evergreen	Moder-ate	>10	Native	Armillaria, Crown Rot, Mistletoe, Caterpillars, Coddling Moths, Insect Galls, White Fly, Powdery mildew
Quillaja saponaria	Soapbark Tree	45	15-25	Slow	Medium	Low	Evergreen	Low	>10		Phytophthora
Tilia tomentosa	Silver Linden	40-50	20-30	Moderate	Medium	Moderate	Deciduous	Moder-ate	>10		Root Rot, Sooty Mold, Verticillium and Aphids
Ulmus parvifolia	Chinese Evergreen Elm	40-60	50-60	Fast	Large	Moderate	Semi-Evergreen	Moder-ate	>10		Dutch Elm Disease, Armil-laria, Phytophthora, Root Rot, Aphids, Beetle Borers, Beetle Leaves, Caterpillar
Laurus nobilis	Sweet Bay	40	15-30	Slow	Medium	Moderate	Evergreen	Moder-ate	5-10		Phytophthora, Root Rot, Psyllid and Scales”
Umbellularia californica	California Bay	60-80	60-75	Slow	Large	High	Evergreen	Moderate	>10	Native	Armillaria, Sudden Oak Death, Anthracnose, White Mottled Rot, Phytophtho-ra ramorum (Sudden Oak Death) and Beetle Borers, Leaf Miner, Cottony Cush-ion Scale, Beetle Leaves, Invasive Shot Hole Borer
x Chitalpa tashkentensis	Chitalpa	20-30	20-30	Fast	Sm./Med.	Low	Deciduous	Low	5-10		Root Rot, Verticillium and Aphids
Zelkova serrata	Saw-Leaf Zelkova	40-50	50	Moderate	Medium	Moderate	Deciduous	Moderate	>10		Dutch Elm Disease, Beetle Leaves, Spider Mites

UPDATED CITY TREE LIST: PARKS AND OPEN SPACE

Updated City Tree list recommended for parks and open space trees. *This list includes species with larger growth potential or higher root disruption risk, which is expected to reduce their tolerance for being planted in confined sidewalk plant strips. All trees are hosts to other species who rely on them for food and shelter; those that might be detrimental to the tree are identified under pest susceptibility. (Trees recommended as street trees may also be appropriate to plant in parks and open space.)*

Parks and Open Space Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest Susceptibility
Acca sellowiana 'coolidge'	Coolidge Pineapple Guava	15-25	18-25	Fast	Small	Low	Deciduous	Low	4-7		
Acer macrophyllum	Bigleaf Maple	80'	30'-50'	Fast	Large	High	Deciduous	High	>7'	Native	Sudden Oak Death, Root Rot, Armillaria, Annosus Root Disease and Invasive Shot Hole Borer, Beetle Borers, California Flathead Borer, Caterpillars
Acer negundo	Box Elder	50-60	30-40	Moderate	Large	Moderate	Deciduous	Moderate	>7	Native	Anthracnose, Armillaria, Phytophthora, Powdery Mildew and Aphids
Aesculus californica	California Buckeye	25	20-30	Fast	Small	Low	Deciduous	Low	4-7	Native	Armillaria, Phytophthora ramorum Sudden Oak Death, Powdery Mildew, Root Rot and Invasive Shot Hole Borer, Thrip
Arbutus 'Marina'	Strawberry Tree	30-40	20-30	Moderate	Medium	Moderate	Evergreen	Low	2-4		Anthracnose, Phytophthora, Root Rot, Rust and Scales, Thrip
Arctostaphylos spp.	Manzanita species	20	5-10	Fast	Small	Low	Evergreen	Low	2-4	Native	Armillaria, Sudden Oak Death and Aphids, Insect Galls
Betula occidentalis	Water Birch	20-30	10-20	Fast	Medium	High	Deciduous	Low	4-7	Native	Armillaria, Root Rot and Aphids, Beetle Borers

Parks and Open Space Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest Susceptibility
Ceanothus 'Ray Hartman'	Ray Hartman Ceanothus	20	15-20	Fast	Small	Low	Evergreen	Low	2-4	Native	Armillaria, Crown Rot, Fusarium, Phytophthora, Root Rot and Aphids
Diospyros virginiana	Persimmon (American)	15-30	15-30	Moderate	Small	Moderate	Deciduous	Moderate	>7		Crown Rot, Root Rot, Verticillium and Caterpillars
Fraxinus latifolia	Oregon Ash	70-80	40-50	Fast	Large	Moderate	Deciduous	Low	>7	Native	Anthracnose, Root Rot, Rust, Sooty Mold, Armillaria and Caterpillars, Scales
Juglans nigra	Black Walnut	50-80	40-50	Slow	Large	Moderate	Deciduous	High	>7	Native	Armillaria, Anthracnose, Phytophthora, Root Rot and Beetle Borers, Caterpillars
Persea americana	Avocado	40-50	40-50	Moderate	Medium	Moderate	Deciduous	Low	4-7		Root Rot, Leaf Spot and Invasive Shot Hole Borer, Mites, Scales
Populus fremontii	Fremont Cottonwood	60-80	30-50	Fast	Large	High	Deciduous	High	>15	Native	Anthracnose, Canker, Crown Rot, Mistletoe and Aphids, Beetle Borers, Beetle Leaves, Caterpillars, Invasive Shot Hole Borers
Quercus wislizeni	Interior Live Oak	50-70	40-75	Slow	Large	Moderate	Evergreen	Moderate	>7	Native	Armillaria, Crown Rot, Mistletoe, Caterpillars, Coddling Moths, Insect Galls, White Fly, Powdery mildew
Salix gooddingii	Goodding's Black Willow	20-25	15-25	Fast	Small	High	Deciduous	Moderate	4-7	Native	Anthracnose, Willow Blight, Armillaria, Phytophthora, Root Rot and Invasive Shot Hole Borer, Aphids, Beetle Borers, Caterpillars

Parks and Open Space Trees

Scientific Name	Common Name	Height (ft)	Spread (ft)	Growth rate	Relative Size	Water needs	Growth Strategy	Root Damage Potential	Min. Grow Space (ft)	CA Native Status	Pest Susceptibility
Salix laevigata	Red Willow	40-50	15-35	Fast	Medium	High	Deciduous	High	>7	Native	Anthracnose, Willow Blight, Armillaria, Phytophthora, Root Rot and Invasive Shot Hole Borer, Aphids, Beetle Borers, Caterpillars
Salix lasiandra	Shining Willow	30-40	10-25	Fast	Medium	High	Deciduous	High	4-7	Native	Anthracnose, Willow Blight, Armillaria, Phytophthora, Root Rot and Aphids, Beetle Borers, Caterpillars, Spider Mites
Salix lasiolepis	Arroyo Willow	30-40	15-20	Fast	Medium	High	Deciduous	High	4-7	Native	Anthracnose, Willow Blight, Armillaria, Phytophthora, Root Rot and Invasive Shot Hole Borer, Aphids, Beetle Borers, Caterpillars
Salix sitchensis	Sitka Willow	20-25	15-25	Fast	Small	High	Deciduous	High	4-7	Native	
Sambucus nigra	Black Elderberry	25-30	10-20	Fast	Small	Moderate	Deciduous	Low	4-7	Native	Verticillium and Beetle Borers, Invasive Shot Hole Borer

GUIDE C: URBAN FOREST POLICIES AND PRACTICES

prepared by Davey Resource Group with support from SFEI

This Guide includes an assessment of the City of Mountain View's urban forestry policies and practices. This work, conducted by Davey Resources Group, Inc. (DRG), identifies gaps, needs, and opportunities, and recommends actions the City can take to improve urban forest health, expansion, and protection. These assessments examine the City's urban forestry operations and pest management strategy.

Background and Operations Review

A comprehensive review of Mountain View's urban forestry policies and operational procedures was conducted to identify areas for improvement. The approach included in-depth interviews with key personnel and a thorough review of relevant documentation. This documentation included City ordinances, technical manuals, and other guiding documents. The findings and recommendations aim to enhance and optimize Mountain View's urban forestry practices and ensure sustainable management of the city's green spaces.

DOCUMENT REVIEW

Tree Technical Manual

The Mountain View Tree Technical Manual provides guidelines for all aspects of tree management in the city. It supports the City's sustainability goals by promoting a healthy urban forest and standardizing tree-related practices.

Recommendations

General Suggestions:

- Remove all gendered language found in the document
- Fix broken web links
- Expand the manual to serve as a training resource for City staff, developers, and tree care companies
    - Include clear, step-by-step guidance on enforcement procedures and permitting workflows
    - Add annotated examples of arborist reports and site assessments to improve consistency and quality
    - Provide visual references and process flowcharts to support onboarding and ongoing staff training
    - Align all additions with updated ordinance language and industry standards to ensure consistency and legal compliance

Section 2. Definitions:

- Update definitions

Section 3. Heritage Trees:

- Update process for measuring diameter to bring into line the standard measurement of a tree trunk at 54 inches above the natural grade
- Consider using this section to explain the reasoning for protecting Heritage Trees, including their value, their contribution to the community, and the actual cost of their removal
- 3.50 Heritage Tree Removal Permits
    - Detail process for mitigation plantings
        - Link to included timeline
        - Link to official City of Mountain View Tree Species List
        - Link to the suggested vendor list
    - Detail reinspection process and the possibility of penalties for failing to comply

Section 5. Best Management Practices for Construction Site Management:

- This section is robust and in line with industry standards, but lacks details around the enforcement of these BMPs
- This section needs to be paired with an addition to the ordinance
- Enforcement should be funded and staffed to ensure compliance
- Standards should be consistently expressed in all applicable areas, including development codes, tree ordinances, and specific plans

Section 6. Arborist Report Requirements:

- Detail that when the term "Arborist" as used in this section, refers to an International Society of Arboriculture (ISA) Certified Arborist
- Consider the addition of "Certified" Arborist to the Title
- Consider creating an approved vendor list for Certified Arborists
    - Create a standardized vetting process as well as a term for renewal
    - Detail requirements and possible causes for removal from the list
    - Mandate that all Arborist Reports submitted for permitting or appeals must be made by an approved Certified Arborist
    - Maintenance of this list would help ensure better quality of submitted reports
- Detail the benefits of retaining a Certified Arborist while considering the removal of a tree

Section 7. Tree Planting and Maintenance Information:

- This section should refer to the official City of Mountain View Tree Species List
- Consider the creation of an approved vendor list for tree purchases

- 7.10.2 Tree Selection Concepts
  - Define the term "locally" as this is a vague term that could cause confusion
  - Detail the value of a diverse urban forest
  - Include pest susceptibility as a factor to consider during species selection
  - Planting materials
    - Align guidelines for water with Section 4.30 Street Tree Ownership and Responsibility

Precise Plans

Mountain View has adopted multiple precise plans, each tailored to specific neighborhoods and offering opportunities to test new landscaping, urban forest, and development standards. For the purpose of this Plan, The City of Mountain View selected the El Camino Real Precise Plan and Downtown Precise Plan as representative examples for this review. These plans address common urban forestry challenges and opportunities that appear across multiple development contexts in Mountain View.

This section focuses on highlighting urban forestry best practices that may be integrated into Chapter 32 of the City Code. Implementing these recommendations holistically will help ensure consistent tree protection, canopy expansion, and climate resilience across the city.

Recommendations

While this review focused specifically on the El Camino Real and Downtown Precise Plans, the recommendations outlined below are intended for city-wide application.

Strengthen Protection for Existing Mature Trees:

- Adopt a "No Net Loss" Policy: Establish policies and standards that promote no net loss of canopy cover, while building in flexibility with how requirements are met. First, consider setting minimum canopy cover requirements for developments: prioritize on-site tree retention and planting and encourage creative designs that provides adequate soil volume and growing space for long-term tree health. Where full canopy retention or replacement is not feasible, contributions (such as in-lieu fees to support off-site urban forestry initiatives) may be used to achieve equivalent canopy gains elsewhere in the city. The policy should clarify whether replacement goals are measured immediately after project completion or at tree maturity (e.g., 15 years after planting)
- Require Tree Disposition Plans for Development: Require developers to identify all mature trees on-site and identify the reason for removal, and what the project design effects would result if the tree was preserved.
- Set Strict Criteria for Removal: Update Heritage Tree removal findings to be more objective
- Offer Incentives for Tree Retention: Develop a list of incentives for Heritage Tree preservation that may allow for reduction or modifications of development standards

Construction Protection Standards:

- All construction protections match both the Section 5 of the Mountain View Tree Technical Manner as well as Chapter 32 Trees, Shrubs and Plants in Mountain View's City code
  - Require Tree Protection Zones (TPZs) Following ANSI A300 Standards
  - Follow ISA Best Management Practices (BMP) for Managing Trees During Construction
- Enforce Root Zone Preservation: Prohibit mechanical excavation within a minimum radius of one (1) foot per inch of the tree's diameter measured at 54 inches above natural grade without prior assessment and written approval from an ISA Certified Arborist. Any approved encroachment into the root zone must include appropriate mitigation measures, such as clean root pruning, air excavation, and soil protection, to minimize damage and preserve tree stability and health. Tree protection fencing should be installed at the Critical Root Zone (CRZ) as determined by the project arborist and remain in place for the duration of construction.
- Regulate Heavy Equipment and Material Storage: Prohibit staging of construction materials, vehicles, or chemicals near tree root zones
- Monitor Tree Health During Construction: Require on-site arborist inspections during construction to ensure compliance with ANSI A300 and ISA BMP standards throughout the construction process

Improve Post-Planting Maintenance & Enforcement:

- Require a Minimum 5-Year Maintenance Period: Developers must maintain newly planted trees, including irrigation, pruning, and pest management, for at least 5 years post-planting
- Mandate Performance Bonds: Require a tree survival bond that is refunded only if trees survive and thrive after the initial care period
- Increase Tree Replacement Penalties: Establish higher fines for unauthorized tree removal or damage during construction such that fees cover not just tree replacement but also the lost ecological and cooling benefits
- Fund and staff positions responsible for ensuring compliance with ordinances, including mitigation planting requirements

Strengthen Ordinances for Public & Private Trees:

- Establish a Pre-Development Canopy Retention Standard: Require new commercial and multi-family developments to preserve existing trees such that at least 30–40% of the site's original canopy coverage is maintained post-construction.

Increase Public Oversight & Accountability:

- Consider the creation of objective standards in relation to tree planting requirements, such as minimum dimensions of planting areas and allowed plant lists; for nonresidential and rezoning projects, for which the City has more discretion, consider the creation of objective standards for tree protection and planting requirements

- Consider shifting the roles of the Urban Forestry Board to an outside Technical Advisory Committee comprised of ISA Certified Arborists to support the City with decisions related to tree protections and planting requirements, including Heritage Tree Appeals
- Implement Digital Tree Monitoring: Use GIS mapping to track tree removals, plantings, and overall canopy coverage
- Require Annual Tree Reports: The City should consider publishing an Urban Forest Annual Report, providing a high-level summary of tree loss, new plantings, and compliance with protection policies

FORESTRY OPERATIONS REVIEW

This section provides an overview of the current operational challenges and recommended improvements for the Mountain View Urban Forestry Division. The information presented was obtained through the Document Review described in the previous section and interviews conducted with the Mountain View Urban Forestry Division. It highlights key areas needing attention to enhance the Division's effectiveness in managing and preserving the city's urban forest. The analysis is based on current Division practices, resource availability, and identified areas for growth and optimization.

Challenges and Recommendations

Current Challenges	Recommendations
Staffing	
Current staffing levels can address basic and reactive urban forest management operations, with little capacity for proactive urban forest management	Consider adding Urban Forest positions and/or collaborating with other City divisions, such as the Sustainability Division which has experience securing grants that could support urban forestry efforts through shared resources and streamlined grant management.
Planning and Tracking Planting	
The lack of a current planting plan and unmapped planting sites delays mitigation efforts. Additionally, the City does not have a designated plant palette or planting plan, particularly to address climate change. Compounding these challenges, there is no plan or budget for regularly updating the public tree inventory, and the poor quality of existing data has made planning and management increasingly difficult.	Develop a comprehensive Planting Plan with clear goals, including canopy cover targets—such as the 22% by 2030 goal set in the prior 2015 Community Tree Master Plan—and mapped, inventoried planting sites. Invest in GIS tools, tree inventory and care request tracking software. Commit adequate staffing and resources to meet these objectives and follow through on long-term urban forestry goals.

Current Challenges	Recommendations
Permitting	
Chapter 32, Article II - Protection of the Urban Forest ("Heritage Tree Ordinance") is hindered by confusion and an ineffective online permitting process. There is a lack of enforcement regarding required replanting, and developers can exploit loopholes, such as the limited timeframe for managing mitigation plantings. It is challenging to obtain high-quality, unbiased arborist reports, which undermines the integrity and consistency of permit decisions. Enforcement of Post-Removal Permits is lacking, undermining accountability and compliance.	Clarify the definition of a Heritage Tree. Simplify the permit application process, including improving the online application system. Implement a transparent reinspection and enforcement process. Increase follow-up inspection and enforcement efforts to strengthen compliance, and ensure that enforcement staff are trained and resourced to support consistent, proactive oversight. Establish clear standards for arborist reports, including potentially using a City-approved list of certified, independent arborists or a peer-review system to ensure unbiased evaluations. Implement financial penalties for non-compliance and close developer loopholes—such as the five-year mitigation planting timeframe that allows tree removal after minimal maintenance.
Development	
Tree preservation is hindered by redevelopment pressures, limited space for replanting, and outdated tree codes. Developers often design projects without initially considering tree preservation opportunities. State law (such as State Density Bonus and the Housing Accountability Act) limit the City's ability to deny or require changes to housing projects to preserve trees.	Develop specific development codes and standards, including structural soil provisions and designated space for larger trees. Develop standards or requirements for minimum landscaped areas around the entire building footprint—not just front-facing planting spaces. Align tree removal permit and development permit expiration dates. Develop procedures and submittal requirements that encourage developers to consider tree preservation in their designs.

Current Challenges	Recommendations
Pest Management	
The current pest management approach is reactive, with limited monitoring, especially regarding the Invasive Shot Hole Borer (ISHB).	Implement a proactive pest monitoring and trapping program (especially for ISHB). Develop comprehensive pest control strategies, adapting to climate change impacts.
Community Engagement	
Community engagement in urban forestry has historically been low, though it is gradually increasing. The City uses annual, term-limited contracts with the nonprofit Canopy to support community engagement and private tree planting. Persistent public misconceptions exist about the purpose and requirements of the Tree Ordinance and permitting processes, and the benefits of trees in urban settings.	Expand community outreach through hands-on opportunities like volunteer planting days, training workdays, and guided tree walks. Convert the agreement with Canopy to a permanent contract for continual, consistent levels of support. Develop and distribute clear, accessible educational materials that directly address common misconceptions—such as when a permit is required, why certain trees are protected, and how tree removals and replacements are evaluated. Use infographics, short videos, and FAQs to make information digestible. Incorporate this content into a new resident welcome packet and post it on the City website and social media. Partner with neighborhood associations and schools to broaden the reach and credibility of messaging.
Funding	
Existing funding levels provide for base-level operations, maintenance, and community outreach and education. These shortages have constrained operations, deferred maintenance, resulted in missed opportunities for program expansion, and hindered the ability to apply for and manage grants or explore alternative funding mechanisms.	Prepare a comprehensive budget proposal aligned with the Urban Forestry Division goals and priorities, including those recommended in this Plan, to justify increased funding for added positions and services, which are needed to implement the proposed proactive management practices and community engagement. Explore partnerships with nonprofits and private entities to supplement public funding. Pursue grant opportunities where feasible, prioritizing those with manageable administrative requirements. Where appropriate, pair contracted work with in-house staff to increase capacity while maintaining oversight and quality control.

Current Challenges	Recommendations
Department Structure & Operations	
The urban forestry program faces several operational challenges, including staffing shortages, certification gaps, and inadequate enforcement practices. Key positions, such as the Urban Forestry Manager, were vacant for extended periods, creating a strain on the remaining staff and leading to a reactive, rather than proactive, approach to tree management. Additionally, there is a shortage of certified arborists and tree workers, which hinders the department's ability to perform specific tasks. Enforcement of tree removal permits and mitigation planting requirements is also insufficient, with minimal follow-through and penalties for non-compliance. The department currently relies on outdated, paper-based systems for tracking service requests and tree maintenance, contributing to operational inefficiencies.	To address these challenges, the city should implement a digital system for tracking service requests, tree inventory, and maintenance tasks, integrating with GIS tools for better monitoring and efficiency. Increasing contractor inspection frequency to daily will help ensure quality and accountability in contracted work. Ensure sufficient staffing by filling essential roles and enhance team capabilities through necessary certifications and training programs. Lastly, strengthening enforcement measures for tree removal permits and mitigation requirements, including the introduction of penalties for non-compliance, will ensure adherence to city policies and promote better compliance.
Interdepartmental Collaboration	
Challenges exist in interdepartmental collaboration, especially when related to development projects and deciding how to manage tree-planting trade-offs and conflicts with utilities, such as powerlines, gas lines, water and sewer services, and buried fiber optic and electrical conduit lines. Other infrastructure (sidewalk location, utilities, etc.) are often prioritized over trees that are difficult to replace in kind.	Establish clearer interdepartmental coordination policies and procedures. Improve communication between teams managing development projects throughout the city. Develop guidelines for managing utility conflicts with tree planting. Create an approved vendor list.

Urban Forestry Pest Report

Current and Emerging Tree Pests in Mountain View, California

Mountain View, California is home to a diverse urban forest that provides numerous ecological, aesthetic, and community benefits. However, various pathogens and pests threaten the vitality of the city's tree canopy. Among the most concerning pests are Sudden Oak Death (SOD), bark beetles, and ambrosia beetles such as the invasive shot hole borer (ISHB). This section outlines these current and emerging pest concerns, detailing their impacts on the urban forest and offering best management practices (BMPs) for managing these threats.[176–183]

GENERAL BEST PRACTICES

- **Public Outreach:** Engage the community through workshops, informational campaigns, and volunteer programs to raise awareness about tree health and pest management.;
- **Education:** Provide resources and training for residents, arborists, and City staff on pest identification, prevention, and proper tree care practices.
- **Community Monitoring:** Encourage citizen participation in tracking and reporting pest activity to support early intervention efforts.
- **Tree Health & Maintenance:** Strengthen tree resilience through proper pruning, watering, mulching, and species diversification.

CURRENT THREATS

Sudden Oak Death (SOD)

Status	
Pathogen	Sudden Oak Death (SOD) is caused by the *Phytophthora ramorum* pathogen.
Species affected:	Oak species, particularly Coast Live Oak (*Quercus agrifolia*) and Black Oak (*Q. kelloggii*). While oaks are the primary targets, SOD can also affect other plant species, exacerbating ecological damage.
Status	SOD has been a major concern in the Bay Area for over two decades, leading to significant oak mortality.
Mode of transmission	The disease spreads through water and soil, infecting trees and causing rapid decline.
Symptoms	Infected trees typically exhibit dark lesions on the trunk, bleeding cankers, and leaf dieback.

Best Mangagement Practices	
Monitoring and Early Detection	Regularly inspect oak trees for signs of SOD, including bleeding cankers, lesions on leaves, and overall tree decline. Early pathogen detection using PCR assays can help confirm infection.
Cultural Controls	Proper watering, fertilization, and pruning can improve tree health and reduce stress, increasing tree resistance to infection.
Sanitation	Remove and properly dispose of infected trees and materials to minimize pathogen spread. Disinfect tools between cuts to prevent transferring the disease.
Chemical Control	Fungicides like phosphonates can help slow disease progression on high-value trees. Early treatment can significantly improve tree survival.
Quarantine Measures	Establish quarantine measures for infected trees and materials to reduce the spread of SOD to new areas.

Bark Beetles

Status	
Pathogen	Bark beetles, including *Dendroctonus* species
Species affected	Primarily affect Ponderosa and Coulter Pines, but also Lodgepole, Sugar, and other pine species, as well as Douglas-Fir and fir trees.
Status	Bark beetles continue to pose a significant threat to trees in the San Francisco Bay Area, particularly during periods of drought. Stressed trees become more susceptible to infestation, leading to widespread decline and mortality in native and ornamental forests.
Mode of transmission	These beetles bore into the phloem, just under the bark, to feed. This feeding causes damage and introduces the beetles' symbiotic fungi, such as *Grosmannia sp., Ophiostoma sp.,* and *Entomocorticium sp.*, which can disrupt a tree's nutrient flow and lead to tree stress, decline, and eventual mortality.
Symptoms	Infected trees typically have sawdust or frass at the base of the tree or in the bark furrows, small holes leaking sap, and foliage will show signs of chlorosis.

Best Management Practices	
Monitoring and Early Detection	Regularly inspect trees for signs of infestation, including bore holes, pitch masses, and leaf discoloration, especially during periods of active infestation. Pheromone traps can be used to monitor beetle populations.
Sanitation	Prune and remove infested branches to limit beetle spread. Properly dispose of infested tree material by chipping, burning, or burying it to prevent re-infestation.
Cultural Controls	Minimize tree stress by providing adequate water and nutrients and ensuring proper tree spacing to reduce competition.
Chemical Control	For high-value trees, consider the use of insecticides. Insecticides must be applied according to the label. Pheromone packets can be attached to trees to deter beetles from colonizing.

EMERGING THREATS

Invasive Shot Hole Borer Beetle (ISHB)

The Invasive Shot Hole Borer Beetle (ISHB; *Euwallacea* spp.) is an increasing threat to Mountain View and the surrounding Bay Area. The pest is established in Southern California and is rapidly moving north, leading to its detection in San Jose in August of 2024. The beetles bore into the bark, where they introduce and cultivate a fungus (*Fusarium* sp.), leading to Fusarium dieback, which causes tree decline and mortality. The beetle and fungus reproduce within 78 tree and shrub species worldwide, including California native trees and common landscape trees. Tree death results from infestation in only 17 of the 78 species; of those, 10 are native to California, 6 of which are native to the San Francisco Bay Area.

Additionally, the beetle has attacked 247 plant species across 64 families; however, these plants do not support the reproduction of the beetle and fungus. These pests are of particular concern in drought-prone regions, where stressed trees are more vulnerable to infestation. The fungus associated with ISHB significantly exacerbates the damage, as this disease complex can spread quickly, particularly in areas with high tree density.

Since identifying signs of ISHB infestation can be difficult, active monitoring, early detection, and proactive removal are essential to curbing the spread and preventing outbreaks.

Status	
Pathogen/Pest	Invasive Shot Hole Borer Beetle (ISHB) – *Euwallacea spp.*
Species affected	Box Elder, Maples, Sycamore, Willow, Oaks, Poplars, Sweet Gum
Status	Established in Southern California, rapidly moving north. Detected in San Jose in August 2024[184]
Mode of transmission	The beetles bore into the bark, where they introduce and cultivate a fungus (*Fusarium sp.*), leading to *Fusarium* dieback
Symptoms	Black bark staining, round 1/8-inch holes, frass, white powder on trunks, limb dieback, tree death

Basis for Concern	
Wide Host Range	ISHB affects a wide range of tree species, including ornamental and high-value trees commonly planted in urban areas, increasing the likelihood of significant tree mortality and loss of biodiversity.
Rapid Spread	The beetles can spread quickly across the landscape, infesting new trees and contributing to a rapid increase in pest population densities. Early detection and management are critical to preventing widespread infestations.
Fusarium Dieback	The fungus carried by ISHB causes *Fusarium* dieback, leading to dieback and eventually tree mortality. Once a tree becomes infected, the disease progresses quickly.
Limited Control Options	Unlike some other pests, ISHB is difficult to manage with traditional methods. Chemical treatments and biological control options are still being explored, but there is no fully effective solution currently available.

Best Management Practices (BMPs)	
Monitoring	Regularly inspect trees for signs of ISHB infestation, including small, round holes in the bark, black staining around the entry points, leaf discoloration, and branch dieback. Focused monitoring on boxelder species as it is a preferred host. Using pheromone traps can help detect early infestations and track beetle movement. Stay up to date on regional monitoring and control efforts.
Cultural Controls	Prune and remove infested branches promptly to limit beetle spread. Proper sanitation practices, including disposing of infected wood and tree material by chipping, burning, or burying it, are critical to stopping the spread.
Chemical Control	In areas with high beetle activity, insecticides may be applied to protect trees. Information on potential insecticides can be found at University of California Agriculture and Natural Resources.
Biological Control	Research into biological control options, such as introducing parasitoid wasps or other natural predators of ISHB, is ongoing. Eventually, this may offer long-term pest population suppression.
Public Education	Engage the community in identifying and reporting potential ISHB infestations. Education on the importance of tree care, pathogen management, and the role of ISHB can help reduce the spread of this invasive pest across the urban landscape.

CONCLUSION

Proactive management, including early detection, monitoring, and management of tree health, is essential to mitigating the effects of pest and pathogen threats. Once a pest is identified, implementing BMPs, such as a combination of cultural, chemical, and biological control, are key to reducing pest severity and spread.

As pests and diseases continue to threaten Mountain View's trees, continued research, regional collaboration, public education, and community engagement will be vital to sustaining the health of the urban forest and protecting its biodiversity.

GUIDE D: MONITORING AND TARGETS

This Guide provides recommendations for establishing a standard monitoring protocol to track change in the biodiversity Metrics recommended in the Mountain View Biodiversity & Urban Forest Plan ("the Plan;" see **5.3 Metrics and Targets**) and setting Targets that pair the Metrics with concrete, time-bound goalposts the City can work towards.

Monitoring: Biodiversity Metrics

There are several ecological and methodological factors that could influence a change in detected species numbers over time, across space, or between projects.[185] These include:

- **Species' responses to changes in habitat availability in the city.** Being able to detect this is the target of monitoring. With standardized methodology the goal is to confidently detect changes in the presence or absence of species in the area of interest, while accounting for the other factors that might influence detection.
- **Survey effort.** This is standardized to reduce its influence on the data. Performing repeated surveys during the same time of day, for the same amount of time, with the same numbers of observers, and in the same locations are several ways to standardize effort.
- **The life history and annual phenology of a species.** This is something to be aware of and plan for so that data is collected during the time period and life history stage of interest. Using birds as an example: Depending on the species, birds will occupy the city during different times of year;[e.g., 186] they can either be year-round residents or migrants who pass through the city in spring and/or fall, breed in the city (arrive in spring, leave in fall), or overwinter in the city (arrive in the fall, leave in the spring). Similarly, different species may be using habitat in the city for different life history stages (e.g., nesting, raising fledglings, foraging, roosting and shelter). Monitoring should be planned accordingly, so that data is collected for the time periods and life history stages of interest.

The goal of a monitoring program is to control for as many factors as possible, so that the data reflect actual changes in the response variable (e.g., number of species) instead of inconsistency in methodology. The ability to compare species counts over time or across space, in a statistically meaningful way, will require repeated surveys using the same methods and standardized effort.

Three monitoring levels are recommended for tracking biodiversity-related Metrics, depending on the desired results and resources available (as shown in the following table). Where appropriate, monitoring efforts may incorporate available community science data and partnerships to support biodiversity tracking and public engagement (see columns "Compile Existing Partner Data" and "Managed Community Science Data Collection").

Monitoring levels the City can employ to track biodiversity Metrics.

Monitoring Level	Compile Existing Partner Data	Managed Community Science Data Collection	Technical Expert Monitoring Program
Amount of effort	Lowest	Medium	Highest
Approach	Compile City biodiversity data being collected by partners (including academic researchers, NGOs, or agencies) and by community scientists through well-vetted online platforms.	Use existing tools and organized events such as iNaturalist and the City Nature Challenge and work with community volunteers to gather data across an established array of City biodiversity data collection sites.	Hire qualified sub-contractors or City staff to design a city-wide monitoring program and carry out repeated surveys at regular intervals.
Types of results	Opportunistic lists of species presence in the city	Targeted and more comprehensive lists of species presence (and possibly absence*) Comparisons of species numbers between sites and over time* * if effort is standardized and well-managed, and observer skillsets are validated (and/or photographic evidence can be employed)	City-wide comprehensive lists of species presence and absence that allow for robust occupancy analysis Statistical comparisons of species numbers between sites and over time, accounting for detection error
Advantages and Disadvantages	+ Lower effort + Builds partnerships – Unable to use statistics to meaningfully evaluate or compare	+ Community engagement + Greater longevity + Lower cost for observers and often more data + Statistical comparisons are possible* – Data quality dependent on technical skill available and effort put toward preparation (i.e., establishing sites and protocols) and data collection management –/+ High effort and technical skill needed initially to establish protocols and set up sampling array, but with trained volunteers and staff managers, subsequent years require less effort	+ High quality data + Highest effort in terms of standardization and data quality, but little effort by City beyond expense + Potential for additional data collection (e.g., individual abundance, vegetation), to be more efficiently collected as part of the program, allowing for more robust analysis and reporting – Higher cost – Longevity of study dependent on availability of funds

A recommended resource to help the City plan its biodiversity monitoring effort is Urban Biodiversity Inventories, an ongoing project of cities and organizations—including the California Academy of Sciences and the City of San Francisco—to create tools and a roadmap for cities to implement the Urban Biodiversity Inventory Framework. [187]

Targets

Setting quantitative targets for improving biodiversity is an important step in meeting planning Objectives.[152,188]

The SMART Framework, originally developed in management and educational settings,[189] has been validated, modified, and recommended by scientists and biodiversity planners to help develop achievable biodiversity-related targets.[188,190,191] Applying this framework is recommended when developing biodiversity and urban forest targets for the City of Mountain View.

Specific	Biodiversity is complex, so targets need to be specific and clearly defined.
Measurable	It is essential to quantitatively measure progress toward targets.
Ambitious	Targets should aim sufficiently high to achieve goals, while also being **A**ssignable to specific parties and organizations who are **A**ccountable for the target's delivery.
Realistic	Targets should be developed using evidence to assess if they are realistic.
Time Bound	Targets should be accompanied by a clear timeline for achievement and assessment.

Source: 188

The following target setting worksheet was developed to assist the City in setting Targets that align with the SMART framework, the Plan Objectives (see **5.2 Vision to Action**), and with each of the Plan's recommended Metrics (see **5.3 Metrics and Targets**). It is recommended that this worksheet be completed by collaborating across City departments and seeking input from external technical experts, so that targets are ambitious, yet realistic.

Target setting worksheet. *Example language for developing and setting quantitative time bound Targets for meeting plan Objectives (see **5.2 Vision to Action**), paired with the relevant Metrics (see **5.3 Metrics and Targets**).*

TARGET SETTING WORKSHEET	
Plan Metric	**Example Target Language**
RECOMMENDED METRICS Recommended, ready-to-use Metrics linked with the Objectives for which they track progress	
M1. Tree canopy cover across the city (as percent of total area, excluding the Baylands)	___ % tree canopy cover by 20___
M2. Proportion of public trees that are regionally- and California-native	___ % regionally-native and ___ % California-native trees on City-managed lands by 20___
M3. Number of projects (or acres of project area) incorporating enhancements for native species habitat in the urban matrix	___ # projects (or ___# acres of project area) incorporating enhancements for native species habitat in the urban matrix by 20___
M4. Number of projects (or acres of project area) incorporating enhancements for native species habitat integrated into capital projects	___ # projects incorporating enhancements for native species habitat integrated into capital projects by 20___
M5. Acres of landscaping converted from turf to ecologically-functioning landscaping	___ # acres of turf converted to ecologically functioning landscaping by 20___
M6. Acres of landscaping converted from impervious surface to ecologically-functioning landscaping	___ # acres of impervious surface converted to ecologically functioning landscaping by 20___
M7. Number of trees planted on City-managed lands, distinguishing between new and mitigation trees	___# new trees and ___# mitigation trees planted on City-managed lands by 20___
M8. Number of trees planted for new developments, distinguishing between new and mitigation trees	___# new trees and ___# mitigation trees planted for new developments by 20___ -themed installations by 20___
M9. Average interval (years) between tree care visits (including a health assessment and upkeep activities such as pruning) on trees maintained by the City	___average # years between tree care visits conducted on City maintained trees by 20___
M10. Percent or number of parks and community facilities that implement biodiversity-themed installations, including signage and art associated with physical landscaping	___% of parks and community facilities that implement biodiversity-themed installations by 20___

TARGET SETTING WORKSHEET	
Plan Metric	**Example Target Language**
RECOMMENDED METRICS Recommended, ready-to-use Metrics linked with the Objectives for which they track progress	
M11. Number of external stakeholders partnering with the City to implement biodiversity activities, projects, and programs	___ # external organizations the City has partnered with on biodiversity-related activities by 20___
M12. Number of attendees during City-sponsored or -partnered biodiversity and urban forest events and programs	___ # attendees at City-sponsored or -partnered biodiversity and urban forest events and programs by 20___
M13. Number of volunteer or participant hours during City-sponsored or -partnered biodiversity and urban forest events and programs	___ # volunteer hours at City-sponsored or -partnered biodiversity and urban forest events and programs by 20___
M14. Number of trees distributed through Arbor Day Tree Giveaway or other City-sponsored or -partnered events and programs	___ # trees given away to residents during City's Arbor Day Tree Giveaway program by 20___
SUPPLEMENTAL METRICS FOR FURTHER CONSIDERATION Additional Metrics that the City can consider evaluating to measure progress towards Plan Objectives; would require additional data collection and tracking, beyond current City activities	
M15. Number of native vascular plant, bird, and arthropod species	___ # native vascular plant species (or bird species or arthropod species) recorded in the city by 20___
M16. Percentage of native bird species in built-up areas or within project site	___% point increase of percentage of native bird species in built-up areas/project sites by 20 ___
M17. Percent of newly installed (within 3 years) public trees that are in good condition	___ % newly installed public trees (within 3 years) in good health by 20___
M18. Acres restored for native species habitat and protected from human disturbance	___ # acres restored in protected areas for native species habitat, by 20___
M19. Linear footage ratio of nature-based vs engineered banks for freshwater streams	___ # linear feet of stream banks converted from engineered to nature-based by 20___
M20. Number of properties with existing/ updated wildlife-friendly lighting	___ # properties with wildlife-friendly lighting by 20___

TARGET SETTING WORKSHEET	
Plan Metric	**Example Target Language**
M21. Number of structures with existing/ updated bird-safe design	___ # structures with bird safe design by 20___
M22. Linear footage of trail extensions, improvements, or new trails amidst natural features	___ # linear footage of trail extensions, improvements, or new trails amidst natural features by 20___
M23. Number of hours or FTE positions City staff work on biodiversity-related tasks, including training, to manage landscapes for supporting biodiversity.	___ # hours or FTE positions City staff work on biodiversity-related tasks by 20___
M24. Number of acres enhanced for biodiversity during City-sponsored or -partnered events and programs	___ # acres enhanced for biodiversity at City-sponsored or -partnered biodiversity and urban forest events and programs by 20___
M25. Number of privately-managed trees tracked through data submitted by private community members (e.g., by community members and large landowners)	___ # privately-managed trees tracked by 20__

APPENDIX A: COMMUNITY ENGAGEMENT SUMMARY

This appendix summarizes the Plan's public survey responses, lists recommendations resulting from the public stakeholder workshop, and highlights key values that emerged from the community's written comments.



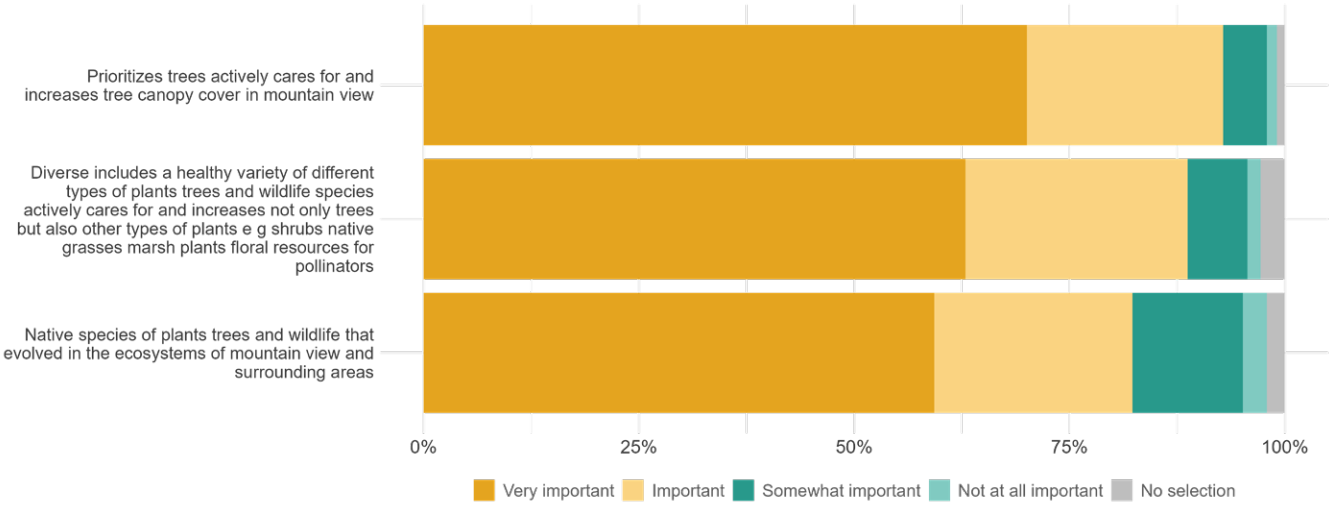
2024 Biodiversity & Urban Forest Plan community workshop. Photo courtesy of the City of Mountain View.

Full public survey: question and summary of responses

1. Use three words to describe what you hope nature will look like in the City of Mountain View in the future. (How should it look or sound? What should it feel like?)



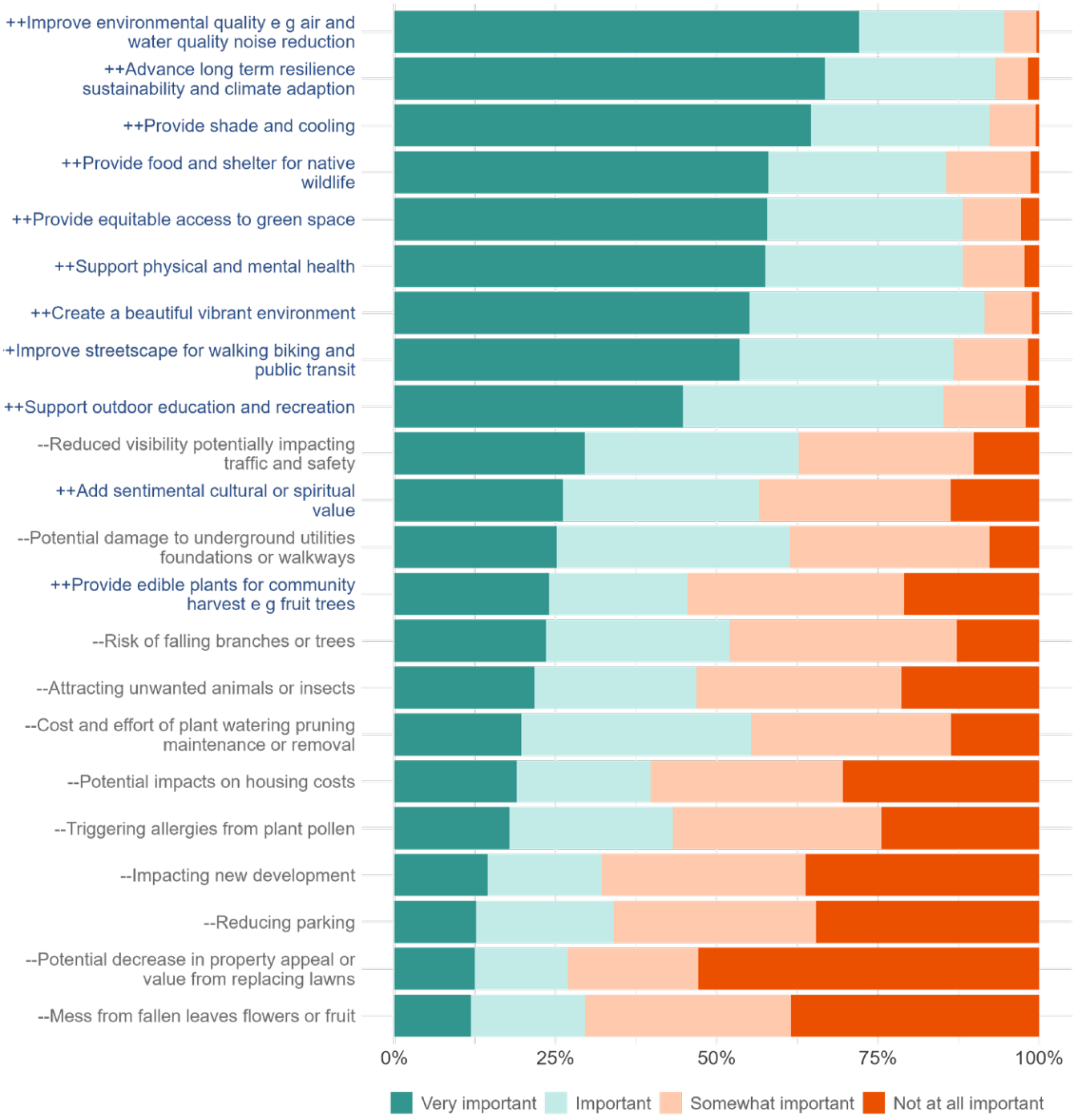
2. How important is it to you that Mountain View supports a community of plants, trees and animals that fits the following descriptions?



3-4 (results combined)

3. Biodiversity and the Urban Forest provide many benefits to the community. How important are each of the following benefits to you? Please consider trees and nature in all areas including parks, commercial areas, along streets, and on residential properties.

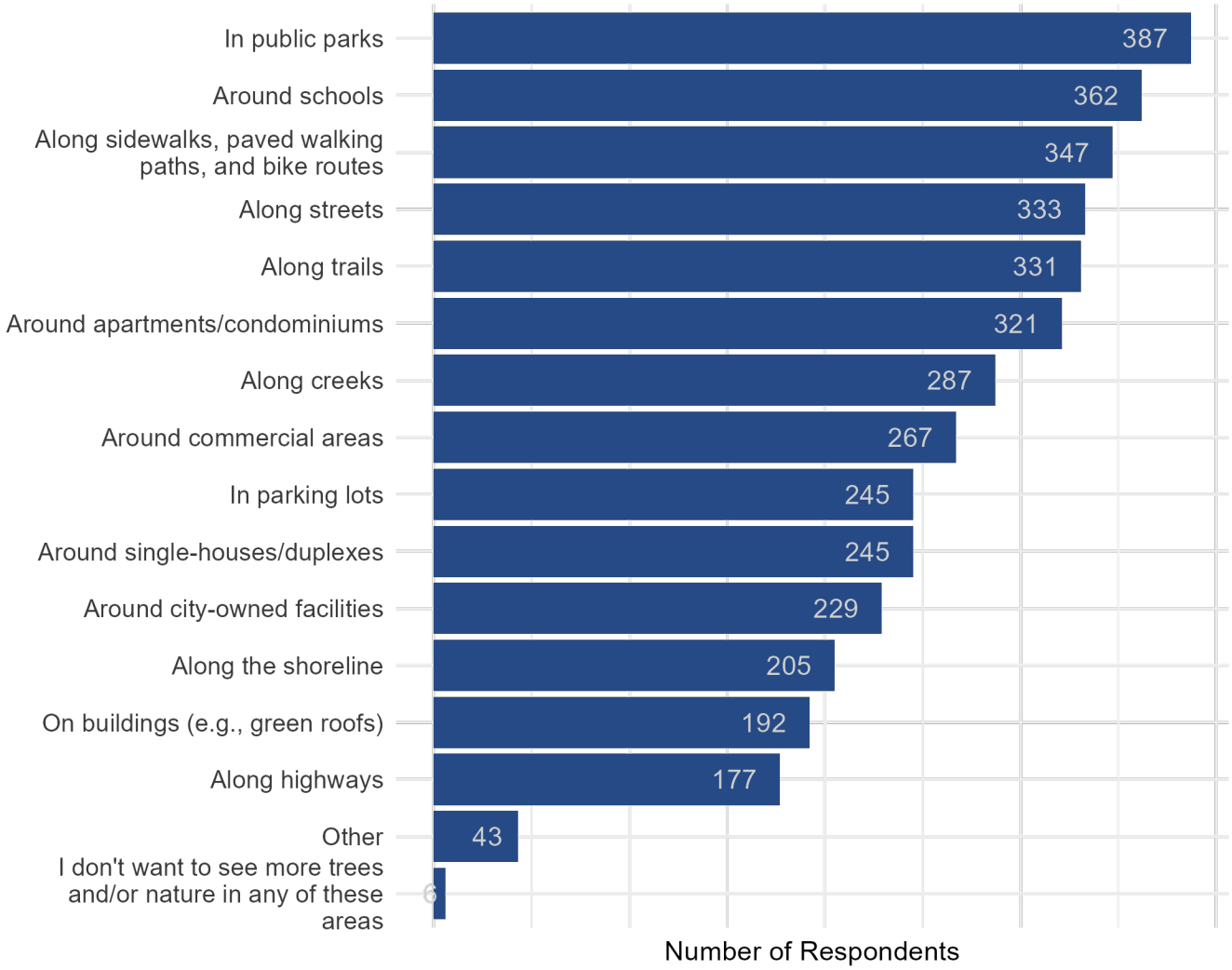
4. Trees and nature in the city can also create challenges for people in their daily lives. How important are these potential challenges to you? Please consider trees and nature in all areas including parks, commercial areas, along streets, and on residential properties.



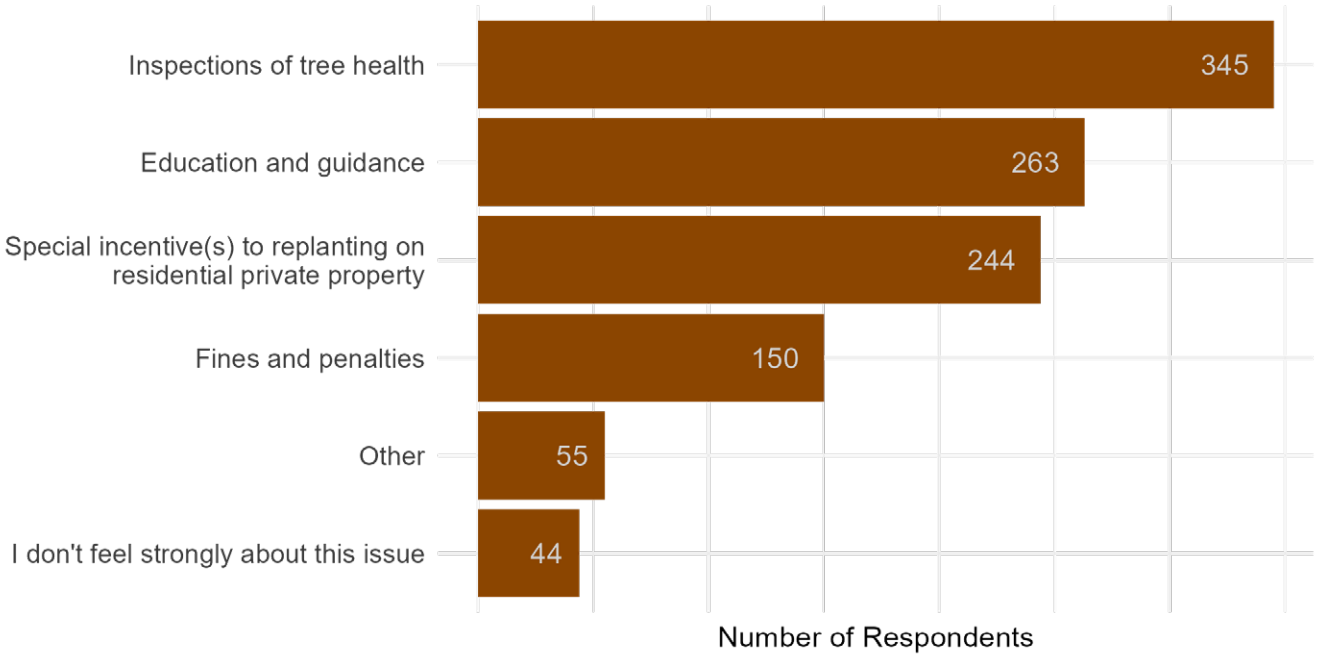
5. Where in Mountain View do you think trees and nature are most needed? Please click on one spot on the map.

See map of "Places Where Nature and Trees Need More Support" in **4.2 Community Perspectives**, which combines survey and public event responses.

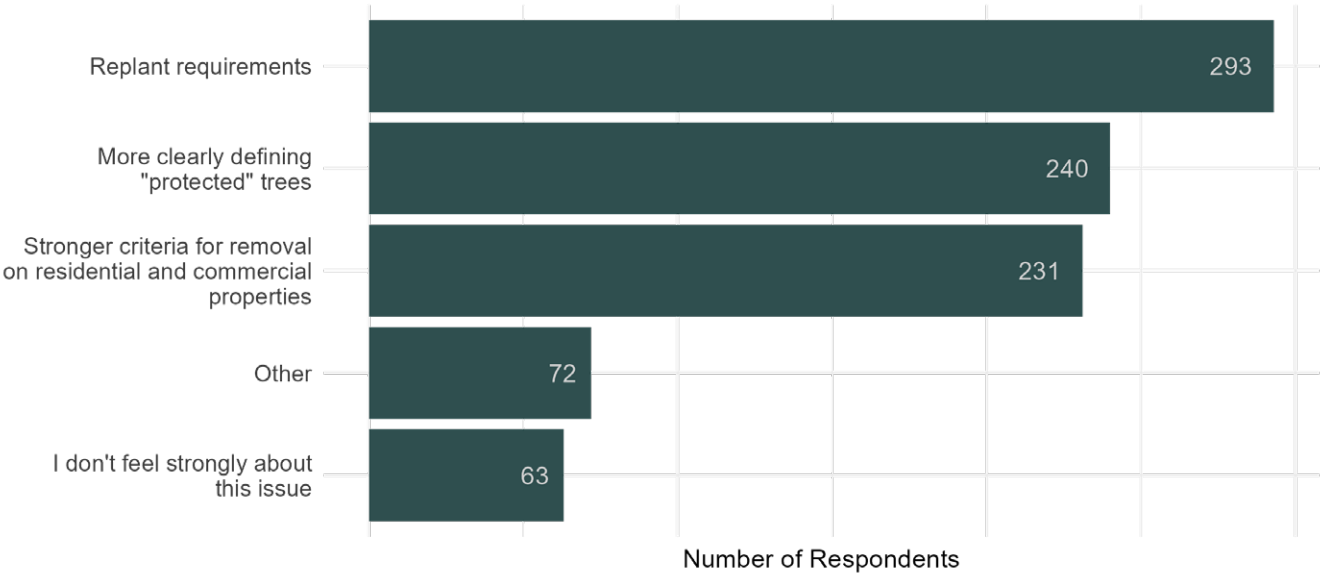
6. In which types of areas in Mountain View do you think trees and nature are most needed? Select all that apply.



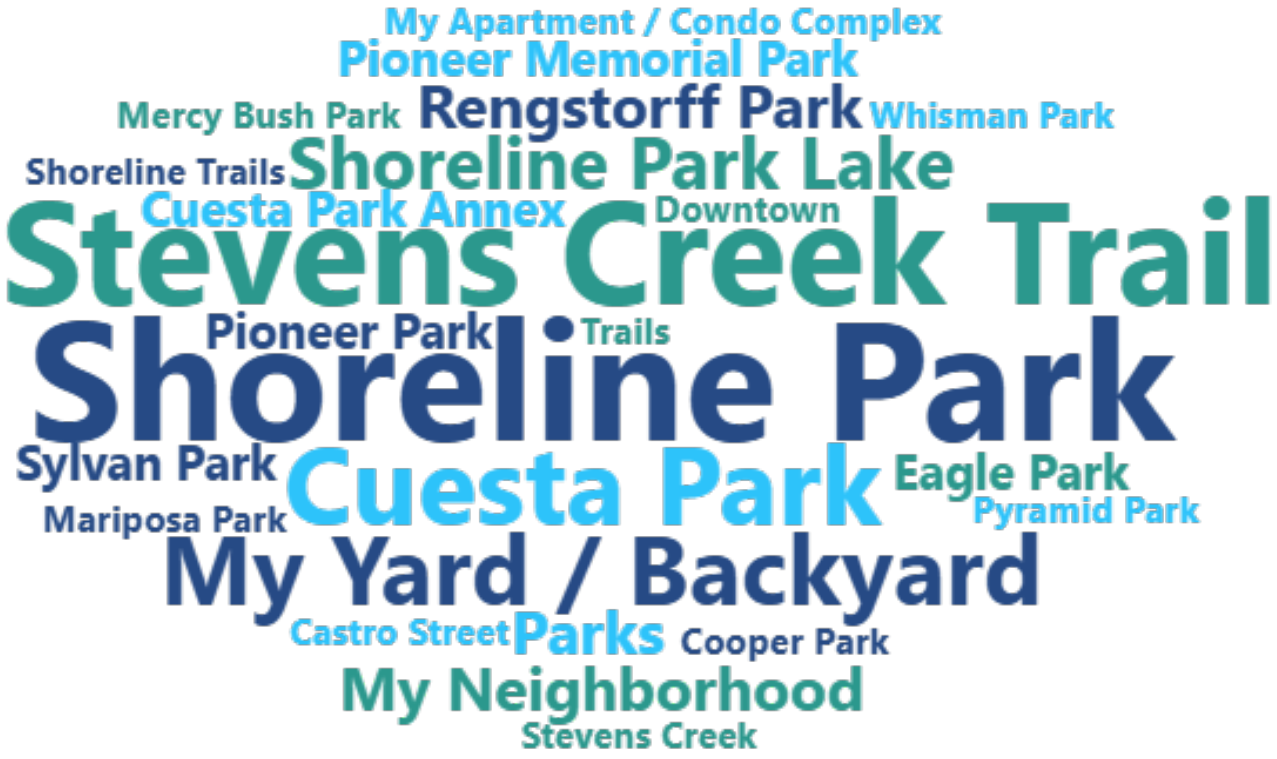
7. To preserve the health and growth of the urban forest, the City of Mountain View has a tree protection ordinance that requires a permit to remove trees of a certain size if it meets certain criteria, with associated fees, replant requirements, and fines. Which of these current practices do you feel are most important for tree protection (Please select up to two choices.)



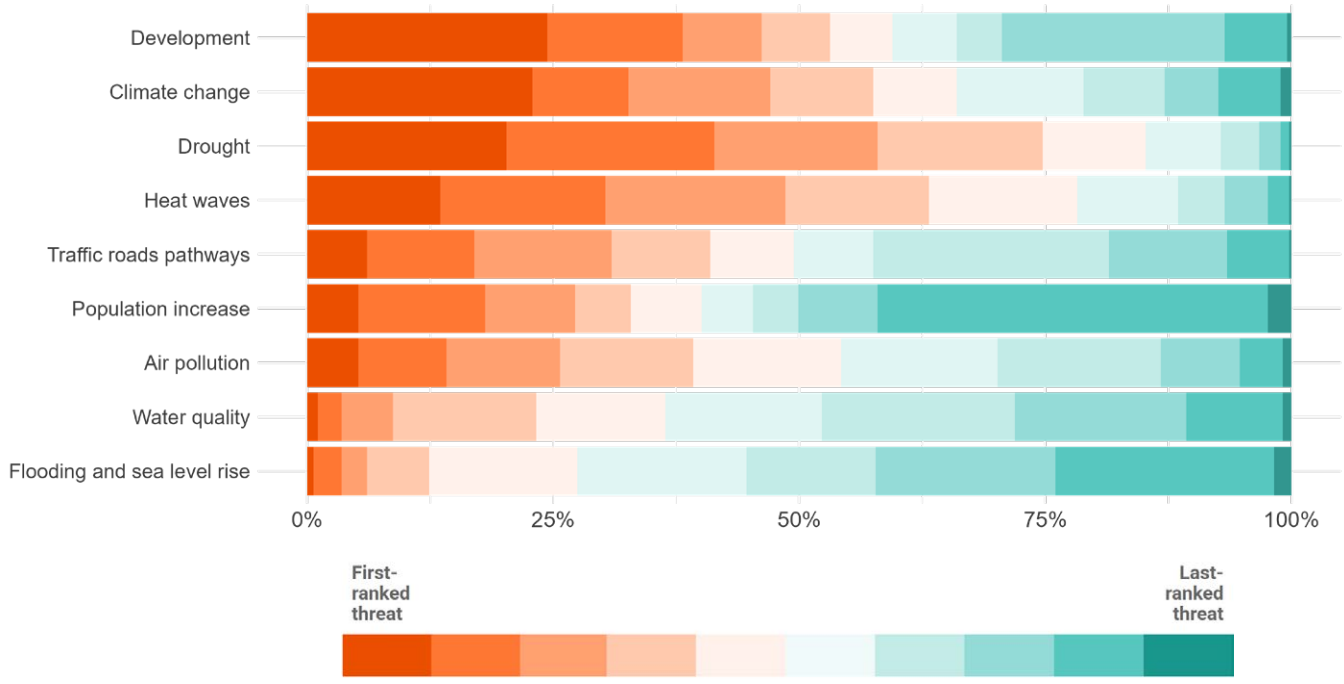
8. If the City of Mountain View were to update its tree protection ordinance, what would be most important to you? (select all that apply)



9. Where is your favorite place to spend time in nature in Mountain View? (E.g., Shoreline, my backyard, Pioneer Memorial Park, Stevens Creek Trail). What makes that place so special to you?



10. In your opinion, what are the biggest threats to nature in Mountain View? Rank these from biggest threat (top) to smallest threat (bottom)



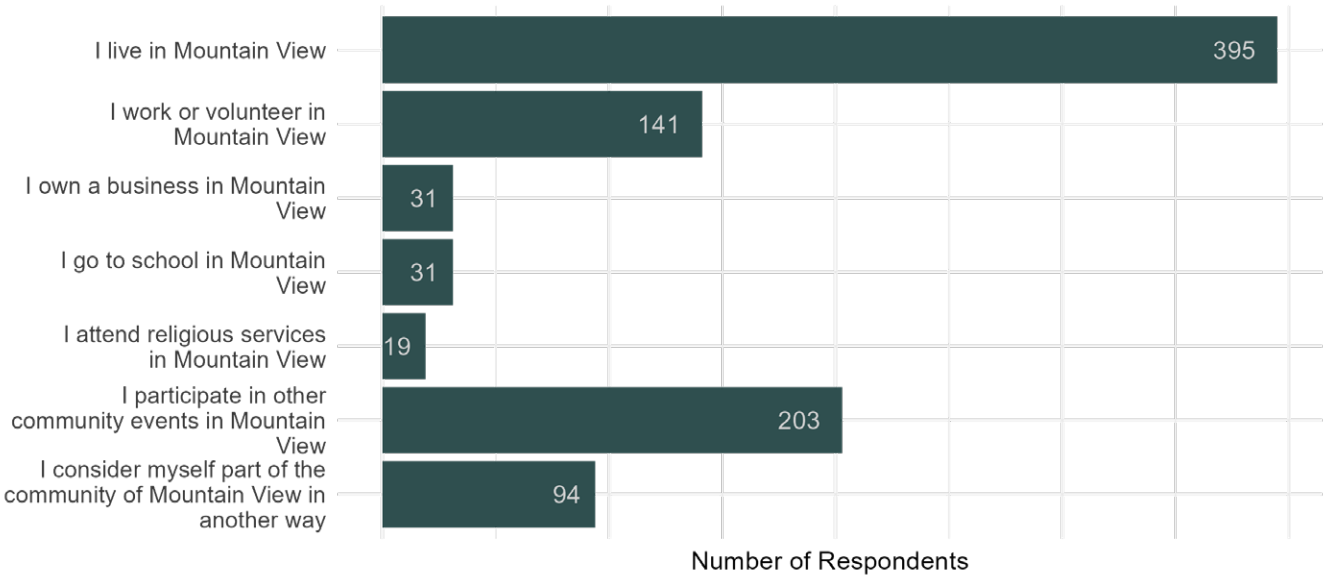
11. Which wildlife species adds to your enjoyment of nature in Mountain View?



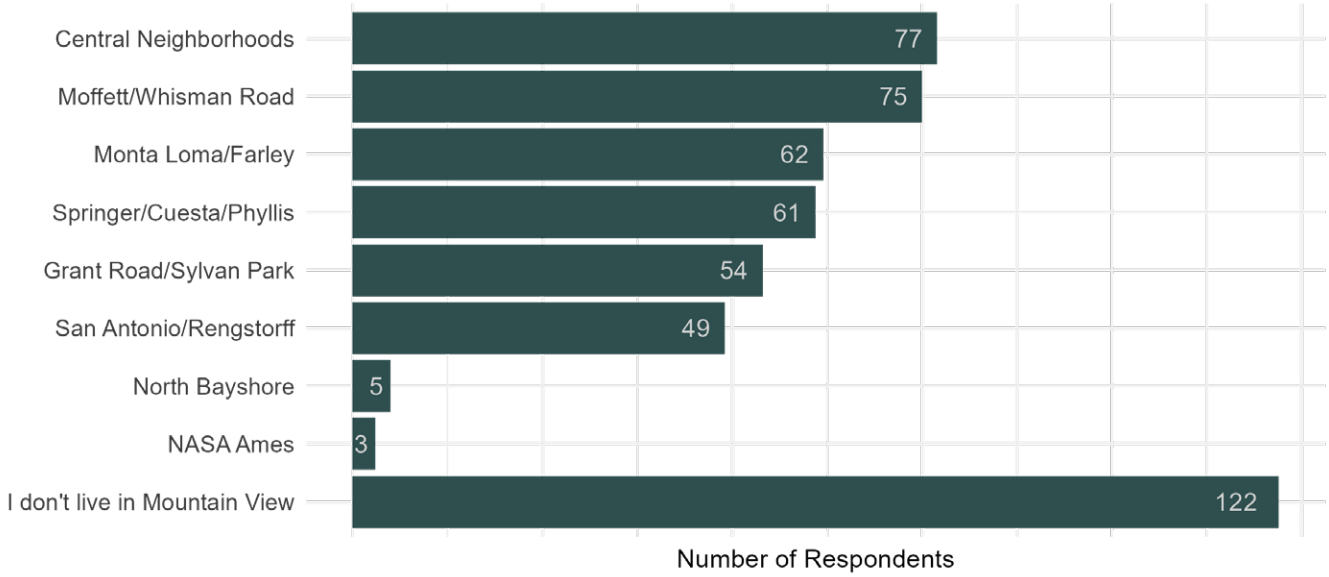
12. Do you have additional input or comments you wish to provide?

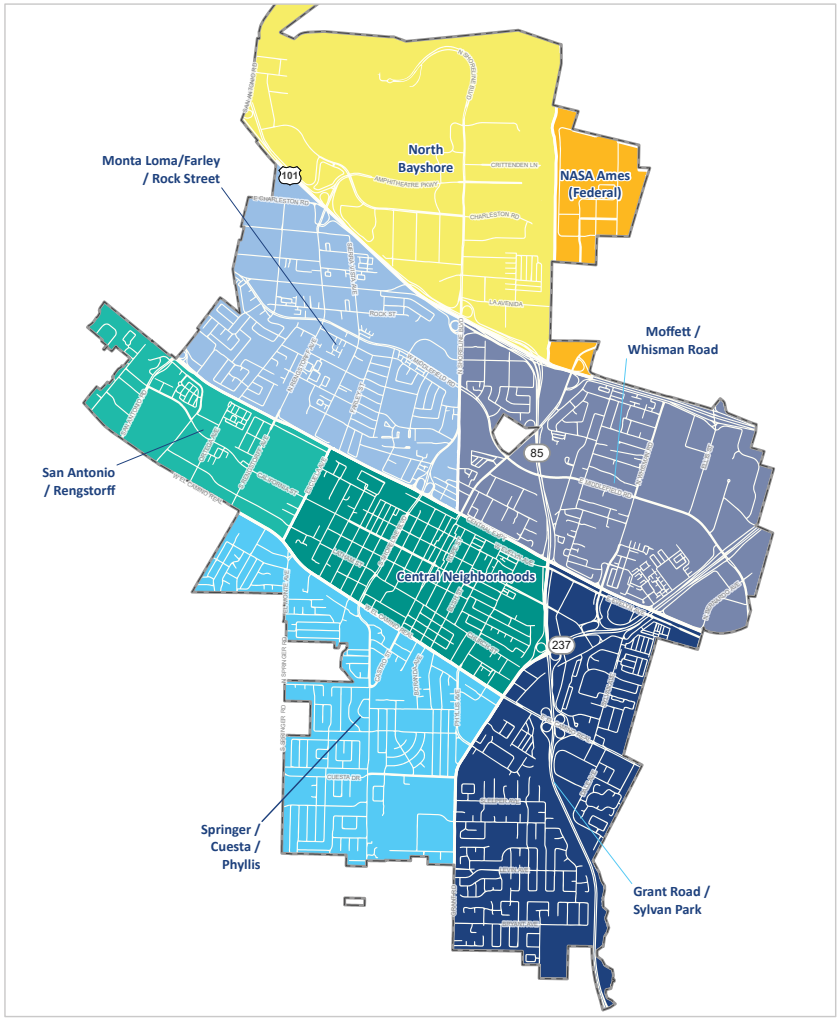
See table of "Key Values" at the end of this section, which combines survey and public event responses.

13. What is your connection to Mountain View? Select all that apply.



14. In which Mountain View neighborhood do you currently live?



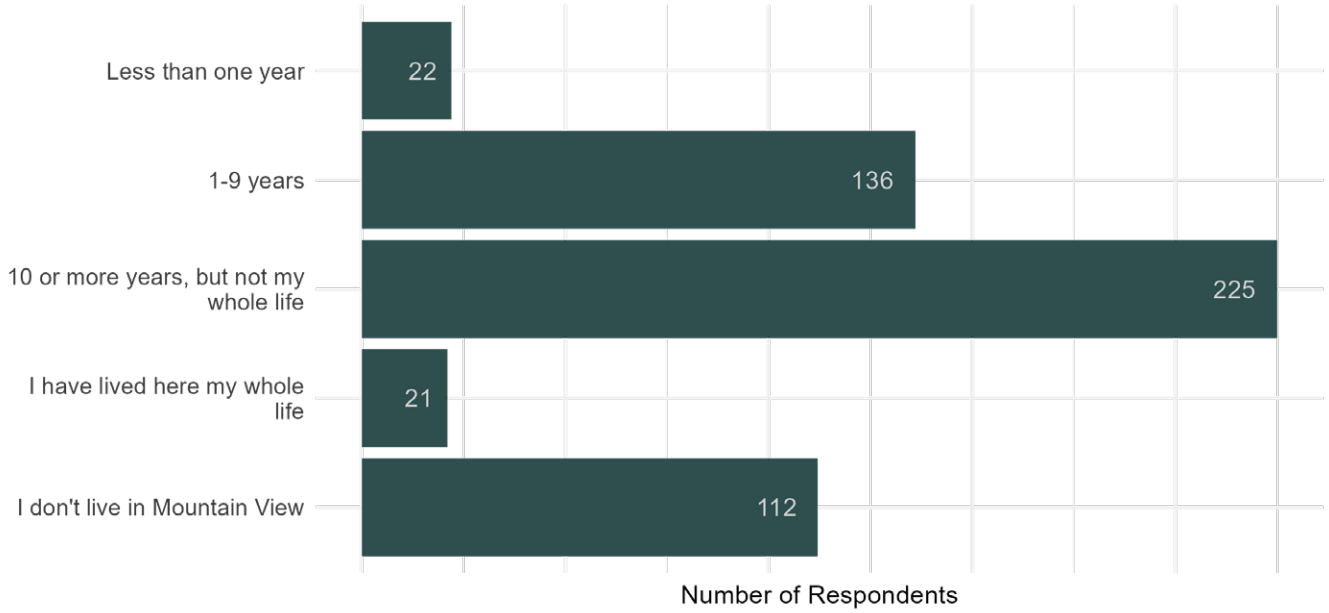


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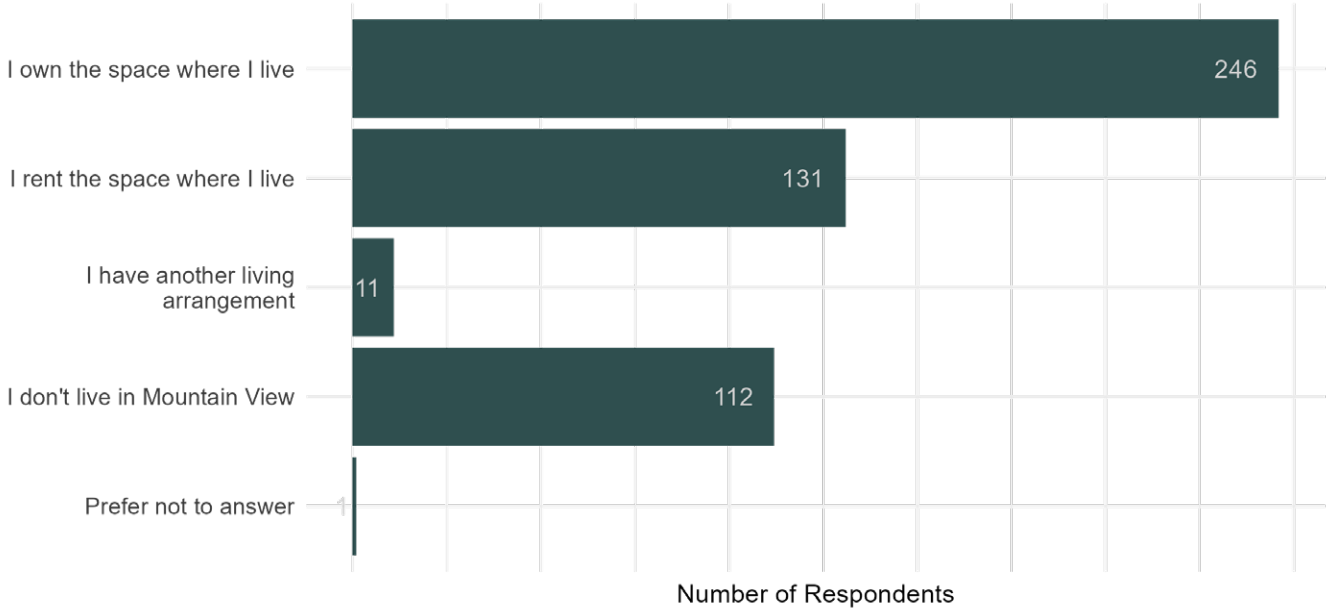
Neighborhood Meeting Areas

June 2024

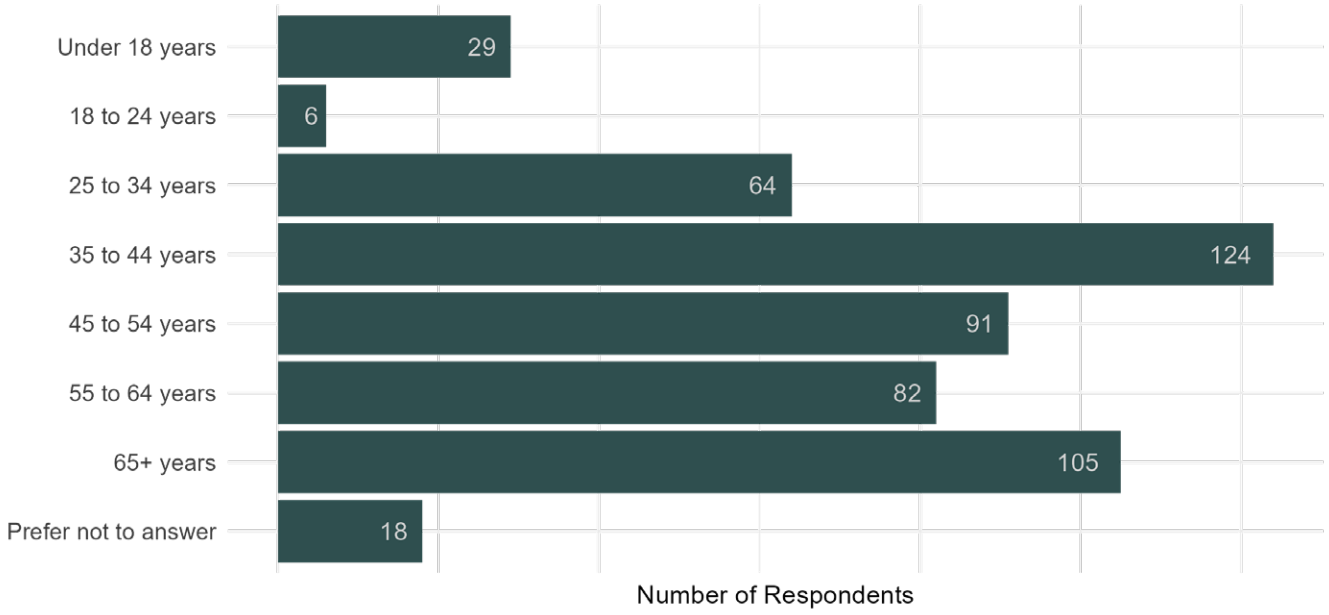
15. How long have you lived in Mountain View?



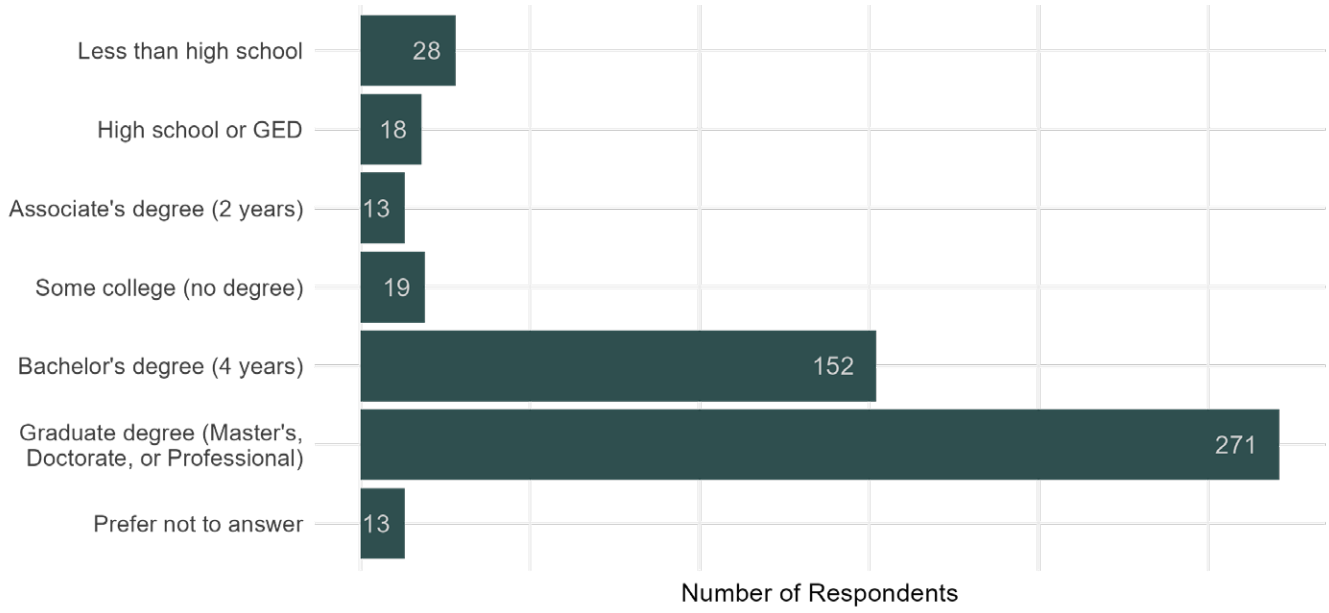
16. Do you rent or own your residence in Mountain View?



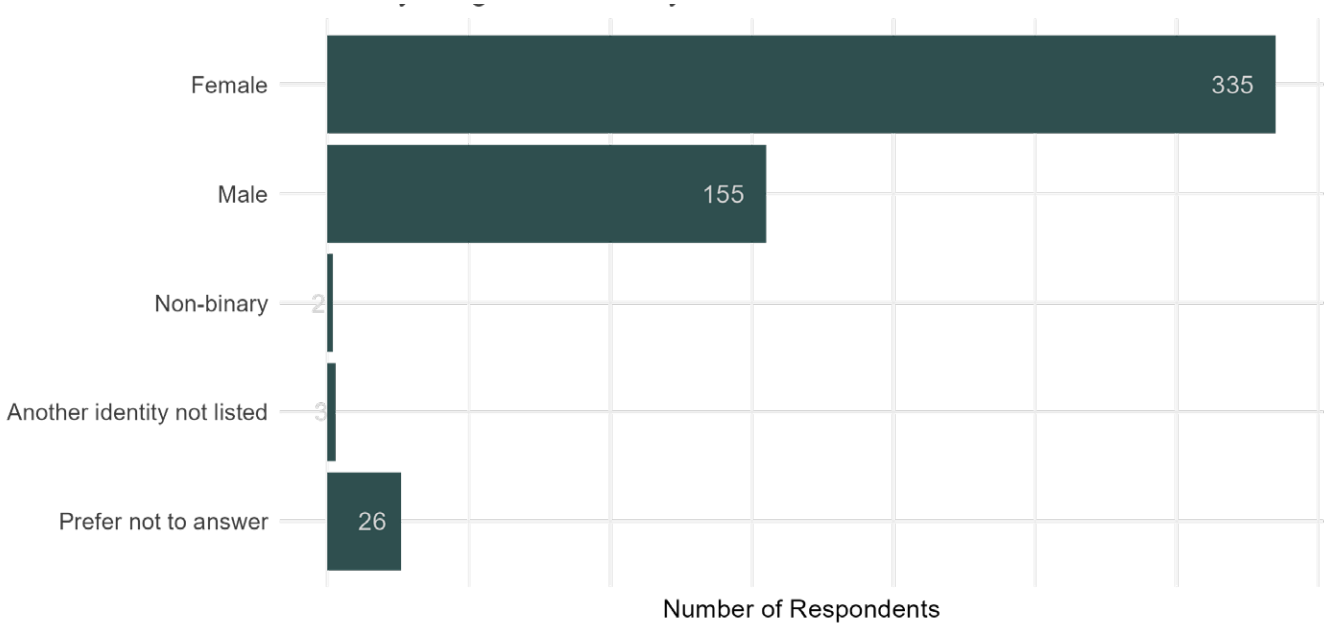
17. What is your age?



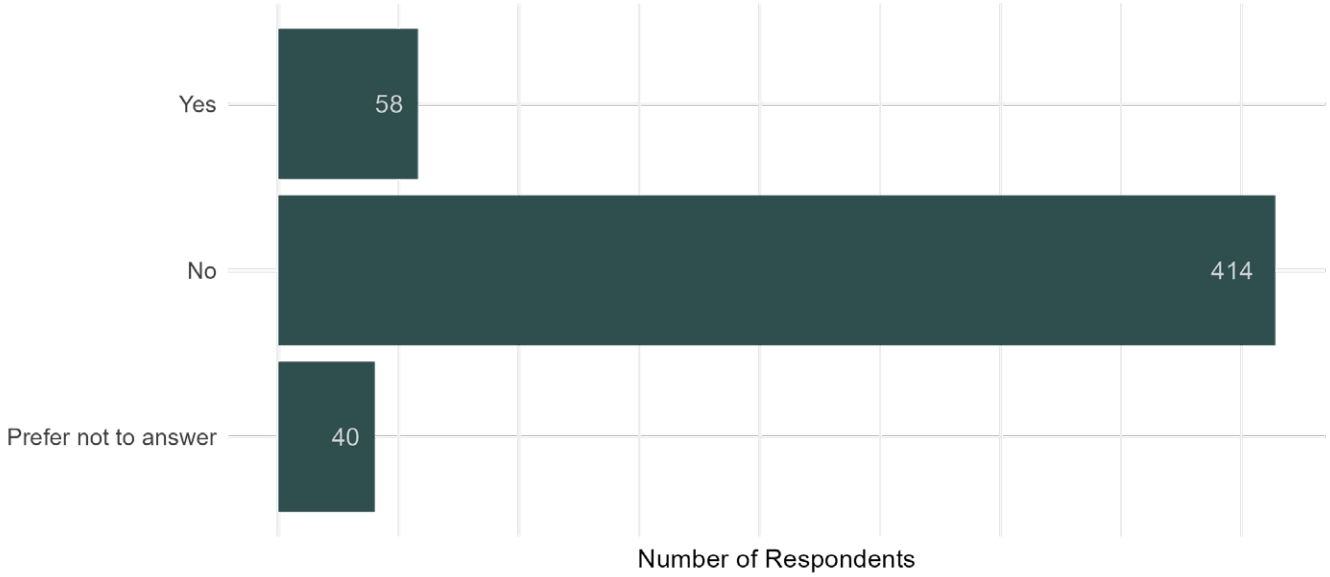
18. What is the highest level of school you have completed?



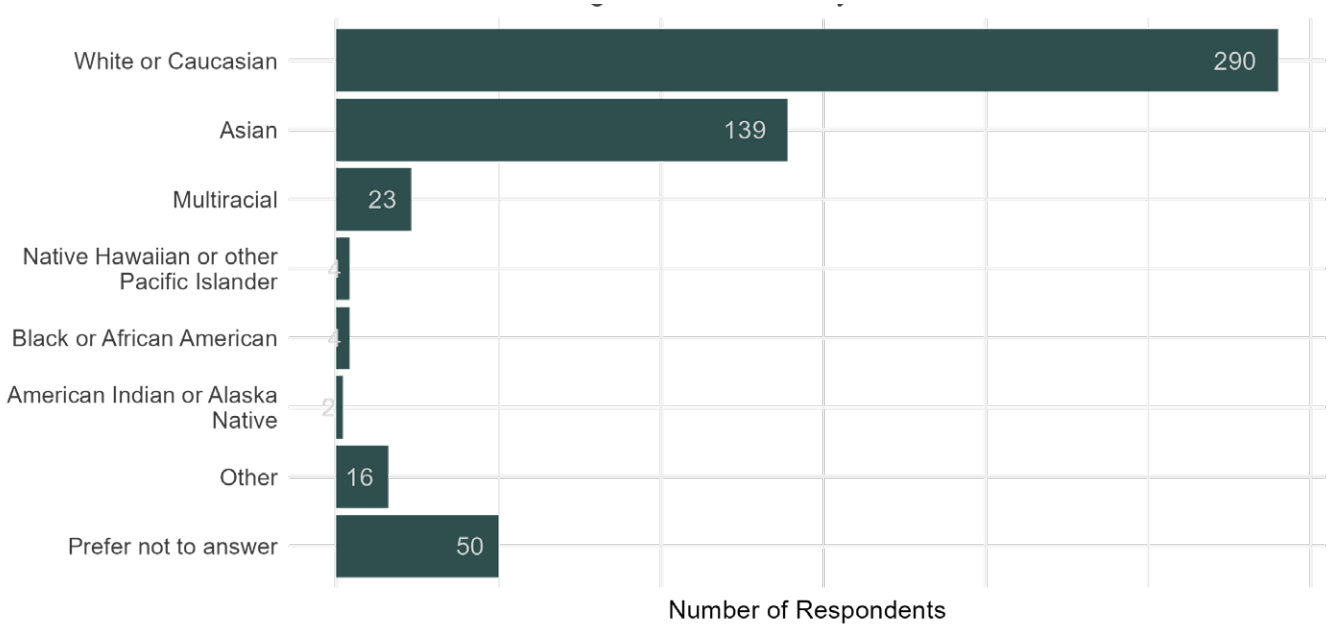
19. What is your gender identity?



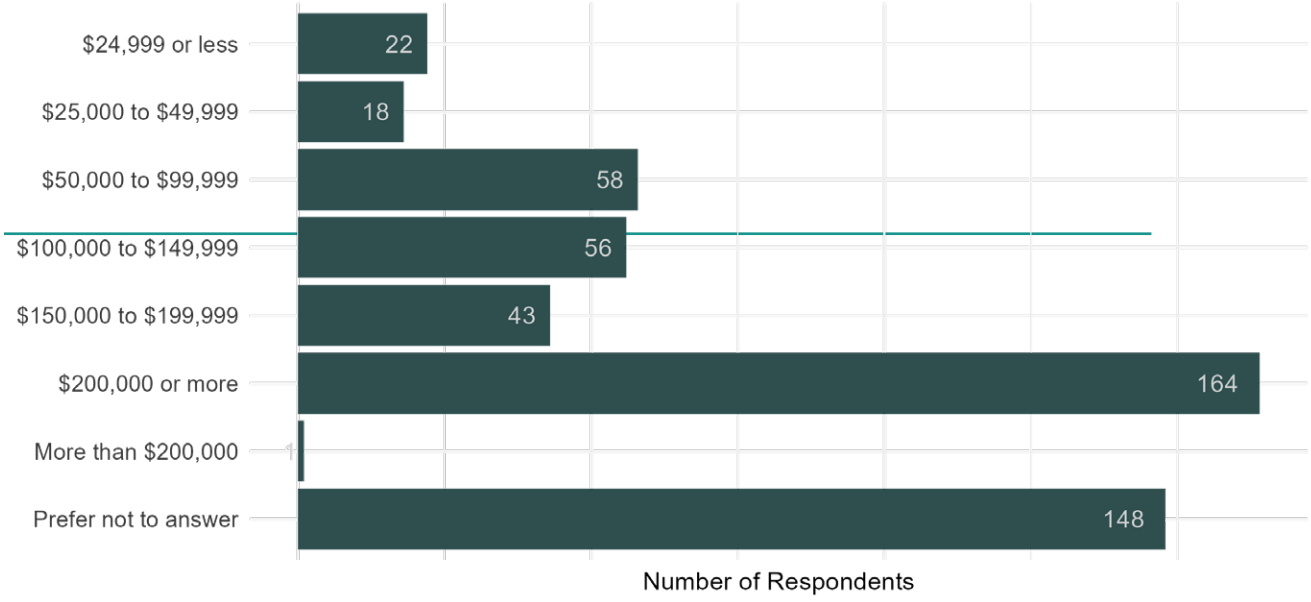
20. Are you of Hispanic, Spanish, or Latino/a/x ancestry?



21. Which of the following best describes your race?



22. Which category below best represents the total combined income before taxes for all the people in your household for 2023?



Recommendations Received from the Stakeholder Workshop

DISCUSSION TOPIC: DESIGNING AND PLANTING AROUND THE BUILT ENVIRONMENT

1. Plant more trees in places where people and all living things will benefit.
2. Create a City-wide "Green Team" to specifically implement biodiversity. (Biologist, ecologist, landscape architect, gardener).
3. Partner with local groups/organizations to implement biodiversity enhancement.
4. Focus biodiversity enhancement in shopping areas & commercial/industrial areas (e.g., Middlefield/Rengstorff Shopping, near Wyandotte Park)
5. More targeted outreach to notify/educate public of the City's free street tree planting program (literature, or going door to door, etc).
6. Share development plans sooner
7. More than one planner reviewing projects
8. More green spaces is streetscapes
9. Provide "welcome packets" on transfer of property that discusses city values, services, etc. related to biodiversity and the urban forest
10. Convert some roadways in industrial areas to green spaces

DISCUSSION TOPIC: INCORPORATING HABITAT FOR BIODIVERSITY INTO TRANSPORTATION AND TRANSIT

1. Plan for plant maintenance, including proper training for planting and maintaining new and future plantings.
2. Improve canopy and habitat through appropriate native and non-native plantings.
3. Complete green streets program.
4. Identify best practices for existing successful trails (i.e. Stevens Creek Trail) and implement in existing/future trails.
5. Update road design standards to require natural elements including street width, corner radii, driveway triangle, dark skies, plant palette.
6. Think of natural spaces as amenities

7. Link parks, for example: Hetch Hetchy, Miramo, Cuesta, Shoreline, Mdlfd, Evlyn, SCT, Cal...
8. Funding Recommendations: O&M training, street sweeping in bike lanes, trimming crews to help owners not remove trees, trail maintenance, City native gardener expert
9. Achievable metrics
10. Place lines underground
11. Convert non-functional turf to native plants
12. No pesticides and herbicides
13. Curve roads and sidewalks around trees

DISCUSSION TOPIC: PROTECTING SPACES FOR NATURE

1. Utilize under-used areas for biodiversity support and native plantings
2. More food gardens
3. Reduce grass
4. More native trees
5. Increase bioswales to help limit water runoff
6. Pollinator garden
7. Implement Shoreline Habitat Plan and Burrowing Owls Preservation Plan
8. Manage and reduce light pollution
9. Foster meaningful partnership with NGO and private entities for biodiversity enhancement.
10. Envision urban restoration, including creek corridor, native trees, and green storm-water infrastructure

Key Values

The following table summarizes key values that emerged from written comments, open-ended responses to the public survey, and comments provided via the City webpage.

Key values and themes from community written and verbal comments. *An asterisk (*) next to a value indicates especially high support.*

KEY VALUES *(* notes especially high support)*
TREES
* Generally want more trees to be planted and maintained
* Focus on increasing shade, combatting high temperatures, combatting urban heat island effect
Focus on the feeling trees give -- calm, a good gathering place, improving "barren" areas
* Focus on increasing native species in Mountain View's tree canopy
* Increase canopy and other natural elements near schools, in commercial areas, to promote foot traffic and beauty
Interest in fruit trees as a community benefit, edible landscapes
Concern about pollen and allergies, and desire for consideration of that when choosing which species to plant
Concern about conflicts between trees and infrastructure (e.g. leaf and needle litter on sidewalks, tripping hazards from roots breaking concrete)
* Protection for Heritage Trees
OTHER VEGETATION
* Increase native species and drought-tolerance
Desire for beauty, "cleanliness"
* Promote native plantings specifically to support native wildlife species, and especially pollinators, protected wildlife species (see also **Wildlife**)
* Focus on resilience to withstand drought, urban impacts, climate tolerant
Concern that vegetation is sustainable, and either gets the attention it needs to thrive, or is able to thrive without tending
PUBLIC HEALTH AND WELLNESS
Biodiversity should balance environmental and human needs
Build green belts through under-vegetated areas, combine green belts and bike/walking paths, paths along waterways, connecting parks/patches
Consider accessibility for different abilities, and accessibility from different neighborhoods, equitable access, when designing greenways, open space
Improve/increase mixed-use paths as a viable transportation alternative to driving
Improve general walkability of the city; improve safety of paths with thoughtful landscaping, better lighting
* Combat urban heat island effect, increase shade for public safety

KEY VALUES *(* notes especially high support)*

* Desire to take care of parks in a way that they continue to be welcome gathering places, places for exercise, places for children to play

* General desire for the city to feel lush; find areas that feel separate, calmer, and quieter than city

Include benches to linger and rest

* Concern about the use of pesticides

Narrow existing streets and incorporate street trees and planted medians to slow traffic, reduce accidents (see also **Development and Management Policies**)

Providing walking paths along waterways, riparian corridor access

Greening schools to provide nature space for both students and community (off hours)

DEVELOPMENT AND MANAGEMENT POLICIES

* Share biodiversity and urban forestry education opportunities (requirements?) for developers

* Native plant list shared for guidance/requirements when landscaping development/redevelopment

* Desire to change policies, ordinances to require "integration of the natural environment" into development proposals, plans, designs; require ongoing stewardship and the inclusion of bird-safe building design. "welcome packets" on transfer of property that discusses city values, services, etc. related to biodiversity and the urban forest

Share development plans sooner and have more than one planner reviewing projects

* Promotion of native plant gardening and landscaping among residents

* Encourage/incentivize residents and developers to replace lawns with native landscaping (see also **Water and Water Conservation**)

Include vegetated paths and sidewalks to promote alternative transportation and recreation

Consider water conservation, including incorporating green stormwater infrastructure in commercial-area street design and planters

Narrow existing streets and incorporate street trees and planted medians to slow traffic, reduce accidents (see also **Public Health and Wellness**)

* Preserve trees during development/redevelopment, instead of removing them

Support tree care: bigger tree wells, trim branches, engineered soil, space for roots

Remove dead plants, weeding

Reduce impervious surface

Funding support/incentives to keep trees to help with cost of pruning/care

* Suggested changes to existing Heritage Tree protections: enforcement, ensuring re-planting

* Monitoring and metrics

KEY VALUES *(* notes especially high support)*

Training for operations and management to support biodiversity

Creation of City "Green Team" to implement (Biologist, ecologist, landscape architect, gardener).

More targeted outreach to notify/educate the public of the City's free street tree planting program (literature, or going door to door, etc).

WILDLIFE

Ensure there are wildlife corridors, habitat connectivity

* Promote native plantings specifically to support native wildlife species, and especially pollinators, protected wildlife species (see also Other Vegetation)

* Comments re: bees, burrowing owls, egrets, black skimmers, birds in general, monarchs (and milkweed), butterflies in general, pollinators in general, salt water harvest mouse

* Reduce light pollution

Areas where wildlife are not disturbed/Limit access to sensitive areas

YOUTH AND COMMUNITY

Include education component for elementary aged children

Include service learning for K-12 aged children

Include youth corps or similar program for teens to have edu/work opportunities in biodiversity or urban forestry within MV

* Host community education about biodiversity and best practices for at-home gardening; volunteer opportunities, community planting opportunities

* Build and maintain school gardens and community gardens as gathering spaces, food sources, recreation and education opportunities

WATER AND WATER CONSERVATION

* Interest in water conservation; reuse of run-off

Desire to have water bodies to visit, as a component of parks (ponds, streams)

Reduce irrigated footprint of parks (though others look for "lush" landscape as the ideal)

* Encourage/incentivize residents and developers to replace lawns with native landscaping (see also **Development and Management Policies**)

Creek/habitat restoration and riparian corridor protection, daylighting, improve habitat connectivity

Green infrastructure and stormwater design for flooding/ground water absorption

Appendix B: Literature Cited

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Summary of Biodiversity and Urban Forest Plan Updates

Implementation and Accountability

- Added a designated staff lead to oversee the cross-departmental Implementation Team and coordinate plan execution, monitoring, and reporting efforts across departments.
- Expanded annual reporting beyond the Parks and Recreation Commission to include City Council and the public, with additional community-facing updates and engagement opportunities.
- Strengthened adaptive management language so implementation can remain flexible and responsive to funding opportunities, scientific knowledge, community priorities, and lessons learned over time.

Integration into City Projects, Policies, and Funding

- Clarified that the Plan is intended to serve as a foundational City policy document that helps guide City decision-making, capital project delivery, and budget development across departments.
- Added language supporting the integration of Plan concepts, guidelines, and associated Guides into future objective standards, roadway design approaches, green infrastructure strategies, and other implementation tools.
- Recognized opportunities to incorporate greening, urban forest, and green infrastructure improvements into future Capital Improvement Program (CIP) projects and broader infrastructure investments.

Native Planting, Urban Forest Resilience, and Habitat Protection

- Expanded language related to native and regionally appropriate planting, including refinement of the definition of “near-native” species to provide greater clarity regarding ecological compatibility and regional applicability, as well as climate resilience, biodiversity-supportive landscaping, habitat protection, long-term urban forest resilience, and sustainable native plant sourcing practices.
- Added language supporting the protection and retention of existing mature trees, habitat features, and ecological resources where feasible, alongside expansion and enhancement efforts.
- Clarified that implementation should balance native planting goals with site conditions, biodiversity objectives, climate resilience, maintenance considerations, and long-term species diversity.

Partnerships, Stewardship, and Community Science

- Added language supporting volunteer coordination, stewardship opportunities, partnerships, and community-based implementation efforts as part of adaptive management and long-term implementation.
- Included language recognizing opportunities to use community science data and partnerships to support biodiversity monitoring and public engagement where appropriate.
- Incorporated feedback received from community partners and stakeholder organizations, including GreenSpacesMV, Mountain View Coalition for Sustainable Planning, Bird Alliance, and other community members.

File #: 205857, **Version:** 1

Adoption of Community Ownership Action Plan-Housing Element Program 3.2

1. Adopt the Community Ownership Action Plan (Attachment 1 to the Council Report).

2. Adopt a Resolution of the City Council of the City of Mountain to Transfer and Appropriate $1,000,000 From the Below-Market-Rate Housing Fund to the Acquisition and Preservation Subfund to Fund Community-Owned Housing Projects as Part of the Community Ownership Action Plan, to be read in title only, further reading waived (Attachment 2 to the Council report). (Five votes required)

3. Adopt a Resolution of the City Council of the City of Mountain View to Appropriate $425,000 From the General Housing Fund to Fund Capacity-Building Efforts as Part of Implementing the Community Ownership Action Plan, to be read in title only, further reading waived (Attachment 3 to the Council report). (Five votes required)

4. Authorize the City Manager or designee to establish and implement a process, including appropriate safeguards and eligibility criteria, for evaluating and selecting Community-Owned Housing Projects for funding, and to approve and execute all funding agreements and related documents for selected projects, without returning to City Council, and direct the City Manager or designee to provide notice to City Council and the public of funding decisions within 30 days of executing all project-related funding documents.

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: New Business

DEPT.: Housing

TITLE: **Adoption of Community Ownership Action Plan – Housing Element Program 3.2**

RECOMMENDATION

1. Adopt the Community Ownership Action Plan (Attachment 1 to the Council Report).

2. Adopt a Resolution of the City Council of the City of Mountain to Transfer and Appropriate $1,000,000 From the Below-Market-Rate Housing Fund to the Acquisition and Preservation Subfund to Fund Community-Owned Housing Projects as Part of the Community Ownership Action Plan, to be read in title only, further reading waived (Attachment 2 to the Council report). (Five votes required)

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EXECUTIVE SUMMARY

Developing the Community Ownership Action Plan (COAP) is part of the City's State-certified 2023-31 Housing Element Program 3.2, which includes developing innovative housing options that are not met by the existing housing system. Key elements of the COAP include the following:

- The COAP advances a people-centered vision where housing supports community well-being, health, connectedness, affordability, and stability for all.

- The COAP includes a vision and six guiding principles that define community-owned housing:
    - **Decommodification** — Mission-driven organizations own and operate housing that protects long-term affordability and is removed from speculative market pressures.
    - **Resident Roles in Governance** — Residents have meaningful roles in oversight and decision-making about their housing.
    - **Community Stewardship** — Housing is managed with a long-term perspective that considers current and future residents, sound operations, asset preservation, and community integration.
    - **Capacity building** — Strengthen the capacity of mission-driven organizations to undertake projects while also building the broader ecosystem of partners.
    - **Systems transformation** — Advance new ways of organizing partners, capital, expertise, and public support to deliver innovative housing models.
    - **Continuous improvement** — Use data and feedback for ongoing refinement of the COAP on an as-needed basis.
- Community-owned housing can take many forms and structures, and can provide rental or ownership opportunities for residents. The COAP is intended to be flexible enough to support different models, as long as the project aligns with the COAP's vision, guiding principles, and definition of community-owned housing. **Staff recommends increasing City funding previously appropriated for projects from $4,000,000 to $5,000,000; and for the City Council to authorize staff to determine and implement a streamlined funding process that allows administrative approval of project funding.**
- Community-owned housing projects are complex and require coordinated action between multiple partners at every stage of a project's lifecycle. In Mountain View and the broader region, this ecosystem is still developing. **Staff recommends increasing City funding for capacity building from $75,000 to $500,000.**
- To catalyze this work, the City will continue to serve as convener, funder, capacity builder, and policy leader, with the goal to transition this to shared regional leadership (Goal 4).
- The COAP covers a five-year implementation period and is intended to provide actionable items while providing flexibility to adapt and refine the actions as needed. The framework includes five Goals:
    - **Goal 1** – Achieve at least 50 Community-Owned Housing Units

- **Goal 2** – Continue to Build the Community-Owned Housing Fund
- **Goal 3** – Build Capacity Within Organizations and the Broader Ecosystem
- **Goal 4** – Transition from City-Led Catalyst to Shared and Regional Leadership
- **Goal 5** – Monitor Housing Quality, Resident Stability, and Resident Governance

BACKGROUND

Developing the Community Ownership Action Plan (COAP) is part of the City's State-certified 2023-31 Housing Element Program 3.2 to comprehensively address the displacement of tenants from housing covered under the City's rent-stabilization program, known as the Community Stabilization and Fair Rent Act (CSFRA). The Housing Element establishes an objective to work with partners to facilitate the acquisition and preservation of at least 50 community-owned housing units to address housing needs that are not met by the market or traditional affordable housing.

On March 19, 2024, the City Council held a Study Session regarding the COAP and 1) directed staff to proceed with development of the plan and 2) supported committing $4 million in City housing funds intended to leverage outside resources for acquisition/preservation projects focused on CSFRA units. On October 8, 2024, Council appropriated $4 million to fund projects.

Following the Study Session, the City procured a consultant team led by Community Planning Collaborative and ECONorthwest and convened a 12-member Community Ownership Action Plan Advisory Committee (COAPAC) composed of representatives from community groups, County agencies, and non-profit organizations. The process included extensive stakeholder outreach, economic analysis, case study review, and discussions regarding governance, operations, financing, rehabilitation, long-term stewardship, and implementation capacity.

On September 9, 2025, the City Council held a public meeting regarding the COAP framework and unanimously approved staff's recommendations related to the COAP vision and guiding principles, recommended City roles, recommended terms for City funding for community ownership projects, and creation of a Technical Assistance Grant Program. Council also directed staff to continue developing the full COAP, including implementation strategies, underwriting guidelines, criteria for evaluating projects, and a process for awarding funding requests.

After the September 2025 Council meeting, staff held additional meetings with individual COAPAC members to discuss details of the COAP and underwriting guidelines, as well as two additional meetings with the entire COAPAC to discuss goals and actions as part of the COAP implementation (March 25, 2026) and receive input on the draft COAP document (May 15, 2026).

ANALYSIS

The draft COAP implements the direction provided by the City Council during its September 2025 meeting as well as input provided by stakeholders and the COAPAC. Overall, the COAP establishes a long-term framework for facilitating innovative housing models centered on affordability, resident stability, resident governance, and community stewardship. The COAP is intended to complement the City's broader housing preservation, anti-displacement, and affordable housing efforts while supporting new approaches that are not typically produced by the conventional housing market.

The following provides a summary of the five Sections of the COAP.

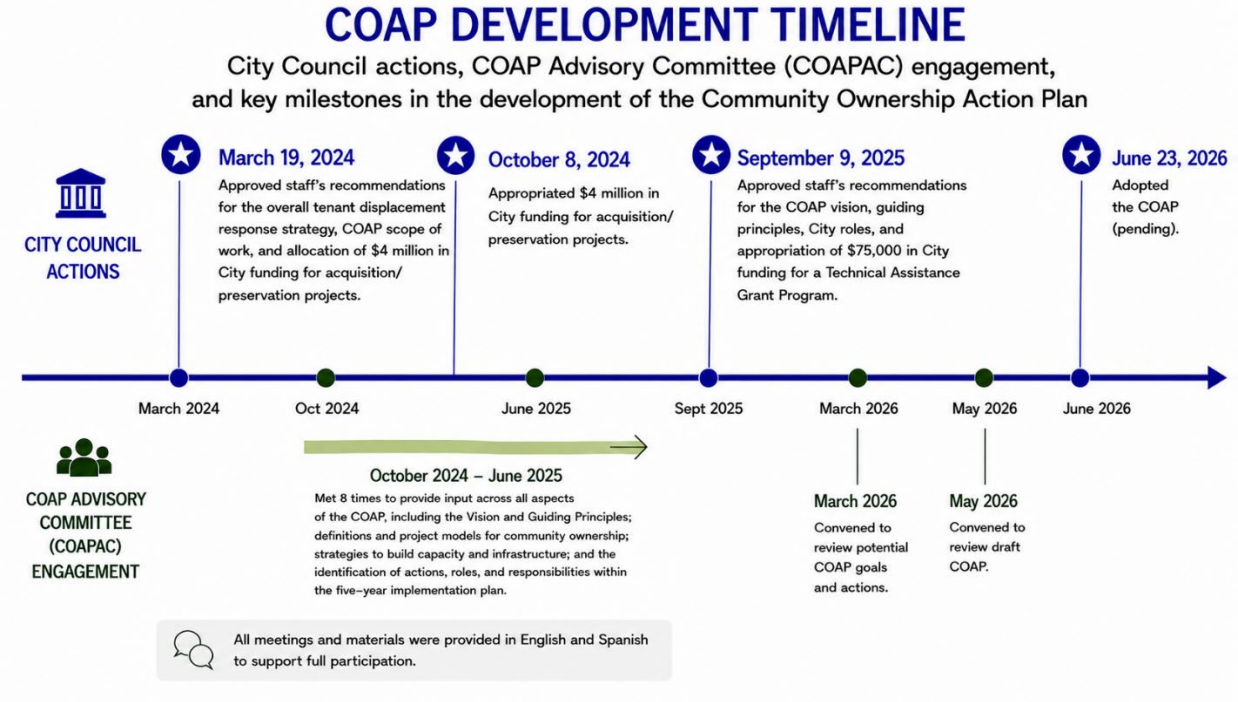
Section 1: "About the Community Ownership Action Plan"

Section 1 summarizes why the COAP is needed and the process and timeline of the COAP's development. Key takeaways include:

- The COAP was developed based on direction from the City Council and with input from a 12-member advisory committee, stakeholders, and practitioners.
- Mountain View's strong economic conditions are both a strength for the community and an underlying cause of the City's high housing costs and affordability challenges.
- High housing demand puts redevelopment pressure on older naturally affordable housing stock, creating displacement risks for lower-income residents and vulnerable households.
- By acquiring and preserving these units, community-owned housing can help respond to the instability that results from conventional housing market activities.
- The COAP is one component of a larger housing response by the City that includes increasing the supply of affordable housing, preserving existing housing, reducing displacement pressures, and supporting long-term housing stability.
- If successful, the COAP will create the ecosystem to scale beyond the initial 50 units required by the Housing Element.

As noted in the Background section and summarized in Chart 1 below, the COAP was developed over a two-year process, with significant input from the COAPAC and stakeholders and based on direction provided by Council during its September 2025 meeting.

Chart 1.



Additionally, the COAP is a blueprint for action that can grow beyond the 50 units required by the Housing Element. Implementing the COAP is a significant effort that will require sustained, long-term actions by the City and other partners. The COAP seeks to create conditions under which mission-driven organizations and community partners can preserve housing through long-term stewardship models. If successful, these efforts will create the partnerships and capacity to support the acquisition and preservation of significantly more than 50 units. The ability to scale beyond 50 units is important, as the City has approximately 12,500 rental units fully covered under the CSFRA. Most of these units were built between 1950 and 1970, making them susceptible to redevelopment and tenant displacement.

<u>Part of a Broader Effort</u>

The COAP is intended to complement the City's broader housing preservation, anti-displacement, and affordable housing efforts while supporting new approaches that are not typically produced by the conventional housing market.

Key City housing initiatives include the following items in Table 1:

Table 1: Summary of Broad City Housing Efforts

Initiatives	Examples
Increasing affordable housing	• Five affordable housing projects to be completed or start construction in 2026, including Montecito, Lot 12, Terra Bella, 87 E. Evelyn, and 96 E. El Camino (553 units total) • Six additional pipeline projects (approximately 600 units in addition to the 553 units)
Facilitate BMR projects	• Review high volume of market-rate projects that include BMR requirements
Implement tenant displacement response strategy	• Multiple items in Housing Element Program 3.2, including COAP
Develop Low- and Middle-Income Homeownership Strategy	• Council Workplan Priority for FY 2025-27

Section 2: "People-Centered Housing"

Section 2 establishes the policy foundation for the COAP. Key takeaways include:

- ❖ Prioritize a people-centered approach instead of maximizing financial returns.
- ❖ Catalyze systems change across three levels—household, community, and system.
- ❖ Implement a vision for community well-being, health, connectedness, affordability, and stability, guided by six key principles.
- ❖ Work to ensure conditions for success, as informed by experiences in other communities, including flexible funding, organizational capacity, and partnership support.

Systems Change

The COAP seeks to catalyze change at three levels:

- Household level – Provide affordable, stable housing to address the instability that arises when tenants are displaced from their homes.
- Community level – Build local capacity, create community-owned housing projects, and create opportunities for neighbors, local organizations, or other community members to support or participate in community-owned projects.

- System level – Support new approaches, partnerships, and funding models to produce innovative housing options that meet community needs that are not typically produced by the existing housing system.

Six Guiding Principles

Section 2 defines six guiding principles for the COAP as approved by Council in September 2025. The first three principles define the core characteristics of community-owned housing. The remaining three principles guide how the City and its partners can build the capacity, systems, and partnerships needed for long-term success.

1. **Decommodification –** Housing and land are held and operated by mission-driven organizations that prioritize long-term affordability, resident stability, and public purpose over maximizing financial return.

2. **Resident roles in governance –** Residents have formal governance roles or a meaningful say in policies, oversight, and key decisions affecting their housing through board seats or other representative governance structures.

3. **Community stewardship –** Housing is managed with a long-term perspective that considers current and future residents, sound operations, asset preservation, and community integration.

4. **Capacity building –** Strengthen the capacity of mission-driven organizations to acquire, develop, own, govern, and manage community-owned housing, while also building the broader ecosystem of funders, technical partners, public agencies, and supporting institutions needed to sustain these models over time.

5. **Systems transformation –** Advance new ways of organizing partners, capital, expertise, and public support to deliver housing outcomes that the conventional system does not typically produce. Develop practical and repeatable community ownership models that can reach more households more effectively over time.

6. **Continuous improvement** – Use data and feedback for ongoing refinement of the COAP on an as-needed basis.

Note that Guiding Principle Six, “Continuous Improvement,” is an important part of this process. Community-owned housing is a novel model that does not yet exist in Mountain View. Neither the City nor any mission-driven organization in Mountain View has yet undertaken a community-owned housing project. Most of the ecosystem of potential partners, such as those who have participated in the COAP Advisory Committee, also have not implemented such projects.

Conditions for Success

A major theme in this section is that community ownership projects are inherently long-term and capacity-intensive. As a result, the COAP identifies several conditions that are needed for success which were identified through the project's research and conversations with practitioners who have worked on community-owned housing in other communities:

Table 2. Conditions Needed for Success

Conditions	Summary
Investment and flexible capital	• Community partners need access to funding that allows them to compete for property acquisitions, preserve housing, complete rehabilitation, and support long-term operations under community ownership models.
Organizational capacity	• Mission-driven organizations may need support to build the skills, staffing, systems, and experience required to acquire, finance, govern, rehabilitate, and manage housing successfully. Capacity building is also needed among funders and supporting institutions.
Collaborative governance and coordination	• Effective implementation requires clear decision-making, alignment with City policies, accountability, and structures that can guide continued learning and evolution of the COAP over time.
Strong partnerships and ecosystem support	• Cross-sector and cross-agency partnerships are needed to share expertise, leverage resources, solve problems collaboratively, and strengthen the broader ecosystem for community-owned housing.
Resident education and participation	• Residents need opportunities, training, and support to participate meaningfully in ownership structures, governance processes, and long-term stewardship.

Section 3: "Defining Community-Owned Housing"

Section 3 details the three core elements of community-owned housing, discusses the key entities that are typically involved with such housing, and provides illustrative examples of the most common types of community-owned housing. Key takeaways include:

❖ Community-owned housing can take different forms, but is defined by three core elements—decommodification, resident governance, and community stewardship.

- Community Land Trusts (CLTs) and Cooperatives (Co-ops) are two of the most common entities that undertake community-owned housing.

- While different entities can own the land, building, and individual units, supporting both rental and ownership opportunities, there are generally four common models.

- The COAP supports various models, as long as the project meets the definition of community-owned housing and the COAP's vision and guiding principles.

Three Core Elements

The COAP expands on the three core elements – decommodification, resident roles in governance, and community stewardship – that define community-owned housing. In particular, since the September 2025 Council meeting, staff conducted additional research on different forms of resident governance and identified three broad approaches. The COAP also provides more specificity on the concept of community stewardship and what it entails.

Key Entities & Common Project Models

After the September 2025 Council meeting, staff also conducted additional research on the different models of community-owned housing projects and how they can be structured. In general, community land trusts (CLTs) and cooperatives (co-ops) are the predominant organizations involved with community-owned housing projects, although public agencies and traditional non-profit housing organizations may also undertake or support projects.[1]

Additionally, while there are many project variations, there are generally four common models, as shown in Chart 2, along with typical use cases, key strengths, and implementation considerations. These models are illustrative rather than prescriptive and include both rental and ownership projects.[2]

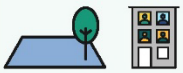
[1] A CLT is a type of mission-driven organization focused on preserving affordability and community benefit. A CLT may own both the land and building or only the land. When it owns only the land, it typically leases it—often through a long-term ground lease—to another entity such as a cooperative, nonprofit housing provider, or individual homeowners. A co-op is a form of collective ownership in which residents jointly own housing through a member-based entity. The cooperative owns the property, and residents hold shares or membership interests that grant them the right to occupy a unit and participate in governance.

[2] It is useful to keep in mind the distinction between "community-owned" housing versus "rental" or "ownership" projects. In the context of the COAP, community-owned housing refers to mission-driven organizations owning the land and building, and operating the housing project in accordance with COAP requirements. The project may be operated so that residents rent individual units; in this case, the community-owned housing is a rental project (Chart 1, Model 1). Alternatively, the project may be operated so that residents own individual units or shares in the overall building; in this case, the community-owned housing is an ownership project (Chart 1, Models 2-4).

Chart 2.

FOUR COMMON COMMUNITY-OWNED HOUSING MODELS

How land may be owned and how the building(s) may be owned, with typical use cases and key considerations.

	1 CLT RENTAL	2 CLT + Individual Unit OWNERSHIP	3 CLT + Cooperative OWNERSHIP	4 Cooperative OWNERSHIP
Ownership	 **Land and building:** CLT (Community Land Trust)	 **Land:** CLT **Building:** Individual Unit Owners	 **Land:** CLT **Building:** Housing Co-op	 **Land and building:** Housing Co-op
Typical Use Case	Acquisition and preservation of rental housing where long-term affordability the primary near-term objective. Often used for early projects or where resident ownership capacity is still developing.	Communities seeking affordable homeownership opportunities while preserving affordability for future households. Often used for condominiums, townhomes, or similar unit-based ownership models.	Communities seeking strong resident governance and long-term affordability. Often used where resident participation and shared ownership are key goals. Residents collectively own building through shares or membership in the coop.	Residents seeking shared ownership and direct control through a single entity. Often arises when tenants organize to purchase their property, creating collective ownership through shares or membership in the cooperative.
Main Strengths	• Strong affordability control through a single stewardship entity. • Simpler to implement than multi-entity models.	• Creates pathways to ownership while maintaining long-term affordability through ground leases, resale restrictions, or related tools.	• Separates long-term land stewardship from resident control of the housing. • Can combine affordability protections with meaningful resident governance.	• Strong resident ownership, autonomy, and shared decision-making. • Can build community control and resident leadership.
Key Challenges/ Considerations	• Residents may have less direct ownership than in coop models. • Success depends on quality and responsiveness of stewarding organization.	• Requires homeowner education, resale administration, and clear affordability controls over time.	• More complex to structure and administer. • Requires clear legal agreements, coordination between entities, and strong governance capacity.	• Long-term affordability, capital planning, and governance depend largely on the cooperative's internal strength and discipline.

The COAP supports rental or ownership projects that meet any one of these four common types or variations of these models, as long as the project meets the COAP's vision, guiding principles, and definition of community-owned housing. At the same time, throughout the development of the COAP, staff have primarily heard that the highest interest in Mountain View is to begin with a community-owned housing project that provides rental units. Therefore, staff anticipates that the first project funded will be a rental project.

Section 4: "Making Community-Owned Housing Work"

Section 4 focuses on implementation realities and the ecosystem required to support successful projects. Key takeaways include:

- ❖ Community-owned housing projects are complex and require coordinated action between multiple partners at every stage of a project's lifecycle.

- ❖ The ecosystem needed to deliver and sustain these projects is still developing and requires sustained, long-term investment.

- ❖ City roles in the ecosystem include serving as convener, funder, capacity builder, and policy leader.

- ❖ Initial City funding commitments include the Community Owned Housing Fund (a flexible loan program) and a Technical Assistance Grant Program for capacity building.

Lifecycle of Community-Owned Housing Projects

Community-owned housing projects are complex and require coordination across the entire project lifecycle. Section 4 identifies major stages over the life of a project, including:

- Acquisition and Financing: site identification, underwriting, capital structuring, and competitive acquisition.

- Rehabilitation and Development: procurement, construction oversight, and cost management.

- Lease-Up and Stabilization: Application process, tenant selection, and getting the units filled.

- Operations and Property Management: ongoing management and maintenance.

- Governance and Long-Term Stewardship: resident governance, asset management, and long-term affordability.

- Monitoring and Compliance: adherence to funding requirements, organizational business plans, and applicable State and federal regulations including fair housing.

Capacity gaps at any stage can undermine project success. Discussions about community-owned projects often emphasize the acquisition stage of the process without sufficient attention to an organization's ability to successfully implement and operate a project over the long term, i.e., the project's lifecycle, once a building has been acquired. **Mission-driven organizations requesting City funding must demonstrate that they have sufficient capacity and expertise to successfully deliver a project and/or provide a clear plan for acquiring the necessary skills, such as partnering with experienced developers, procuring consultants, hiring skilled staff over time, or other methods.**

Community-Based and Community-Oriented Organizations

The COAP also notes the importance of working with mission-driven organizations that may be community-based or community-oriented.

"Community-based" organizations are typically founded in the same community in which they seek to operate projects. In the context of the COAP, an organization can be considered community-based if it has deep local knowledge, even if it is technically based outside of Mountain View. Community-based organizations bring local knowledge, relationships, trust with tenants, and accountability, which are important for successful projects.

"Community-oriented" organizations may not have been founded or developed in Mountain View but have experience operating projects according to the COAP's values as well as some or all of the guiding principles. These mission-driven organizations have the skills to provide valuable specialized development, financing, governance, or operational expertise that can support the local ecosystem and newly formed community-based organizations.

The COAP supports working with both types of organizations to maximize the likelihood of successful community-owned housing projects and to create a strong ecosystem of organizations in Mountain View.

Community Ownership Ecosystem

A strong ecosystem is necessary for the success of community-owned housing projects, and includes not just mission-driven organizations seeking to undertake projects, but also funders, governmental agencies, technical experts, and community partners. **The COAP includes recommended actions in Section 5 to grow and strengthen this ecosystem in Mountain View and the region.**

City Roles

The City is critical component of the community ownership ecosystem, and the COAP establishes four key roles for the City: **convener, funder, capacity builder, and policy leader**. At the same time, the City cannot undertake this work alone and will require a broad and strong ecosystem as discussed above.

Funding

Achieving the goal of acquiring and rehabilitating at least 50 community-owned housing units will require substantial new, flexible capital. Additional resources will also be needed over time to preserve more units beyond the initial 50 and to build the capacity of mission-driven

organizations to develop, own, and manage these projects. The City cannot fund this work alone, but it can play an important catalytic role by committing seed funding for projects, leveraging outside investment, and supporting capacity-building efforts.

- **Community-Owned Project Funding** – In March 2024, the City Council supported the commitment of $4 million in City housing funds toward community-owned housing projects, with the goal to leverage another $16 million from outside sources, using a 4-to-1 leveraging ratio to create a Community-Owned Housing Fund of $20 million. This was the estimated funding needed to support the acquisition and preservation of at least 50 units of community-owned housing. In October 2024, the City Council appropriated $4.0 million, which is referenced in the draft COAP document as the Community-Owned Housing Fund in Attachment 1.

  Since then, the estimated total funding need has increased to $25 million. **Staff recommends increasing the City funding previously appropriated from $4.0 million to $5.0 million to maintain a target leveraging ratio of 4-to-1 (Recommendation 2).**[3] If Council approves this recommendation, the draft COAP document will be updated to reflect the increased City funding commitment. The City will continue to seek external funding partnerships over the course of implementing the COAP (See COAP Section 5, Goal 2).

  As discussed in the September 2025 Council meeting, the funding will be structured as a flexible loan program. Depending on the specific needs and proposed structure of a community-owned project, a City loan may be provided with low or no interest and based on defined criteria repayment of the loan may be deferred or forgiven. **Staff have received input that the City's funding is the most flexible of its kind for community-owned housing by any public agency and is aligned with the City's goal to support innovative housing models**.

  As noted above, given the interest in rental projects as the initial community-owned housing project in Mountain View, staff has drafted underwriting guidelines for a rental project. After the rental underwriting guidelines are completed, staff will develop underwriting guidelines for ownership projects.

- **Technical Assistance Grants** – As discussed, increasing the capacity of mission-driven organizations and the overall ecosystem is critical for the success of community-owned housing projects in Mountain View.

  In September 2025, the City Council adopted Resolution No. 19023, which appropriated $75,000 for a technical assistance grants. The funding is intended to help mission-driven organizations working to acquire, rehabilitate, and manage community-owned housing

[3] During the March 19, 2024 meeting, Council allocated $4 million in project funding but that amount has not yet been appropriated. Therefore, Recommendation 2 includes appropriating the originally allocated $4 million plus an additional $1 million.

access specialized expertise to support project-specific needs and the organization's development capacity.

After the September 2025 Council meeting, staff conducted more research and received input regarding additional methods to support mission-driven organizations. Overall, there are four primary methods identified to increase the capacity of mission-driven organizations:

- **Technical Assistance Funding (already discussed)** - Provide targeted funding to help mission-driven organizations strengthen internal capacity and access specialized expertise.

- **Partnership-Based Development (new option)** - Support project approaches in which emerging community-based organizations seek out and partner with experienced community-oriented organizations to advance projects.

- **Structured Pairing (new option)** - Require or incentivize experienced developers to mentor emerging mission-driven organizations through structured learning partnerships, or for the experienced developer to take on lead responsibilities for delivering a project.

- **Regional Technical Assistance Bench (new option)** - Develop a shared pool of consultants and practitioners accessible across organizations and jurisdictions to reduce duplication, lower costs, expand access to expertise, and support consistent best practices.

The Partnership-Based Development and Structured Pairing options appear to be particularly impactful because they bring the mission-driven organization into close contact with an experienced developer over a longer period. Both options provide the most "learning by doing" opportunities for new mission-driven organizations, and "doing" is the most impactful way for such organizations to acquire knowledge and experience.[4]

However, the Partnership-Based Development and Structured Pairing options require an experienced developer to have the capacity and willingness to work with a new mission-driven organization in this manner and will require substantially more funding than $75,000 for an experienced developer to participate.

[4] Example of activities between a new mission-driven organization and experienced developer could include: being in project planning meetings together to discuss strategies to acquire and finance a project; jointly procuring a general contractor to perform renovation work; the mission-driven organization learning how the experienced developer conducts tenant selection and lease-up of units, in accordance with fair housing regulations, or how to conduct compliance and monitoring of units; the experienced organization providing document templates or provide advice on how to draft, review, and execute complex transaction documents such as lease, loan, and regulatory agreements; etc.

Therefore, staff recommends increasing the initial $75,000 that Council has already appropriated by an additional $425,000, for a total of $500,000 to support the four types of capacity-building methods over the COAP 5-year implementation period (Recommendation 3).

Section 5: "Five-Year Goals and Action Plan"

Section 5 establishes a five-year implementation framework for the COAP from July 2026 through June 2031, setting out five goals and related actions to advance each goal.

- The implementation framework is intended to provide clear direction and actionable items while preserving flexibility.

- However, community-owned housing remains an emerging field and is entirely new in Mountain View.

- Therefore, the City should monitor progress, remain adaptive, and refine the actions as needed over time.

Summary of the Five Goals

- **Goal 1 – Achieve at least 50 Community-Owned Housing Units:** The COAP seeks to move from planning into implementation by facilitating the acquisition and preservation of at least 50 community-owned housing units while establishing a foundation for more units in the future.

- **Goal 2 – Continue to Build the Community-Owned Housing Fund:** The COAP recommends continued expansion of the Community-Owned Housing Fund through outside partnerships and ongoing outreach to public, private, corporate, and philanthropic funding partners.

- **Goal 3 – Build Capacity Within Organizations and the Broader Ecosystem:** The COAP includes various actions to build the capacity of 1) mission-driven organizations seeking to undertake community-owned housing projects and 2) the broader ecosystem. Capacity-building at both levels will be vital to maximize the success of community-owned housing projects.

- **Goal 4 – Transition from City-Led Catalyst to Shared and Regional Leadership:** The COAP envisions that the City will continue to serve as a primary catalyst and convener during the initial phase of the Five-Year implementation period. However, it is not sustainable for City staff to lead this process over the longer-term. The COAP proposes that the initial City-led process transition towards a broader, regional process with shared leadership, with the City remaining an integral part of the process.

- **Goal 5 – Monitor Housing Quality, Resident Stability, and Resident Governance:** The COAP emphasizes the importance of monitoring outcomes, evaluating lessons learned, and refining implementation strategies over time to ensure projects remain financially sustainable and aligned with the COAP's goals and guiding principles. While mission-driven organizations that own, operate, or support projects will be primarily responsible for achieving these outcomes, the City can play an important to advance these objectives.

OPTIONS FOR STREAMLINED PROJECT FUNDING APPROVALS

At the September 9, 2025, Council meeting, staff noted that it would begin the process to procure a third-party fiscal agent to help disburse funds faster and enable a mission-driven organization to close on an acquisition opportunity more quickly. A more streamlined funding process is necessary for a mission-driven organization to acquire properties listed on the market and compete with experienced developers who can close more quickly.

However, currently, no organization in the South Bay has been identified as having the capacity and experience to accept funding requests, conduct due diligence, underwrite a project, and make a funding recommendation on behalf of the City. Staff will continue to research potential third-party fiscal agents that may be able to provide this service.

Additionally, staff is evaluating potential options for a more streamlined City funding process if a third-party fiscal agent cannot be identified. The typical City process for project funding recommendations involves bringing a funding request to the Notice of Funding Availability Committee, which then makes a recommendation to the City Council. Staff then brings the item to the Council for consideration. If funding is approved, staff works with the organization/developer to execute a funding agreement. This entire process may take several months, making it infeasible to disburse funding in a timely manner for a mission-driven organization to acquire a property that comes to market.

An example of a potential streamlined City process is for the Council to appropriate the recommended $5.0 million (Recommendation 2) and to delegate authority to the City Manager or designee to enter into project funding agreements with mission-driven organizations without returning to the Council. Another option may be to allow the City Manager to authorize funding for an organization before it identifies a specific property.

For either potential streamlined City processes, transparency measures and timely updates to Council and the public will be necessary to maintain appropriate safeguards. Staff recommends providing a report to Council with the relevant funding information, and publicly publishing the report on the Housing Department's website.

Staff recommends that the City Council authorize the City Manager or designee to establish and implement a process, including appropriate safeguards and eligibility criteria, for evaluating and selecting Community-Owned Housing Projects for funding, and to approve and execute all funding agreements and related documents for selected projects, without returning to City Council, and direct the City Manager or designee to provide notice to City Council and the public of funding decisions within 30 days of executing all project-related funding documents. (Recommendation 4).

Staff intends to issue a Notice of Funding Availability (NOFA) for the Community-Owned Housing Fund after the underwriting guidelines and project funding approval process have been finalized. Issuing a NOFA beforehand would be impractical, as the City must first establish the framework for administering and approving funding prior to soliciting applications.

NEXT STEPS

The draft COAP will be updated and finalized as needed based on Council's input and direction, such as increasing the City funding amounts referenced in the draft document. Once finalized, staff will begin implementing the adopted COAP and the actions outlined in Section 5 to advance the five goals.

FISCAL IMPACT

The recommended actions have no impact on the City's General Fund. The proposed appropriations of $1.0 million from the Below-Market-Rate Housing Fund to support community-owned housing projects and the increase in appropriations of $425,000 from the General Housing Fund for technical assistance, capacity-building, and implementation activities are supported by available Housing Department fund balances. No additional funding source or appropriation is required beyond the actions recommended in this report.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Do not approve staff's recommendations for additional City funding to support projects and capacity-building efforts.

2. Do not adopt the Community Ownership Action Plan.

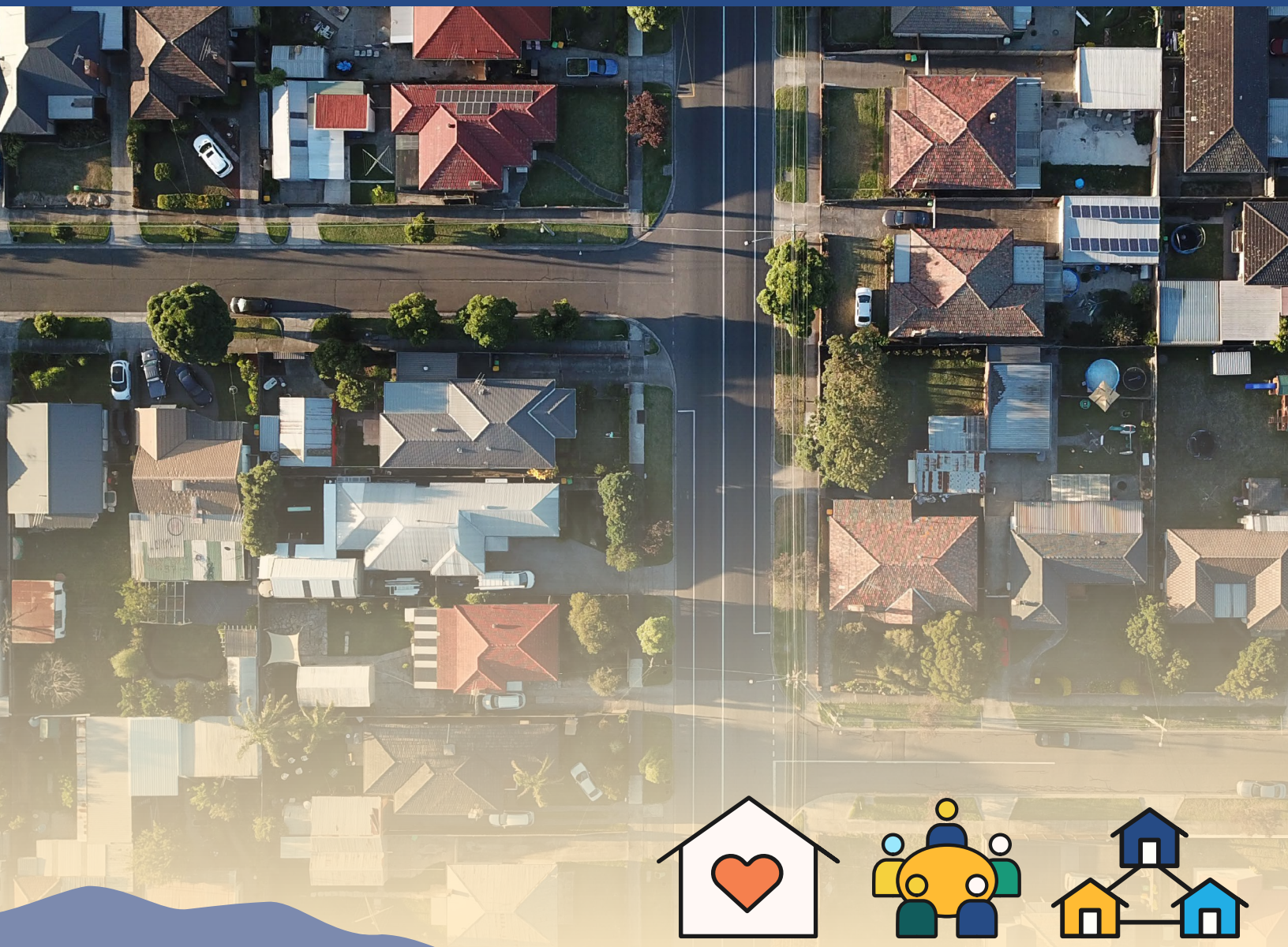
3. Provide other direction.

PUBLIC NOTICING

Agenda posting and a copy of the report emailed to the COAP Advisory Committee members.

Prepared by:	Approved by:
Wayne Chen Housing Director	Kimbra McCarthy City Manager

Attachments:
1. Draft Community Ownership Action Plan
2. Resolution for Additional City Funding for Projects
3. Resolution for Additional City Funding for Capacity-Building Efforts



City of
MOUNTAIN VIEW

COMMUNITY OWNERSHIP ACTION PLAN

City of Mountain View

FINAL DRAFT
JUNE 2026



Acknowledgments

CITY COUNCIL

Emily Ann Ramos, Mayor
Chris Clark, Vice Mayor
Alison Hicks, Councilmember
Ellen Kamei, Councilmember
John McAlister, Councilmember
Lucas Ramirez, Councilmember
Pat Showalter, Councilmember

COMMUNITY OWNERSHIP ACTION PLAN ADVISORY COMMITTEE

Ray Bramson, Destination: Home
Alex Brown, Mountain View Mobile Home Alliance
Diana Castillo, Santa Clara County Office of Supportive Housing
Regina Celestin Williams, Silicon Valley at Home
Jan Lindenthal-Cox, San Francisco Housing Accelerator Fund
Pilar Lorenzana, CoLab Spark
Julie Mahowald, Housing Trust of Silicon Valley
Maria Marroquin, Day Worker Center of Mountain View
Olga Melo, Mountain View Community Land Trust
Sandy Perry, South Bay Community Land Trust
Angel Santuario, Mountain View Tenants Coalition
Rachel VanderVeen, Santa Clara County Housing Authority

CITY OF MOUNTAIN VIEW EXECUTIVE LEADERSHIP TEAM

Kimbra McCarthy, City Manager
Arn Andrews, Assistant City Manager
Audrey Ramberg, Assistant City Manager

CITY OF MOUNTAIN VIEW PROJECT TEAM

Wayne Chen, Housing Director
Lenka Wright, Chief Communications Officer
Mayra Cordero, Community Outreach Specialist

CITY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT

Derek Rampone, Finance and Administrative Services Director
Grace Zheng, Assistant Finance and Administrative Services Director

CONSULTANT TEAM

Community Planning Collaborative
David Driskell
Kristy Wang
Rachel Ozer-Bearson
Abbie Tuning

ECOnorthwest
Amanda Ufheil-Somers
Erik Bagwell

Good City Company
Micaela Hellman-Tincher

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Executive Summary

Mountain View has long been proactive in addressing housing needs through affordable housing production, tenant protections, homelessness response, and homeownership programs. Yet significant gaps remain. Housing costs in Mountain View are among the highest in the region, many lower-income households face severe rent burdens, and older naturally affordable rental homes remain vulnerable to demolition and redevelopment. These pressures can destabilize families, displace long-term residents, make it difficult for essential workers to live here, and erode community connectedness.

The Community Ownership Action Plan (COAP) is part of the City's 2023-31 Housing Element to comprehensively address tenant displacement. The COAP is also just one component of the City's broader housing response designed to address these challenges through innovative housing models centered on long-term resident and community benefit.

The COAP advances a people-centered vision: a future where housing supports community well-being, health, connectedness, affordability, and stability for all.

Unlike conventional housing models that prioritize financial return, community ownership intends to preserve housing as a lasting community asset while giving residents a voice in decisions affecting their homes.

For purposes of the COAP, community-owned housing is defined by three core elements:



Decommodification
Mission-driven organizations own and operate housing that protects long-term affordability and is removed from speculative market pressures.



Resident Roles in Governance
Residents have meaningful roles in oversight, decision-making, or ownership.



Community Stewardship
Housing is managed with a long-term perspective that considers current and future residents, sound operations, asset preservation, and community integration.

Community-owned housing can take many forms and structures and can provide rental or ownership opportunities for residents. **The COAP is intended to be flexible enough to support different models, as long as the project aligns with the COAP's vision, guiding principles, and definition of community-owned housing.**

Community-owned housing typically does not emerge on its own in the private market and requires intentional support. Successful projects depend on access to flexible capital, capable mission-driven organizations, technical expertise, strong governance, and resident education. In Mountain View and the broader region, this ecosystem is still developing. As a result, the COAP emphasizes capacity building, partnerships, and gradual scaling through early pilot projects rather than expecting immediate large-scale production.

Additionally, because these efforts are new in Mountain View and nascent in the region, implementing the COAP will require learning with partners and the flexibility to update the plan as needed based on new information, findings, and needs.

To help catalyze this work, the City will serve four primary roles:



Convener – align partners and sustain implementation momentum.



Capacity Builder – strengthen organizations and the broader support ecosystem.



Funder – deploy and leverage capital for acquisitions, rehabilitation, and preservation.



Policy Leader – adopt supportive policies and advocate regionally and statewide.

A key implementation tool is the City's Community Owned Housing Fund, structured as a flexible financing resource to support acquisitions and rehabilitation. The City has already committed $4 million in seed funding and seeks to leverage outside resources to grow the fund to $25 million to acquire and preserve at least 50 community-owned housing units per the City's Housing Element.

The COAP includes a Five-Year Implementation Plan with five goals and related actions.



1. Achieve at least 50 Community-Owned Housing Units



4. Transition from City-Led Catalyst to Shared and Regional Leadership



2. Continue to Build the Community-Owned Housing Fund

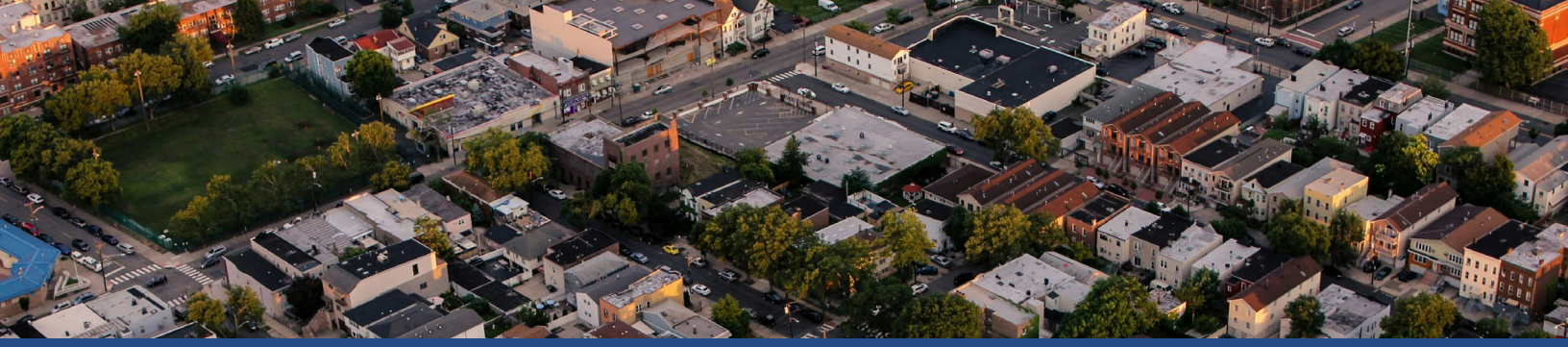


5. Monitor Housing Quality, Resident Stability, and Resident Governance



3. Build Capacity Within Organizations and the Broader Ecosystem

While the initial 50-unit target is modest relative to citywide need, the COAP is designed to establish systems, partnerships, and demonstrated successes that can support more units in the future. Over time, community-owned housing can become a durable complement to the conventional housing system by preserving existing housing and providing stable, people-centered housing that reduces displacement risk and places residents and community first.



1. About the Community Ownership Action Plan

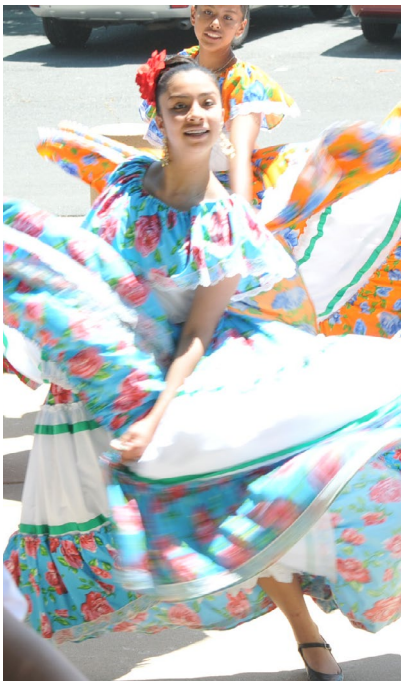
SECTION 1 KEY TAKEAWAYS

- The COAP was developed based on input from a 12-member advisory committee, stakeholders, and practitioners, and direction from the City Council.
- Mountain View's robust economy is both a strength of the community and an underlying cause of the City's housing costs and affordability challenges.
- High housing demand, rents, and home prices put redevelopment pressure on older, naturally affordable housing, creating displacement risk for low-income residents and vulnerable households.
- The Community Ownership Action Plan (COAP) is one part of the City's Tenant Displacement Response Strategy, helping to acquire and preserve existing housing and support household stability.
- If successful, the COAP will create the infrastructure to scale beyond the initial 50 units required by the City's Housing Element.

Introduction

Over the past two decades, the City of Mountain View has taken proactive steps to respond to the wide-ranging housing needs of its residents and community members. This includes significantly expanding the supply of affordable housing, and developing policies and programs to address homelessness, support homeownership, and prevent tenant displacement.

Despite these efforts, housing needs remain substantial. Mountain View is home to leading global companies, and its strong schools, transit system, parks, and amenities make it an extremely desirable place to live. Many households with higher incomes and significant assets—such as equity compensation—are willing and able to pay more for housing in this context, and market-rate housing is priced accordingly, resulting in rents and sales prices that are among the highest in the region and State. This strong economic environment is a key strength for the community; however, it is also an underlying cause of the City's high housing costs and affordability challenges.



These market dynamics place pressure on the many lower-income households who live in Mountain View. These residents fill essential roles in the community – such as service, retail, and domestic workers – but are more vulnerable to housing instability and rent increases due to their low incomes. Other groups with variable or informal incomes may experience even greater vulnerability. These community members often rely on older housing that is more naturally affordable than newly built units, but the older units are more susceptible to redevelopment pressures, which can result in demolition of the units and displacement of the residents.

Tenant Displacement Response Strategy

These redevelopment pressures have already resulted in the loss of a significant number of older, naturally affordable rental units in Mountain View. Since 2014, approximately 1,000 such units have been demolished or are slated for demolition as part of redevelopment projects. These units have been or will be replaced by higher-cost market-rate housing that are not affordable to many of the former residents displaced from the original housing. These older units—now covered under the City's rent stabilization program, the Community Stabilization and Fair Rent Act (CSFRA)—represent a critical component of the City's housing supply.

In 2019, the City Council identified addressing the loss of CSFRA units and the displacement of affected residents as a top priority and initiated development of the Tenant Displacement Response Strategy (Strategy). In 2023, the City adopted its 2023–2031 Housing Element, which includes Program 3.2 to advance this Strategy.

Community Ownership Action Plan

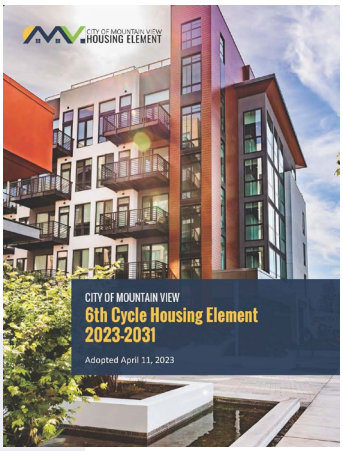
As part of implementing the Tenant Displacement Response Strategy, the City's Housing Element Program 3.2 includes several objectives, including developing a Community Ownership Action Plan (COAP) to explore and advance new models for preserving and acquiring existing housing.

The City's Housing Element Program 3.2 includes the following key objective:

> ***"Create a community ownership action plan for a community ownership model/structure that, with community partners, could address housing needs that are not met through traditional affordable housing and that could take part in preservation and acquisition activities. The action plan will identify the City's and other organizations' responsibilities, establish a schedule such that acquisition could occur within two years, depending on the timing of funding opportunities and the fulfillment of other organizations' responsibilities."***

and

> ***facilitate "...community ownership models to acquire/preserve at least 50 housing units."***



Mountain View Housing Element 2023-2031



Why the COAP is Needed

Community-owned housing does not develop on its own within the conventional housing market.

Market-rate development is driven by financial returns, which can create speculation and redevelopment pressures that may lead to tenant displacement. Publicly subsidized affordable housing provides housing for low-income households, but funding is limited, and projects must meet many requirements of various funding sources, which limits the ability of traditional affordable housing to address the full range of a community's housing needs.

The COAP is focused on ensuring permanently affordable housing that incorporates resident governance and long-term community stewardship as additional factors for long-term success. While community-building activities or programming may be present in market-rate or traditional affordable housing, they do not substitute for the resident governance and stewardship goals that define community-owned housing.

Creating the "people first" housing envisioned by the COAP requires different structures, partnerships, and capacities that are not present in standard development processes. The COAP is intended to create the conditions—through coordination, capacity building, and flexible funding—under which these models can be implemented and expanded over time.

How the COAP was Developed

The COAP was developed through a comprehensive process informed by research, input from the COAP Advisory Committee (COAPAC) and stakeholders, and direction from the City Council. Through a competitive selection process, the City engaged a consultant team led by Community Planning Collaborative with ECOnorthwest to support development of the COAP. The COAP development timeline is shown below.

COAP DEVELOPMENT TIMELINE

City Council actions, COAP Advisory Committee (COAPAC) engagement, and key milestones in the development of the Community Ownership Action Plan. *All meetings and materials were provided in English and Spanish to support full participation.*



COAP ADVISORY COMMITTEE

October 2024 – June 2025 Met 8 times to provide input across all aspects of the COAP, including the Vision and Guiding Principles; definitions and project models for community ownership; strategies to build capacity and infrastructure; and the identification of actions, roles, and responsibilities within the five-year implementation plan.

March 2026 Convened to review potential COAP goals and actions.

May 2026 Convened to review draft COAP.



CITY COUNCIL

March 19, 2024 Approved staff's recommendations for the overall tenant displacement response strategy, COAP scope of work, and allocation of $4 million in City funding for acquisition/preservation project.

October 8, 2024 Appropriated $4 million in City funding for acquisition/preservation projects.

September 9, 2025 Approved staff's recommendations for the COAP vision, guiding principles, City roles, and appropriation of $75,000 in City funding for a Technical Assistance Grad Program.

June 23, 2026 Adopted the COAP (pending).

In addition to City Council actions and input from the COAPAC, the City conducted extensive stakeholder engagement throughout the process, including one-on-one meetings with each COAPAC member organization, as well as additional discussions with other organizations in the region that are actively developing or have an interest in community ownership projects, including the Sobrato Foundation, City of Oakland, San Francisco Community Land Trust, Bay Area Housing Finance Authority, Enterprise Communities, Local Initiatives Support Corporation, Los Angeles County, and Marin County.

A Blueprint for Action

The COAP establishes a five-year blueprint for the City and its partners to meet Housing Element objectives and facilitate at least 50 units of innovative, community-owned housing centered on the needs of residents and the community.

This work is critical because Mountain View has approximately 12,500 units fully covered under the CSFRA, many of which may face redevelopment pressure over time. The COAP represents a significant civic and institutional effort. Once the necessary systems, partnerships, and capacity have been developed, the COAP will have established the conditions needed to expand beyond the 50 units to preserve additional vulnerable homes through community-owned housing.





2. People-Centered Housing

SECTION 2 KEY TAKEAWAYS

- The COAP prioritizes a people-centered approach instead of maximizing financial returns.
- It seeks to catalyze change across three levels—household, community, and system.
- It is driven by a vision for community well-being, health, connectedness, affordability, and stability, and is guided by six key principles.
- Requires several important conditions for success informed by lessons from similar initiatives in other communities, including flexible funding, organizational capacity, and partnership support.

Introduction

The COAP seeks to facilitate innovative housing models that prioritize the needs of residents and community over profit maximization, led by mission-driven organizations focused on preventing displacement. This people-centered approach promotes resident stability and well-being, community cohesion, and long-term operational sustainability. **The COAP seeks to catalyze change at three levels:**

Household level. The COAP seeks to reduce housing instability and the near- and long-term impacts of displacement. By engaging households as long-term partners, community-owned housing can provide affordable, stable housing while also supporting resident well-being.

Community level. The COAP seeks to strengthen organizational capacities, connectedness, and community stewardship to create housing that is locally rooted. Community-owned housing can preserve affordability and stability while stewarding housing as a long-term community asset. It can also create opportunities for neighbors, local organizations, and other community members to support, participate in, or help shape projects so that benefits extend beyond the residents of a single property.

System level. The COAP seeks to broaden housing policies and practices beyond financial metrics to incorporate social values and outcomes — such as stability, inclusivity, and community well-being. It also seeks to build the ecosystem of organizations, funding sources, and technical partners needed to deliver alternative housing models that the conventional market does not produce. By helping community partners participate more effectively in the local property market, the COAP seeks to address structural inequities in the current housing system.



Vision

The COAP is grounded in a people-centered approach and guided by the following vision, developed through the COAPAC process and endorsed by the City Council in 2025:

A future where innovative housing models support community well-being, health, connectedness, affordability, and stability for all.

Guiding Principles

The COAP is informed by six principles. The first three define the core characteristics of community-owned housing. The remaining three principles guide how the City and its partners can build the capacity, systems, and partnerships needed for long-term success.



Decommodification: Housing and land are held and operated by mission-driven organizations that prioritize affordability, resident stability, community, and public purpose over maximizing financial return.



Resident Roles in Governance: Residents have formal governance roles or a meaningful say in policies, oversight, and key decisions affecting their housing through board seats or other representative governance structures.



Community Stewardship: Housing is managed with a long-term perspective that considers current and future residents, sound operations, asset preservation, and community integration.



Capacity Building: Investments are made to strengthen the capacity of mission-driven organizations to acquire, develop, own, govern, and manage community-owned housing, while also building the broader ecosystem of funders, technical partners, public agencies, and supporting institutions needed to sustain these models over time.



Systems Transformation: Advance new ways of organizing partners, capital, expertise, and public support to deliver housing outcomes that the conventional system does not produce, while developing practical and repeatable community-owned housing models that can reach more households more effectively over time.



Continuous Improvement: Use data and feedback for ongoing refinement of the COAP on an as-needed basis.

Conditions Needed for Success

Research and interviews with community-owned housing practitioners identified key factors for success:

Investment and Flexible Capital. Community partners need access to funding that allows them to compete for property acquisitions, preserve housing, complete rehabilitation, and support long-term operations under community ownership models.

Strong Partnerships and Ecosystem Support. Cross-sector and cross-agency partnerships are needed to share expertise, leverage resources, solve problems collaboratively, and strengthen the broader ecosystem for community-owned housing.

Organizational Capacity. Mission-driven organizations may need support to build the skills, staffing, systems, and experience required to acquire, finance, govern, rehabilitate, and manage housing successfully. Capacity building is also needed among funders and supporting institutions.

Resident Education and Participation. Residents need opportunities, training, and support to participate meaningfully in ownership structures, governance processes, and long-term stewardship.

Collaborative Governance and Coordination. Effective implementation requires clear decision-making, alignment with City policies, accountability, and structures that can guide continued learning and evolution of the COAP over time.

Longer-Term Strategy Within Broader Housing Response

Community-owned housing is a critical strategy that will need time to implement. The COAP supports mission-driven organizations that are new to residential ownership, development, and management. Projects will require time to ensure organizational readiness, assemble partners and capital, and identify viable acquisition opportunities. For these reasons, the COAP is a longer-term strategy to build up and support an ecosystem capable of delivering successful community-owned housing projects. This will allow the initial goal of 50 units in the Housing Element to be achieved and support expansion over time.

Additionally, community-owned housing is one part of the City's broader response to housing affordability and displacement pressures. The City will continue to use regulatory tools, housing investments, and more traditional affordable housing models to create and preserve homes, while also advancing community-owned housing as an important pathway to long-term affordability, resident stability, and community stewardship.



3. Defining Community-Owned Housing

SECTION 3 KEY TAKEAWAYS

- Community-owned housing can take different forms, but is defined by three core elements—decommodification, resident governance, and community stewardship.
- Community Land Trusts (CLTs) and Cooperatives (Co-ops) are two of the most common entities that undertake community-owned housing.
- While different entities can own the land, building, and individual units, supporting both rental and ownership opportunities, there are generally four common models.
- The COAP supports various models, as long as the project meets the definition of community-owned housing and the COAP's vision and guiding principles.

Three Core Elements

Community-owned housing is defined by three core elements: decommodification, shared governance, and community stewardship. These are defining requirements, regardless of the operational and legal structure used for a particular project.



1. Decommodification

In community-owned housing, both the land and building are permanently held by mission-driven organizations that prioritize long-term affordability, resident stability, and public purpose over maximizing financial returns. This is typically implemented through long-term affordability controls such as ground leases, resale restrictions, rent regulations, deed restrictions, regulatory agreements, or other binding legal mechanisms.

Decommodification is not tied to a specific model. Rather, it is achieved when the ownership structure and legal mechanisms ensure that the property remains a long-term community asset rather than reverting to a market-driven asset.

2. Resident Roles in Governance

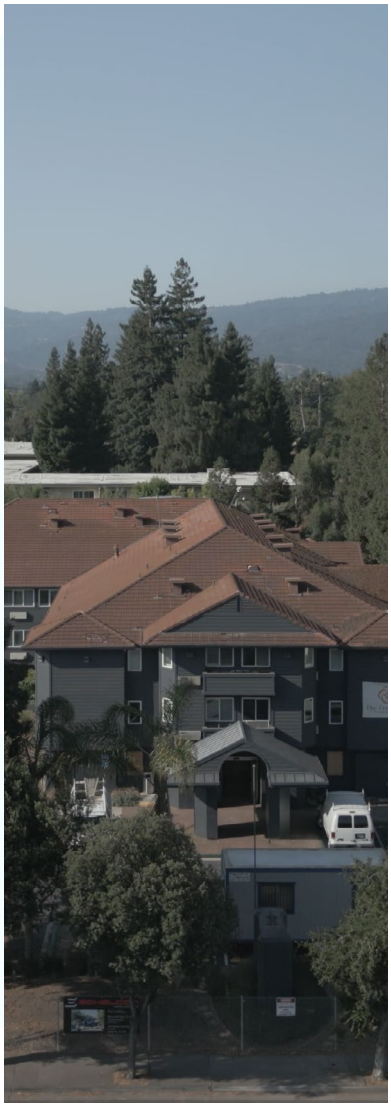
Governance refers to how major decisions are made and who holds formal authority within a project. It is distinct from ownership of the property and from day-to-day property management or operations, such as leasing, maintenance, compliance, or bookkeeping. These day-to-day functions may be performed by qualified staff, a third-party manager, or, in some cases, residents themselves. Resident participation in daily operations is not a requirement for community-owned projects.

Community-owned housing projects generally use one of three broad approaches for resident governance. These models vary in the types and levels of decisions residents influence or control, the number and roles of resident seats, and whether non-resident participants also hold governance roles. The specific governance structure for any project will depend on the goals and capacity of the mission-driven organization undertaking the project, and the COAP is intended to be flexible as to the resident governance structure proposed for a project as long as it meets the COAP's requirements.

Resident-Controlled Governance: Residents hold primary governing authority over major project decisions, typically through majority voting power or majority representation on the governing board. In community-owned housing operated by a cooperative – where residents are members of the cooperative – governance may occur through direct voting by resident-members on key matters or through a board elected by and accountable to resident-members (more details below).

Shared Governance: Formal governing authority is intentionally shared among residents and one or more other stakeholder groups, such as the project's governing entity, community representatives, mission-driven partners, and/or independent board members. For example, residents might hold decision-making roles over defined matters such as community policies, resident priorities, or management oversight, while other non-resident stakeholders might oversee decisions related to long-term affordability, major financial obligations, asset management, or regulatory compliance.

Entity-Led Governance with Structured Resident Influence: A mission-driven ownership or stewardship entity retains primary governing authority without resident representation on the highest decision-making body. Residents instead hold formal and ongoing roles to influence policies, priorities, and accountability through advisory bodies, resident committees, consultation requirements, participatory processes, or other structured mechanisms.





3. Community Stewardship

Community stewardship refers to the long-term care of the housing as a community asset. It extends beyond preserving affordability and includes how the property is maintained, governed, and connected to the broader community – such as neighboring residents – over time. It is important to underscore that people-centered housing still requires a mission-drive organization to provide effective and sound property management and financial practices: community-owned housing projects could not succeed without these practices. The difference between community-owned housing and market-rate housing is that the financial success of COAP projects is used to support resident stability and the six guiding principles, whereas the financial success of market-rate housing prioritizes economic returns.

For the purposes of the COAP, "community stewardship" comprises four elements:

Stewardship Element	What's Covered	What This Looks Like
Physical Asset Management	Maintenance planning, reserves, and reinvestment needed to sustain the building.	• Capital needs assessments • Preventive maintenance plans • Reserve policies • Rehabilitation planning tied to building longevity
Financial Sustainability	Budgeting, reserve policies, and operating decisions that protect long-term viability.	• Operating budgets • Reserve thresholds • Rent or carrying-charge policies that balance affordability with long-term viability
Resident Stability	Policies and practices that reduce displacement and support long-term tenancy or membership stability.	• Policies that reduce involuntary displacement • Predictable occupancy rules • Support for long-term tenancy
Community Integration	Activities that connect the project to surrounding residents, neighbors, and community institutions.	• Regular resident meetings • Onboarding into governance structures • Activities tied to shared responsibilities • Engagement with neighbors • Participation in local forums • Use of common spaces or events that connect the project to the broader community

Key Entities in Community-Owned Housing

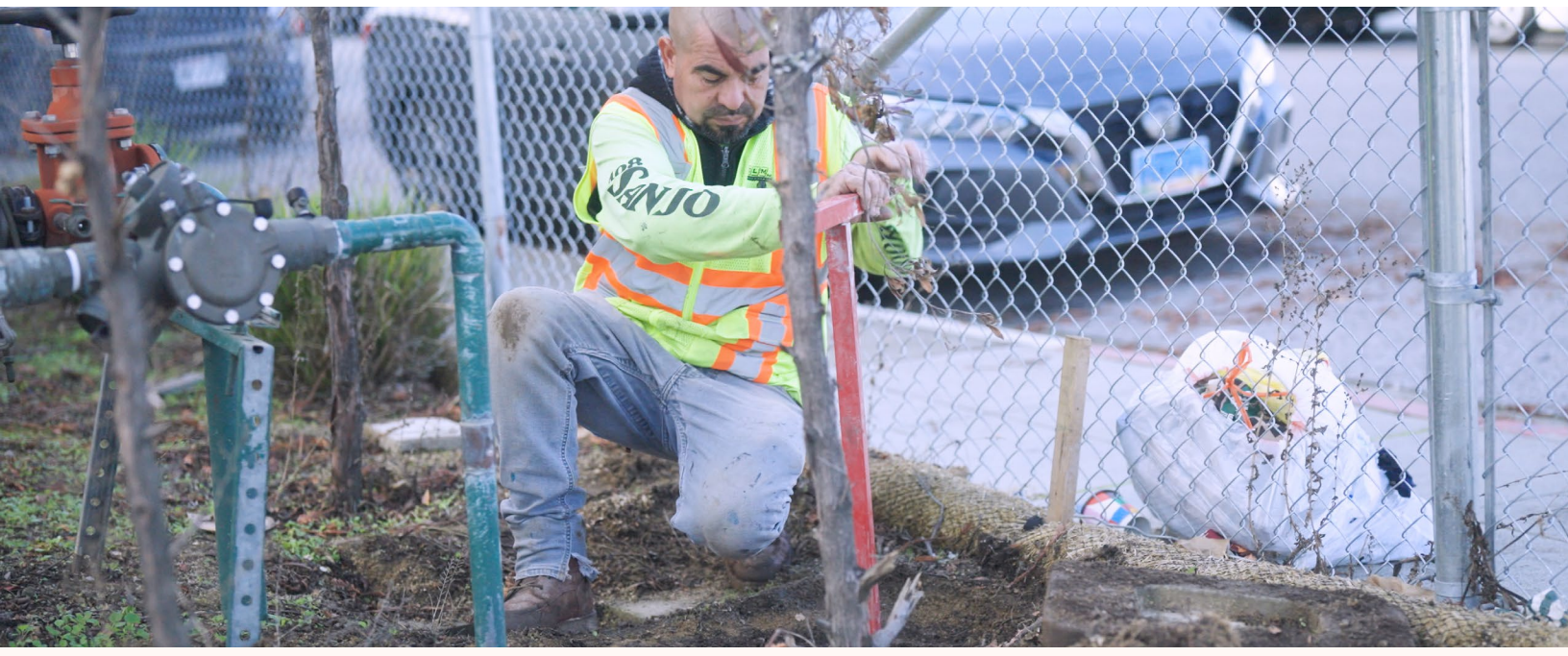
Community-owned housing projects can involve a different mission-driven entities that play different roles in ownership, governance, development, and long-term stewardship. The COAP intentionally allows different combinations of these entities while defining the core features that distinguish community ownership from other housing approaches.

Based on examples from other communities, the two most common types of entities are:

Community land trusts (CLTs): A CLT is a mission-driven organization generally structured to hold land in perpetuity for community benefit and to maintain permanent affordability through long-term ground leases and other legal mechanisms. A CLT may own just land or also the residential structure. When it owns only the land, it typically leases it – often through a long-term ground lease – to another entity such as a cooperative, nonprofit housing provider, or individual homeowners. This structure allows the CLT to maintain long-term affordability while enabling different forms of occupancy and ownership. CLTs are typically governed by boards that may include residents, community members, and other stakeholders.

Cooperatives (Co-ops): A cooperative is a form of collective ownership in which residents jointly own housing through a member-based entity. The cooperative owns the property, and residents hold shares or membership interests that grant them the right to occupy a unit and participate in governance, typically through an elected board. In many community-ownership models, a cooperative operates the housing while a CLT retains ownership of the land. In other cases, a cooperative may own both the land and building directly, such as when tenants organize to purchase a property.

Besides CLTs and co-ops, other types of entities such as nonprofit housing organizations or public agencies may also be involved with community-owned housing projects.







Common Project Models

Depending on the entities involved, community-owned housing projects can also be structured depending on project goals. The entities must perform several functions at once, including preserving long-term affordability, supporting resident governance, managing operations, maintaining financial stability, and stewarding the property over time. Different structures organize and implement these functions in different ways.

The chart on the following page highlights four commonly used models, along with typical use cases, key strengths, and implementation considerations. These models are illustrative rather than prescriptive, and projects may adapt or combine elements based on their goals, partners, and context.

Importantly, no one structure is inherently better. In practice, success depends less on the formal structure itself than on governance quality, operational capacity, financial discipline, and long-term stewardship. **The COAP supports projects that meet any one of these four common types or variations of these models, as long as the project meets the definition of community-owned housing above and the COAP's vision, guiding principles, and underwriting requirements.**

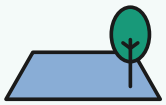
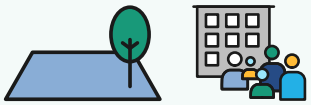
Mobile Home Park Ownership

In addition to the four common models, community-owned housing can also include mobile home parks. One example is a "Resident Owned Community," or ROC. In an ROC, residents create a cooperative entity to purchase and own the land together while maintaining individual ownership of their units. The COAP supports ROCs or variations of this model as long as the community-owned mobile home park meets the COAP's requirements.



FOUR COMMON COMMUNITY-OWNED HOUSING MODELS

How land may be owned and how the building(s) may be owned, with typical use cases and key considerations.

	1 CLT RENTAL	2 CLT + Individual Unit OWNERSHIP	3 CLT + Cooperative OWNERSHIP	4 Cooperative OWNERSHIP
Ownership	 **Land and building:** CLT (Community Land Trust)	 **Land:** CLT **Building:** Individual Unit Owners	 **Land:** CLT **Building:** Housing Co-op	 **Land and building:** Housing Co-op
Typical Use Case	Acquisition and preservation of rental housing where long-term affordability the primary near-term objective. Often used for early projects or where resident ownership capacity is still developing.	Communities seeking affordable homeownership opportunities while preserving affordability for future households. Often used for condominiums, townhomes, or similar unit-based ownership models.	Communities seeking strong resident governance and long-term affordability. Often used where resident participation and shared ownership are key goals. Residents collectively own building through shares or membership in the coop.	Residents seeking shared ownership and direct control through a single entity. Often arises when tenants organize to purchase their property, creating collective ownership through shares or membership in the cooperative.
Main Strengths	• Strong affordability control through a single stewardship entity. • Simpler to implement than multi-entity models.	• Creates pathways to ownership while maintaining long-term affordability through ground leases, resale restrictions, or related tools.	• Separates long-term land stewardship from resident control of the housing. • Can combine affordability protections with meaningful resident governance.	• Strong resident ownership, autonomy, and shared decision-making. • Can build community control and resident leadership.
Key Challenges/ Considerations	• Residents may have less direct ownership than in coop models. • Success depends on quality and responsiveness of stewarding organization.	• Requires homeowner education, resale administration, and clear affordability controls over time.	• More complex to structure and administer. • Requires clear legal agreements, coordination between entities, and strong governance capacity.	• Long-term affordability, capital planning, and governance depend largely on the cooperative's internal strength and discipline.



4. Making Community-Owned Housing Work

SECTION 4 KEY TAKEAWAYS

- Community-owned housing projects are complex and require coordinated action between multiple partners at every stage of a project's lifecycle.
- The ecosystem needed to deliver and sustain these projects is still developing and requires sustained, long-term investment.
- City roles in the ecosystem include serving as convener, funder, capacity builder, and policy leader.
- Initial City funding commitments include the Community Owned Housing Fund (a flexible loan program) and a Technical Assistance Grant Program for capacity building.

The Lifecycle of Community-Owned Housing Projects

Community-owned housing projects involve multiple stages and require coordination across a range of organizations at each step. Delivering projects successfully depends on aligning capital, technical expertise, and organizational capacity across this full lifecycle.

The following are major components of a project's lifecycle with illustrative examples of activities:

- **Acquisition and Financing:** site identification, underwriting, capital structuring, and competitive acquisition
- **Real Estate Development and Rehabilitation:** procurement of contractor, construction oversight, and cost management
- **Lease-Up and Project Stabilization:** Application process, tenant selection, and getting the units filled
- **Operations and Property Management:** ongoing management and maintenance
- **Governance and Long-Term Stewardship**: resident governance, asset management, and long-term affordability
- **Monitoring and Compliance:** adherence to funding requirements, organizational business plans, and applicable local, State, and federal regulations, including fair housing

Each stage requires distinct and specialized expertise. Organizational gaps at any point can undermine the success of the entire project.

In Mountain View – and across the region – many mission-driven organizations seeking to undertake community-owned housing projects are new to real estate development and do not yet have the full range of capacity required to deliver projects across the full lifecycle. At the same time, these organizations bring critical strengths, including deep community relationships, local knowledge, and a commitment to people-centered outcomes.

Building capacity will require sustained, long-term investment. Efforts must focus not on developing just one or a handful of skills, but on assembling and maintaining the full range of expertise needed across the project lifecycle. Early projects in Mountain View are highly likely to also require strong partnerships with experienced, mission-driven developers and technical experts, with clearly defined roles and responsibilities.

Recognizing these capacity gaps is not a critique of the commitment or values of these organizations. Rather, it reflects the complexity of community-owned housing, the time necessary for organizations to acquire experience, and the support required to successfully deliver and steward these projects over the long term.

Community-Based & Community-Oriented Organizations



Successful community ownership efforts often require both **community-based organizations** – those rooted in the communities where projects are implemented – and **community-oriented organizations** – mission-driven partners that may not be locally based but bring relevant development experience and expertise.

"Community-based organizations" are typically founded in the same community in which they seek to operate projects. In the context of the COAP, an organization can be considered community-based if it has deep local knowledge, even if it is technically based outside of Mountain View. Community-based organizations bring local knowledge, relationships, trust with tenants, and accountability, which are important for successful projects.

"Community-oriented organizations" may not have been founded or developed in Mountain View but have experience operating projects according to the COAP's values as well as some or all of the guiding principles. These mission-driven organizations have the skills to provide valuable specialized development, financing, governance, or operational expertise that can support the local ecosystem and newly formed community-based organizations.

Both community-based and community-oriented organizations play essential and complementary roles in building a durable community ownership ecosystem.

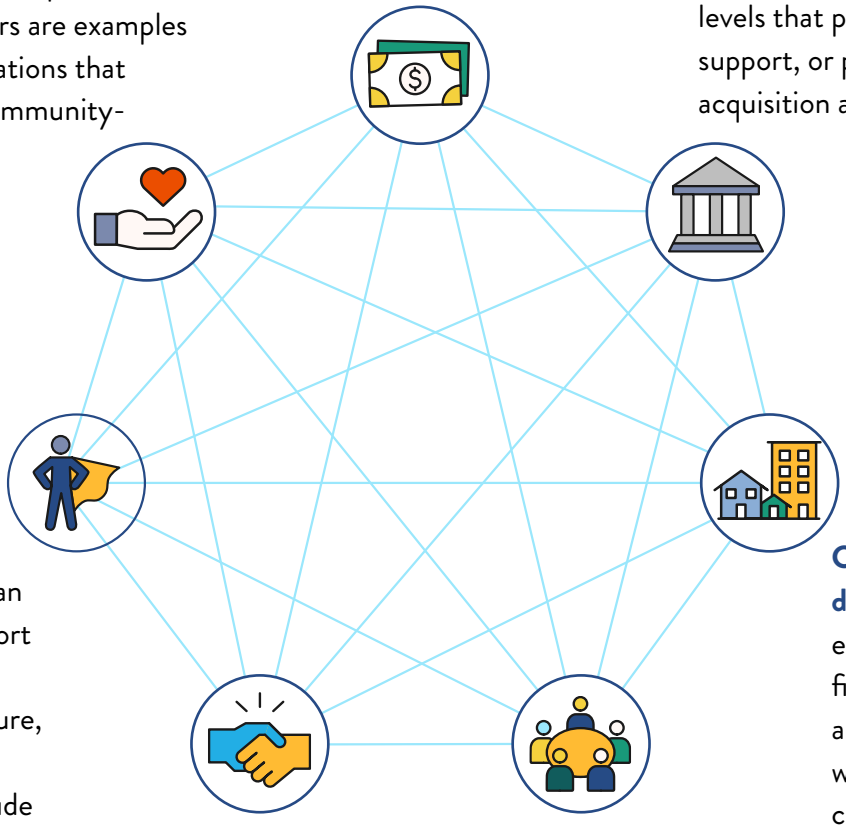
Community Ownership Ecosystem

Creating and sustaining community-owned housing requires a coordinated ecosystem of partners working together to deliver successful projects and support long-term stewardship. This ecosystem should include:

Mission-driven organizations (community-based and community-oriented) that sponsor, own, or help lead community ownership projects. Community land trusts, cooperatives, and non-profit developers are examples of mission-drive organizations that commonly undertake community-owned housing projects.

Funders and intermediaries that invest in non-traditional housing models, support education and capacity building, and help leverage resources for projects.

Governmental agencies at the local, regional, State, and federal levels that provide funding, policy support, or program alignment for acquisition and preservation efforts.



Technical experts who understand community ownership models and can provide specialized support in areas such as finance, governance, legal structure, operations, and project planning. Examples include consultants, individual advisors, and experienced CLTs.

Community-oriented development partners with experience in acquisition, financing, rehabilitation, and property management who can collaborate with community groups and residents.

Peer and cohort groups that support preservation strategies and community ownership models through shared learning, technical exchange, and information about funding opportunities.

Community leaders, allies, and neighbors who can build public support, help raise funds, volunteer time, and contribute to long-term community stewardship.



City Roles

The City can play significant and unique roles in advancing community-owned housing. This is especially important because the ecosystem remains nascent and requires coordinated leadership, investment, and capacity building to develop.

The City will take on four key roles to catalyze this work and support it over time:

Convener. The City will continue to bring together key organizations to align partners, coordinate efforts, and advance community-owned housing. As the ecosystem matures, the City intends to transition from a primary convening role to becoming a vital participant in coordination efforts led by another entity, potentially at the regional level. This shift would reflect growing capacity to support community ownership in Mountain View and across the region.

Funder. Approximately $25 million in gap funding is needed to meet the Housing Element goal of acquiring and rehabilitating at least 50 community-owned housing units. The City has committed $4 million and will seek to leverage an additional $21 million through partnerships to meet this target. See the detailed discussion below.

Capacity builder. Mission-driven organizations undertaking community ownership projects are often still building the full range of skills needed to deliver projects across the lifecycle. Strengthening the capacity of these organizations, as well as the broader ecosystem of partners, is critical to long-term success. The City, in partnership with other agencies and organizations, will pursue strategies to build project delivery capacity and system-wide support. See the detailed discussion below and in the following sections of this document.

Policy leader. The City is well-positioned to develop, adopt, and implement policies that support community ownership and to represent local priorities in coordination with regional and state agencies and through legislative efforts.

Funding

Achieving the initial goal of acquiring and rehabilitating at least 50 community-owned housing units will require substantial new capital. Additional resources will also be needed over time to preserve more units beyond the initial 50 and to build the capacity of mission-driven organizations to develop, own, and manage these projects. The City cannot fund this work alone, but it can play an important catalytic role by committing seed funding, creating funding tools, and leveraging outside investment.



City's Catalytic Funding for Projects: Community-Owned Housing

In October 2024, the Mountain View City Council approved the allocation of $4 million in City housing funds toward the acquisition and preservation of affordable homes under a community-owned model. This allocation was made with the goal of leveraging another $16 million from other funding sources, to create a Community Owned Housing Fund of $20 million to preserve at least 50 rent-stabilized units for community-owned housing.

Since then, updated analysis of acquisition and rehabilitation costs indicates that approximately **$25 million** may be needed to achieve the initial 50-unit goal. The City seeks external funding contributions to the Community-Owned Housing Fund to match the City $4 million allocation.

Based on discussions with organizations interested in pursuing projects in Mountain View, the City anticipates that the initial project funded through the Community-Owned Housing Fund will likely be a rental project.

As a result, the City has developed initial evaluation criteria and underwriting guidelines for investments made through the Fund structured primarily around acquisition and operation of a rental housing project. Because community ownership remains an emerging field locally, and many mission-driven organizations are still building development and operating capacity, the Fund will be structured as a flexible loan program adaptable enough to accommodate different project structures and organizational needs.

Over time, the City seeks to facilitate broader community-owned housing models that allow residents to own units or shares in the building.

General requirements that must be met by any organization applying for project funding include:

- Meeting the COAP definition, vision, and guiding principles for community ownership.
- Demonstrating the expertise needed to deliver and successfully operate a project, whether through prior experience, in-house staff, contracted consultants, or partnership with an experienced developer.
- Providing a clear business model and operations plan for the full lifecycle of the project.
- Demonstrating financial need using reasonable assumptions in project pro formas.
- Complying with applicable local, State, and federal regulations, including fair housing requirements.
- Maintaining transparent governance and accountability practices, including ongoing monitoring and compliance requirements, and regular audits.
- Various underwriting terms.

Flexible loan terms may be tailored to specific project needs and may include low or no interest rates, deferred loan repayment schedules, and/or forgivable loan amounts in limited circumstances, where justified by project outcomes or public benefit (such as affordability for very- and extremely-low income households).

The City is evaluating different options for approving and disbursing funding requests in a streamlined manner, such as partnering with a qualified third-party fiscal agent to administer the fund, receive and review funding applications, underwrite projects, or implementing a City funding approval process that is faster than the City's typical process. A streamlined process is essential because residential properties that are listed for sale can move quickly and require prompt action.



City Capacity-Building Funding: Technical Assistance Grant Program

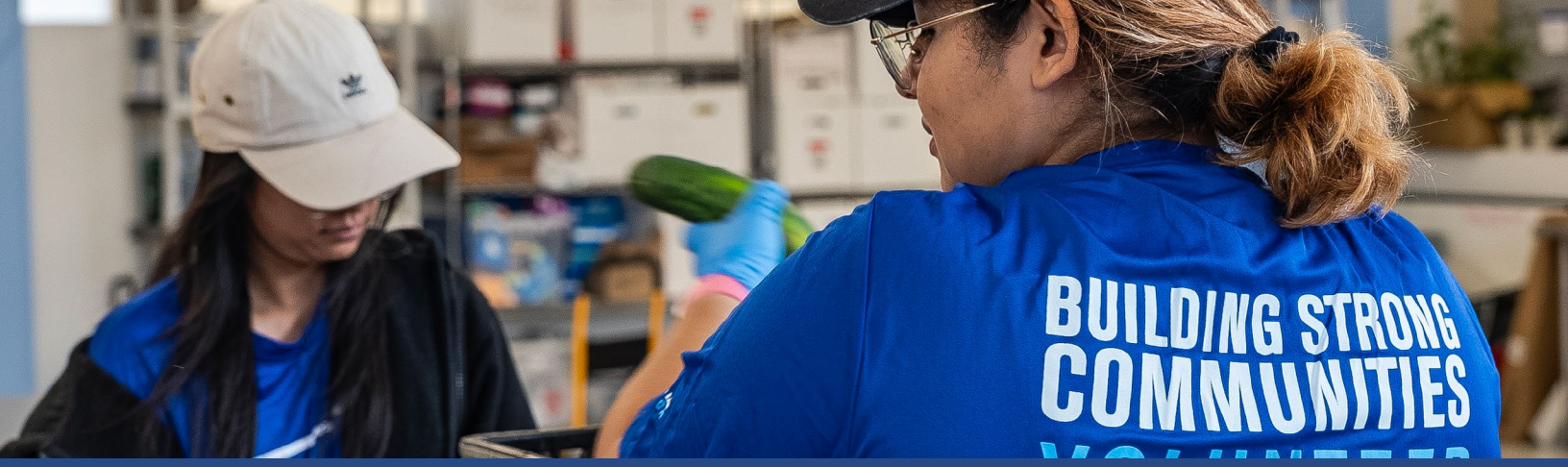
In September 2025, the Mountain View City Council approved $75,000 for a Technical Assistance Grant Program. The funding is intended to help mission-driven organizations working to acquire, rehabilitate, and manage community-owned housing access specialized expertise to support project-specific needs and the organization's development capacity. The program is focused on project-specific technical assistance rather than general organizational support.

Eligible uses may include but are not limited to:

- Real estate brokerage services
- Property capital needs assessments
- Appraisals
- Legal services
- Title services
- Feasibility analysis and pro forma evaluation
- Operating model or business plan development
- Community facilitation, tenant engagement, organizing
- Other project development services based on demonstrated need

In addition to the Technical Assistance Grant Program, the COAP supports the following options to increase the capacity of mission-drive organizations:

- **Partnership-Based Development** - Support project approaches in which new/emerging mission-driven organizations seek out and partner with experienced organizations to advance projects. These partnerships may take different forms—including advisory support, technical assistance, or joint project delivery—and allow emerging organizations to access expertise while retaining a leading or co-leading role.
- **Structured Pairing** - Require or incentivize experienced developers to mentor emerging mission-driven organizations through structured learning partnerships. In these arrangements, the experienced developer takes on responsibility for project delivery while providing intentional training and exposure across key stages—such as due diligence, financing, design, construction, and operations—to build the emerging organization's capacity to lead future projects.
- **Regional Technical Assistance Bench** - Develop a shared pool of consultants and practitioners accessible across organizations and jurisdictions to reduce duplication, lower costs, expand access to expertise, and support consistent best practices.



5. Five-Year Goals and Action Plan

SECTION 5 KEY TAKEAWAYS

- The COAP establishes a Five-Year implementation framework based on the plan's vision, guiding principles, and identified needs for community-owned housing to be successful.
- The five goals are:

1. Achieve at least 50 Community-Owned Housing Units
2. Continue to Build the Community-Owned Housing Fund
3. Build Capacity Within Organizations and the Broader Ecosystem
4. Transition from City-Led Catalyst to Shared and Regional Leadership
5. Monitor Housing Quality, Resident Stability, and Resident Governance

- The implementation framework is intended to provide clear direction and actionable items while preserving flexibility.
- The City should monitor progress, remain adaptive, and refine the actions as needed over time.

The COAP establishes a five-year implementation period from July 2026 to June 2031, with five Goals supported by various actions to advance each goal. The implementation framework is based on the COAP's vision, guiding principles, and identified needs for community-owned housing to be successful.

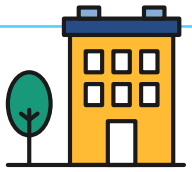
Building community-owned housing in Mountain View will require sustained, multi-year effort, with actions that evolve as opportunities emerge, partnerships develop, and lessons are learned. The City cannot create community-owned housing on its own, yet it cannot dictate the actions of independent organizations. However, success will require coordinated participation from

across the ecosystem, including community-based organizations, housing partners, technical experts, funders, philanthropic partners, regional agencies, and residents. The actions below reflect shared priorities identified through the COAP process and serve as a starting point for continued collaboration between the City and the COAP ecosystem of partners.

The five-year framework is intended to provide clear direction and actionable items while preserving flexibility. Community ownership remains an emerging field and is entirely new in Mountain View. Not all future projects, funding sources, or partner roles have yet been identified. Therefore, while some actions can begin immediately, others will depend on funding availability, organizational readiness, project opportunities, or future needs that are currently unknown.

The City should monitor progress, remain adaptive, and refine the actions as needed over time. At minimum, a progress review with the City Council is recommended in late 2028, approximately halfway through the implementation period, to assess progress, identify barriers, and consider adjustments for the remaining term.

Goal 1: Achieve at Least 50 Community-Owned Housing Units

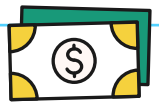


Facilitate the acquisition and preservation of at least 50 community-owned housing units, consistent with the Mountain View 2023–2031 Housing Element objective.

Goal 1 Actions	
1.1	Complete adoption and implementation of the COAP, with updates as needed.
1.2	Achieve the acquisition and preservation at least 50 community-owned housing units, consistent with the Mountain View 2023-2031 Housing Element objective.
1.3	Prioritize early project opportunities that demonstrate feasibility and build momentum.
1.4	Finalize underwriting guidelines for community-owned projects that focus on rental housing for residents.
1.5	Complete adoption and implementation of the COAP, with updates as needed.
1.6	Achieve the acquisition and preservation at least 50 community-owned housing units, consistent with the Mountain View 2023-2031 Housing Element objective.
1.7	Prioritize early project opportunities that demonstrate feasibility and build momentum.
1.8	Finalize underwriting guidelines for community-owned projects that focus on rental housing for residents.

Goal 1 Actions	
1.9	Develop underwriting guidelines for community-owned projects that focus on ownership housing for residents.
1.10	Release the Notice of Funding Availability for the Community-Owned Housing Fund once the funding approval process has been determined.
1.11	Implement streamlined process to approve project funding requests and disburse funds.
1.12	Establish next-phase production goals by the end of the five-year period, such as preserving or creating up to 500 units by 2036, subject to feasibility and resources.
1.13	Continue to monitor the feasibility, practicality, and impact of Opportunity to Purchase Act programs.

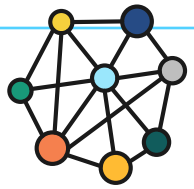
Goal 2: Continue to build the Community-Owned Housing Fund



Continue to grow the Community-Owned Housing Fund to ensure reliable and scalable sources of capital for project opportunities as they arise.

Goal 2 Actions	
2.1	Implement the flexible loan program approved under the COAP framework.
2.2	Work with partners to leverage additional outside investment.
2.3	Continue outreach to public, private, corporate, and philanthropic partners.
2.4	Periodically reassess the size of the fund needed relative to market conditions and production goals.

Goal 3: Build Capacity Within Organizations and the Broader Ecosystem



Invest in building the capacity of mission-driven organizations and the broader ecosystem of partners needed to support long-term implementation.

Goal 3 Actions: Mission-Driven Organizations	
3.1	Advance a multi-pronged strategy for capacity building, including Technical Assistance Funding, Partnership-Based Development, Structured Pairing, and developing a Regional Technical Assistance Bench.
3.2	By the end of the five year COAP period, have at least one community-based, mission-driven organization in Mountain View that is self-sufficient and capable of leading projects through their entire lifecycle.
3.3	Connect new/emerging organizations with partners that provide funding, development expertise, governance support, and operational capacity. • Help mission-driven organizations navigate City funding, entitlement, and approval processes. • Support project-based learning and share lessons across organizations. • Encourage partnerships that transfer knowledge and leadership over time.

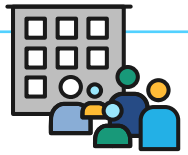
Goal 3 Actions: Ecosystem	
3.4	Explore partnerships with third-party entities to administer project funding.
3.5	Continue collaboration with regional organizations.
3.6	Be a resource to other jurisdictions and organizations advancing community ownership.
3.7	Advocate for State policies supporting community-ownership models.
3.8	Participate in regional networks focused on preservation and community-ownership housing.



Goal 4: Transition from City-Led Catalyst to Shared and Regional Leadership

The City will serve as the initial lead and convener, with the long-term goal of transitioning the primary convening role to a regional entity or collaborative body capable of coordinating partnerships and long-term implementation.

Goal 4 Actions	
4.1	Continue convening key partners through the COAPAC.
4.2	Support increasing leadership roles among community organizations, funders, technical experts, and public agencies.
4.3	Work with organizations to assess which functions are best led locally or regionally.
4.4	By the 2028 midpoint review, transition the primary convening role from the City to a regional entity agency or collaborative body, with the City remaining an active and vital participant and strategic partner.



Goal 5: Monitor Housing Quality, Resident Stability, and Resident Governance

Measure success not only by the number of units preserved, but also by whether residents remain stably housed and participate in governance and stewardship.

Note: Mission-driven organizations that own, operate, or support projects will be responsible for implementing these actions. However, the City can play an important to advance these objectives through funding agreements, loan terms, regulatory requirements, and ongoing monitoring, as appropriate.

Goal 5 Actions: Housing Quality	
5.1	Conduct regular resident surveys regarding housing quality, property management, and resident experience.
5.2	Use resident feedback to improve project operations, management practices, and future projects.
5.3	Implement responsive management practices and long-term project upkeep.

Goal 5 Actions: Resident Stability	
5.4	Track resident retention in community-owned housing.
5.5	Promote operating practices that support long-term stability and minimize displacement.
5.6	Periodically review outcomes to identify trends, risks, and opportunities for improvement.

Goal 5 Actions: Resident Governance and Participation	
5.7	Support resident participation in governance roles through education and training.
5.8	Ensure that governance structures, decision-making processes, and participation opportunities are clearly defined and understandable to residents.
5.9	Use resident participation and feedback to strengthen governance practices over time.





City of MOUNTAIN VIEW

1109

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW TO TRANSFER AND APPROPRIATE $1,000,000 FROM THE BELOW-MARKET-RATE HOUSING FUND TO THE ACQUISITION AND PRESERVATION SUBFUND TO FUND COMMUNITY-OWNED HOUSING PROJECTS AS PART OF THE COMMUNITY OWNERSHIP ACTION PLAN.

_____

WHEREAS, on April 11, 2023, the City Council adopted Resolution No. 18781, which adopted the City of Mountain View's (City) 2023-2031 Housing Element to address existing and projected housing needs for all segments of the community; and

WHEREAS, over the past decade, approximately 1,000 housing units covered under the City of Mountain View's (City) Community Stabilization and Fair Rent Act (CSFRA) have been or will be demolished as part of new residential redevelopment projects; and

WHEREAS, Program 3.2 of the City's Housing Element addresses tenant displacement through the requirements of developing a Community Ownership Action Plan (COAP) and facilitating the acquisition and preservation of at least 50 existing housing units; and

WHEREAS, the City's COAP seeks to facilitate the creation of innovative housing models and support community ownership projects to meet various housing needs not addressed by the existing system; and

WHEREAS, on March 19, 2024, the City Council supported acquisition and preservation efforts that prioritize older affordable housing units covered under the City's Community Stabilization and Fair Rent Act, which have historically been the units most susceptible to market pressures to be demolished and redeveloped into new, high-cost housing; and

WHEREAS, on March 19, 2024, the City Council supported the commitment of $4,000,000 in Below-Market-Rate Housing funds with the goal to catalyze $16,000,000 of outside funding for a 4:1 leverage ratio with a total fund of $20,000,000 to facilitate the estimated cost for acquisition and preservation of 50 housing units; and

WHEREAS, on October 8, 2024, the City Council adopted Resolution No. 18936, which appropriated $4,000,000 to the Acquisition and Preservation Subfund to fund acquisition and preservation projects; and

WHEREAS, during the September 9, 2025 Council meeting, the City's consultant estimated that the total cost to fund acquisition and preservation of 50 housing units increased to $25,000,000 due to increased costs to acquire and renovate projects; and

WHEREAS, an additional appropriation of $1,000,000 in the Acquisition and Preservation Subfund for a total of $5,000,000 in City funding, along with the goal to leverage $20,000,000 of outside funding, would maintain a 4-to-1 leverage ratio for the target funding total of $25,000,000; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby transfers and appropriates $1,000,000 from the Below-Market-Rate Housing Fund to the Acquisition and Preservation Subfund to fund community-owned housing projects as part of the Community Ownership Action Plan.

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CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW TO APPROPRIATE $425,000 FROM THE GENERAL HOUSING FUND TO FUND CAPACITY-BUILDING EFFORTS AS PART OF IMPLEMENTING THE COMMUNITY OWNERSHIP ACTION PLAN.

WHEREAS, on April 11, 2023, the City Council adopted Resolution No. 18781, which adopted the City of Mountain View's (City) 2023-2031 Housing Element to address existing and projected housing needs for all segments of the community; and

WHEREAS, over the past decade, approximately 1,000 housing units covered under the City's Community Stabilization and Fair Rent Act have been or will be demolished as part of new residential redevelopment projects; and

WHEREAS, development of the City's Community Ownership Action Plan (COAP) is a requirement of the Housing Element as part of Program 3.2 to address tenant displacement; and

WHEREAS, the City's COAP seeks to facilitate the creation of innovative housing models and support community ownership projects to meet various housing needs not addressed by the conventional housing system; and

WHEREAS, the successful delivery of community ownership projects requires significant resources, including technical expertise, organizational capacity, flexible capital, and partnership support; and

WHEREAS, on September 9, 2025, the City Council adopted Resolution No. 19023, which appropriated $75,000 from the General Housing Fund for technical assistance grants to support capacity-building efforts in mission-driven organizations to successfully deliver community ownership acquisition projects; and

WHEREAS, staff's subsequent research shows that additional resources and support are needed for capacity-building efforts due to the different operational requirements and complexity of community-owned housing projects; and

WHEREAS, in addition to funding for technical assistance, the capacity of mission-driven organizations can be increased through partnership-based development, structured pairing, and a regional technical assistance bench;

WHEREAS, staff recommends an additional $425,000 for a total of $500,000 to support the different options for necessary capacity-building efforts; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby appropriates $425,000 from the General Housing Fund to fund capacity-building efforts, as part of the City's Community Ownership Action Plan.

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File #: 205716, **Version:** 1

Call a Municipal Election for November 3, 2026, and Place a Measure for Transient Occupancy Tax on the Ballot

Adopt a Resolution of the City Council of the City of Mountain View: (1) Calling a General Municipal Election and Ordering Consolidation with the Statewide General Election for the Purpose of Submitting to the Voters a Ballot Measure to Amend Mountain View City Code Section 33.2 to Authorize City Council to Increase the City's Transient Occupancy Tax; (2) Authorizing Members of the Council to Author an Argument for the Ballot Measure; (3) Directing the City Attorney to Prepare an Impartial Analysis; and (4) Authorizing the City Clerk to Contract with the County of Santa Clara for Services to be Performed in Connection with the General Municipal Election to be Held on Tuesday, November 3, 2026, to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: New Business

DEPT.: City Manager's Office

TITLE: **Call a Municipal Election for November 3, 2026, and Place a Measure for Transient Occupancy Tax on the Ballot**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View: (1) Calling a General Municipal Election and Ordering Consolidation with the Statewide General Election for the Purpose of Submitting to the Voters a Ballot Measure to Amend Mountain View City Code Section 33.2 to Authorize City Council to Increase the City's Transient Occupancy Tax; (2) Authorizing Members of the Council to Author an Argument for the Ballot Measure; (3) Directing the City Attorney to Prepare an Impartial Analysis; and (4) Authorizing the City Clerk to Contract with the County of Santa Clara for Services to be Performed in Connection with the General Municipal Election to be Held on Tuesday, November 3, 202, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

The Fiscal Years 2025-26 and 2026-27 Council Work Plan includes an item to pursue a 2026 revenue measure to seek additional funding for priority community projects and services. On September 23, 2025, the Council approved a 2026 Revenue Measure Ad Hoc Sub-Committee and assigned the members of the Council Finance Committee (CFC) to the Subcommittee to begin this work.

At the first Ad Hoc Committee meeting on October 22, 2025, the Committee directed staff to develop a survey instrument and potential ballot question for consideration of a General Obligation Bond (GO) measure to address the City's significant long-term capital needs to build the *Mountain View of Tomorrow.*

At the second Ad Hoc Committee meeting on December 2, 2025, staff received feedback and recommendations from the Committee on the survey instrument and potential ballot question, as well as direction to conduct the initial baseline poll starting in January 2026.

At the third Ad Hoc Committee meeting on February 25, 2026, the Committee received the initial poll results and provided recommendations on refining the survey instrument and the potential ballot question, as well as direction to conduct a second poll starting in March 2026.

At the fourth Ad Hoc Committee meeting on April 24, 2026, the Committee received the 2nd poll results and provided recommendations to staff on refining the survey instrument and a potential ballot question, and on moving forward with the third poll in May 2026.

At the fifth Ad Hoc Committee meeting on June 4, 2026, the Committee received the final poll data and additional Transient Occupancy Tax (TOT) information. At the conclusion of the meeting, the Committee provided direction to present the City Council with the TOT revenue measure option.

Community Outreach and Feedback

The City mailed 40,838 informational mailers about the City's need for *Building the Mountain View of Tomorrow Together*. The informational mailers included a tear-off form asking residents to rank the survey-identified priorities from 1 to 6 and to provide additional priorities and comments, if desired. The informational mailer also included a QR code to the City's Informational webpage with a link to take the survey online.

Since the mailing, the City Manager's Office received and analyzed 1,257 community survey responses, including 192 returned mailers and 1,065 online survey forms. Among all responses shared, "Streets & Roads" is the top priority for most community residents, followed by "Public Safety", "Affordable Housing", and "Local Parks."

Residents also provided feedback on a range of other issues, including oversized vehicles, commercial vacancies, appliance electrification, parking, pickleball courts, and road diets.

In addition to the survey, staff also informed the community about a potential revenue measure through the following: City webpage – www.MountainView.gov/Listens; *The View* newsletter sent to every household; State of the City; and the FY 2026-27 Budget Transmittal Letter.

ANALYSIS

Potential Revenue Measure – Transient Occupancy Tax Modernization

During deliberations for the 2024 ballot initiative, the Council considered amending the City's Transient Occupancy Tax (TOT). TOT is a tax assessed on hotel and motel per-room occupancies. This tax is self-reported quarterly by hotels and motels within the City limits, and compliance audits are conducted periodically. Occupancy by government employees on official business and stays exceeding 30 consecutive days are exempt from the tax.

Voters last amended the City's Transient Occupancy Tax (TOT) in 1991, increasing the TOT rate from 8% to 10%. Since that time, many neighboring jurisdictions have increased their TOT rates.

As a result, **Mountain View currently has one of the lowest TOT rates among major Silicon Valley and Bay Area cities**.

TOT Peer Comparison

City	TOT Rate	Effective Tax Rate
Palo Alto	15.5%	
Anaheim	15%	17%
Los Angeles	14%	16%
Milpitas	14%	
Oakland	14%	16%
San Francisco	14%	17.5%
San Diego	13.75%	15.75%
Santa Clara	13.5%	17.5%
Long Beach	13%	
Sunnyvale	12.5%	
Campbell	12%	
San Jose	12%	16.5% to 17.1%
Sacramento	12%	13%
Freemont	10%	
Mountain View	**10%**	

If approved by voters, the City's maximum allowable TOT rate would become comparable to many neighboring jurisdictions. **Staff reviewed TOT rates throughout Silicon Valley and the Bay Area and found that the proposed increase would maintain Mountain View's competitiveness within the regional lodging market.**

The City currently has 19 hotels ranging from budget accommodation to upscale offerings, with individual hotels ranging in size from 17 to 255 rooms and representing approximately 1,780 hotel rooms citywide. Since Fiscal Year 2023-24, TOT revenues have increased from approximately $8.0 million to more than $11.0 million annually, reflecting continued strength in the local hotel market and business travel activity. Even with a rate increase, the tax would continue to be paid primarily by visitors rather than Mountain View residents.

The table below illustrates the estimated additional annual revenue that would have been generated historically and is projected to be generated during the forecast period, under various TOT rate increase scenarios. Based on historical revenues, a TOT increase between 2% and 5% would have generated approximately $1.6 million to $5.5 million in additional annual revenue. Based on the current forecast, a TOT increase between 2% and 5% is expected to generate

approximately $2.1 million to $5.4 million in additional annual revenue between Fiscal Years 2026-27 and 2028-29.

TOT Funding Scenarios

	FY 2023-24	FY 2024-25	FY 2025-26 Estimated	FY 2026-27 Forecast	FY 2027-28 Forecast	FY 2028-29 Forecast
Baseline TOT	$7,961,020	$10,564,518	$11,022,400	$10,356,000	$10,562,000	$10,772,000
2% Inc	$1,592,204	$2,112,904	$2,204,480	$2,071,200	$2,112,400	$2,154,400
3% Inc	$2,388,306	$3,169,355	$3,306,720	$3,106,800	$3,168,600	$3,231,600
4% Inc	$3,184,408	$4,225,807	$4,408,960	$4,142,400	$4,224,800	$4,308,800
5% Inc	$3,980,510	$5,282,259	$5,511,200	$5,178,000	$5,281,000	$5,386,000

Ballot Language

Staff recommends the following ballot question for Council consideration and adoption:

"Shall the measure to provide locally controlled funding for repairing potholes, streets and sidewalks, improving police, fire, and 911 emergency response services, supporting affordable housing, and adding new parks, and other general government services by authorizing City Council to increase the CityofMountainView's existing Transient Occupancy Tax paid by hotel and short-term rental guests from 10% up to 15%, generating up to $5,200,000 annually until ended by voters, with independent audits, be adopted?"

Next Steps

If the Council adopts the Resolution to place a ballot question seeking to increase the City's TOT rate by up to 15%, and if approved by voters in November, staff will return to the Council to consider a new TOT rate. Other milestones include:

- August 7, 2026: Last day for resolutions calling a measure.
- TBD: Deadline for submitting primary arguments in favor of or against a measure.
- August 12, 2024: Last day to amend or withdraw a measure.
- TBD: Deadline for submitting rebuttal arguments to primary arguments in favor of and against a measure.
- TBD: Deadline for submitting impartial analysis.
- Nov/Dec: Return to Council to consider a new TOT rate.

FISCAL IMPACT

Revenue measure consulting services are included in the Adopted Fiscal Year 2025-26 Budget through a limited-period appropriation of $250,000, and sufficient funding is available to complete preparation of the ballot measure. Funding for election-related costs, including Registrar of Voters (ROV) fees and associated election administration expenses, is included in the Fiscal Year 2026-27 Recommended Budget within the City Clerk's Office budget.

If approved by voters in November, the potential increase in the City's Transient Occupancy Tax from a rate of 10% to 15% is estimated to generate up to approximately $5.2 million annually in additional locally controlled revenue. Actual revenues will vary based on hotel occupancy levels, average room rates, business travel activity, tourism demand, and overall economic conditions.

Because these revenues would be locally generated, they are generally protected from state reallocation and would provide an ongoing General Fund source to support municipal services, infrastructure maintenance, public safety, parks, affordable housing initiatives, and other Council priorities.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

☒ General policy and legislative actions

ALTERNATIVES

1. Do not adopt the recommended resolution to call a municipal election for November 3, 2026, requesting that the County consolidate the municipal election with the general election on November 3, 2026.

2. Do not adopt the recommended resolution, submitting to the qualified electors of the City at the November 3, 2026, consolidated general election a measure to amend Chapter 33, Transient Occupancy Tax, of the Mountain View City Code relating to Section 33.2, Tax Imposed.

3. Do not adopt the recommended resolution for the Mountain View City Code relating to the imposition of Transient Occupancy Tax up to 15%.

4. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Arn Andrews
Assistant City Manager

Approved by:

Kimbra McCarthy
City Manager

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 20__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW: (1) CALLING A GENERAL MUNICIPAL ELECTION AND ORDERING CONSOLIDATION WITH THE STATEWIDE GENERAL ELECTION FOR THE PURPOSE OF SUBMITTING TO THE VOTERS A BALLOT MEASURE TO AMEND MOUNTAIN VIEW CITY CODE SECTION 33.2 TO AUTHORIZE CITY COUNCIL TO INCREASE THE CITY'S TRANSIENT OCCUPANCY TAX; (2) AUTHORIZING MEMBERS OF THE COUNCIL TO AUTHOR AN ARGUMENT FOR THE BALLOT MEASURE; (3) DIRECTING THE CITY ATTORNEY TO PREPARE AN IMPARTIAL ANALYSIS; AND (4) AUTHORIZING THE CITY CLERK TO CONTRACT WITH THE COUNTY OF SANTA CLARA FOR SERVICES TO BE PERFORMED IN CONNECTION WITH THE GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026

WHEREAS, the City of Mountain View needs guaranteed sources of local funding for our vital city services, and wishes to ensure tax dollars stay local for the benefit of Mountain View residents and are not taken by Sacramento; and

WHEREAS, the City of Mountain View is committed to funding the services residents have expressed are top priorities, including fixing potholes, repairing streets and sidewalks, maintaining police and fire services to improve 911 emergency response, improving pedestrian and bicycle safety, maintaining our parks and adding new parks and open space to increase accessibility for all residents, and investing in affordable housing; and

WHEREAS, the transient occupancy tax rate currently imposed by the City of Mountain View is one of the lowest in the area and has not been updated since 1991; now, therefore,

WHEREAS, the City Council of the City of Mountain View desires to call a General Municipal Election to be held on Tuesday, November 3, 2026, for the purpose of submitting to the voters a ballot measure to amend Mountain View City Code section 33.2 to authorize City Council to increase the City's transient occupancy tax from 10% up to 15%; and

WHEREAS, the City Council of the City of Mountain View adopted a resolution on June 9, 2026, calling a General Municipal Election to be held on Tuesday, November 3, 2026, for the purpose of electing three (3) members of the City Council, and that resolution includes the request to the Board of Supervisors of the County of Santa Clara to order the General Municipal Election to be consolidated completely with the General Statewide election, pursuant to and in the manner described in California Elections Code sections 10403 and 10418; and

WHEREAS, the City Clerk of the City of Mountain View has recommended that the City contract with the County of Santa Clara to have the Registrar of Voters perform certain services in connection with the General Municipal Election on Tuesday, November 3, 2026; and

WHEREAS, the City Council of the City of Mountain View desires that the City contract with the County to have the Registrar of Voters perform certain services for said General Municipal Election as authorized by California Elections Code section 10002; now, therefore, be it

RESOLVED by the City Council of the City of Mountain View as follows:

Section 1. Call of Election. Pursuant to Mountain View City Charter section 1300, a General Municipal Election is hereby called and ordered to be held in the City on Tuesday, November 3, 2026, at which election there shall be a ballot measure that, if passed, will amend Mountain View City Code section 33.2 to authorize City Council to increase the City's transient occupancy tax from 10% up to 15%.

Section 2. Proposed Measure. The ballot measure shall read as follows:

Shall the measure to provide locally controlled funding for repairing potholes, streets and sidewalks, improving police, fire, and 911 emergency response services, supporting affordable housing, and adding new parks, and other general government services by authorizing City Council to increase the City of Mountain View's existing Transient Occupancy Tax paid by hotel and short-term rental guests from 10% up to 15%, generating up to $5,200,000 annually until ended by voters, with independent audits, be adopted?	YES	
	NO	

Section 3. Submission of Ordinance Amendment. The City Council of the City of Mountain submits to the voters at the November 3, 2026, election proposed amendments to Mountain View City Code section 33.2 as shown in **Exhibit A** attached hereto and incorporated herein. Additions are shown by underline font and deletions are shown by ~~strikethrough~~ font.

Section 4. Vote Centers Open. Vote centers for said election shall be open at 7:00 a.m. on the day of said election and shall remain open continuously from said time until 8:00 p.m. of the same day, when said vote centers shall be closed, except as provided in California Elections Code §§ 4005 and 14401.

Section 5. Publication. The City Clerk of the City of Mountain View is hereby ordered and directed to cause the notice of said election to be published in accordance with the provisions of the California Elections Code. The notice of the General Municipal Election provided for herein shall be published in a newspaper of general circulation within the City of Mountain View.

Section 6. Consolidation with Statewide Election. Pursuant to the requirements of California Elections Code section 10403, the Board of Supervisors of the County of Santa Clara is hereby requested to order the General Municipal Election to be held on Tuesday, November 3, 2026, and to completely consolidate the election with any other Statewide elections, which may be called for the same date. The consolidated election will be held and conducted in the manner prescribed by California Elections Code section 10418. The Board of Supervisors of the County of Santa Clara is further requested to order the County Registrar of Voters to: (1) prepare the City's election materials and take all other necessary actions for the holding of the consolidated election; and (2) provide Vote by Mail ballot to voters for said election for use of the qualified electors of the City of Mountain View who are entitled thereto, in the manner provided by law.

Section 7. Canvassing. The Board of Supervisors of the County of Santa Clara is hereby further authorized and requested to canvass or cause to be canvassed, as provided by law, returns of said General Municipal Election and to certify such canvass of the votes cast for the City Council of the City of Mountain View.

Section 8. Agreement with the County. The City Clerk is hereby authorized to enter into an agreement with the County of Santa Clara for the performance of certain election services for the City by the County Registrar of Voters pertaining to the conduct of said General Municipal Election to be held on Tuesday, November 3, 2026, and for the reimbursement of the County in full for the services performed pursuant to California Elections Code section 10002 and 10520.

Section 9. Services to be Performed. The County Registrar of Voters shall perform the following services for the City:

1. Consolidating precincts and arranging for vote centers and election officers.

2. Prepare and print election materials including official and sample ballots, envelopes and voter information guides.

3. Addressing and mailing sample ballots.

4. Handling applications for and mailing vote-by-mail ballots.

5. Bagging and labeling of precinct supplies.

6. Supervising computerized return of ballots cast.

7. Providing general assistance for the conduct of said election; and

8. Canvassing the election returns and certifying the results to the City Clerk.

Section 10. Authorization. The City Council authorizes the City Clerk to administer said election and all reasonable and actual election expenses shall be paid by the City upon presentation of a properly submitted invoice.

Section 11. Passage Requirement. Pursuant to California Government Code section 53723, this measure authorizing a general tax increase requires a majority vote of the electorate to pass.

Section 12. Text of Proposed Measure. The full text of this ballot measure shall not be printed in the County Voter Information Guide. The sample ballot shall include the title of the measure. The full text of the measure is available by calling the City Clerk's Office at 650-903-6304 and requesting a copy be mailed at no cost, is available on the City of Mountain View's website, and is available for review at the City Clerk's Office, located at 500 Castro Street, Third Floor, Mountain View.

Section 13. Arguments. The City Council authorizes the following member(s) of its body to file a written argument in favor of the proposed measure in accordance with Article 4, Chapter 3 of the California Elections Code:

_____

_____

_____

Section 14. Impartial Analysis. The City Council hereby directs the City Attorney to prepare an impartial analysis of the measure pursuant to California Elections Code section 9280.

Section 15. Certification. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

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Exhibit: A Proposed Ordinance Amendments

Exhibit A

ORDINANCE NO.

AN ORDINANCE OF THE PEOPLE OF THE CITY OF MOUNTAIN VIEW
AMENDING MOUNTAIN VIEW CITY CODE SECTION 33.2
TO AUTHORIZE CITY COUNCIL TO INCREASE THE TRANSIENT OCCUPANCY TAX

WHEREAS, the City of Mountain View needs a guaranteed source of local funding for our vital city services, and wishes to ensure tax dollars stay local for the benefit of Mountain View residents and are not taken by Sacramento; and

WHEREAS, the City of Mountain View is committed to funding the services residents have expressed are top priorities, including fixing potholes, repairing streets and sidewalks, maintaining police and fire services to improve 911 emergency response, improving pedestrian and bicycle safety, maintaining our parks and adding new parks and open space to increase accessibility for all residents, and investing in affordable housing; and

WHEREAS, the transient occupancy tax rate currently imposed by the City of Mountain View is one of the lowest in the area and has not been updated since 1991; now, therefore,

THE PEOPLE OF THE CITY OF MOUNTAIN VIEW DO HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Chapter 33, Section 33.2, of the Mountain View City Code is amended to add, delete, or modify its provisions as set forth below. Section titles are shown in **bold** font, additions are shown in underline font and deletions are shown by ~~strikethrough~~ font. Provisions that are not shown in underline or strikethrough font are not changed.

SEC. 33.2. Tax Imposed.

a. Imposition of Tax.
For the privilege of occupancy in any hotel, each transient shall pay a transient occupancy tax on the rent charged by the operator.

b. Tax Rate.
The tax imposed by this chapter shall be ten percent (10%) of the rent charged by the operator.

c. Adjustment of Tax Rate by City Council.
Pursuant to authority granted by the voters, the City Council may, by ordinance amending this section, increase or decrease the tax rate established in subsection (b), provided that the tax rate shall not exceed fifteen percent (15%) of the rent charged by the operator.

d. Payment and Collection of Tax

~~For the privilege of occupancy in any hotel, each transient is subject to and shall pay a tax in the amount of ten (10) percent of the rent charged by the operator. Said~~ The tax imposed by this section ~~constitutes~~ is a debt owed by the transient to the city ~~which is extinguished~~ and is satisfied only by payment to the operator or directly to the city. The transient shall pay the tax to the operator ~~of the hotel~~ at the time the rent is paid. If the rent is paid in installments, a proportionate share of the tax shall be paid with each installment. ~~The~~ Any unpaid tax ~~shall be~~ becomes due ~~upon~~ when the transient ceases ~~transient's ceasing~~ to occupy space in the hotel. If, for any reason, the tax ~~due~~ is not paid to the operator ~~of the hotel~~, the tax administrator may require the transient ~~that such~~ to pay the tax ~~shall be paid~~ directly to the tax administrator.

SECTION 2. CEQA. Pursuant to California Code of Regulations section 15060(c)(2), these code amendments are not subject to the California Environmental Quality Act ("CEQA") because they will not result in a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

SECTION 4. Effective Date. Pursuant to California Elections Code section 9217, this ordinance shall be considered as adopted upon the date that the vote is declared by the legislative body, and shall go into effect 10 days after that date.

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File #: 206247, **Version:** 1

Resolution Appointing a Retired Annuitant as Interim City Attorney Under Government Code Section 21221 (h)

Adopt a Resolution of the City Council of the City of Mountain View Appointing Jannie Quinn as an Interim City Attorney Under Government Code Section 21221(h), to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: New Business

DEPT.: Human Resources

TITLE: **Resolution Appointing a Retired Annuitant as Interim City Attorney Under Government Code Section 21221(h)**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Appointing Jannie Quinn as an Interim City Attorney under Government Code Section 21221(h), to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

City Attorney Jennifer Logue has been appointed by Governor Gavin Newsom to serve as a judge on the Contra Costa County Superior Court. On July 3, 2026, City Attorney Logue will step down from her current role with the City of Mountain View, after nearly five years serving the City. The recruitment and selection process for a successor City Attorney is currently being conducted by Teri Black and Company and is expected to be completed in the fall of this year. It is necessary to appoint an Interim City Attorney to serve until the formal appointment of Ms. Logue's successor.

ANALYSIS

The City Attorney position requires extensive knowledge and experience as a municipal attorney to advise the City Council, boards, commissions, and City officials in matters of law related to the conduct of City business. Jannie Quinn retired on August 2, 2019, from her position as City Attorney after 24 years of service with the City of Mountain View. In addition, Ms. Quinn served as Interim City Attorney for the City of Mountain View in 2022 during the recruitment process from which Ms. Logue was appointed. Ms. Quinn has unique and specialized experience and qualifications to serve as Interim City Attorney until the City Council permanently fills the position.

As the City contracts with the Public Employees Retirement System (CalPERS), Ms. Quinn is a retired CalPERS annuitant. Under California Government Code 21221(h), retired annuitants with specialized skills may be appointed by a governing body to a vacant position on an interim basis while the agency is actively recruiting to fill the vacancy. The retired annuitant is required to reach normal retirement age at the time of separation and have a 180-day waiting period after

retirement before the retired annuitant can be employed by a CalPERS agency, unless the nature of the employment meets one of the exceptions and is approved via resolution by the governing body. In this case, Ms. Quinn meets the aforementioned CalPERS requirements for appointment to an interim position.

Staff recommends appointing Ms. Quinn as Interim City Attorney with an hourly rate of $179.66 effective July 6, 2026. Ms. Quinn will not receive any other benefit, incentive, compensation in lieu of benefit, or other form of compensation in addition to this hourly pay rate.

FISCAL IMPACT

Funding for the interim appointment of the City Attorney is available within the City Attorney's Office budget due to salary savings and existing appropriations. No additional appropriation is required to support this appointment. Consistent with Government Code Section 21221(h), the appointment is temporary in nature, and no City-paid benefits will be provided.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ Labor or personal employment contract

ALTERNATIVES

1. Do not certify the nature of Ms. Quinn's employment to fill the City Attorney on an interim basis.

2. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Lindsey Bishop
Human Resources Manager

Maxine Gullo
Human Resources Director

Approved by:

Kimbra McCarthy
City Manager

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW APPOINTING JANNIE QUINN AS AN INTERIM CITY ATTORNEY UNDER GOVERNMENT CODE SECTION 21221(h)

_____

WHEREAS, Government (Gov.) Code section 21221(h) of the Public Employees' Retirement Law permits the governing body to appoint a CalPERS retiree to a vacant position requiring specialized skills during recruitment for a permanent appointment, and provides that such appointment will not subject the retired person to reinstatement from retirement or loss of benefits so long as it is a single appointment that does not exceed 960 hours in a fiscal year; and

WHEREAS, the City of Mountain View desires to appoint Jannie Quinn as an interim appointment retired annuitant to the vacant position of City Attorney for the City of Mountain View under Gov. Code section 21221(h), effective July 6, 2026; and

WHEREAS, the City of Mountain View, the City of Mountain View and Jannie Quinn certify that Jannie Quinn has not and will not receive a Golden Handshake or any other retirement-related incentive; and

WHEREAS, an appointment under Gov. Code section 21221(h) requires the retiree is appointed into the interim appointment during recruitment for a permanent appointment; and

WHEREAS, the governing body has authorized the search for a permanent appointment on June 9, 2026; and

WHEREAS, this Gov. Code section 21221(h) appointment shall only be made once and therefore will end upon employment of regular employee; and

WHEREAS, the entire employment agreement, contract or appointment document between Jannie Quinn and the City of Mountain View has been reviewed by this body and is attached herein; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

WHEREAS, the maximum monthly base salary for this position is $31,140.92 and the hourly equivalent is $179.66; the minimum monthly base salary for this position is $31,140.92 and the hourly equivalent is $179.66; and

WHEREAS, the hourly rate paid to Jannie Quinn will be $179.66; and

WHEREAS, Jannie Quinn has not and will not receive any other benefit, incentive, compensation in lieu of benefit or other form of compensation in addition to this hourly pay rate; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby certifies the nature of the employment of Jannie Quinn as described herein and detailed in the attached employment appointment document and that this appointment is necessary to fill the critically needed position of City Attorney for the City of Mountain View by July 6, 2026 to perform work requiring specialized skills during the recruitment to fill the position on a permanent basis.

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Exhibits: A. Appointment Authorization Form - Quinn

Exhibit A

City of Mountain View

HOURLY EMPLOYEE APPOINTMENT AUTHORIZATION FORM

Name: Quinn (Last) Jannie (First) L (Middle Initial) Direct Supervisor and Extension: City Council

Division Code ***(must be a 3-digit code)***: 030 Department Hiring Contact and Extension: City Council

Requested Position (see official title from City's Hourly Salary Plan): Technical/Management/Professional Employee

Duties/Responsibilities of the Employee: Perform Interim City Attorney duties while the City is recruiting to fill the position

Starting Hourly Rate: $ 179.66 Requested Start Date: 7/6/26 Requested Start Time: TBD

Previously employed with the City of Mountain View? ☒ Yes ☐ No Current member of CalPERS? ☒ Yes ☐ No

Currently employed at another agency? ☐ Yes ☒ No Agency Name: CalPERS Retired Annuitant

Budgeted G/L Index Code(s): _____

Type of Employment (select one of the following):

☐ **Seasonal:** Employee is needed over 29 hours per week and the duration of employment is less than 6 months.

☒ **Variable** (select one of the following):

- ☒ It is not known how many hours per week the employee will work. Hours will vary from week to week and may go over 29 in a week but will average less than 29 per week over the 52-week measurement period (PP24, current year to PP23, following year).
- ☐ Employee is needed 29 hours a week or less continuously, end date is unknown, but the employee will never work over 29 hours in any given week.

Length of Employment (in months): Unknown Anticipated End Date: TBD (no later than 7/5/2027)

How Many Hours per Week: Less than 960/Fiscal Year Days of Week (Circle): Su M Tu W Th F Sa

DH Approval: _____ Date: _____

HR Approval: _____ Date: _____

HR Use Only:

Fingerprints Cleared on: _____ PCN #: _____ ID No. _____

SSN: _____ Date of Birth: _____ ☐ If under 18, work permit received

☐ HREMEN	☐ HRPYMD	☐ HRPYPA	☐ HREMPR/G	☐ HREMPR/I9	☐ Work Permit
☐ HRPYCA/CD	☐ HRRTCA	☐ HRPYCA/DD	☐ PERS ENROLL	☐ Executime	☐ Progress Book

File #: 205930, **Version:** 1

Residential Development Project at 333 Franklin Street

Adopt a Resolution of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit and Development Review Permit to Construct a Three-Story Multi-Family Building with 11 Apartment Units and Two, Two-Story Detached Accessory Dwelling Units (ADUs) on a Vacant Site Which Previously Contained a Multi-Family Building, Utilizing State Density Bonus Law, and a Heritage Tree Removal Permit to Remove Two Heritage Trees on a 0.172-Acre Site Located at 333 Franklin Street (APN: 158-12-069); and Finding the Project to be Categorically Exempt from the California Environmental Quality Act (CEQA), Pursuant to CEQA Guidelines Section 15332 ("In-Fill Development Projects"), to be read in title only, further reading waived (Attachment 1 to the Council report).

City of Mountain View

COUNCIL REPORT

DATE: June 23, 2026

CATEGORY: Public Hearing

DEPT.: Community Development

TITLE: **Residential Development Project at 333 Franklin Street**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit and Development Review Permit to Construct a Three-Story Multi-Family Building with 11 Apartment Units and Two, Two-Story Detached Accessory Dwelling Units (ADUs) on a Vacant Site Which Previously Contained a Multi-Family Building, Utilizing State Density Bonus Law, and a Heritage Tree Removal Permit to Remove Two Heritage Trees on a 0.172-Acre Site Located at 333 Franklin Street (APN: 158-12-069); and Finding the Project to be Categorically Exempt from the California Environmental Quality Act (CEQA), Pursuant to CEQA Guidelines Section 15332 ("In-Fill Development Projects"), to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

Project Location: 333 Franklin Street (APN: 158-12-069), on the east side of Franklin Street between West Dana Street and California Street (see Figure 1, Location Map).

Project Site Size: Approximately 0.172 acres (gross site area).

General Plan Designation: Medium-High Density Residential.

Zoning Designation: P(19) Downtown Precise Plan

Surrounding Land Uses:

- North: Multi-family residential building.
- East: Multi-family residential building.



Figure 1: Location Map

- West (across Franklin Street): Single-family residential units.
- South: Single-family residential unit.

Current Site Conditions: Vacant (previously a multi-family building demolished in 2025).

Applicant/Owner: Jenny Kang of Silicon Valley Custom Homes, Inc. for David Chao of Global Investors Team, Inc.

Project Overview

The applicant, Jenny Kang with Silicon Valley Custom Homes, Inc., proposes to redevelop the existing vacant site that previously contained an eight-unit multi-family building and construct a new three-story, 11-unit apartment building and two, two-story detached accessory dwelling units (ADUs). The proposed dwelling unit mix within the apartment building includes three studio units, six one-bedroom units, and two two-bedroom units. The detached ADUs consist of a one-bedroom unit and a two-bedroom unit. Per the replacement requirements under state law (Senate Bill 330, codified at Government Code Section 66300.6), eight units must be below-market-rate (BMR) to replace the eight units previously on the site. To satisfy this requirement, the applicant proposes that six of the apartment units and both ADUs be designated as BMR units. Replacing the eight units at specified affordability levels also makes the project eligible for a density bonus.

The apartment building totals approximately 8,717 square feet, and the two detached, two-story ADUs total approximately 1,474 square feet. Beneath the ADUs are two parking stalls, a trash room, bicycle parking, and a storage room. Vehicle access to the site is available from Franklin Street, which maintains the existing shared entry drive with the adjacent multi-family development to the north.

The applicant submitted an Informal Planning Application on March 21, 2023. The formal application was submitted on January 15, 2025, and deemed complete on February 6, 2025.

Prior Meetings

Design Review Consultation

The project design was reviewed at a Design Review Consultation (DRC) meeting on May 21, 2025. The DRC reviewed the project and provided design recommendations to improve the symmetry of the front elevation, alignment of building elements for a more cohesive design, and consistent application of building materials throughout the project.

Following the DRC meeting, the applicant worked with staff to refine the design and incorporate some of the suggestions, including adding materials on the proposed vehicle entry gate to match

the existing building, aligning windows along all facades, and applying consistent cement plaster siding throughout the site.

Neighborhood Meeting

The applicant hosted a hybrid neighborhood meeting on February 9, 2026, to discuss the project and gather community input, which City staff attended. Twelve (12) members of the public attended the meeting. Participants expressed concerns related to the affordability of the low-income units in relation to regional rent prices, impacts to street parking, neighborhood impacts (noise, safety, and communication) during construction, and the potential change to the neighborhood characteristics.

At the meeting, in response to the comments received, the applicant provided further information about the affordability requirements, the physical limitations on the site that limit the ability to provide additional parking, and discussed various design changes that were made to the project to give it a two-story profile in an effort to maintain compatibility with the surrounding neighborhood as the project serves as a transition between the historic Downtown and adjacent residential neighborhood.

Administrative Zoning Meeting

On May 27, 2026, the Zoning Administrator held a public hearing to consider recommending approval of the project to the City Council (see Attachment 3 – Administrative Zoning Meeting, May 27, 2026). No members of the public commented on the project. The Zoning Administrator recommended that the City Council approve the project.

ANALYSIS

General Plan

The site has a General Plan Land Use Designation of Medium-High Residential (26 to 35 dwelling units per acre maximum density) with a height guideline of up to three stories. The proposed project is consistent with the General Plan designation, which allows for multi-family housing, such as apartments and condominiums, with shared open space provided for common use and complies with the following General Plan Policies:

- LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.

  The proposed project is a residential development that provides medium-high density (26-35 DU/acre) residential development near transit as the site is within one-half mile of the Mountain View Caltrain and Santa Clara Valley Transportation Authority (VTA) stations.

- LUD 3.5: Diversity. Encourage residential developments serving a range of diverse households and incomes.

  The proposed project is a residential development that supports a range of incomes as it is an 11-unit multi-family apartment building with two ADUs, inclusive of one very low-income unit, and seven low-income units.

- LUD 6.1: Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

  The proposed project complies with this policy by proposing a new development in a residential neighborhood within the General Plan's allowable density range and height guideline. The project fosters the appearance of a two-story building by incorporating the third floor into the roof gables and uses traditional building materials to further compatibility with the residential neighborhood.

- LUD 7.5: Compatible uses and design. Ensure compatible uses and building design Downtown along the boundaries between residential and commercial areas.

  The proposed project complies with this policy since the proposed building is consistent with prescribed height limits and incorporates design elements to provide the appearance of a two-story building to better serve as a transition between the commercial downtown district and the surrounding residential neighborhoods to the west.

The City's Sixth-Cycle Housing Element 2023-2031 also includes goals and policies applicable to the project. The project supports the following Housing Element policies:

- Policy 1.1: Ensure that adequate residential land is available to accommodate the City's RHNA [Regional Housing Needs Allocation], with special focus on Precise Plan areas near transit, employment centers, and services.

  The project will provide 13 housing units (including the two ADUs), which contribute to the City's RHNA requirements. Additionally, the project proposes additional residential units near transit as the site is within one-half mile of Caltrain and VTA light-rail stations.

- Policy 2.7: Encourage and support the maintenance/preservation and development of affordable housing that serves low-income households, seniors, individuals with developmental, intellectual, or physical disabilities, the homeless, seniors, individuals with developmental, intellectual, or physical disabilities, the homeless, larger households, historically underserved communities, and other special-needs populations.

The project will provide one very low-income unit and seven low-income units, supporting the development of affordable housing that serves low-income households.

Zoning

The project site is located in the P(19) Downtown Precise Plan (DTPP) zoning district, specifically the Area B – Franklin Street Residential Transition subarea of the DTPP. The project complies with the DTPP development standards or achieves compliance through waivers and concessions permitted under State Density Bonus Law (SDBL) as described in more detail later in the report. Under the Housing Accountability Act, Government Code Section 65589.5, the use of a density bonus, concession, or waiver pursuant to SDBL does not constitute a valid basis for finding a project inconsistent with the General Plan, Zoning Code, or development standard (Gov. Code, § 65589.5(j)(3)).

Table 1 below compares the project proposal to the DTPP standards.

Table 1: Project Compliance Assessment with DTPP Area B Standards

Standard	Requirement	Proposed
Eave and Building Height (maximum)	Eave height: 22’ Building height: 35’	Eave height: 28’ (Waiver Requested) Building height: 34’-2”
Floor Area Ratio (FAR) (maximum)	1.1 FAR (or 8,250 sq. ft.)	1.16 FAR (or 8,717 sq. ft.) (Waiver Requested)
Front Yard Setback (minimum)	13’	14’
Side Yard Setback (minimum)	5’ 4’ (ADU)	Side (North): 10’ Side (South): 5’ Side (ADU North): 10’ Side (ADU South): 4’-2”
Rear Setback (minimum)	15’ 4’ (ADU)	53’-6” 7’-4” (ADU)
Open Space	50%	23.86% (Waiver Requested)
Landscape	Large specimen trees required in landscaped areas. Minimum 24” box tree size planted in side and rear yard areas for landscape buffer	One large 24” box specimen tree in the rear yard and ground cover (Waiver Requested)
Vehicle Parking	No minimum parking requirement	Two spaces voluntarily provided:

Standard	Requirement	Proposed
		1 EV space 1 ADA-accessible space
Bicycle Parking	Resident[1]: 1 Class I space per unit (11 spaces) Guest: 1 Class II space per 10 units (1 space)	Resident: 11 Class I spaces Guest: 9 Class II spaces

Proposed Site Plan

The project consists of an 11-unit multi-family apartment building and two detached ADUs with a vehicular entry drive shared with the adjacent multi-family development to the north. The project utilizes a similar site layout to the multi-family building previously on the site, including the entry driveway, and maintains a similar development pattern to other existing multi-family residential developments in the neighborhood.

The primary pedestrian circulation on the site is along the south (right) property line, providing a paved pathway for pedestrian access to the units and bicycle parking. Native landscaping is proposed around the project's south perimeter, and replacement trees are proposed around the project's south and east perimeter to serve as an additional buffer around the site (See Attachment 2 – Project Plans and Figure 2 below).

[1] Bicycle parking requirements do not apply to ADUs per Section 36.12.85 (Provisions applicable to multi-family accessory dwelling units) of the City Code.

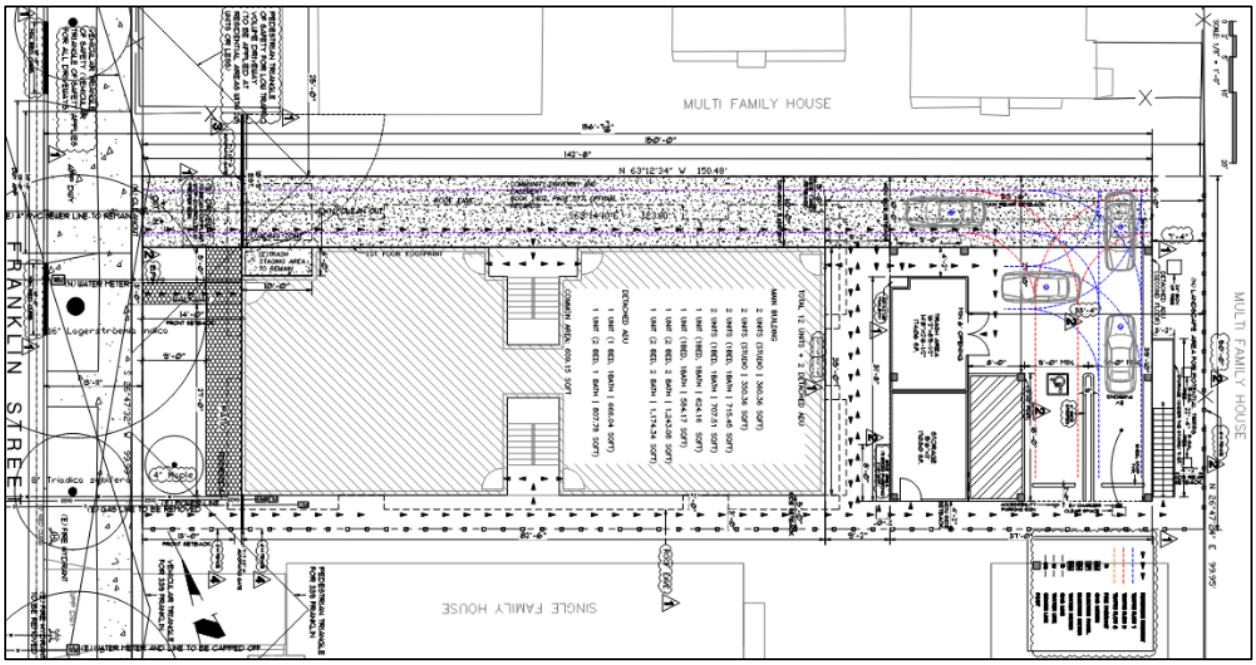


Figure 2: Proposed Site Plan

Design

The project has a contemporary Craftsman architectural style that incorporates traditional materials and design elements to improve building compatibility with the surrounding residential neighborhood. These traditional elements include horizontal and vertical cement plaster siding, a street-facing gable roof, and angled dormers integrated into the roof forms. The project is a three-story building that resembles a two-story single-family house by intentionally integrating the third floor into the roofline and featuring a single street-facing entry door. Other units are accessed from the side yard. Additionally, the integration of the third floor into the roofline reduces the overall massing of the building to serve as a better transition between the commercial district in Downtown to the adjacent residential neighborhood. See Figure 3 for a perspective view from Franklin Street.

As indicated in Table 1, the project exceeds the maximum DTPP Area B requirements for eave height as measured from the top of the curb, and the applicant is requesting an SDBL waiver, as strict adherence to the maximum allowable requirement of 22’ would physically preclude the development of the residential units at the density proposed. Increasing the eave height at the dormer areas would allow for adequate egress windows and habitable living space in the third-floor units. The integration of the dormers into the roofline maintains a similar visual character as a two-story structure and visually reduces the mass and bulk typical of a three-story multi-family building.



Figure 3: Building Elevation at Franklin Street

Open Space and Landscaping

The proposed project includes approximately 1,789 square feet of open space area, which includes pedestrian walkways and perimeter landscaping along the south and east property lines, one large 24" box specimen tree at the rear of the property, and native species groundcover. The design of the front landscaping is similar to that of adjacent residential properties, further integrating the project into the neighborhood. The proposed trees along the rear property line provide additional shade and privacy between adjacent residences.

As indicated in Table 1, the project does not meet the minimum DTPP requirements for open space or landscaped areas, including large specimen trees. The applicant is requesting two waivers under SDBL, as strict adherence to the landscape requirement would physically preclude the development of residential units at the proposed density.

An arborist report was completed for the project and was peer-reviewed by the City Arborist (see Attachment 4 – Arborist Report). There are two Heritage trees on-site – one Redwood (Tree No. 1) and one Silver maple (Tree No. 2). Tree No. 1 is in poor condition, has overgrown the planting area, is over-mature for the species' lifespan, and is in the footprint of the proposed building. Due to conflicts with the building, it would be infeasible to save the tree as reviewed by the applicant's arborist and confirmed by the City Arborist. Tree No. 2 was assessed as dead.

As part of the landscape plan, the applicant proposes replacing the two existing Heritage trees with four new trees, consistent with the City's recommended 2:1 replacement ratio for Heritage trees. Additionally, the project proposes 99% California-native plantings, exceeding the City

Council's 75% native landscaping goal. The resulting replacement trees are also anticipated to create a net gain of on-site canopy coverage at full maturity, as shown in Table 2 below.

Table 2: Tree Canopy Coverage

Canopy	Site Coverage
Existing Canopy	12.91%
New Canopy (at-planting)	4.32%
New Canopy (5 years)	8.12%
New Canopy (10 years)	13.37%
New Canopy (maturity)	18.81%

State Density Bonus Law Request

SDBL imposes a mandatory density bonus program (Gov. Code § 65915, *et seq.*) that requires the City to permit the construction of additional residential units and, if requested by the applicant, provide reduced parking standards, regulatory incentives/concessions, and waivers of development standards to applicants that agree to build a certain percentage of affordable housing that meets the statutory criteria (Gov. Code, § 65915(b)(1)).

Although the site is currently vacant, it previously housed a multi-family residential building with eight rent-stabilized units, which was demolished in 2025. State law (SB 330) requires a redevelopment project to build at least the same number of replacement units that existed on this site within the last five years. The eight units that previously existed on the project site met the state's definition of "protected units" and therefore, must be replaced at the same income levels as the previous tenants: seven units as low-income [80% area median income (AMI)] and one unit as very low-income (50% AMI). In addition, under SDBL (Gov. Code, § 65915(c)(3)), the project is ineligible for a density bonus or any other incentives or concessions unless the proposed housing development replaces the demolished units at specified levels of affordability. The replacement of the eight units satisfies the requirements in SB 330 and SDBL.

The base density for this site is seven units based on the site acreage and the greatest allowable density of 35 units per acre per the General Plan's Medium-High Density Residential land use designation. The project proposes to deed-restrict seven units for households at or below 80% of Area Median Income. By providing at least 24% of the base density of seven units, the project qualifies for a 50% density bonus per Government Code Section 65915(f)(1). The applicant is opting to use the 50% density bonus, which results in four additional units, totaling 11 primary residential units. The two proposed ADU units do not count towards allowable density per Government Code Section 66314(c).

Additionally, the project is eligible for three concessions or incentives (modifications to development standards or regulations that result in identifiable and actual cost reductions to

provide for affordable housing costs) and unlimited waivers or reductions of any development standards that physically preclude the construction of the development at the permitted density.

The eight overall affordable units proposed in the project satisfy the eligibility requirements for SDBL, and both the City's Below-Market-Rate Ordinance and the state's SB 330 replacement requirements, as these requirements may be fulfilled by the same units.

Concession

The applicant is requesting one concession to locate the low-income, two-bedroom BMR unit and one of the four one-bedroom BMR units in the detached ADU building in lieu of locating all the BMR units in the multi-family building as is required by the City's BMR Ordinance. According to the applicant, having all BMR units located in the primary building will require dedicating a larger two-bedroom unit in the primary building with greater square footage than could be built in the ADU building. The applicant's density bonus letter states that the concession to locate all BMR units in the primary building will provide identifiable, actual cost reductions for the project and ensure its financial feasibility (see Attachment 5 – Density Bonus Request Letter).

Waivers

The applicant is requesting five waivers from applicable development standards, most of which are noted in Table 1. The waiver requests are summarized below and outlined in Attachment 5 - Density Bonus Request Letter. The letter includes details on how these standards, if applied to the project, would physically preclude the construction of the development at the proposed density.

The five waivers requested are:

1. Minimum open space requirement.
2. Maximum floor area ratio (FAR).
3. Minimum landscaping planting requirements.
4. Maximum building eave height.
5. Minimum trash enclosure dimensions per the City's Solid Waste Collection Design Guidelines.

Below-Market-Rate Housing

The proposed project aligns the affordable housing obligations under Mountain View's BMR requirements (City Code Section 36.40.10), SDBL, and SB 330 replacement requirements (Gov. Code § 66300.6). As such, this project complies with local and state requirements and delivers units that exceed certain local requirements while fulfilling state mandates.

Satisfaction of these various requirements may be achieved by adhering to the strictest of the requirements. Table 3 (below) summarizes the three regulations that impact the number of units and affordability levels, as well as the project's compliance with the requirements.

Table 3: Local and State Regulations - Affordable Unit Compliance

Standard	BMR Ordinance	State Density Bonus Law	SB 330	Developer Proposal	
Affordable Units	15% of base units (1.05 units)	10% of base units (1 unit, all fractional calculations are rounded up)	Replace Protected Units (8 units)	8 units	Meets Requirements
Area-Median-Income (AMI)	Min. two income levels with 65% AMI weighted average	5% of base units at 50% AMI or 10% of base units at 80% AMI	1 unit at 50% AMI 7 units at 80% AMI	1 unit at 50% AMI 7 units at 80% AMI	Meets Requirements

The project exceeds the City's BMR Ordinance requirements by providing eight BMR units and also meets affordability requirements of the City's BMR Ordinance and SDBL, particularly through its provision of more deeply affordable units to satisfy SB 330 replacement unit requirements.

Below-Market-Rate Ordinance

The City's BMR Ordinance requires the project to provide 15% (or 1.05 units) of the base density units as affordable. The City's BMR Ordinance allows its requirements to apply in conjunction with the SDBL, provided that the affordable units meet the more stringent standards of either the City's BMR Program requirements [City Code Section 36.40.10(i) (Density bonus)] or SDBL. While the Ordinance typically requires a distribution of units across two income levels, this standard applies to projects that provide multiple BMR units. In cases such as this project, where the requirement results in a fractional obligation that is satisfied by a single unit, the dual–income level requirement cannot be practically applied. Accordingly, the City implements the requirement by applying the most restrictive applicable affordability standard to the single unit. The AMI thresholds set by the applicable state laws are lower than those required by the City, and the applicant's proposal therefore exceeds the state's affordability standard. In this case, the Area Median Income (AMI) thresholds established by State law are lower (50% AMI) than those required under the City's BMR Program. Therefore, the project's affordable units are provided at the deeper affordability level consistent with State law, and the applicant's proposal meets and exceeds the applicable requirements.

Proportionality Unit Size and Location

The BMR Ordinance requires that affordable units be proportional in bedroom count and square footage relative to the overall project and reasonably dispersed throughout the development [City Code Section 36.40.10(f)]. The applicant proposes a total of eight BMR units, with six located in the main building and two within an ADU. Table 4 summarizes the proposed distribution of BMR units by bedroom count compared with the ordinance requirement.

Table 4: Unit Type Distribution

Unit Size	Total Units	Required by Ordinance	Project Proposal
Studio	3	3	3
1 bedroom*	6	4	4
2 bedroom*	2	1	1

* Includes ADU unit being proposed as a replacement unit. This project includes variations in unit-square-footage within each bedroom category, based on the plan set submitted by the applicant (Attachment 2). Table 5 provides the breakdown of unit types by average square footage and the proposed allocation of BMR units.

Table 5: Unit Size by Square Foot

Unit Type	Average Square Feet	Total Units	Developer Proposed BMR Units	Required by BMR Ordinance
Studio	350	1	1	1
Studio	360	2	2	2
1 bedroom	584	1	1	1
1 bedroom	624	1	1	1
1 bedroom	707	2	1	1
1 bedroom	715	2	0	1
2 bedroom	1,174	1	0	0
2 bedroom	1,243	1	0	1
1 bedroom (ADU)	666	1	1	0
2 bedroom (ADU)	807	1	1	0

The applicant is utilizing one SDBL concession to allow two BMR units to be located within both ADUs, as doing so results in an identifiable, actual cost reduction necessary to maintain the project's financial feasibility. The two-bedroom ADU is smaller than a comparable unit in the

main building. Locating the BMR unit in the main building would increase its square footage, thereby increasing overall construction and infrastructure costs. The additional costs and associated revenue impacts would undermine the project's financial feasibility at the proposed density with affordable units. Allowing this flexibility enables the project to maintain full replacement of BMR units while meeting overall affordability requirements. Pursuant to SDBL, the use of this concession for the City's proportionality and location requirement cannot be considered an inconsistency with applicable BMR objective standards.

SB 330 Replacement Requirements

The eight units that previously existed on the site were rent-stabilized units under the City's Community Stabilization and Fair Rent Act (CSFRA). Rental units that are subject to rent control within the past five years are considered Protected Units under SB 330 and are subject to replacement requirements when the units are demolished.

The base density for this site is seven units based on the site acreage and the greatest allowable General Plan density of 35 units per acre. Since the site's allowable density by the General Plan is less than the minimum replacement units required by SB 330, the applicant is utilizing the SDBL to provide for the eighth replacement unit that previously existed on-site. The applicant is also dedicating one of the four density bonus units granted through SDBL as very low-income (50% AMI) consistent with SB 330 replacement unit requirements.

Per SB 330, the eight protected units must be replaced with units of equivalent size (comparable bedroom count) in the new development. These units must be affordable to households in the same or lower income category as the current or previous tenants. If the current or previous (for vacant units) tenant's household income is unknown, it is presumed that very low- and low-income tenants occupied those units, and the project would be subject to providing the same number of units at the same income limits proportional to that of rental units in Mountain View, as shown in HUD's Comprehensive Housing Affordability Strategy (CHAS) database. All eight Protected Units were vacant when the Planning application was submitted on January 15, 2025. The previous eight units consisted of three studios, four one-bedrooms, and one two-bedroom unit with four known incomes and four unknown incomes.

For the household incomes that are known, two units were at 80% AMI and two were above 80% AMI. The affordability levels for the other four households with unknown income levels are determined using the CHAS data, resulting in one unit at 50% AMI, one unit at 80% AMI, and two units above 80% AMI. SB 330 states that Protected Units with household income levels above 80% AMI will be replaced with units affordable to households at 80% AMI. As such, the AMI replacement requirements for the project are: one studio at 50% AMI, two studio units at 80% AMI, four one-bedroom units at 80% AMI, and one two-bedroom unit at 80% AMI.

Tenant Relocation Assistance and Right of First Refusal

When the Planning application was submitted on January 15, 2025, the previous multi-family building was vacant and did not result in the displacement of any tenants. Therefore, this project is not subject to the relocation assistance or Right of First Refusal provisions of SB 330 nor the City's Tenant Relocation Assistance Ordinance (TRAO) per Section 46.2-2.5 (Displacement related to development and building permits) of the City Code.

The project site was red-tagged for habitability issues in April 2024. Three tenants occupied the units and were displaced after the red tag was issued. At the time of this project application, the TRAO exempted displacement due to a City enforcement order, and no local relocation assistance was required. However, these types of displacements are no longer exempt under the revised TRAO. State relocation requirements apply in the case of a City enforcement order, but the City does not oversee them.

Parking

Vehicular Parking

Per the DTPP, multi-family residential uses are not required to provide parking. Although no vehicular parking is required, the applicant is voluntarily providing two on-site parking spaces: one Americans with Disabilities Act (ADA)- accessible and one electric vehicle (EV) parking space. The two parking spaces are proposed at the ground level below the two-story ADU located at the rear of the site.

Bicycle Parking

Per the DTPP, bicycle parking is required only when vehicular parking is provided on-site. Although the project is not required to provide vehicular parking, the applicant is voluntarily providing it and is therefore required to provide on-site bicycle parking.

The project proposes nine short-term, Class II (guest) bicycle parking spaces outside at the rear of the project site (between the main residential and ADU building). Additionally, 11 long-term Class I bicycle parking spaces (based on the requirement of one space per unit) have been included as a Condition of Approval to be located in the storage room below the ADUs. The project exceeds the Class I bicycle parking minimum standard and meets the Class I long-term bicycle parking standard.

Transportation

Multi-Modal Transportation Analysis (MTA)

On June 30, 2020, the City Council adopted a Citywide Vehicle Miles Traveled (VMT) analysis methodology for development projects that require transportation analysis in combination with requirements for a local-level analysis of multi-modal transportation impacts (including bicycle, pedestrian, and vehicle movements), referred to as a Multi-Modal Transportation Analysis (MTA).

The proposed project is estimated to generate one net new AM trip and one net new PM trip. Based on the total net new trips generated, an MTA is not required for this project as the number of estimated net new trips was below the threshold indicated in the MTA Handbook.

Vehicle Miles Traveled (VMT)

The project proposes a new 11-unit multi-family residential building and two detached ADUs. Per the City's MTA Handbook, this project qualifies as a "Very Small Project" as a multi-family residential development with 20 units or less and is therefore screened out from additional VMT analysis.

Streetscape

The project is part of the DTPP, however, the DTPP does not have designated streetscape design. The project proposes a 14' wide detached sidewalk with a 7' wide planter strip, 5' wide sidewalk and 2' wide landscaping along Franklin Street. The planter strip serves as a landscape buffer between the roadway and the public sidewalk.

The project also maintains a single 20' wide shared full-access driveway along Franklin Street for access to the project site and the adjacent property to the north. The driveway will be secured with an automatic gate that will be shared with the adjacent multi-family property.

Green Building

The project is subject to the Mountain View Green Building Code (MVGBC), which requires new multi-family developments with three or more units to be designed and constructed to meet mandatory CALGreen and MVGBC requirements and to meet the intent of LEED® Gold Certification.

ENVIRONMENTAL REVIEW

This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 ("In-Fill Development Projects") of the CEQA Guidelines, and none of the exceptions in Section 15300.2 apply. This exemption applies to projects that are consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations. The project occurs within City limits, is located on a project site of no more than five acres and is substantially surrounded by urban uses. The site has no value as habitat for endangered, rare, or threatened species. The project would not result in any significant impacts related to traffic, noise, air quality, or water quality. Finally, the site can be served by all required utilities and public services, including but not limited to electricity, sanitary sewer facilities, storm drain facilities, and water, because the project is located in an urbanized area surrounded by residential and service uses where such utilities are already present and available for the project.

The project met the City's VMT policy screening criteria based on the very small project designation as the project is a multi-family residential development with 20 units or fewer. The project is, therefore, presumed to have a "less-than-significant" impact on VMT. The project will be constructed to comply with applicable local, state, and federal noise and water quality regulations as it is conditioned to comply with Municipal Regional Permit requirements to implement stormwater treatment facilities; and the project is below the Bay Area Air Quality Management District (BAAQMD) screening levels and is conditioned to implement all the construction-related Best Management Practices (BMPs) required by BAAQMD.

FISCAL IMPACT

The City currently receives approximately $3,500 annually in property tax revenue from the site, which is allocated to the General Operating Fund (GOF). If developed as proposed, the City would receive an estimated additional $4,500 per year, resulting in total annual property tax revenue of approximately $8,000. The project would also be subject to applicable City development impact fees, including water and sewer capacity charges and transportation impact fees.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or

agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT
☒ Land development entitlements

CONCLUSION

This project is consistent with applicable development standards; achieves General Plan and Housing Element goals by increasing the quantity of market-rate and affordable housing opportunities in the City; helps the City meet its RHNA requirements; and is in compliance with applicable provisions of the DTPP with the use of SDBL provisions, which permit the increased density, waivers and concessions. Therefore, staff recommends approval of the proposed project subject to the conditions of approval.

ALTERNATIVES

1. Approve the project with modified conditions of approval.

2. Deny the project based on specific findings required by state law.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 750' radius were notified of this meeting, and public notice of the hearing was published in a newspaper of general circulation per City Code Section 36.56.20 (Notice of hearing).

Prepared by:

Vinson Kwan
Associate Planner

Phillip Brennan
Senior Planner

George Schroeder
Planning Manager

Approved by:

Christian Murdock
Community Development Director

Kimbra McCarthy
City Manager

Reviewed by:

Amber Blizinski
Assistant Community Development Director

Attachments:
1. Draft Project Resolution
2. Project Plans
3. Administrative Zoning Recommendation Hearing of May 27, 2026
4. Arborist Report
5. Density Bonus Request Letter

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW CONDITIONALLY APPROVING A PLANNED COMMUNITY PERMIT AND DEVELOPMENT REVIEW PERMIT TO CONSTRUCT A THREE-STORY MULTI-FAMILY BUILDING WITH 11 APARTMENT UNITS AND TWO, TWO-STORY DETACHED ACCESSORY DWELLING UNITS (ADUs) ON A VACANT SITE WHICH PREVIOUSLY CONTAINED A MULTI-FAMILY BUILDING, UTILIZING STATE DENSITY BONUS LAW, AND A HERITAGE TREE REMOVAL PERMIT TO REMOVE TWO HERITAGE TREES ON A 0.172-ACRE SITE LOCATED AT 333 FRANKLIN STREET (APN 158-12-069); AND FINDING THE PROJECT TO BE CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO CEQA GUIDELINES SECTION 15332 ("IN-FILL DEVELOPMENT PROJECTS")

WHEREAS, on January 15, 2025, Jenny Kang of Silicon Valley Custom Homes, Inc. (applicant), on behalf of David Chao (owner), submitted an application (Application No. PL-8889) for a Planned Community Permit and Development Review Permit to construct a three-story multi-family building with 11 apartment units, utilizing State Density Bonus Law, and two two-story detached accessory dwelling units (ADUs) and a Heritage Tree Removal Permit to remove two Heritage trees on a 0.172-acre site located at 333 Franklin Street; and

WHEREAS, the subject property has a General Plan Land Use Designation of Medium-High Density Residential; and

WHEREAS, the subject property is located in Area B of the P(19) Downtown Precise Plan Zoning District; and

WHEREAS, the Zoning Administrator held a duly noticed public hearing on May 27, 2026 on said application and recommended the City Council approve the Planned Community Permit, Development Review Permit, and Heritage Tree Removal Permit, subject to the findings and conditions of approval attached hereto; and

WHEREAS, the City Council held a duly noticed public hearing on June 23, 2026 on said application and received and considered all evidence presented at said hearing, including the recommendation from the Zoning Administrator, the City Council report, and project materials; now, therefore, be it

RESOLVED: that the above recitals are correct and are material to this Resolution and are incorporated into this Resolution as findings of the City Council; and be it

FURTHER RESOLVED: that, based on substantial evidence in the record, the City Council of the City of Mountain View (City) finds the project to be categorically exempt from the California Environmental Quality Act (Public Resources Code § 21000, *et seq.*) (CEQA) pursuant to CEQA Guidelines (Cal. Code Regs., Title 14) Section 15332 ("In-Fill Development Projects"), and that none of the potential exceptions in CEQA Guidelines Section 15300.2 apply to the project or project site, as described in further detail below; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Planned Community Permit pursuant to City Code Section 36.50.55 to construct a multi-family building with 11 apartment units and two two-story detached ADUs on a vacant site that previously contained a multi-family building:

a. **The proposed use or development is consistent with the provisions of the applicable Precise Plan, or, if no Precise Plan exists for the subject area, the proposal clearly demonstrates superior site and building design and compatibility with surrounding uses and developments; or, if variations from requirements in the applicable Precise Plan are granted, the proposal clearly demonstrates superior site and building design and is in substantial compliance with the intent of the requirements in the applicable Precise Plan.** The proposed use and development are consistent with applicable provisions of Area B of the P(19) Downtown Precise Plan (DTPP), including building height, setbacks, and ground-level treatment. Additionally, the project meets the goals and objectives of Area B of the DTPP as a "transition area" between the commercial downtown district and the surrounding residential neighborhood. The proposed project complies with DTPP standards and guidelines regarding height limits, building massing, and scale, maintaining the two-story appearance that aligns with the residential character of the adjacent neighborhood as the third floor is incorporated into the dormers, creating compatibility within the surrounding neighborhood. Due to the provision of eight Below-Market-Rate (BMR) units, the project qualifies for a 50% density bonus, up to three concessions, and unlimited waivers of development standards that would physically preclude construction of the proposed project at the allowed density. The applicant is requesting one concession to locate two low-income units in the ADU building instead of the multi-family building. The applicant is requesting five waivers from applicable development standards, including four in the DTPP and one from the City's Solid Waste Collection Design Guidelines. Development standards that are relaxed or waived under State Density Bonus Law (SDBL) are not applicable to the project per state law; thus, the concession and waiver do not create any inconsistencies between the proposed development and the DTPP;

b. **The proposed use or development is consistent with the General Plan.** The proposed use is consistent with the Medium-High Density Residential Land Use Designation of the General Plan as the applicant proposes a new residential apartment complex, including two detached ADUs, which is consistent with the residential uses identified in the General Plan Land Use Designation. The proposed use is also consistent with General Plan Policies LUD 3.1 (Land use and transportation) since the project is a residential development that is near transit, as the site is within one-half mile of the Mountain View Caltrain and Valley Transit Authority (VTA) stations; LUD 3.5 (Diversity) since the project is a residential development that supports a range

of incomes as the applicant proposes an 11-unit multi-family building and two detached ADUs, inclusive of one very low-income (50% area median income (AMI)) and seven low-income (80% AMI) units; LUD 6.1 (Neighborhood character) since the applicant proposes a new residential development in an existing residential neighborhood and is designed to foster the appearance of a two-story building by incorporating the third floor into the third-story roof gables and using traditional building materials to further compatibility with the existing neighborhood; and LUD 7.5 (Compatible uses and design) since the proposed development is consistent with the prescribed height limit of the DTPP and is designed to have the appearance of a two-story building to serve as a transition between the commercial area of downtown and the surrounding lower-density residential neighborhoods to the west;

c. **The proposed uses and development will not be detrimental to the public interest, health, safety, convenience, or welfare.** The proposed uses and development will not be detrimental to the public interest, health, safety, convenience, or welfare because the project is an infill project that is served by existing and available public infrastructure and complies with all applicable Fire and Building Code requirements as adopted by the City of Mountain View, including, but not limited to, requirements under the Americans with Disabilities Act (ADA). The project will comply with the Bay Area Air Quality Management District (BAAQMD) basic construction mitigation measures, the City's allowable construction work hours, and noise requirements as specified in the conditions of approval. Moreover, the site is within an urban area that is less than one-half mile to transit and other services;

d. **The proposed project promotes a well-designed development that is harmonious with existing and planned development in the surrounding area.** The proposed project promotes a well-designed development that is harmonious with existing and planned development in the surrounding area because the project maintains a similar site layout as the previously existing multi-family building with the architectural style that is considered modern Craftsman-style with the inclusion of traditional elements, such as stucco, horizontal and vertical cement plaster siding, street-facing gable roof, and angled dormers integrated into the roof form. The project also meets all applicable setbacks with the exception of the items identified as SDBL waivers that would physically preclude construction of the development at the proposed density. The project utilizes materials and colors similar to those found in the neighborhood, which aids with its compatibility and integration within the surrounding area; and

e. **The proposed project complies with the California Environmental Quality Act (CEQA).** The approval of the Planned Community Permit complies with CEQA because it qualifies as a categorically exempt project per CEQA Guidelines Section 15332 ("In-Fill Development Projects") and none of the potential exceptions to the use of the categorical exemption apply to the project or project site:

1. **The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.** The project site has a General Plan Land Use Designation of Medium-High Density Residential, which allows for multi-family housing, such as apartments and condominiums, ranging from 26

to 35 dwelling units per acre. The project is generally consistent with the General Plan policies and zoning designation and regulations with the exception of the necessary modifications to development standards achieved through waivers permitted under SDBL. The project complies with the following General Plan policies: LUD 3.1 (Land use and transportation) since the project is a residential development within one-half mile of the Mountain View Caltrain and VTA stations; LUD 3.5 (Diversity) since the project supports a range of incomes in the residential development, including one very low-income (50% AMI) and seven low-income (80% AMI) units; LUD 6.1 (Neighborhood character) by proposing a new development within a residential neighborhood that is compatible with the neighborhood character. The project is compatible with the neighborhood character since it uses traditional building materials and incorporates the third floor of the building into the roof gables and fosters the appearance of a two-story building; and LUD 7.5 (Compatible uses and design) since the project is consistent with the prescribed height limits and is designed to have the appearance of a two-story building and serves as a transition between the commercial area of downtown and the surrounding residential neighborhood to the west. The project complies with the applicable DTPP Area B development standards, including setbacks, building height, and walls and fence height. Zoning standards that are waived under SDBL are not "applicable" for purposes of CEQA Guidelines Section 15332 ("In-Fill Development Projects"), and, therefore, the project is consistent with the "applicable" zoning designations and regulations.

2. **The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses.** The proposed project site is approximately 0.172 acre in size, located within City limits, and surrounded on all sides by urban uses, which include single-family houses and multi-family developments.

3. **The project site has no value as a habitat for endangered, rare, or threatened species.** The existing site is vacant and was previously comprised of a multi-family structure on the front half of the site with a carport located on the rear half of the site. The site primarily consists of paving and has no value as habitat for endangered, rare, or threatened species. The site is not part of any habitat conservation plan.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

Traffic/Transportation: The proposed project is screened out from additional Vehicle Miles Traveled (VMT) analysis as the site is located within one-half mile of a major transit stop (Caltrain and VTA) as defined in California Public Resources Code Section 21064.3. The City has reviewed a preliminary construction logistics plan, and conditions of approval have been added to ensure that approval of the project, including truck routes, construction vehicle circulation, parking, storage, and potential sidewalk closures will not result in significant impacts to relating to traffic and circulation.

Noise: The project would create 11 new residential units and two ADUs, which would not exceed the City's applicable significance thresholds related to noise or vibration.

The project would result in construction noise and vibrations similar to other multi-family construction projects within the City. There is nothing unique or particular about the project or its construction method that would suggest that the project would have greater construction noise or vibration impacts than other typical multi-family construction projects.

Conditions of approval have been added to ensure that approval of the project, including construction-related noise and operational noise associated with the project shall not exceed 55 db(A) in accordance with General Plan Policy NOI 1.2 (Noise-sensitive land uses) and will not result in any significant effects relating to noise.

Air Quality: The project would not generate air pollution as a residential use or result in any significant effects relating to air quality. Given the nature of the proposed residential use, project operations would not be a substantial source of toxic air contaminants and would not pose a health risk to others. The project would be subject to conditions of approval requiring conformance with the BAAQMD requirements for construction to reduce fugitive dust emissions resulting from construction.

Water Quality: The project would not exceed the City's applicable significance thresholds related to water quality. The project site is currently developed within an urbanized environment. There are no lakes, creeks, or other surface waters in the immediate site vicinity. The project is served by the City's existing stormwater system and downstream conveyance channels that will receive runoff from the project.

The project is replacing less than 5,000 square feet of impervious surfaces and is not required to install a storm drain main. With implementation of all required standard conditions pertaining to stormwater, the project would not result in significant impacts related to water quality. The project is subject to Municipal Regional Permit (MRP) 3.0, Provision C.3, to treat stormwater runoff.

5. **The site can be adequately served by all required utilities and public services.** The project is situated in an urban area that is served by all necessary municipal utilities (e.g., water, wastewater, stormwater, solid waste) and public services (e.g., fire, police, schools).

6. **None of the exceptions in CEQA Guidelines Section 15300.2 apply.**

Location: This exception does not apply to the project because it is only applicable to Class 3, 4, 5, 6, and 11 exemptions. Class 32 exemptions are not excluded on the basis of location.

Cumulative Impact: This exception does not apply to the project as this development is the only project proposed at this time on the project site, and successive projects of the same type in the same place have not been approved or proposed. Furthermore, once the

construction of the proposed project is complete, there would be no available space on the site for future development.

Significant Effect: This exception does not apply to the project because the City's analysis has shown the project would not result in any significant effects relating to traffic, noise, air quality, water quality, or utilities and public services, and there are no unusual circumstances at the project site that would exacerbate environmental effects. The project site is flat, currently vacant, and does not have any other unusual circumstances, including proximity to scenic highways, hazardous waste conditions, or historical resources. The scope and size of the project do not differ from conditions in the surrounding vicinity. The project does not have any features that distinguish it from others in the exempt class, such as its size or location. The project site possesses no unusual features or environmental characteristics that distinguish it from other properties of the same size in the downtown area. The project site is located within an urban area, surrounded by development, and sensitive resources are not present. The project also does not include uses that would be considered unusual in the downtown area. The proposed residential use is consistent with the surrounding zoning and land uses, including consistency with the underlying General Plan, zoning designations, and development standards in the DTPP. Therefore, there are no unusual circumstances related to the project or its surroundings that may lead to a significant effect on the environment.

Scenic Highways: This exception does not apply to this project site as it is not located on, near, or prominently visible from any highway officially designated as a state scenic highway. Additionally, the project would not result in environmentally significant damage to any other scenic resources such as trees, historic buildings, rock outcroppings, or similar resources. The site neither contains nor is it adjacent to any officially designated scenic resources. Although the project would remove two Heritage trees, such removals are permitted pursuant to the City's Heritage Tree Removal Permit process, and the project would comply with standard requirements for tree replacement such that project tree counts and canopy would meet or exceed existing conditions.

Hazardous Waste Sites: This exception does not apply to the project as the City conducted a records search and found the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

Historical Resources: This exception does not apply as the project would not cause any substantial adverse change in the significance of a historical resource as the project site does not contain any existing historic resources or any known archaeological resources. While such resources are not known to exist on the site, if any human remains, prehistoric, or historic-period cultural materials or similar historical resources are unearthed, City standard conditions of approval would address any unanticipated discoveries; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Development Review Permit pursuant to Section 36.44.70 of the City Code to construct a

multi-family building with 11 apartment units and two two-story detached ADUs on a vacant site that previously contained a multi-family building:

a. **The project complies with the general design considerations as described by the purpose and intent of Chapter 36 (Zoning) of the City Code, the General Plan, and any City-adopted design guidelines.** The project complies with the general design considerations as described in the purpose and intent of Chapter 36 (Zoning) of the City Code, the General Plan, and any City-adopted design guidelines because the proposed 11-unit multi-family residential development and two detached ADUs are consistent with the permitted residential land use allowances in the Medium-High Density Residential General Plan Land Use Designation and are allowed uses in the P(19) Downtown Precise Plan. Based on the project area of 0.172 acre and General Plan maximum density of 35 dwelling units per acre, the site has a base density of seven units. The project meets all development standards and design guidelines (such as building massing, roof treatment, windows, and building materials) for Area B of the DTPP, except for development standards that would physically preclude construction of the development at the proposed density and have been requested as waivers pursuant to SDBL, including open space, floor area ratio (FAR), landscaping requirements, eave height, and trash staging area dimensions;

b. **The architectural design of structures, including colors, materials, and design elements (i.e., awnings, exterior lighting, screening of equipment, signs, etc.), is compatible with surrounding development.** The architectural design of structures, including colors, materials, and design elements, is compatible with surrounding development because the project is designed using a palette of colors that complement and are compatible with the adjacent residential neighborhood, including building materials such as horizontal and vertical siding and stucco, which are all materials that are commonly found in the surrounding neighborhood. The front facade is intentionally designed and scaled to create the appearance of a two-story building, further integrating with the surrounding neighborhood and serving as a transition from the commercial downtown district to the adjacent single-family neighborhood as Franklin Street serves as one of the DTPP area boundaries. Additionally, the third floor is intentionally designed to integrate into the roofline with dormers to reduce the overall building massing and bulk of a traditional three-story building, further emphasizing the two-story building appearance;

c. **The location and configuration of structures, parking, landscaping, and access are appropriately integrated and compatible with surrounding development, including public streets and sidewalks and other public property.** The location and configuration of structures, parking, landscaping, and access are appropriately integrated and compatible with surrounding development because the project maintains a similar site layout as the previous building, shares the entry drive with the adjacent multi-family development to the north, and maintains a development pattern similar to other existing multi-family residential developments in the surrounding neighborhood. The applicant proposes new pedestrian walkways along the project frontage and perimeter to improve pedestrian circulation from the public right-of-way. New native landscaping is proposed along the project frontage and along the perimeter of the project site. The project is within the DTPP which has no minimum parking requirement for multi-family

residential projects; however, the applicant is voluntarily providing two on-site parking spaces: one ADA-accessible and one electric vehicle (EV) parking space;

d. **The general landscape design ensures visual relief, complements structures, provides an attractive environment, and is consistent with any adopted landscape program for the general area.** The general landscape design ensures visual relief, complements the structures, provides an attractive environment, and while there is not an adopted landscape program for the general area, the project is consistent with the landscaping and open space guidelines of the DTPP and Section 36.34.10 (General landscaping standards) of the City Code as the proposed landscaping at the front and perimeter of the site consists of more than 75% native and low-water usage species and is designed to provide a bugger to adjoining properties. The applicant is proposing four replacement trees to replace the two Heritage trees proposed for removal;

e. **The design and layout of the proposed project will result in well-designed vehicular and pedestrian access, circulation, and parking.** The design and layout of the proposed project will result in well-designed vehicular and pedestrian access, circulation, and parking by maintaining the existing site entry driveway and vehicular access to the site, and providing adequate space for vehicle circulation, including emergency and trash collection vehicles. Pedestrian access is provided along the south (right) side of the site with a pedestrian walkway to allow for safe access from the public right-of-way to the residential building and the ADUs at the rear of the site. The project site is within the DTPP, which has no minimum parking requirement for multi-family residential projects; however, the applicant is voluntarily providing two on-site parking spaces: one ADA-accessible and one EV parking space; and

f. **The approval of the development review permit for the proposed use is in compliance with the California Environmental Quality Act (CEQA).** The approval of the Development Review Permit complies with CEQA because it qualifies as a categorically exempt project per CEQA Guidelines Section 15332 ("In-Fill Development Projects") and none of the potential exceptions to the use of the categorical exemption apply to the project or project site:

1. **The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.** The project site has a General Plan Land Use Designation of Medium-High-Density Residential, which allows for multi-family housing, such as apartments and condominiums, ranging from 26 to 35 dwelling units per acre. The project is generally consistent with the General Plan policies and zoning designation and regulations, with the exception of the necessary modifications to development standards achieved through waivers permitted under SDBL. The project complies with the following General Plan policies: LUD 3.1 (Land use and transportation) since the project is a residential development within one-half mile of the Mountain View Caltrain and VTA stations; LUD 3.5 (Diversity) since the project supports a range of incomes in the residential development, including one very low-income (50% AMI) and seven low-income (80% AMI) units; LUD 6.1(Neighborhood character) by proposing a new development near a residential neighborhood that is compatible with the neighborhood character. The project is compatible with the

neighborhood character since it uses traditional building materials and incorporates the third floor of the building into the roof gables and fosters the appearance of a two-story building; and LUD 7.5 (Compatible uses and design) since the project is consistent with the prescribed height limits and is designed to have the appearance of a two-story building and serves as a transition between the commercial area of downtown and the surrounding residential neighborhood to the west. The project complies with the applicable DTPP Area B development standards, including setbacks, building height, and walls and fence height. Zoning standards that are waived under State Density Bonus Law are not "applicable" for purposes of CEQA Guidelines Section 15332 ("In-Fill Development Project"), and, therefore, the project is consistent with the "applicable" zoning designations and regulations.

2. **The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses.** The proposed project site is approximately 0.172 acre in size, located within City limits, and surrounded on all sides by urban uses, which include single-family houses and multi-family developments.

3. **The project site has no value as a habitat for endangered, rare, or threatened species.** The existing site is vacant and previously comprised of a multi-family structure on the front half and a carport on the rear half. The current site is vacant and primarily consists of paving and has no value as habitat for endangered, rare, or threatened species. The site is not part of any habitat conservation plan.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

Traffic/Transportation: The proposed project is screened out from additional vehicle miles traveled (VMT) analysis as the site is located within one-half mile of a major transit stop (Caltrain and VTA) as defined in California Public Resources Code Section 21064.3. The City has reviewed a preliminary construction logistics plan, and conditions of approval have been added to ensure that approval of the project, including truck routes, construction vehicle circulation, parking, storage, and potential sidewalk closures will not result in significant impacts relating to traffic and circulation.

Noise: The project would create 11 new residential units and two ADUs and would not exceed the City's applicable significance thresholds related to noise or vibration.

The project would result in construction noise and vibrations similar to other multi-family construction projects within the City. There is nothing unique or particular about the project or its construction method that would suggest that the project would have greater construction noise or vibration impacts than other typical multi-family construction projects.

Conditions of approval have been added to ensure that approval of the project, including construction-related noise and operational noise associated with the project shall not

exceed 55 db(A) in accordance with General Plan Policy NOI 1.2 (Noise-sensitive land uses) and will not result in any significant effects relating to noise.

Air Quality: The project would not generate air pollution as a residential use or result in any significant effects relating to air quality. Given the nature of the proposed residential use, project operations would not be a substantial source of toxic air contaminants and would not pose a health risk to others. The project would be subject to conditions of approval requiring conformance with the BAAQMD requirements for construction to reduce fugitive dust emissions resulting from construction.

Water Quality: The project would not exceed the City's applicable significance thresholds related to water quality. The project site is currently developed within an urbanized environment. There are no lakes, creeks, or other surface waters in the immediate site vicinity. The project is served by the City's existing stormwater system and downstream conveyance channels that will receive runoff from the project.

The project is replacing less than 5,000 square feet of impervious surfaces and is not required to install a storm drain main. With implementation of all required standard conditions pertaining to stormwater, the project would not result in significant impacts related to water quality. The project is subject to MRP 3.0, Provision C.3, to treat stormwater runoff.

5. **The site can be adequately served by all required utilities and public services.** The project is situated in an urban area that is served by all necessary municipal utilities (e.g., water, wastewater, stormwater, solid waste) and public services (e.g., fire, police, schools).

6. **None of the exceptions in CEQA Guidelines Section 15300.2 apply**.

Location: This exception does not apply to the project review because it is only applicable to Class 3, 4, 5, 6, and 11 exemptions. Class 32 exemptions are not excluded on the basis of location.

Cumulative Impact: This exception does not apply to the project as this development is the only project proposed at this time on the project site and successive projects of the same type in the same place have not been approved or proposed. Furthermore, once the construction of the proposed project is complete, there would be no available space on the site for future development.

Significant Effect: This exception does not apply to the project because the City's analysis has shown the project would not result in any significant effects relating to traffic, noise, air quality, water quality, or utilities and public services, and there are no unusual circumstances at the project site that would exacerbate environmental effects. The project site is flat, currently vacant, and does not have any other unusual circumstances, including proximity to scenic highways, hazardous waste conditions, or historical resources. The scope and size of the project do not differ from conditions in the surrounding vicinity. The project does not have

any features that distinguish it from others in the exempt class, such as its size or location. The project site possesses no unusual features or environmental characteristics that distinguish it from other properties of the same size in the downtown area. The project site is located within an urban area, surrounded by development, and sensitive resources are not present. The project also does not include uses that would be considered unusual in the downtown area. The proposed residential use is consistent with the surrounding zoning and land uses, including consistency with the underlying General Plan, zoning designations, and development standards in the DTPP. Therefore, there are no unusual circumstances related to the project or its surroundings that may lead to a significant effect on the environment.

Scenic Highways: This exception does not apply to this project site as it is not located on, near, or prominently visible from any highway officially designated as a state scenic highway. Additionally, the project would not result in environmentally significant damage to any other scenic resources such as trees, historic buildings, rock outcroppings, or similar resources. The site neither contains nor is it adjacent to any officially designated scenic resources. Although the project would remove two Heritage trees, such removals are permitted pursuant to the City's Heritage Tree Removal Permit process, and the project would comply with standard requirements for tree replacement such that project tree counts and canopy would meet or exceed existing conditions.

Hazardous Waste Sites: This exception does not apply to the project as the City conducted a records search and found the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

Historical Resources: This exception does not apply as the project would not cause any substantial adverse change in the significance of a historical resource as the project site does not contain any existing historic resources or any known archaeological resources. While such resources are not known to exist on the site, if any human remains, prehistoric, or historic-period cultural materials or similar historical resources are unearthed, City standard conditions of approval would address any unanticipated discoveries; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the application for a density bonus and requests for a concession and waivers pursuant to City Code Section 36.48.95:

a. **The project is a housing development that contains at least one (1) of the features described in Section 65915(b) of State Density Bonus Law to qualify for a density bonus, and all other eligibility requirements as described in Government Code Section 65915(c), such as replacement of existing units, have been met**. The project site previously contained an eight-unit multi-family building that was demolished in the five-year period preceding the application, and that was subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, subject to any other form of rent control, or occupied by lower or very low income households. Government Code Section 65915(c)(3) provides that the project is ineligible for a density bonus or any other incentives or

concessions unless the proposed housing development replaces those units at specified levels of affordability. Government Code Section 66300.6 also provides that the City shall not approve a development project that will require the demolition of occupied or vacant protected units, or that is located on a site where protected units were demolished in the previous five years, unless the project replaces the same number of units that existed on-site within the last five years. The eight demolished units are protected units and must be replaced at the same income level of the previous tenants: seven units as low-income (80% AMI) and one unit as very low-income (50% AMI). The housing development project replaces the demolished units by providing one very low-income unit, affordable to households earning up to 50% AMI, and seven low-income units, affordable to households earning up to 80% of AMI in perpetuity, and satisfies the requirements in Government Code Sections 65915(c)(3) and 66300.6.

The project is a housing development that contains at least one of the features described in Government Code Section 65915(b) because it provides deed-restricted affordable rental units within a multifamily housing development, and all other eligibility requirements in Section 65915(c). The project is proposing that 100% of the base units (7 units) will be deed restricted as below-market-rate (BMR) units for lower-income households at or below 80% of Area Median Income. With the density bonus, the applicant is proposing 11 residential units and 2 accessory dwelling units, which is consistent with State Density Bonus Law. The required findings can be affirmatively made because the development contains at least one of the features described in Section 65915(b). By providing at least 24% of the base units to be deed restricted to lower-income households, the project qualifies for a 50% density bonus, up to three concessions or incentives (i.e., modifications to development standards or regulations that result in identifiable and actual cost reductions to provide for affordable housing costs), and unlimited necessary waivers or reductions of any development standards that have the effect of physically precluding the construction of the development at the permitted density;

b. **If bonus density is requested, the project has provided sufficient affordable units or otherwise meets the eligibility requirements for the bonus density as described in Section 65915(f) of State Density Bonus Law.** The project has provided sufficient affordable units or otherwise meets the eligibility requirements for the bonus density as described in Section 65915(f) of the State Density Bonus Law. Pursuant to the General Plan, the base density is seven units, which is calculated based on a site acreage of 0.172 acre and the greatest allowable density of 35 units per acre (0.172 acre x 35 units/acre = 6.02 units, rounded up to seven units per state law). Although the site is currently vacant, the previous use of the site contained an eight-unit multi-family residential building that was demolished within five years of application submittal. The project applicant must provide replacement units at specified levels of affordability to comply with Government Code Section 65915(c)(3) (eligibility for density bonus and any other incentives/concessions) and Government Code Section 66300.6 (demolition protections for existing housing). The eight units that previously existed on the project site met the definition of protected units; therefore, they must be replaced at the same income level of the previous tenants: seven units as low-income (80% AMI) and one unit as very low-income (50% AMI). By providing at least 24% of the base units to low-income households (80% AMI), the project qualifies for a 50% density bonus and meets the criteria of Government Code Sections

65915(b)(1)(A) and 65915(f)(1). The applicant is opting to utilize the 50% density bonus which, at a base density of seven units with a 50% density bonus, results in four additional market-rate units (7 x 50% = 3.5 units, rounded up to four units), resulting in a total of 11 primary residential units proposed in this project;

c. **If reduced parking ratios are requested, the project meets the eligibility requirements thereof as described in Section 65915(p) of State Density Bonus Law.** The project is a multi-family residential development in the DTPP, which has no minimum parking requirement for residential projects. The project voluntarily provides two residential parking spaces, composed of one accessible and one electric vehicle parking space. The applicant is not requesting a reduction in parking standards, therefore, this finding does not apply;

d. **If incentives/concessions are requested, the project meets the eligibility requirements as described in Section 65915(d) of State Density Bonus Law, and the incentive(s)/concession(s) result(s) in reduced costs to provide the affordable units.** The applicant proposes eight BMR units, with seven units at low-income (80% AMI) and one unit at very low-income (50% AMI). The base density per the General Plan is seven units. By providing at least 24% of the total units for lower-income households, the project will meet the criteria of Government Code Section 65915(d)(2)(C) and qualify for three incentives/concessions. The applicant is requesting one incentive/concession to locate the one two-bedroom BMR unit and one of the four one-bedroom BMR units in the detached ADU building in lieu of locating all of the BMR units in the multi-family building as is required in multi-family developments. The applicant's density bonus letter states that the concession to locate all BMR units in the primary building will provide identifiable and actual cost reductions for the project and ensure its financial feasibility; and

e. **If waivers are requested, the development standard(s) requested to be waived would physically preclude the units or incentives/concessions provided in the project as described in Section 65915(e) of State Density Bonus Law.** The applicant has requested five waivers of development standards that would physically preclude the construction of the development at the proposed density as described in Section 65915(e) of the SDBL. Strict adherence to each of the development standards described below would significantly reduce the project size and change the layout, physically precluding the construction of the 11-unit multi-family building as proposed. The applicant is requesting waivers of the following development standards: (1) reduced open space (standard: minimum 50% of the site shall be open space); (2) increased FAR (standard: maximum FAR allowed is 1.1); (3) reduction in landscaping (standard: large specimen trees planted in landscape areas); (4) increase in eave height (standard: eave heights have a maximum of 22' measured from top of existing or planned curb); and (5) reduced trash staging area dimensions (standard: minimum trash staging area of 16'2" wide by 8' 5-1/2" deep).

The requested waivers are necessary to accommodate the units within the site area while allowing efficient layout and maintaining the required landscaping and setbacks without reducing the proposed unit count; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Heritage Tree Removal Permit to remove two Heritage trees (Tree Nos. 1 and 2) based on an arborist report prepared by Ray Morneau, Arborist, dated February 2023, and reviewed by the City arborist, pursuant to Section 32.35 of the City Code:

a. **It is necessary to remove the trees due to the condition of the trees with respect to age of the trees relative to the life span of that particular species, disease, infestation, general health, damage, public nuisance, danger of falling, proximity to existing or proposed structures, and interference with utility services.** As detailed in the arborist report prepared by certified arborist Ray Morneau, it is necessary to remove the trees due to the condition of the trees with respect to the age of the trees relative to the lifespan of that particular species, disease, infestation, general health, damage, proximity to existing or proposed structures, and interference with utility services. Specifically, Tree No. 1 is in poor condition and is located within the footprint of the proposed building location, has overgrown the planting area, and is over-mature for the species' lifespan. According to the arborist report, Tree No. 2 is irrevocably dead with mushrooms and fungi growing at the base of the trunk;

b. **It is necessary to remove the tree(s) in order to construct the improvements and/or allow reasonable and conforming use of the property when compared to other similarly situated properties.** It is necessary to remove the trees in order to construct the improvements and/or allow reasonable and conforming use of the property when compared to other similarly situated properties because Tree No. 1 is in a location which would severely limit the site's potential to be developed with an 11-unit apartment building in a reasonable and conforming manner, including the pedestrian walkway access and additional perimeter landscaping. Tree No. 2 is located at the rear of the site and is determined to be dead by the arborist report. The removal of Tree No. 2 is necessary to replant new trees on-site and allow for the use of the property;

c. **It is appropriate to remove the tree(s) based on the nature and qualities of the tree(s) as Heritage tree(s), including maturity, aesthetic qualities such as its canopy, shape and structure, majestic stature, and visual impact on the neighborhood.** It is appropriate to remove the trees based on the nature and quality of the trees as Heritage trees because Tree No. 1 has overgrown the existing planting area and has poor form and structure. The tree is in an existing hazardous state, and further construction activity will result in greater risk of failure. Tree No. 2 is already dead and does not contribute to the overall neighborhood canopy nor the overall visual impact of the neighborhood. Replacement of both trees will provide greater canopy coverage and visual impact to the overall neighborhood;

d. **It is appropriate to remove the tree(s) to implement good forestry practices, such as, but not limited to, the number of healthy trees a given parcel of land will support, the planned removal of any tree nearing the end of its life cycle, and replacement with young trees to enhance the overall health of the urban forest.** It is appropriate to remove the trees to implement good forestry practices, such as, but not limited to, the number of healthy trees a

given parcel of land will support, the planned removal of any tree nearing the end of its life cycle, and replacement with young trees to enhance the overall health of the urban forest, because Tree No. 1 is an over-mature coastal redwood that has overgrown the existing planting area on-site and is in very poor condition. According to the arborist report, the stability and health of Tree No. 1 would be severely impacted after construction if not removed, and Tree No. 2 is dead. The removal of Tree No. 2 will allow for replacement with new young trees that will enhance and contribute to the overall urban forest and provide additional landscaping on-site;

e. **Removal of the tree(s) will not adversely affect the shade, noise attenuation, protection from wind damage and air pollution, historic value, or scenic beauty of the area, nor shall the removal adversely affect the general health, safety, prosperity, and general welfare of the City as a whole.** Removal of the trees will not adversely affect the shade, noise attenuation, protection from wind damage and air pollution, historic value, or scenic beauty of the area, nor shall the removal adversely affect the general health, safety, prosperity, and general welfare of the City as a whole because the project will plant replacement trees per City standards of 2:1 tree replacement with a minimum box 24" box size tree, and the site will provide the same amount of canopy coverage on-site within 10 years of planting; and

f. **The approval of the Heritage Tree Removal Permit complies with the California Environmental Quality Act (CEQA).** The approval of the Heritage Tree Removal Permit complies with CEQA because it qualifies as a categorically exempt project per CEQA Guidelines Section 15332 ("In-Fill Development Projects"), and none of the potential exceptions to the use of the categorical exemptions apply to the project or project site:

1. **The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.** The project site has a General Plan Land Use Designation of Medium-High Density Residential, which allows for multi-family housing, such as apartments and condominiums, ranging from 26 to 35 dwelling units per acre. The project is generally consistent with the General Plan policies and zoning designation and regulations, with the exception of the necessary modifications to allow the replacement housing density required by SB 330 (Government Code Section 66300, *et seq.*) and development standards achieved through waivers permitted under State Density Bonus Law. The project complies with the following General Plan policies: LUD 3.1 (Land use and transportation) since the project is a residential development within one-half mile of the Mountain View Caltrain and VTA stations; LUD 3.5 (Diversity) since the project supports a range of incomes in the residential development, including one very low-income (50% AMI) and seven low-income (80% AMI) units; LUD 6.1 (Neighborhood character) by proposing a new development near a residential neighborhood that is compatible with the neighborhood character. The project is compatible with the neighborhood character since it uses traditional building materials and incorporates the third floor of the building into the roof gables and fosters the appearance of a two-story building; and LUD 7.5 (Compatible uses and design) since the project is consistent with the prescribed height limits and is designed to have the appearance of a two-story building and serves as a transition between the commercial area of downtown and the surrounding residential neighborhood to the west. The project complies with the applicable

DTPP Area B development standards, including setbacks, building height, and walls and fence height. Zoning standards that are waived under SDBL are not "applicable" for purposes of CEQA Guidelines Section 15332 ("In-Fill Development Projects"), and, therefore, the project is consistent with the "applicable" zoning designations and regulations.

2. **The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses.** The proposed project site is approximately 0.172 acre in size, located within City limits, and surrounded on all sides by urban uses, which include single-family houses and multi-family developments.

3. **The project site has no value as a habitat for endangered, rare, or threatened species.** The existing site is vacant and previously comprised of a multi-family structure on the front half of the site and a carport on the rear half of the site. The current site is vacant and primarily consists of paving, and has no value as habitat for endangered, rare, or threatened species. The site is not part of any habitat conservation plan.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

Traffic/Transportation: The proposed project is screened out from additional VMT analysis as the site is located within one-half mile of a major transit stop (Caltrain and VTA) as defined in California Public Resources Code Section 21064.3. The City has reviewed a preliminary construction logistics plan, and conditions of approval have been added to ensure that the approval of the project, including truck routes, construction vehicle circulation, parking, storage, and potential sidewalk closures will not result in significant impacts relating to traffic and circulation.

Noise: The project would create 11 new residential units and two ADUs and would not exceed the City's applicable significance thresholds related to noise or vibration.

The project would result in construction noise and vibrations similar to other multi-family construction projects within the City. There is nothing unique or particular about the project or its construction method that would suggest that the project would have greater construction noise or vibration impacts than other typical multi-family construction projects.

Conditions of approval have been added to ensure that approval of the project, including construction-related noise and operational noise associated with the project shall not exceed 55 db(A) in accordance with General Plan Policy NOI 1.2 (Noise-sensitive land uses) and will not result in any significant effects relating to noise.

Air Quality: The project would not generate air pollution as a residential use or result in any significant effects relating to air quality. Given the nature of the proposed residential use, project operations would not be a substantial source of toxic air contaminants and would not pose as a health risk to others. The project would be subject to conditions of approval

requiring conformance with the BAAQMD requirements for construction to reduce fugitive dust emissions resulting from construction.

Water Quality: The project would not exceed the City's applicable significance thresholds related to water quality. The project site is currently developed within an urbanized environment. There are no lakes, creeks, or other surface waters in the immediate site vicinity. The project is served by the City's existing stormwater system and downstream conveyance channels that will receive runoff from the project.

The project is replacing less than 5,000 square feet of impervious surfaces and is not required to install a storm drain main. With implementation of all required standard conditions pertaining to stormwater, the project would not result in significant impacts related to water quality. The project is subject to MRP 3.0, Provision C.3, to treat stormwater runoff.

5. **The site can be adequately served by all required utilities and public services.** The project is situated in an urban area that is served by all necessary municipal utilities (e.g., water, wastewater, stormwater, solid waste) and public services (e.g., fire, police, schools).

6. **None of the exceptions in CEQA Guidelines Section 15300.2 apply**.

Location: This exception does not apply to the project review because it is only applicable to Class 3, 4, 5, 6, and 11 exemptions. Class 32 exemptions are not excluded on the basis of location.

Cumulative Impact: This exception does not apply to the project as this development is the only project proposed at this time on the project site, and successive projects of the same type in the same place have not been approved or proposed. Furthermore, once the construction of the proposed project is complete, there would be no available space on the site for future development.

Significant Effect: This exception does not apply to the project because the City's analysis has shown the project would not result in any significant effects relating to traffic, noise, air quality, water quality, or utilities and public services, and there are no unusual circumstances at the project site that would exacerbate environmental effects. The project site is flat, currently vacant, and does not have any other unusual circumstances, including proximity to scenic highways, hazardous waste conditions, or historical resources. The scope and size of the project do not differ from conditions in the surrounding vicinity. The project does not have any features that distinguish it from others in the exempt class, such as its size or location. The project site possesses no unusual features or environmental characteristics that distinguish it from other properties of the same size in the downtown area. The project site is located within an urban area, surrounded by development, and sensitive resources are not present. The project also does not include uses that would be considered unusual in the downtown area. The proposed residential use is consistent with the surrounding zoning and land uses, including consistency with the underlying General Plan, zoning designations, and development standards

in the DTPP. Therefore, there are no unusual circumstances related to the project or its surroundings that may lead to a significant effect on the environment.

Scenic Highways: This exception does not apply to this project site, as it is not located on, near, or prominently visible from any highway officially designated as a state scenic highway. Additionally, the project would not result in environmentally significant damage to any other scenic resources such as trees, historic buildings, rock outcroppings, or similar resources. The site neither contains nor is it adjacent to any officially designated scenic resources. Although the project would remove two Heritage trees, such removals are permitted pursuant to the City's Heritage Tree Removal Permit process, and the project would comply with standard requirements for tree replacement such that project tree counts and canopy would meet or exceed existing conditions.

Hazardous Waste Sites: This exception does not apply to the project as the City conducted a records search and found the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

Historical Resources: This exception does not apply as the project would not cause any substantial adverse change in the significance of a historical resource as the project site does not contain any existing historic resources or any known archaeological resources. While such resources are not known to exist on the site, if any human remains, prehistoric, or historic-period cultural materials or similar historical resources are unearthed, City standard conditions of approval would address any unanticipated discoveries; and be it

FURTHER RESOLVED: that the City Council hereby approves the Planned Community Permit, Development Review Permit, Density Bonus Application, and Heritage Tree Removal Permit to construct an 11-unit apartment complex and two detached ADUs located at 333 Franklin Street (APN 158-12-069) based on the findings above and subject to the applicant's fulfillment of all the conditions of approval, which are attached hereto as Exhibit A and incorporated by reference as though fully set forth herein.

TIME FOR JUDICIAL REVIEW

The time within which judicial review of this decision must be sought is governed by California Code of Civil Procedure, Section 1094.6, as established by Resolution No. 13850, adopted by the City Council on August 9, 1983.

NOTICE

The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees and a description of the dedications, reservations, and other exactions. The applicant is hereby further notified that the 90-day appeal period in which the applicant may protest these

fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a) has begun as of the date this Resolution is adopted. If the applicant fails to file a protest within this 90-day period complying with all requirements of Section 66020, the applicant will be legally barred from later challenging such fees, dedications, reservations, or other exactions.

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CDD/VK-06-23-26r

Exhibit: A. Conditions of Approval

CONDITIONS OF APPROVAL
APPLICATION NO.: PL-8889
333 FRANKLIN STREET

The applicant is hereby notified, as part of this application, that the applicant is required to meet the following conditions in accordance with the Mountain View City Code and the State of California. Where approval by a City Department Director or Official is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws, and regulations, and accepted practices for the item(s) under review. The applicant is hereby notified that the applicant is required to comply with all applicable codes or ordinances of the City of Mountain View and the State of California that pertain to this development and are noted herein.

This approval is granted to construct a three-story, multi-family building with 11 apartment units and two detached accessory dwelling units and remove two Heritage trees located on Assessor's Parcel No. 158-12-069. Development shall be substantially as shown on the project materials listed below, except as may be modified by conditions contained herein, which are kept on file in the Planning Division of the Community Development Department:

a. Project plans prepared by Silicon Valley Custom Homes for David Chao, dated December 4, 2025.

b. Color and materials board prepared by Silicon Valley Custom Homes for David Chao, dated November 3, 2025.

c. Arborist Report prepared by Ray Morneau for David Chao, date February 14, 2023.

d. Density Bonus Letter prepared by Silicon Valley Custom Homes for David Chao, dated April 20, 2026.

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THIS REQUEST IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

Planning Division—650-903-6306 or planning.division@mountainview.gov

1. **EXPIRATION:** This permit is valid for a period of two years from the date of approval. This permit shall become null and void if building permits have not been issued and construction activity has not commenced within the two-year period unless a permit extension has been submitted to and approved by the Zoning Administrator at a duly noticed public hearing prior to the expiration date.

2. **PERMIT EXTENSION:** Zoning permits may be extended for up to two years after an Administrative Zoning public hearing, in compliance with procedures described in Chapter 36 of the City Code. An application for extension must be filed with the Planning Division, including appropriate fees, prior to the original expiration date of the permit(s).

3. **PLANNING INSPECTION:** Inspection(s) by the Planning Division are required for foundation, framing, application of exterior materials, and final completion of each structure to ensure that the construction matches the approved plans.

PERMIT SUBMITTAL REQUIREMENTS

4. **AIR QUALITY:** The applicant is required to secure a permit from the Bay Area Air Quality Management District or provide written assurance that no permit is required prior to issuance of a building permit.

5. **CERTIFICATION OF BUILDING PERMIT PLANS:** In a letter, the project architect shall certify the architectural design shown in the building permit plans match the approved plans. Any changes or modifications must be clearly noted in writing and shown on redlined plan sheets. The project architect shall also certify the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Inspection Division.

6. **ACCESSORY STRUCTURE(S):** Any future accessory structure on-site will require approval by the Planning Division and may require separate City permits.

7. **ZONING INFORMATION:** The following information must be listed on the title sheet of the building permit drawings: (a) zoning permit application number; (b) zoning district designation; (c) total floor area ratio and residential density in units per acre, if applicable; (d) lot area (in square feet and acreage); and (e) total number of parking spaces.

8. **REVISIONS TO THE APPROVED PROJECT:** Minor revisions to the approved project, including conditions of approval, shall require approval by the Zoning Administrator. Major modifications as determined by the Zoning Administrator shall require a duly noticed public hearing, which can be referred to the City Council.

9. **FLOOR AREA RATIO (FAR) DIAGRAM:** Building permit drawings must include a floor area ratio (FAR) diagram for each structure on-site, clearly identifying each level of the structure(s) and the gross area(s) which count toward floor area per required zoning calculations. The diagram must also clearly identify all areas which are exempt from FAR.

10. **PAINT COLOR-CODING:** At submittal of building plan check, provide color-coded elevations of each side of the building(s) detailing the location of all paint and stain colors, manufacturer, and color names.

11. **GEOTECHNICAL REPORT:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for backdraining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

12. **SIGNAGE:** No signs are approved as part of this application. Any new signage will require separate planning and/or building permits. Application form and submittal requirements are available online at www.mountainview.gov/planningforms.

13. **SHARED DRIVEWAY GATE APPROVAL:** Prior to issuance of any building permit, the property owner/applicant shall provide written approval from the adjacent property owner(s) to the north (325 Franklin Street, APN: 158-12-050) for the proposed shared driveway gate design, location, operation, and access arrangement. The written approval shall be submitted to the City's Community Development Director or designee. [PROJECT SPECIFIC CONDITION]

SITE DEVELOPMENT AND BUILDING DESIGN

14. **EXTERIOR MATERIALS:** High-quality materials and finishes shall be used throughout the project and shall remain in compliance with the materials identified in the approved plans, except as modified by the conditions of approval herein. Details regarding all color and architectural details shall be provided in the building permit plan submittal and shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

15. **TRIM MATERIALS:** Trim materials throughout the project shall be wood or high-density foam trim. Details of the specific placement, utilization, and finish of the trim materials shall be provided with the building permit drawings.

16. **SPECIAL PAVING MATERIALS:** The color, material, design, and product specifications for the special paving materials used on-site shall be submitted with the building permit drawings. Final paving design details shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

17. **WINDOWS:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit in the building permit drawings for review and approval by the Zoning Administrator prior to the issuance of building permits.

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18. **MECHANICAL EQUIPMENT (GROUND SCREENING):** All mechanical equipment, such as air condenser (AC) units or generators, shall be concealed behind opaque screening. No mechanical equipment is permitted on front porches or balconies but may be located in the fenced yard area or building rooftops.

19. **TRASH ENCLOSURE:** Details of an opaque screen trash enclosure are to be shown on building permit drawings and be approved by the Zoning Administrator prior to permit issuance. The trash enclosure should match the architectural design, color, and materials of the primary structure. For food-serving uses or trash compactors, the trash enclosure must be equipped with hot water, a drain inlet to the sanitary sewer system, and a locking device. An enclosure constructed to store trash/recycling/compost bins shall have a concrete pad the same width as the enclosure and extending a minimum 10' beyond the enclosure access door(s). The concrete pad will be designed to accommodate the weight of a 60,000-pound collection vehicle.

20. **FENCE(S)/WALL(S):** All fencing and walls are to be shown on building plan drawings, including details on height, location, and material finish. No fence or wall shall exceed 6' in height, measured from adjacent grade to the top of the fence or wall. The design and location must be approved by the Zoning Administrator and comply with all setback and traffic visibility area requirements.

21. **PARKING SPACE DESIGN:** All parking spaces (except parallel spaces) must be double-striped with 4" wide stripes. Double stripes shall be 18" apart, from outside edge to outside edge of the stripes, or 10" from inside edge to inside edge of the stripes. The 8-1/2' parking space width is measured from the center of one double stripe to the other, such that the space between stripes is 7'. For parallel parking spaces, only single-striped or tic-mark is required between spaces. Single stripes shall be measured from interior edge to interior edge of the stripe, such that the space between stripes is 24'.

22. **BIKE PARKING FACILITIES:** The applicant shall provide the following bike parking on the project site, which must be shown on building permit drawings:

    a. Short-term bike parking for visitors at one bike space per 10 units. These spaces shall be provided as bike racks which must secure the frame and both wheels. Racks should be located near the building entrance (i.e., within constant visual range) unless it is demonstrated that they create a public hazard or it is infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault and must include clear and visible signage leading to public bicycle parking if not visible from a street or public path.

    b. Long-term bike parking for residents at one bike space per unit. These spaces shall be in a secure location to protect against theft and may include, but are not limited to, bike lockers, enclosed cages, or other restricted interior areas. Any area used for long-term bike parking shall not be included in zoning calculations for floor area or building coverage.

TREES AND LANDSCAPING

23. **LANDSCAPING:** Detailed landscape plans encompassing on- and off-site plantable areas out to the street curb must be included in building permit drawings. Minimum plant sizes are flats or one-gallon containers for ground cover, five-gallon for shrubs, and 24" box for trees. The drawings must be approved by the Zoning Administrator prior to building permit issuance and implemented prior to occupancy. All plans should be prepared by a licensed Landscape Architect and should comply with the City's Landscape Guidelines, including the Water Conservation in Landscaping Regulations (forms are available online at www.mountainview.gov/planningforms). Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate planting coverage and/or screening.

24. **LANDSCAPE CERTIFICATION:** Prior to occupancy, the Landscape Architect shall certify in writing the landscaping has been installed in accordance with all aspects of the approved landscape plans and final inspection(s), subject to final approval by the Zoning Administrator.

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25. **LANDSCAPE SCREENING:** All utility meters, lines, transformers, backflow preventers, etc., on-site or off-site, must be shown on all site plan drawings and landscape plan drawings. All such facilities shall be located so as to not interfere with landscape material growth and shall be screened in a manner which respects the building design and setback requirements. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate plant screening.

26. **TREE REMOVALS:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit for new construction is secured and the project is pursued.

27. **REPLACEMENT TREES:** The applicant shall offset the loss of each Heritage tree with two replacement trees, for a total of four replacement trees. Each replacement tree shall be no smaller than a 24" box and shall be noted on the landscape plan as Heritage or street replacement trees.

28. **STREET TREE PROTECTIONS:** All designated City street trees are to be protected throughout construction activity with protection measures shown on building permit plans.

29. **TREE PROTECTION MEASURES:** The tree protection measures listed in the arborist's report prepared by Ray Morneau and dated February 14, 2023, shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6' chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

30. **IRREVOCABLE DAMAGE TO HERITAGE TREES:** In the event one or more of the preserved Heritage tree(s) are not maintained and irrevocable damage or death of the tree(s) has occurred due to construction activity, a stop work order will be issued on the subject property and no construction activity shall occur for two (2) working days per damaged tree. The applicant will also be subject to a penalty fee at twice the tree valuation prior to damage; this fee applies to each Heritage tree damaged. No construction activity can resume until the penalty fee(s) have been paid to the City.

NOISE

31. **MECHANICAL EQUIPMENT (NOISE):** The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.

32. **INTERIOR NOISE LEVELS:** Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dB(A)L_{dn} that shall be reviewed and approved by a qualified acoustical consultant prior to building permit submittal.

33. **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

34. **SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A)L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented

as recommended by the qualified acoustical consultant to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

CONSTRUCTION ACTIVITIES

35. **SINGLE-PHASE DEVELOPMENT:** Construction of the project shall be done in a single phase unless a phased construction project schedule is approved by the Zoning Administrator (or City Council).

36. **CONSTRUCTION PARKING:** The applicant shall prepare a construction parking management plan to address parking demands and impacts during the construction phase of the project by contractors or other continued operations on-site. The plan shall also include a monitoring and enforcement measure which specifies on-street parking is prohibited and will be monitored by the owner/operator of the property (or primary contractor), and penalties will be enforced by the owner/operator of the property (or primary contractor) for violations of on-street parking restrictions. Violations of this provision may result in a stop-work notice being issued by the City for development project. The construction parking management plan shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

37. **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 750' of the project site of the construction schedule in writing, prior to construction. For multi-phased construction, separate notices may be required for each phase of construction. A copy of the notice and the mailing list shall be submitted for review prior to issuance of building permits.

38. **DISTURBANCE COORDINATOR:** The applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

39. **HEALTH AND SAFETY MEASURES:** The permittee/contractor is responsible for preparing and implementing an appropriate health and safety plan to address the contamination and manage the operations in a safe manner and in compliance with the Cal/OSHA Construction Safety Orders and other state and federal requirements.

40. **BASIC AIR QUALITY CONSTRUCTION MEASURES:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; (f) idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points; (g) all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and (h) post a publicly visible sign with the telephone number and person to contact at the City of Mountain View regarding dust complaints. This person will respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

41. **DISCOVERY OF CONTAMINATED SOILS:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) the

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contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) the contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) the contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) the contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) the contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

42. **DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

43. **DISCOVERY OF HUMAN REMAINS:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, the Coroner shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

44. **DISCOVERY OF PALEONTOLOGICAL RESOURCES:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

45. **NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

    The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

Housing Department—650-903-6190 or housing@mountainview.gov

46. **BMR RENTAL, PROVIDING UNITS:** Prior to issuance of the first building permits for the project, the applicant shall enter into a recorded Below Market Rate (BMR) and Density Bonus Agreement with the City that will require the applicant to provide at least 15% of the total base density number of dwelling units within the development as BMR units consistent with Chapter 36, Article XIV, Divisions 1 and 2, of the City Code and the Below-Market-Rate Housing Program Administrative Guidelines and Directives. Prior to the issuance of the building permits, the applicant shall also submit a plan indicating the location, size, and phasing of BMR units. This results in a total of eight (8) units being available. The units will be designated as follows: seven (7) units at eighty percent (80%) Area Median Income (AMI) and one (1) unit at fifty percent (50%) AMI. This is in accordance with the units outlined in the Affordable Housing Compliance Plan dated April 20, 2026, including BMR unit locations indicated on the plan set provided to the Housing Department dated April 20, 2026. The BMR units may be counted toward the replacement units and Density Bonus unit requirements, provided the strictest AMI limits are applied. The Housing Department reserves the right to review, approve, or deny any modifications to the BMR Affordable Housing Compliance Plan or unit delivery.

47. **BMR AND DENSITY BONUS AGREEMENT, PROCESS:** Prior to the first building permit submittal, the applicant shall contact the Housing Department at 650-903-6190 to begin preparation of a BMR and Density Bonus agreement for the project. The applicant shall submit the following information: (a) a copy of the Findings Report or Conditions of Approval; (b) a legal description of the property; (c) a site plan indicating the location, size, and phasing of BMR units in compliance with the City's BMR Ordinance; (d) updated affordable housing compliance plan; and (e) additional information as requested by the Housing Department. The BMR and Density Bonus agreement must be recorded prior to the issuance of the first building permit for the project.

48. **DENSITY BONUS, AFFORDABLE HOUSING UNITS:** Under provisions of the State Density Bonus Law, the applicant must submit an offer to construct eight (8) affordable rental units for eighty percent (80%) AMI and below. The applicant shall enter into an agreement with the City consistent with the Costa-Hawkins Act, as applicable, that addresses these on-site affordable rental housing units requirements, which shall be executed and recorded against the property prior to issuance of the first building permit for the project.

49. **DENSITY BONUS, RENTAL UNITS:** Under State Density Bonus Law, rents for the lower-income affordable units that qualify the project for a density bonus shall be set at "affordable rent" as defined in Health and Safety Code (HSC) Section 50053. If there is no federal funding for the project, then the rule regarding "family size" shall be consistent with the HSC Section 50052.5(h), including the use of federal rules and regulations if applicable to the project.

50. **REPLACEMENT UNITS:** In compliance with the State Housing Crisis Act (California Government Code section 66300.6.) and Density Bonus Law, the applicant shall replace eight (8) Protected Units with units at a comparable size at an affordable rent or an affordable housing cost in the new development. Each unit must be deed-restricted at an affordable cost for and occupancy by a household in the same or lower income category (i.e., low-income, very low-income, extremely low-income) as the tenant household in occupancy at the time the Notice of Intent to develop the site was issued. If the tenant household in occupancy at the time the Notice of Intent to develop the site was issued was above low-income, the income was unknown, or the unit was vacant, the unit must be deed-restricted at 80% AMI or below. The deed restriction shall be effectuated by an affordability restriction, covenant, or agreement, as approved by the City Attorney, which shall be recorded prior to issuance of the first building permit. One 2-bedroom, four 1-bedroom, and three studio units are required as replacement units in the new construction. These eight (8) units may also count toward the applicant's BMR and Density Bonus unit requirements.

Building Division—650-903-6313 or building@mountainview.gov

Entitlement review by the Building Division is preliminary. Building and Fire plan check reviews are separate permit processes applied for once the zoning approval has been obtained and appeal period has concluded; a formal permit submittal to the Building Division is required. Plan check review shall determine the specific requirements and construction compliance in accordance with adopted local, state, and federal codes for all building and/or fire permits. For more information on submittal requirements and timelines, contact the Building Division online at www.mountainview.gov/building. It is a violation of the MVCC for any building occupancy or construction to commence without the proper building and/or fire permits and issued Certificate of Occupancy.

51. **BUILDING CODES:** Construction plans will need to meet the current codes adopted by the Building Division upon building permit submittal. Current codes are the 2025 California Building Standards Codes, Title 24: Building, Residential, Fire, Electrical, Mechanical, Plumbing, CALGreen, CALEnergy, Historical, and Existing Building, in conjunction with any local amendments adopted by the City of Mountain View.

52. **USE AND OCCUPANCY CLASSIFICATION:** Provide proposed use(s) and occupancy(ies) for the proposed project per the CBC, Chapter 3.

53. **MOUNTAIN VIEW GREEN BUILDING CODE/REACH CODE:** The project shall comply with the Mountain View Green Building Code/Reach Code requirements, based on the scope of work, which are available online at www.mountainview.gov/greenbuilding.

54. **DWELLING UNIT SEPARATION:** Private garage separation required per the CBC, Section 406.3.2.

55. **OPENING PROTECTION:** Openings from a private garage directly into a room used for sleeping purposes shall not be permitted per the CRC, Section R302.5.1.

56. **BUILDING HEIGHT AND NUMBER OF STORIES:** The project shall comply with the requirements per the CBC, Chapter 5, Section 504.

57. **BUILDING AREA:** The project shall comply with the requirements per the CBC, Chapter 5, Section 506.

58. **MIXED USE AND OCCUPANCY:** The project shall comply with the requirements per the CBC, Chapter 5, Section 508.

59. **OCCUPANCY SEPARATION:** Proper separation is required to be provided between occupancies per the CBC, Table 508.4.

60. **TYPE OF CONSTRUCTION:** Provide the type of proposed construction per Chapter 6 of the CBC.

61. **FIRE AND SMOKE PROTECTION FEATURES:** The project shall comply with the requirements per the CBC, Chapter 7.

62. **MINIMUM DISTANCE OF PROJECTIONS:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.2).

63. **BUILDINGS ON THE SAME LOT:** The project shall comply with the requirements per the CBC, Chapter 7, Section 705.3.

64. **FIRE-RESISTANCE RATING FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.5).

65. **MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.8).

66. **MEANS OF EGRESS:** The project is required to comply with the requirements per the CBC, Chapter 10, Means of Egress.

67. **MEANS OF EGRESS:** The project is required to comply with the requirements per the CBC, Chapter 10, Means of Egress.

68. **OCCUPANT LOAD:** The project shall comply with Table 1004.5, Maximum Floor Area Allowance per Occupant, per the CBC, Chapter 10, Section 1004.

69. **EMERGENCY ESCAPE AND RESCUE:** The project shall comply with the egress window requirements per the CBC, Section 1031.

70. **ACCESSIBILITY REQUIREMENTS:**

- Chapter 11A: The project will be required to comply with the accessibility requirements in the CBC, Chapter 11A.

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71. **MVGBC CALGREEN:** The project shall comply with the Mountain View CALGreen checklist requirements available online at www.mountainview.gov/greenbuilding.

72. **UTILITIES:** No utilities shall cross property lines.

73. **SERVICE DISCONNECT:** The service-disconnecting means shall have a rating of not less than 125 amperes, as amended in MVCC Section 8.44.10.

74. **ADDRESSES:** All street names, street numbers, residential apartment numbers, ADU numbers, and suite numbers will be processed by the Building Division prior to permit issuance.

75. **SCHOOL IMPACT FEE:** The project is subject to school impact fees. To obtain information, fee estimates, and procedures, please contact the following local school districts: Mountain View Los Altos Union High School District at www.mvla.net or 650-940-4650; *and* Mountain View Whisman School District at www.mvwsd.org or 650-526-3500; or Los Altos School District at www.lasdschools.org or 650-947-1150.

76. **DEMOLITION PERMIT(S):** Demolition permit(s) are issued under a separate permit application. Visit the City of Mountain View Building Division online at www.mountainview.gov/building or contact by phone at 650-903-6313 to obtain information and submittal requirements.

77. **PEDESTRIAN PROTECTION:** Pedestrians shall be protected during construction, remodeling, and demolition; additionally, if required, signs shall be provided to direct pedestrian traffic. Provide sufficient information at the time of building plan submittal of how pedestrians will be protected from construction activity per the CBC, Section 3306.

78. **WORK HOURS/CONSTRUCTION SITE SIGNAGE:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours (see job card for specifics) and contact information, including an after-hours contact. Violation of this condition of approval may be subject to the penalties outlined in Section 8.06.05 of the MVCC and/or suspension of building permits.

79. **RESPONSIBLE CONSTRUCTION:** This project is subject to the City's Responsible Construction Ordinance. For projects covered by this Ordinance, owners, contractors, and/or qualifying subcontractors are required to acknowledge responsibilities and make specified certifications upon completion of a project. The required certifications include that: (a) employees are provided written wage statements and notice of employers' pay practices as required under state law (or, alternatively, are covered by a valid collective bargaining agreement); and (b) they have no unpaid wage theft judgements. Acknowledgement forms are required to be submitted at building permit application, which is available online at www.mountainview.gov/building. More information is available at www.mountainview.gov/wagetheft.

Fire Department—650-903-6343 or fire@mountainview.gov

FIRE PROTECTION SYSTEMS AND EQUIPMENT

80. **FIRE SPRINKLER SYSTEM:** Provide an automatic fire sprinkler system to be monitored by a central station monitoring alarm company. This monitoring shall include water flow indicators and tamper switches on all control valves. Shop-quality drawings shall be submitted electronically for review and approval. The underground fire service system shall be approved prior to approval of the automatic fire sprinkler system. All work shall conform to NFPA 13, NFPA 24, NFPA 72, and Mountain View Fire Department specifications. (City Code Sections 14.10.30 and 14.10.31 and California Fire Code Section 903.)

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81. **FIRE EXTINGUISHERS:** Install one 2-A:10-B:C fire extinguisher for every 50'/75' of travel or every 3,000 square feet. Fire extinguisher locations shall be indicated on the architectural floor plans. (California Code of Regulations, Title 19, Chapter 3, and California Fire Code, Section 906.)

82. **AUTOMATIC/MANUAL FIRE ALARM SYSTEM:** Provide an approved automatic/manual fire alarm system in accordance with California Fire Code and Mountain View Fire Department specifications. Shop-quality drawings shall be submitted electronically for review and approval. Prior to occupancy, the system shall be field-tested, approved, and in service. Provisions shall be made for monthly testing, maintenance, and service. (California Fire Code, Section 907, and Mountain View City Code, Section 14.10.36 and 14.10.37.)

83. **SMOKE ALARMS:** All residential occupancies shall be provided with California State Fire Marshal-listed smoke alarms. Smoke alarms shall be installed in accordance with the California Building Code and the approved manufacturer's instructions. (California Fire Code, Section 907.2.11.)

84. **CARBON MONOXIDE ALARMS:** All residential occupancies shall be provided with carbon monoxide alarms. Carbon monoxide alarms shall be installed in accordance with the California Building Code and the approved manufacturer's instructions. (California Fire Code, Section 915.)

FIRE DEPARTMENT ACCESS

85. **LOCKBOX:** Install an approved key lockbox per the Fire Protection Engineer's directions. (California Fire Code, Section 506.)

EGRESS AND FIRE SAFETY

86. **INTERIOR WALL AND CEILING FINISHES:** Interior finishes shall have a flame-spread rating in accordance with the California Building Code, Chapter 8, and California Code of Regulations, Title 19, Section 3.21.

87. **ON-SITE DRAWINGS:** Submit electronic (.pdf) drawing files according to Fire Department specifications prior to final Certificate of Occupancy.

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HAZARDOUS CONDITIONS

88. **ELECTRICAL ENERGY STORAGE SYSTEMS:** Electrical Energy Storage Systems shall comply with the California Fire Code, Section 1207.

EXTERIOR IMPROVEMENTS

89. **REFUSE AREAS:** Refuse areas within 5' of combustible construction or building openings shall be protected with automatic fire sprinklers. A maximum of two sprinkler heads are permitted off a 1" domestic water service. Approved accessible shutoff valves shall be provided. (California Fire Code, Section 304.3.)

90. **PREMISES IDENTIFICATION:** Approved numbers or addresses shall be provided for all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Address signs shall be a minimum of 6" in height and a minimum of 0.5" in width. (Mountain View City Code, Section 14.10.18.)

OTHER

91. **EMERGENCY ESCAPE OPENING ACCESS:** Provide clear space and ladder pads at ground level for emergency escape opening access in R occupancies. Ladder pads shall be accessible by fire crews with a three-section, 12' long ladder. Awnings and window shades shall be designed to not interfere with ladder access. (California Building Code, Section 1031.)

92. **EMERGENCY RESPONDER RADIO COVERAGE:** All buildings shall have approved radio coverage for emergency responders within the building. (California Fire Code, Section 510.)

Public Works Department—650-903-6311 or public.works@mountainview.gov

OWNERSHIP AND PROPERTY

93. **PRELIMINARY TITLE REPORT:** At first submittal of the building permit and improvement plans, the applicant shall submit to the Public Works Department a current preliminary title report or land deed (dated within six months of the first submittal) indicating the exact name of the current legal owners of the property(ies), their type of ownership (individual, partnership, corporation, etc.), and legal description of the property(ies) involved. The title report shall include all easements and agreements referenced in the title report. Depending upon the type of ownership, additional information may be required. The applicant shall provide an updated title report to the Public Works Department upon request. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).

FEES AND PARK LAND

94. **PLAN CHECK AND INSPECTION FEE:** Prior to the issuance of any building permits, the applicant shall pay the plan check and inspection fee in accordance with Sections 27.60 and 28.36 of the City Code per the adopted rates in effect at time of payment.

95. **TRANSPORTATION IMPACT FEE:** Prior to the issuance of any building permits, the applicant shall pay the transportation impact fee for the development. If the project qualifies under Senate Bill (SB) 937, the project may request the deferral of payment of this fee until final inspection granting occupancy. Residential category fees are based on the number of units. Retail, Service, Office, R&D, and Industrial category fees are based on the square footage of the development. Credit is given for the existing site use(s), as applicable.

96. **WATER AND SEWER CAPACITY CHARGES:** Prior to the issuance of any building permits, the applicant shall pay the water and sewer capacity fees for the development. If the project qualifies under SB 937, the project may request the deferral of the payment of this fee until final inspection granting occupancy. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. Separate capacity charges apply for different types of residential categories to reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size, building area, and building use, respectively. Credit is given for the existing site use(s) and meter size(s), as applicable.

STREET IMPROVEMENTS

97. **PUBLIC IMPROVEMENTS:** Install or reconstruct standard public improvements required for the project and as required by Chapters 27 and 28 of the City Code. These public improvements include, but are not limited to, curb, gutter, sidewalk, driveway, and utility connections.

98. **EXCAVATION PERMIT:** For projects with any work within the public right-of-way, upon first submittal of the building permit and improvement plans, submit a complete Excavation Permit Application for all applicable work within the public right-of-way to the Public Works Department. Permit applications are available online from the Development Permits website at: https://developmentpermits.mountainview.gov/about-permits/applications. All work within the City right-of-way must be consolidated on the site, off-site, and/or utility plans. Plans of the work, traffic control plans for work within the public roadway and/or easement, insurance certificate and endorsements, and permit fees are required with the Excavation Permit Application.

99. **ENCROACHMENT RESTRICTIONS:** Private facilities, including, but not limited to, structures, steps, doors (including door swing), handrails, backflow preventers, signs, fences, retaining curbs, and retaining walls shall not encroach into the public right-of-way and/or street easement.

100. **SPECIAL PAVERS AND CONCRETE:** Pavers, colored concrete, and textured concrete shall not be installed within the public street or sidewalk.

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101. **DRIVEWAY SIGHT TRIANGLE:** Within the pedestrian and/or vehicle traffic safety sight triangle(s), for the project site and adjacent properties, the site shall be compliant with height and clearance requirements per the Public Works Standard Details and to the satisfaction of the Public Works Director. The project is required to remove or modify all objects, including, but not limited to, landscape, hardscape, signs, mailboxes, planters, retaining walls, seat walls, bicycle racks, partitions, buildings, and other structures, parking stalls, etc., that are not compliant with safety triangle height and clearance requirements.

102. **ROADWAY SIGNING, STRIPING, AND PAVEMENT MARKINGS:** Signing and striping plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD). All new striping and pavement markings shall be thermoplastic. All striping and markings damaged and/or removed as part of construction and pavement work shall be replaced with thermoplastic striping. The specific areas of work shall be clearly identified and shown on the plans to the satisfaction of the City Traffic Engineer.

103. **RED CURB AT DRIVEWAY ENTRANCES:** Street curbs adjacent to driveway entrances, including entrances to underground parking garages, shall be painted red a minimum of 10' in each direction, as determined and approved by the City Traffic Engineer. The specific areas of work shall be clearly identified and shown on the plans.

104. **STOP-CONTROLLED SITE EGRESS:** All egress points to public streets or public easements shall be stop-controlled to address conflict points with pedestrians, bicyclists, and vehicles as they enter a public roadway. Stop-controlled egress shall include STOP signs, a limit line, and "STOP" pavement marking(s). The specific areas of work shall be clearly identified and shown on the plans.

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CURBS, SIDEWALKS, AND DRIVEWAYS

105. **DRIVEWAY APPROACH AND ADA SIDEWALK REQUIREMENTS:** A minimum 4' wide Americans with Disabilities Act-compliant public sidewalk shall be provided behind new and existing driveway approaches. Tapers (conforms) may be provided to connect the proposed public sidewalk on each side of the proposed driveway. The specific areas of work shall be clearly identified and shown on the plans.

106. **CURB, GUTTER, SIDEWALK IMPROVEMENTS:** Replace the portion of existing monolithic sidewalk along Franklin Street with new landscape. The sidewalk shall be detached with a landscape strip and designed with a consistent 2% cross-slope from the top of the curb to back of the sidewalk and minimal grade breaks in the longitudinal slope of the curb line. The specific limits of work shall be clearly identified and shown on the plans.

STREET TREES

107. **STREET TREES:** Install standard City street trees along the street frontage, including where there are gaps in the space of existing street trees.

108. **STREET TREE IRRIGATION:** Street trees are to be irrigated by the property owner(s) in accordance with Chapter 32 of the City Code.

UTILITIES

109. **WATER AND SEWER SERVICE:** Each dwelling, townhouse, apartment house, restaurant, or place of business shall have its own water meter and sanitary sewer lateral in accordance with City Code Section 35.38. All new services are required and shall be installed in accordance with City standards.

110. **SEPARATE FIRE SERVICE:** Domestic water and fire services shall have separate lines connected to the City's water main, except when supplying NFPA 13D fire sprinkler systems, as approved by the City Fire Protection Engineer. On-site fire lines, post indicator valves, Fire Department connections, and detector checks also require approval from the City's Fire Protection Engineer.

111. **SEPARATE IRRIGATION SERVICE AND METER:** A separate water service and water meter for irrigation will be required. The existing water service may be adequate to serve multiple meters, depending on size, and would require advance approval from the Public Works Director.

112. **UTILITY SERVICES:** The size and location of all existing and new water meters, backflow preventers, potable water services, recycled water services, fire services, sewer laterals, sewer cleanouts, storm drain laterals, storm cleanouts/inlets, gate valves, manholes, and utility mains shall be shown on the plans. Sewer laterals, potable water services, and fire services shall have a minimum 5' horizontal separation from each other. Recycled water and potable water shall have a minimum 10' horizontal separation from each other. New potable water and recycled water services shall have a minimum 5' clearance from trees, and new sewer laterals shall have a minimum 10' clearance from trees. Angled connections within service lines shall not be allowed. Utility profiles shall be required for all new services.

    Existing water services shall be shown to be disconnected and abandoned at the main in accordance with City standards, unless they are satisfactory for reuse, as determined by the Public Services Division. Water services 4" or larger that are not reused shall be abandoned at the main by removing the gate valve and installing a blind flange and thrust block at the tee. Existing sanitary sewer laterals and storm connections that are not reused shall be abandoned, and existing face-of-curb drains that are not reused shall be removed.

113. **REUSE OF EXISTING SEWER LATERAL:** City records show the existing sewer lateral was constructed as part of the original development and may have outlived its useful life. Unless the applicant conducts a video inspection of the lateral and it is determined by the City to be in satisfactory condition for reuse, the construction of a new sewer lateral from the property line to the City main will be required, including the installation of a new property line sewer cleanout.

    Prior to the issuance of any building permits, the applicant shall conduct a video inspection of the lateral. A representative from the Public Services Division must be present to observe the video inspection. Please contact the Public Services Division's Wastewater Supervisor at 650-903-6329 to schedule a City maintenance person to be present at time of video inspection.

    After reviewing the recording, the City will determine if the lateral and/or cleanout requires replacement. If an existing cleanout is not present, a new cleanout shall be installed. If a new sewer lateral is required, it shall be installed with 10' minimum horizontal clearance from any existing trees to protect against root intrusion and 5' minimum horizontal clearance from the existing water service to protect against cross-contamination. The applicant shall submit an Excavation Permit Application for replacement/installation and pay any applicable fees prior to the issuance of any building permits.

114. **SANITARY SEWER CLEANOUT:** A one-way sanitary sewer cleanout shall be installed in accordance with City standards.

115. **WATER AND SEWER APPLICATIONS:** Upon first submittal of the building permit and improvement plans, the applicant shall submit complete applications for water and sewer service to the Public Works Department if new water services, water meters, fire services, or sewer laterals are required. Any unpaid water and sanitary sewer fees must also be paid prior to the issuance of any permits.

116. **ON-SITE UTILITY MAINTENANCE:** On-site water, sanitary sewer, and storm drainage facilities shall be privately maintained by the property owner(s) and shall be noted on the plans.

GRADING AND DRAINAGE IMPROVEMENTS (ON-SITE)

117. **DRAINAGE PLANS:** On-site drainage plans shall be included in the building plans.

118. **DRAINAGE REQUIREMENTS:** On-site parking lots and driveways (other than single-family residential) shall not surface-drain across public sidewalks or driveway aprons. Storm drain laterals from the site shall be installed with a property line inlet or manhole and connect to existing storm drain manholes or curb inlets if at all possible.

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119. **RECOLOGY MOUNTAIN VIEW:** The applicant/contractor must be in compliance and shall include the following as a note on the building permit and improvement plans: "Recology Mountain View is the City's exclusive hauler for recycling and disposal of construction and demolition debris. For all debris boxes, contact Recology. Using another hauler may violate City Code Sections 16.13 and 16.17 and result in code enforcement action."

120. **MOUNTAIN VIEW GREEN BUILDING CODE/CONSTRUCTION AND DEMOLITION ORDINANCE:** If this project is subject to the requirements of the Mountain View Green Building Code, a Construction and Demolition Waste Management Plan shall be submitted with the building permit application and approved by the Public Works Solid Waste and Recycling Division prior to the issuance of a building permit. A Final Construction and Demolition Waste Management Plan shall be submitted and approved prior to final inspection.

121. **TRASH ROOMS AND/OR ENCLOSURES:** Trash rooms and/or enclosures shall be used only for trash, recycling, and compost containers and shall not be used for storage at any time. Access door to the trash facility shall be clearly labeled "Trash Room."

122. **TRASH ENCLOSURE DESIGN AND DETAILS:** Include trash plan sheet and enclosure details on a separate sheet in the initial building plans.

This 12-unit residential property must have trash, recycling, and organics/composting service. Display on the plans the trash room layout, location, and dimensions to scale with minimum service levels: one 2-yard trash, two 96-gallon paper recycling, one 96-gallon container recycling, and one 64-gallon compost.

- The trash room shall have the minimum interior measures of approximately 16'2"x8'5-1/2", including interior curbs or footing. The trash room shall be 174.06 square feet.
- The trash room shall maintain 1' between bins, interior curbs, and walls. If there is no interior berm or curb, there shall be bumpers on the walls to avoid damage from bins hitting them. The trash room shall have a 6' wide gate and a minimum 9' interior vertical clearance to allow for the trash bin lid to open and close.
- The trash room must have signage with sorting instructions according to the City's programs. All signage must be approved by the Solid Waste Program Manager prior to installation.
- The path of travel to roll out the trash bin to the street for servicing must be flat and smooth. Bins will not be rolled over curbs, pavers, or stamped surfaces.
- There shall be a trash staging area that is 10'x4', including a curb or bumper to protect the building wall from damage from the trash bin hitting it. The staging area shall be a smooth, flat concrete surface. The staging area must be displayed and labeled on the architectural, civil, and landscape plans.
- The driveway gate must be able to be secured in the fully open position while the driver is rolling the bin out of and back into the trash staging area. The gate must be a minimum of 4' wide. The driver shall perform roll-out service for the

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trash bin from the staging area to Franklin Street, where service will occur. The collection vehicle shall not drive onto the property to service. The trash collection route on Plan Sheet A-1.1 is not approved by the Solid Waste Program.

- Property maintenance shall be responsible for transporting all containers to and from the trash room for collection. The trash bin will be placed in the staging area, and the carts will be placed curb-side on Franklin Street. Bins and carts are to be removed promptly after collection and placed back inside the trash room.

- Trash rooms are for collection containers only and not for other storage and shall be labeled "Trash Room." Post "No Parking" signage in front of the trash room gate.

- Any movement of bins over 30' is subject to hauler rollout fees. The current rollout fee is $0.75 per foot per container per month.

- Maintain overhead clearances of 15' in the travelway and 22' at the point of collection.

CONSTRUCTION ACTIVITIES, NOTES, AND OTHER APPROVALS

123. **SANTA CLARA VALLEY WATER DISTRICT WELLS:** Santa Clara Valley Water District (Valley Water) requires the following note to be labeled on the building and improvement plans: "While the Santa Clara Valley Water District (Valley Water) has records for most wells located in the County, it is always possible that a well exists that is not in Valley Water's records. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from Valley Water or registered with Valley Water and protected from damage."

124. **STREET CLEANING:** The owner/developer shall comply with and include the following note on the off-site, or grading/drainage, or utility plans: "The prime contractor or developer is to hire a street cleaning contractor to clean up dirt and debris from City streets that are attributable to the development's construction activities. The street cleaning contractor is to have the capability of sweeping the streets with both a broom-type sweeper and a regenerative air vacuum sweeper, as directed by the Public Works Director or designated representative."

125. **OCCUPANCY RELEASE (RESIDENTIAL):** The owner/developer shall comply with and include the following note on the off-site or grading/drainage or utility plans: "For residential developments, no residential units will be released for occupancy unless the improvements to be constructed to City standards and/or to be accepted for maintenance by the City, including water meters and sanitary sewer cleanouts as well as trash rooms and/or enclosures, are substantially complete per the City of Mountain View Standard Provisions for Public Works construction. The Public Works Director shall make the determination of what public improvements are substantially complete."

Fire and Environmental Protection Division—650-903-6378 or FEPD@mountainview.gov

ENVIRONMENTAL SAFETY

For more information, guidelines, design criteria, or materials about urban runoff conditions, contact the Fire and Environmental Protection Division of the Fire Department at 650-903-6378 or online at www.mountainview.gov/fep. "Stormwater Quality Guidelines for Development Projects" can be accessed on the Fire Department website at www.mountainview.gov/fepforms.

126. **CONSTRUCTION BEST MANAGEMENT PRACTICES:** All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system.

127. **CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN:** The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

128. **ENGINEERED DRAWINGS:** Treatment systems and/or porous pavement, pavers, and other uncompacted surfaces require engineered drawings.

129. **LANDSCAPE DESIGN:** Landscape design shall minimize runoff and promote surface filtration. Examples include: (a) no steep slopes exceeding 10%; (b) using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) installing plants with low water requirements; and (d) installing appropriate plants for the location in accordance with appropriate climate zones. Identify which practices will be used in the building plan submittal.

130. **EFFICIENT IRRIGATION:** Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include: (a) setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) employing multi-programmable irrigation controllers; (c) employing rain shutoff devices to prevent irrigation after significant precipitation; (d) use of drip irrigation for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and (e) use of flow reducers to mitigate broken heads next to sidewalks, streets, and driveways. Identify which practices will be used in the building plan submittal.

131. **FIRE SPRINKLERED BUILDINGS:** New buildings that will have fire sprinkler systems shall be provided with a sanitary sewer drain in a protected area, which can adequately accommodate sprinkler water discharged during sprinkler system draining or activation of the inspector test valve. Show the location and provide a detail of the fire sprinkler drain on the plans.

132. **OUTDOOR STORAGE AREAS (INCLUDING GARBAGE ENCLOSURES):** Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak, or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following: (a) paving the area with concrete or other nonpermeable surface; (b) covering the area; and (c) sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in the outdoor storage area.

133. **STORMWATER TREATMENT (C.3):** This project will create or replace more than five thousand (5,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." Runoff from portions of the public right of way (e.g., sidewalks, curb extensions, pavement replacement, and curb and gutter replacement in the street frontage) that are constructed or reconstructed as part of Regulated Projects will also need to be treated using Low-Impact Development (LID) measures. The City's guidelines also describe the requirement to select LID types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

    The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

134. **STORMWATER MANAGEMENT PLAN—THIRD-PARTY ENGINEER'S CERTIFICATION:** The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City's Guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP). A list of qualified engineers is available at the following link: https://scvurppp.org/wp-content/uploads/2022/12/SCVURPPP-Qualified-Consultants-List-Memo_December-2022.pdf.

135. **SITE DESIGN MEASURES FOR SMALL PROJECTS AND DETACHED SINGLE-FAMILY HOMES:** Stormwater site design measures are required for the following project types: (1) residential and nonresidential projects that create or replace greater than 2,500 square feet of impervious surface and less than 10,000 square feet of impervious surface; and (2) detached single-family

homes that create or replace greater than 2,500 square feet of impervious surface. Projects that meet either of these criteria are required to install one or more of the stormwater site design measures listed below:

- Direct roof runoff to cisterns or rain barrels for reuse.
- Direct roof runoff onto vegetated areas.
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
- Construct sidewalks, walkways, and/or patios with permeable paving materials.
- Construct bike lanes, driveways, and/or uncovered parking lots with permeable paving materials.

Indicate the stormwater site design measure that will be installed for the project.

136. **FULL TRASH CAPTURE:** Projects located in "moderate," "high," or "very high" trash generating areas as outlined in the City's Long-Term Trash Load Reduction Plan that are undergoing site improvements shall install full trash capture protection within the existing storm drain system. Examples of full trash capture systems include large trash capture devices, such as hydrodynamic separators or media filtration systems, or small trash capture devices, such as storm drain catch basin connector pipe screens. The full-trash capture device must be selected from the list of State Water Board approved devices: https://www.waterboards.ca.gov/water_issues/programs/stormwater/trash_implementation.html. Once installed, the property owner or property manager shall be responsible for maintaining the trash capture device. Maintenance shall be completed in accordance with the manufacturer's recommended frequency, but at a minimum of one time per year. Indicate the type of full trash capture device that will be installed to remove trash from runoff for the entire project site and include details for the installation of the trash capture system(s) in the building plans for the project.

137. **PLAN REVIEW AND PERMIT INSPECTION SERVICE FEES:** Plan review and permit inspection services are subject to fees. An invoice will be issued for plan review and inspections and a receipt verifying fee payment will be required prior to final building plan approval.

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NOTE: Decisions of the Zoning Administrator may be appealed to the City Council in compliance with Chapter 36 of the City Code. An appeal shall be filed in the City Clerk's Office within 10 calendar days following the date of mailing of the findings. Appeals shall be accompanied by a filing fee. No building permits may be issued or occupancy authorized during this appeal period.

NOTE: As required by California Government Code Section 66020, the applicant is hereby notified that the 90-day period has begun as of the date of approval of this application, in which the applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of this approval or as a condition of approval. The fees, dedications, reservations, or other exactions are described in the approved plans, conditions of approval, and/or the adopted City fee schedule.

MULTIFAMILY RESIDENCE & ADU

333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

OWNER:
DAVID CHAO
48200 Fremont Blvd,
Fremont, CA 94538
TEL: (510) 921-0276

ARCHITECT:
HAU-CHING LIAO
682 VILLA ST Suite #C1
MOUNTAIN VIEW, CA 94041
TEL: (408) 483-1965

SCOPE OF WORK

1. Demolish the existing 8-unit multifamily building and detached carport structure. Remove 1 heritage tree(Redwood) as per the arborist's recommendation, also agreed upon by the city's Parks dept.
2. Build a new 11-unit multifamily building and 2 detached ADU's, including 8 BMR units. 4 Bonus units are proposed, as allowed by AB1287.
3. Two concessions are allowed and requested and 5 waivers are requested. Per AB1287, 3 concessions and unlimited number of waivers are allowed for this project.
4. No tenant parking is proposed according to AB 2097. One ADA and one EV parking spaces are proposed.

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GreenPoint Rated Checklist:

* DIVERT 50% (BY WEIGHT) OF ALL CONSTRUCTION AND DEMOLITION WASTE. (RECYCLING OR REUSE)
* DUCT OPENINGS AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED DURING CONSTRUCTION.
* INSTALL HIGH-EFFICIENCY IRRIGATION SYSTEM. SYSTEM HAS SMART (WEATHER-BASED) CONTROLLER.
* HOMEOWNER MANUAL OF GREEN FEATURES/BENEFITS SHALL BE GIVEN TO THE THE OWNERS AFTER THE CONSTRUCTION IS FINISHED.
* ALL ADHESIVES, SEALANTS, CAULKS, PAINTS, COATINGS, & AEROSOL PAINT CONTAINERS MUST REMAIN ON THE SITE FOR FIELD VERIFICATION BY THE BUILDING INSPECTOR. CGBSC 4.504.
* PRIOR TO FINAL INSPECTION, A LETTER SIGNED BY THE GENERAL CONTRACTOR OR THE OWNER/BUILDER (FOR ANY OWNER/BUILDER PROJECTS) MUST BE PROVIDED TO THE CITY OF MOUNTAIN VIEW BUILDING OFFICIAL CERTIFYING THAT ALL ADHESIVES, CARPET SYSTEMS (INCLUDING CARPETING, CUSHION & ADHESIVE), RESILIENT FLOORING SYSTEMS, & COMPOSITE WOOD PRODUCTS INSTALLED ON THIS PROJECT ARE WITHIN THE EMISSION LIMITS SPECIFIED IN CGBSC 4.504.

RECOLOGY MOUNTAIN VIEW IS THE CITY'S EXCLUSIVE HAULER FOR RECYCLING & DISPOSAL OF CONSTRUCTION & DEMOLITION DEBRIS. FOR ALL DEBRIS BOXED, CONTACT RECOLOGY. USING ANOTHER HAULER MAY VIOLATE MOUNTAIN VIEW CODE SEC. 16.13 & 16.17 & RESULT IN CODE ENFORCEMENT ACTION.

THE PRIME CONTRACTOR OR DEVELOPER IS TO HIRE A STREET CLEANING CONTRACTOR TO CLEAN UP DIRT & DEBRIS FROM CITY STREETS THAT ARE ATTRIBUTABLE TO THE DEVELOPMENT'S CONSTRUCTION ACTIVITIES. THE STREET CLEANING CONTRACTOR IS TO HAVE A REGENERATIVE AIR VACUUM SWEEPER AS DIRECTED BY THE PUBLIC WORKS DIRECTOR, OR HIS/HER DESIGNATED REPRESENTATIVE.

FOR RESIDENTIAL DEVELOPMENTS, NO RESIDENTIAL UNITS WILL BE RELEASED FOR OCCUPANCY UNLESS THE IMPROVEMENTS TO BE CONSTRUCTED TO CITY STANDARDS AND/OR TO BE ACCEPTED FOR MAINTENANCE BY THE CITY, INCLUDING WATER METERS & SANITARY SEWER CLEANOUTS, ARE SUBSTANTIALLY COMPLETE PER THE CITY OF MOUNTAIN VIEW STANDARD PROVISIONS FOR PUBLIC WORKS CONSTRUCTION. THE PUBLIC WORKS DIRECTOR SHALL MAKE THE DETERMINATION OF WHAT PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE.

GENERAL NOTES

IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTORS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS INDICATED ON THESE DRAWINGS AND MAKE KNOWN ANY DISCREPANCIES PRIOR TO COMMENCING THEIR WORK

THESE DRAWINGS AREA INTENDED FOR USE IN A NEGOTIATED CONSTRUCTION CONTRACT AND, THEREFORE, MAY NOT SPECIFICALLY DETAIL OR SPECIFY MATERIAL AND / OR MANUFACTURERS. THE CONTRACTOR SHALL PROVIDE ALL SAMPLES AND OR CUTS AS REQUIRED TO ASSIST OWNER OR HIS AGENT IN MAKING MATERIAL SELECTIONS. FOR THE PURPOSE OF ESTIMATING, THE CONTRACTORS SHALL USE THE MATERIALS SELECTED BY THE OWNER, OR IN ABSENCE OF SAME, HE SHALL PROVIDE AN ALLOWANCE AMOUNT AND SO CONDITION ANY COST ESTIMATE.. ALL MATERIALS SPECIFIED IN THESE DRAWINGS SHALL BE INCLUDED IN SUCH ESTIMATE

NO GUARANTEE OF QUALITY OF CONSTRUCTION IS IMPLIED OR INTENDED BY THE ARCHITECTURAL DOCUMENTS, AND THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY OR ALL CONSTRUCTION DEFICIENCIES.

THE GENERAL CONTRACTOR SHALL HOLD HARMLESS, INDEMNIFY AND DEFEND THE DESIGNER FROM ANY ACTION INITIATED BY THE INITIAL OWNER OR ANY SUBSEQUENT OWNERS FOR CONSTRUCTION DEFICIENCIES, MODIFICATIONS OR SUCH CONDITIONS WHICH MAY BE BEYOND THE CONTROL OF THE DESIGNER.

THE CONTRACTOR SHALL REVIEW AND RECORD THE CONDITIONS OF ALL EXISTING SITE IMPROVEMENTS INCLUDING PAVED AREAS. HE SHALL MAKE KNOWN ALL EXISTING DAMAGED OR DISREPAIRED ITEMS AND CONDITIONS THAT MAY WORSEN DUE TO THE CONSTRUCTION. ALL ITEMS IN GOOD CONDITION SHALL BE MAINTAIN IN THEIR PRESENT CONDITION AND ANY REPAIR OR DAMAGE WHICH OCCURS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR SHALL THOROUGHLY EXAMINE THE SITE AND SATISFY HIMSELF AS OF THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. THE CONTRACTOR SHALL VERIFY AT THE SITE ALL MEASUREMENTS AFFECTING HIS WORK AND SHALL BE RESPONSIBLE FOR THE CORRECTNESS OF SAME. NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR THE EXPENSES DUE TO HIS NEGLECT TO EXAMINE OR FAILURE TO DISCOVER CONDITIONS WHICH MAY AFFECT HIS WORK.

ALL NEW INTERIOR PAINT COLOR, FLOOR, WALLS AND CEILING FINISHES SHALL BE SELECTED BY OWNER AT THE TIME WHEN IT IS NECESSARY FOR THE COMPLETION OF THE PROJECT.

ALL PUBLIC IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE LATEST ADOPTED CITY STANDARDS. THE STORING OF GOODS AND MATERIALS ON SIDEWALK AND/OR STREET WALL NOT BE ALLOWED UNLESS THE CONTRACTOR HAS APPLIED AND SECURED A SPECIAL PERMIT WHICH ALLOW SUCH STORAGE TO BE PLACED.

THE BUILDER MUST PROVIDE THE HOMEOWNER W/ A LUMINAIRE SCHEDULE (AS REQUIRED IN T-24, PART 1, #10-103(b)) THAT INCLUDES A LIST OF LAMPS INSTALLED IN THE LUMINARIES.

FINAL INSPECTION OF THE STORM WATER SITE DESIGN MEASURE THAT WILL BE INSTALLED FOR THE PROJECT BY THE FIRE & ENVIRONMENTAL PROTECTION DIVISION IS REQUIRED PRIOR TO BUILDING PERMIT SIGN-OFF. PLEASE CONTACT CARRIE SSANDAHL AT 650-903-6224 TO SCHEDULE AN INSPECTION.

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A-2.2	PROPOSED FLOOR PLAN(SECOND FLOOR) – MAIN BUILDING
A-2.3	PROPOSED FLOOR PLAN(THIRD FLOOR) – MAIN BUILDING
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PROJECT DATA

GENERAL PLAN DESIGNATION:	MEDIUM-HIGH DENSITY RESIDENTIAL
ZONING DESIGNATION:	P19
EXISTING USE:	MULTYFAMILY RESIDENCE
PROPOSED USE:	MULTYFAMILY RESIDENCE
OCCUPANCY GROUP:	R2
EXISTING BUILDING:	TOTAL 8 UNITS 4 UNITS (1 BED, 1 BATH) 1 UNIT (2 BEDS, 1 BATH) 3 STUDIOS
PROPOSED BUILDING:	TOTAL 11 UNITS + 2 DETACHED ADU 3 UNITS (STUDIO) 7 UNITS (1 BED, 1 BATH) 2 UNITS (2 BED, 2 BATH) 1 UNITS (2 BED, 1 BATH) COMMOM AREA
FIRE SPRINKLER SYSTEM:	YES
TYPE OF CONSTRUCTION:	V-B
SITE AREA:	7500 S.F. 0.1722 ACRE
(E) BUILDING TO BE REMOVED:	LIVING: 4555 S.F. / CARPORT: 830 S.F.
(N) TOTAL LIVING AREA:	7893.11 S.F.
ALLOWABLE FAR:	1.1 FAR
ALLOWABLE AREA:	8250 S.F. TYPE V-B CONSTRUCTION (R2) W/ FIRE SPRINKLER SYSTEM 60' H MAX. CBC TABLE 504.3 3 STORY MAX. CBC TABLE 504.4 21,000 SF MAX. CBC TABLE 506.2 △2
FLOOR AREA RATIO (FAR):	116.22% (8717.20/7500)
LOT COVERAGE:	43.09% (3231.76/7500)
BUILDING HEIGHT:	34' 2" (EAVE HEIGHT: 18")
NUMBER OF STORIES:	3
REQUIRED PARKING:	0
PROPOSED PARKING:	1 (EV PARKING) / 1 (ACCESSIBLE PARKING) 9 (BIKE PARKING) TENANT PARKING WAIVED.
OPEN SPACE AREA:	TOTAL 1829.27 S.F. 24.39% OF TOTAL
PROPOSED BLDG. SET BACK(MAIN):	FRONT 14 FT. LEFT 5 FT. RIGHT 5 FT. REAR 53 FT. 6 IN.
PROPOSED BLDG. SET BACK(ADU):	FRONT 14 FT. LEFT 5 FT. RIGHT 4 FT. 2 IN REAR 4 FT. 2 IN. △2
APPLICABLE CODES:	2022 CRC, CGBC, CMC, CPC, CFC, CEC, & CITY OF MOUNTAIN VIEW ORDINANCES. 2022 CALIFORNIA ENERGY CODE
ASSESSOR PARCEL NUMBER:	158-12-069

DEFERRED SUBMITTALS

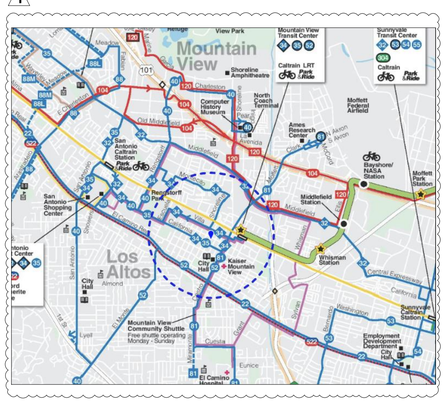
1. AUTOMATIC FIRE SPRINKLERS (NFPA 13)
2. FIRE ALARM (FIRE SPRINKLER MONITORING SYSTEM)
3. UNDERGROUND FIRE SERVICE
4. A DEDICATED DCDA/FDC/UNDERGROUND FIRE WATER FEED AND AN NFPA 13 AUTOMATIC SPRINKLER SYSTEM.

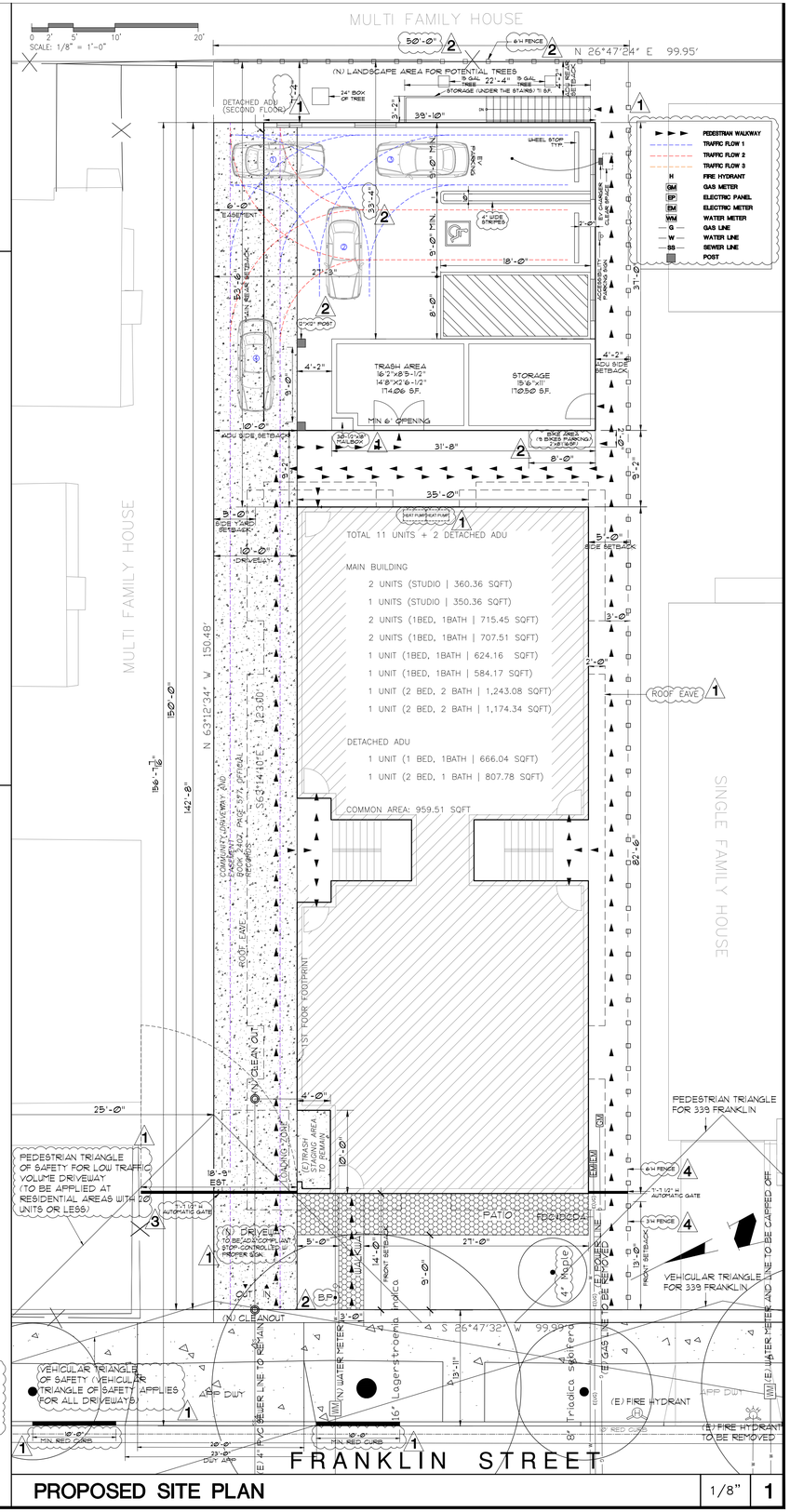
SYMBOL

- B / A5 — SECTION / SHEET NUMBER
- B / A5 — DETAIL / SHEET NUMBER
- E — COLUMN GRID
- E — EXISTING DOOR
- B / A5 — INTERIOR ELEVATIONS INDICATOR

VICINITY MAP

△1





PROPOSED SITE PLAN 1/8" 1

Silicon Valley Custom Homes
682 Villa Street, Suite C1
Mountain View, CA 94041
www.svcustomhomes.com
(408) 204-0345

LICENSED ARCHITECT HAU-CHING LIAO C-28947 RENEWAL: 10-31-2025 STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510-921-0276

DAVID CHAO
MULTYFAMILY RESIDENCE & ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:

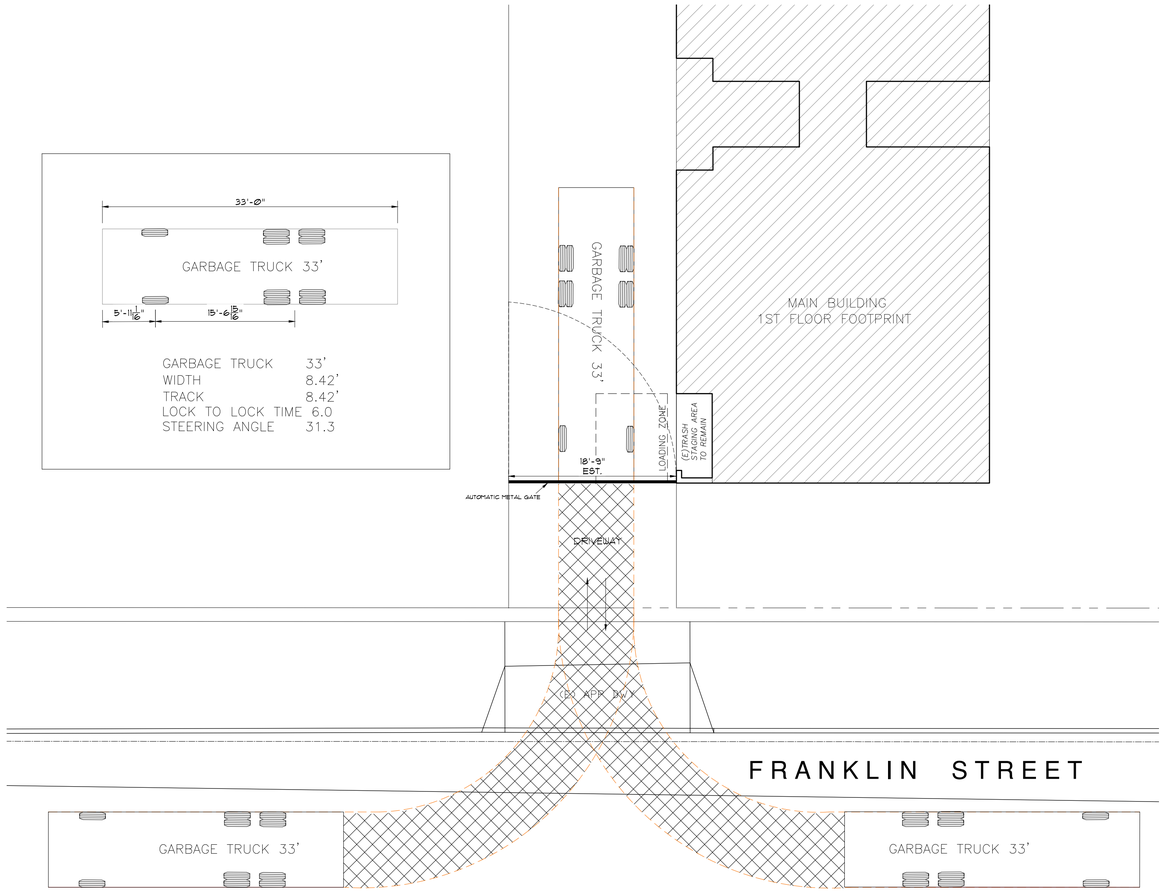
1	City Comment	Feb, 14, 2025
2	City Comment	May, 15, 2025
3	City Comment	Sep, 12, 2025
4	City Comment	Dec, 4, 2025

SHEET TITLE:

TITLE SHEET
PROPOSED SITE PLAN

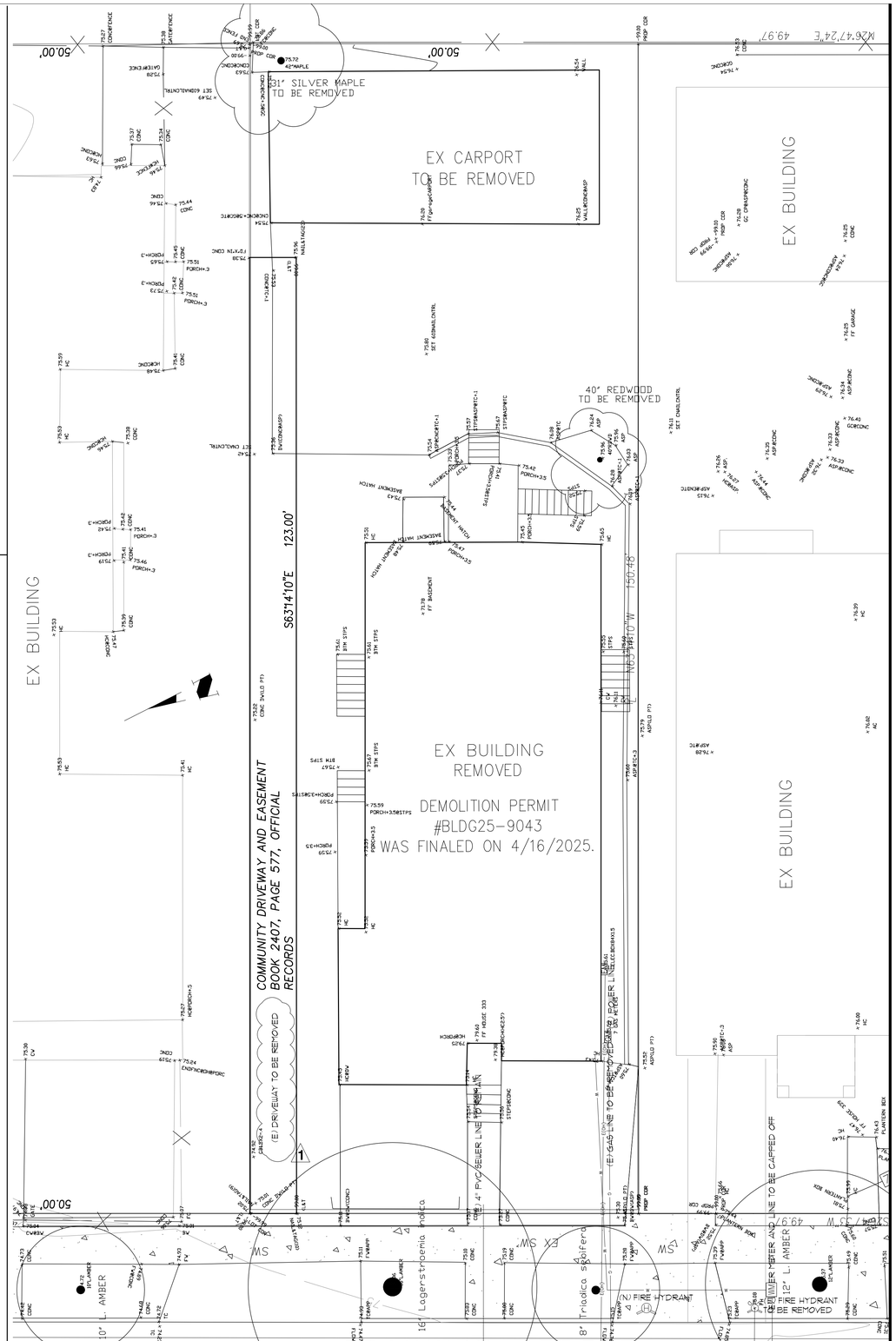
DATE	PROJECT NO.
Feb, 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-0
OF SHEETS



TRASH COLLECTION ROUTE

1/8" | 2



DEMOLITION PLAN

1/8" | 1

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REVISIONS:

1	City Comment	Feb. 14, 2025

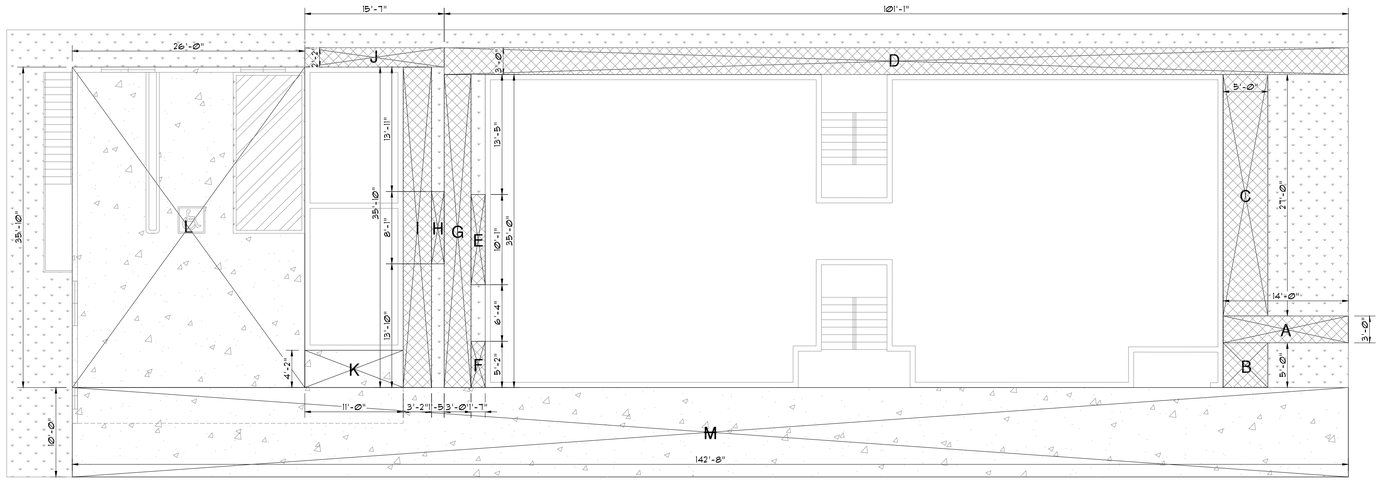
SHEET TITLE:
DEMOLITION PLAN

DATE: Feb. 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-1.1
OF SHEETS

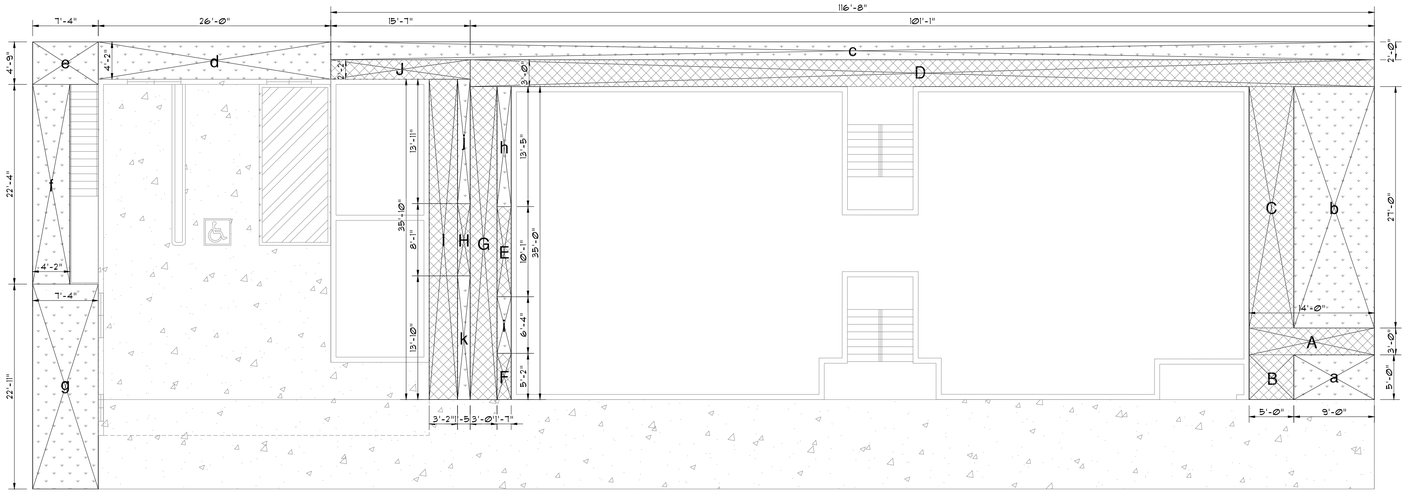
PERMEABLE PAVEMENT

LANDSCAPE AREA

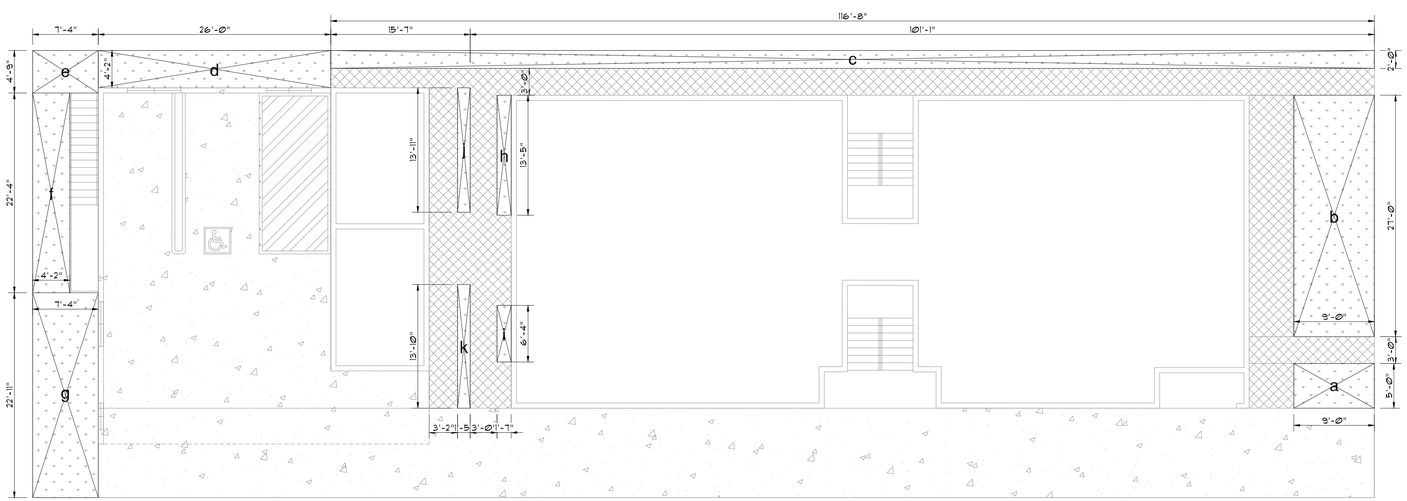
CONCRETE



A. PAVEMENT AREA



B. OPEN SPACE AREA



C. LANDSCAPE AREA

PAVEMENT AREA
(PEDESTRIAN WALKWAY + AUTOMOBILE AREA)

A =	3'X14'= 42 SF
B =	5'X5'= 25 SF
C =	27'X5'= 135.01 SF
D =	101'1"X3' = 303.20 SF
E =	10'1"X1'7"= 15.96 SF
F =	5'2"X1'7" = 8.18 SF
G =	35'X3' = 104.98 SF
H =	8'1"X1'5"= 11.44 SF
I =	35'10"X3'2" = 113.46 SF
J =	15'7"X2'2" = 33.79 SF
K =	4'2"X11' = 45.83 SF
M =	142'8"X10' = 1426.67 SF
L =	35'10"X26'= 931.62 SF

PAVEMENT AREA SUBTOTAL 3197.14 SF
42.63%
(3197.13 SF OF 7500 SF)

OPEN SPACE AREA
(PEDESTRIAN WALKWAY + LANDSCAPE AREA)

A =	3'X14'= 42 SF
B =	5'X5'= 25 SF
C =	27'X5'= 135.01 SF
D =	101'1"X3' = 303.20 SF
E =	10'1"X1'7"= 15.96 SF
F =	5'2"X1'7" = 8.18 SF
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H =	8'1"X1'5"= 11.44 SF
I =	35'10"X3'2" = 113.46 SF
J =	15'7"X2'2" = 33.79 SF

PEDESTRIAN WALKWAY 793.02 SF

a =	9'X5'= 45.00 SF
b =	27'X9'= 243.00 SF
c =	116'8"X2'0"= 233.33 SF
d =	26'X4'2"= 108.38 SF
e =	4'9"X7'4"= 34.85 SF
f =	22'4"X4'2"= 93.06 SF
g =	21'11"X7'4"= 168.04 SF
h =	13'5"'X1'7"= 21.24 SF
i =	6'4"X1'7"= 10.03 SF
j =	13'11"X1'5"= 19.71 SF
k =	13'10"X1'5"= 19.60 SF

LANDSCAPE AREA 996.24 SF

OPEN SPACE SUBTOTAL 1789.26 SF
23.86%
(1789.25 SF OF 7500 SF)

LANDSCAPE AREA

a =	9'X5'= 45.00 SF
b =	27'X9'= 243.00 SF
c =	116'8"X2'0"= 233.33 SF
d =	26'X4'2"= 108.38 SF
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j =	13'11"X1'5"= 19.71 SF
k =	13'10"X1'5"= 19.60 SF

LANDSCAPE AREA SUBTOTAL 996.24 SF
13.28%
(996.24 SF OF 7500 SF)

GRAPHIC ILLUSTRATION OF CALCULATIONS - PAVEMENT AREA, OPEN SPACE AREA, LANDSCAPE AREA | 1/8" | 1

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REVISIONS:

SHEET TITLE:
GRAPHIC ILLUSTRATION OF CALCULATIONS - PAVEMENT AREA, OPEN SPACE AREA, LANDSCAPE AREA

DATE: Feb, 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-1.2
OF SHEETS

1

PROJECT INFORMATION								
UNIT	TOTAL AREA	TYPE	AMI %	BUILDING	PRIVATE USABLE OPEN SPACE		STORAGE AREA	
101	584.17 S.F.	BMR	80%	MAIN	109.78 S.F.	PATIO	7.78 S.F.	PERSONAL
102	350.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
103	624.16 S.F.	BMR	80%	MAIN	–	–	7.78 S.F.	PERSONAL
104	360.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
105	360.36 S.F.	BMR	50%	MAIN	–	–	–	PERSONAL
201	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	38.38 S.F.	PERSONAL
202	707.51 S.F.	–	–	MAIN	–	–	23.84 S.F.	PERSONAL
203	707.51 S.F.	BMR	80%	MAIN	–	–	3.56 S.F.	PERSONAL
204	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	30.80 S.F.	PERSONAL
301	1174.34 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
302	1243.08 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
333–A	807.78 S.F.	BMR	80%	ADU	–	–	8.31 S.F.	PERSONAL
333–B	666.04 S.F.	BMR	80%	ADU	–	–	4.87 S.F.	PERSONAL
							241.5 S.F.	COMMON
					284.78 S.F.	TOTAL	419.42 S.F.	TOTAL

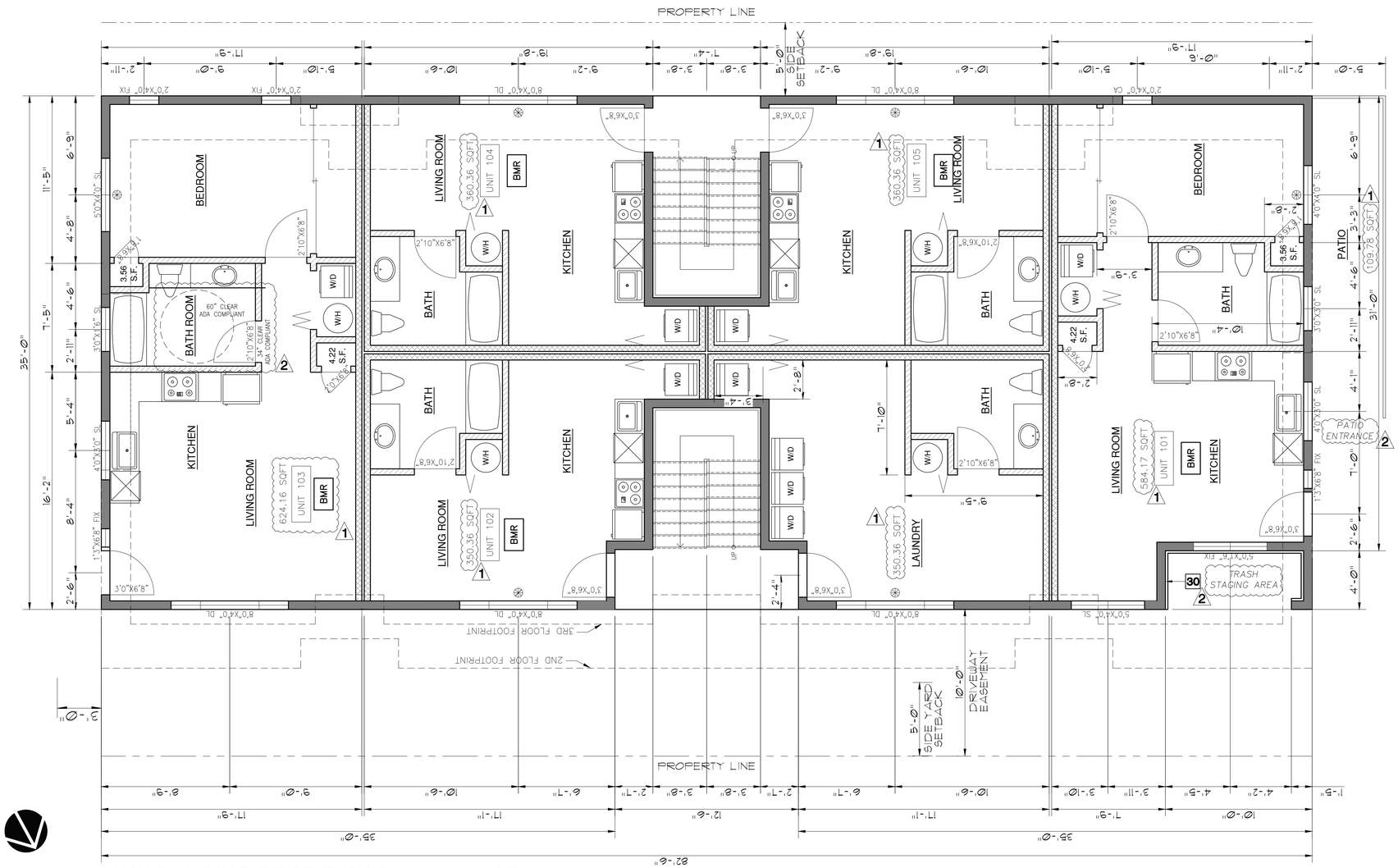
MAIN BUILDING

FIRST FLOOR – 2,847.54 SQFT
- 1 UNITS (STUDIO | 350.36 SQFT) – UNIT 102(BMR)
- 2 UNITS (STUDIO | 360.36 SQFT) – UNIT 104(BMR), UNIT 105(BMR)
- 1 UNIT (1 BED 1 BATH | 584.17 SQFT) – UNIT 101(BMR)
- 1 UNIT (1 BED 1 BATH | 624.16 SQFT) – UNIT 103(BMR)
- COMMON AREA: 608.13 SQFT

SECOND FLOOR – 3,131.91 SQFT
- 2 UNITS (1 BED, 1 BATH | 715.45 SQFT) – UNIT 201, UNIT 204
- 2 UNITS (1 BED, 1 BATH | 707.51 SQFT) – UNIT 202, UNIT 203(BMR)
- COMMON AREA: 371.31 SQFT

THIRD FLOOR – 2522.80 SQFT
- 1 UNIT (2 BED, 2 BATH | 1174.35 SQFT) – UNIT 301
- 1 UNIT (2 BED, 2 BATH | 1243.06 SQFT) – UNIT 302
- COMMON AREA: 195.01 SQFT

DETACHED ADU
- 1 UNIT (1BED, 1BATH | 666.04 SQFT) – UNIT 333–B(BMR)
- 1 UNIT (2 BED, 1 BATH | 807.78 SQFT) – UNIT 333–A(BMR)



MAIN BUILDING FIRST FLOOR - 2,887.54 SF

PROPOSED FLOOR PLAN(FIRST FLOOR) - MAIN BUILDING

1/4" | 1

LEGEND :

- EXISTING WALL TO REMAIN AND REPAIR AS REQUIRED.
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. ON BOTH SIDES (CDX OR OSB PLYW'D O/ STUD @ SHEAR WALLS)
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. INTERIOR SIDE 7/8" CEMENT PLASTER O/ (2) "D" PAPER BACKED LATH OR WOOD SIDING OVER 15# BLDG. PAPER (PAINTED) OVER CDX OR OSB PLYWOOD (SEE ELEVATIONS FOR EXTERIOR FINISH)
- GA FILE NO. WP 3116 (PROPRIETARY) 1–HR FIRE RATED BARRIER (55 to 59 STC SOUND)

  FIRE DESIGN: ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF DOUBLE ROW OF 2 x 4 WOOD STUDS 24" O.C. ON SEPARATE PLATES 1" APART WITH 1–1/4" TYPE W SCREWS, 8" O.C., 3–1/2" GLASS FIBER INSULATION FRICTION FIT IN STUD CAVITY ON BOTH SIDES OF THE WALL PARTITION. HORIZONTAL BRACING REQUIRED AT MID–HEIGHT. (LOAD–BEARING)

  SOUND DESIGN: SOUND TESTED AS CONSTRUCTED FOR FIRE.

  PROPRIETARY GYPSUM BOARD: AMERICAN GYPSUM COMPANY LLC (5/8" FIREBLOC® TYPE X GYPSUM BOARD
- WINDOWS

* TYPICAL ALL WATER SUPPLY PIPE TO BE COPPER.

All escape or rescue windows shall have a minimum net clear openable area of 5.7 square feet on 2nd floor & 5.0 square feet on 1st floor. The minimum net clear openable height dimension shall be 24". The minimum net clear openable width dimension shall be 20". When windows are provided as a means of escape or rescue they shall have the bottom of the opening no higher than 44 inches above the floor per CRC R310.1.

GENERAL PLAN NOTES

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1-3/8" THK. U.N.O. (SEE PLAN FOR SIZE)
2. ALL HOUSE TO GARAGE DOORS TO BE SOLID CORE 1-3/8" THK. W/ SELF CLOSING AND TIGHT FITTING. (SEE PLAN FOR SIZE)
3. ALL ENTRY DOORS TO BE SOLID CORE 1-3/4" THICK. (SEE PLAN FOR SIZE)
4. PROVIDE A LANDINGS WITH A MIN. DEPTH & WIDTH OF 36" AT ALL EXIT DOOR WHERE THE FINISH GRADE IS 0/ 1-3/4" BELOW THE FINISH PER 2022 CRC.
5. PROVIDE SOUND BATT INSULATION @ ALL INTERIOR WALL W/ R-13 MIN. PER OWNER.
6. WINDOW STYLE: SH: SINGLE HUNG, DH: DOUBLE HUNG, SL: SINGLE SLIDING, DL: DOUBLE SLIDING, CA: CASEMENT.
7. Carbon monoxide alarms shall be interconnected in such a manner that the activation of one alarm will active all of the alarms in the individual unit. ¾CRC R315.5¾

FLOOR PLAN NOTES

1. PROVIDE 3"X3" MIN. CONC. LANDING AT ALL NEW EXTERIOR DOOR OF 7.75" HI. STEP MAX. W/ MAX. 2% SLOPE ON EACH DIRECTION, PER CRC R311.3 & R311.3.2.
2. 22"X30" ATTIC ACCESS PANEL PER C.R.C. R807.
3. 100 AMPS ELECTRICAL SUB–PANEL.
4. TOILET ACCESS AREA SHALL BE 24"(D)X30"(W) W/ 15" MIN FROM CENTER OF TOILET TO EACH SIDE.
5. 36"X48", 36"X60" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
6. TEMPERED GLASS SHOWER ENCLOSURE W/ TOWER BAR.
7. PROVIDE "DUROCK" OR "WONDER BOARD" WALL LINING AROUND SHOWER/BATHTUB AREA. CULTURE MARBLE OR TILE FINISH.
8. ALL PLUMBING FIXTURES SHALL BE OF CPC APPROVED PRODUCTS. THE FIXTURE IN SHOWER SHALL HAVE PRESSURE OR THERMOSTATIC MIXING VALVE THAT LIMIT WATER TEMPERATURE TO 120F.
9. 36"X66", 42"X66" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
10. 400 AMPS ELECTRICAL PANEL & METER.
11. CLOTH DRYER, DRYER VENT TO OUTSIDE PER CMC 504.3. The dry exhaust duct shall not exceed a total combined horizontal and vertical length of 14 feet, including two 90–degree elbows. [CMC 504.4.2.1] The dryer exhaust duct shall include the following per CMC 504.4:
12. CLOTH WASHER, PROVIDE COLD AND HOT WATER.
13. 21"X21" SINK W/ GARBAGE DISPOSAL.
14. 36" OR 48" CLEAR REF. SPACE. PLUMB FOR WATER SUPPLY.
15. 12" OR 48" BUILT–IN RANGE OVEN COMBINATION W/ BUILT–IN HOOD, LIGHT & FAN. (VENT TO OUTSIDE AIR) RANGE HOOD SHALL BE HVI–CERTIFIED & RATED 100 CFM MIN. OF INTERMITTENT VENTILATION OR 50 CFM OF CONTINUOUS VENTILATION. (CEnC Section 150.0(o); CMC TABLE 403.7) GAS RANGE Per Subsection 12.22.020B.3.
16. DISHWASHER. PROVIDE SURFACE MOUNT AIR GAP IF REQUIRED.
17. SERVICE COUNTER & CABINET, STYLE PER OWNER.
18. ISLAND CABINET W/ A SERVICE SINK & 2 GFCI OUTLETS.
19. TUB. PROVIDE MOTOR ACCESS PANEL AT OPTIONAL HYDROMASSAGE BATHTUBS. (VERIFY)
    a. THE MOTOR SHALL BE UL LISTED FOR HYDRO–MASSAGE USE. (CPC 415.3)
    b. A REMOVABLE PANEL OF SUFFICIENT DIMENSION TO ACCESS THE PUMP. (CPC 415.0)
    c. GFCI SINGLE–PHASE OUTLET WITH BONDING PER CEC 680.71.
20. AIR HANDLER
21. FIRE SEPARATION BETWEEN HOUSE & GARAGE TO BE 1/2" GYP. BD. ON GARAGE SIDE W/ 6d COOLER NAIL AT 7" O.C. CONTINUOUS FROM GARAGE SLAB TO ROOF SHEATHING.
22. 18"X24" UNDER FLOOR ACCESS PANEL PER C.R.C. R408.
23. 2'0"X3'0" PAD PER MANUFACTURE FOR HVAC HEAT PUMP.
24. PROVIDE 5/8" TYPE "X" GYP. BD. UNDERNEATH STAIRCASE.
25. 32"X21" DOUBLE SINK W/ GARBAGE DISPOSAL.
26. WALK–IN PANTRY W/ 5 LEVELS SHELVING.
27. WATER HEATER.
28. Appliances in garages shall be guarded against such damage by being installed behind protective barriers or by being elevated or located out of the normal path of the vehicles. [CPC 507.13.1]
29. THE SMOKE ALARM IN THE HALLWAY TO BE PHOTOELECTRIC OR IONIZATION W/ALARM SILENCING SWITCH. [CRC R314.3.3]
30. 6" HEIGHT CURB ALONG THE WALLS OF THE STAGING AREA. The staging area must be a flat, smooth concrete surface.

Silicon Valley Custom Homes
682 Villa Street, Suite C1
Mountain View, CA 94041
www.svcustomhomes.com
(408) 204-0345

LICENSED ARCHITECT HAU-CHING LIAO C-28947 RENEWAL: 10-31-25 STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510–921–0276

DAVID CHAO MULTYFAMILY RESIDENCE & ADU

333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2025
2 City Comment May. 15, 2025

SHEET TITLE:
PROPOSED FLOOR PLAN(FIRST FLOOR) - MAIN BUILDING

DATE	PROJECT NO.
Feb. 2023	21-59
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-2.1
OF SHEETS

1

PROJECT INFORMATION								
UNIT	TOTAL AREA	TYPE	AMI %	BUILDING	PRIVATE USABLE OPEN SPACE		STORAGE AREA	
101	584.17 S.F.	BMR	80%	MAIN	109.78 S.F.	PATIO	7.78 S.F.	PERSONAL
102	350.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
103	624.16 S.F.	BMR	80%	MAIN	–	–	7.78 S.F.	PERSONAL
104	360.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
105	360.36 S.F.	BMR	50%	MAIN	–	–	–	PERSONAL
201	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	38.38 S.F.	PERSONAL
202	707.51 S.F.	–	–	MAIN	–	–	23.84 S.F.	PERSONAL
203	707.51 S.F.	BMR	80%	MAIN	–	–	3.56 S.F.	PERSONAL
204	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	30.80 S.F.	PERSONAL
301	1174.34 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
302	1243.08 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
333–A	807.78 S.F.	BMR	80%	ADU	–	–	8.31 S.F.	PERSONAL
333–B	666.04 S.F.	BMR	80%	ADU	–	–	4.87 S.F.	PERSONAL
							241.5 S.F.	COMMON
					284.78 S.F.	TOTAL	419.42 S.F.	TOTAL

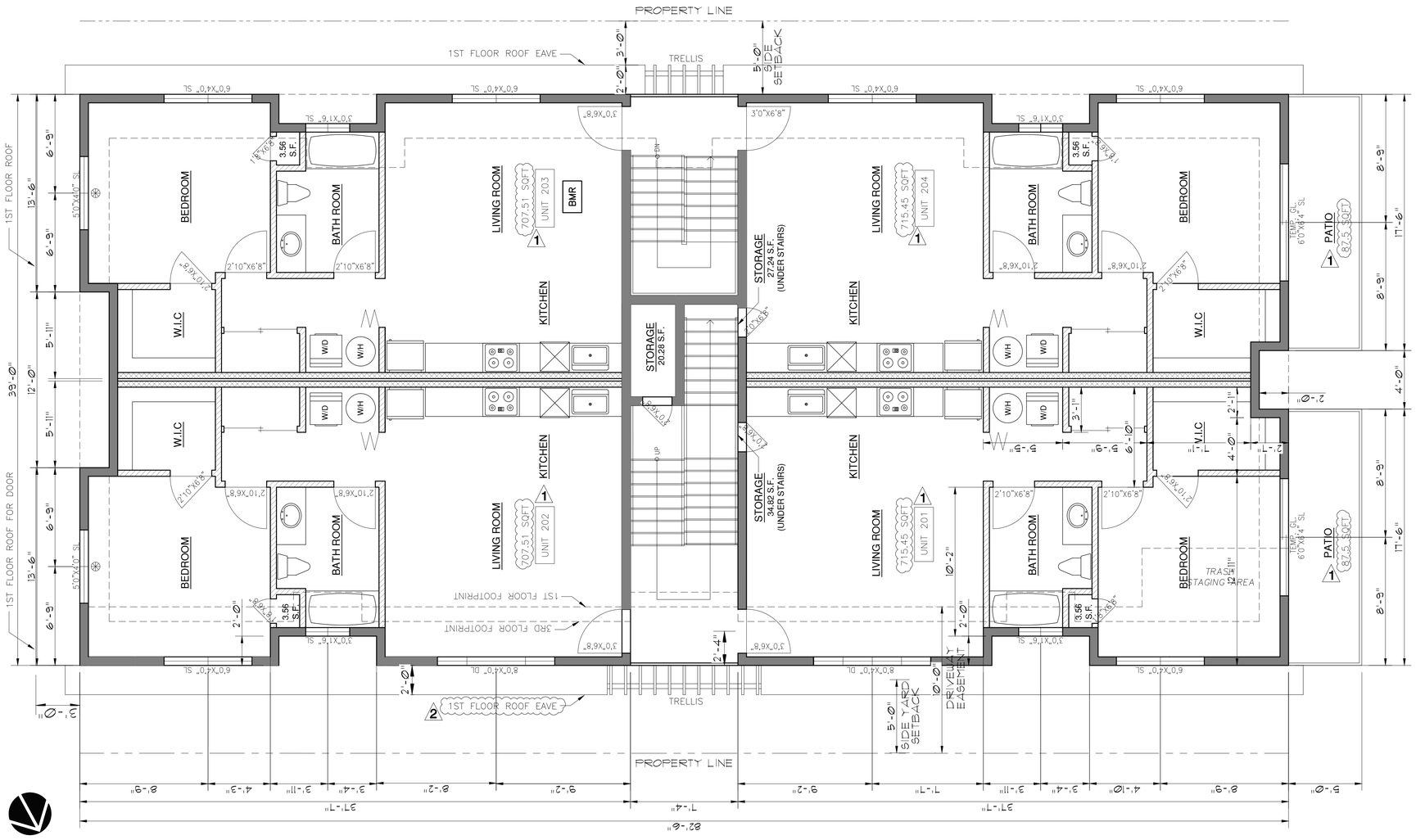
MAIN BUILDING

FIRST FLOOR – 2,847.54 SQFT
- 1 UNITS (STUDIO | 350.36 SQFT) – UNIT 102(BMR)
- 2 UNITS (STUDIO | 360.36 SQFT) – UNIT 104(BMR)
- UNIT 105(BMR)
- 1 UNIT (1 BED 1 BATH | 584.17 SQFT) – UNIT 101(BMR)
- 1 UNIT (1 BED 1 BATH | 624.16 SQFT) – UNIT 103(BMR)
- COMMON AREA: 608.13 SQFT

SECOND FLOOR – 3,131.91 SQFT
- 2 UNITS (1 BED, 1 BATH | 715.45 SQFT) – UNIT 201
- UNIT 204
- 2 UNITS (1 BED, 1 BATH | 707.51 SQFT) – UNIT 202
- UNIT 203(BMR)
- COMMON AREA: 371.31 SQFT

THIRD FLOOR – 2522.80 SQFT
- 1 UNIT (2 BED, 2 BATH | 1174.35 SQFT) – UNIT 301
- 1 UNIT (2 BED, 2 BATH | 1243.06 SQFT) – UNIT 302
- COMMON AREA: 195.01 SQFT

DETACHED ADU
- 1 UNIT (1BED, 1BATH | 666.04 SQFT) – UNIT 333–B(BMR)
- 1 UNIT (2 BED, 1 BATH | 807.78 SQFT) – UNIT 333–A(BMR)



MAIN BUILDING SECOND FLOOR - 3,217.23 SF

LEGEND :

- EXISTING WALL TO REMAIN AND REPAIR AS REQUIRED.
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. ON BOTH SIDES (CDX OR OSB PLYW'D O/ STUD @ SHEAR WALLS)
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. INTERIOR SIDE 7/8" CEMENT PLASTER O/ (2) "D" PAPER BACKED LATH OR WOOD SIDING OVER 15# BLDG. PAPER (PAINTED) OVER CDX OR OSB PLYWOOD (SEE ELEVATIONS FOR EXTERIOR FINISH)
- GA FILE NO. WP 3116 (PROPRIETARY) 1–HR FIRE RATED BARRIER (55 to 59 STC SOUND)

  FIRE DESIGN: ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF DOUBLE ROW OF 2 x 4 WOOD STUDS 24" O.C. ON SEPARATE PLATES 1" APART WITH 1–1/4" TYPE W SCREWS, 8" O.C., 3–1/2" GLASS FIBER INSULATION FRICTION FIT IN STUD CAVITY ON BOTH SIDES OF THE WALL PARTITION. HORIZONTAL BRACING REQUIRED AT MID–HEIGHT. (LOAD–BEARING)

  SOUND DESIGN: SOUND TESTED AS CONSTRUCTED FOR FIRE.

  PROPRIETARY GYPSUM BOARD: AMERICAN GYPSUM COMPANY LLC (5/8" FIREBLOC® TYPE X GYPSUM BOARD
- WINDOWS

* TYPICAL ALL WATER SUPPLY PIPE TO BE COPPER.

All escape or rescue windows shall have a minimum net clear openable area of 5.7 square feet on 2nd floor & 5.0 square feet on 1st floor. The minimum net clear openable height dimension shall be 24". The minimum net clear openable width dimension shall be 20". When windows are provided as a means of escape or rescue they shall have the bottom of the opening no higher than 44 inches above the floor per CRC R310.1.

GENERAL PLAN NOTES

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1-3/8" THK. U.N.O. (SEE PLAN FOR SIZE)
2. ALL HOUSE TO GARAGE DOORS TO BE SOLID CORE 1-3/8" THK. W/ SELF CLOSING AND TIGHT FITTING. (SEE PLAN FOR SIZE)
3. ALL ENTRY DOORS TO BE SOLID CORE 1-3/4" THICK. (SEE PLAN FOR SIZE)
4. PROVIDE A LANDINGS WITH A MIN. DEPTH & WIDTH OF 36" AT ALL EXIT DOOR WHERE THE FINISH GRADE IS 0/ 7-3/4" BELOW THE FINISH PER 2022 CRC.
5. PROVIDE SOUND BATT INSULATION @ ALL INTERIOR WALL W/ R-13 MIN. PER OWNER.
6. WINDOW STYLE: SH: SINGLE HUNG, DH: DOUBLE HUNG, SL: SINGLE SLIDING, DL: DOUBLE SLIDING, CA: CASEMENT.
7. Carbon monoxide alarms shall be interconnected in such a manner that the activation of one alarm will active all of the alarms in the individual unit. 3/4CRC R315.5/8

FLOOR PLAN NOTES

1. PROVIDE 3'X3' MIN. CONC. LANDING AT ALL NEW EXTERIOR DOOR OF 7.75" HI. STEP MAX. W/ MAX. 2% SLOPE ON EACH DIRECTION, PER CRC R311.3 & R311.3.2.
2. 22"X30" ATTIC ACCESS PANEL PER C.R.C. R807.
3. 100 AMPS ELECTRICAL SUB–PANEL.
4. TOILET ACCESS AREA SHALL BE 24"(D)X30"(W) W/ 15" MIN FROM CENTER OF TOILET TO EACH SIDE.
5. 36"X48", 36"X60" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
6. TEMPERED GLASS SHOWER ENCLOSURE W/ TOWER BAR.
7. PROVIDE "DUROCK" OR "WONDER BOARD" WALL LINING AROUND SHOWER/BATHTUB AREA. CULTURE MARBLE OR TILE FINISH.
8. ALL PLUMBING FIXTURES SHALL BE OF CPC APPROVED PRODUCTS. THE FIXTURE IN SHOWER SHALL HAVE PRESSURE OR THERMOSTATIC MIXING VALVE THAT LIMIT WATER TEMPERATURE TO 120F.
9. 36"X66", 42"X66" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
10. 400 AMPS ELECTRICAL PANEL & METER.
11. CLOTH DRYER, DRYER VENT TO OUTSIDE PER CMC 504.3. The dry exhaust duct shall not exceed a total combined horizontal and vertical length of 14 feet, including two 90–degree elbows. [CMC 504.4.2.1] The dryer exhaust duct shall include the following per CMC 504.4:
12. CLOTH WASHER, PROVIDE COLD AND HOT WATER.
13. 21"X21" SINK W/ GARBAGE DISPOSAL.
14. 36" OR 48" CLEAR REF. SPACE. PLUMB FOR WATER SUPPLY.
15. 12" OR 48" BUILT–IN RANGE OVEN COMBINATION W/ BUILT–IN HOOD, LIGHT & FAN. (VENT TO OUTSIDE AIR) RANGE HOOD SHALL BE HVI–CERTIFIED & RATED 100 CFM MIN. OF INTERMITTENT VENTILATION OR 50 CFM OF CONTINUOUS VENTILATION. (CEnC Section 150.0(o); CMC TABLE 403.7) GAS RANGE Per Subsection 12.22.02(28.3.
16. DISHWASHER. PROVIDE SURFACE MOUNT AIR GAP IF REQUIRED.
17. SERVICE COUNTER & CABINET, STYLE PER OWNER.
18. ISLAND CABINET W/ A SERVICE SINK & 2 GFCI OUTLETS.
19. TUB. PROVIDE MOTOR ACCESS PANEL AT OPTIONAL HYDROMASSAGE BATHTUBS. (VERIFY)
    a. THE MOTOR SHALL BE UL LISTED FOR HYDRO–MASSAGE USE. (CPC 415.3)
    b. A REMOVABLE PANEL OF SUFFICIENT DIMENSION TO ACCESS THE PUMP. (CPC 415.0)
    c. GFCI SINGLE–PHASE OUTLET WITH BONDING PER CEC 680.71.
20. AIR HANDLER
21. FIRE SEPARATION BETWEEN HOUSE & GARAGE TO BE 1/2" GYP. BD. ON GARAGE SIDE W/ 6d COOLER NAIL AT 7" O.C. CONTINUOUS FROM GARAGE SLAB TO ROOF SHEATHING.
22. 18"X24" UNDER FLOOR ACCESS PANEL PER C.R.C. R408.
23. 2'0"X3'0" PAD PER MANUFACTURE FOR HVAC HEAT PUMP.
24. PROVIDE 5/8" TYPE "X" GYP. BD. UNDERNEATH STAIRCASE.
25. 32"X21" DOUBLE SINK W/ GARBAGE DISPOSAL.
26. WALK–IN PANTRY W/ 5 LEVELS SHELVING.
27. WATER HEATER.
28. Appliances in garages shall be guarded against such damage by being installed behind protective barriers or by being elevated or located out of the normal path of the vehicles. [CPC 507.13.1]
29. THE SMOKE ALARM IN THE HALLWAY TO BE PHOTOELECTRIC OR IONIZATION W/ALARM SILENCING SWITCH. [CRC R314.3.3]
30. 6" HEIGHT CURB ALONG THE WALLS OF THE STAGING AREA. The staging area must be a flat, smooth concrete surface.

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OWNER:
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510–921–0276

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MULTYFAMILY RESIDENCE & ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2023

SHEET TITLE:
PROPOSED FLOOR PLAN(SECOND FLOOR) - MAIN BUILDING

DATE	PROJECT NO.
Feb. 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET A-2.2

OF SHEETS

PROPOSED FLOOR PLAN(SECOND FLOOR) - MAIN BUILDING | 1/4" | 1

1

PROJECT INFORMATION								
UNIT	TOTAL AREA	TYPE	AMI %	BUILDING	PRIVATE USABLE OPEN SPACE		STORAGE AREA	
101	584.17 S.F.	BMR	80%	MAIN	109.78 S.F.	PATIO	7.78 S.F.	PERSONAL
102	350.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
103	624.16 S.F.	BMR	80%	MAIN	–	–	7.78 S.F.	PERSONAL
104	360.36 S.F.	BMR	80%	MAIN	–	–	–	PERSONAL
105	360.36 S.F.	BMR	50%	MAIN	–	–	–	PERSONAL
201	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	38.38 S.F.	PERSONAL
202	707.51 S.F.	–	–	MAIN	–	–	23.84 S.F.	PERSONAL
203	707.51 S.F.	BMR	80%	MAIN	–	–	3.56 S.F.	PERSONAL
204	715.45 S.F.	–	–	MAIN	87.5 S.F.	PATIO	30.80 S.F.	PERSONAL
301	1174.34 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
302	1243.08 S.F.	–	–	MAIN	–	–	26.30 S.F.	PERSONAL
333-A	807.78 S.F.	BMR	80%	ADU	–	–	8.31 S.F.	PERSONAL
333-B	666.04 S.F.	BMR	80%	ADU	–	–	4.87 S.F.	PERSONAL
							241.5 S.F.	COMMON
					284.78 S.F.	TOTAL	419.42 S.F.	TOTAL

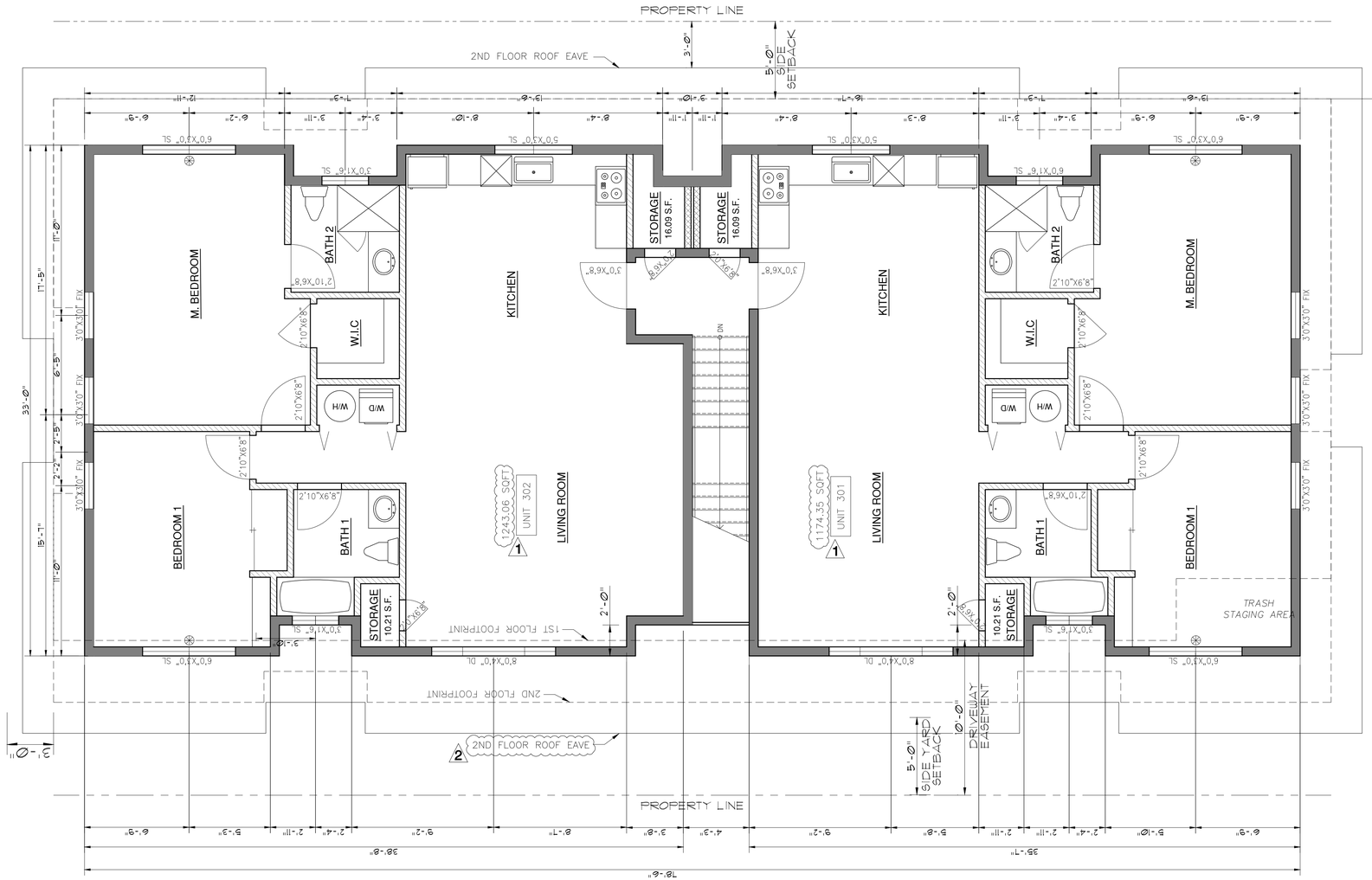
MAIN BUILDING

FIRST FLOOR – 2,847.54 SQFT
- 1 UNITS (STUDIO | 350.36 SQFT) – UNIT 102(BMR)
- 2 UNITS (STUDIO | 360.36 SQFT) – UNIT 104(BMR)
  UNIT 105(BMR)
- 1 UNIT (1 BED 1 BATH | 584.17 SQFT) – UNIT 101(BMR)
- 1 UNIT (1 BED 1 BATH | 624.16 SQFT) – UNIT 103(BMR)
- COMMON AREA: 608.13 SQFT

SECOND FLOOR – 3,131.91 SQFT
- 2 UNITS (1 BED, 1 BATH | 715.45 SQFT) – UNIT 201
  UNIT 204
- 2 UNITS (1 BED, 1 BATH | 707.51 SQFT) – UNIT 202
  UNIT 203(BMR)
- COMMON AREA: 371.31 SQFT

THIRD FLOOR – 2522.80 SQFT
- 1 UNIT (2 BED, 2 BATH | 1174.35 SQFT) – UNIT 301
- 1 UNIT (2 BED, 2 BATH | 1243.06 SQFT) – UNIT 302
- COMMON AREA: 195.01 SQFT

DETACHED ADU
- 1 UNIT (1BED, 1BATH | 666.04 SQFT) – UNIT 333-B(BMR)
- 1 UNIT (2 BED, 1 BATH | 807.78 SQFT) – UNIT 333-A(BMR)



MAIN BUILDING THIRD FLOOR - 2,612.43 SF

LEGEND :

- EXISTING WALL TO REMAIN AND REPAIR AS REQUIRED.
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. ON BOTH SIDES (CDX OR OSB PLYW'D O/ STUD @ SHEAR WALLS)
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. INTERIOR SIDE 7/8" CEMENT PLASTER O/ (2) "D" PAPER BACKED LATH OR WOOD SIDING OVER 15# BLDG. PAPER (PAINTED) OVER CDX OR OSB PLYWOOD (SEE ELEVATIONS FOR EXTERIOR FINISH)
- GA FILE NO. WP 3116 (PROPRIETARY) 1-HR FIRE RATED BARRIER (55 to 59 STC SOUND)

  FIRE DESIGN: ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF DOUBLE ROW OF 2 x 4 WOOD STUDS 24" O.C. ON SEPARATE PLATES 1" APART WITH 1-1/4" TYPE W SCREWS, 8" O.C., 3-1/2" GLASS FIBER INSULATION FRICTION FIT IN STUD CAVITY ON BOTH SIDES OF THE WALL PARTITION. HORIZONTAL BRACING REQUIRED AT MID-HEIGHT. (LOAD-BEARING)

  SOUND DESIGN: SOUND TESTED AS CONSTRUCTED FOR FIRE.

  PROPRIETARY GYPSUM BOARD: AMERICAN GYPSUM COMPANY LLC (5/8" FIREBLOC® TYPE X GYPSUM BOARD
- WINDOWS

* TYPICAL ALL WATER SUPPLY PIPE TO BE COPPER.

All escape or rescue windows shall have a minimum net clear openable area of 5.7 square feet on 2nd floor & 5.0 square feet on 1st floor. The minimum net clear openable height dimension shall be 24". The minimum net clear openable width dimension shall be 20". When windows are provided as a means of escape or rescue they shall have the bottom of the opening no higher than 44 inches above the floor per CRC R310.1.

GENERAL PLAN NOTES

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1-3/8" THK. U.N.O. (SEE PLAN FOR SIZE)
2. ALL HOUSE TO GARAGE DOORS TO BE SOLID CORE 1-3/8" THK. W/ SELF CLOSING AND TIGHT FITTING. (SEE PLAN FOR SIZE)
3. ALL ENTRY DOORS TO BE SOLID CORE 1-3/4" THICK. (SEE PLAN FOR SIZE)
4. PROVIDE 4 LANDINGS WITH A MIN. DEPTH & WIDTH OF 36" AT ALL EXIT DOOR WHERE THE FINISH GRADE IS 0/ 7-3/4" BELOW THE FINISH PER 2022 CRC.
5. PROVIDE SOUND BATT INSULATION @ ALL INTERIOR WALL W/ R-13 MIN. PER OWNER.
6. WINDOW STYLE: SH: SINGLE HUNG, DH: DOUBLE HUNG, SL: SINGLE SLIDING, DL: DOUBLE SLIDING, CA: CASEMENT.
7. Carbon monoxide alarms shall be interconnected in such a manner that the activation of one alarm will active all of the alarms in the individual unit. 3/4CRC R315.5 7/8

FLOOR PLAN NOTES

1. PROVIDE 3'X3" MIN. CONC. LANDING AT ALL NEW EXTERIOR DOOR OF 7.75" HI. STEP MAX. W/ MAX. 2% SLOPE ON EACH DIRECTION, PER CRC R311.3 & R311.3.2.
2. 22"X30" ATTIC ACCESS PANEL PER C.R.C. R807.
3. 100 AMPS ELECTRICAL SUB-PANEL.
4. TOILET ACCESS AREA SHALL BE 24"(D)X30"(W) W/ 15" MIN FROM CENTER OF TOILET TO EACH SIDE.
5. 36"X48", 36"X60" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
6. TEMPERED GLASS SHOWER ENCLOSURE W/ TOWER BAR.
7. PROVIDE "DUROCK" OR "WONDER BOARD" WALL LINING AROUND SHOWER/BATHTUB AREA. CULTURE MARBLE OR TILE FINISH.
8. ALL PLUMBING FIXTURES SHALL BE OF CPC APPROVED PRODUCTS. THE FIXTURE IN SHOWER SHALL HAVE PRESSURE OR THERMOSTATIC MIXING VALVE THAT LIMIT WATER TEMPERATURE TO 120F.
9. 36"X66", 42"X66" SHOWER W/ ASPHALT SEALED. TILE TO 72". U.O.N. PROVIDE SOAP DISH.
10. 400 AMPS ELECTRICAL PANEL & METER.
11. CLOTH DRYER, DRYER VENT TO OUTSIDE PER CMC 504.3. The dry exhaust duct shall not exceed a total combined horizontal and vertical length of 14 feet, including two 90-degree elbows. [CMC 504.4.2.1] The dryer exhaust duct shall include the following per CMC 504.4:
12. CLOTH WASHER, PROVIDE COLD AND HOT WATER.
13. 21"X21" SINK W/ GARBAGE DISPOSAL.
14. 36" OR 48" CLEAR REF. SPACE, PLUMB FOR WATER SUPPLY.
15. 12" OR 48" BUILT-IN RANGE OVEN COMBINATION W/ BUILT-IN HOOD, LIGHT & FAN. (VENT TO OUTSIDE AIR) RANGE HOOD SHALL BE HVI-CERTIFIED & RATED 100 CFM MIN. OF INTERMITTENT VENTILATION OR 50 CFM OF CONTINUOUS VENTILATION. (CEnC Section 150.0(o); CMC TABLE 403.7) GAS RANGE Per Subsection 12.22.020B.3.
16. DISHWASHER. PROVIDE SURFACE MOUNT AIR GAP IF REQUIRED.
17. SERVICE COUNTER & CABINET, STYLE PER OWNER.
18. ISLAND CABINET W/ A SERVICE SINK & 2 GFCI OUTLETS.
19. TUB, PROVIDE MOTOR ACCESS PANEL AT OPTIONAL HYDROMASSAGE BATHTUBS. (VERIFY)
    a. THE MOTOR SHALL BE UL LISTED FOR HYDRO-MASSAGE USE. (CPC 415.3)
    b. A REMOVABLE PANEL OF SUFFICIENT DIMENSION TO ACCESS THE PUMP. (CPC 415.0)
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20. AIR HANDLER
21. FIRE SEPARATION BETWEEN HOUSE & GARAGE TO BE 1/2" GYP. BD. ON GARAGE SIDE W/ 6d COOLER NAIL AT 7" O.C. CONTINUOUS FROM GARAGE SLAB TO ROOF SHEATHING.
22. 18"X24" UNDER FLOOR ACCESS PANEL PER C.R.C. R408.
23. 2'0"X3'0" PAD PER MANUFACTURE FOR HVAC HEAT PUMP.
24. PROVIDE 5/8" TYPE "X" GYP. BD. UNDERNEATH STAIRCASE.
25. 32"X21" DOUBLE SINK W/ GARBAGE DISPOSAL.
26. WALK-IN PANTRY W/ 5 LEVELS SHELVING.
27. WATER HEATER.
28. Appliances in garages shall be guarded against such damage by being installed behind protective barriers or by being elevated or located out of the normal path of the vehicles. [CPC 507.13.1]
29. THE SMOKE ALARM IN THE HALLWAY TO BE PHOTOELECTRIC OR IONIZATION W/ALARM SILENCING SWITCH. [CRC R314.3.3]
30. 6" HEIGHT CURB ALONG THE WALLS OF THE STAGING AREA. The staging area must be a flat, smooth concrete surface.

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LICENSED ARCHITECT HAU-CHING LIAO C-28947 RENEWAL: 10-31-25 STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510-921-0276

DAVID CHAO MULTYFAMILY RESIDENCE & ADU

333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:

1	City Comment	Feb. 14, 2025

SHEET TITLE:

PROPOSED FLOOR PLAN(THIRD FLOOR) - MAIN BUILDING

DATE	PROJECT NO.
Feb, 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-2.3
OF SHEETS

PROPOSED FLOOR PLAN(THIRD FLOOR) - MAIN BUILDING | 1/4" | 1

MAIN BUILDING

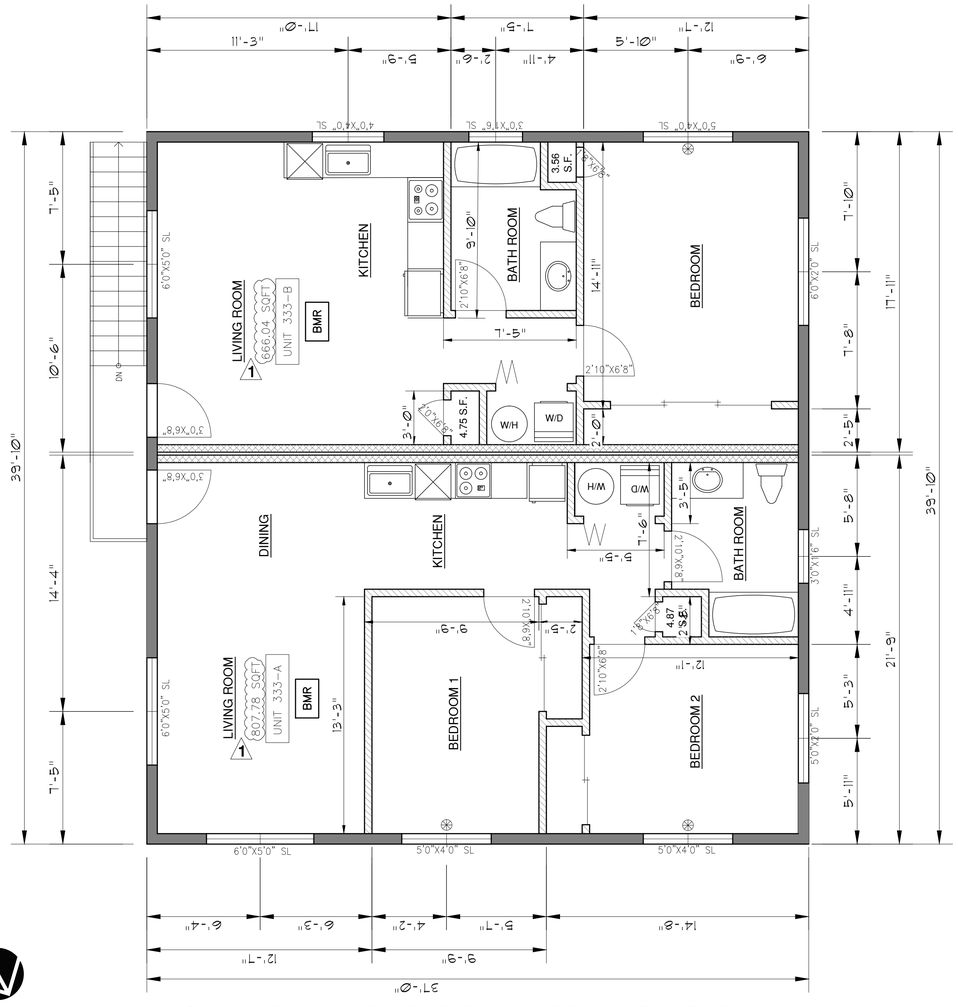
FIRST FLOOR – 2,847.54 SQFT
1 UNITS (STUDIO | 350.36 SQFT) – UNIT 102(BMR)
2 UNITS (STUDIO | 360.36 SQFT) – UNIT 104(BMR)
UNIT 105(BMR)
1 UNIT (1 BED 1 BATH | 584.17 SQFT) – UNIT 101(BMR)
1 UNIT (1 BED 1 BATH | 624.16 SQFT) – UNIT 103(BMR)
COMMON AREA: 608.13 SQFT

SECOND FLOOR – 3,131.91 SQFT
2 UNITS (1 BED, 1 BATH | 715.45 SQFT) – UNIT 201
UNIT 204
2 UNITS (1 BED, 1 BATH | 707.51 SQFT) – UNIT 202
UNIT 203(BMR)
COMMON AREA: 371.31 SQFT

THIRD FLOOR – 2522.80 SQFT
1 UNIT (2 BED, 2 BATH | 1174.35 SQFT) – UNIT 301
1 UNIT (2 BED, 2 BATH | 1243.06 SQFT) – UNIT 302
COMMON AREA: 195.01 SQFT

DETACHED ADU

1 UNIT (1BED, 1BATH | 666.04 SQFT) – UNIT 333–B(BMR)
1 UNIT (2 BED, 1 BATH | 807.78 SQFT) – UNIT 333–A(BMR)



2 DETACHED ADU SECOND FLOOR - 1544.54 SF

LEGEND :

- EXISTING WALL TO REMAIN AND REPAIR AS REQUIRED.
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. ON BOTH SIDES (CDX OR OSB PLYW'D O/ STUD @ SHEAR WALLS)
- 2X OR 3X WOOD STUDS W/ 1/2" THK. GYP. BD. INTERIOR SIDE 7/8" CEMENT PLASTER O/ (2) "D" PAPER BACKED LATH OR WOOD SIDING OVER 15# BLDG. PAPER (PAINTED) OVER CDX OR OSB PLYWOOD (SEE ELEVATIONS FOR EXTERIOR FINISH)
- GA FILE NO. WP 3116 (PROPRIETARY) 1–HR FIRE RATED BARRIER (55 to 59 STC SOUND)

  FIRE DESIGN: ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF DOUBLE ROW OF 2" × 4" WOOD STUDS 24" O.C. ON SEPARATE PLATES 1" APART WITH 1–1/4" TYPE W SCREWS, 8" O.C., 3–1/2" GLASS FIBER INSULATION FRICTION FIT IN STUD CAVITY ON BOTH SIDES OF THE WALL PARTITION. HORIZONTAL BRACING REQUIRED AT MID–HEIGHT. (LOAD–BEARING)

  SOUND DESIGN: SOUND TESTED AS CONSTRUCTED FOR FIRE.

  PROPRIETARY GYPSUM BOARD: AMERICAN GYPSUM COMPANY LLC (5/8" FIREBLOC® TYPE X GYPSUM BOARD
- WINDOWS

* TYPICAL ALL WATER SUPPLY PIPE TO BE COPPER.

All escape or rescue windows shall have a minimum net clear openable area of 5.7 square feet on 2nd floor & 5.0 square feet on 1st floor. The minimum net clear openable height dimension shall be 24". The minimum net clear openable width dimension shall be 20". When windows are provided as a means of escape or rescue they shall have the bottom of the opening no higher than 44 inches above the floor per CRC R310.1.

GENERAL PLAN NOTES

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1-3/8" THK. U.N.O. (SEE PLAN FOR SIZE)
2. ALL HOUSE TO GARAGE DOORS TO BE SOLID CORE 1-3/8" THK. W/ SELF CLOSING AND TIGHT FITTING. (SEE PLAN FOR SIZE)
3. ALL ENTRY DOORS TO BE SOLID CORE 1-3/4" THICK. (SEE PLAN FOR SIZE)
4. PROVIDE 4 LANDINGS WITH A MIN. DEPTH & WIDTH OF 36" AT ALL EXIT DOOR WHERE THE FINISH GRADE IS O/ 1-3/4" BELOW THE FINISH PER 2022 C.R.C.
5. PROVIDE SOUND BATT INSULATION @ ALL INTERIOR WALL W/ R-13 MIN. PER OWNER.
6. WINDOW STYLE: SH: SINGLE HUNG, DH: DOUBLE HUNG, SL: SINGLE SLIDING, DL: DOUBLE SLIDING, CA: CASEMENT.
7. Carbon monoxide alarms shall be interconnected in such a manner that the activation of one alarm will active all of the alarms in the individual unit. ¾CRC R315.5⅛

FLOOR PLAN NOTES

1. PROVIDE 3'X3' MIN. CONC. LANDING AT ALL NEW EXTERIOR DOOR OF 7.75" HI. STEP MAX. W/ MAX. 2% SLOPE ON EACH DIRECTION, PER CRC R311.3 & R311.3.2.
2. 22"X30" ATTIC ACCESS PANEL PER C.R.C. R807.
3. 100 AMPS ELECTRICAL SUB–PANEL.
4. TOILET ACCESS AREA SHALL BE 24"(D)X30"(W) W/ 15" MIN FROM CENTER OF TOILET TO EACH SIDE.
5. 36"X48", 36"X60" SHOWER W/ ASPHALT SEALED. TILE TO 72", U.O.N. PROVIDE SOAP DISH.
6. TEMPERED GLASS SHOWER ENCLOSURE W/ TOWER BAR.
7. PROVIDE "DUROCK" OR "WONDER BOARD" WALL LINING AROUND SHOWER/BATHTUB AREA. CULTURE MARBLE OR TILE FINISH.
8. ALL PLUMBING FIXTURES SHALL BE OF CPC APPROVED PRODUCTS. THE FIXTURE IN SHOWER SHALL HAVE PRESSURE OR THERMOSTATIC MIXING VALVE THAT LIMIT WATER TEMPERATURE TO 120F.
9. 36"X66", 42"X66" SHOWER W/ ASPHALT SEALED. TILE TO 72", U.O.N. PROVIDE SOAP DISH.
10. 400 AMPS ELECTRICAL PANEL & METER.
11. CLOTH DRYER, DRYER VENT TO OUTSIDE PER CMC 504.3. The dry exhaust duct shall not exceed a total combined horizontal and vertical length of 14 feet, including two 90–degree elbows. [CMC 504.4.2.1] The dryer exhaust duct shall include the following per CMC 504.4:
12. CLOTH WASHER, PROVIDE COLD AND HOT WATER.
13. 21"X21" SINK W/ GARBAGE DISPOSAL.
14. 36" OR 48" CLEAR REF. SPACE. PLUMB FOR WATER SUPPLY.
15. 12" OR 48" BUILT–IN RANGE OVEN COMBINATION W/ BUILT–IN HOOD, LIGHT & FAN, (VENT TO OUTSIDE AIR) RANGE HOOD SHALL BE HVI–CERTIFIED & RATED 100 CFM MIN. OF INTERMITTENT VENTILATION OR 50 CFM OF CONTINUOUS VENTILATION. (CEnC Section 150.0(o); CMC TABLE 403.7) GAS RANGE Per Subsection 12.22.1208.3.
16. DISHWASHER. PROVIDE SURFACE MOUNT AIR GAP IF REQUIRED.
17. SERVICE COUNTER & CABINET, STYLE PER OWNER.
18. ISLAND CABINET W/ A SERVICE SINK & 2 GFCI OUTLETS.
19. TUB. PROVIDE MOTOR ACCESS PANEL AT OPTIONAL HYDROMASSAGE BATHTUBS. (VERIFY)
    a. THE MOTOR SHALL BE UL LISTED FOR HYDRO–MASSAGE USE. (CPC 415.3)
    b. A REMOVABLE PANEL OF SUFFICIENT DIMENSION TO ACCESS THE PUMP. (CPC 415.0)
    c. GFCI SINGLE–PHASE OUTLET WITH BONDING PER CEC 680.71.
20. AIR HANDLER
21. FIRE SEPARATION BETWEEN HOUSE & GARAGE TO BE 1/2" GYP. BD. ON GARAGE SIDE W/ 6d COOLER NAIL AT 7" O.C. CONTINUOUS FROM GARAGE SLAB TO ROOF SHEATHING.
22. 18"X24" UNDER FLOOR ACCESS PANEL PER C.R.C. R408.
23. 2'0"X3'0" PAD PER MANUFACTURE FOR HVAC HEAT PUMP.
24. PROVIDE 5/8" TYPE "X" GYP. BD. UNDERNEATH STAIRCASE.
25. 32"X21" DOUBLE SINK W/ GARBAGE DISPOSAL.
26. WALK–IN PANTRY W/ 5 LEVELS SHELVING.
27. WATER HEATER.
28. Appliances in garages shall be guarded against such damage by being installed behind protective barriers or by being elevated or located out of the normal path of the vehicles. [CPC 507.13.1]
29. THE SMOKE ALARM IN THE HALLWAY TO BE PHOTOELECTRIC OR IONIZATION W/ALARM SILENCING SWITCH. [CRC R314.3.3]
30. 6" HEIGHT CURB ALONG THE WALLS OF THE STAGING AREA. The staging area must be a flat, smooth concrete surface.

UTILITY LEGEND:

	CEILING TRACK LED LIGHT	▶	TELEPHONE JACK
	CEILING PENDANT LED LIGHT	▷	DATA JACK
	WALL MOUNTED LED LIGHT	TV	TV JACK
	CEILING MOUNTED LED LIGHT		LIGHT SWITCH
	CEILING RECESSED LED LIGHT	^{3}	3 WAY LIGHT SWITCH
	CEILING RECESSED LED LIGHT SHOULD BE SUITABLE FOR DAMP AND WET LOCATIONS	D	DIMMER
	TUBE SKYLITE (SIZE PER OWNER)		DRYER VENT
J	JUNCTION BOX FOR SUSPENDED LIGHT		ENERGY STAR EXHAUST FAN W/50 CFM MIN. HUMIDITY CONTROL, PER CGC 4.506.1
	ROPE LED LIGHT		SUPPLY AIR DIFFUSER
	WALL SCONE LED LIGHT SHOULD BE SUITABLE FOR DAMP AND WET LOCATIONS		RETURN AIR DIFFUSER
	DUPLEX 110VAC OUTLET		MOTION SENSOR LIGHT
	DUPLEX 220VAC OUTLET		SPEAKER
	THERMOSTAT		TRACK LIGHT
MS	MOTION SENSOR W/ INTEGRAL PHOTO CONTROL	SD	110V HOT WIRE PHOTOELECTRIC SMOKE DETECTOR W/ BATTERY BACKUP, PER CRC R314.3
	HOSE BIB	CD	110V HOT WIRE CARBON MONOXIDE DETECTOR W/ BATTERY BACKUP, PER CRC R315.3
DB	DOOR BELL		WHOLE HOUSE FAN

NOTE:

* ALL GROUND FLOOR UNITS SHALL COMPLY WITH CBC CHAPTER 11A AS REQUIRED FOR ADAPTABLE UNITS AND BE ON AN ACCESSIBLE ROUTE. CBC 1104A.1

* PROVIDE 12" MINIMUM CLEARANCE IN FRONT OF 2" OR LESS UNDER–FLOOR CLEANOUT PIPING AND 18" IF MORE THAN 2" DIAMETER PIPE.J

* NO UNDER–FLOOR CLEANOUT SHALL BE LOCATED MORE THAN 20 FEET FROM CRAWL HOLE ACCESS PANEL. (CPC 707.10)

* OUTDOOR A/C SUCTION LINE INSULATION EXPOSED TO WEATHER SHALL BE PROTECTED FROM U/V DETERIORATION OR PHYSICAL DAMAGE. (CEES 150()2, 150(m)9.

* ALL INSTALLED LUMINAIRES SHALL MEET THE REQUIREMENTS IN TABLE 150.0.A FOR HIGH EFFICACY (CENC SEC. 150(k)1).

* ENVIRONMENTAL AIR DUCTS SUCH AS VENTILATION FOR HUMAN USAGE, KITCHEN RANGE EXHAUST, BATHROOM EXHAUST, AND CLOTHES DRYER EXHAUST SHALL BE EQUIPPED WITH BACK–DRAFT DAMPER PER CMC 504.1.

* TERMINATION OF ALL ENVIRONMENTAL AIR DUCTS SHALL BE A MINIMUM OF 3' FROM ANY OPENINGS INTO THE BUILDING (i.e., BATH FAN, ETC., MUST BE 3' AWAY FROM DOORS, WINDOWS, OPENING SKYLIGHTS OR ATTIC VENTS) CMC 504.5.

* SINGLE–WALL METAL PIPE SHALL NOT BE USED AS A VENT IN DWELLINGS & RESIDENTIAL OCCUPANCIES PER CMC 802.7.4.1.

* EACH BATHROOM CONTAINING A BATHTUB, SHOWER OR TUB/SHOWER COMBINATION SHALL BE MECHANICALLY VENTILATED (EXHAUST FAN) FOR PURPOSES OF HUMIDITY CONTROL IN ACCORDANCE W/ CMC CHAPTER 4, & CGC CHPATER 4, DIVISION 4.5. (R303.3.1)

* RECESSED DOWNLIGHT LUMINAIRES IN CEILINGS SHALL BE LISTED FOR ZERO CLEARANCE, SHALL BE CERTIFIED AS AIRTIGHT (INCLUDING EXHAUST FAN HOUSINGS), SHALL BE SEALED WITH A GASKET OR CAULK BETWEEN THE LUMINAIRE HOUSING AND CEILING, SHALL NOT CONTAIN SCREW BASE SOCKETS, & ALL LIGHT SOURCES SHALL BE MARKED WITH "JA8–2019–E" AS SPECIFIED IN REFERENCE JOINT APPENDIX JA8.

* ALL FORWARD PHASE CUT DIMMERS USED WITH LED LIGHT SOURCES SHALL COMPLY WITH NEMA SSL 7A.

* EXHAUST FANS SHALL BE SWITCHED SEPARATELY FROM LIGHTING SYSTEM.

* LUMINAIRES SHALL BE SWITCHED WITH READILY ACCESSIBLE CONTROLS THAT PERMIT THE LUMINAIRES TO BE MANUALLY SWITCHED ON & OFF.

* IN BATHROOMS, GARAGES, LAUNDRY ROOMS, & UTILITY ROOMS, AT LEAST ONE LUMINAIRE IN EACH OF THESE SPACES SHALL BE CONTROLLED BY A VANCANCY SENSOR.

* DIMMERS OR VANCANCY SENSORS SHALL CONTROL ALL LUMINAIRES (EXCEPTIONS: LUMINAIRES IN CLOSETS LESS THAN 70 SF & IN HALLWAYS).

* UNDER CABINET LIGHTING SHALL BE SWITCHED SEPARATELY FROM OTHER LIGHTING SYSTEMS.

* RESIDENTIAL OUTDOOR LIGHTING SHALL BE CONTROLLED BY A MANUAL ON & OFF SWITCH WITH PHOTOCELL & MOTION SENSOR.

* ALL RECEPTACLES IN BATHROOMS, GARAGES, ACCESSORY BUILDINGS, OUTDOORS, OUTDOORS, CRAWL SPACES, UNFINISHED BASEMENTS, KITCHENS (WHERE RECEPTACLE RECEPTACLE SERVE COUNTER TOP SURFACES), LAUNDRY AREA, SINKS (WITHIN 6' OF THE EDGE OF THE SINKS, BATHTUBS, OR SHOWERS), SHALL HAVE GROUND–FAULT CIRCUIT INTERRUPTER (GFCI) PROTECTION. (CEC 201.8)

* A MIN. OF TWO 20A SMALL APPLIANCE BRANCH CIRCUITS SHALL BE PROVIDED FOR ALL RECEPTACLE OUTLETS IN THE KITCHEN, DINING ROOM, PANTRY, OR OTHER SIMILAR AREA. (CEC 210.11(C)(1))

* AT LEAST ONE 20A BRANCH CIRCUIT SHALL BE PROVIDED TO SUPPLY LAUNDRY RECEPTACLE OUTLETS. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS. (CEC 210.11(C)(2))

* A DEDICATED 20–AMP CIRCUIT SHALL BE PROVIDED TO SERVE THE REQUIRED BATHROOM OUTLETS. THIS CIRCUIT CANNOT SUPPLY ANY OTHER RECEPTACLES/LIGHT/FAN PER CEC 210.11(C)(3).

* ALL 120V, SINGLE–PHASE, 15A & 20A BRANCH CIRCUITS SUPPLYING OUTLETS OR DEVICES INSTALLED IN DWELLING UNIT KITCHENS, FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, PARLORS, LIBRARIES, DENS, BEDROOMS, SUNROOMS, RECREATION ROOMS, CLOSETS, HALLWAYS, LAUNDRY AREAS OR SIMILAR ROOMS OR AREA SHALL BE PROTECTED BY A LISTED ARC–FAULT CIRCUIT INTERRUPTER PER CEC 210.12.

* ALL WALL SPACES, 2' OR MORE IN WIDTH, SHALL HAVE RECEPTACLES INSTALLED SUCH THAT NO POINT MEASURED HORIZONTALLY IS MORE THAN 6' FROM A RECEPTACLE (12' MAXIMUM SPACING) (CEC 210.52(A)(1)&(2))

* COUNTERTOPS IN KITCHEN, PANTRIES, BREAKFAST ROOMS, DINING ROOMS & SIMILAR AREAS, SPACES 12" OR WIDER SHALL HAVE RECEPTACLES INSTALLED SUCH THAT NO POINT ALONG THA WALL IS MORE THAN 2' FROM RECEPTACLE. (CEC 210.52(C)(1))

* BATHTUB & SHOWER FLOORS & WALLS ABOVE BATHTUBS W/ INSTALLED SHOWER HEADS SHALL BE FINISHED W/ A NONABSORBENT SURFACE TO A HEIGHT NOT LESS THAN 6' ABOVE THE FLOOR PER CRC R307.2.

* 125V & 250V RECEPTACLES INSTALLED OUTDOORS IN WET LOCATION SHALL HAVE A LISTED ENCLOSURE THAT IS "EXTRA DUTY" & WEATHERPROOF WHETHER OR NOT THAT ATTACHMENT PLUG CAP IS INSERTED (CEC 406.8 (B)(1))

* ALL 120V & 250V, 15A & 20A RECEPTACLE OUTLETS SHALL BE LISTED TAMPER–RESISTANT RECEPTACLES PER CEC 406.1.2.

* THE NEW SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM SHALL ACTIVATE ALL OF THE ALAMS. (CRC R314.4)

TABLE 150.0-A CLASSIFICATION OF HIGH EFFICACY LIGHT SOURCES

High Efficacy Light Sources Light sources shall comply with one of the columns below:	
Light sources in this column other than those installed in ceiling recessed downlight luminaires are classified as high efficacy and are not required to comply with Reference Joint Appendix JA8	Light sources in this column are only considered to be high efficacy if they are certified to the Commission as High Efficacy Light Sources in accordance with Reference Joint Appendix JA8 and be marked as required by JA8.
1. Pin-based linear or compact fluorescent light sources using electronic ballasts. 2. Pulse-start metal halide light sources. 3. High pressure sodium light sources. 4. Luminaires with hardwired high frequency generator and induction lamp. 5. LED light sources installed outdoors. 6. Inseparable SSL luminaires containing colored light sources that are installed to provide decorative lighting.	8. All light sources in ceiling recessed downlight luminaires. Note that ceiling recessed downlight luminaires shall not have screw bases regardless of lamp type as described in Section 150.0(k)1C 9. Any light source not otherwise listed in this table.

PROPOSED FLOOR PLAN(SECOND FLOOR) - DETACHED ADU | 1/4" | 1

Silicon Valley Custom Homes
682 Villa Street, Suite C1
Mountain View, CA 94041
www.svcustomhomes.com
(408) 204-0345

LICENSED ARCHITECT HAU-CHING LIAO C-28947 RENEWAL: 10-31-25 STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510–921–0276

DAVID CHAO MULTYFAMILY RESIDENCE & ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2025

SHEET TITLE:
PROPOSED FLOOR PLAN(SECOND FLOOR) - DETACHED ADU

DATE Feb, 2023 | PROJECT NO. 21-59
SCALE AS SHOWN | DRAWN HC
SHEET A-2.4
OF SHEETS

GENERAL NOTE:

1. WINDOWS AND GLAZED DOORS MUST HAVE LABELS FOR THE "U" AND "SHGC" FACTORS TAHT ARE REQUIRED BY THE ENERGY DOCUMENTATION. SEE THE ENERGY COMPLIANCE INFORMATION LOCATED ON SHEET T24 FOR THE REQUIRED VALUES."

ELEVATION NOTES:

1. NEW ROOF TO BE 40 YEARS COMPOSITION SHINGLE, CLASS "C" MIN. TO BE SOLAR FRIENDLY.
2. 24 GA. METAL GUTTER AND DOWN SPOUT
3. TYP. DOUBLE GLAZED VINYL WINDOW
4. METAL VERTICAL RAILING
5. 6" HOUSE NUMBER WITH 1/2 INCH MINIMUM STROKE
6. EXTERIOR LIGHTS
7. TRELLIS FOR CLIMBING PLANTS

1

EXTERIOR BUILDING FINISH:

1. STUCCO 1 – 1/8 GRAY BLOCK
2. STUCCO 2 – 1/8 PLATINUM
3. VERTICAL SIDING – ARCTIC WHITE
4. HORIZONTAL SIDING – KHAKI BROWN
5. HORIZONTAL SIDING – ARCTIC WHITE

8 1-HR FIRE RATED BARRIER

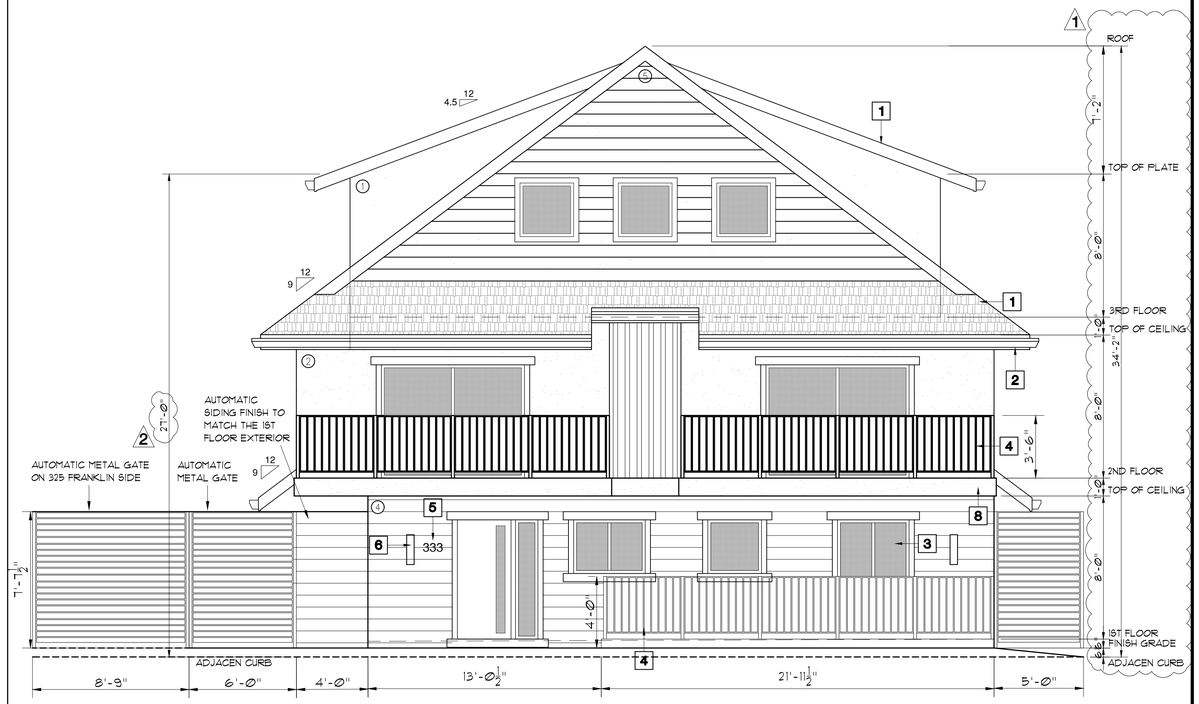
GA FILE NO. FC 5011 (60 to 64 STC SOUND)

WOOD I-JOISTS, WOOD STRUCTURAL PANELS, GYPSUM TOPPING, RESILIENT CHANNELS, GYPSUM PANELS

FIRE DESIGN:
BASE LAYER–1/2" PROPRIETARY TYPE X GYPSUM PANEL APPLIED AT RIGHT ANGLES TO RESILIENT CHANNELS 24" O.C. (16" O.C. WHEN INSULATION IS USED) WITH 1" TYPE S SCREWS 16" O.C. GYPSUM PANEL END JOINTS LOCATED MIDWAY BETWEEN CONTINUOUS CHANNELS AND ATTACHED WITH SCREWS 8" TO ADDITIONAL PIECES OF CHANNEL 60" LONG LOCATED 3" BACK ON EITHER SIDE OF THE END JOINT. RESILIENT CHANNELS APPLIED AT RIGHT ANGLES TO MINIMUM 10" DEEP WOOD I-JOISTS SPACED A MAXIMUM OF 19" O.C. WITH 1-1/4" TYPE S SCREWS.
FACE LAYER–1/2" PROPRIETARY TYPE X GYPSUM PANEL APPLIED AT RIGHT ANGLES TO RESILIENT CHANNELS 1-5/8" TYPE S SCREWS 8" O.C. AND 1-1/2" TYPE G SCREWS 8" O.C. AT THE BUTT JOINTS LOCATED MID-SPAN BETWEEN THE RESILIENT CHANNELS.
GLASS FIBER INSULATION SECURED TO SUBFLOOR OR LOOSE FILL INSULATION APPLIED DIRECTLY OVER GYPSUM PANEL. WOOD I-JOISTS SUPPORTING 19/32" WOOD STRUCTURAL PANEL SUBFLOOR APPLIED AT RIGHT ANGLES TO JOISTS WITH CONSTRUCTION ADHESIVE AND 6D RING SHANK NAILS 12" O.C. MINIMUM
1/2" PROPRIETARY GYPSUM FLOOR TOPPING APPLIED OVER SUBFLOOR.

SOUND DESIGN:
STC RATED WITH I-JOISTS SPACED 24" O.C., 3-1/2" GLASS FIBER INSULATION IN JOIST SPACES, 3/4" PROPRIETARY GYPSUM FLOOR TOPPING POURED OVER 1/4" PROPRIETARY SOUND REDUCTION MAT, AND WITH FINISH FLOORING OF SHEET VINYL, ENGINEERED WOOD LAMINATE, AND CERAMIC TILE. (STC 64 WHEN SHEET VINYL OR ENGINEERED WOOD LAMINATE IS APPLIED TO THE FLOOR; STC 66 WHEN TESTED WITH CERAMIC TILE APPLIED TO FLOOR.)

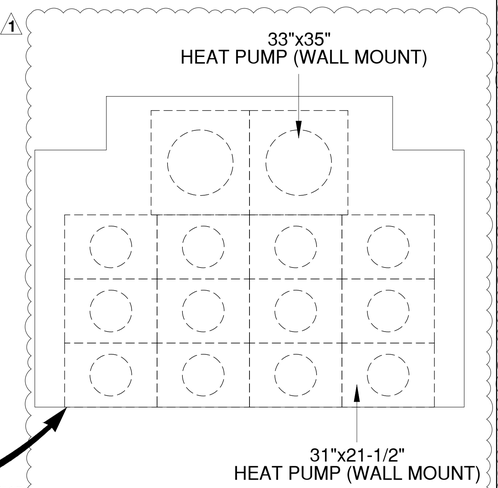
PROPRIETARY GYPSUM COMPONENTS
UNITED STATES GYPSUM COMPANY
1/2" SHEETROCK® BRAND FIRECODE® C PANELS
LEVELROCK® BRAND FLOOR UNDERLAYMENT



A. PROPOSED FRONT ELEVATION - MAIN BUILDING

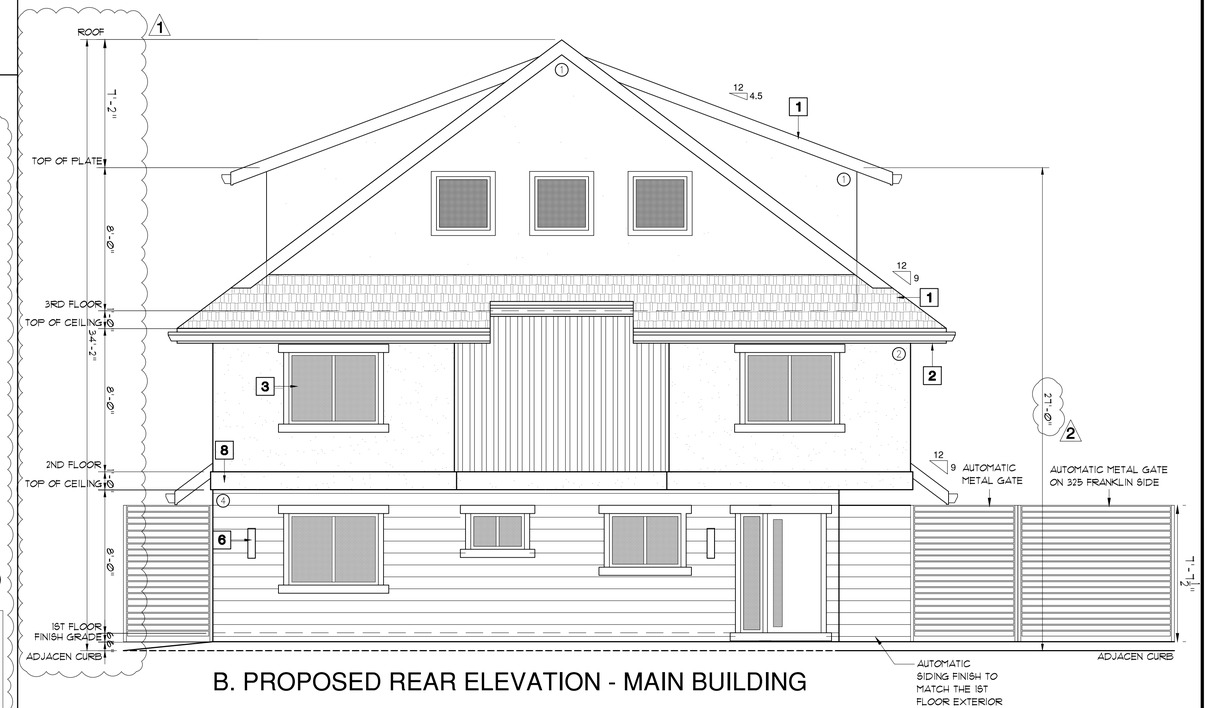


B. PROPOSED REAR ELEVATION - MAIN BUILDING



12 HEAT PUMP(31"x21-1/2") 15,000 BTU
FOR STUDIOS, 1 BED UNITS.

2 HEAT PUMP(33"x35") 36,000 BTU
FOR 2 BED UNITS.



B. PROPOSED REAR ELEVATION - MAIN BUILDING

HEAT PUMP LOCATION - MAIN BUILDING | 2

PROPOSED ELEVATIONS(FRONT, REAR) - MAIN BUILDING | 1/4" | 1

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682 Villa Street, Suite C1
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www.svcustomhomes.com
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LICENSED ARCHITECT
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MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:

1 City Comment Feb. 14, 2023

SHEET TITLE:

PROPOSED ELEVATIONS(FRONT, REAR) - MAIN BUILDING

DATE	PROJECT NO.
Feb. 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-3.1
OF SHEETS

GENERAL NOTE:

1. WINDOWS AND GLAZED DOORS MUST HAVE LABELS FOR THE "U" AND "SHGC" FACTORS TAHT ARE REQUIRED BY THE ENERGY DOCUMENTATION. SEE THE ENERGY COMPLIANCE INFORMATION LOCATED ON SHEET T24 FOR THE REQUIRED VALUES."

ELEVATION NOTES:

1. NEW ROOF TO BE 40 YEARS COMPOSITION SHINGLE, CLASS "C" MIN. TO BE SOLAR FRIENDLY.
2. 24 GA. METAL GUTTER AND DOWN SPOUT
3. TYP. DOUBLE GLAZED VINYL WINDOW
4. METAL VERTICAL RAILING
5. 6" HOUSE NUMBER WITH 1/2 INCH MINIMUM STROKE
6. EXTERIOR LIGHTS
7. TRELLIS FOR CLIMBING PLANTS

EXTERIOR BUILDING FINISH:

1. STUCCO 1 – 1/8 GRAY BLOCK
2. STUCCO 2 – 1/8 PLATINUM
3. VERTICAL SIDING – ARCTIC WHITE
4. HORIZONTAL SIDING – KHAKI BROWN



PROPOSED LEFT ELEVATION (NORTH) - MAIN BUILDING



C. PROPOSED RIGHT ELEVATION (SOUTH) - MAIN BUILDING

PROPOSED ELEVATIONS(LEFT, RIGHT) - MAIN BUILDING | 1/4" | 1

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MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2025

SHEET TITLE:
PROPOSED ELEVATIONS(LEFT, RIGHT) - MAIN BUILDING

DATE	PROJECT NO.
Feb. 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-3.2
OF SHEETS

GENERAL NOTE:

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ELEVATION NOTES:

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8. 1-HR FIRE RATED BARRIER
   GA FILE NO. FC 5011 (60 to 64 STC SOUND)

   WOOD I-JOISTS, WOOD STRUCTURAL PANELS, GYPSUM TOPPING, RESILIENT CHANNELS, GYPSUM PANELS

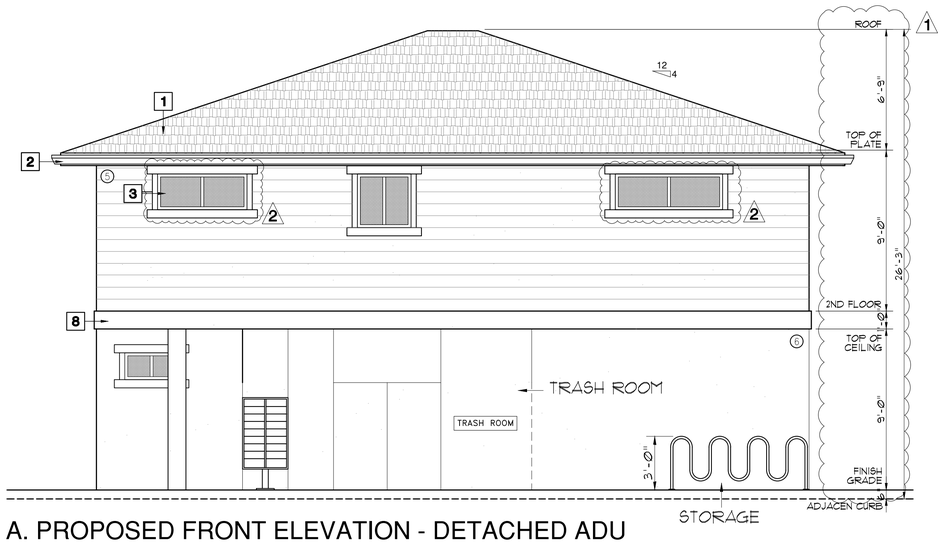
   FIRE DESIGN:
   BASE LAYER-1/2" PROPRIETARY TYPE X GYPSUM PANEL APPLIED AT RIGHT ANGLES TO RESILIENT CHANNELS 24" O.C. (16" O.C. WHEN INSULATION IS USED) WITH 1" TYPE S SCREWS 16" O.C. GYPSUM PANEL END JOINTS LOCATED MIDWAY BETWEEN CONTINUOUS CHANNELS AND ATTACHED WITH SCREWS 8" TO ADDITIONAL PIECES OF CHANNEL 60" LONG LOCATED 3" BACK ON EITHER SIDE OF THE END JOINT. RESILIENT CHANNELS APPLIED AT RIGHT ANGLES TO MINIMUM 10" DEEP WOOD I-JOISTS SPACED A MAXIMUM OF 19" O.C. WITH 1-1/4" TYPE S SCREWS.
   FACE LAYER-1/2" PROPRIETARY TYPE X GYPSUM PANEL APPLIED AT RIGHT ANGLES TO RESILIENT CHANNELS 1-5/8" TYPE S SCREWS 8" O.C. AND 1-1/2" TYPE G SCREWS 8" O.C. AT THE BUTT JOINTS LOCATED MID-SPAN BETWEEN THE RESILIENT CHANNELS.
   GLASS FIBER INSULATION SECURED TO SUBFLOOR OR LOOSE FILL INSULATION APPLIED DIRECTLY OVER GYPSUM PANEL. WOOD I-JOISTS SUPPORTING 19/32" WOOD STRUCTURAL PANEL SUBFLOOR APPLIED AT RIGHT ANGLES TO JOISTS WITH CONSTRUCTION ADHESIVE AND 6D RING SHANK NAILS 12" O.C. MINIMUM 1/2" PROPRIETARY GYPSUM FLOOR TOPPING APPLIED OVER SUBFLOOR.

   SOUND DESIGN:
   STC RATED WITH I-JOISTS SPACED 24" O.C., 3-1/2" GLASS FIBER INSULATION IN JOIST SPACES, 3/4" PROPRIETARY GYPSUM FLOOR TOPPING POURED OVER 1/4" PROPRIETARY SOUND REDUCTION MAT, AND WITH FINISH FLOORING OF SHEET VINYL, ENGINEERED WOOD LAMINATE, AND CERAMIC TILE. (STC 64 WHEN SHEET VINYL OR ENGINEERED WOOD LAMINATE IS APPLIED TO THE FLOOR; STC 66 WHEN TESTED WITH CERAMIC TILE APPLIED TO FLOOR.)

   PROPRIETARY GYPSUM COMPONENTS
   UNITED STATES GYPSUM COMPANY
   1/2" SHEETROCK® BRAND FIRECODE® C PANELS
   LEVELROCK® BRAND FLOOR UNDERLAYMENT

EXTERIOR BUILDING FINISH:

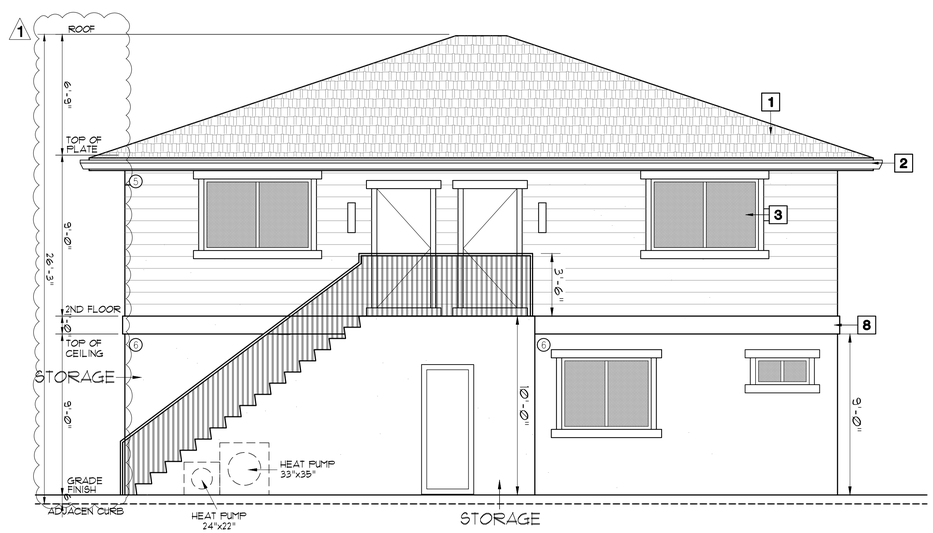
1. STUCCO 1 – 1/8 GRAY BLOCK
2. STUCCO 2 – 1/8 PLATINUM
3. VERTICAL SIDING – ARCTIC WHITE
4. HORIZONTAL SIDING – KHAKI BROWN
5. HORIZONTAL SIDING – ARCTIC WHITE
6. STUCCO 3 – MATCH THE COLOR W/ THE HORIZONTAL SIDING (KHAKI BROWN)



A. PROPOSED FRONT ELEVATION - DETACHED ADU



C. PROPOSED LEFT ELEVATION (NORTH) - DETACHED ADU



B. PROPOSED REAR ELEVATION - DETACHED ADU



D. PROPOSED RIGHT ELEVATION (SOUTH) - DETACHED ADU

PROPOSED ELEVATIONS - DETACHED ADU | 1/4" | 1

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C-28947
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STATE OF CALIFORNIA

OWNER:
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510-921-0276

DAVID CHAO
MULTYFAMILY RESIDENCE
& ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2025

SHEET TITLE:
PROPOSED ELEVATIONS - DETACHED ADU

DATE	PROJECT NO.
Feb, 2023	21-58
SCALE	DRAWN
AS SHOWN	HC

SHEET
A-3.3
OF SHEETS

GreenPoint Rated Checklist:

* LOW-VOC INTERIOR WALL/CEILING PAINTS. (<50 GPL VOCS REGARDLESS OF SHEEN)
* USE LOW-VOC COATINGS THAT MEET SCAQMD RULE 1113.
* USE LOW-VOC CAULKS, CONSTRUCTION ADHESIVES AND SEALANTS THAT MEET SCAQMD RULE 1168.
* REDUCE FORMALDEHYDE IN INTERIOR FINISH - MEET CURRENT CARB AIRBORNE TOXIC CONTROL MEASURE (ATCM) FOR COMPOSITE WOOD FORMALDEHYDE LIMITS BY MANDATORY COMPLIANCE DATES.
* ALL CARPET AND 80% OF RESILIENT FLOORING IS LOW EMITTING.
* PROTECT ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS AT EXTERIOR WALLS AGAINST THE PASSAGE OF RODENTS.
* PROTECT DOCUMENTATION OF VOC LIMITS AND FINISH MATERIALS.
* CHECK MOISTURE CONTENT OF BUILDING MATERIALS USED IN WALL AND FLOOR FRAMING FEFORE ENCLOSURE.
* HVAC SYSTEM INSTALLERS MUST BE TRAINED AND CERTIFIED AND SPECIAL INSPECTORS EMPLOYED BY THE ENFORCING AGENCY MUST BE QUALIFIED.
* CARPET & CARPET SYSTEMS SHALL BE COMPLIANT WITH VOC LIMITS. (4.504.3)

GreenPoint Rated Checklist:

* HIGH EFFICIENCY SHOWERHEADS ≤ 2.0 GPM AT 80 PSI. (MULTIPLE SHOWERHEADS SHALL NOT EXCEED MAX. FLOW RATES)
* HIGH EFFICIENCY BATHROOM FAUCETS ≤ 1.5 GPM AT 60 PSI.
* HIGH EFFICIENCY KITCHEN AND UTILITY FAUCETS ≤ 1.8 GPM.
* INSTALL ONLY HIGH EFFICIENCY TOILETS. (DUAL-FLUSH OR ≤ 1.28 GPF) PER CPC 402.2.2.
* DESIGN AND INSTALL HVAC SYSTEM TO ACCA MANUAL J, D, AND S RECOMMENDATIONS.
* DUCT SYSTEMS ARE SIZED, DESIGNED, AND EQUIPMENT IS SELECTED PER SEC. 4.507.2. HVAC SYSTEM INSTALLERS MUST BE TRAINED AND CERTIFIED AND SPECIAL INSPECTORS EMPLOYED BY THE ENFORCING AGENCY MUT BE QUALIFIED.
* INSTALL ENERGY STAR BATHROOM FANS ON TIMER AND HUMIDISTAT.
* INSTALL WHOLE HOUSE FAN W/ INSULATED LOUVERS/COVERS (MIN. R-4.2) WHICH CLOSE WHEN THE FAN IS OFF.
* COMPLIANCE WITH ASHRAE 62.2 MECHANICAL VENTILATION STANDARDS. (AS ADOPTED IN T-24 PART 6)
* ALL PLUMBING FIXTURES & FITTINGS SHALL MEET THE STANDARDS REFERENCED IN TABLE 1401.1 OF 2019 CPC PER CGBSC 4.303.3.2.



B. PROPOSED SIDE OVERALL ELEVATION - LEFT (NORTH)



C. PROPOSED RIGHT ELEVATION (SOUTH) - MAIN BUILDING

B. PROPOSED SIDE OVERALL ELEVATION - RIGHT

SIDE OVERALL ELEVATION | 1/8" | 1

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LICENSED ARCHITECT HAU-CHING LIAO C-28947 RENEWAL: 10-31-25 STATE OF CALIFORNIA

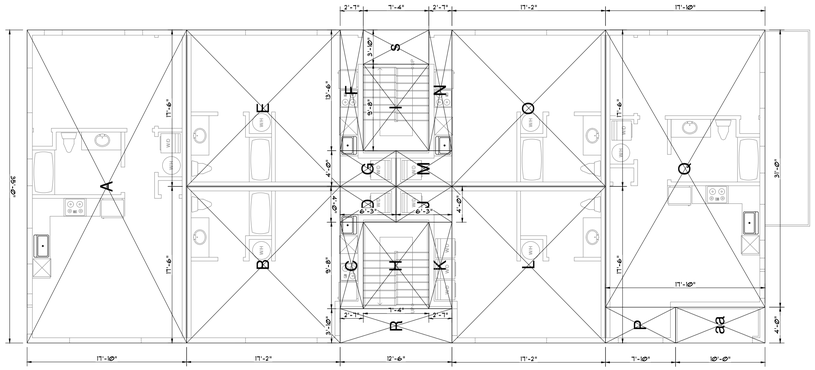
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510-921-0276

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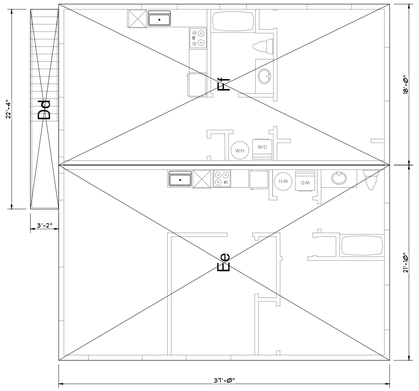
REVISIONS:

SHEET TITLE:
SIDE OVERALL ELEVATION

DATE: Feb, 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-3.4
OF SHEETS



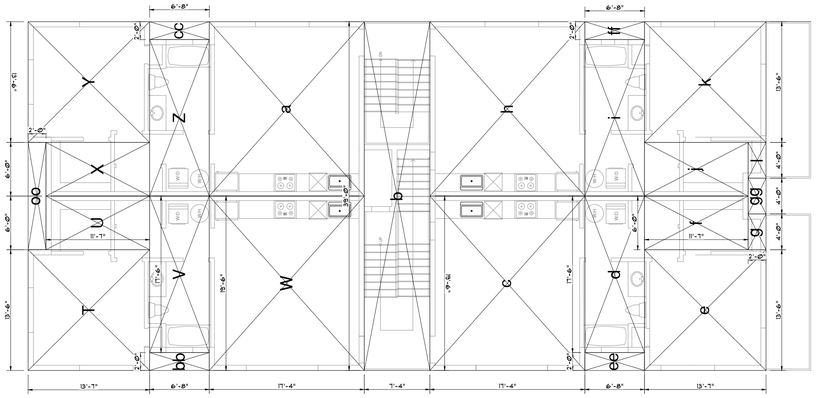
FIRST FLOOR - MAIN BUILDING



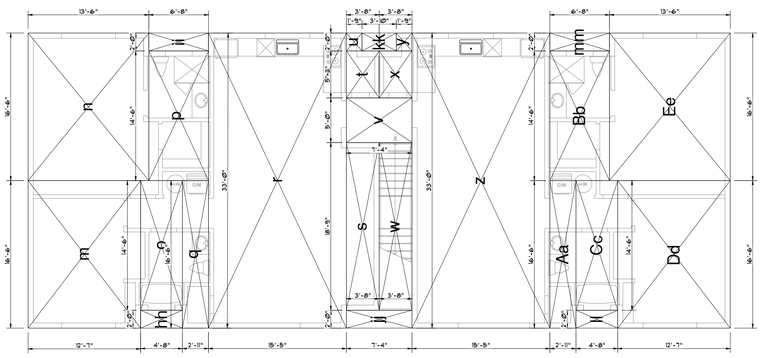
SECOND FLOOR - DETACHED ADU

ADU FLOOR AREA CALCULATION

Ee =	21'10"X37'0"= 807.78 SF
UNIT 333-A(BMR)	807.78 SF
Ff =	18'0"X37'0"= 666.04 SF
UNIT 333-B(BMR)	666.04 SF
Dd =	22'4"X3'2"= 114.03 SF
COMMON AREA	70.72 SF
ADU SUBTOTAL	1544.54 SF



SECOND FLOOR - MAIN BUILDING



THIRD FLOOR - MAIN BUILDING

1ST FLOOR AREA CALCULATION

A =	35'0"X17'10"= 624.16 SF
UNIT 103(BMR)	624.16 SF
B =	17'6"X17'2"= 300.38 SF
C =	9'8"X2'7"= 24.98 SF
D =	4'0"X6'3"= 25.00 SF
UNIT 102(BMR)	350.36 SF
E =	17'6"X17'2"= 300.38 SF
F =	13'6"X2'7"= 34.98 SF
G =	4'0"X6'3"= 25.00 SF
UNIT 104(BMR)	360.36 SF
M =	4'0"X6'3"= 25.00 SF
N =	13'6"X2'7"= 34.98 SF
O =	17'6"X17'2"= 300.38 SF
UNIT 106(BMR)	360.36 SF
P =	4'0"X7'10"= 31.33 SF
Q =	31'0"X17'10"= 552.84 SF
UNIT 101(BMR)	584.17 SF
J =	4'0"X6'3"= 25.00 SF
K =	9'8"X2'7"= 24.98 SF
L =	17'6"X17'2"= 300.38 SF
H =	9'8"X7'4"= 70.89 SF
I =	9'8"X7'4"= 70.89 SF
R =	3'10"X12'6"= 47.91 SF
S =	3'10"X7'4"= 28.08 SF
aa =	10'X4'= 40.00 SF
COMMON AREA	608.13 SF
1ST FLOOR SUBTOTAL	2,887.54 SF

2ND FLOOR AREA CALCULATION

T =	13'6"X13'7"= 183.39 SF
U =	6'0"X11'7"= 69.50 SF
V =	17'6"X6'8"= 116.66 SF
W =	19'6"X17'4"= 337.96 SF
UNIT 202	707.51 SF
X =	13'6"X13'7"= 183.39 SF
Y =	6'0"X11'7"= 69.50 SF
Z =	17'6"X6'8"= 116.66 SF
a =	19'6"X17'4"= 337.96 SF
UNIT 203(BMR)	707.51 SF
c =	19'6"X17'4"= 337.90 SF
d =	17'6"X6'8"= 116.66 SF
e =	13'6"X13'7"= 183.39 SF
f =	6'0"X11'7"= 69.50 SF
g =	4'0"X2'0"= 8.00 SF
UNIT 201	715.45 SF
h =	19'6"X17'4"= 337.90 SF
i =	17'6"X6'8"= 116.66 SF
j =	6'0"X11'7"= 69.50 SF
k =	13'6"X13'7"= 183.39 SF
l =	4'0"X2'0"= 8.00 SF
UNIT 204	715.45 SF
b =	39'0"X7'4"= 285.99 SF
bb =	6'8"X2'0"= 13.33 SF
cc =	6'8"X2'0"= 13.33 SF
ee =	6'8"X2'0"= 13.33 SF
ff =	6'8"X2'0"= 13.33 SF
gg =	4'X2'= 8.00 SF
oo =	12'X2'= 24.00 SF
COMMON AREA	371.31 SF
2ND FLOOR SUBTOTAL	3,217.23 SF

3RD FLOOR AREA CALCULATION

m =	16'6"X12'7"= 207.58 SF
n =	16'6"X13'6"= 222.74 SF
o =	14'6"X4'8"= 67.69 SF
p =	14'6"X6'8"= 96.66 SF
q =	16'6"X2'11"= 48.13 SF
r =	33'X15'5"= 508.84 SF
s =	18'9"X3'8"= 68.71 SF
t =	5'3"X3'8"= 19.24 SF
u =	2'0"X1'9"= 3.49 SF
UNIT 302	1,243.08 SF
x =	5'3"X3'8"= 19.24 SF
y =	2'0"X1'9"= 3.49 SF
z =	33'0"X15'5"= 508.84 SF
Aa =	16'6"X2'11"= 48.13 SF
Bb =	14'6"X6'8"= 96.66 SF
Cc =	14'6"X4'8"= 67.66 SF
Dd =	16'6"X12'7"= 207.58 SF
Ee =	16'6"X13'6"= 222.74 SF
UNIT 301	1,174.34 SF
v =	5'0"X7'4"= 36.64 SF
w =	18'9"X3'8"= 68.75 SF
hh =	4'8"X2'0"= 9.33 SF
ii =	6'8"X2'0"= 13.33 SF
jj =	2'0"X7'4"= 36.64 SF
kk =	2'0"X3'10"= 7.66 SF
ll =	2'0"X4'8"= 9.33 SF
mm =	2'0"X6'8"= 13.33 SF
COMMON AREA	195.01 SF
3RD FLOOR SUBTOTAL	2,612.43 SF

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C-28947
RENEWAL : 10-31-25
STATE OF CALIFORNIA

OWNER:
DAVID CHAO
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Fremont, CA 94538
510-921-0276

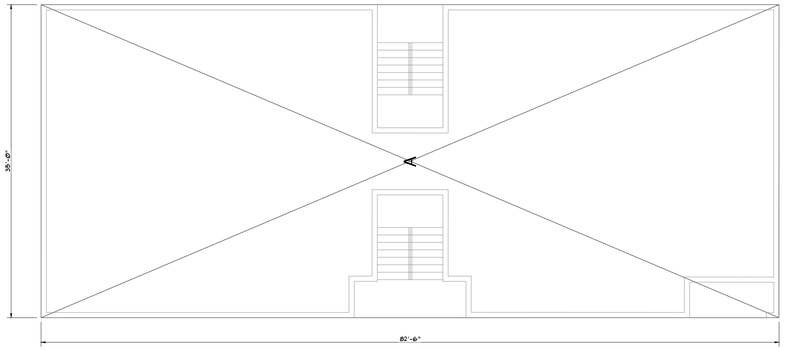
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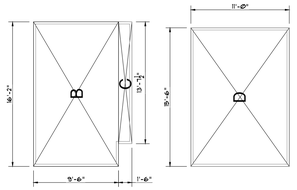
REVISIONS:
1 City Comment Feb. 14, 2025

SHEET TITLE:
FLOOR AREA CALCULATION

DATE: Feb, 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-4.1
OF SHEETS

FLOOR AREA CALCULATION | 1/8" | 1





LOT COVERAGE CALCULATION
(BUILDING FOOTPRINT
TRASH ROOM + STORAGE)

1. BUILDING FOOTPRINT
   A = 35'0"X82'6"= 2887.20 SF

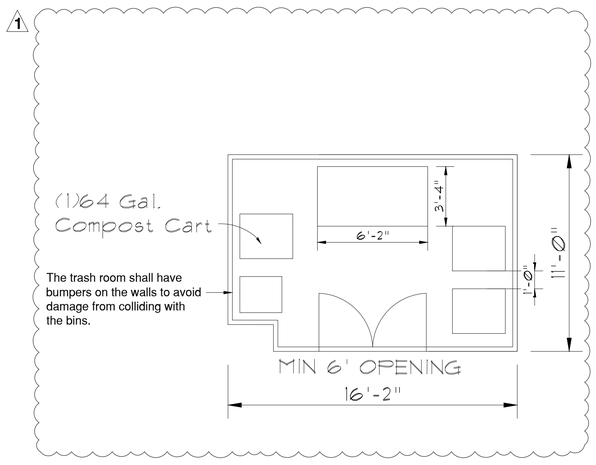
2. TRASH ROOM
   B = 16'2"X9'6"= 153.58 SF
   C = 13' 7-1/2"X1'6"= 20.44 SF

   TRASH ROOM TOTAL 174.02 SF

3. STORAGE
   D = 15'6"X11'- 170.50 SF

   LOT COVERAGE TOTAL 3231.72 SF

LOT COVERAGE CALCULATION | 1/4" | 2



TRASH ROOM DIAGRAM | 1/4" | 3

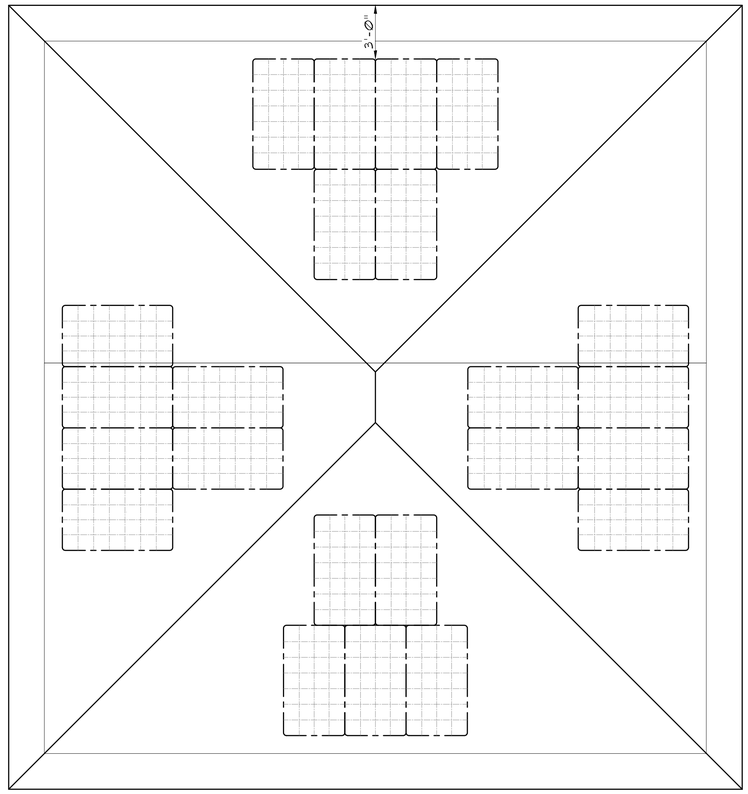
SOLAR PANEL CALCULATION

SOLAR PANEL DIMENSION: 74" X 41.1".

TOTAL ANNUAL CONSUMPTION OF 13 UNITS IS 64,100 KWH, 79 PANELS MINMUM GENERATE 64,158 KWH.

EACH SOLAR PANEL GENERATE 0.445 KW/HR
PER DAY 0.445 KW/HR X 5 HRS = 2.225 KWH
PER YEAR 2.225 KWH X 365 DAYS = 812.125 KWH

TWO 2-BEDROOM UNITS: 6,500 KWH X 3 = 19,500 KWH
SEVEN 1-BEDROOM UNITS: 5,000 KWH X 7 = 35,000 KWH
THREE STUDIO UNITS: 3,200 KWH X 3 = 9,600 KWH



ROOF PLAN - ADU | 1/4" | 1

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SHEET TITLE:
LOT COVERAGE CALCULATION
TRASH ROOM DIAGRAM
ROOF PLAN - ADU

DATE: Feb. 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-4.2
OF SHEETS

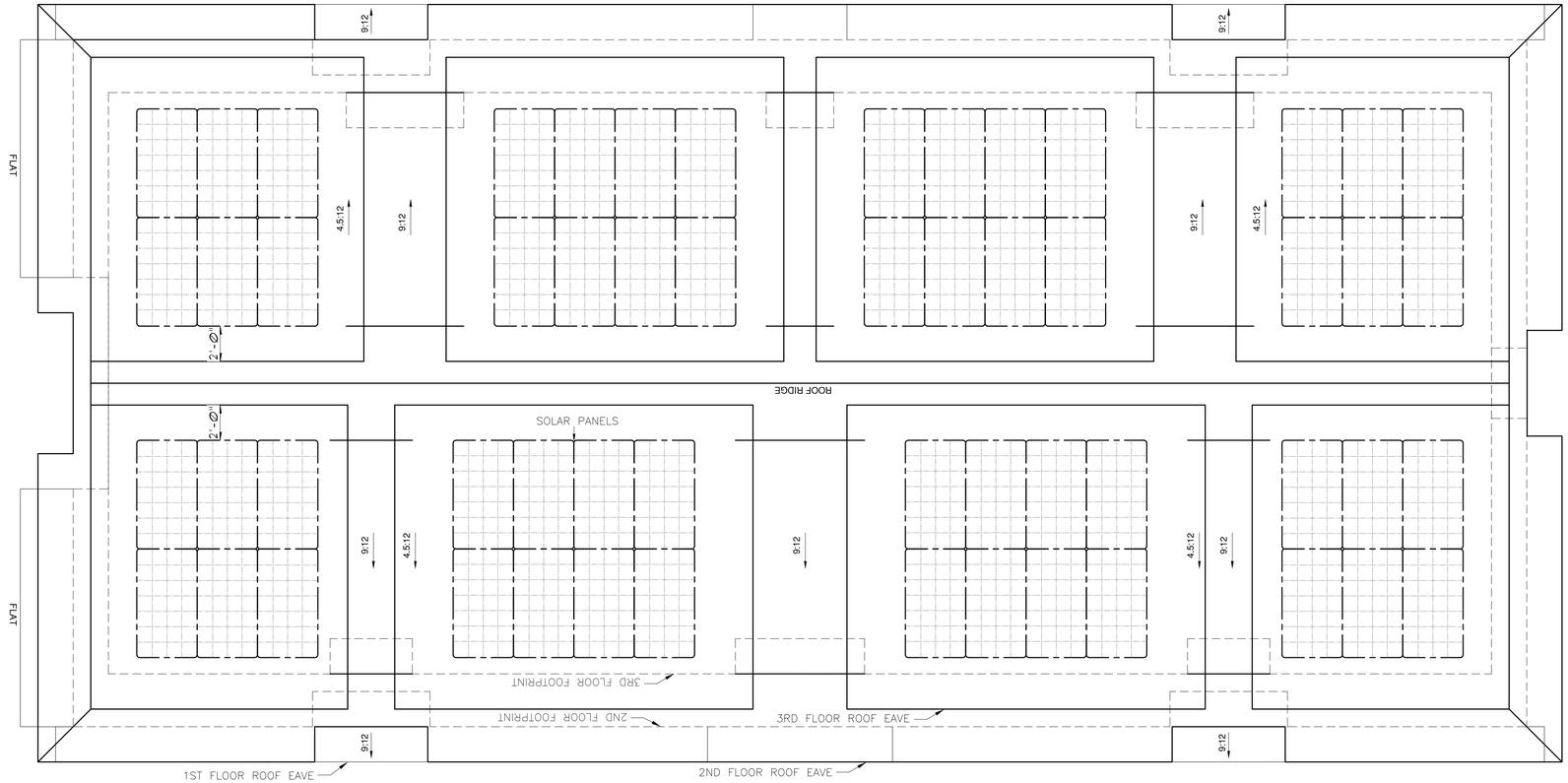
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79 PANELS MINMUM GENERATE 64,158 KWH.

EACH SOLAR PANEL GENERATE 0.445 KW/HR
PER DAY 0.445 KW/HR X 5 HRS = 2.225 KWH
PER YEAR 2.225 KWH X 365 DAYS = 812.125 KWH

TWO 2-BEDROOM UNITS: 6,500 KWH X 3 = 19,500 KWH
SEVEN 1-BEDROOM UNITS: 5,000 KWH X 7 = 35,000 KWH
THREE STUDIO UNITS: 3,200 KWH X 3 = 9,600 KWH



ROOF PLAN - MAIN BUILDING | 1/4" | 1

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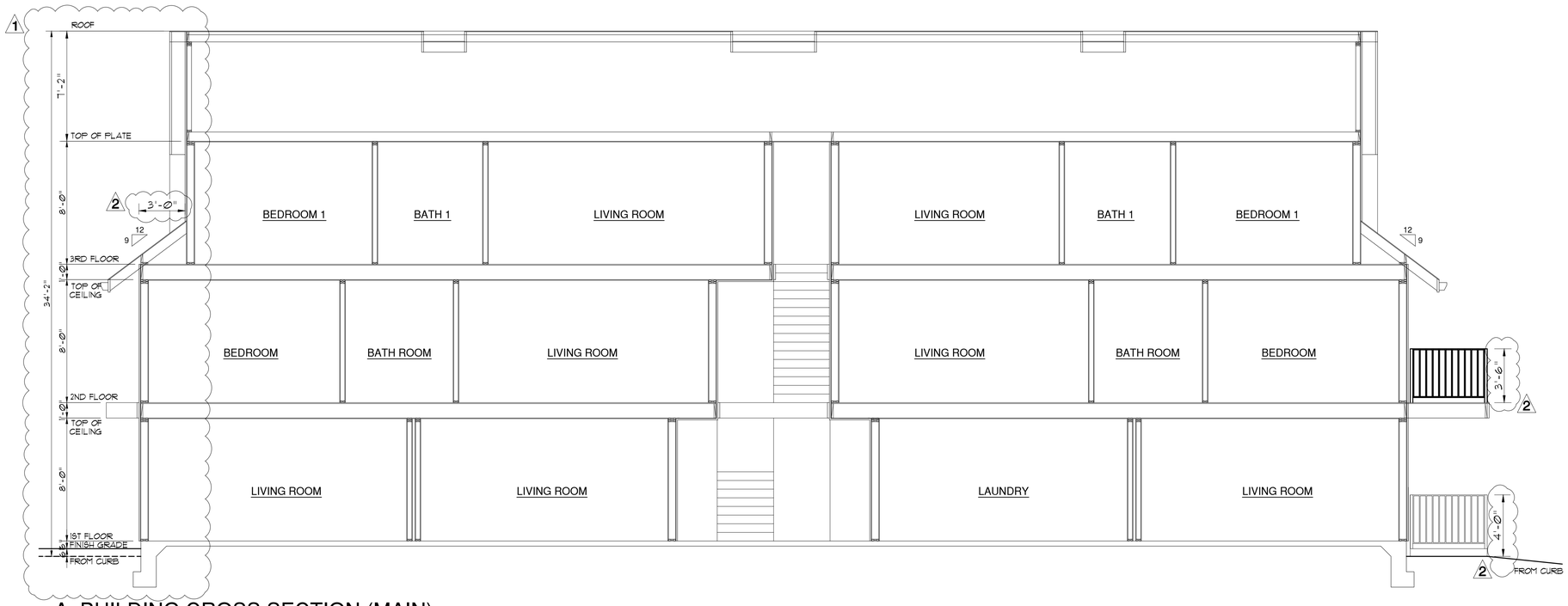
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REVISIONS:

SHEET TITLE:
ROOF PLAN
- MAIN BUILDING

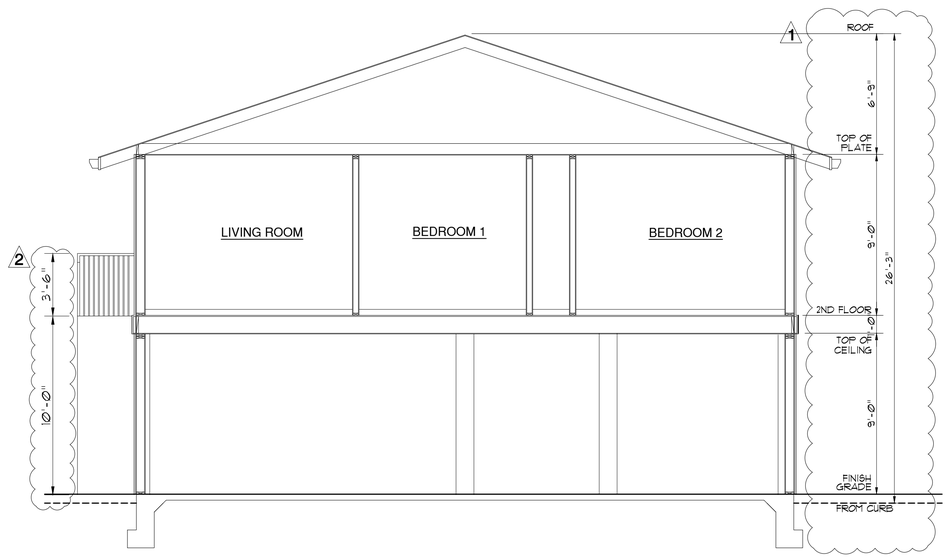
DATE: Feb, 2023
PROJECT NO.: 21-58
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-4.3
OF SHEETS



A. BUILDING CROSS SECTION (MAIN)

BUILDING CROSS SECTION - MAIN BUILDING

1/4" | 1



BUILDING CROSS SECTION - DETACHED ADU

1/4" | 2

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1 City Comment Feb. 14, 2023

SHEET TITLE:
BUILDING CROSS SECTION
- MAIN BUILDING, ADU

DATE: Feb. 2023
PROJECT NO.: 21-58
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-4.4
OF SHEETS



FRONT - MAIN BUILDING



REAR - MAIN BUILDING



SIDE(LEFT) - MAIN BUILDING & ADU





SIDE(RIGHT) - MAIN BUILDING & ADU



WHOLE BUILDING FRONT VIEW

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REVISIONS:

SHEET TITLE:
3D EXTERIOR VIEWS

DATE: Feb, 2023
PROJECT NO.: 21-58
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-5.1
OF SHEETS

ROOF
CERTAINTEED
COLOR - SOLARIS MORIE BLACK



FASCIA 1
ADVANTAGE PINE V-RUSTIC 2"X8"
COLOR - TRICORN BLACK(SW 6258)



SIDING 1 (VERTICAL)
JAMES HARDIE FIBER CEMENT SIERRA 8 PANEL SIDING 4'X8'
COLOR - ARCTIC WHITE



STUCCO 1
STUCCO SUPPLY CO
COLOR - GRAY BLOCK(SMOOTH)



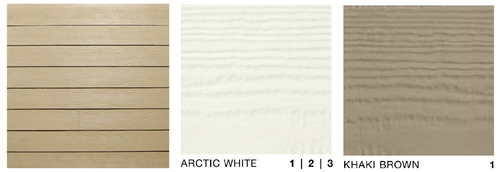
EAVE OVERHANG
ADVANTAGE PINE V-RUSTIC 1"X8"
COLOR - PURE WHITE(SW 7005)



FASCIA 2
ADVANTAGE PINE V-RUSTIC 2"X8"
COLOR - TRICORN BLACK(SW 6258)



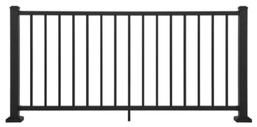
SIDING 2 (HORIZONTAL)
JAMES HARDIE FIBER CEMENT CEDARMILL LAP SIDING
COLOR - ARCTIC WHITE / KHAKI BROWN



STUCCO 2
STUCCO SUPPLY CO
COLOR - PLATINUM(SMOOTH)



METAL RAILING



WINDOW



TRELLIS



AUTOMATIC METAL GATE



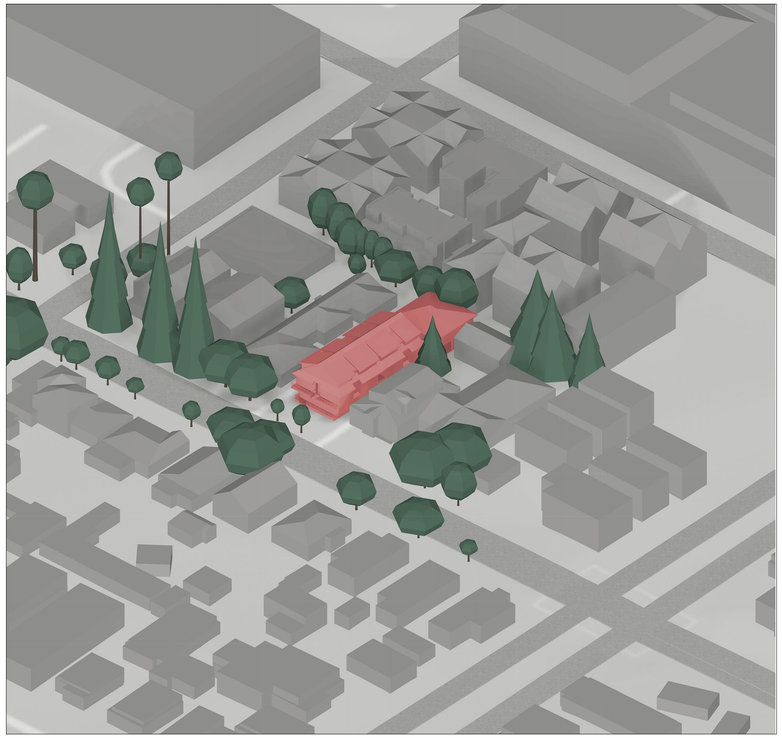
ENTRANCE DOOR



MATERIAL BOARD | 1



NEIGHBORHOOD CONTEXT | 3



MASSING MODEL | 2

Silicon Valley Custom Homes

682 Villa Street, Suite C1
Mountain View, CA 94041
www.svcustomhomes.com
(408) 204-0345

LICENSED ARCHITECT
HAU-CHING LIAO
C-28947
RENEWAL : 10-31-25
STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510-921-0276

DAVID CHAO
MULTYFAMILY RESIDENCE
& ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:

SHEET TITLE:
MATERIAL BOARD
NEIGHBORHOOD CONTEXT
MASSING MODEL

DATE: Feb, 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-5.2
OF SHEETS











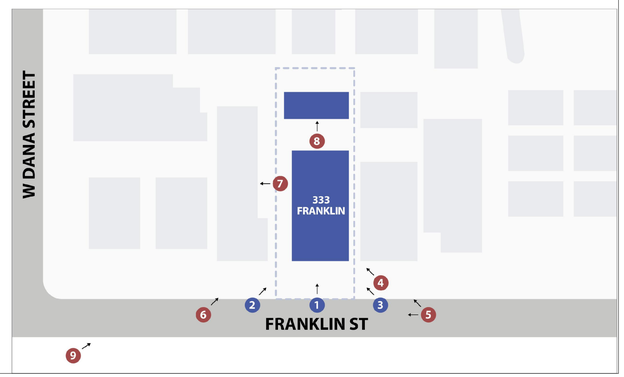












PHOTOGRAPHIC DISPLAY | 1

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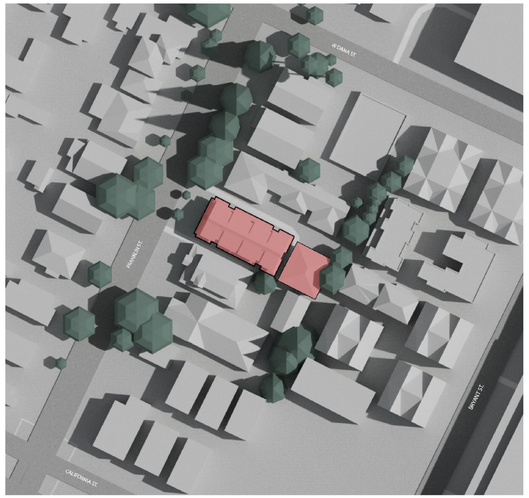
DAVID CHAO
MULTYFAMILY RESIDENCE
& ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:

SHEET TITLE:
PHOTOGRAPHIC DISPLAY

DATE: Feb, 2023
PROJECT NO.: 21-59
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-5.3
OF SHEETS

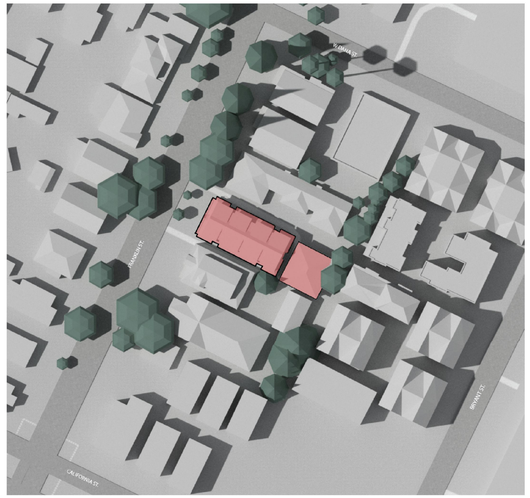
SUMMER SOLSTICE
June 20, 2025 9:00 AM



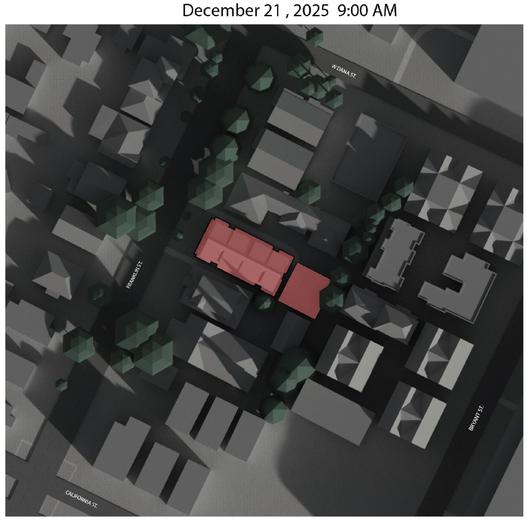
SUMMER SOLSTICE
June 20, 2025 12:00 PM



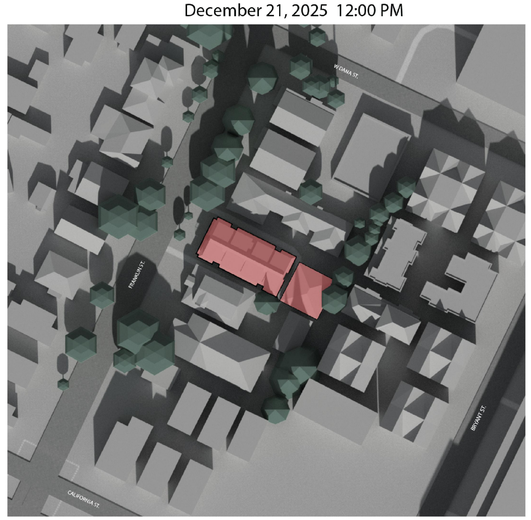
SUMMER SOLSTICE
June 20, 2025 3:00 PM



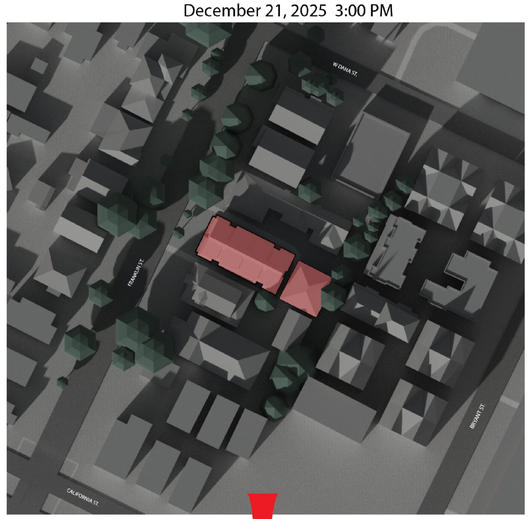
WINTER SOLSTICE
December 21 , 2025 9:00 AM



WINTER SOLSTICE
December 21, 2025 12:00 PM



WINTER SOLSTICE
December 21, 2025 3:00 PM

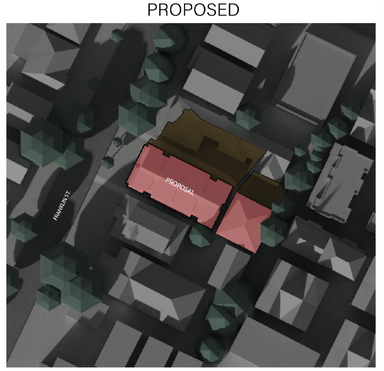


WINTER SOLSTICE
December 21, 2025 3:00 PM

EXISTING



PROPOSED



SHADOW STUDY

Silicon Valley Custom Homes

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(408) 204-0345

LICENSED ARCHITECT
HAU-CHING LIAO
C-28947
RENEWAL : 10-31-25
STATE OF CALIFORNIA

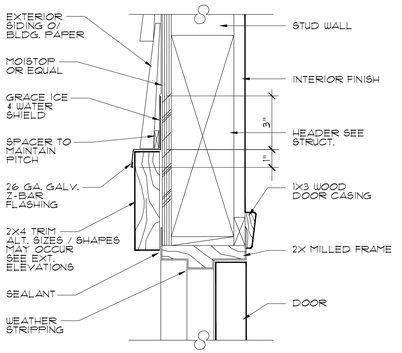
OWNER:
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48200 Fremont Blvd
Fremont, CA 94538
510-921-0276

DAVID CHAO
MULTYFAMILY RESIDENCE
& ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

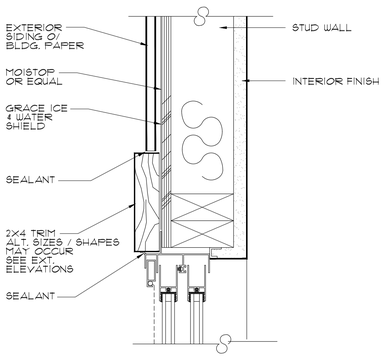
REVISIONS:

SHEET TITLE:
SHADOW STUDY

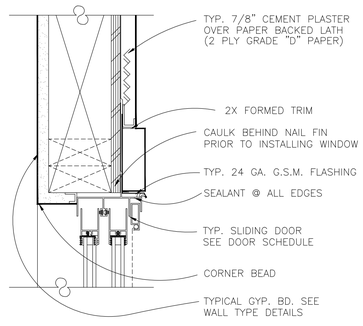
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PROJECT NO.: 21-58
SCALE: AS SHOWN
DRAWN: HC
SHEET: A-5.4
OF SHEETS



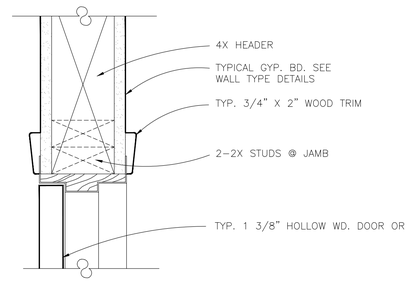
SIDING | 3" | 16



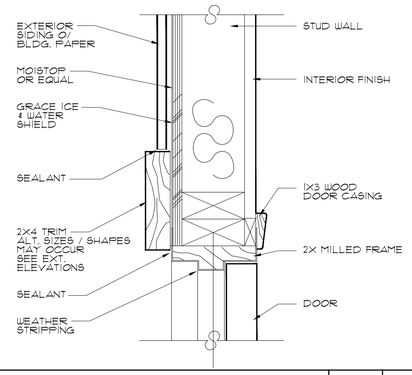
SIDING | 3" | 12



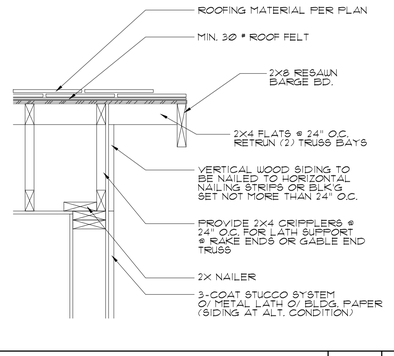
SLIDING DR. HEAD & JAMB | 3" | 8



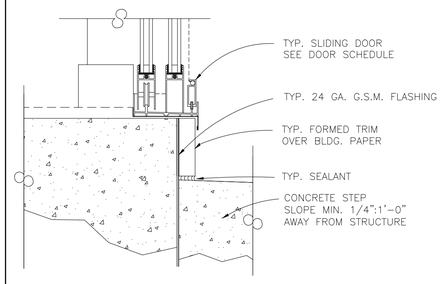
INTERIOR DOOR | 3" | 4



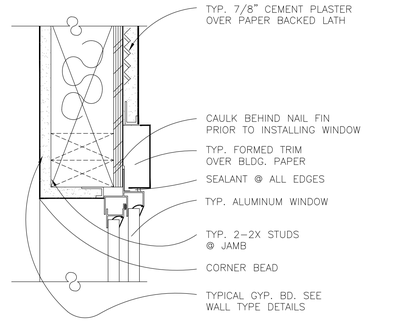
SIDING | 3" | 17



RAKE | 1" | 13



SLIDING DOOR SILL | 3" | 9

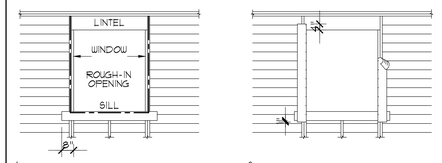


WINDOW HEAD & JAMB | 3" | 5

WINDOW FLASHING

SECTION 1402.2 OF THE CODE STATES THAT "EXTERIOR OPENINGS EXPOSED TO THE WEATHER SHALL BE FLASHED IN SUCH A MANNER AS TO MAKE THEM WATERPROOF"

MOISTOP TO BE 18" WIDE TYPICAL

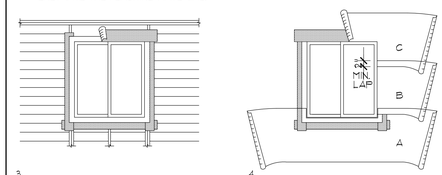


1. ATTACH SILL STRIP WITH TOP EDGE LEVEL WITH ROUGH SILL + EXTEND BEYOND EDGE OF ROUGH OPENING AT LEAST 8". SECURE ALL MOIST STOP (OR EQUAL) WITH GALVANIZED NAILS OR POWER-DRIVEN STAPLES.

2. ATTACH JAMB STRIP WITH SIDE EDGE EVEN WITH ROUGH-JAMB FRAMING START STRIP 1" BELOW LOWER EDGE OF SILL STRIP AND EXTEND 4" ABOVE LOWER EDGE OF LINTEL.

NOTE: LINE-WIRE WHEN USED AS BACKING TO SUPPORT BUILDING PAPER BENEATH WIRE LATH (NETTING) FOR PORTLAND CEMENT PLASTER (STUCCO) SHALL BE INSTALLED AS FOLLOWS:

1. WIRE GAUAGE, SPACING, AND ATTACHMENT SHALL BE IN ACCORDANCE WITH REQUIREMENT OF BUILDING NEWS ITEMS 47-1.
2. PERIPHERAL FLASHING AT ALL EDGES OF WALL OPENINGS MUST COVER THE WIRE BACKING.
3. NO ATTACHMENT DEVICES NOR THE WIRE BACKING SHALL COVER OR PENETRATE THE FLASHING MATERIAL.



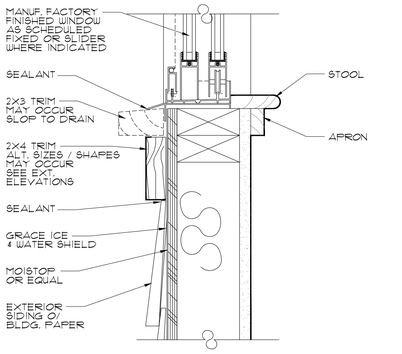
3. INSTALL WINDOW JAMB NAILING FLANGES OVER A CONTINUOUS BEAD OF SEALANT ON THE MOIST STOP (OR EQUAL). INSTALL THE WINDOW HEAD MOIST STOP (OR EQUAL) ON A CONTINUOUS BEAD OF SEALANT APPLIED TO THE WINDOW HEAD NAILING FLANGE.

4. COMMENCING AT THE BOTTOM (SOLE PLATE) OF THE WALL LAY BUILDING PAPER UNDER SILL STRIP.

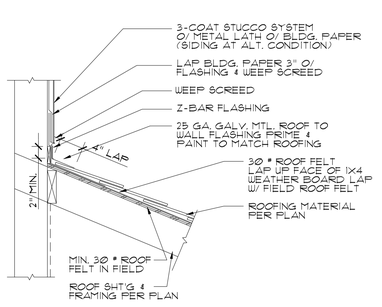
NOTE: CUT ANY EXCESS BUILDING PAPER THAT MAY EXTEND ABOVE THE SILL FLANGE LINE ON EACH SIDE OF (SHOWN AS SHORT DASHED LINES). DO NOT SLICE BUILDING PAPER HORIZONTALLY SO THAT THE PAPER WILL LAP OVER THE JAMB STRIPS. INSTALL SUCCESSIVE LINES OF BUILDING PAPER (BCD ETC.) OVER JAMB AND HEAD FLANGES, LAPPING EACH COURSE.

THE ABOVE METHOD APPLIES ONLY TO THE MOST COMMONLY USED TYPE OF METAL FRAME (SURFACE MOUNTED) FOR OTHER TYPES OF FRAMES, SPECIAL ATTENTION MUST BE PAID TO THE MANUFACTURERS RECOMMENDATIONS.

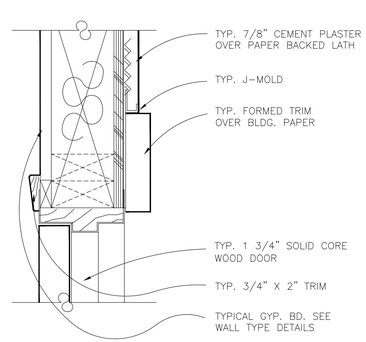
TYP. MOIST STOP INSTALL | NTS | 1



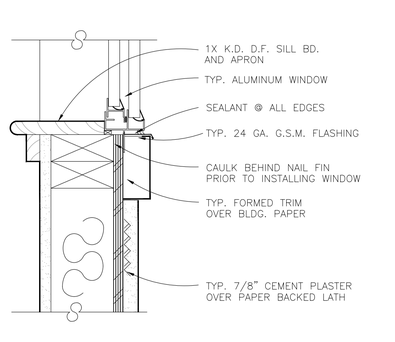
SIDING | 3" | 18



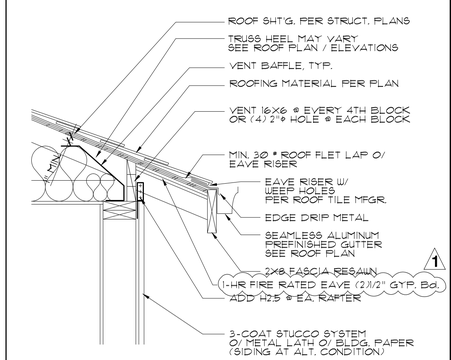
ROOF TO WALL | 1" | 14



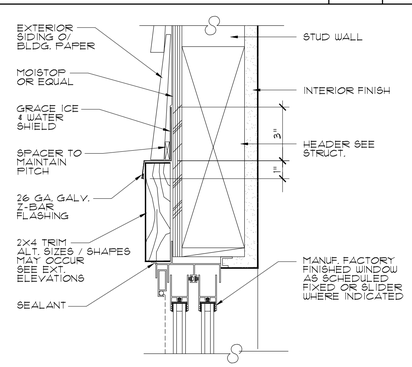
DOOR HEAD & JAMB | 3" | 10



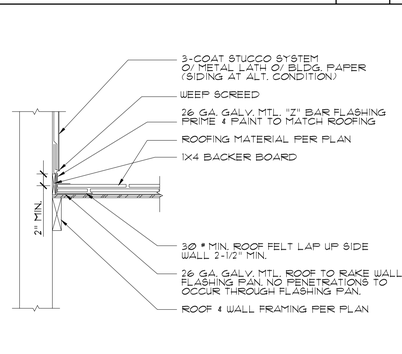
WINDOW SILL | 3" | 6



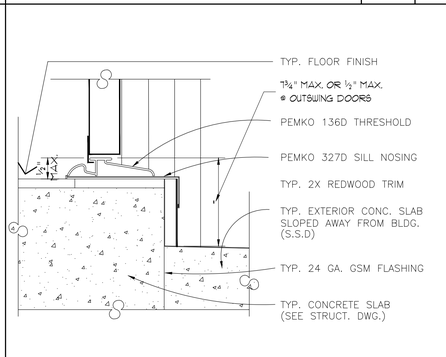
EAVE | 1" | 2



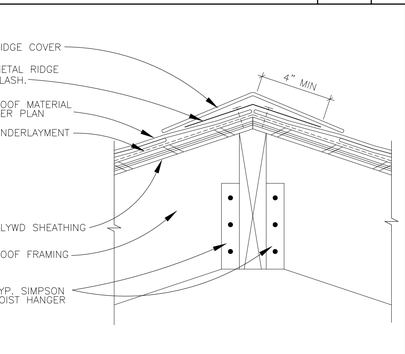
SIDING | 3" | 19



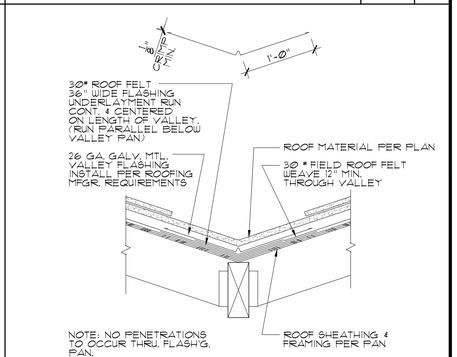
RACK TO WALL | 1" | 15



DOOR SILL | 3" | 11



ROOF RIDGE | 3" | 7



FLAT TILE VALLEY | 1" | 3

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LICENSED ARCHITECT HAU-CHAING CHAO C-28947 RENEWAL: 10-31-2024 STATE OF CALIFORNIA

OWNER:
DAVID CHAO
48200 Fremont Blvd
Fremont, CA 94538
510-921-0276

DAVID CHAO
MULTYFAMILY RESIDENCE & ADU
333 FRANKLIN STREET
MOUNTAIN VIEW, CALIFORNIA 94041

REVISIONS:
1 City Comment Feb. 14, 2023

SHEET TITLE:
ARCHITECTURAL DETAILS

PROJECT NO. 1208
DATE Feb. 2023
DRAWN HC
SCALE AS SHOWN
SHEET A-6.1
OF SHEETS

Attachment 2

FRANKLIN STREET

30' 60' R/W 30'

EX MCI CONDUIT

FIBER DUCT BANK

8" PVC

6" VCP

EXISTING HOUSE

APN 158-12-071

PCL 1
797 M 1

APN 158-12-034

36" REDWOOD

10" L. AMBER

6" L. AMBER

EX BUILDING

APN 158-12-048

P.L. S63°12'34"E 150.48'

S63°14'10"E 150.43'

COMMUNITY DRIVEWAY AND EASEMENT
BOOK 2407, PAGE 577, OFFICIAL RECORDS

S63°14'10"E 123.00'

N26°45'50"E
6.00'

33" MAPLE

16" TREE

APN 158-12-069

EX BUILDING

EX DWY

CARPORT

N26°47'33"E 149.97'

P.L.

1.00'

S63°14'10"E 150.44'

8" TREE

36" REDWOOD

EX DWY

APN 158-12-068

S63°14'10"E 125.43'

4" TREE

CARPORT

S26°47'24"W 149.90'

P.L.

EX BUILDING

APN 158-12-067

12" L. AMBER

BENCHMARK
NAIL & SHINER
ELEV = 75.98'
(NGVD29)

N26°47'15"E 40.00'

EX GARAGE

P.L. N63°14'10"W 150.48'

6" FIR

2-8" PINES

APN 158-12-066

2-10" REDWOODS

EX GAS

EX HOUSE

TRACT NO. 10147
MOUNTAIN PACIFIC
858 M 50

TRACT NO. 9243
BRYANT GARDENS
773 M 29

BASIS OF BEARINGS:

THE BEARING, S26°47'20"W, OF THE MONUMENT LINE OF FRANKLIN STREET, AS SHOWN ON THAT CERTAIN MAP FILED IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY, STATE OF CALIFORNIA, IN BOOK 781 OF MAPS AT PAGE 21, WAS USED AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

BASIS OF ELEVATION:

THE ELEVATIONS SHOWN ON THIS MAP ARE BASED ON THE CITY OF MOUNTAIN VIEW VERTICAL CONTROL BENCH MARK IV-41 LOCATED TOI DANA STREET AND SHORELINE BLVD. ELEVATION = 74.043 (NGVD29)

NO.	REVISIONS	APP'D	DATE	BY

DESIGNED PT — DATE 1/10/2021
DRAWN — DATE
1" = 10' — SCALE
NL — CHECKED — DATE

LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

TOPOGRAPHIC SURVEY
325-333-339 FRANKLIN STREET
APN 158-12-048, 069 AND 067
Mountain View **California**

PROJECT NO.
CONTRACT NO.
FILE NO.
DRAWING NO. A7
SHT NO. 1 OF 1

REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

APPLICANT :

ROAD NAME : FRANKLIN STREET

CITY FILE NO :

1209

GRADING AND DRAINAGE PLAN
FOR
333 FRANKLIN STREET
MOUNTAIN VIEW, CA 94041
APN 158-12-069



VICINITY MAP
NTS

I. STANDARD GRADING NOTES

1. PRIOR TO COMMENCEMENT OF ANY EARTHWORK/GRADING ACTIVITIES, THE PERMITTEE SHALL ARRANGE A PRE-CONSTRUCTION ION MEETING. THE MEETING SHALL INCLUDE THE CITY OF MOUNTAIN VIEW GRADING INSPECTOR (650) 903-6371, THE GRADING CONTRACTOR AND THE PROJECT SOILS ENGINEER. THE PERMITTEE OR REPRESENTATIVE SHALL ARRANGE THE PRE-CONSTRUCTION MEETING AT LEAST 48 HOURS PRIOR TO THE START OF ANY EARTHWORK/ GRADING ACTIVITIES.
2. APPROVAL OF THIS PLAN APPLIES ONLY TO THE EXCAVATION, PLACEMENT AND COMPACTION OF NATURAL EARTH MATERIALS. THIS APPROVAL DOES NOT CONFER ANY RIGHTS OF ENTRY TO EITHER PUBLIC PROPERTY OR THE PRIVATE PROPERTY OF OTHERS. APPROVAL OF THIS PLAN ALSO DOES NOT CONSTITUTE APPROVAL OF ANY IMPROVEMENTS. PROPOSED IMPROVEMENTS ARE SUBJECT TO REVIEW AND APPROVAL BY THE RESPONSIBLE AUTHORITIES AND ALL OTHER REQUIRED PERMITS SHALL BE OBTAINED.
3. IT SHALL BE THE RESPONSIBILITY OF THE PERMITTEE TO IDENTIFY, LOCATE AND PROTECT ALL UNDERGROUND ACTIVITIES.
4. THE PERMITTEE SHALL MAINTAIN THE STREETS, SIDEWALKS AND ALL OTHER PUBLIC RIGHTS-OF-WAY IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE AND USABLE CONDITION.
5. ALL GRADING AND EARTHWORK ACTIVITIES SHALL BE PERFORMED IN SUCH A MANNER AS TO COMPLY WITH STANDARDS ESTABLISHED BY THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR AIRBORNE PARTICULATES.
6. ALL WATER WELL LOCATIONS ON SITE SHALL BE MAINTAINED OR ABANDONED ACCORDING TO CURRENT REGULATIONS ADMINISTERED BY THE SANTA CLARA VALLEY WATER DISTRICT. CALL (408) 265-2600 X2600 TO ARRANGE FOR DISTRICT OBSERVATIONS OF WELL ABANDONMENT.
7. THIS PLAN DOES NOT APPROVE REMOVAL OF TREES. APPROPRIATE TREE REMOVAL PERMITS SHALL BE OBTAINED FROM THE COMMUNITY DEVELOPMENT DEPARTMENT. ANY REQUIRED TREE PROTECTION MEASURES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
8. THE PROJECT CIVIL ENGINEER LC ENGINEERING, 598 E SANTA CLARA STREET, #270, SAN JOSE, CA 95112, DESIGNED THIS PROJECT TO COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT PREPARED BY _____
_____
9. ALL GRADING AND EARTHWORK ACTIVITIES SHALL CONFORM TO THE APPROVED PLANS AND HAS SPECIFICATIONS.
10. ALL GRADING AND EARTHWORK ACTIVITIES SHALL BE OBSERVED AND APPROVED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY GRADING OR EARTHWORK ACTIVITIES. UNOBSERVED OR UNAPPROVED WORK SHALL BE REMOVED AND REPLACED UNDER OBSERVATION OF THE PROJECT SOILS ENGINEER.
11. ALL CONSTRUCTION SITES ARE TO BE WINTERIZED WITH APPROPRIATE EROSION CONTROL MEASURES IN PLACE FROM OCTOBER 15TH TO APRIL 15TH OF EACH YEAR.
12. GRADING ACTIVITIES ARE ONLY ALLOWED MONDAY THROUGH FRIDAY, 7:30 AM TO 6:00 PM. ALL GRADING SHALL COMPLY WITH THE CITY OF MOUNTAIN VIEW STANDARD SPECIFICATIONS, AND CHAPTER 18 AND APPENDIX 33 OF THE UNIFORM BUILDING CODE.
13. THE DESIGN SHOWN HEREON IS NECESSARY AND REASONABLE AND DOES NOT RESTRICT ANY HISTORIC DRAINAGE FLOWS FROM ADJACENT PROPERTIES NOR INCREASE DRAINAGE TO ADJACENT PROPERTIES.
14. THE EXISTENCE AND APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS WERE DETERMINED BY THE ENGINEER OF WORK BY SEARCHING THE AVAILABLE PUBLIC RECORDS. THEY ARE SHOWN FOR GENERAL INFORMATION ONLY.
15. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATIONS WITH THE APPROPRIATE AGENCY. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES, STRUCTURES AND ANY OTHER IMPROVEMENTS FOUND AT THE WORK SITE.
16. ALL ROOF DOWNSPOUTS TO BE DIRECTED AWAY FROM HOME TO SUITABLE DRAINAGE FACILITY VIA DOWNSPOUTS, PAVEMENT AND COLLECTON PIPES THAT DISCHARGE DIRECTLY TO THE STORM DRAIN SYSTEM.
17. EROSION CONTROL PLANTING AND OTHER SILT RETENTION OR EROSION CONTROL MEASURES MAY BE REQUIRED IN ALL GRADED AREAS. SEE LANDSCAPE PLAN, IF APPLICABLE, FOR DETAILS OF PLANTING.
18. DRAINAGE, INCLUDING ALL ROOF AND PATIO DRAINS, SHALL BE DIRECTED AWAY FROM THE STRUCTURE. IT SHALL BE THE OWNER'S AND CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE DRAINAGE SYSTEM FACILITIES SHOWN HEREON ARE KEPT CLEAR OF OBSTRUCTIONS AND THE CONTRACTOR SHALL PROVIDE UNDERGROUND PIPES AND REGRADE AREAS THAT WILL NOT DRAIN AFTER FINAL GRADING. THE GROUND ADJACENT TO THE BUILDING SHALL SLOPE AWAY WITH A MINIMUM SLOPE OF 1%.
19. THIS PLAN IS A PART OF PROJECT PLANS. SEE ARCHITECT AND LANDSCAPE PLANS, IF APPLICABLE, FOR DETAILS AND DIMENSIONS. FENCES AND WALLS ARE NOT A PART OF THESE PLANS.
20. SOIL ENGINEER TO PROVIDE FINAL LETTER OF INSPECTION AT COMPLETION OF THE GRADING IN ACCORDANCE WITH APPENDIX J, 2016 OF THE UNIFORM BUILDING CODE.
21. CONTRACTOR SHALL GRADE EVENLY BETWEEN SPOT ELEVATIONS SHOWN.
22. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE O.S.H.A. REGULATIONS.
23. CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN CONSTRUCTION PRIOR TO ANY SITE WORK. SHOULD DISCREPANCIES EXIST BETWEEN THE ACTUAL ELEVATIONS AND LOCATIONS OF EXISTING STORM DRAIN CONNECTIONS AND THOSE AS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL NOTIFY ENGINEER OF WORK BEFORE ADJUSTING THE DESIGN.
24. CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY, SEWER AND STORM DRAIN LINES WHERE THEY ARE TO BE CROSSED ABOVE OR BELOW BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. HE OR SHE SHALL CALL THE ENGINEER OF WORK REGARDING POTENTIAL CONFLICTS BEFORE FIELD WORK BEGINS.
25. EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE ONLY TO BE USED TO DETERMINE THE AMOUNT OF THE GRADING PERMIT.
26. ADJUSTMENTS TO BUILDING PAD ELEVATIONS OR PARKING LOT GRADES TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.
27. SOIL ENGINEER WILL NOT DIRECTLY CONTROL THE PHYSICAL ACTIVITIES OF THE CONTRACTOR OR ANY SUBCONTRACTORS OF THE CONTRACTOR OR SUBCONTRACTOR'S WORKMEN'S ACCOMPLISHMENT OF WORK ON THE PROJECT. CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
28. DURING THE PROGRESS OF THE WORK, THE CONTRACTOR SHALL KEEP THE PREMISES OCCUPIED BY HIM IN A NEAT AND CLEAN CONDITION, DISPOSING OF REFUSE IN A SATISFACTORY MANNER AS OFTEN AS DIRECTED, OR AS MAY BE NECESSARY SO THAT THERE SHALL AT NO TIME BE ANY UNSIGHTLY ACCUMULATION OF RUBBISH.
29. IF HUMAN REMAINS ARE DISCOVERED DURING THE CONSTRUCTION, UNLESS THE CORONER HAS NOTIFIED THE PERMITTEE IN WRITING THAT THE REMAINS DISCOVERED HAVE BEEN DETERMINED NOT TO BE NATIVE AMERICAN, THE PERMITTEE SHALL NOTIFY ALL PERSONS ON THE COUNTY'S NATIVE AMERICAN NOTIFICATION LIST OF SUCH DISCOVERY. SUCH NOTIFICATION SHALL BE SENT BY FIRST CLASS U.S. MAIL WITHIN SEVEN (7) DAYS OF THE DATE ON WHICH THE PERMITTEE NOTIFIED THE CORONER AND SHALL STATE THAT THE CORONER HAS BEEN NOTIFIED IN ACCORDANCE WITH CALIFORNIA STATE LAW.
30. ANY ABANDONED UNDERGROUND PIPES EXPOSED DURING CONSTRUCTION SHALL BE REMOVED, ADEQUATELY PLUGGED, OR A COMBINATION OF BOTH IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY/COUNTY.
31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. FOR LOCATION OF UNDERGROUND UTILITIES, OR FOR EMERGENCY ASSISTANCE,

    CALL : UNDERGROUND SERVICE ALERT (USA)
32. THE CONTRACTOR SHALL ADVISE THE OWNER OF APPROPRIATE MAINTENANCE PROCEDURES OF THE DRAINAGE SYSTEMS.
33. ON GRADED SITES, THE TOP OF ANY EXTERIOR FOUNDATION SHALL EXTEND ABOVE THE ELEVATION OF THE STREET GUTTER AT POINT OF DISCHARGE OR THE INLET OF AN APPROVED DRAINAGE DEVICE A MINIMUM OF 12 INCHES (305 MM) PLUS 2% THE BUILDING OFFICIAL MAY APPROVE ALTERNATE ELEVATIONS, PROVIDED IT CAN BE DEMONSTRATED THAT REQUIRED DRAINAGE TO THE POINT OF DISCHARGE AND AWAY FROM THE STRUCTURE IS PROVIDED AT ALL LOCATIONS ON THE SITE.
34. COMPLIANCE WITH THE LOCAL NON-POINT SOURCE ORDINANCE CONCERNING DISCHARGE OF MATERIALS TO THE STORM DRAINAGE SYSTEM SHALL BE THE RESPONSIBILITY OF THE GRADING CONTRACTOR.
35. ALL CONSTRUCTION SHALL COMPLY WITH SECTION 24 OF THE STATE OF CALIFORNIA ADMINISTRATIVE CODE AND CHAPTERS 10 AND 11 OF THE 2010 UNIFORM BUILDING CODE.

II. DUST CONTROL

1. ALL EXPOSED OR DISTURBED SOIL SURFACES SHALL BE WATERED AS NECESSARY, BUT NOT LESS THAN TWICE DAILY TO CONTROL DUST.
2. AREAS OF DIGGING AND GRADING OPERATIONS SHALL BE CONSISTENTLY WATERED TO CONTROL DUST.
3. GRADING OR OTHER DUST-PRODUCING ACTIVITIES SHALL BE SUSPENDED DURING PERIODS OF HIGH WIND WHEN DUST IS READILY VISIBLE IN THE AIR.
4. STOCKPILES OF SOIL, DEBRIS, SAND, OR OTHER DUST-PRODUCING MATERIALS SHALL BE WATERED OR COVERED.
5. THE CONSTRUCTION AREA AND THE SURROUNDING STREETS SHALL BE SWEPT (NO WATER) AS NECESSARY, BUT NOT LESS THAN TWICE DAILY.

III. FIRE PROTECTION NOTE

HOMES, INCLUDING ATTACHED GARAGES ON LOTS, SHALL BE PROVIDED WITH AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 13D. THE DEVELOPER AND CONTRACTOR SHALL ENSURE THAT THE UNDERGROUND WATER LINES AND WATER METERS ARE SIZED TO ACCOMMODATE THE AUTOMATIC FIRE SPRINKLER SYSTEMS. COORDINATE WITH THE FIRE SPRINKLER SYSTEM CONTRACTOR.

IV. FIRE SERVICE INSTALLATION

THE FIRE SERVICE, INCLUDING WATER SERVICES SUPPLYING NFPA 13D FIRE SPRINKLERS, SHOWN ON THESE PLANS ARE PRELIMINARY AND SHALL NOT BE INSTALLED UNTIL AFTER THE FIRE SPRINKLER PLANS HAVE BEEN APPROVED BY THE CITY. IF THE FIRE SPRINKLER PLANS REQUIRE CHANGES TO THE UTILITIES SHOWN ON THESE PLANS, REVISIONS TO THESE PLANS MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO THE INSTALLATION OF THE FIRE UTILITIES.

NOTES:

1. RECOLOGY MOUNTAIN VIEW IS THE CITY'S EXCLUSIVE HAULER FOR RECYCLING AND DISPOSAL OF CONSTRUCTION AND DEMOLITION DEBRIS. FOR ALL DEBRIS BOXES, CONTACT RECOLOGY. USING ANOTHER HAULER MAY VIOLATE MOUNTAIN VIEW CODE SECTION 16.13 AND 16.17 AND RESULT IN CODE ENFORCEMENT ACTION.
2. FOR RESIDENTIAL DEVELOPMENTS, NO RESIDENTIAL UNITS WILL BE RELEASED FOR OCCUPANCY UNLESS THE IMPROVEMENTS TO BE CONSTRUCTED TO CITY STANDARDS AND/OR TO BE ACCEPTED FOR MAINTENANCE BY THE CITY, INCLUDING WATER METERS AND SANITARY SEWER CLEANOUTS, ARE SUBSTANTIALLY COMPLETE PER THE CITY OF MOUNTAIN VIEW STANDARD PROVISIONS FOR PUBLIC WORKS CONSTRUCTION. THE PUBLIC WORKS DIRECTOR SHALL MAKE THE DETERMINATION OF WHAT PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE.
3. THIS PROJECT MUST COMPLY WITH THE CITY'S CONSTRUCTION AND DEMOLITION ORDINANCE (MOUNTAIN VIEW CITY CODE CHAPTER 16, ARTICLE III.)
4. THE OWNER/ DEVELOPER SHALL COMPLY WITH, AND THE OFF-SITE AND GRADING DRAINAGE AND UTILITY PLANS SHALL INCLUDE, A GENERAL NOTE AS FOLLOWS: "THE PRIME CONTRACTOR OR DEVELOPER IS TO HIRE A STREET CLEANING CONTRACTOR TO CLEAN UP DIRT AND DEBRIS FROM CITY STREETS THAT ARE ATTRIBUTABLE TO THE DEVELOPMENT'S CONSTRUCTION ACTIVITIES. THE STREET CLEANING CONTRACTOR IS TO HAVE THE CAPABILITY OF SWEEPING THE STREETS WITH BOTH A BROOM TYPE SWEEPER AND A REGENERATIVE AIR VACUUM SWEEPER, AS DIRECTED BY THE PUBLIC WORKS DIRECTOR, OR HIS/HER DESIGNATED REPRESENTATIVE."
5. WHILE THE DISTRICT HAS RECORDS FOR MOST WELLS LOCATED IN THE COUNTY, IT IS ALWAYS POSSIBLE THAT A WELL EXISTS THAT IS NOT IN THE DISTRICT'S RECORD. IF PREVIOUSLY UNKNOWN WELLS ARE FOUND ON THE SUBJECT PROPERTY DURING DEVELOPMENT, THEY MUST BE PROPERLY DESTROYED UNDER PERMIT FROM THE DISTRICT OR REGISTERED WITH THE DISTRICT AND PROTECTED FROM DAMAGE.
6. A MINIMUM OF 65% OF THE CONSTRUCTION WASTE GENERATE AT THE SITE SHALL BE RECYCLED OR SALVAGED TO MOUNTAIN VIEW RECOLOGY.

PROJECT DATA:

1. APN NUMBER: 158-12-069
2. LOT SIZE: 7,524± SF
3. OWNER:

   DAVID CHAO

   48200 FREMONT BLVD

   FREMONT, CA 94538

   TEL: (510) 921-0276
4. ARCHITECT:

   HAU-CHING LIAO

   682 VILLA ST SUITE #C1

   MOUNTAIN VIEW, CA 94041

   TEL: (408) 483-1965
5. CIVIL ENGINEER & SURVEYOR:

   LC ENGINEERING

   598 E. SANTA CLARA ST, STE270

   SAN JOSE, CA 95112

   TEL: (408) 806-7187

SHEET INDEX

C1: TITLE SHEET
C2: DEMOLITION AND SITE PLAN
C3: STORMWATER CONTROL PLAN
C4: GRADING AND DRAINAGE PLAN
C5: STREET IMPROVEMENT PLAN
C6: UTILITY PLAN
C7: EROSION CONTROL PLAN
C8: EROSION CONTROL DETAILS
C9: BLUEPRINT FOR A CLEAN BAY

EARTHWORK QUANTITIES

CUT = 12 CY ; MAXIMUM CUT DEPTH = 0.7'±
FILL = 3 CY ; MAXIMUM FILL DEPTH = 0.3'±
IMPORT 0 CY
EXPORT 9 CY

EARTHWORK QUANTITIES AS SHOWN ON THE PLAN IS FOR INFORMATION ONLY. CONTRACTOR TO CALCULATE HIS/HER OWN EARTHWORK QUANTITIES FOR BIDDING PURPOSE.

EXISTING UTILITY NOTE:

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THIS MAP WERE BASED ON MARKINGS MADE IN THE FIELD BY OTHERS. THERE MAY BE OTHER UNDERGROUND UTILITIES THAT EXIST ON THIS SITE THAT ARE NOT SHOWN ON THIS PLAN. CLEARLY DEFINED MARKINGS THAT EXISTED AT THE TIME OF THE SURVEY WERE LOCATED AND ARE SHOWN ON THIS PLAN.

LEGEND & ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
AE	ANCHOR EASEMENT
BB	BUBBLER BOX
BLDG	BUILDING
BSL	BUILDING SETBACK LINE
BW	BOTTOM OF WALL /BACK OF WALK
CG	CURB & GUTTER
℄	CENTERLINE
CLF	CHAIN LINK FENCE
CO	SANITARY SEWER CLEANOUT
COP	CURB OPENING
CONC	CONCRETE
CSD	COUNTY STANDARD DETAIL
DE	DRAINAGE EASEMENT
DI	DRAINAGE INLET
DS	DOWNSPOUT
DWY	DRIVEWAY
EA	EASEMENT
ELEV	ELEVATION
EGR	EGRESS
EM	ELECTRIC METER
E(OH)	ELECTRIC OVERHEAD
E(UG)	ELECTRIC UNDERGROUND
EP	EDGE OF PAVEMENT
EX	EXISTING
FC	FACE OF CURB
FD	FOUND
FF	FINISH ELEVATION OF SUBFLOOR
FG	GROUND FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
G	GARAGE SLAB ELEVATION /GAS LINE
GPE	GENERAL PUBLIC EASEMENT
GSB	GRADING SETBACK
GM	GAS METER
HP	HI POINT
IEE	INGRESS EGRESS EASEMENT
INV	INVERT
LIP	LIP OF GUTTER
LS	LANDSCAPED AREA
MAX	MAXIMUM
M	MAP
MH	MANHOLE
MIN	MINIMUM
N&S	NAIL AND SILVER
NTS	NOT TO SCALE
OH	OVERHEAD
OG	ORIGINAL GROUND
OR	OFFICIAL RECORD
P	PAVEMENT FINISH GRADE
PAD	PAD ELEVATION
PL	PROPERTY LINE
PEE	PEDESTRIAN EQUESTRIAN EASEMENT
PERF	PERFORATED PIPE
PP	POWER POLE
PROP	PROPOSED
PSDE	PRIVATE STORM DRAINAGE EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PVMT	PAVEMENT
PVC	POLYVINYL CHLORIDE
R	RADIUS
RW	RETAINING WALL
REM	REMOVE
R&R	REMOVE & RECONSTRUCT
R/W	RIGHT OF WAY
SD	STORM DRAIN
SDE	STORM DRAIN EASEMENT
SE	SLOPE EASEMENT
SEP	SLOPE EASEMENT PRIVATE
SS	SANITARY SEWER/LATERAL
SSE	SANITARY SEWER EASEMENT
STA	STATION
STD	STANDARD CITY DETAIL
SW	SIDEWALK
TB	TOP OF BANK
TC	TOP OF CURB
TEMP	TEMPORARY
TOC	TOP OF COVER
TOE	TOE OF BANK
TG	TOP OF GRATE
TPF	TREE PROTECTION FENCE
TW	TOP OF WALL
TYP	TYPICAL
VG	VALLEY GUTTER
W	WATER
WCE	WIRE CLEARANCE EASEMENT
WLK	WALKWAY
WM	WATER METER
WOE	WIRE OVERHANG EASEMENT
WV	WATER VALVE

	AREA DRAIN
	BACKWATER VALVE
	BENCHMARK
	BOUNDARY
	CENTER LINE
	CHRISTY V12 DRAIN BOX UNLESS OTHERWISE NOTED
	COBBLE ROCK ENERGY DISSIPATOR
	CONCRETE
550	CONTOUR: EXISTING
550	CONTOUR: PROPOSED OR NEW
100.46	DESIGN GRADE
	DOWNSPOUT WITH SPLASHBLOCK
	DRAINAGE EMITTER
DIV	DIVERSION VALVE
	DRAINAGE SWALE
	EASEMENT LINE
+101.70 OR (101.70)	EXISTING ELEVATION
	EXISTING FENCE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN
	IRON PIPE AT PROPERTY CORNER
	FIBER ROLLS
	ELECTRIC METER
	GAS METER
GV	GAS VALVE
	GRADE TO DRAIN
	GUY POLE
	GUY WIRE ANCHOR
	HIGH POINT
	HYDRANT: EXISTING
	HYDRANT: PROPOSED OR NEW
	JOINT POLE
	LIGHTING
	LIGHTING POLE
	LOW POINT
	OVERLAND FLOW DIRECTION
PGE	PGE BOX
BMP	POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURE
	PROJECT SITE
	RETAINING WALL
	RIGHT OF WAY/ LOT LINE
	MANHOLE
	SANITARY SEWER CLEAN OUT
	MANHOLE SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE
	SUMP PUMP
TEL	TELEPHONE BOX
TV	TELEVISION BOX
TP	TEST PIT
	TOP OF FILL
	TOE OF FILL
	TOP OF CUT
	TOE OF CUT
1	TREE NUMBER
	TRAFFIC FLOW DIRECTION
T	T-VAULT
W	UTILITY: EXISTING
W	UTILITY: PROPOSED OR NEW
WM	WATER METER
WV	WATER VALVE
W	WELL
A / 1	SECTION NUMBER / SHEET NUMBER

BENCHMARK

THE ELEVATIONS SHOWN ON THIS MAP ARE BASED ON THE CITY OF MOUNTAIN VIEW VERTICAL CONTROL BENCHMARK IV-41 LOCATED TO DANA STREET AND SHORELINE BLVD. ELEV. = 76.916' (NAVD 1988)

BASIS OF BEARINGS

THE BEARING, S26°47'20"W, OF THE MONUMENT LINE OF FRANKLIN STREET, AS SHOWN ON THAT CERTAIN MAP FILED IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY, STATE OF CALIFORNIA, IN BOOK 781 OF MAPS AT PAGE 21, WAS USED AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.



NO.	REVISIONS	APP'D	DATE	BY
	REVISED PER ROUND 2 COMMENTS		08/12/25	HP
	REVISED PER ROUND 3 COMMENTS		10/24/25	HP

HP DESIGNED 03/28/25 DATE
HP DRAWN 03/28/25 DATE
HV CHECKED 03/28/25 DATE
SCALE

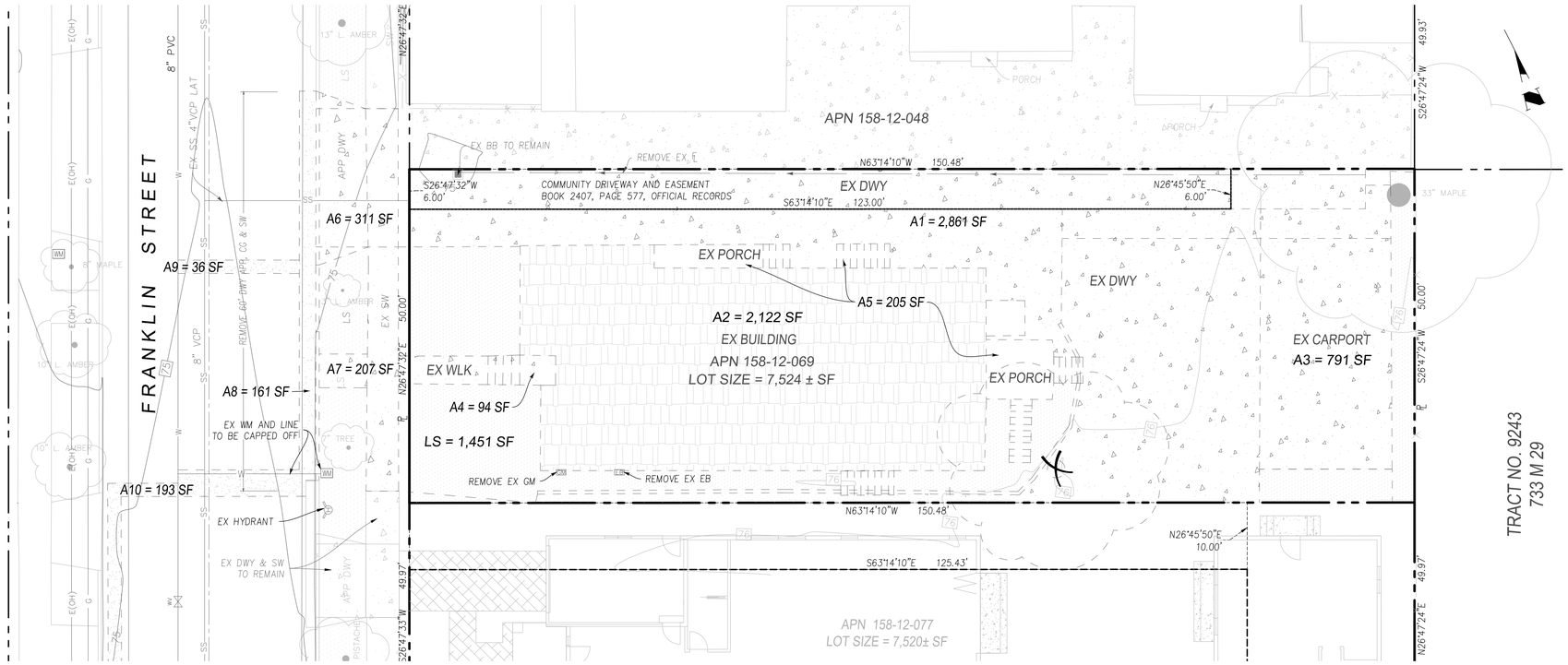
LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

TITLE SHEET
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

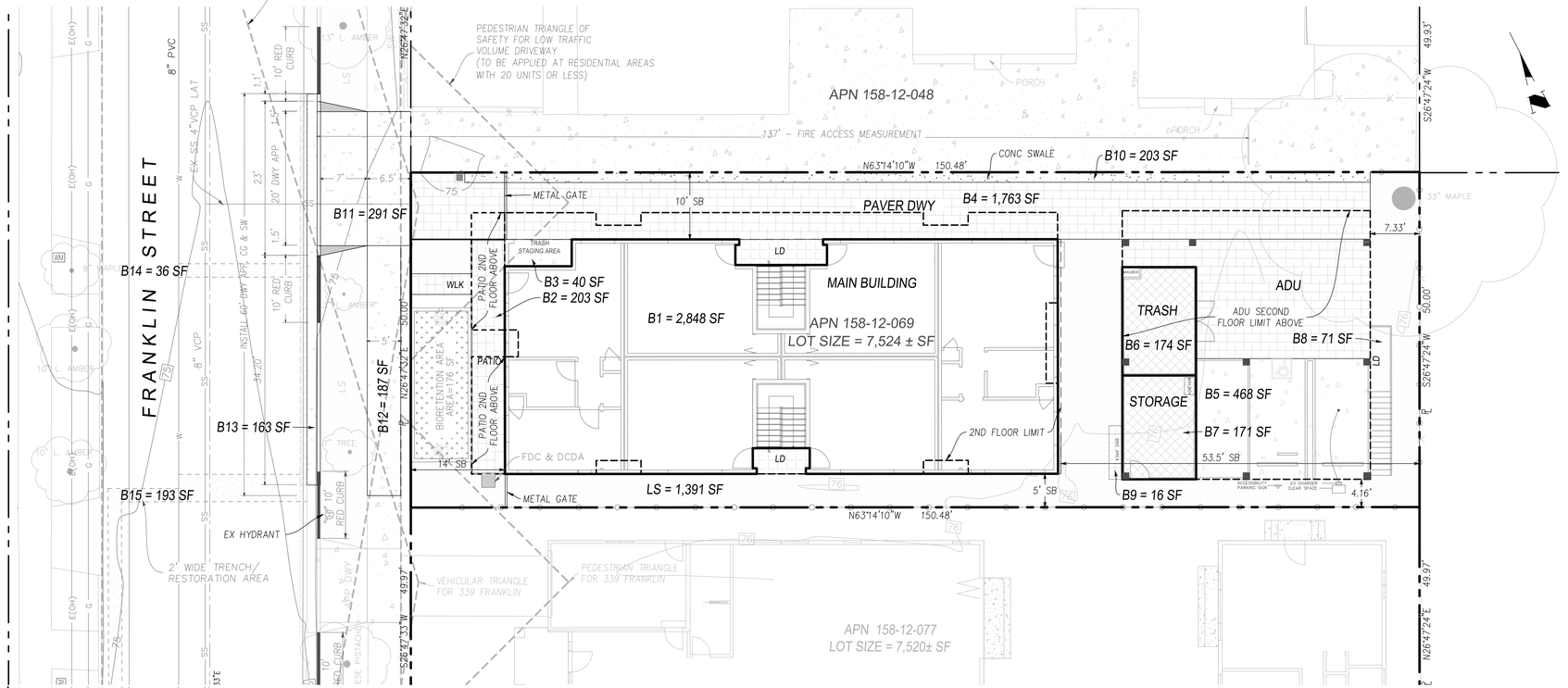
Mountain View California

PROJECT NO.
CONTRACT NO.
FILE NO.
DRAWING NO. C1
SHT NO. 1 OF 9

APPLICANT : DAVID CHAO ROAD NAME : FRANKLIN STREET CITY FILE NO :



DEMOLITION PLAN



SITE PLAN

LEGEND

- EX TO REMAIN
- EX TO BE REMOVED
- EX CONC TO BE REMOVED
- EX BLDG TO BE REMOVED
- EX CONCRETE
- PERVIOUS DRIVEWAY/WALK
- PROPOSED CONCRETE
- PROPOSED BUILDING
- BIORETENTION AREA
- LANDSCAPE AREA

ONSITE PRE - DEVELOPMENT AREA

ITEM NO.	SURFACE AREA	STATUS	IMPERVIOUS	PERVIOUS
A1	DRIVEWAY	REMOVE	2,861 SF	
A2	BUILDING	REMOVE	2,122 SF	
A3	CARPORT	REMOVE	791 SF	
A4	WALKWAY	REMOVE	94 SF	
A5	PORCH & STEP	REMOVE	205 SF	
LS	LANDSCAPE			1,451 SF
	TOTAL		**6,073 SF**	**1,451 SF**

ONSITE POST - DEVELOPMENT AREA

ITEM NO.	SURFACE AREA	STATUS	IMPERVIOUS	PERVIOUS
B1	MAIN BUILDING & LANDING	NEW	2,848 SF	
B2	PATIO & WALKWAY	NEW		203 SF
B3	TRASH AREA	NEW	40 SF	
B4	NEW DRIVEWAY	NEW		1,763 SF
B5	PARKING	NEW	468 SF	
B6	TRASH	NEW	174 SF	
B7	STORAGE	NEW	171 SF	
B8	STAIRS	NEW	71 SF	
B9	BIKE AREA	NEW		16 SF
B10	CONC SWALE	NEW	203 SF	
LS	LANDSCAPING			1,567 SF
	TOTAL		**3,975 SF**	**3,549 SF**

SUMMARY

DESCRIPTION	IMPERVIOUS	PERVIOUS
PRE-DEVELOPMENT	6,073 SF	1,451 SF
POST-DEVELOPMENT	3,975 SF	3,549 SF
DIFFERENCE	-2,098 SF	2,098 SF

OFFSITE PRE - DEVELOPMENT AREA

ITEM NO.	SURFACE AREA	STATUS	IMPERVIOUS	PERVIOUS
A6	EX APP DWY	REMOVE	311 SF	
A7	SW	REMOVE	207 SF	
A8	CURB & GUTTER	REMOVE	161 SF	
A9	EX AC	REMOVE	36 SF	
A10	EX AC	REMOVE	193 SF	
LS	LANDSCAPE			273 SF
	TOTAL		**908 SF**	**273 SF**

OFFSITE POST - DEVELOPMENT AREA

ITEM NO.	SURFACE AREA	STATUS	IMPERVIOUS	PERVIOUS
B11	DWY	NEW	291 SF	
B12	SW	NEW	187 SF	
B13	CURB & GUTTER	NEW	163 SF	
B14	AC	NEW	36 SF	
B15	AC	NEW	193 SF	
LS	LANDSCAPING			311 SF
	TOTAL		**870 SF**	**311 SF**

SUMMARY

DESCRIPTION	IMPERVIOUS	PERVIOUS
PRE-DEVELOPMENT	908 SF	273 SF
POST-DEVELOPMENT	870 SF	311 SF
DIFFERENCE	-38 SF	38 SF

NOTES:

1. TOPOGRAPHIC MAP WAS DONE BY OTHERS.
2. THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THIS MAP WERE BASED ON MARKINGS MADE IN THE FIELD BY OTHERS. THERE MAY BE OTHER UNDERGROUND UTILITIES THAT EXIST ON THIS SITE THAT ARE NOT SHOWN ON THIS PLAN. CLEARLY DEFINED MARKINGS THAT EXISTED AT THE TIME OF THE SURVEY WERE LOCATED AND ARE SHOWN ON THIS PLAN.
3. THE EXCAVATION FOR THE ADU SHOULD BE DONE CAREFULLY TO MINIMIZE THE IMPACT TO THE NEIGHBOR'S REDWOODS.

GRAPHIC SCALE

0 5 10 20

(IN FEET)
1 inch = 10 ft.

NO.	REVISIONS	APP'D	DATE	BY
	REVISED PER ROUND 2 COMMENTS		08/12/25	HP
	REVISED PER ROUND 3 COMMENTS		10/24/25	HP

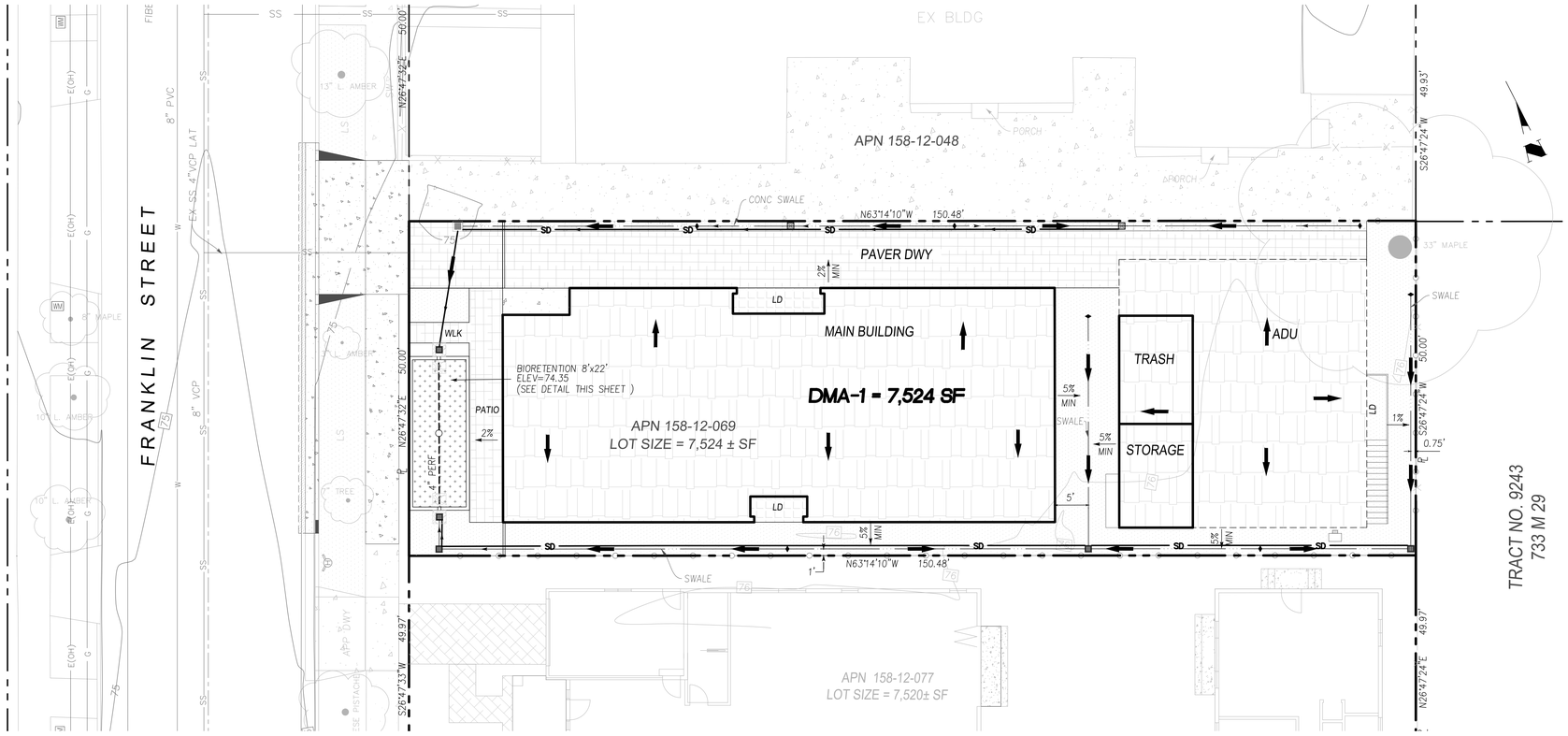
HP 03/28/25 DESIGNED
HP 03/28/25 DRAWN
1" = 10' SCALE
HV 03/28/25 CHECKED
DATE

LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
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DEMOLITION PLAN AND SITE PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069
Mountain View California

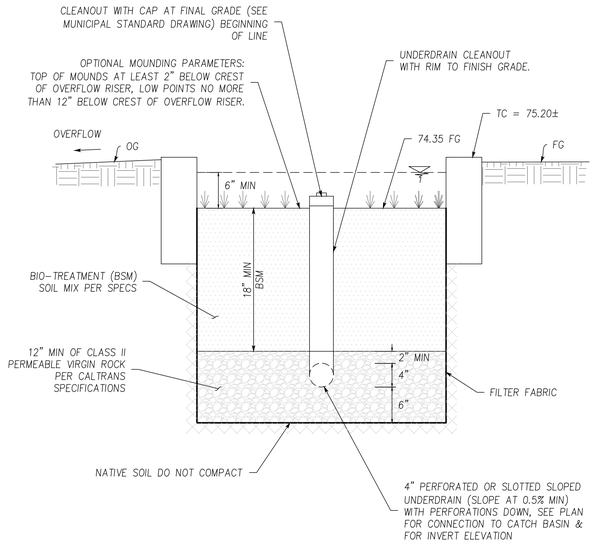
PROJECT NO.
CONTRACT NO.
DRAWING NO. C2
SHT NO. 2 OF 9
FILE NO.

APPLICANT : DAVID CHAO
ROAD NAME : FRANKLIN STREET
CITY FILE NO :



LEGEND

- RAINWATER LEADER
- LANDSCAPE AREA
- PROPOSED BUILDING
- BIORETENTION AREA
- CONCRETE AREA
- EXISTING TREE TO REMAIN



BIORETENTION DETAIL

NTS

STORMWATER TREATMENT MEASURES SUMMARY TABLE

		a	b	c	d	e	f				
DRAINAGE MANAGEMENT AREA (DMA)	TREAMENT CONTROL MEASURE (TCM)	TOTAL DRAINAGE AREA (SF)	PERVIOUS AREA (SF)	IMPERVIOUS AREA(SF)	EFFECTIVE PERVIOUS AREA (SF) =0.1*(b)	EFFECTIVE IMPERVIOUS AREA (SF) = (c) + (d)	TREATMENT AREA REQUIRED (SF) =0.04*(e)	TREATMENT AREA PROVIDED (SF)	DEPTH OF POND (INCHES)	TREATMENT TYPE	SIZING METHOD
DMA	1	7,524	3,549	3,975	355	4,330	173	176	6"	Bioretention	4% Rule

Calculate Required SCM Storage Capacity by Simple Method				
Retention Volume			116 cf	
Bioretention surface area			176 sf	
Required water depth = Retention volume ÷ surface area:				
	116.19 cu.ft	÷ 176 sf =	0.660 ft =	7.92 inches
Approach: Store volume in ponding area, biotreatment soil, and gravel (no underdrain)				
Surface ponding depth = 6 inches				
Soil depth = 24" × 0.25 porosity = 6 inches				
Remaining water depth	7.92 inches -		6.00 inches =	2.00 inches
Gravel depth required (porosity 0.35):			2.00 ÷ 0.35 =	5.71 inches
Summary: Bioretention area has:				
			Ponding depth:	**6.00 inches**
			Soil depth:	**18.00 inches**
			Gravel depth:	**12.00 inches**

TREATMENT SYSTEM:

1. BIORETENTION

INSPECTION & MAINTENANCE :

1. UPON PROJECT COMPLETION, THE OWNER SHALL BE SOLELY RESPONSIBLE FOR ROUTINE INSPECTION AND MAINTENANCE OF ALL ON-SITE DRAIN SYSTEM. STORM DRAIN SYSTEM SHALL BE CLEANED AND/OR FLUSHED ON BIANNUAL BASIS OR AS FOUND NECESSARY.
2. RETENTIONS & DETENTIONS SHALL BE INSPECTED PERIODICALLY BEFORE & DURING THE RAINY SEASON. THE MAINTENANCE REQUIREMENTS OF VEGETATIVE SWALES & DETENTIONS INCLUDE PERIODIC INSPECTION FOR EROSION AND FORMATION OF GULLIES, REMOVAL OF SEDIMENT BUILDUP & DEBRIS FROM THE BOTTOM OF CHANNEL, AND MOWING GRASS LINED SWALES SHOULD BE MOWED REGULARLY TO MAINTAIN A HEIGHT OF APPROX. 4-6 INCHES. NATURALIZED SWALES REDUCE THE MOWING REQUIREMENTS TO ONLY ONCE PER SEASON.

SITE DESIGN MEASURES:

1. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.

SOURCE CONTROL MEASURES:

1. GOOD HOUSEKEEPING, EG., SWEEP PAVEMENT AND CLEAN CATCH BASIN
2. STORM DRAIN LABELING.

GRAPHIC SCALE

0 5 10 20

(IN FEET)
1 inch = 10 ft.

REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

NO.	REVISIONS	BY	DATE	APP'D
	REVISED PER ROUND 2 COMMENTS	HP	08/12/25	
	REVISED PER ROUND 3 COMMENTS	HP	10/24/25	

HP	03/28/25	SCALE	03/28/25
DESIGNED	DATE		DATE
HP	03/28/25	HV	03/28/25
DRAWN	DATE	CHECKED	DATE

LE ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

STORMWATER WATER CONTROL PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

Mountain View California

PROJECT NO.

CONTRACT NO.

DRAWING NO. C3

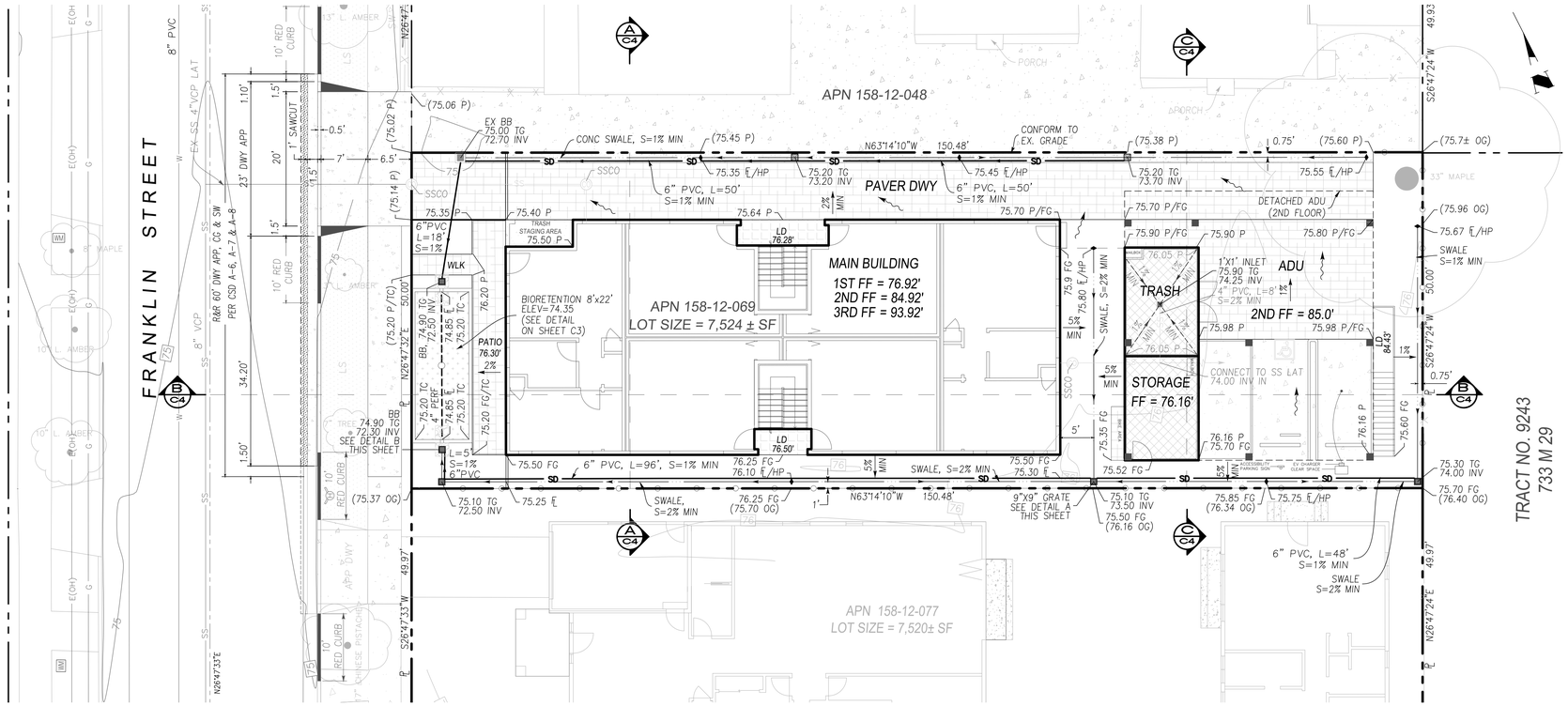
SHT NO. 3 OF 9

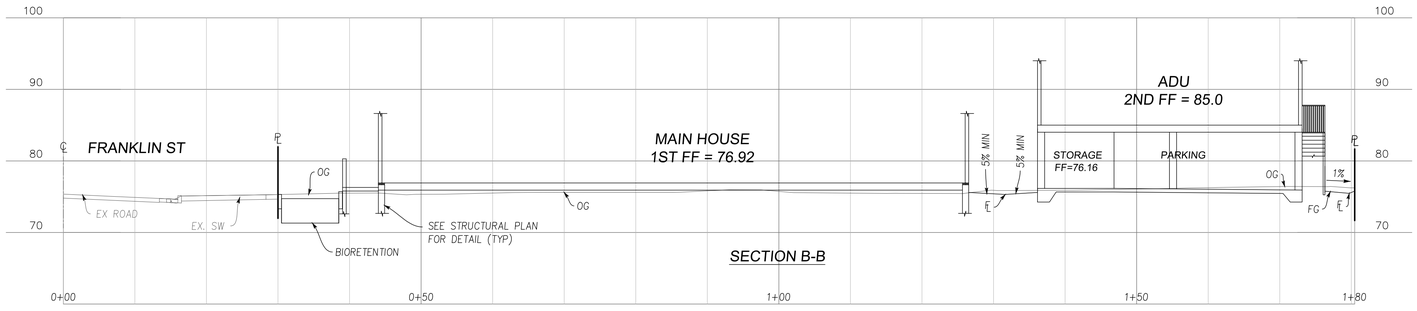
FILE NO.

APPLICANT : DAVID CHAO

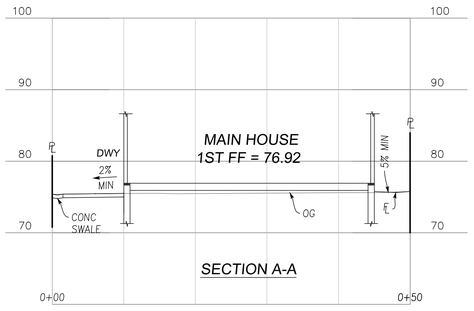
ROAD NAME : FRANKLIN STREET

CITY FILE NO :

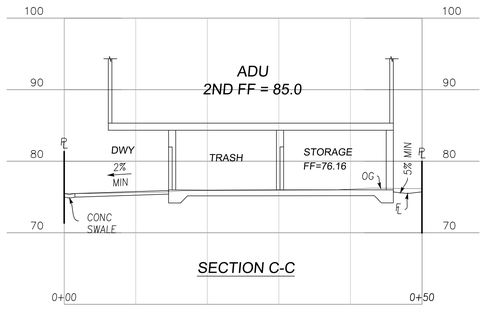




SECTION B-B



SECTION A-A



SECTION C-C

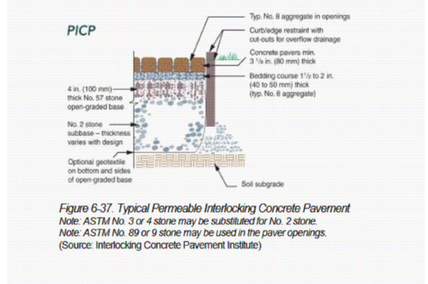
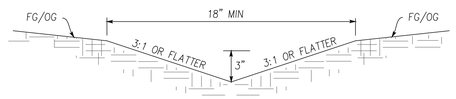
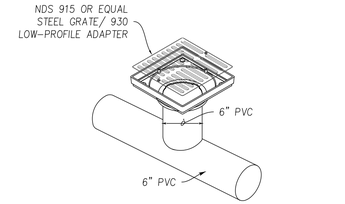


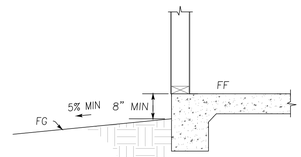
Figure 6-37. Typical Permeable Interlocking Concrete Pavement
Note: ASTM No. 3 or 4 stone may be substituted for No. 2 stone.
Note: ASTM No. 89 or 9 stone may be used in the paver openings.
(Source: Interlocking Concrete Pavement Institute)



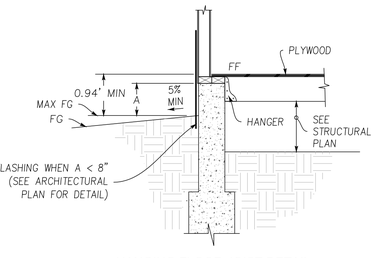
SWALE TYPICAL SECTION
NTS



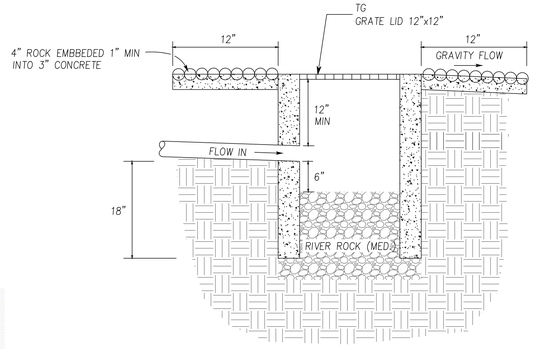
DETAIL A - 9"x9" GRATE
NTS



FINISH GRADE DETAIL
AT BUILDING FOUNDATION
NTS



HANGING FLOOR JOIST DETAIL
AT BUILDING FOUNDATION
NTS



DETAIL B - BUBBLER BOX
NTS

NOTES:

1. RIGID PLASTIC, A.C., C.I., OR STEEL PIPE ALLOWED TO BOX FROM INLET
2. BOX SHALL BE SET WITH ADJACENT GRADES SLOPING AWAY TO PREVENT RAINWATER & LANDSCAPE WATER FROM ENTERING.
3. BOX SHALL BE SET IN LANDSCAPED AREA TO FACILITATE PERCOLATION.
4. BOX SHALL NOT HAVE CONCRETE BOTTOM TO FACILITATE PERCOLATION.

GRAPHIC SCALE
0 5 10 20
(IN FEET)
1 inch = 10 ft.

REGISTERED PROFESSIONAL ENGINEER
M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

NO.	REVISIONS	DATE	APP'D	BY
	REVISED PER ROUND 3 COMMENTS	10/24/25		HP
	REVISED PER ROUND 2 COMMENTS	08/12/25		HP

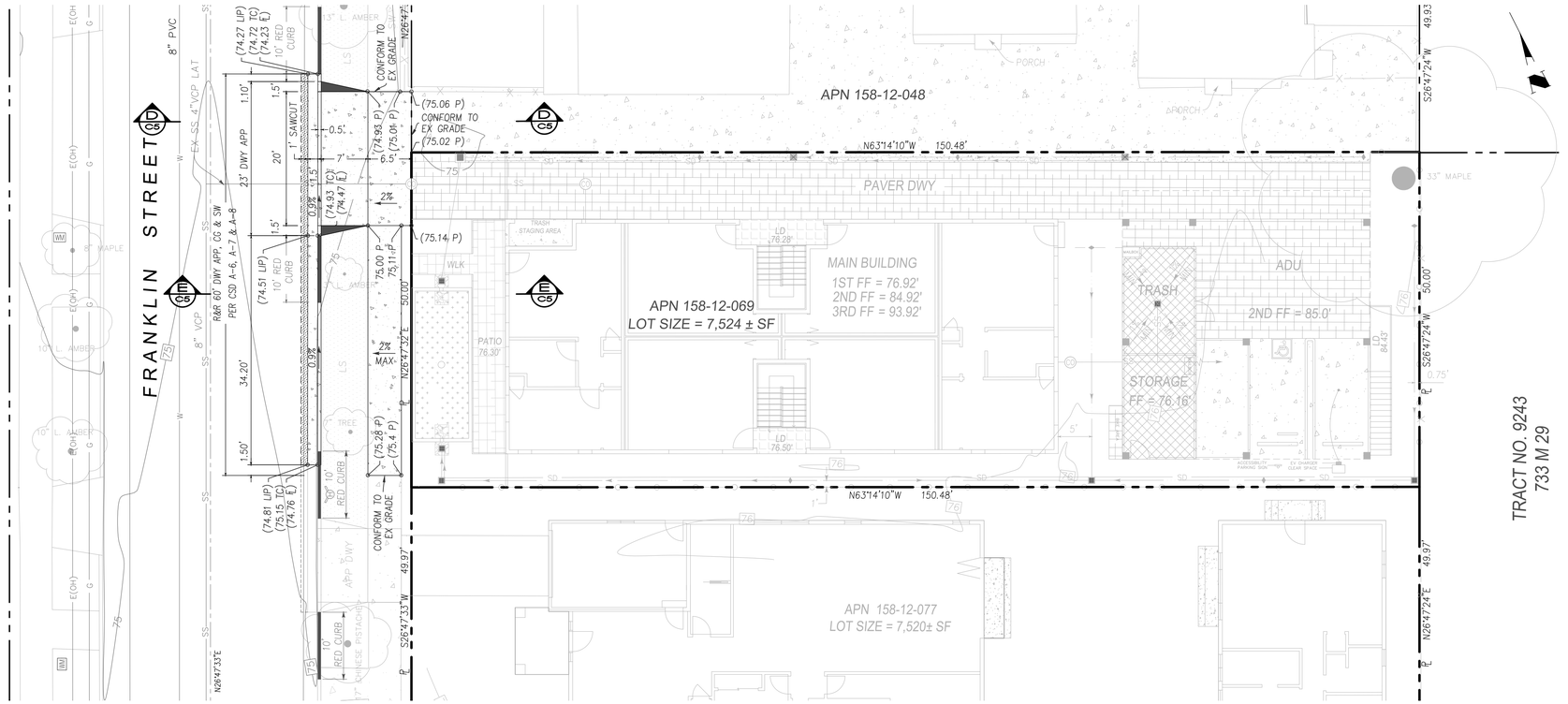
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HP DRAWN 03/28/25 DATE
1" = 10' SCALE
HV CHECKED 03/28/25 DATE

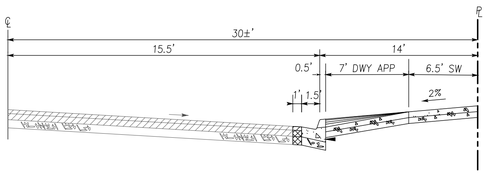
LE ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

GRADING AND DRAINAGE PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069
Mountain View California

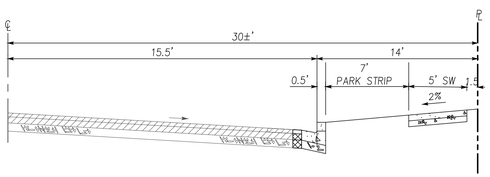
PROJECT NO.
CONTRACT NO.
DRAWING NO. C4
SHT NO. 4 OF 9
FILE NO.

APPLICANT : DAVID CHAO
ROAD NAME : FRANKLIN STREET
CITY FILE NO :

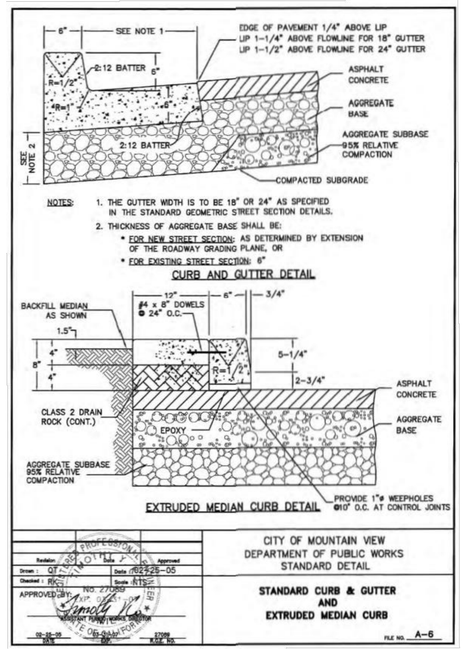


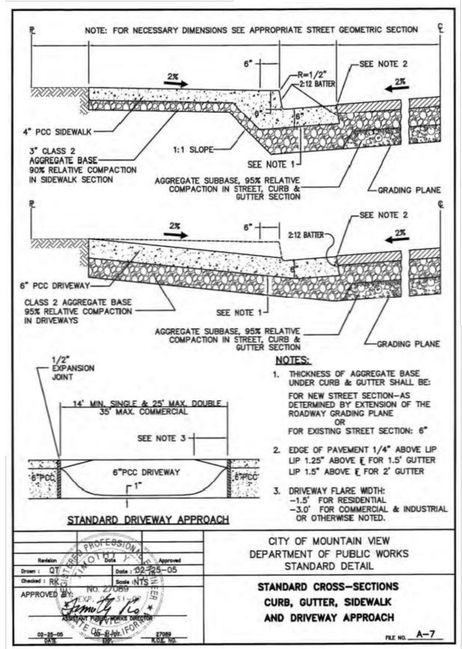


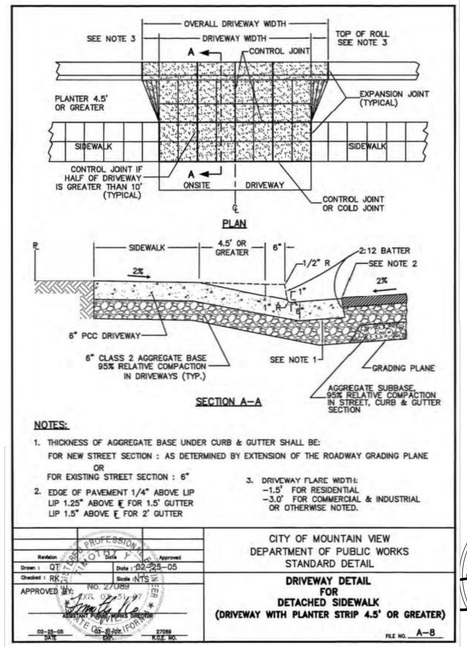
SECTION D - D
NTS



SECTION E - E
NTS







NO.	REVISIONS	DATE	APP'D	BY
	REVISED PER ROUND 2 COMMENTS	08/13/25		HP
	REVISED PER ROUND 3 COMMENTS	10/24/25		HP

HP DESIGNED 03/28/25 DATE
HP DRAWN 03/28/25 DATE
1" = 10' SCALE
HV CHECKED 03/28/25 DATE

LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
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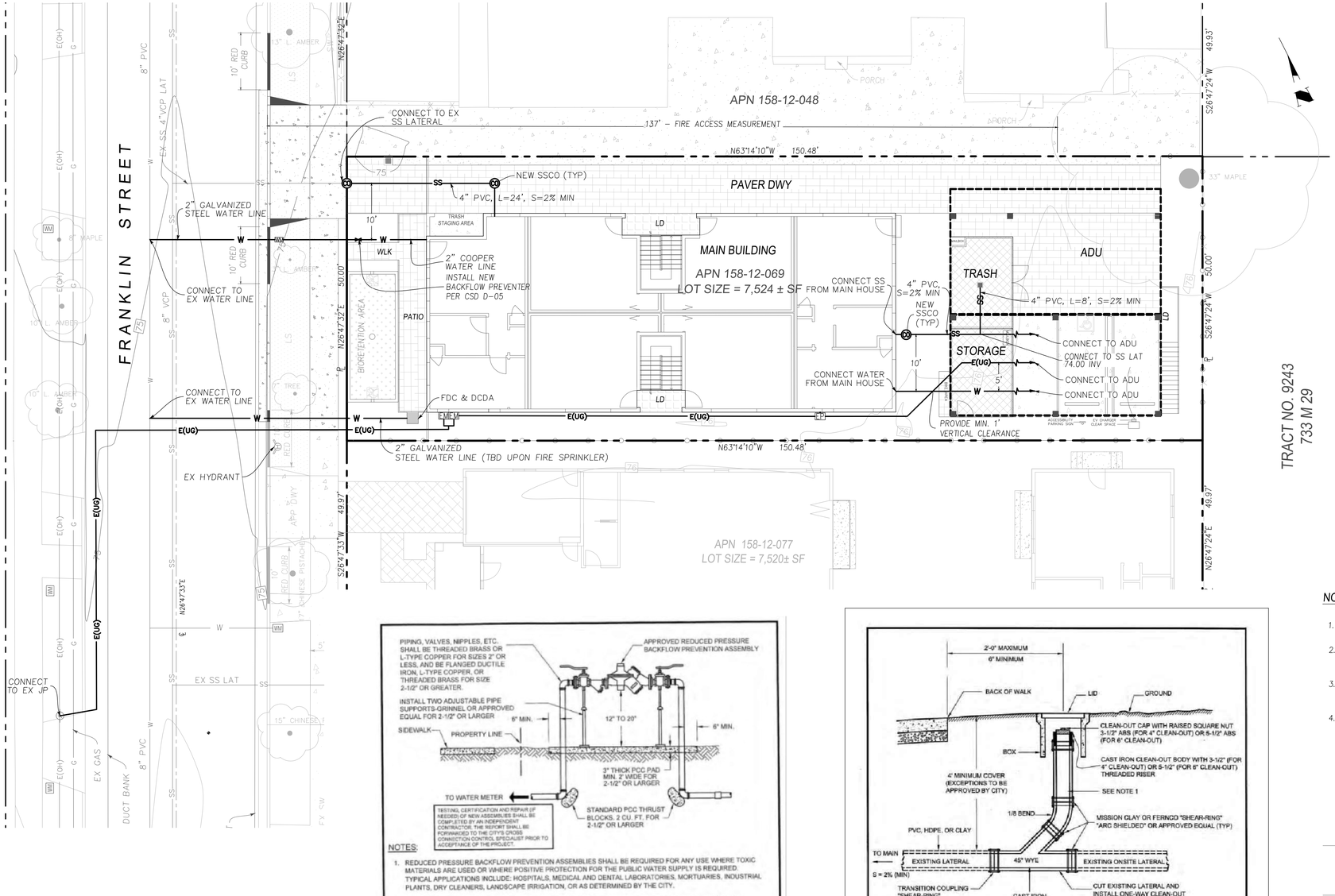
STREET IMPROVEMENT PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

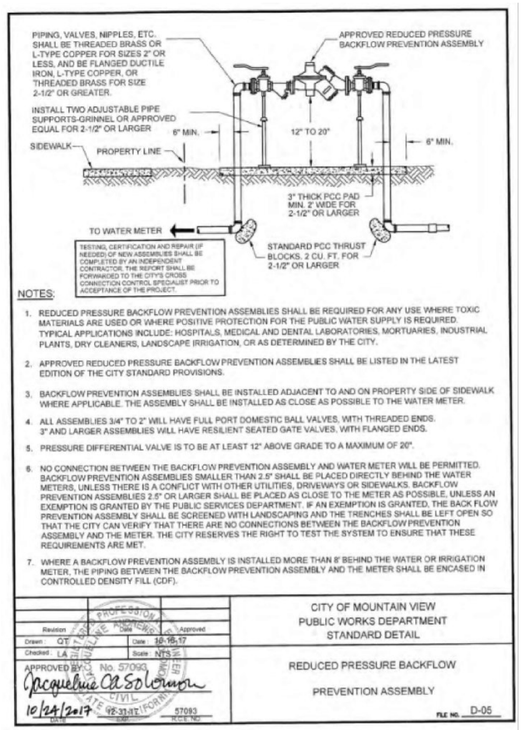
Mountain View | California

REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

DRAWING NO. C5
SHT NO. 5 OF 9
PROJECT NO.
CONTRACT NO.
FILE NO.

APPLICANT : DAVID CHAO
ROAD NAME : FRANKLIN STREET
CITY FILE NO :





NOTES:

1. REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLIES SHALL BE REQUIRED FOR ANY USE WHERE TOXIC MATERIALS ARE USED OR WHERE POSITIVE PROTECTION FOR THE PUBLIC WATER SUPPLY IS REQUIRED. TYPICAL APPLICATIONS INCLUDE: HOSPITALS, MEDICAL AND DENTAL LABORATORIES, MORTUARIES, INDUSTRIAL PLANTS, DRY CLEANERS, LANDSCAPE IRRIGATION, OR AS DETERMINED BY THE CITY.
2. APPROVED REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLIES SHALL BE LISTED IN THE LATEST EDITION OF THE CITY STANDARD PROVISIONS.
3. BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED ADJACENT TO AND ON PROPERTY SIDE OF SIDEWALK WHERE APPLICABLE. THE ASSEMBLY SHALL BE INSTALLED AS CLOSE AS POSSIBLE TO THE WATER METER.
4. ALL ASSEMBLIES 3/4" TO 2" WILL HAVE FULL PORT DOMESTIC BALL VALVES, WITH THREADED ENDS. 3" AND LARGER ASSEMBLIES WILL HAVE RESILIENT SEATED GATE VALVES, WITH FLANGED ENDS.
5. PRESSURE DIFFERENTIAL VALVE IS TO BE AT LEAST 12" ABOVE GRADE TO A MAXIMUM OF 20".
6. NO CONNECTION BETWEEN THE BACKFLOW PREVENTION ASSEMBLY AND WATER METER WILL BE PERMITTED. BACKFLOW PREVENTION ASSEMBLIES SMALLER THAN 2.5" SHALL BE PLACED DIRECTLY BEHIND THE WATER METERS, UNLESS THERE IS A CONFLICT WITH OTHER UTILITIES, DRIVEWAYS OR SIDEWALKS. BACKFLOW PREVENTION ASSEMBLIES 2.5" OR LARGER SHALL BE PLACED AS CLOSE TO THE METER AS POSSIBLE, UNLESS AN EXEMPTION IS GRANTED BY THE PUBLIC SERVICES DEPARTMENT. IF AN EXEMPTION IS GRANTED, THE BACK FLOW PREVENTION ASSEMBLY SHALL BE SCREENED WITH LANDSCAPING AND THE TRENCHES SHALL BE LEFT OPEN SO THAT THE CITY CAN VERIFY THAT THERE ARE NO CONNECTIONS BETWEEN THE BACKFLOW PREVENTION ASSEMBLY AND THE METER. THE CITY RESERVES THE RIGHT TO TEST THE SYSTEM TO ENSURE THAT THESE REQUIREMENTS ARE MET.
7. WHERE A BACKFLOW PREVENTION ASSEMBLY IS INSTALLED MORE THAN 8' BEHIND THE WATER OR IRRIGATION METER, THE PIPING BETWEEN THE BACKFLOW PREVENTION ASSEMBLY AND THE METER SHALL BE ENCASED IN CONTROLLED DENSITY FILL (CDF).

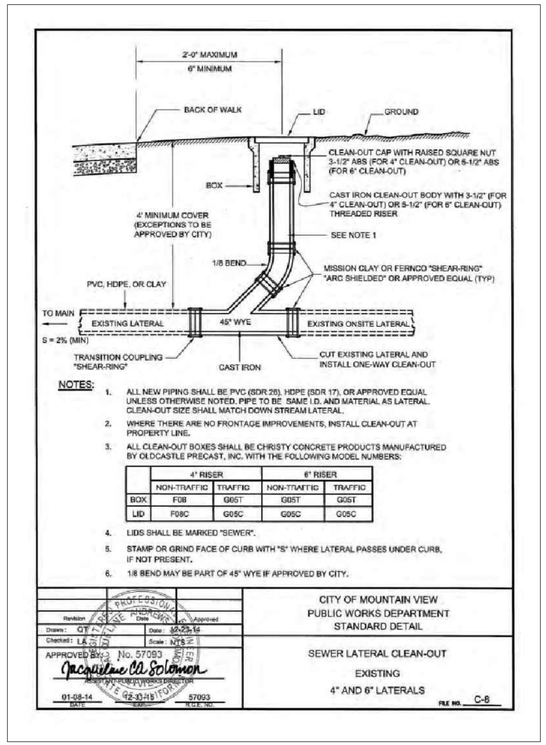
Revision	Date	Approved
Drawn: GT	Date: 10-16-17	
Checked: LA	Scale: NTS	

APPROVED BY: No. 57093 — Jacqueline CA Solomon — 10/24/2017 — 12-31-18 — 57093

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY

FILE NO. D-05



NOTES:

1. ALL NEW PIPING SHALL BE PVC (SDR 26), HDPE (SDR 17), OR APPROVED EQUAL UNLESS OTHERWISE NOTED. PIPE TO BE SAME I.D. AND MATERIAL AS LATERAL. CLEAN-OUT SIZE SHALL MATCH DOWN STREAM LATERAL.
2. WHERE THERE ARE NO FRONTAGE IMPROVEMENTS, INSTALL CLEAN-OUT AT PROPERTY LINE.
3. ALL CLEAN-OUT BOXES SHALL BE CHRISTY CONCRETE PRODUCTS MANUFACTURED BY OLDCASTLE PRECAST, INC. WITH THE FOLLOWING MODEL NUMBERS:

	4" RISER		6" RISER	
	NON-TRAFFIC	TRAFFIC	NON-TRAFFIC	TRAFFIC
BOX	F08	G06T	G05T	G05T
LID	F08C	G06C	G05C	G05C

4. LIDS SHALL BE MARKED "SEWER".
5. STAMP OR GRIND FACE OF CURB WITH "S" WHERE LATERAL PASSES UNDER CURB, IF NOT PRESENT.
6. 1/8 BEND MAY BE PART OF 45° WYE IF APPROVED BY CITY.

Revision	Date	Approved
Drawn: GT	Date: 02-23-16	
Checked: LA	Scale: NTS	

APPROVED BY: No. 57093 — Jacqueline CA Solomon — 01-08-14 — 12-31-18 — 57093

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

SEWER LATERAL CLEAN-OUT
EXISTING
4" AND 6" LATERALS

FILE NO. C-6

NOTES:

1. UTILITIES SHALL BE POTHOLED AND VERIFIED PRIOR TO SUBMITTAL PLANS FOR CONSTRUCTION PERMIT.
2. ANY TRENCHING WITHIN TREE PROTECTION ZONES SHALL BE PERFORMED BY HAND OR USING TRENCHLESS METHODS, AND WORK SHALL BE OVERSEEN AND DOCUMENTED BY THE PROJECT ARBORIST.
3. DEVELOPER SHALL POTHOLE EXISTING UTILITIES TO VERIFY THE PROPOSED CONNECTIONS WILL NOT CREATE CONFLICTS OR REQUIRE ADJUSTMENTS NECESSARY TO MAINS.
4. WATER METER SIZE TO BE DETERMINED UPON FIRE SPRINKLER DESIGN

LEGEND:

EXISTING		PROPOSED
G	GAS LINE	G
EM	ELECTRIC METER	EM
E(UG)	ELECTRIC UNDERGROUND	E(UG)
SD	STORM DRAIN MANHOLE	
SD	STORM DRAIN PIPE	SD
SS	SANITARY SEWER LINE	SS
CO	CLEANOUT	CO
W	WATER LINE	W
WM	WATER METER	WM
WV	WATER VALE	
	OVERLAND RELEASE	

GRAPHIC SCALE
0 5 10 20
(IN FEET)
1 inch = 10 ft.

REGISTERED PROFESSIONAL ENGINEER — N. M. LE — No. 47518 — CIVIL — STATE OF CALIFORNIA

NO.	REVISIONS	BY	DATE	APP'D
	REVISED PER ROUND 2 COMMENTS	HP	08/12/25	
	REVISED PER ROUND 3 COMMENTS	HP	10/24/25	

	DATE
HP DESIGNED	03/28/25
HP DRAWN	03/28/25
HV CHECKED	03/28/25
SCALE	

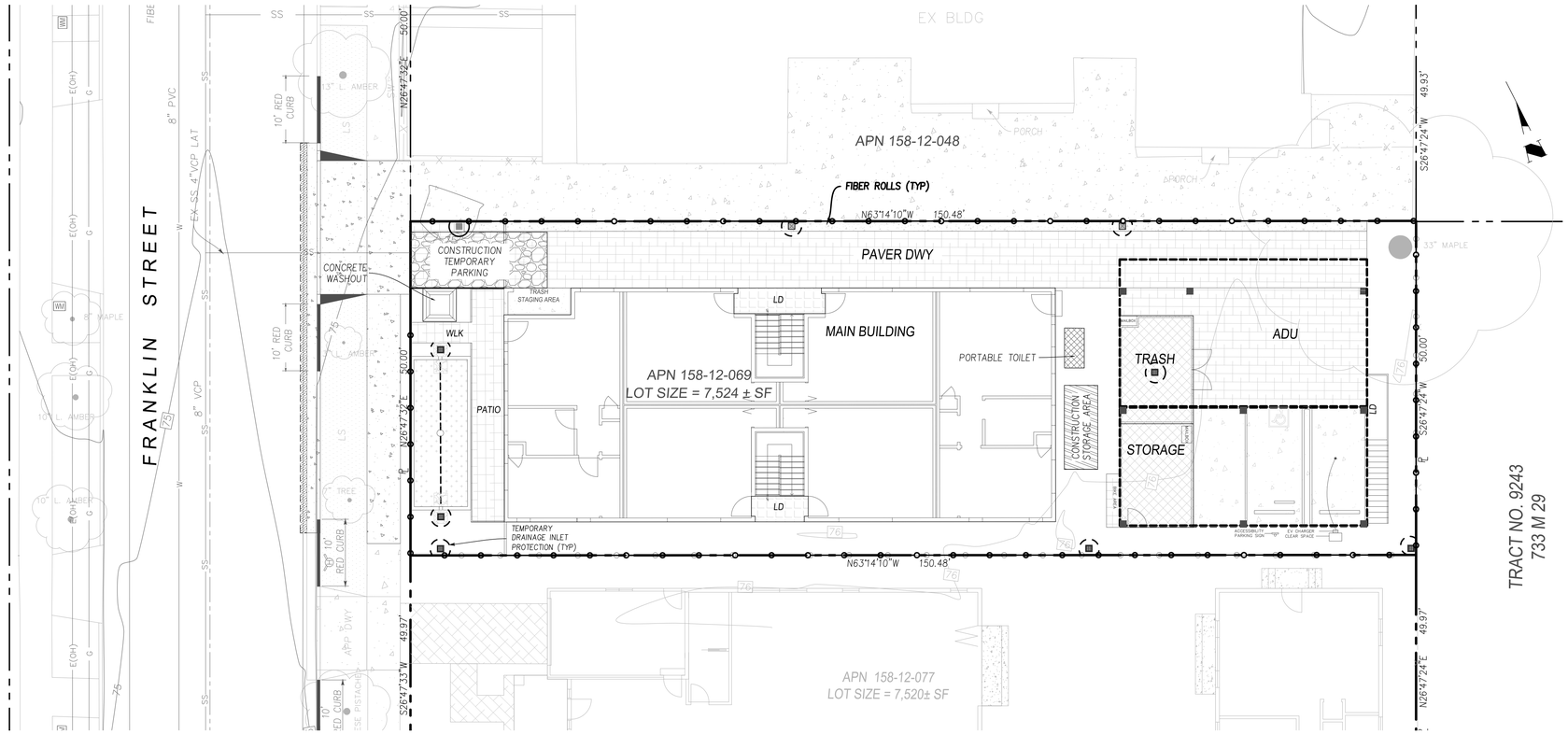
LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

UTILITY PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

Mountain View California

PROJECT NO.
CONTRACT NO.
FILE NO.
DRAWING NO: C6
SHT NO. 6 OF 9

APPLICANT : DAVID CHAO ROAD NAME : FRANKLIN STREET CITY FILE NO :



TRACT NO. 9243
733 M 29

LEGEND

- CONCRETE WASHOUT
- CONSTRUCTION STORAGE AREA
- FIBER ROLLS
- PORTABLE TOILET
- TEMPORARY DRAINAGE INLET PROTECTION
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIST

GRAPHIC SCALE
0 5 10 20
(IN FEET)
1 inch = 10 ft.

REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

NO.	REVISIONS	DATE	APP'D	BY
	REVISED PER ROUND 2 COMMENTS	08/12/25		HP
	REVISED PER ROUND 3 COMMENTS	10/24/25		HP

HP DESIGNED 03/28/25 DATE
HP DRAWN 03/28/25 DATE
SCALE
HV CHECKED 03/28/25 DATE

LE ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

EROSION CONTROL PLAN
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

California
Mountain View

PROJECT NO.
CONTRACT NO.
FILE NO.
DRAWING NO: C7
SHT NO. 7 OF 9

APPLICANT : DAVID CHAO
ROAD NAME : FRANKLIN STREET
CITY FILE NO :

EROSION CONTROL NOTES

1. THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY AND IS NOT TO BE USED FOR FINAL PLAN ELEVATIONS OR PERMANENT IMPROVEMENTS. THE COUNTY INSPECTOR MAY REQUIRE INSTALLING ADDITIONAL EROSON CONTROL MEASURES DURING EARTHWORK OPERATION.

2. OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR, DURING, AND AFTER STORM EVENTS.

3. REASONABLE CARE SHALL BE TAKEN WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR THER PUBLIC PLACE. SHOULD ANY BLOW, SPILL, OR TRACK OVER AND UPON SAID PUBLIC OR ADJACENT PRIVATE PROERTY, IMMEDIATE REMEDY SHALL OCCUR.

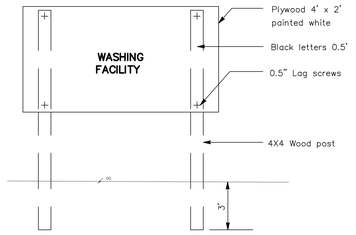
4. DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM, INCLUDING EXISTING DRAINAGE SWALES AND WATER COURSES.

5. CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE AND LOCAL AGENCY.

6. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 15 TO APRIL 15. GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DENUDED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.

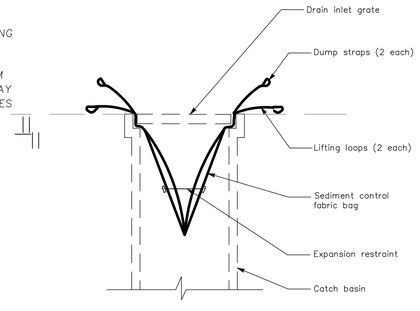
7. FINISHED SLOPES ON THE SITE SHALL BE STABILIZED USING SEED AND STRAW OR HYDROSEED TREATMENTS.

8. UNFINISHED ROADWAY AREAS SHALL BE PROTECTED FROM EROSION AS SHOWN ON THE EROSION CONTROL PLAN. HAY BALE CHECK DAMS WILL BE REQUIRED ON ROADWAY SLOPES STEEPER THAN FIVE PERCENT.



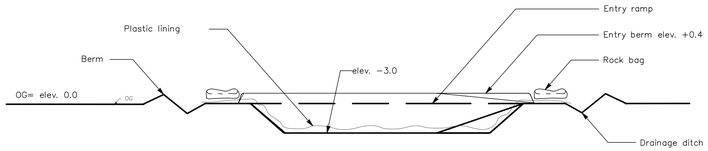
SIGN ELEVATION

NOTE:
The temporary equipment washing facility sign shall be installed within 20 feet of the temporary concrete washout facility.

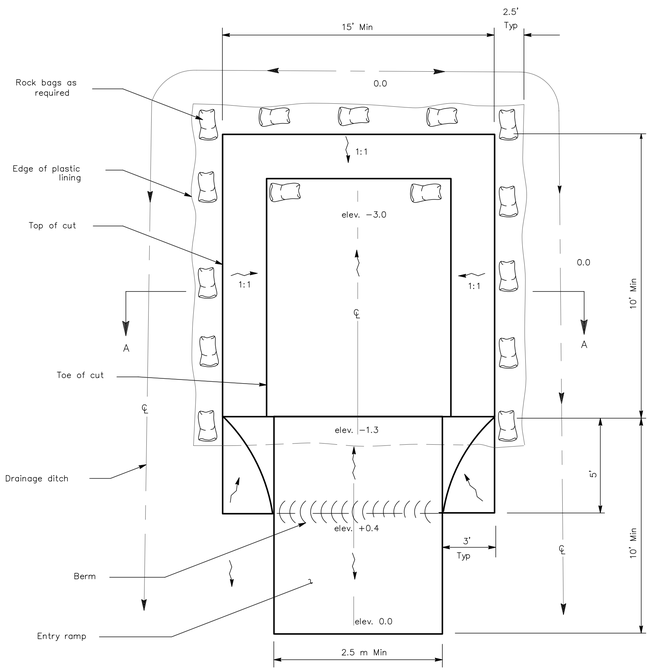


SECTION

SEDIMENT CONTROL BAG

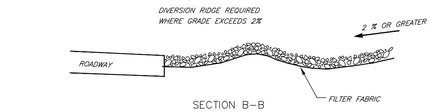


SECTION A–A

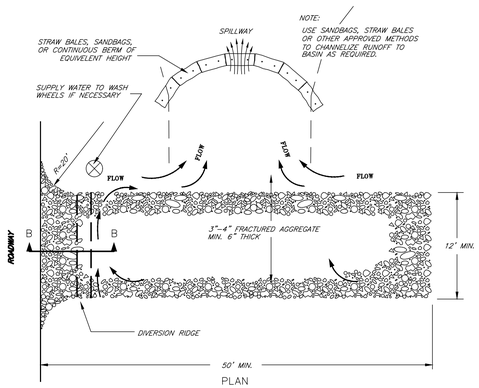


PLAN

TEMPORARY EQUIPMENT WASHING FACILITY
(Below Grade)



SECTION B–B



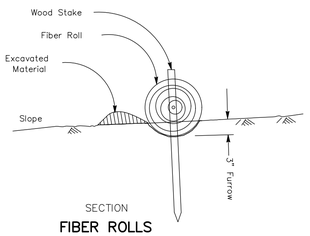
PLAN

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT

NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

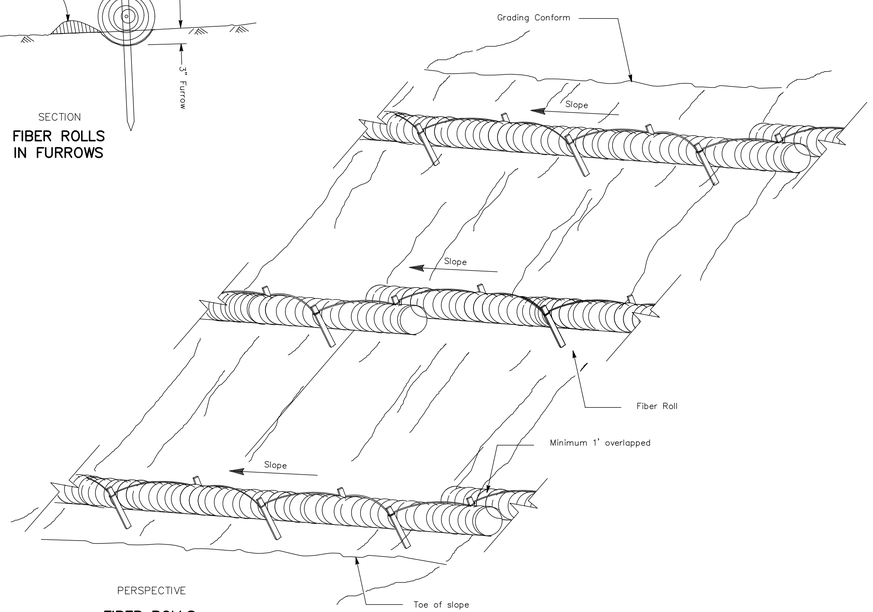
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.

3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



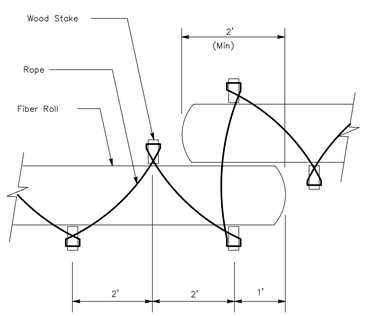
SECTION

FIBER ROLLS
IN FURROWS



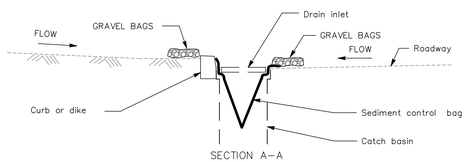
PERSPECTIVE

FIBER ROLLS
ROPE RESTRAINT METHOD

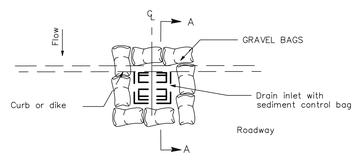


PLAN

FIBER ROLLS
ROPE RESTRAINT METHOD



SECTION A–A



PLAN

TEMPORARY DRAINAGE INLET PROTECTION
For paved areas exposed to traffic

NO.	REVISIONS	DATE	APP'D	BY
	REVISED PER ROUND 3 COMMENTS	10/24/25		HP
	REVISED PER ROUND 2 COMMENTS	08/12/25		HP

HP DESIGNED 03/28/25 DATE
HP DRAWN 03/28/25 DATE
NTS SCALE
HV CHECKED 03/28/25 DATE

LC ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

EROSION CONTROL DETAILS
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

Mountain View California

PROJECT NO.
CONTRACT NO.
FILE NO.

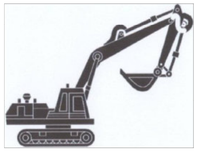
REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

DRAWING NO. C8
SHT NO. 8 OF 9

APPLICANT : DAVID CHAO
ROAD NAME : FRANKLIN STREET
CITY FILE NO :

Heavy Equipment Operation

Best Management Practices for the Construction Industry



Who should use this information?

- Vehicle and Equipment Operators
- Site Supervisors
- General Contractors
- Home Builders
- Developers

Storm Water Pollution from Heavy Equipment on Construction Sites

Poorly maintained vehicles and heavy equipment that leak fuel, oil, antifreeze or other fluids on the construction site are common sources of storm water pollution. Prevent leaks by properly maintaining equipment and utilizing drip pans to place under any leaking equipment. Remove any leaking or malfunctioning equipment from the site as soon as possible.

Doing the Job Right

Site Planning and Preventive Vehicle Maintenance

- ❑ Maintain all vehicles and heavy equipment. Inspect frequently for repair leaks.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site where cleanup is easier.
- ❑ If you must drain and replace motor oil, radiator coolant, or other fluids on site, use drip pans or drop cloths to catch drips and spills. Collect all spent fluids, store in separate containers, and properly dispose as hazardous waste (recycle whenever possible).
- ❑ Perform major equipment repairs at designated areas in your maintenance yard, where cleanup is easier. Avoid performing equipment repairs at construction sites.
- ❑ Cover exposed fifth wheel hitches and other oily or greasy equipment during rain events.

Spill Cleanup

- ❑ Clean up spills immediately when they happen.
- ❑ Never hose down "dirty" pavement or impermeable surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags) whenever possible and properly dispose of absorbent materials.
- ❑ Sweep up spilled dry materials immediately. Never attempt to "wash them away" with water, or bury them.
- ❑ Use as little water as possible for dust control. Ensure water doesn't leave silt or discharge to storm drains.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills to the appropriate local spill response agencies immediately: Police (non-emergency): 650-903-6350. Fire & Environmental Safety: 650-903-6378.
- ❑ If the spill poses a significant hazard to human health and safety, property or the environment, you must also report it to the State Office of Emergency Services.

Roadwork and Paving

Best Management Practices for the Construction Industry



Who should use this information?

- Road Crews
- Driveway/Sidewalk/Parking Lot Construction Crews
- Seal Coat Contractors
- Operators of grading Equipment, Paving Machines, Dump Trucks, Concrete Mixers
- Construction Inspectors
- General Contractors
- Home Builders
- Developers

Doing the Job Right

General Business Practices

- ❑ Develop and implement erosion/sediment control plans for roadway embankments.
- ❑ Schedule excavation and grading work during dry weather.
- ❑ Check for and repair leaking equipment.
- ❑ Perform major equipment repairs at designated areas in your maintenance yard, where cleanup is easier. Avoid performing equipment repairs at construction sites.
- ❑ When refueling or when vehicle/equipment maintenance must be done on site, designate a location away from storm drains and creeks.
- ❑ Do not use diesel oil to lubricate equipment parts of clean equipment.
- ❑ Recycle used oil, concrete, broken asphalt, etc. whenever possible, or dispose of properly.

During Construction

- ❑ Avoid paving and seal coating in wet weather, or when rain is forecast, to prevent fresh materials from contacting storm water runoff.
- ❑ Cover and seal catch basins and manholes when applying seal coat, slurry seal, fog seal, or similar materials.
- ❑ Protect drainage ways by using earth dikes, sand bags, or other controls to divert or trap and filter runoff.

Storm Water Pollution from Roadwork

Road paving, surfacing, and pavement removal happen right in the street, where there are numerous opportunities for asphalt, saw-cut slurry, or excavated material to illegally enter storm drains. Extra planning is required to protect storm drain inlets, store and dispose of materials properly and guard against pollution of storm drains, creeks, and the Bay.

- ❑ Never wash excess material from exposed-aggregate concrete or similar treatments into a street or storm drain. Collect and recycle, or dispose to dirt area.
- ❑ Cover stockpiles (asphalt, sand, etc.) and other construction materials with plastic tarps. Protect from rainfall and prevent runoff with temporary roofs or plastic sheets and berms.
- ❑ Park paving machines over drip pans to catch drips when not in use. Store oily rags in a fire-rated container.
- ❑ Clean up all spills and leaks using "dry" methods (with absorbent materials and/or rags), or dig up, remove, and properly dispose of contaminated soil.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand.
- ❑ Avoid over-application by water trucks for dust control.

Asphalt/Concrete Removal

- ❑ Avoid creating excess dust when breaking asphalt or concrete.
- ❑ After breaking up old pavement, be sure to remove all chunks and pieces. Make sure broken pavement does not come in contact with rainfall or runoff.
- ❑ When making saw cuts, use as little water as possible. Shovel or vacuum saw-cut slurry and remove from the site. Cover or protect storm drain inlets during saw-cutting. Sweep up, and properly dispose of, all residues.
- ❑ Sweep, never hose down streets to clean up tracked dirt. Use a street sweeper or vacuum truck. Do not dump vacuumed liquor in storm drains.

Fresh Concrete and Mortar Application

Best Management Practices for the Construction Industry



Who should use this information?

- Masons and Bricklayers
- Sidewalk Construction Crews
- Patio Construction Workers
- Construction Inspectors
- General Contractors
- Home Builders
- Developers
- Concrete Delivery/Pumping Workers

Doing the Job Right

General Business Practices

- ❑ Wash out concrete mixers only in designated wash-out areas in your yard, away from storm drains and waterways, where the water will flow into a temporary waste pit in a dirt area. Let water percolate through soil and dispose of settled, hardened concrete as garbage. Whenever possible, recycle washout by pumping back into mixers for reuse.
- ❑ Wash out chutes onto dirt areas at site that do not flow to streets or drains.
- ❑ Always store both dry and wet materials under cover, protected from rainfall and runoff and away from storm drains or waterways. Protect dry materials from wind.
- ❑ Secure bags of cement after they are open. Be sure to keep wind-blown cement powder away from streets, gutters, storm drains, rainfall and runoff.
- ❑ Do not use diesel fuel as a lubricant on concrete forms, tools or trailers.

Storm Drain Pollution from Fresh Concrete and Mortar Applications

Fresh concrete and cement-related mortars that wash into lakes, streams, or estuaries are toxic to fish and the aquatic environment. Disposing of these materials to the storm drains or creeks can block storm drains, causes serious problems and is prohibited by law.

During Construction

- ❑ Don't mix up more fresh concrete or cement than you will use in a two-hour period.
- ❑ Set up and operate small mixers on tarps or heavy plastic drop cloths.
- ❑ When cleaning up after driveway or sidewalk construction, wash fines onto dirt areas, not down the driveway or into the street or storm drain.
- ❑ Protect applications of fresh concrete and mortar from rainfall and runoff until the material has dried.
- ❑ Wash down exposed aggregate concrete only when the wash water can (1) flow onto a dirt area; (2) drain onto a bermed surface from which it can be pumped and disposed of properly; or (3) be vacuumed from a catchment created by blocking a storm drain inlet. If necessary, divert runoff with temporary berms. Make sure runoff does not reach gutters or storm drains.
- ❑ When breaking up pavement, be sure to pick up all the pieces and dispose of properly. Recycle large chunks of broken concrete at a landfill.
- ❑ Never bury waste material. Dispose of small amounts of excess dry concrete, grout, and mortar in the trash.
- ❑ Never dispose of washout into the street, storm drains, drainage ditches or streams.

Preventing Pollution: It's Up to Us

In the Santa Clara Valley, storm drains transport water directly to local creeks and San Francisco Bay without treatment. Storm water pollution is a serious problem for wildlife dependent on our waterways and for the people who live near polluted streams or bay lands. Some common sources of this pollution include spilled oil, fuel, and fluids from vehicles and heavy equipment; construction debris; sediment created by erosion; landscaping runoff containing pesticides or weed killers; and materials such as used motor oil, antifreeze, and paint products that people pour or spill into a street storm drain. Thirteen valley municipalities have joined together with Santa Clara County and the Santa Clara Valley Water District to educate local residents and businesses and fight storm water pollution. To comply with this program, contractors must comply with the practices described in this blueprint.

Small Business Hazardous Waste Disposal Program

Santa Clara County businesses that generate less than 27 gallons or 220 pounds of hazardous waste per month are eligible to use Santa Clara County's Small Business Hazardous Waste Disposal Program. Call: 408-299-7300 for a quote, more information or guidance on disposal.

Spill Response Agencies

DIAL 9-1-1

State Office of Emergency Services Warning Center (24 hours): 800-852-7550

Santa Clara County Environmental Health Services: 408-299-6930

Local Pollution Control Agencies

County of Santa Clara Pollution Prevention Program: 408-441-1195

County of Santa Clara Integrated Waste Management Program: 408-441-1198

County of Santa Clara District Attorney Environmental Crimes Hotline: 408-299-TIPS

Santa Clara County Recycling Hotline: 800-533-8414

Santa Clara Valley Water District: 408-265-2600

Santa Clara Valley Water District Pollution Hotline: 888-510-5151

Regional Water Quality Control Board San Francisco Bay Region: 510-622-2300

Palo Alto Regional Water Quality Control Plant: 650-329-2598
Serving East Palo Alto Sanitary District, Los Altos, Los Altos Hills, Mountain View, Palo Alto, Stanford

City of Mountain View

Building Division: 650-903-6313

Fire & Environmental Protection Division: 650-903-6378

Solid Waste Division: 650-903-6311

Local Accredited Laboratories List

http://www.cdph.ca.gov/certlic/labs/Documents/ELAPLablist.xls

Landscaping, Gardening, and Pool Maintenance

Best Management Practices for the Construction Industry



Who should use this information?

- Landscapers
- Gardeners
- Swimming Pool/Spa Service and Repair Workers
- General Contractors
- Home Builders
- Developers

Storm Water Pollution From Landscaping and Swimming Pool Maintenance

Many landscaping activities expose soils and increase the likelihood that earth and garden chemicals will run off into the storm drains during irrigation or when it rains. Swimming pool water containing chlorine and copper-based algaecides should never be discharged to storm drains. These chemicals are toxic to aquatic life.

Doing the Right Job

General Business Practices

- ❑ Protect stockpiles and landscaping materials from wind and rain by storing them under tarps or secured plastic sheeting.
- ❑ Store pesticides, fertilizers, and other chemicals indoors or in a shed or storage cabinet.
- ❑ Schedule grading and excavation projects during dry weather.
- ❑ Use temporary check dams or ditches to divert runoff away from storm drains.
- ❑ Protect storm drains with sandbags or other sediment controls.
- ❑ Re-vegetation is an excellent form of erosion control for any site.

Landscaping/Garden Maintenance

- ❑ Use pesticides sparingly, according to Instructions on the label. Rinse empty containers, and use rinse water as product. Dispose of rinsed, empty containers in the trash. Dispose of unused pesticides as hazardous waste.
- ❑ Collect lawn and garden clippings, pruning waste, and tree trimmings. Chip if necessary, and compost.
- ❑ Curbside pickup of yard waste is provided for Mountain View residents. Place yard waste in approved containers at curbside for pickup on recycling collection days. Commercial entities may take yard waste directly to the SMaRT Station® in Sunnyvale (fees apply). Contact the SMaRT Station® at: 408-752-8530 for further information.
- ❑ Cover loads with a tarp when transporting to a facility.
- ❑ Do not blow or rake leaves, etc. into the street, or place yard waste in gutters or on dirt shoulders. Sweep up any leaves, litter or residue in gutters or on street.

Pool/Fountain/Spa Maintenance

Draining Pools or Spas

When it's time to drain a pool, spa, or fountain, please be sure to call the City of Mountain View Fire and Environmental Protection Division at: 650-903-6378 before you start for further guidance on flow rate restrictions, backflow prevention, and handling special cleaning waste (such as acid wash). Discharge flows shall not exceed 100 gallons per minute.

- ❑ Never discharge pool or spa water to a street or storm drain; discharge to a sanitary sewer cleanout.
- ❑ If possible, when emptying a pool or spa, let chlorine dissipate for a few days and then recycle/reuse water by draining it gradually onto a landscaped area.
- ❑ Do not use copper-based algaecides. Control algae with chlorine or other alternatives, such as sodium bromide.

Filter Cleaning

- ❑ Never clean a filter in the street or near a storm drain. Rinse cartridge and diatomaceous earth filters onto a dirt area, and spade filter residue into soil. Dispose of spent diatomaceous earth in the garbage.
- ❑ If there is no suitable dirt area, call your local wastewater treatment plant for instructions on discharging filter backwash or rinse water to the sanitary sewer.

Painting and Application of Solvents and Adhesives

Best Management Practices for the Construction Industry



Who should use this information?

- Homeowners
- Painters
- Paperhangers
- Plasterers
- Graphic Artists
- Dry Wall Crews
- Floor Covering Installers
- General Contractors
- Home Builders
- Developers

Doing the Job Right

Handling Paint Products

- ❑ **Keep all liquid paint products and wastes away from the gutter, street, and storm drains.** Liquid residues from paints, thinners, solvents, glues, and cleaning fluids are hazardous wastes and must be disposed of at a hazardous waste collection facility. Contact the Santa Clara County Hazardous Waste Program at 408-299-7300.
- ❑ When thoroughly dry, empty paint cans, used brushes, rags, and drop cloths may be disposed of as garbage in a sanitary landfill. Empty, dry paint cans also may be recycled as metal.
- ❑ Wash water from painted buildings constructed before 1978 can contain high amounts of lead, even if paint chips are not present. Before you begin stripping paint or cleaning pre-1978 building exteriors with water under high pressure, test paint for lead by taking paint scrapings to a local laboratory.
- ❑ If there is loose paint on the building, or if the paint tests positive for lead, block storm drains. Check with the wastewater treatment plant to determine whether you may discharge water to the sanitary sewer, or if you must send it offsite for disposal as hazardous waste.

Painting Cleanup

- ❑ **Never clean brushes or rinse paint containers into a street, gutter, storm drain, French drain, or stream.**
- ❑ For **water-based paints**, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For **oil-based paints**, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids and residue as hazardous waste.
- ❑ For more information about proper paint disposal, refer to PaintCare California at: www.paintcare.org/california

Paint Removal

- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury or tributyl tin must be disposed of as hazardous wastes. Lead based paint removal requires a state-certified contractor.
- ❑ When stripping or cleaning building exteriors with a high-pressure water, block storm drains. Direct wash water onto a dirt area and spade into soil. Or, check Palo Alto Regional Water Quality Control Plant at: 650-329-2598 to find out if you can collect (mop or vacuum) building cleaning water and dispose to the sanitary sewer. Sampling of the water may be required to assist the wastewater treatment authority in making its decision.

Recycle/Reuse Leftover Paints Whenever Possible

- ❑ Recycle or donate excess **water-based (latex) paint**, or return to supplier.
- ❑ Reuse leftover **oil-based paint**. Dispose of non-recyclable thinners, sludge and unwanted paint, as hazardous waste.
- ❑ Unopened cans of paint may be able to be returned to the paint vendor. Check with the vendor regarding its "buy-back" policy.

Storm Water Pollution from Paints, Solvents and Adhesives

All paints, solvents and adhesives contain chemicals that are harmful to wildlife in local creeks, San Francisco Bay, and the Pacific Ocean. Toxic chemicals may come from liquid or solid products or from cleaning residues or rags. Paint material and wastes, adhesives and cleaning fluids should be recycled when possible, or disposed of properly to prevent these materials from flowing into storm drains and watercourses.

Mountain View Municipal Code Requirements

Mountain View Municipal Code Chapter 35.31.3.1 Discharge to curbside gutter, storm sewer, storm drain or natural outlets

It shall be unlawful to discharge or cause a threatened discharge to any curbside gutter, storm sewer, storm drain gutter, creek or natural outlet any domestic sewage, sanitary sewage, industrial wastes or polluted waters except where permission is granted by the fire chief or his designee. Unlawful discharges to storm drains shall include, but are not limited to discharges from: toilets, sinks, commercial or industrial processes, cooling systems, air compressors, boilers, fabric or carpet cleaning, equipment cleaning, vehicle cleaning, swimming pools, spas, fountains, construction activities (e.g., painting, paving, concrete placement, sawcutting, grading), painting, and paint stripping, unless specifically permitted by a discharge permit or unless exempted pursuant to regulations established by the fire chief or his designee. Additionally, it shall be unlawful to discharge any pollutants or waters containing pollutants that would contribute to violations of the city's stormwater discharge permit or applicable water quality standards.

Mountain View Municipal Code Chapter 35.32.10 Discharges and prevention thereof through implementation of best management practices

Construction Areas. All construction projects occurring within city limits shall be conducted in a manner which prevents the release of hazardous materials or hazardous waste to the soil or groundwater, and minimizes the discharge of hazardous materials, hazardous waste, polluted water and sediments to the storm sewer system. Practices which shall be implemented to meet the intent of this requirement are described in the City of Mountain View's document "It's In the Contract! (But Not in the Bay)." The city may require any additional practices consistent with its NPDES stormwater discharge permit if it concludes that the intent of this section is not being met during the construction process.

A stormwater pollution prevention plan (SWPPP) shall be prepared and available at the site for all projects regulated under the state's "general construction" permit and for, any other projects for which the fire department (fire and environmental protection division) determines that a SWPPP is necessary to protect surface waters.

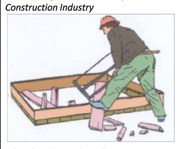
Mountain View Municipal Code Chapter 35.32.2.1 Discharge Permit

It shall be unlawful for any person or organization to discharge or cause to be discharged any industrial wastes or polluted water whatsoever directly or indirectly into the sewer system without first obtaining a permit for discharge. The discharge applicant shall not commence discharge prior to permit issuance. Furthermore, it shall be unlawful for any person to discharge any industrial wastes or polluted water in excess of the quantity or quality limitations, or to violate any other requirement set forth in this article or in a permit for discharge.

Criminal and judicial penalties can be assessed for non-compliance.

General Construction and Site Supervision

Best Management Practices for the Construction Industry



Who should use this information?

- General Contractors
- Site Supervisors
- Inspectors
- Home Builders
- Developers

Storm Water Pollution from Construction Activities

Construction sites are common sources of storm water pollution. Materials and wastes that blow or wash into a storm drain, gutter, or street have a direct impact on local creeks and the Bay.

As a contractor, or site supervisor, owner or operator of a site, you may be responsible for any environmental damage caused by your subcontractors or employees.

Doing the Job Right

General Principles

- ❑ Keep an orderly site and ensure good housekeeping practices are used.
- ❑ Maintain equipment properly.
- ❑ Cover materials when they are not in use.
- ❑ Keep materials away from streets, storm drains and drainage channels.
- ❑ Ensure dust control water doesn't leave site or discharge storm drains.

Advance Planning to Prevent Pollution

- ❑ Schedule excavation and grading activities for dry weather periods. To reduce soil erosion, plant temporary vegetation or place other erosion controls before rain begins. Use the Erosion and Sediment Control Manual, available from the Regional Water Quality Control Board, as a reference.
- ❑ Control the amount of runoff crossing your site (especially during excavation) by using berms or temporary or permanent drainage ditches to divert water flow around the site. Reduce storm water runoff velocities by constructing temporary check dams or berms where appropriate.
- ❑ Train your employees and subcontractors. Make these best management practices available to everyone who works on the construction site. Inform subcontractors about the storm water requirements and their own responsibilities.

Good Housekeeping Practices

- ❑ Designate one area of the site for auto parking, vehicle refueling, and routine equipment maintenance. The designated area should be well away from streams or storm drain inlets, bermed if necessary. Make major repairs off site.
- ❑ Keep materials out of the rain—prevent runoff contamination at the source. Cover exposed piles of soil or construction materials with plastic sheeting or temporary roofs. Before it rains, sweep and remove materials from surfaces that drain to storm drains, creeks, or channels.
- ❑ Keep pollutants off exposed surfaces. Place trashcans and recycling receptacles around the site to minimize litter.
- ❑ Clean up leaks, drips and other spills immediately so they do not contaminate soil or groundwater or leave residue on paved surfaces. Use dry cleanup methods whenever possible. If you must use water, use just enough to keep the dust down.
- ❑ Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under roofs or cover with tarps or plastic sheeting secured around the outside of the dumpster. Never clean out a dumpster by hosing it down on the construction site.
- ❑ Set portable toilets away from storm drains. Make sure portable toilets are in good working order. Check frequently for leaks.

Materials/Waste Handling

- ❑ Practice Source Reduction—minimize waste when you order materials. Order only the amount you need to finish the job.
- ❑ Use recyclable materials whenever possible. Arrange for pick-up of recyclable materials such as concrete, asphalt, scrap metal, solvents, degreasers, cleared vegetation, paper, rock, and vehicle maintenance materials such as used oil, antifreeze, batteries, and tires.
- ❑ Dispose of all wastes properly. Many construction materials and wastes, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and cleared vegetation can be recycled. Materials that cannot be recycled must be taken to an appropriate landfill or disposed of as hazardous waste. Never bury waste materials or leave them in the street or near a creek or steam bed. Contact the Solid Waste staff for information about recycling and disposal requirements at: 650-903-6311.

Permits

- ❑ In addition to local building permits, you will need to obtain coverage under the State's General Construction Activity Storm water Permit if your construction site disturbs one acre or more. Obtain information from the Regional Water Quality Control Board.

Earth-Moving and Dewatering Activities

Best Management Practices for the Construction Industry



Who should use this information?

- Bulldozer, Back Hoe, and Grading Machine operators
- Dump Truck Drivers
- Site Supervisors
- General Contractors
- Home Builders
- Developers

Doing the Job Right

General Business Practices

- ❑ Schedule excavation and grading work during dry weather.
- ❑ Perform major equipment repairs away from the job site.
- ❑ When refueling or vehicle/equipment maintenance must be done on site, designate a location away from storm drains.
- ❑ Do not use diesel oil to lubricate equipment parts, or clean equipment.

Practices During Construction

- ❑ Remove existing vegetation only when absolutely necessary. Plant temporary vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Protect down slope drainage courses, streams, and storm drains with wattles, or temporary drainage swales. Use check dams or ditches to divert runoff around excavations. Refer to the Regional Water Quality Control Board's *Erosion and Sediment Control Field Manual* for proper erosion and sediment control measures.
- ❑ Cover stockpiles and excavated soil with secured tarps or plastic sheeting.

Dewatering Operations

1. Check for Toxic Pollutants

- ❑ Check for odors, discoloration, or an oily sheen on groundwater.
- ❑ Call your local wastewater treatment agency and ask whether the groundwater must be tested.
- ❑ If contamination is suspected, have the water tested by a certified laboratory.
- ❑ Depending on the test results, you may be allowed to discharge pumped groundwater to the storm drain (if no sediments present) or sanitary sewer. OR, you may be required to collect and haul pumped groundwater offsite for treatment and disposal at an appropriate treatment facility.

2. Check for Sediment Levels

- ❑ If the water has been determined to be unpolluted and is clear, the pumping time is less than 24 hours, and the flow rate is less than 20 gallons per minute, you may pump water to the street or storm drain.
- ❑ If the pumping time is more than 24 hours and the flow rate greater than 20 gpm, call your local wastewater treatment plant for guidance.
- ❑ If the water is not clear, solids must be filtered or settled out by pumping to a settling tank prior to discharge. Options for filtering include:
  - Pumping through a perforated pipe sunk part way into a small pit filled with gravel;
  - Pumping from a bucket placed below water level using a submersible pump;
  - Pumping through a filtering device such as a swimming pool filter or filter fabric wrapped around end of suction pipe.
- ❑ When discharging to a storm drain, protect the inlet using a barrier or burlap bags filled with drain rock, or cover inlet with filter fabric anchored under the grate. OR pump water through a grassy swale prior to discharge.

Storm Water Pollution From Earth-Moving Activities And Dewatering

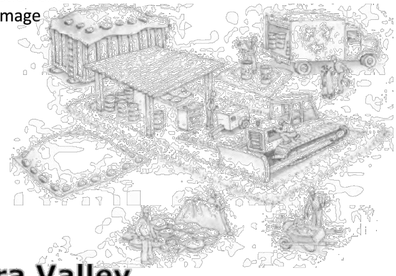
Soil excavation and grading operations loosen large amounts of soil that can flow or blow into storm drains when handled improperly. Sediments in runoff can clog storm drains, smother aquatic life, and destroy habitats in creeks and the Bay. Effective erosion control practices reduce the amount of runoff crossing a site and slow the flow with check dams or roughened ground surfaces. Contaminated groundwater is a common problem in the Santa Cara Valley. Depending on soil types and site history, groundwater pumped from construction sites may be contaminated with toxics (such as oil or solvents) or laden with sediments. Any of these pollutants can harm wildlife in creeks or the Bay, or interfere with wastewater treatment plant operation.

Discharging sediment-laden water from a dewatering site into any water of the state without treatment is prohibited.

Blueprint for a Clean Bay

Remember: The property owner and the contractor share ultimate responsibility for the activities that occur on a construction site. You may be held responsible for any environmental damage caused by your subcontractors or employees.

Best Management Practices for the Construction Industry



Santa Clara Valley
Urban Runoff
Pollution Prevention Program

REGISTERED PROFESSIONAL ENGINEER
N. M. LE
No. 47518
CIVIL
STATE OF CALIFORNIA

NO.	REVISIONS	DATE	APP'D	BY
	REVISED PER ROUND 3 COMMENTS	10/24/25		HP
	REVISED PER ROUND 2 COMMENTS	08/12/25		HP

HP DESIGNED 03/28/25 DATE
HP DRAWN 03/28/25 DATE
N.TS SCALE
HV CHECKED 03/28/25 DATE

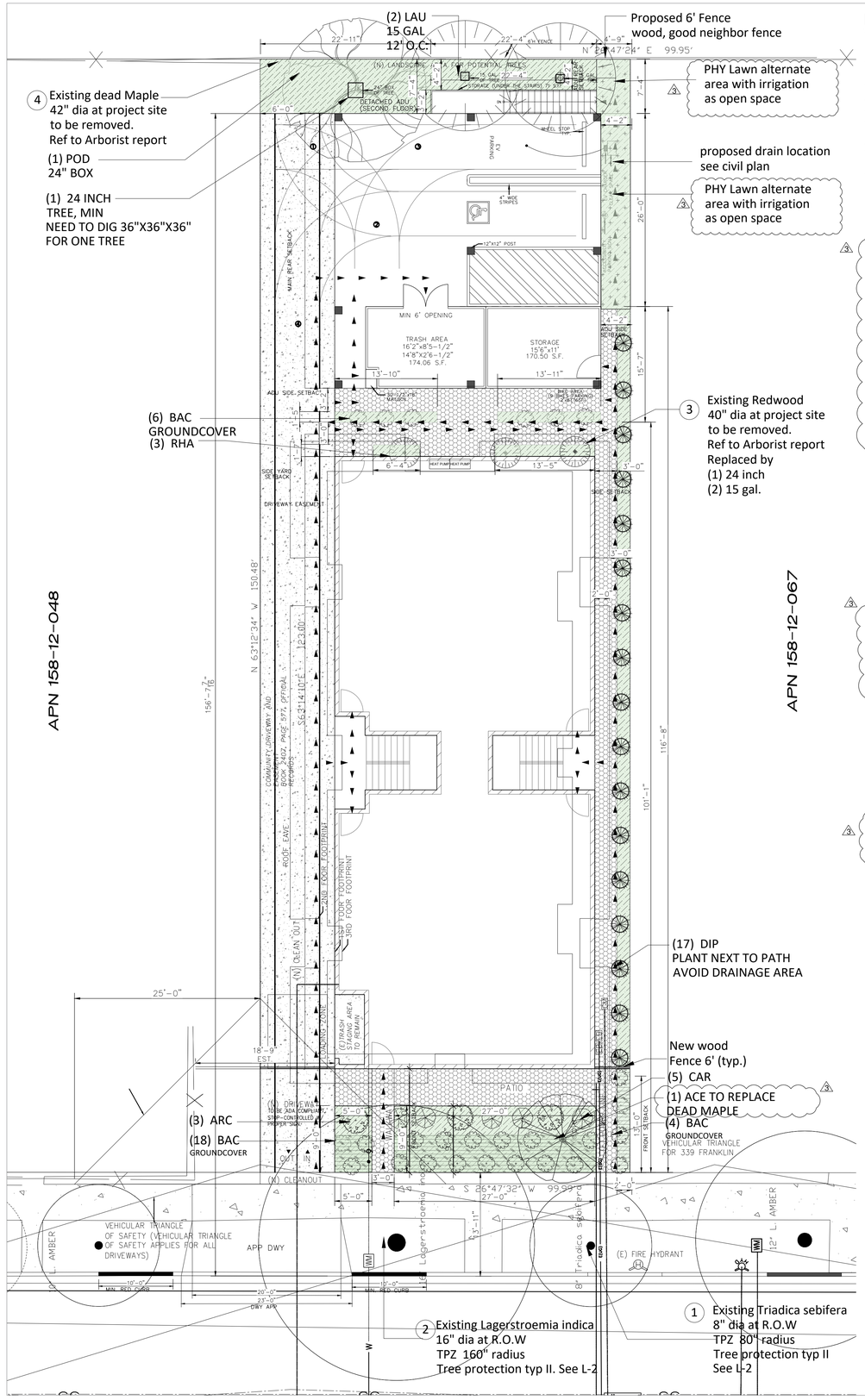
ENGINEERING
598 E Santa Clara St, #270
San Jose, CA 95112
Phone: (408) 806-7187
Fax: (408) 583-4006

BLUEPRINT FOR CLEAN BAY
DAVID CHAO
333 FRANKLIN STREET
APN 158-12-069

Mountain View — California

PROJECT NO.
CONTRACT NO.
DRAWING NO. C9
SHT NO. 9 OF 9
FILE NO.

APPLICANT : DAVID CHAO ROAD NAME : FRANKLIN STREET CITY FILE NO :



LEGEND

- Concrete area
- permeable paver
- Planting area at open space
- Groundcover in front yard
- Lawn alternate with irriigateion in side yard open space
- New 6-foot wood fence/gate
- Tree protection fence

SITE DATA

Front yard in 14' setback			
Total Area		698 sq ft	
Driveway/ open porch/entry way		366 sq ft	
Planting area		332sq ft	
Site Landscape (ref. A-0)			
Lot size		7500	
Pavement Coverage		3197.14 (ref. A-0)	
Open space		1789.26 (ref. A-0)	
Front Patio	B+C	161.01	PEARMEABLE PAVER
Pedestrian walkway	A	42	
Landscape irrigated area	a to k	996.24	IRRIGATED

EXISTING TREE AND MITIGATION

Plant List

Symbol	Botanical Name	Size (dia)	TPZ (r.)	Condition	Protected	Remove	Replacement	Tree protection
1	Triadica sebifera	8"	80"	good	Yes. at R.O.W.	No	No	Type II
2	Lagerstroemia indica	16"	160"	good	Yes. at R.O.W.	No	No	Type II
3	Sequoia sempervirens	40"	400"	good	Heritage	Yes	(1) Podocarpus gracilior 24" box (2) Laurus nobilis 'Saratoga' 15 gal	
4	Acer rubrum	42"	420"	dead	Heritage	No	(1) Acer palmatum 4"	

PLANTING SCHEDULE

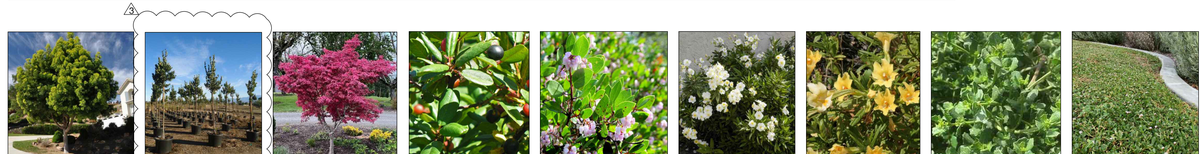
Plant List

Symbol	Quantity	Botanical Name	Common Name	Specification	Ht. x spread	Water usage	Native
Tree							
POD	1	Podocarpus gracilior	Fern Pine	24" box, std.	45'x20'	L	No
LAU	2	Laurus nobilis 'Saratoga'	Saratoga Laurel	15 gal. std., 12' o.c.	25'x15'	M	No
ACE	1	Acer palmatum	Japanese Maple	4" cal.	20'x20'	M	No
Shrubs							
RHA	6	Rhamnus californica	Coffeeberry	15 Gal.	4'-8'x4'-8''	L	Yes
ARC	3	Arctostaphylos densiflora 'Howard McMinn'	Manzanita	5 Gal.	6'x6'	L	Yes
DIP	17	Diplacus aurantiacus	Bush Monkey Flower	1 gal	4'x4'	L	Yes
CAR	5	Carpenteria californica 'Elizabeth'	Bush Anemone	5 Gal.	6'x6'	L	Yes
Groundcover /Lawn Alternate							
BAC	28	Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Brush	1 Gal.	2'x8'	L	Yes
PHY	353	Phyla nodiflora	Frogfruit	plug, 8" o.c. triangle spacing	6" high	VL	Yes

Total Plants: 416
Very Low /Low water Plants: 413
Percentage of low water used plant: 99.28%
California native plant: 412
Percentage of California Native Plan: 99.04%

Notes:
1. All pictures references online pictures
2. Water usage of plant is referred from online plant database of
Bay Area Water Supply & Conservation Agency

PLANT INFORMATION



TREE
Podocarpus gracilior
Fern Pine
Water Usage: Low
Growth Rate: Moderate
Mature Size: 45'x20'

TREE
Laurus nobilis 'Saratoga'
Saratoga Laurel
Water Usage: Medium
Growth Rate: Fast
Mature Size: 25'x15'

TREE
Acer palmatum
Japanese Maple
Water Usage: Medium
Growth Rate: Moderate
Mature Size: 20'x15'

SHRUB
Rhamnus californica
Kohuhu Pittosporum
Water Usage: Medium
Growth Rate: Fast
Mature Size: 8'x8'

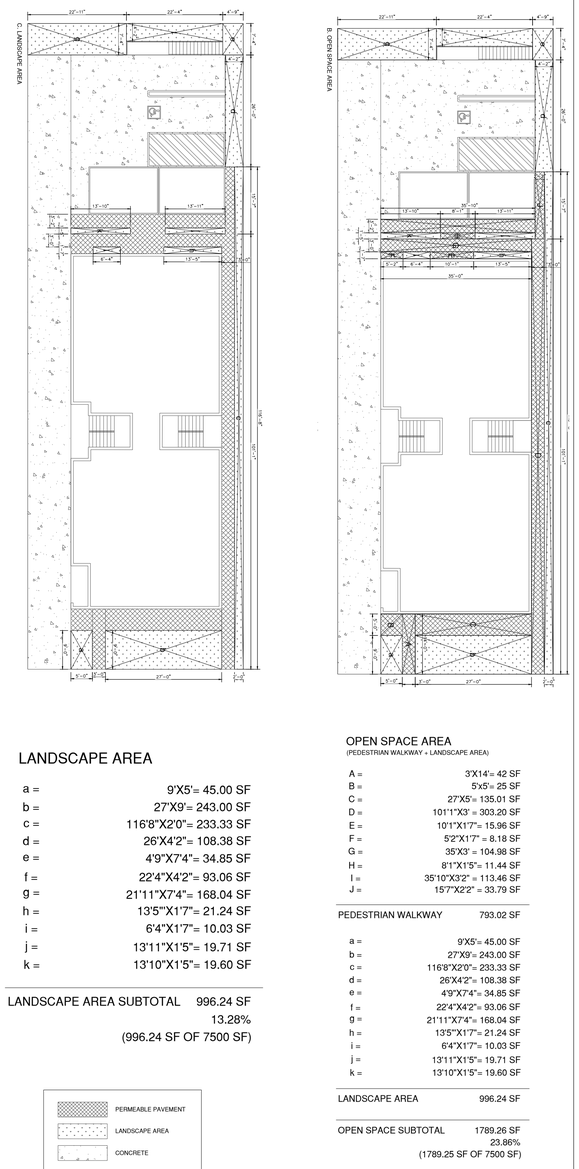
SHRUB
Arctostaphylos densiflora
'Howard McMinn' Manzanita
Water Usage: Low
Growth Rate: fast
Mature Size: 6'x6'

SHRUB
Carpenteria californica
'Elizabeth'
Bush Anemone
Water Usage: Low
Growth Rate: fast
Mature Size: 6'x6'

SHRUB
Diplacus aurantiacus
Bush Monkey Flower
Water Usage: Low
Growth Rate: fast
Mature Size: 4'x4'

GROUNDCOVER
Baccharis pilularis 'Pigeon Point'
Dwarf Coyote Brush
Water Usage: Low
Growth Rate: Fast
Mature Size: 2'x8'

LAWN ALTERNATE
Phyla Nodiflora
California Frogfruit
Water Usage: Very low
Growth Rate: slow
Mature Size: 6"x



LANDSCAPE AREA

a =	9'X5'= 45.00 SF
b =	27'X9'= 243.00 SF
c =	116'8"X2'0"= 233.33 SF
d =	26'X4'2"= 108.38 SF
e =	4'9"X7'4"= 34.85 SF
f =	22'4"X4'2"= 93.06 SF
g =	21'11"X7'4"= 168.04 SF
h =	13'5"'X1'7"= 21.24 SF
i =	6'4"X1'7"= 10.03 SF
j =	13'11"X1'5"= 19.71 SF
k =	13'10"X1'5"= 19.60 SF

LANDSCAPE AREA SUBTOTAL 996.24 SF
13.28%
(996.24 SF OF 7500 SF)

PERMEABLE PAVEMENT
LANDSCAPE AREA
CONCRETE

OPEN SPACE AREA
(PEDESTRIAN WALKWAY + LANDSCAPE AREA)

A =	3'X14'= 42 SF
B =	5'x5'= 25 SF
C =	27'X5'= 135.01 SF
D =	10'1"X3' = 303.20 SF
E =	10'1"X1'7"= 15.96 SF
F =	5'2"X1'7" = 8.18 SF
G =	35'X3' = 104.98 SF
H =	8'1"X1'5"= 11.44 SF
I =	35'10"X3'2" = 113.46 SF
J =	15'7"X2'2" = 33.79 SF

PEDESTRIAN WALKWAY 793.02 SF

a =	9'X5'= 45.00 SF
b =	27'X9'= 243.00 SF
c =	116'8"X2'0"= 233.33 SF
d =	26'X4'2"= 108.38 SF
e =	4'9"X7'4"= 34.85 SF
f =	22'4"X4'2"= 93.06 SF
g =	21'11"X7'4"= 168.04 SF
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i =	6'4"X1'7"= 10.03 SF
j =	13'11"X1'5"= 19.71 SF
k =	13'10"X1'5"= 19.60 SF

LANDSCAPE AREA 996.24 SF

OPEN SPACE SUBTOTAL 1789.26 SF
23.86%
(1789.25 SF OF 7500 SF)

SITE DATA PER A-0

333 Franklin

MUZIK DESIGN STUDIO
1117 Wayne Way
San Mateo, CA 94403
(239) 410-9251

REGISTERED LANDSCAPE ARCHITECT
XIAOYAN SUN NO. 5821
Signature
5-1-25
Date
STATE OF CALIFORNIA
Exp.02-29-26

RESIDENTIAL LANDSCAPE PLAN

Property Owner:
Owners of
333 Franklin Street
Mountain View CA 94041

Plan Prepared by
Muzik Design Studio
Agnes Tung/Xiaoyan Sun
(239) 410-9251
agnesytung@gmail.com

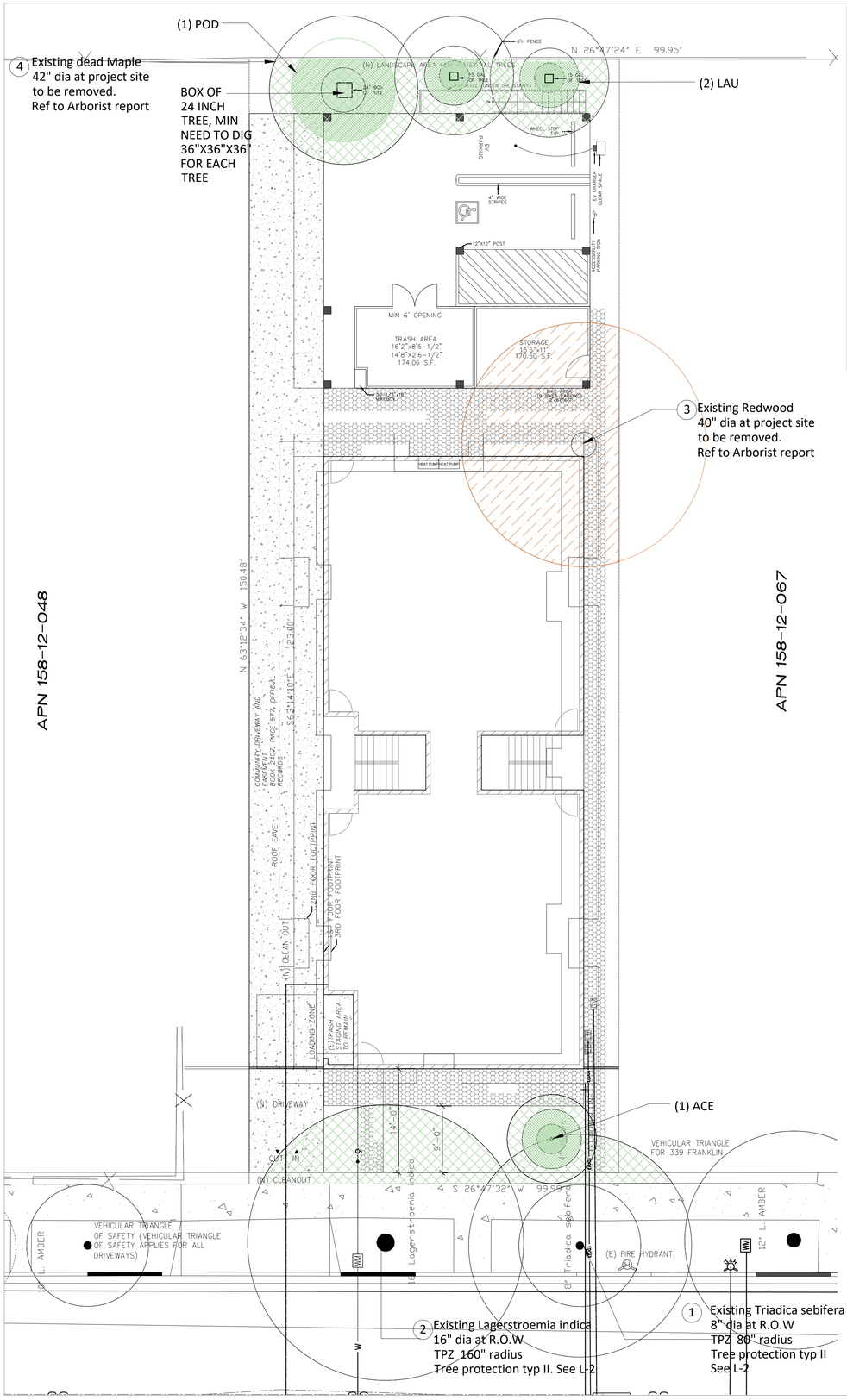
PER PLANNING CYCLE 2 COMMENTS
PER PLANNING CYCLE 3 COMMENTS

Drawing Title
Proposed Landscape Plan

Drawing Scale
1/8"=1'-0"

Sheet Title
L-1

01/02/2026



CANOPY TREE COVERAGE (7500 SQFT)					
EXISTING CANOPY COVERAGE IN PROPERTY					
SYMBOL	NAME	NOTE	CURRENT	5 YEARS	10 YEARS
TREE 1	EXISTING CITY TREE Triadica sebifera OUTSIDE OF PROPERTY		0 SF	115 SF	115 SF
TREE 2	EXISTING CITY TREE Lagerstroemia indica OUTSIDE OF PROPERTY		257 SF	257 SF	257 SF
TREE 3	EXISTING REDWOOD	WILL REMOVE	578 SF	578 SF	578 SF
TREE 4	EXISTING MAPLE (DEAD)	WILL REMOVE	0	0	0
TOTAL CANOPY			835 SF	968 SF	968 SF
% TO SITE			11.13%	12.91%	12.91%
PROPOSED CANOPY COVERAGE INSIDE OF PROPERTY					
SYMBOL	NAME	NOTE	CURRENT	5 YEARS	10 YEARS
TREE 1	EXISTING CITY TREE Triadica sebifera OUTSIDE OF PROPERTY	EXISTING	0 SF	115 SF	115 SF
TREE 2	EXISTING CITY TREE Lagerstroemia indica OUTSIDE OF PROPERTY	EXISTING	257 SF	257 SF	257 SF
TREE 3	PROPOSED TREE Acer palmatum	NEW	13 SF	50 SF	113 SF
POD	PROPOSED TREE Podocarpus gracilior	NEW	28 SF	103 SF	238 SF
LAU	PROPOSED TREE Laurus nobilis 'Saratoga'	NEW	13 SF	42 SF	140SF
LAU	PROPOSED TREE Laurus nobilis 'Saratoga'	NEW	13 SF	42 SF	140 SF
TOTAL CANOPY			324 SF	609 SF	1,003 SF
% TO SITE			4.32%	8.12%	13.37%

NEW TREE
NEW TREE CANOPY WHEN PLANTED
NEW TREE CANOPY 5 YEARS
NEW TREE CANOPY 10 YEARS

TREE REMOVAL
PROPOSED TREE CANOPY

LANDSCAPE GENERAL NOTES

1. VERIFY LOCATION OF ALL BUILDINGS, WALLS, ROADS AND CURBS AFFECTING LANDSCAPE SCOPE OF WORK WITH RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS PRIOR TO COMMENCING SITE WORK.
2. VERIFY LOCATION OF ALL VAULTS, ELECTRICAL DUCT BANKS, MANHOLES, CONDUIT AND PIPING, DRAINAGE STRUCTURES, LIGHTING AND OTHER UTILITIES WITH THE APPROPRIATE ENGINEER'S DRAWINGS.
3. WHERE NOT SHOWN ON LANDSCAPE DRAWINGS, SEE CIVIL ENGINEERING DRAWINGS FOR ROADWAY CENTERLINE, STATION POINTS, BENCH MARKS AND BUILDING SETLANKS.
4. TAKE ALL DIMENSIONS FROM CENTER OF CURB, WALL OR BUILDING, OR TO CENTERLINE OF BUILDING COLUMNS OR TREES UNLESS OTHERWISE NOTED.
5. ALL ITEMS DESIGNATED AS "SIMILAR" OR "TYPICAL" (TYP) SHALL BE CONSTRUCTED IN THE MANNER OF THE DETAIL REFERENCED, WITH MINOR ADJUSTMENT FOR SPECIFIC CONDITION.
6. SITE DESIGN BASED ON TOPOGRAPHIC INFORMATION FROM ARCHITECT. ALL GRADES TO BE VERIFIED IN FIELD.
7. SPECIFICATIONS FOR CONSTRUCTION METHODS AND MATERIALS NOT LISTED.
8. SHOULD CONFLICTS ARISE BETWEEN DRAWINGS AND SPECIFICATIONS, DRAWINGS SHALL GOVERN DIMENSIONS AND QUANTITY, SPECIFICATIONS SHALL GOVERN MATERIALS AND FINISHES.
9. ALL ELECTRICAL WORK TO COMPLY WITH CITY OF SUNNYVALE SPECIFICATIONS AND UNDERWRITERS LABORATORIES (UL) SPECIFICATIONS.
10. PLANT PROTECTION: ALL WORK PERFORMED WITHIN THE DRIP LINE OF TREES DESIGNATED “EXISTING TREES TO REMAIN” SHALL BE HAND LABOR. SEE LANDSCAPE PLAN FOR RESTRICTIONS.
11. CONTRACTOR IS RESPONSIBLE FOR PHOTO DOCUMENTATION OF ALL CLOSED IN WORK.
12. ALL EARTHWORK, INCLUDING SITE CLEARING, PIER DRILLING AND SPREAD FOOT EXCAVATION, PREPARATION OF SUBGRADE AND SELECT FILL BENEATH SLABS-ON-GRADE AND OTHER FLATWORK, PLACEMENT AND COMPACTION OF ENGINEERED FILL, AND SURFACE AND SUBSURFACE DRAINAGE SHOULD BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS BY STRUCTURAL ENGINEER. STRUCTURAL ENGINEER SHOULD BE PROVIDED AT LEAST 48 HOURS ADVANCED NOTIFICATION OF ANY EARTHWORK OPERATIONS AND SHOULD BE PRESENT TO OBSERVE AND/OR TEST OF NECESSARY TO EARTHWORK AND FOUNDATION INSTALLATION PHASES OF THE PROJECT.
13. PROPERTY LINES ARE SHOWN FOR REFERENCE ONLY AND ADDED PER CITY/TOWN ASSESSOR’S PARCEL MAP. IF A DISCREPANCY ARISES, A BOUNDARY SURVEY SHALL BE COMPLETED BY A LICENSED SURVEYOR TO RESOLVE THE ISSUE.
14. CONTRACTOR TO VISIT SITE TO CONFIRM EXISTING CONDITIONS PRIOR TO SUBMITTING BID. CONTRACTOR TO EXAMINE AND NOTE ALL EXISTING CONDITIONS AS THE CHARACTER AND EXTENT OF WORK INVOLVED.
15. CONTRACTOR TO REMOVE ALL OBSTRUCTIONS BOTH BELOW AND ABOVE GROUND, AS NECESSARY FOR CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
16. BID IS TO BE SUBMITTED ON A LINE ITEM BASIS WITH UNIT PRICING WHERE APPLICABLE.

PLANTING NOTES

1. PROVIDE MATCHING SIZES AND FORMS FOR EACH SPECIES FOR TREES INSTALLED IN GRID OR SPACED EQUALLY IN ROWS AS SHOWN ON DRAWINGS. ALIGN TREES ACROSS ROADWAYS, DRIVES OR WALKWAYS. ADJUST SPACING AS NECESSARY.
2. PROVIDE MATCHING SIZES AND FORMS FOR ALL HEDGE PLANTINGS. SPACE EQUALLY ON TRIANGULAR OR GRID SPACING AS CALLED FOR ON DETAIL. WHERE GROUND COVER IS SHOWN AS A HATCH, QUANTITIES ARE NOT GIVEN. PROVIDE PLANT MATERIAL TO FILL SPACE SHOWN ON DRAWINGS.
3. EQUALLY SPACE VINES PLANTED IN ROWS AGAINST WALLS OR FENCES. SEE DRAWINGS FOR QUANTITY AND SPACING. REMOVE ALL VINES FROM NURSERY STAKES AND SPREAD OUT ONTO WALL PRIOR TO ATTACHING TO SURFACE.
4. PLANT NAMES ARE ABBREVIATED ON THE DRAWINGS. SEE PLANT LIST FOR KEY AND CLASSIFICATION.
5. MULCH: MULCH IS TO BE 3" MINI PINE BARK. CONFIRM SELECTION WITH OWNER/PROJECT MANAGER PRIOR TO PLANTING.
6. SOIL AMENDMENT: AMEND SOIL PER SOILS REPORT AND DIRECTION OF OWNER/PROJECT MANAGER. SOIL TEST LOCATION PER L.A.; A MINIMUM OF 2" OF FULLY STABILIZED AND CERTIFIED COMPOST IS TO BE INCORPORATED IN THE TOP 12" OF SOIL.
7. SLOW-RELEASE FERTILIZER TABLET: "AGRIFORM" 7 GRAM TABLETS WITH 20-10-5 (N-P-K) BY SCOTTS (800) 492-8255.
8. LANDSCAPE MAINTENANCE:
   A. LANDSCAPE MAINTENANCE SHALL BE PROVIDED FOR (90 DAYS) AFTER PRELIMINARY ACCEPTANCE.
   B. QUALIFICATIONS: LANDSCAPE CONTRACTOR OR MAINTENANCE SUBCONTRACTOR SHALL HAVE A FULL TIME EMPLOYEE ASSIGNED TO THE JOB AS FOREMAN FOR THE DURATION OF THE CONTRACT. FOREMAN SHALL HAVE A MINIMUM OF FOUR (4) YEARS EXPERIENCE IN LANDSCAPE MAINTENANCE SUPERVISION, WITH EXPERIENCE OR TRAINING IN TURF MANAGEMENT, ENTOMOLOGY, PEST CONTROL, SOILS, FERTILIZERS AND PLANT IDENTIFICATION.
   C. MAINTENANCE CONTRACTOR TO MAINTAIN ALL PLANT MATERIALS AND IRRIGATION SYSTEM.
   D. CONTRACTOR TO INSTRUCT MAINTENANCE CONTRACTOR.
   E. LANDSCAPE MAINTENANCE CONTRACTOR SHALL SUBMIT MAINTENANCE SCHEDULE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO START OF LANDSCAPE MAINTENANCE PERIOD.
   F. AT BEGINNING OF MAINTENANCE PERIOD, VISIT AND WALK SITE WITH LANDSCAPE ARCHITECT TO VERIFY SCOPE OF WORK AND UNDERSTAND EXISTING /SITE CONDITIONS. NOTIFY LANDSCAPE ARCHITECT FIVE (5) DAYS PRIOR TO VISIT.
   G. MATCH ALL MATERIALS WITH SAME MATERIALS USED IN ORIGINAL INSTALLATION.
   H. STERILIZE ALL TOOLS USED PRIOR TO ANY MAINTENANCE WORK.
17. ALL TREES AND HEDGES ARE NOT TO BE TRIMMED IN GEOMETRIC FORMS AND ARE TO BE LEFT IN A NATURAL HABIT.
18. CLOSE OUT AND MAINTENANCE MANUAL: LANDSCAPE CONTRACTOR SHALL SUBMIT A MANUAL WITH ALL MATERIALS AND PRODUCTS USED IN CONSTRUCTION AND MAINTENANCE PERIOD. MAKE CORRECTIONS AND ADDITIONS PER DIRECTION OF LANDSCAPE ARCHITECT PRIOR TO FINAL SUBMITTAL TO THE OWNER. SUBMIT LOG OF ALL FERTILIZERS AND HERBICIDES WITH DATES AND RATES APPLIED DURING MAINTENANCE PERIOD. LANDSCAPE ARCHITECT SHALL WALK SITE WITH CONTRACTOR AND NOTE ALL UNSATISFACTORY WORK. UNSATISFACTORY WORK SHALL BE CORRECTED WITHIN 10 CALENDAR DAYS.

TREE PROTECTION

TREE PROTECTION ZONES SHALL BE INSTALLED AND MAINTAINED THROUGHTOUT THE ENTIRE LENGTH OF THE THE PROJECT. PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT PROJECT, A CHAIN LINK FENCE SHALL BE INSTALLED AT ABOUT THE DRIP LINE (WHERE POSSIBLE) OF ANY PROTECTED TREE WHICH WILL OR WILL NOT BE AFFECTED BY THE CONSTRUCTION.
THE DRIP LINE SHALL NOT BE ALTERED IN ANY WAY SO AS TO INCREASE THE ENCORACHMENT OF THE CONSTRUCTION. FENCING FOR THE PROTECTION ZONES SHOULD BE 6 FOOT TALL METAL CHAIN LINK TYPE SUPPORTED BY 2 INCH METAL POLES POUNDED INTO THE GROUND BY NO LESS THAN 2 FEET. THE SUPPORT POLES SHOULD BE SPAED NO MORE THAN 10 FEET APART ON CENTER.
SIGNS SHOUD BE PLACED ON FENCING SIGNIFYING "TREE PROTECTION ZONE - KEEP OUT".
NO MATERIALS OR EQUIPMENT SHOULD BE STORED OR CLEANED INSIDE THE TREE PROTECTION ZONES. EXCAVATION, GRADING, SOIL DEPOSITS, DRAINAGE AND LEVELING ARE PROHIBITED WITHIN THE TREE PROTECTION ZONES.
NO WIRES, SIGNS, OR ROPS SHALL BE ATTACHED TO THE PROTECTED TREES ON SITE. UTILITY SERVICES AND IRRIGATION LINES SHALL ALL BE PLACED OUTSIDE OF THE TREE PROTECTION ZONES.

2022 CALIFORNIA GREEN BUILDING CODE - LANDSCAPE NOTES

1. OUTDOOR WATER USE FOR LANDSCAPE SHOULD FOLLOW WATER USE EFFICIENT LANDSCAPE CHECK LIST PER 2022 CGC 4.304.01
2. ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS OR OTHER OPENS IN SOLE/ BOTTOM PLATE AT EXTERIOR WALLS, SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENS WITH CEMENT MORTAR , CONCRETE MASONRY, OR SIMILAR METHOD ACCEPTABLE TO THE ENFORCING AGENCY PER 2022 CGC 4.406.1

333 Franklin

MUZIK DESIGN STUDIO
1117 Wayne Way
San Mateo, CA 94403
(239) 410-9251

REGISTERED LANDSCAPE ARCHITECT
XIAOYAN SUN No. 5811
Signature
5-1-25
Date
STATE OF CALIFORNIA
Exp.02-29-26

RESIDENTIAL LANDSCAPE PLAN

Property Owner:
Owners of
333 Franklin Street
Mountain View CA 94041

Plan Prepared by
Muzik Design Studio
Agnes Tung/Xiaoyan Sun
(239) 410-9251
agnesytung@gmail.com

2 PER PLANNING CYCLE 2 COMMENTS
3 PER PLANNING CYCLE 3 COMMENTS

Drawing Title
TREE COVERAGE

Drawing Scale
N 1/8"=1'-0" (2, 4, 8)

Sheet Title
L-1.1

01/02/2026

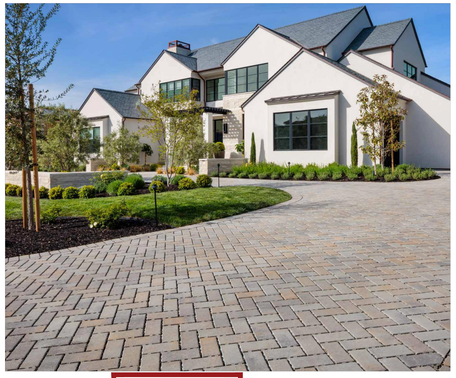
ENVIRONMENTAL COLLECTION

AQUALINE™

PERMEABLE PAVER | 80MM

BELGARD PAVES THE WAY

An environmentally friendly choice with a smooth surface and crisp, clean lines for stunning timeless designs.

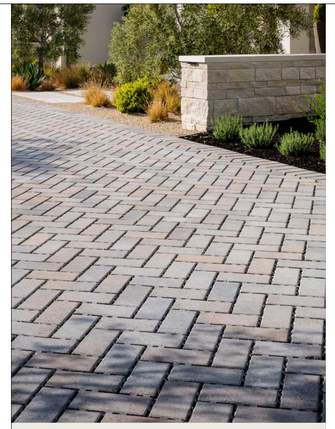




TOSCANA

VICTORIAN

Due to the natural materials in our products, colors may vary from those shown on the cut sheet. We recommend viewing actual product samples to ensure the perfect color and finish for each project.



DRIVEWAY APPROVED | PERMEABLE INSTALL | ADA COMPLIANT | MECHANICAL INSTALL

QUALITY FOR LIFE

Every step of our manufacturing process incorporates rigorous research, testing and quality assurance. We demand the highest quality from each of our facilities across North America. We believe in creating world class building products that stand the test of time. See our lifetime warranty at ***Belgard.com/Warranty***

FEATURES & BENEFITS

- Interlocking spacer bars for increased structural performance
- Smooth surface with a microchamfer to minimize vibration and enhance wheelchair comfort
- Can be utilized to construct an ADA-compliant pavement
- True installed dimensions for design optimization
- Optimal joint openings for infiltration and maintenance
- Can eliminate stormwater runoff and improve water quality
- Meets the requirements of ASTM C936
- Chamfer Width: 3 mm
- Spacer Bar Width: 10 mm
- Surface Infiltration Rate: > 500 inches per hour (varies based on joint infill gradation)
- Surface Open Area: 12%
- Can be installed mechanically with herringbone pallet layout
- Approved for vehicular applications

SHAPES & SIZES

80MM — 4½ x 9 x 3⅛

PALLET INFORMATION

AQUALINE™		SQFT/ PALLET	UNITS/ LAYER	SQFT/ LAYER	LAYER/ PALLET	WEIGHT/ PALLET
80MM	4½ x 9 x 3⅛	90	40	11.25	8	3100

Downloadable professional resources available at **Belgard.com/Resources**

View the product page on **Belgard.com** for more information — LEARN MORE

BELGARD | PAVES THE WAY

AN OLDCASTLE® APG OUTDOOR BRAND

STOCKTON 4202 Gibraltar Court Stockton, CA 95206 Ph: 209-983-1609

SAN MARTIN 13775 Llagas Ave San Martin, CA 95046 Ph: 408-686-9627

TRACY 426 E Grant Line Rd Tracy, CA 95376 Ph: 209-833-7366

GILROY 5787 Obata Way Gilroy, CA 95020 Ph: 408-984-8800

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BELGARD® | PAVES THE WAY®

BELGARD.COM | 877-235-4273

NOTES:
AutoCAD® hatch pattern files can be downloaded from belgard.com for use in architectural drawings.

Some patterns may not necessarily reflect the percentages of stone sizes within a particular pallet. In some cases you may have extras in one or more of the sizes. This must be accounted for in your planning and design.

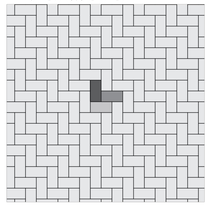
Percentages are estimated based on area by paver.

AQUALINE™

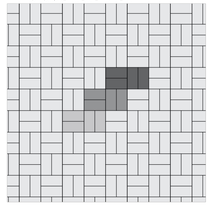
1-PIECE

100% 4½ x 9 Rectangles

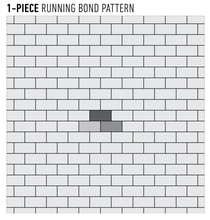
1-PIECE HERRINGBONE PATTERN



1-PIECE BASKET WEAVE PATTERN

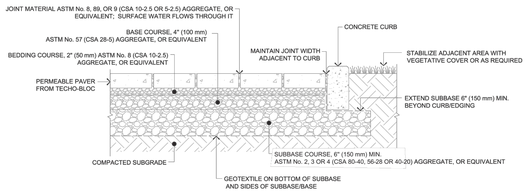


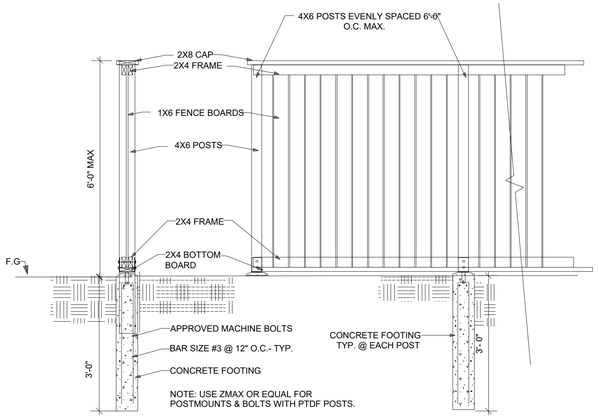
1-PIECE RUNNING BOND PATTERN



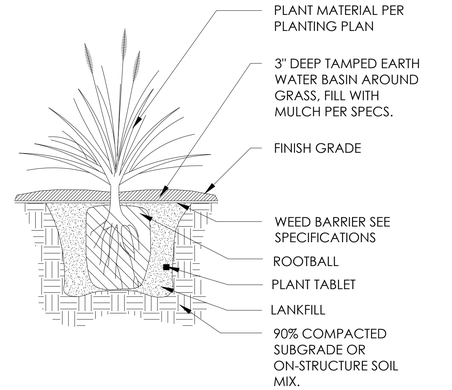
PERMEABLE PAVER:
FOR ALL WALKWAYS
COLOR: VICTORIAN
PATTERN: BASKET WAVE

PERMEABLE PAVER - FULL INFILTRATION TO SOIL SUBGRADE

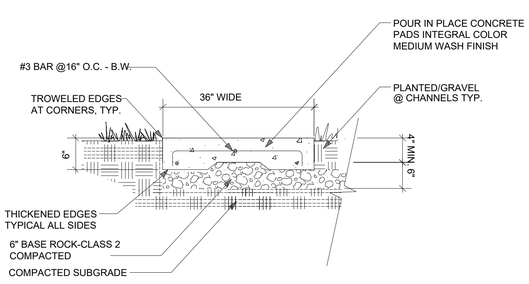




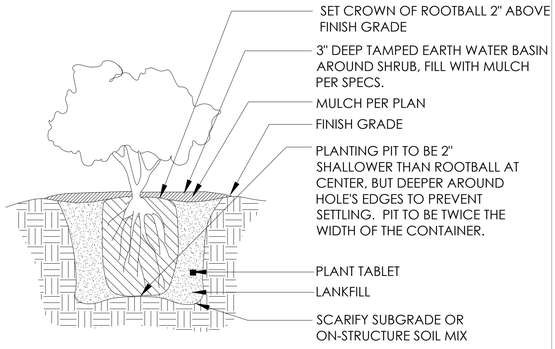
6 6' WOOD FENCE (TYP.)
Scale: 1" = 1'-0"



3 GRASS PLANTING
N.T.S.

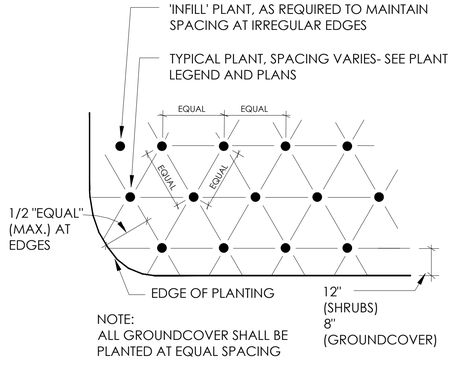


5 PEDETRIAN WALKWAY - POUR IN CONCRETE
Scale: 1" = 1'-0"



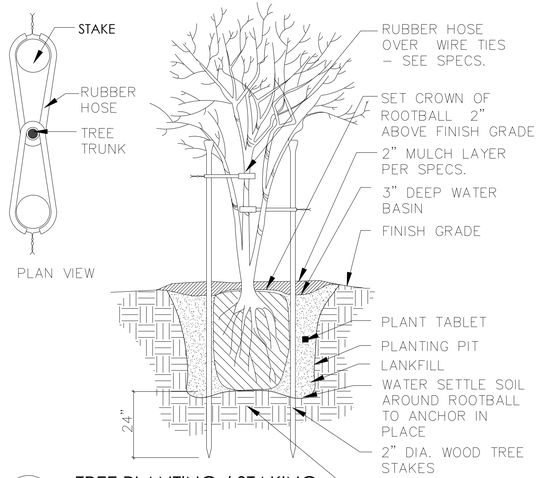
NOTE: FOR ON-STRUCTURE PLANTING ALLOW 1 ½" MINIMUM GRAVEL LAYER OR 4" GRAVEL (TYP) LAYER WHERE GRADE ALLOWS.

2 SHRUB PLANTING
N.T.S.

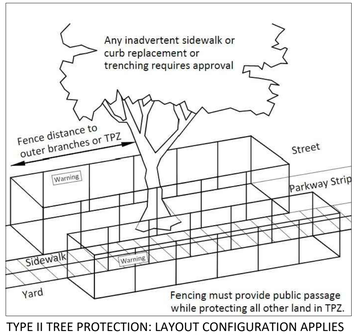


NOTE:
ALL GROUNDCOVER SHALL BE PLANTED AT EQUAL SPACING

4 GROUNDCOVER SPACING
N.T.S.



1 TREE PLANTING / STAKING
N.T.S.



TYPE II TREE PROTECTION: LAYOUT CONFIGURATION APPLIES TO ALL PARKWAY STRIP OR PUBLIC TREES NEAR SIDEWALK.

333 Franklin

MUZIK DESIGN STUDIO
1117 Wayne Way
San Mateo, CA 94403
(239) 410-9251

REGISTERED LANDSCAPE ARCHITECT — XIAOYAN SUN NO. 5871 — STATE OF CALIFORNIA — Signature — 5-1-25 — Date

Exp.02-29-26

RESIDENTIAL LANDSCAPE PLAN

Property Owner:
Owners of 333 Franklin Street Mountain View CA 94041

Plan Prepared by
Muzik Design Studio
Agnes Tung/Xiaoyan Sun
(239) 410-9251
agnesytung@gmail.com

2	PER PLANNING CYCLE 2 COMMENTS
3	PER PLANNING CYCLE 3 COMMENTS

Drawing Title

Landscape Notes

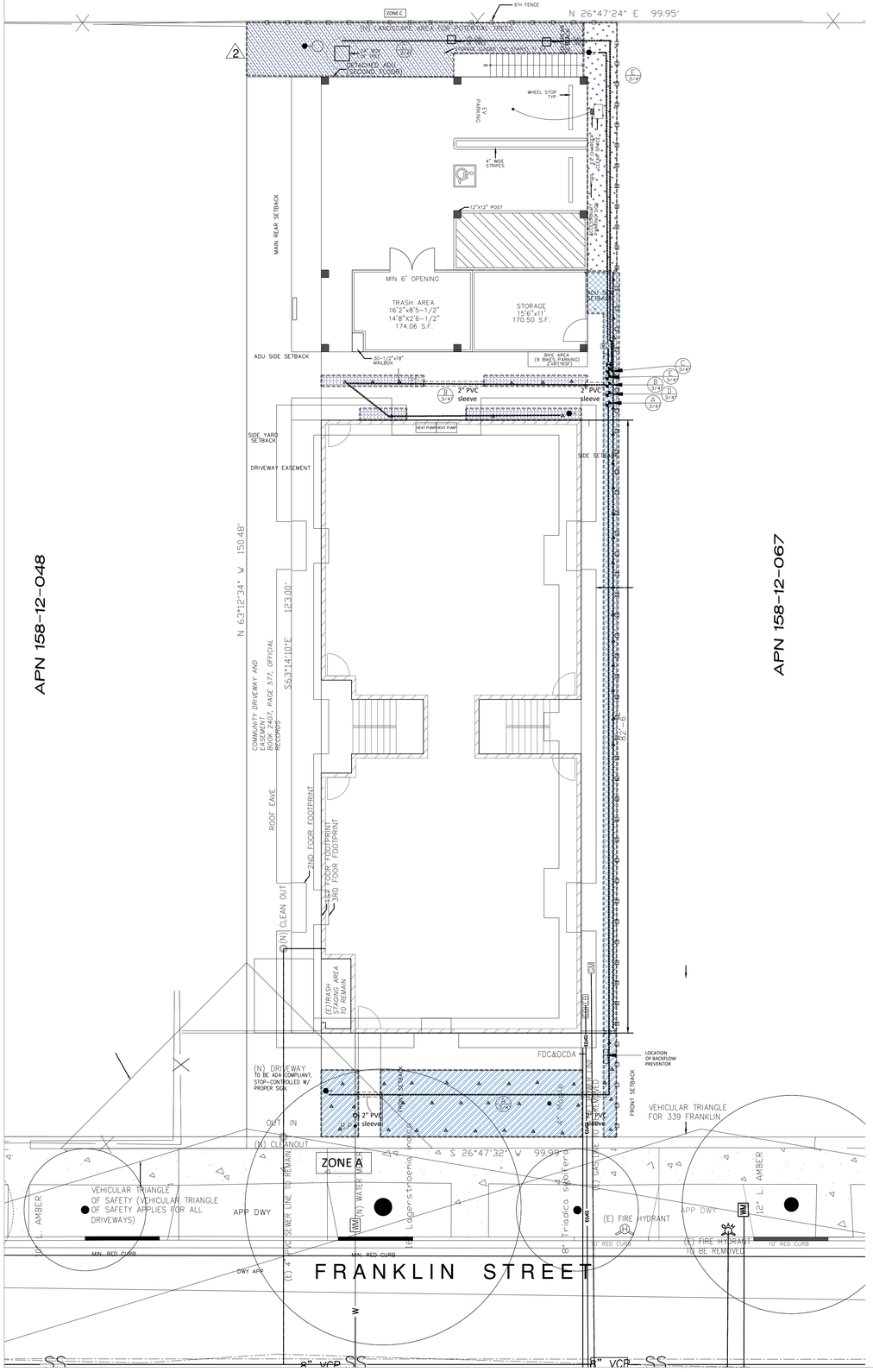
Drawing Scale

N 1 2 4 8 — 1/8"=1'-0"

Sheet Title

L-2

01/02/2026



IRRIGATION LEGEND

Symbol	Description
P.O.C.	Point of connection (Connect to irrigation water meter) Irrigation water meter - to be provided by others. If static pressure at water meter exceeds 120 PSI - use SCH 40 steel pipe from irrigation meter to irrigation RP. assembly (size as noted on plans)
	Schedule 40 - or class 315 PVC pressure mainline (1")
	Schedule 40 PVC non-pressure sleeve under pavement (2X size inside pipe)
	Class 200 PVC non-pressure lateral line (size as noted)
	FEBCO Reduced Pressure LANkflow Assembly 825YA-1"
1 / 1"	Indicates controller station number Indicates valve size
C	Hunter I-Core irrigation controller W/Weather Sensor
	Rainbird - Flush Valve MDCFCAP
	Hunter Remote Control valve w/ 40 PSI Pressure Regulator and 1" Filter
	Hunter Remote Control valve w/ 40 PSI Pressure Regulator and 1" Filter (Tree Drip Rings)
	Hunter - PROS-04 - 4" Pro-Spray Pop-Up Sprinkler Head
R	Hunter ICORE Solar Sync Sensing System. WSS-SEN
	PVC isolation ball valve. Size as mainline. Locate in valve box.
	XFCV Subsurface Tree Drip Ring Dripline Model XFS-06-12
	Toro's new pressure-compensating ½" (13mm) threaded Drip Bubblers. One bubbler per shrub and two bubble per tree

WATER ZONE

Zone	Description	Area (sq. ft.)	Water usage
A	Front planting	313	Low
B	tree and shrub both sides of walkway	69.59	Low
C	tree and shrub at back side yard	224.18	Low
D	side yard planting, shrubs	174.65	Low
E	side yard groundcover (lawn alternate)	214.83	Very Low
TOTAL		996.24	

IRRIGATION NOTES

1.ONE BUBBLER SYMBOL IS SHOWN AT TREES FOR GRAPHIC CLARITY ONLY. INSTALL MINIMUM TWO BUBBLERS AT EACH TREE. INSTALL REQUIRED NUMBER OF BUBBLERS AS DETAILED.

2. IRRIGATION EQUIPMENT MAY BE SHOWN WITHIN HARDSCAPE FOR GRAPHIC CLARITY ONLY. INSTALL ALL IRRIGATION EQUIPMENT WITHIN PLANTED AREAS. IRRIGATION PIPE AND WIRE CROSSING BENEATH HARDSCAPE SURFACES SHALL BE CONTAINED WITHIN SLEEVING OR SCHEDULE 40 PVC CONDUIT. SLEEVING SIZE SHALL BE A MINIMUM OF TWO TIMES THE AGGREGATE DIAMETER OF ALL PIPES CONTAINED WITHIN SLEEVE. PROVIDE VERTICAL SWEEP FOR ALL ELECTRICAL CONDUIT ON EACH SIDE OF HARDSCAPE AND TERMINATE ENDS AT 12" MINIMUM DEPTH AND 12" FROM HARDSCAPE SURFACE.

3. UNSIZED LATER LINE PIPING LOCATED DOWN STREAM OF 1" PIPING SHALL BE ¾"IN SIZE. (TYPICAL).

4. SIZING OF LATERA; PIPE SHALL BE AS FOLLOWS:
.75" 0-6 GPM
1" 7-12 GPM
1.25" 13-20 GPM

5. SIZING OF LATERAL PIPE FOR DRIPLINE (12" O.C. GRID WITH 0.6 GPH OR LESS EMITTERS) SHALL BE AS FOLLOWS:
.75" 0-500 FT
1" 501-1100 FT

6. SIZING OF LATERAL PIPE FOR DRIPLINE (18" O.C GRID WITH 0.6 GPH OR LESS EMITTERS) SHALL BE AS FOLLOWS:
.75" 0-1100 FT
1" 1101-2200 FT

7. AUTOMATIC IRRIGATION CONTROLLERS ARE REQUIRED AND MUST USE EVAPOTRANSPIRATION OR SOIL MOISTURE SENSOR DATA AND UTILIZE A RAIN SENSOR.

8. IRRIGATION CONTROLLERS SHALL BE A TYPE WHICH DOES NOT LOSE PROGRAMMING DATA IN THE EVENT THE PRIMARY POWER SOURCE IS INTERRUPTED.

9. PRESSURE REGULATORS SHALL BE INSTALLED ON THE IRRIGATION SYSTEM TO ENSURE THE DYNAMIC PRESSURE OF THE SYSTEM IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE.

10. MANUAL SHUT-OFF VALVES (SUCH AS A GATE VALVE, BALL VALVE, OR BUTTERFLY VALVE) SHALL BE INSTALLED AS CLOSE TO POSSIBLE TO THE POINT OF CONNECTION OF THE WATER SUPPLY.

11. ALL IRRIGATION EMISSION DEVICES MUST MEET THE REQUIREMENTS SET IN THE ANSI STANDARD, ASABE/ICC 802-2014 "LANDSCAPE IRRIGATION SPRINKLER AND EMITTER STANDARD." ALL SPRINKLER HEADS INSTALLED IN THE LANDSCAPE MUST DOCUMENT A DISTRIBUTION UNIFORMITY LOW QUARTER OF 0.65 OR HIGHER USING THE PROTOCOL DEFINED IN ASABE/ICC 802-2014.

12. DEDICATED IRRIGATION METERS ARE REQUIRED FOR NON-RESIDENTIAL PROJECTS WITH MORE THAN 1,000 SQ. FT. OF LANDSCAPE AREA.

CITY OF MOUNTAIN VIEW

WATER BUDGET CALCULATION WORKSHEET - ELECTRONIC

[1]
Project Site Address:

Please Note: A Water Budget Calculation Worksheet is required ONLY if:
(1) High-water-use plants are included in the landscaped area, and/or
(2) Less than 80% of the landscape area is planted with California Native and/or low-water-use plants

SECTION A. MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

Table A-1. Hydrozone Area Information

[2] Enter Data Here	[3] Enter Data Here	[4] Enter Data Here	[5] Enter Data Here
Hydrozone Label	Plant Water Use Type	Plant Type	Hydrozone Area (square feet)
A	Low	CA SHRUB & GROUNDCCOVER	313
B	Low	CA SHRUB & GROUNDCCOVER	70
C	Low	TREE	224
D	Low	CA SHRUB & GROUNDCCOVER	174
E	Low	CA GROUNDCCOVER	215

[6]
Summary of Hydrozone Area Information

Summary Area	Area (square feet)
Sum of Low-Water-Use Areas	996
Sum of Moderate & Mixed-Water-Use Areas	0
Sum of High-Water-Use Areas	0
Sum of Special Landscape Areas	0
Sum of all Landscape Areas	996

[7]
Maximum Applied Water Allowance = 11,947 gallons per year.

Date Printed: 1/5/2026 1 of 2 Version: December 8, 2010

SECTION B. ESTIMATED TOTAL WATER USE (ETWU)

Table B-1. Plant Factor and Irrigation System Information [3] Enter Data Here

[1] Hydrozone Label	[1] Plant Water Use Type	[1] Plant Type	[2] Plant Factor (PF)	[1] Hydrozone Area (HA) square feet	Irrigation Method	[4] Irrigation Efficiency (IE)	ETWU (gal/yr)
A	Low	CA SHRUB & GRO	0.3	313	Drip	0.81	3,091
B	Low	CA SHRUB & GRO	0.3	70	Drip	0.81	691
C	Low	TREE	0.3	224	Drip	0.81	2,212
D	Low	CA SHRUB & GRO	0.3	174	Drip	0.81	1,718
E	Low	CA GROUNDCCO	0.3	215	Spray	0.75	2,291

[5]
Hydrozone areas, irrigation methods and efficiencies are entered where required: OK

[6]
Estimated Total Water Use = 10,003 gallons/year

[7]

SECTION C. COMPARISON OF ETWU AND MAWA

The calculated ETWU may not exceed the calculated MAWA.

MAWA= 11,947 [from Section A] ≥ **ETWU = 10,003** [from Section B]

[8]
Congratulations! Your electronic Water Budget Calculation Worksheet is complete.

Please print Sections A, B & C and submit them with your application.

Date Printed: 1/5/2026 2 of 2 Version: December 8, 2010

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

SIGNATURE:

DATE: 01/03/2026

333 Franklin

MUZIK DESIGN STUDIO
1117 Wayne Way
San Mateo, CA 94403
(239) 410-9251

REGISTERED LANDSCAPE ARCHITECT
XIAOYAN SUN No. 5821
STATE OF CALIFORNIA
Signature
5-1-25
Date
Exp.02-29-26

RESIDENTIAL LANDSCAPE PLAN

Property Owner:
Owners of
333 Franklin Street
Mountain View CA 94041

Plan Prepared by
Muzik Design Studio
Agnes Tung/Xiaoyan Sun
(239) 410-9251
agnesytung@gmail.com

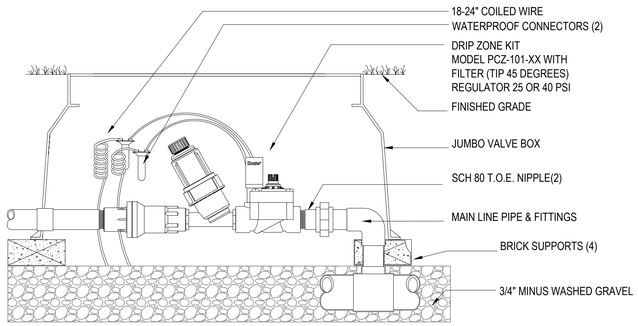
2 PER PLANNING CYCLE 2 COMMENTS
3 PER PLANNING CYCLE 3 COMMENTS

Drawing Title
Irrigation Plan

Drawing Scale
1/8"=1'-0"

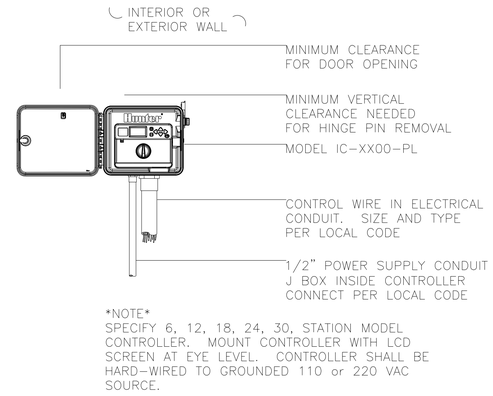
Sheet Title
L-3

01/02/2026



1 REMOTE CONTROL VALVE (ICZ) WITH ISOLATION VALVE

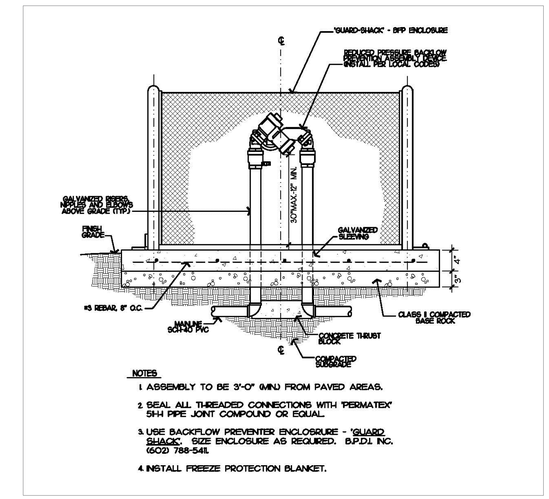
NOT TO SCALE



NOTE
SPECIFY 6, 12, 18, 24, 30, STATION MODEL CONTROLLER. MOUNT CONTROLLER WITH LCD SCREEN AT EYE LEVEL. CONTROLLER SHALL BE HARD-WIRED TO GROUNDED 110 or 220 VAC SOURCE.

2 I-CORE CONTROLLER

SCALE: 1" = 1'-0" IRRIGATION DETAIL

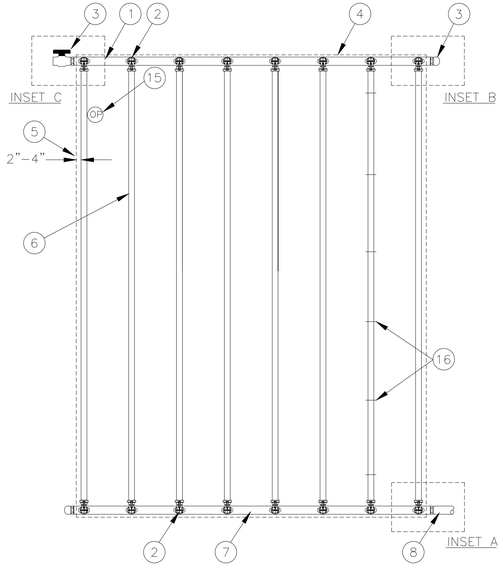


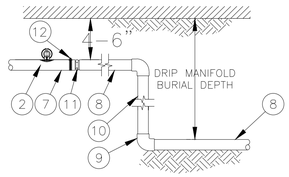
NOTES

1. ASSEMBLY TO BE 3'-0" MIN.) FROM PAVED AREAS.
2. SEAL ALL THREADED CONNECTIONS WITH "PERMATEX" 51H PIPE JOINT COMPOUND OR EQUAL.
3. USE BACKFLOW PREVENTER ENCLOSRURE - "GUARD SHACK". SIZE ENCLOSURE AS REQUIRED. B.P.D.I. INC. (602) 788-5411.
4. INSTALL FREEZE PROTECTION BLANKET.

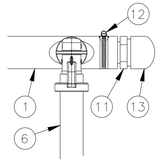
3 REDUCED PRESSURE LANKFLOW ASSEMBLY

N.T.S.

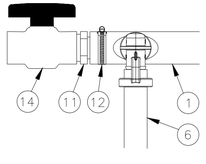




INSET A



INSET B



INSET C

1. QF-FLUSH HEADER
2. PRE-INSTALLED BARB FITTING
3. FLUSH POINT WITH PVC CAP OR OPTIONAL PVC BALL VALVE PERIMETER OF AREA
4. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PERIMETER OF AREA
5. RAIN BIRD XFS SERIES DRIPLINE (TYPICAL)
6. QF-SUPPLY HEADER
7. PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE VALVE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
8. PVC SCH 40 ELL (TYPICAL)
9. PVC SCH 40 RISER PIPE
10. MALE ADAPTER INSERT
11. STAINLESS STEEL, OETIKER OR MURRAY CLAMP
12. PVC SCH 40 CAP
13. PVC SCH 40 BALL VALVE
14. OPERATION INDICATOR
    RAIN BIRD MODEL: OPERIND
15. XF SERIES TIE-DOWN STAKES (TDS-050)
    REFER TO RAIN BIRD DRIPLINE DESIGN GUIDE FOR PROPER SPACING

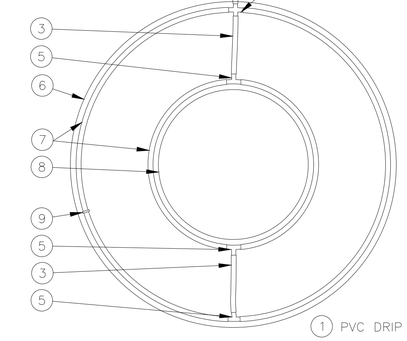
NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE INSTALLATION SPECIFICATIONS ON RAIN BIRD WEB SITE (WWW.RAINBIRD.COM) FOR SUGGESTED SPACING.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.

4 DRIP LINE LAYOUT AND ASSEMBLY

N.T.S.

XFS Dripline Maximum Lateral Lengths (Feet)

Inlet Pressure psi	12" Spacing		18" Spacing		24" Spacing	
	Nominal Flow (gph)		Nominal Flow (gph)		Nominal Flow (gph)	
	0.6	**0.9**	**0.6**	**0.9**	**0.6**	**0.9**
15	273	155	314	250	424	322
20	318	169	353	294	508	368
30	360	230	413	350	586	414
40	395	255	465	402	652	474
50	417	285	528	420	720	488
60	460	290	596	455	780	514



1. PVC DRIP MANIFOLD PIPE
2. PVC SCH 40 TEE OR EL
3. ½" POLYETHYLENE TUBING:
   RAIN BIRD XF SERIES BLANK TUBING
4. BARB CROSS INSERT FITTING:
   RAIN BIRD XFD-CROSS
5. BARB TEE INSERT FITTING:
   RAIN BIRD XFF-TEE
6. PROJECTED CANOPY LINE OF TREE
7. ON-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES DRIPLINE
   POTABLE: XFCV DRIPLINE PLACE AS SHOWN (LENGTH AS REQUIRED)
8. ROOT BALL
9. TIE DOWN STAKE:
   RAIN BIRD TDS-050 WITH BEND (QUANTITY AS REQUIRED,
   SEE NOTES 2-3 BELOW)

NOTES:
1. DISTANCE BETWEEN LATERAL RINGS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, AND TREE CANOPY. SEE INSTALLATION SPECIFICATIONS ON RAIN BIRD WEB SITE (WWW.RAINBIRD.COM) FOR SUGGESTED SPACING.
2. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
3. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

5 XFCV ON-SURFACE DRIPLINE AROUND TREE

N.T.S.

333 Franklin

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1117 Wayne Way
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REGISTERED LANDSCAPE ARCHITECT
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RESIDENTIAL LANDSCAPE PLAN

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Plan Prepared by
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2 PER PLANNING CYCLE 2 COMMENTS
3 PER PLANNING CYCLE 3 COMMENTS

Drawing Title
Irrigation Details

Drawing Scale
1/8"=1'-0"

Sheet Title
L-4

01/02/2026

ISA Tree Risk Assessment Qualified
ISA Certified Arborist #WE-0132A
www.rmarborist.com
eMail: ray@rmarborist.com

Ray Morneau
• ARBORIST •

550 S. Shoreline Blvd.
Mountain View, CA 94041-1929
Tel: 650.964.7664
Mobile: 415.412.1127

Certified Arborist's Pre-Construction
Subpar Redwood Tree Status Report

Data Date: February 13, 2023 **Report Date: February 14, 2023**

Prepared for:
Jenny Kang
Silicon Valley Custom Homes

APN:
n/a

Site:
Residential Rebuild
333 Franklin St.
Mountain View, CA 94041

Prepared by:

Ray Morneau
ISA Certified Arborist #WE-0132A
Tree Risk Assessment Qualified

Contents

1.0 Assignment & Introduction (w/ photo)
2.0 Observations: MVMC, Tree Photos, Tree Data Spreadsheet
3.0 Discussion
4.0 Conclusion & Recommendation
5.0 Certification & Use Statement

P-1 & P-2 (at right): Subject Redwood viewing from existing interior courtyard & from driveway looking in off of Franklin Street.





Ray Morneau, Arborist ISA Certif. #WC-0132 650.964.7664

1.0 Assignment & Introduction

I have been retained by Jenny Kang [Silicon Valley Custom Homes] to provide a Tree Status Report documenting the condition of a subpar (defective) Redwood tree (*Sequoia sempervirens*) at 333 Franklin Street, Mountain View, California.

2.0 Observations: MVMC, Tree/Location Photos, Tree Data Spreadsheet

I inspected this *Sequoia sempervirens* (Coastal Redwood tree) most recently on 2/13/2023. As a 37.4" diameter redwood tree, it measures within the Heritage Tree category for the City of Mountain View … a tree protected by city ordinance (MV Municipal Code section: 32.23-c).

P-3 at right shows multiple leaders at lowest severe (topping) cut above roof level with all laterals (side branches) also severely truncated/stubbed.



P-4, P-5, P-6 (below): Subject Redwood crowds existing building/stairs with root flare (burl) breaking concrete curb and driveway … prior box form retained, adding to accumulated defects.







2.1 Municipal Code

Applicable rules here include The City of Mountain View's Protected Trees Ordinance in Municipal Code Section 32.23 digitally available at: https://library.municode.com/ca/mountain_view/codes/code_of_ordinances?nodeId=PTIITHCO_CH32TRSHPL

2.2 Tree Data Spreadsheet

TREE INVENTORY (partial): 333 Franlin Street, Mountain View, California. **Data date: February 13, 2023**

T #	*Genus species* / Name, Common	DBH = Standard Diameter at Breast Height (inches)	Circumference (inches)	Av.Crown Radius (ft)	Height (ft)	% Condition: Vigor, Health, Vitality	% Condition: Form, Structure	%Overall Condition	Species' Aptitude (ability to overcome disruptions)	Age / Longevity	Keep? Remove?	Comments
1	*Sequoia sempervirens* / Redwood, Coastal	37.4" @ 4.5'	118" @ 4.5'	8'	~48'	45%	15%	25% Very Poor	Mod.	Over-mature	R	Driveway asphalt at 3'; current building stairway at 2'; History of multiple severe pruning events make this redwood's structural regrowth a standing imminent hazardl. Root damage must be expected by new construction project.

3.0 Discussion

The above photographs combine to tell a story of this subject redwood tree as a large-scale forest-species shoehorned into a too-small urban space … but was genetically destined to grow as big as its Santa Cruz Mountains comrades

The already hazardous condition of this tree would only be aggravated by new construction on these Franklin Street parcels … the risk of failure of the v-crotches with narrow-angled trunk attachments and breakage of limbs due to foliage endweight accumulation will continue to overhang new homes and residents.

4.0 Conclusion & Recommendations:

Two factors drive the requirement to remove this 37" Coastal Redwood … current structural defects … and stability and health after construction

To remove it before the project would allow replanting with a better-structured specimen which would benefit these properties, the neighborhood, and the whole community.

Conclusion: A removal permit for this redwood should be granted by the City with no further delay.

Ray Morneau, Arborist ISA Certif. #WC-0132 650.964.7664

5.0 Certification & Use Statement

The instant report is applicable to this redwood tree at 333 Franklin St. and may not be adopted elsewhere without site-specific updates/revisions/adaptations by this Project Arborist.

I certify that all the statements of fact in this report are true, complete, and correct to the best of my knowledge, ability, and belief, and are made in good faith.

This report is valid for submittal and use upon my receipt of valid payment.

Respectfully submitted,



Raymond J. Morneau
ISA Certified Arborist #WE-0132A
ISA Tree Risk Assessment Qualified Professional

< APPENDIX >

Tree No. 2
Re: **31" diameter (97" circumference) Acer saccharinum (Silver maple)** in rear yard

There is a large glowing mushroom mass where the trunk meets the soil … https://ipm.ucanr.edu/legacy_assets/pdf/pestnotes/pnarmillariarootrot.pdf

This tree is irrecoverably dead … those mushrooms are the fruiting bodies of oak root fungus.



333 Franklin

Density Bonus Letter

The project proposes the construction of a new 11-unit multifamily building along with two detached ADUs, resulting in a total of 13 units. The existing building contained eight rent-protected units, which are proposed to be replaced with eight on-site Below Market Rate, BMR, units, including seven units affordable to households earning up to 80% of Area Median Income (AMI) and one unit affordable to households earning up to 50% (AMI). As proposed, **approximately 62% of the total units are affordable**, or approximately 73% when excluding the detached ADUs, far exceeding the minimum affordability thresholds required under State law.

The proposed project is eligible for a density bonus pursuant to **California Government Code Section 65915**. Under Government Code Section 65915(f)(1) and Section 65915(c)(1)(A), a housing development that provides at least 20% of the total units affordable to lower-income households or at least 10% of the total units affordable to very-low-income households is entitled to a density bonus of up to 50%. Based on a base density of seven (7) units, a 50% density bonus yields four (4) additional units, 7 × 0.50 = 3.5(4), for a total of eleven (11) units in the primary multifamily building.

Because the project provides a combination of lower-income and very-low-income units that exceeds these statutory thresholds, the project qualifies for the maximum allowable 50% density bonus, consistent with State Density Bonus Law. The project is also eligible for up to three incentives or concessions and, given the level of affordability provided, may request an unlimited number of waivers.

The requested concessions and waivers are as follows,

A. Incentives/Concessions

1. Distribution of BMR units
    a. ***Required***: All BMR units shall be reasonably dispersed throughout the residential development and consistent with federal and state fair housing laws, have a distribution of units by number of bedrooms proportionate to the market-rate units, and be of comparable size based on net habitable square footage of the units.
    b. ***Request***: The applicant requests a concession that BMR units be reasonably dispersed by bedroom type throughout the development, as required by the City's BMR distribution standards, to allow the project's



sole 2-bedroom and one of the four one-bedroom BMR units to be located within the rear ADU building.

c. ***Justification***: the proposed 2-bedroom BMR unit is much larger – approximately 808 SF - than the 2-bedroom unit in the existing building where the size was only 694 SF. The one-bedroom units are appropriately distributed across the project, with 75% (three units) located in the main building and one unit in the ADU building. The allocation was necessary to ensure the project is financially viable. The Housing staff confirmed an ADU unit can be used as a replacement unit.
    - ***Financial Analysis****:* The projected cap rate for the proposed project, based on estimated rental income from both BMR and market-rate units, is between 3-3.5%. Allocating the larger 2-bedroom unit as BMR would reduce the cap rate to 3% or lower, rendering the project financially unfeasible.

B. Requested Waivers

1. Open space:
    a. ***Required***: a minimum of 50% of the site area shall be devoted to open space.
    b. ***Request***: The open space area to be 23.86% - requesting 26.14% relief from the required 50%.
    c. ***Justification***: To accommodate eight BMR units and two detached ADU's, additional site area had to be utilized for building footprint. The rear yard is occupied by the ADU's reducing available open space.
2. FAR:
    a. ***Required***: FAR allowed is 1.1. 8,250 sf.
    b. ***Request***: maximum 1.16 FAR (or 8,717 sf)
    c. ***Justification***: To accommodate both the required base units and the bonus units for this highly affordable housing project, the increase in floor area is necessary.
3. Landscape
    a. ***Required***: Landscaped open space areas must include large specimen trees, flower beds and grassy areas. Trees that are 24" box size at a min spacing 30' on center must be planted in side and rear yard areas to provide a landscape buffer.
    b. ***Request***: one 24" box tree as a replacement tree for removing the heritage tree.
    c. ***Justification***: this is due to site constraints resulting from BMR and ADU accommodation. Due to tight space on site, less spacing between trees are needed to accommodative the proposed ADU structure and tenant walkway while maintaining building separation requirement with the main building.
4. Eave height
    a. ***Required***: Buildings may be a maximum of three stories provided that the



third floor is tucked into the roofline, so that the building looks like a two-story structure. For this restricted three-story height, the eave height shall not be higher than 22’ from the curb and the total height to the peak of roof shall not exceed 35’ in height.

b. ***Request***: the eave height of the dormer at 28’.
c. ***Justification*****:** To provide sufficient living space for the 8 BMR units in this project, a three-level building was necessary. As a result, the eave height of the third floor reaches 28 feet in order to comply with applicable building code requirements. The increased eave height in the dormer areas is essential to ensure that the third-floor units are equipped with egress windows that meet the minimum opening size required for emergency escape and rescue. It also allows for the minimum 7’-6” ceiling height in habitable spaces such as living rooms, bedrooms, and kitchens. The proposed architectural design remains consistent with the style guidelines, preserving the visual character of a two-story structure by thoughtfully integrating the third floor into the roofline.

5. Trash Staging Area
    a. ***Required***: Staging area dimensions do not meet the minimum of 5’ depth.
    b. ***Request***: a staging area measuring 10’ wide by 4’ deep.
    c. ***Justification*****:**
        i. The existing staging area is 3’ deep and has supported weekly trash collection without issue. The proposed 4’ depth represents a functional improvement and can accommodates the required 2-yard bin (dimensions: 6’-10” W x 3’-4” D x 4’-5” H).
        ii. Reducing the adjacent **BMR unit size** to meet the 5-foot depth requirement would render the **kitchen and bedroom areas unusable**, with each space falling below 10’ in width, which is not viable for livable design.



File #: 205636, **Version:** 1

Adoption of Fiscal Year 2026-27 Budgets, Fee Modifications, and Funding for Fiscal Year 2026-27 Capital Improvement Projects

Convene a public hearing, accept public comment, and take the following actions necessary for the City of Mountain View, the Shoreline Regional Park Community, and the Mountain View Capital Improvements Financing Authority to adopt the Fiscal Year 2026-27 budgets, fee modifications, and funding for the adopted Fiscal Year 2026-27 Capital Improvement Projects.

City of Mountain View Actions:

1. Adopt a Resolution of the City Council of the City of Mountain View: 1) Adopting the Fiscal Year 2026-27 City Budget; 2) Appropriating Funds to Cover Expenditures Approved by Said Budget; 3) Authorizing the City Manager or designee to Execute Funding Agreements Consistent with Nonprofit Funding Appropriations in the Adopted Budget; 4) Adjust the Business License Tax Amount by the Annual CPI; and 5) Authorizing the Finance and Administrative Services Director to Adjust Appropriations in Various Funds as Needed to Align with Actual Revenue Earned and Received as Specifically Set Forth Herein, Make Final Adjustments to the Community Stabilization and Fair Rent Act and Mobile Home Rent Stabilization Ordinance Budgets and Fees, Adjust Appropriations Related to the Graham Middle School Site Based on Billed Invoices, and Determine Final Budget Amounts Based on Council Direction, to be read in title only, further reading waived (Attachment 1 to the Council report).

2. Adopt a Resolution of the City Council of the City of Mountain View Amending the City of Mountain View Master Fee Schedule, to be read in title only, further reading waived (Attachment 2 to the Council report).

3. Commit $2,256,000 of Park Land Dedication Funds to the adopted Fiscal Year 2026-27 Capital Projects (Attachment 3 to the Council report).

4. Adopt a Resolution of the City Council of the City of Mountain View Amending the Fiscal Year 2025-26 Salary Plan for Hourly Employees and Adopting the Fiscal Year 2026-27 Salary Plans for Regular and Hourly Employees, to be read in title only, further reading waived (Attachment 4 to the Council report).

5. Appropriate $1,800,000 in the Water Fund for Fiscal Year 2025-26 to cover costs associated with the Cuesta water main emergency incident. (Five votes required)

6. Authorize the City Manager (as Director of Emergency Services), or designee, to approve water and sewer bill credits of up to two months or one billing cycle for the 67 households impacted by the Cuesta water main emergency incident.

Mountain View Shoreline Regional Park Community Actions:

7. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community: 1) Adopting the Fiscal Year 2026-27 Shoreline Regional Park Community Budget; 2) Appropriating Funds to Cover Expenditures Approved by Said Budget; and 3) Authorizing the Treasurer to Adjust Appropriations as Needed to Make Payments in Accordance with the Tax-Sharing Agreement with Santa Clara County and the Education Enhancement Reserve Joint Powers Agreement, to Align Appropriations with Actual Revenues Earned and Received as Specifically Set Forth Herein, and Determine Final Budget Amounts Based on Board Direction (Attachment 5 to the Council report).

City of Mountain View Capital Improvements Financing Authority Action:

8. Adopt a Resolution of the City of Mountain View Capital Improvements Financing Authority ("MVCIFA") Adopting the Fiscal Year 2026-27 Budget for Debt Service Payments, Appropriating Funds to Cover Expenditures Approved by Said Budget, and Authorizing the MVCIFA Treasurer to Make Budget Adjustments and Determine Final Budget Amounts Based on MVCIFA Board Direction, to be read in title only, further reading waived (Attachment 6 to the Council report).

JOINT REPORT

DATE: June 23, 2026

CATEGORY: Public Hearing

DEPT.: City Manager's Office,
Finance and Administrative Services

TITLE: **Adoption of Fiscal Year 2026-27 Budgets, Fee Modifications, and Funding for Fiscal Year 2026-27 Capital Improvement Projects**

RECOMMENDATION

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BACKGROUND

City Charter Sections 1103, 1104, and 1105 establish the requirements and process for adopting the annual City budget, including funding of the adopted Fiscal Year 2026-27 Capital Improvement Projects (Capital Projects). This process requires the City Council to review the Recommended Budget submitted by the City Manager, publicly notice and conduct a public hearing on the Recommended Budget, and adopt the annual budget, including any Council-approved amendments, by July 1 following the public hearing. Similar procedures are followed for the annual Shoreline Regional Park Community budget. The Mountain View Capital

Improvements Financing Authority budget is also presented for adoption as part of the annual budget process.

The budget process for Fiscal Year 2026-27 began in November 2025 and concludes with Council consideration of the annual budgets this evening. During the budget development process, staff presented several updates to Council, including the Midyear Budget Status Report in February 2026 and the Preliminary Fiscal Year 2026-27 Budget Recommendations in April 2026.

The Fiscal Year 2026-27 Recommended Budget includes proposed operating and capital budgets for the City, the Shoreline Regional Park Community, and the Mountain View Capital Improvements Financing Authority; recommended fee modifications; and appropriations necessary to fund the adopted Fiscal Year 2026-27 Capital Improvement Projects.

The public hearings on the Recommended Budget were held on June 9 and June 23, 2026. These hearings were properly noticed and satisfy the requirements of the City Charter and applicable law. The Recommended Budget document has been available for public review on the City's website since May 22, 2026, and at the City Clerk's Office and the Mountain View Public Library since May 29, 2026.

On April 24, 2026, a water main breach in the Cuesta area disrupted water service to 67 residential households. City staff responded immediately to isolate the damaged infrastructure, restore service, and communicate with impacted residents. The Boil Water Notice was lifted for 46 households on May 6, 2026, and for the remaining 21 households on May 19, 2026, restoring normal water service to all impacted households.

As part of the City's response to this emergency event and in recognition of the service disruption experienced by affected residents, staff recommends authorizing the City Manager (Director of Emergency Services), or designee, to approve limited water and sewer bill credits for the impacted households. In accordance with Section 11.5 of the City's Municipal Code, the City Manager is designated as the Director of Emergency Services.

ANALYSIS

At the June 9, 2026 public hearing, staff presented the Fiscal Year 2026-27 Recommended Budget. The Fiscal Year 2026-27 Recommended Budget was prepared in accordance with Section 1103 of the City Charter, the State Constitutional limit on the proceeds of taxes, and all applicable laws and regulations. It contains the proposed financial plan for the General Operating Fund (GOF) and all other City of Mountain View (City) funds as well as the Shoreline Regional Park Community (Shoreline Community), a special government district administered by the City. The Recommended Budget also includes proposed fee modifications and funding for the adopted Fiscal Year 2026-27 Capital Improvement Projects (Capital Projects).

Councilmembers provided feedback and recommended changes during the April 14, 2026 Council meeting and the June 9, 2026 public hearing. Staff incorporated this direction into the revisions to the Recommended Budget described below.

Revisions to the Recommended Budget

The following items were identified after publication of the Recommended Budget and are recommended for inclusion in the Fiscal Year 2026-27 Adopted Budget:

- Lease payment for property located at 485 and 495 Clyde Avenue (General Non-Operating Fund—Limited-Period) $100,000

A consent item has been scheduled for consideration at the June 23, 2026 City Council meeting regarding a lease agreement with Google, Inc. for property located at 485 and 495 Clyde Avenue. Staff recommends appropriating funding for the prorated lease payment, property management costs, and other associated expenses, contingent upon Council approval of the lease terms as part of the Consent Agenda.

- Increase the per-term technology and equipment allowance for Councilmembers (General Non-Operating Fund – Limited-Period) $12,000

Staff recommends increasing the Councilmember per-term technology and office equipment allowance for computers, printers, and related communication equipment from $3,800 to $5,000. The increase reflects current technology and equipment costs and supports Councilmembers in performing official City business. The recommended funding includes adjustments for the seven current Councilmembers and three incoming Councilmembers following the November 2026 election.

- Increase funding for Multicultural Engagement Program (General Operating Fund) $5,000

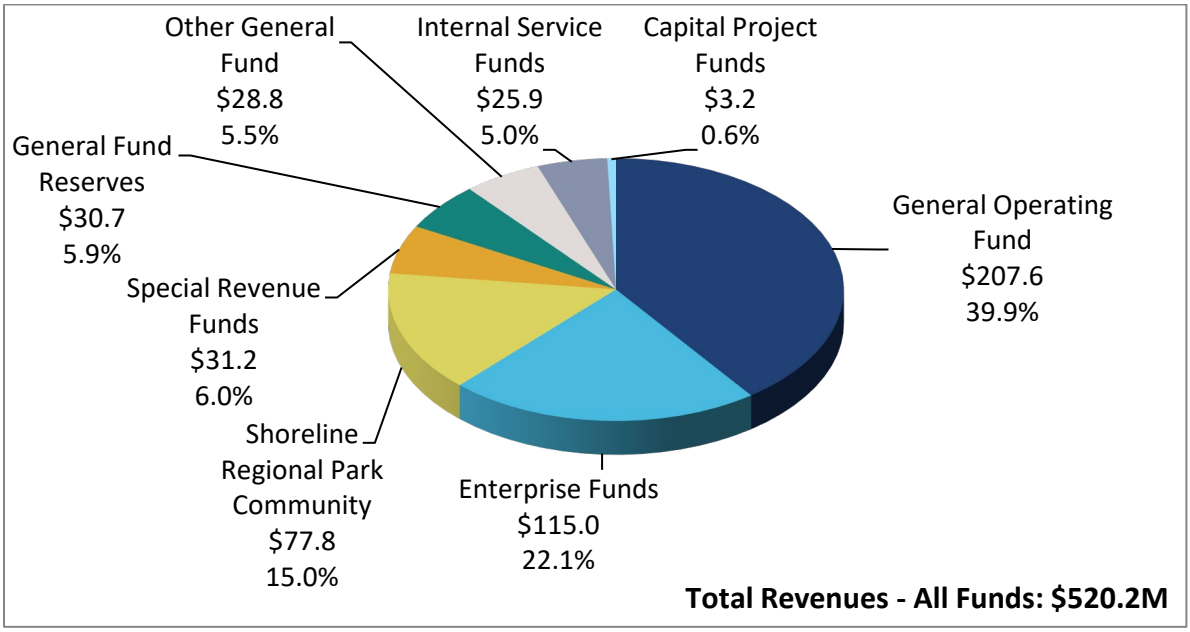
Staff recommends increasing funding in the City Manager's Office for the Multicultural Engagement Program to support additional community engagement activities and programming.

With these revisions, total budgeted revenues and expenditures for all funds for Fiscal Year 2026-27 are $520,166,240 and $597,741,199, respectively. Expenditures exclude the estimated vacancy factor of $12.3 million ($10.3 million in the GOF and $2.0 million in the Development Services Fund). The budget includes $93,688,983 in capital project funding, of which $69,480,500 is City funding.

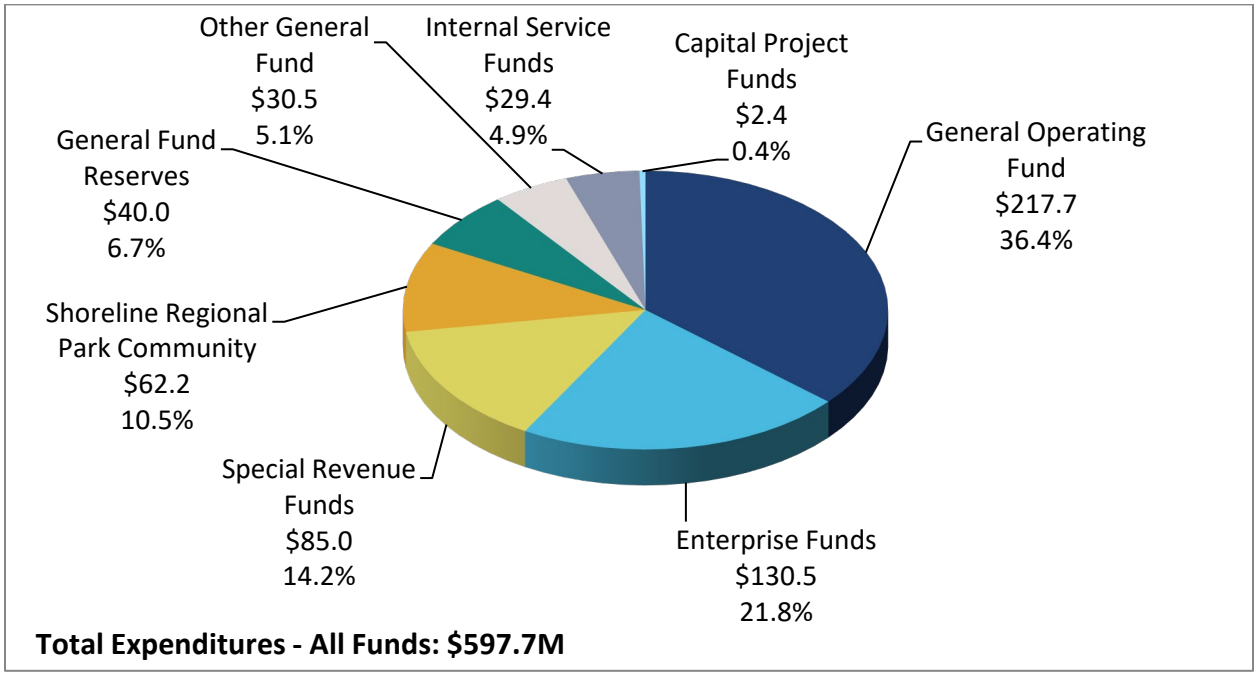
Fiscal Year 2026-27 GOF revenues and expenditures total $207,573,650 and $217,728,884, respectively, respectively. Expenditures exclude the estimated vacancy factor of $10.3 million. After applying the vacancy factor, the budget is projected to result in a GOF operating balance of $145,000. GOF revenues are 6.1% higher than the Fiscal Year 2025-26 Adopted Budget, and operating expenditures are 6.6% higher (not including $10.3 million estimated vacancy factor).

The City budget and CIP resolution (Attachment 1) provide for any amendments approved by the City Council on June 23, 2026 to be included in the Fiscal Year 2026-27 Adopted Budget and authorize the Finance and Administrative Services Director to make corrections as necessary and report out the final Adopted Budget and any reconciling changes by informational memorandum.

TOTAL REVENUES—ALL FUNDS, FISCAL YEAR 2026-27
(dollars in millions)

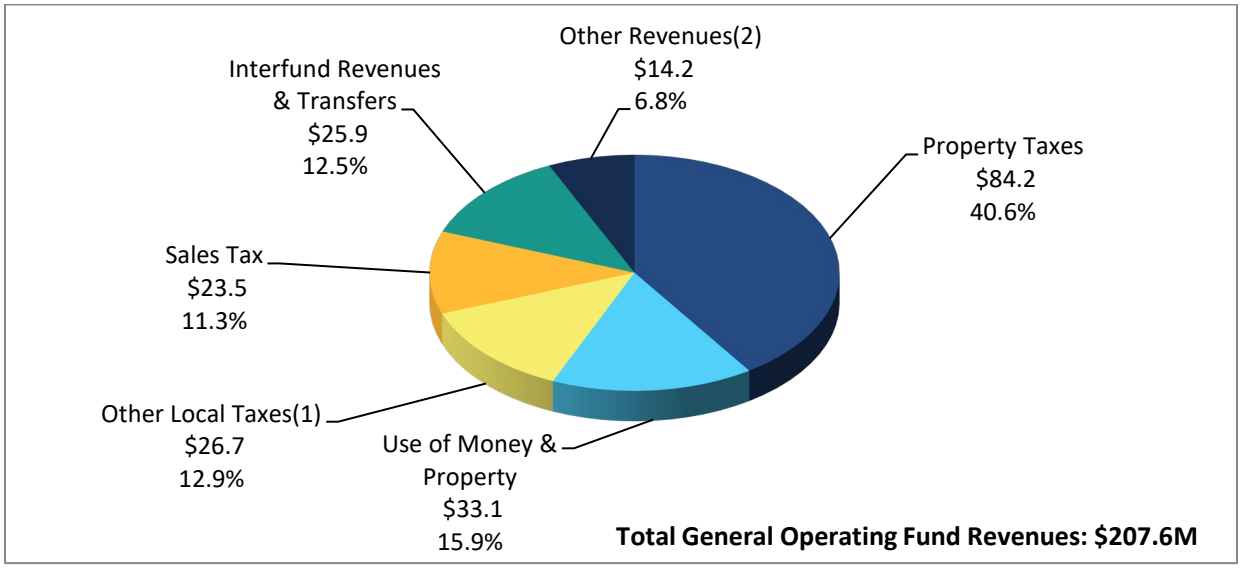


TOTAL EXPENDITURES—ALL FUNDS, FISCAL YEAR 2026-27
(dollars in millions)



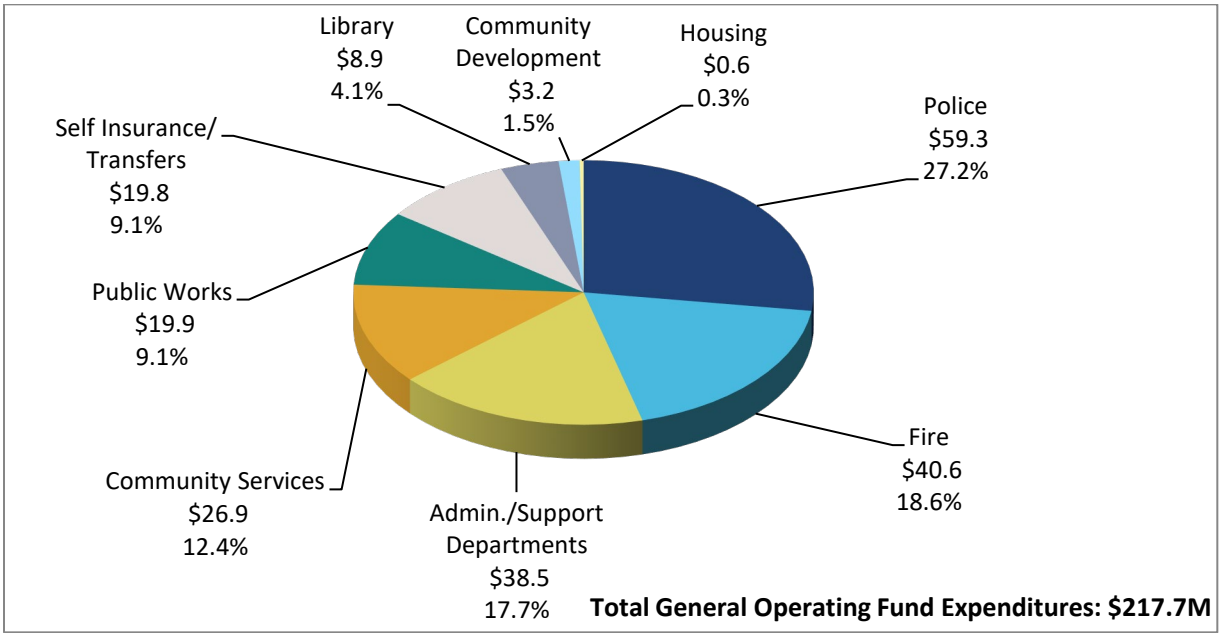
NOTE: General Operating Fund does not include the $10.3 million estimated vacancy factor, and Other General Fund does not include the $2.0 million estimated vacancy factor.

GENERAL OPERATING FUND REVENUES, FISCAL YEAR 2026-27
(dollars in millions)



1 Other Local Taxes consist of Transient Occupancy Tax, Business Licenses, and Utility Users Tax.
2 Other Revenues consist of Licenses, Permits and Franchise Fees, Fines and Forfeitures, Intergovernmental, Charges for Services, and Miscellaneous.

GENERAL OPERATING FUND EXPENDITURES, FISCAL YEAR 2026-27
(dollars in millions)



NOTE: General Operating Fund does not include the $10.3 million estimated vacancy factor.

Business License Tax Adjustment: The Business License Tax structure was approved by Mountain View voters on November 6, 2018. The ordinance provides for an annual adjustment based on the December Consumer Price Index (CPI) for the San Francisco-Oakland-Hayward Area, subject to Council approval. The resolution (Attachment 1) authorizes a 3.0% adjustment to the Business License Tax based on the December 2025 CPI, effective January 1, 2027.

Number of Employees	Current Business License Tax	Proposed 2027 Business License Tax
1	$76.80	$79.10
2-25	$76.80 + $5.12/employee for each employee over 1	$79.10 + $5.27/employee for each employee over 1
26-50	$199.68 + $10.24/employee for each employee over 25	$205.67 + $10.55/employee for each employee over 25
51-500	$455.68 + $76.80/employee for each employee over 50	$469.35 + $79.10/employee for each employee over 50
501-1,000	$35,015.68 + $102.40/employee for each employee over 500	$36,066.15 + $105.47/employee for each employee over 500
1,000-5,000	$86,215.68 + $128.00/employee for each employee over 1,000	$88,802.15 + $131.84/employee for each employee over 1,000
5,000+	$598,215.68 + $153.60/employee for each employee over 5,000	$616,162.15 + $158.21/employee for each employee over 5,000

Salary Plan Changes: The resolution authorizing the City Manager or designee to amend the classification and salary plans for regular and hourly employees (Attachment 4) includes compensation changes for the period, including July 1, 2026, through June 30, 2027. The salary plans included as Exhibits B and C to Attachment 4 also incorporate new position classifications and/or title changes included in the Fiscal Year 2026-27 Recommended Budget.

Salary for Mayor and Councilmembers: The City's salary plan for regular employees (Attachment 4) reflects the automatic annual adjustment for the Mayor and Councilmembers required by Part 1, Article V, Section 5.03 of the City Charter, which is based on the CPI published by the United States Bureau of Labor Statistics (BLS). Pursuant to the Mountain View City Charter, an automatic annual adjustment of 3.0% will be included in the Fiscal Year 2026-27 Adopted Budget and is reflected in Exhibit B to Attachment 4.

Overhires: Per Council Policy D-10, City Manager Approval of Overhire Positions, staff is required to report the number of overhires approved by the City Manager on staff during Fiscal Year 2025-26. There were no overhires approved by the City Manager during Fiscal Year 2025-26.

Appropriation of $1,800,000 for the Cuesta water main emergency incident: Staff recommends an appropriation of $1.8 million in the Water Fund for Fiscal Year 2025-26 to cover costs associated with the incident, including staff costs, hotel accommodations, per diem assistance provided to affected residents, emergency water testing, and other related response and recovery costs.

Authorization of the City Manager (Director of Emergency Services), or designee, to approve water and sewer bill credits related to the Cuesta water main emergency incident:

The proposed authority would allow the City Manager (Director of Emergency Services), or designee, to approve credits of up to two months or one billing cycle for water and sewer charges for the 67 households directly impacted by the water main incident. The authority is limited to charges associated with the incident and does not establish a broader utility bill credit program or precedent for future utility service interruptions.

Staff believes the proposed credits are appropriate given the disruption experienced by affected residents and are consistent with the City's efforts to mitigate the impacts of emergency events on customers. Limiting the authority to a defined group of affected households and a maximum credit period provides administrative efficiency while maintaining appropriate fiscal controls.

Fee Modifications

Recommended fee modifications were included in the Fiscal 2026-27 Recommended Budget presented at the public hearing on June 9, 2026. Attachment 2 contains a detailed schedule of all recommended fee modifications, including utility rates. The utility rate adjustments reflected in Attachment 2 were previously approved by the City Council as part of the Proposition 218 utility rate study and public hearing process conducted in June 2024 and represent scheduled Fiscal Year 2026-27 rate adjustments.

Mountain View Shoreline Regional Park Community

The proposed Fiscal Year 2026-27 Shoreline Regional Park Community budget totals $62,598,678, including appropriations of $5,415,000 for Fiscal Year 2026-27 Capital Projects.

City of Mountain View Capital Improvements Financing Authority

The Mountain View Capital Improvements Financing Authority (MVCIFA) was established in 1992 to facilitate the refinancing of previously issued debt. The MVCIFA was subsequently used to finance the Mountain View Child-Care Center, which was fully repaid in Fiscal Year 2015-16 and is currently being utilized for the Wastewater Loan. Beginning in Fiscal 2026-27, the MVCIFA

will also be used to administer debt service payments associated with the 2026 Lease Revenue Bonds.

As required by state law and the resolutions governing the MVCIFA, an annual meeting of the MVCIFA is held in conjunction with the budget adoption process.

The proposed Fiscal Year 2026-27 MVCIFA budget totals $8,953,062 and includes debt service payments related to the 2018 Wastewater Bank Loan and the 2026 Lease Revenue Bonds.

FISCAL IMPACT

City of Mountain View (City): Adoption of the total Fiscal Year 2026-27 Recommended Budget for City funds governed by the City Council in the amount of $462,123,959, together with appropriations for the Fiscal Year 2026-27 Capital Projects in the amount of $88,273,983, of which $64,065,500 is City funding, authorizes total expenditures of $550,397,942 for Fiscal Year 2026-27. The budget includes GOF revenues of $207,573,650 and expenditures of $217,728,884, excluding the projected vacancy factor of $10,300,000. These amounts include the Recommended Budget as presented on June 9, 2026, as well as the additional budget revisions recommended by staff. The final adopted budget will be updated to reflect any amendments approved by the City Council at the June 23, 2026 public hearing (Attachment 1).

Staff is also requesting a budget appropriation of $1.8 million in the Water Fund for the Cuesta Water Emergency incident in Fiscal Year 2025-26. The Water Fund has sufficient available fund balance to support this appropriation, and the requested action will not impact future utility rates.

The estimated fiscal impact of providing up to two months or one billing cycle of water and sewer bill credits to the 67 affected households is approximately $20,000. The actual cost will depend on the number of eligible households receiving credits and their individual utility usage.

The credits will not be funded through utility rates charged to other customers. Instead, the credits will initially be funded from the Water Fund and Wastewater Fund emergency reserves, which are intended to address emergency and unforeseen circumstances. Staff anticipates seeking reimbursement from external sources, including insurance recoveries, settlements, responsible parties, or other available funding sources, as appropriate. To the extent such funding is received, the Water Fund and Wastewater Fund will be reimbursed. Any unreimbursed costs remaining after all available external funding sources have been exhausted will be replenished from non-enterprise funding sources, subject to any required Council approvals. As a result, the proposed credits are not expected to have a long-term financial impact on utility operations or utility ratepayers.

Park Land Dedication Funds: The adopted Fiscal Year 2026-27 CIP includes the commitment of Park Land Dedication fees totaling $2,256,000 to new projects. Attachment 3 contains additional information regarding the commitment of these Park Land Dedication fees to Capital Projects.

Mountain View Shoreline Community: Adoption of the Fiscal Year 2026-27 Recommended Budget for the Shoreline Community in the amount of $57,183,678, together with appropriations for Fiscal Year 2026-27 Capital Projects in the amount of $5,415,000 authorizes total expenditures of $62,598,678 for Fiscal Year 2026-27. This amount will be modified to include any changes adopted at the June 23, 2026 Shoreline Community public hearing.

MVCIFA: Adoption of the Fiscal Year 2026-27 Recommended Budget for the MVCIFA authorizes total expenditures in the amount of $8,953,062 for debt service related to the 2018 Wastewater Bank Loan. This will be modified to include any changes adopted at the June 23, 2026 public hearing.

Total appropriations for all City funds, Capital Projects, the Shoreline Regional Park Community, and the MVCIFA are $597,741,199 for Fiscal Year 2026-27.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding $500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT
☒ General policy and legislative actions

ALTERNATIVES

1. Modify the Fiscal Year 2026-27 recommended budgets, fee modifications, and funding for Fiscal Year 2026-27 Capital Projects.
2. Provide other direction to staff.

The City Council, the Shoreline Community Board of Directors, and the Mountain View Capital Improvements Financing Authority Board of Directors may modify the recommended budgets and related appropriations prior to adoption. Pursuant to Council Policy A-11, an annual operating budget must be adopted before July 1 of each year.

PUBLIC NOTICING

Agenda posting, and a notice of the public hearing was published in the *Daily Post* and advertised on the *Mountain View Voice* website.

Prepared by:

Ann Trinh
Senior Financial Analyst

Elliot Young
Principal Financial Analyst

Grace Zheng
Assistant Finance and Administrative Services Director

Approved by:

Derek Rampone
Finance and Administrative Services Director

Arn Andrews
Assistant City Manager

Kimbra McCarthy
City Manager

Attachments:
1. Resolution—Fiscal Year 2026-27 City Budget and Capital Project Funding
2. Resolution – Amending Master Fee Schedule
3. Park Land Dedication Fee Commitments
4. Resolution—Amending the Fiscal Year 2025-26 Salary Plan and Adopting the Fiscal Year 2026-27 Salary Plans
5. Resolution—Fiscal Year 2026-27 SRPC Budget and Capital Project Funding
6. Resolution—Fiscal Year 2026-27 Budget for MVCIFA Debt Service Payments
7. June 9, 2026 Public Hearing for Fiscal Year 2026-27 Recommended Budget

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW: 1) ADOPTING THE FISCAL YEAR 2026-27 CITY BUDGET; 2) APPROPRIATING FUNDS TO COVER EXPENDITURES APPROVED BY SAID BUDGET; 3) AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE FUNDING AGREEMENTS CONSISTENT WITH NONPROFIT FUNDING APPROPRIATIONS IN THE ADOPTED BUDGET; 4) ADJUST THE BUSINESS LICENSE TAX AMOUNT BY THE ANNUAL CPI; AND 5) AUTHORIZING THE FINANCE AND ADMINISTRATIVE SERVICES DIRECTOR TO ADJUST APPROPRIATIONS IN VARIOUS FUNDS AS NEEDED TO ALIGN WITH ACTUAL REVENUE EARNED AND RECEIVED AS SPECIFICALLY SET FORTH HEREIN, MAKE FINAL ADJUSTMENTS TO THE COMMUNITY STABILIZATION AND FAIR RENT ACT AND MOBILE HOME RENT STABILIZATION ORDINANCE BUDGETS AND FEES, ADJUST APPROPRIATIONS RELATED TO THE GRAHAM MIDDLE SCHOOL SITE BASED ON BILLED INVOICES, AND DETERMINE FINAL BUDGET AMOUNTS BASED ON COUNCIL DIRECTION

WHEREAS, on April 14, 2026 the City Council held a meeting to discuss and consider the Recommended Fiscal Year 2026-27 Budget; and

WHEREAS, on June 9, 2026 and June 23, 2026, the City Council held public hearings to obtain public comment and discuss the recommended Fiscal Year 2026-27 Budget; and

WHEREAS, the City Council has considered all public comment and reviewed and considered the City Manager's recommended Fiscal Year 2026-27 Budget; now, therefore, be it

RESOLVED: that the City of Mountain Fiscal Year 2026-27 Recommended Budget in the amount of $462,123,959, including the Fund Schedules Section of the Recommended Budget, on file in the City Clerk's Office plus any amendments thereto approved by the City Council on June 23, 2026, is hereby adopted as the City of Mountain View Fiscal Year 2026-27 Budget; and be it

FURTHER RESOLVED: that the City Council appropriates funding for the Fiscal Year 2026-27 Capital Improvement Projects ("Capital Projects") in the amount of $88,273,983, of which $64,065,500 is City funding, as identified in the Adopted Fiscal Year 2026-27 Capital Improvement Program ("CIP") on file in the City Clerk's Office plus any amendments thereto approved by City Council on June 23, 2026; and be it

FURTHER RESOLVED: that the City Council has included appropriations sufficient to meet its debt service obligations and hereby authorizes the Finance and Administrative Services Director to adjust the appropriation for the debt payments related to refinancing or new debt issue; and be it

FURTHER RESOLVED: that except for continuing appropriations for Capital Projects not yet completed, Community Development Block Grant (CDBG) programs, grant and donation funding, legal matters, and other expenditures lawfully encumbered or accrued, all unexpended appropriations in the Fiscal Year 2026-27 Budget shall lapse at the end of Fiscal Year 2026-27 in accordance with City Charter Section 1105; and be it

FURTHER RESOLVED: that appropriations as needed from investment earnings and other program income received on grant funds are hereby authorized; and be it.

FURTHER RESOLVED: that appropriations as needed to pay all CalPERS invoices are hereby authorized; and be it

FURTHER RESOLVED: that appropriations in the Compensated Absence Reserve are hereby authorized as needed for payments for vacation, sick leave, or other accrued leave as applicable to employees; and be it

FURTHER RESOLVED: that appropriations for expenditures in the Police Asset Forfeiture Fund are hereby authorized up to the uncommitted cash balance in the Police Asset Forfeiture Fund; and be it

FURTHER RESOLVED: that appropriations in the Workers' Compensation, Unemployment Insurance, and Liability Funds for Workers' Compensation, unemployment, and liability claims payments are hereby authorized as needed; and be it

FURTHER RESOLVED: that appropriations in the Retirees' Health Insurance Fund and the Employee Benefits Fund are hereby authorized as necessary for the associated expenses of the programs and transfers between the Retirees' Health Insurance Fund and all other funds in order to realign funding obligations; and be it

FURTHER RESOLVED: that the Business License Tax may be increased based on the December 2025 Consumer Price Index—All Urban Consumers for the San Francisco-Oakland-Hayward Area (3.0%) in accordance with Chapter 18 of the Mountain View City Code, and be it

FURTHER RESOLVED: that appropriations are hereby authorized for revenue and expenditures in the Benefit Assessment District Fund for the actual Business Improvement Area assessments received; and be it

FURTHER RESOLVED: that appropriations for 75.0% of the annual interest earned on the Minor Estate Trust are hereby authorized; and be it

FURTHER RESOLVED: that appropriations for revenues received related to the fee required to be collected by the state (Assembly Bill 1379) to help support the Certified Access Specialist (CASp) program (accessibility training) are hereby authorized; and be it

FURTHER RESOLVED: that appropriations for the Capital Projects funded by Road Maintenance and Rehabilitation Account (RMRA) funds are hereby authorized based on the actual revenue received from the state during Fiscal Year 2026-27; and be it

FURTHER RESOLVED: that appropriations in the VTA 2016 Measure B Sales Tax subfund are hereby authorized up to the amount received and appropriated for capital projects; and be it

FURTHER RESOLVED: that the Citywide Transportation Impact Fees shall be collected at the time of building permit issuance; and be it

FURTHER RESOLVED: that appropriations in the General Operating Fund up to the amount of Business License Tax revenue received in order to transfer 90.0% of the additional revenue generated from the restructured tax to the Transportation Reserve (80.0%) and the General Housing Fund (10.0%) are hereby authorized; and be it

FURTHER RESOLVED: that appropriations from the Conveyance Tax Fund, up to the amount of Conveyance Tax revenue received, are authorized for the transfer of revenue generated by Measure G to various funds and programs, as outlined in Resolution 18924 adopted by the City Council on September 10, 2024; and be it

FURTHER RESOLVED: that appropriations for the pledged revenue related to the landfill in the Solid Waste Management Fund, adjusted by the annual inflation factor published by CalRecycle, are hereby authorized; and be it

FURTHER RESOLVED: that appropriations in the General Operating Fund and the Child Care Commitment Reserve to transfer up to $50,000 from the General Operating Fund to the Child Care Commitment Reserve to close out the reserve are hereby authorized; and be it

FURTHER RESOLVED: that the City Manager or designee is authorized to increase appropriations to maintain retail sales inventories (should retail sales exceed the amount budgeted) for the Shoreline Golf Links operations that are offset by retail sales; and be it

FURTHER RESOLVED: that adjustments to appropriations for CDBG and HOME funding received are hereby authorized pursuant to action taken by the City Council, and if actual allocations, program income, or carryover for CDBG and HOME funding are more or less than the amounts estimated, proportionately allocate the difference allowed to the capital project agencies based on their awarded funding levels up to the amounts requested, proportionately allocate the maximum allowable increased or decreased CDBG and HOME allocations and program income received to public service agencies up to the amount requested, proportionately allocate the maximum allowable increased or decreased CDBG or HOME allocation and program income received to administration, and carry over the remaining funds to Capital Projects; and be it

FURTHER RESOLVED: that the City Manager or designee is hereby authorized to execute agreements and take all necessary actions related to the nonprofit funding as discussed in the Miscellaneous Section of the Adopted Budget, Funding of the Nonprofit Agency; and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director is authorized to make adjustments to the final Community Stabilization and Fair Rent Act (CSFRA)/Rental Housing Committee (RHC) and Mobile Home Rent Stabilization Ordinance (MHRSO) final budgets and Rental Housing Fees; and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director is authorized to increase appropriations for annual maintenance costs related to the Graham Middle School site up to the balance available; and be it

FURTHER RESOLVED: that appropriations for the Citywide Transportation Impact Fees are hereby authorized as they are received during the fiscal year for public improvements or facilities for which the City has adopted a proposed schedule or plan, pursuant to Government Code 66007(b)(1); and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director or the City Manager is authorized to adjust appropriations up to the amounts authorized under Council Policy A-10 for professional or specialized agreements in the Capital Project Funds based on the actual miscellaneous revenue, donations, and reimbursements received; and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director is authorized to reduce the appropriations in the Capital Project Funds based on the actual revenue received; and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director or the City Manager is authorized to adjust appropriations for reimbursement received up to the amounts authorized under Council Policy A-10 for professional or specialized agreements when reimbursements have been received to offset expenditures that were not anticipated or budgeted; and be it

FURTHER RESOLVED; that the Finance and Administrative Services Director is authorized to make adjustments and corrections to the final budget (including Capital Projects) for reasons such as: (a) amendments adopted by the City Council; (b) final employee compensation and benefit costs, including final employee compensation packages; (c) adjustments between funds and departments for internal service charges, administrative overhead reimbursements, and retirees' health and CalPERS contributions; and (d) other corrections as necessary; and be it

FURTHER RESOLVED: that the Finance and Administrative Services Director is authorized to determine the budgeted amounts for implementation of the decisions made at the public hearings and will report the final Adopted Budget and any reconciling changes in the compilation

of the budget to the City Council by an informational memorandum and will file said final Adopted Budget with the City Clerk's Office.

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CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AMENDING THE CITY OF MOUNTAIN VIEW MASTER FEE SCHEDULE

WHEREAS, the City of Mountain View (City) is allowed to adopt and implement fees, rates, and charges for municipal services; provided that fees, rates, and charges do not exceed the estimated reasonable cost of providing such services; and

WHEREAS, a Proposition 218 public hearing was held on June 25, 2024, in which no majority protest was received, and the fees subject to the Proposition 218 hearing were approved for a five-year period; and the utility rates for Fiscal Year 2026-27, included in Exhibit K of this Resolution, are within what were approved in the hearing; and

WHEREAS, in order for the fees, rates, and charges to cover the costs of providing the services for which they are imposed, the fees, rates, and charges must be adjusted to reflect reasonable estimated costs of service; and

WHEREAS, pursuant to Government Code Section 66014, 66017, and 66018, the specific fees to be charged for services must be adopted by Resolution, following notice and Public Hearing; and

WHEREAS, a notice of Public Hearing has been given pursuant to Government Code Section 6062a and the required Public Hearing has been held; and

WHEREAS, in accordance with Government Code Section 66016, the proposed modifications have been made available to the public at least ten days prior to the public hearing, via the City's website; and

WHEREAS, any proposed fees subject to Government Code Section 66017 shall not become effective until sixty (60) days after adoption; and

WHEREAS, the City seeks to achieve and maintain financial stability through reasonable cost-recovery, where appropriate, to allow the City to continue to provide cost-effective services; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View that the following fees are hereby adopted as set forth in the schedules attached hereto and incorporated into the Master Fee Schedule:

Exhibits A-K: Master Fee Schedule modifications, to become effective July 1, 2026, or as otherwise specified in the exhibits; and be it

FURTHER RESOLVED: that the City's Master Fee Schedule is amended to reflect the Fiscal Year 2026-27 Rental Housing Fee and Rental Space Fee as adopted by the Rental Housing Committee on May 28, 2026, effective July 1, 2026.

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Exhibits:

A. Fee Schedule—Citywide Administrative
B. Fee Schedule—City Clerk's Office
C. Fee Schedule—Community Development Department
D. Fee Schedule—Community Services Department
E. Fee Schedule—Finance and Administrative Services Department
F. Fee Schedule—Fire Department
G. Fee Schedule—Housing Department
H. Fee Schedule—Information Technology Department
I. Fee Schedule—Police Department
J. Fee Schedule—Public Works Department
K. Fee Schedule—Utility Services

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Building Attendant (see Attachment A):					
Adobe Building	38.3.g/CP H-5	$31.54	$33.24	Hour	7/1/2026
City Hall: Atrium~~, Committee Room~~	38.101/CP H-5	$31.54	$33.24	Hour	7/1/2026
City Hall: Courtyard Lunchroom: Off-Peak	38.101/CP H-5	$31.54	$33.24	Hour (1-hour min.)	7/1/2026
City Hall: Courtyard Lunchroom: Peak	38.101/CP H-5	$31.54	$33.24	Hour (2-hour min.)	7/1/2026
City Hall: Plaza Conference	38.101/CP H-5	$31.54	$33.24	Hour	7/1/2026
City Hall: Rotunda	38.101/CP H-5	$31.54	$33.24	Hour	7/1/2026
Community Center	38.3.g/CP H-5	$31.54	$33.24	Hour	7/1/2026
Senior Center	38.3.g/CP H-5	$31.54	$33.24	Hour	7/1/2026
Teen Center	38.3.g	$31.54	$33.24	Hour	7/1/2026
Copies and Prints:					
DVD	CP B-3	$1.00	Eliminate	~~DVD~~	7/1/2026
Memory Sticks	CP B-3	$7.45	Eliminate	~~Fixed~~	7/1/2026
Faxes:					
Local	CP B-3	$0.50	Eliminate	~~Page~~	7/1/2026
Long-Distance	CP B-3	$2.00	Eliminate	~~Page~~	7/1/2026
Janitorial Service:					
City Hall: Committee Room	38.101/CP H-5	$43.18	Eliminate	~~Hour (2-hour min.)~~	7/1/2026
Return~~Check (Reimb.)~~ **Payment Fee**	§1719(a)(1)	$25.00	$25.00	Initial	7/1/2026
	§1719(a)(1)	$35.00	$35.00	Subsequent	7/1/2026
STAFF HOURLY RATES FOR COST-RECOVERY PLANNING PERMITS [(1)]					
Permits submitted prior to August 24, 2024:					
Community Development:					
Analyst II	36.56.15	$197.00	$207.00	Hour	8/22/2026
Associate Planner	36.56.15	$206.00	$217.00	Hour	8/22/2026
Clerical	36.56.15	$140.00	$147.00	Hour	8/22/2026
Principal Planner	36.56.15	$237.00	$249.00	Hour	8/22/2026
Senior Planner	36.56.15	$223.00	$235.00	Hour	8/22/2026
Housing:					
Housing Specialist II	36.56.15	$145.00	$152.00	Hour	8/22/2026
Senior Housing Officer	36.56.15	$164.00	$172.00	Hour	8/22/2026
Project Manager	36.56.15	$171.00	$180.00	Hour	8/22/2026
Senior Management Analyst	36.56.15	$154.00	$162.00	Hour	8/22/2026
Analyst II	36.56.15	$142.00	$149.00	Hour	8/22/2026
Permits submitted on or after August 24, 2024 but before August 9, 2025:					
Community Development:					
Analyst I/II	36.56.15	$76.00-$134.00	$79.00-$140.00	Hour	8/22/2026
Assistant Planner	36.56.15	$80.00-$129.00	$83.00-$134.00	Hour	8/22/2026
Associate Planner	36.56.15	$87.00-$139.00	$90.00-$144.00	Hour	8/22/2026
Deputy Zoning Administrator	36.56.15	$97.00-$166.00	$100.00-$172.00	Hour	8/22/2026
Fire Protection Engineer	36.56.15	$112.00-$188.00	$113.00-$190.00	Hour	8/22/2026
Junior Planner	36.56.15	$73.00-$120.00	$75.00-$124.00	Hour	8/22/2026
Plan Check Engineer	36.56.15	$93.00-$159.00	$96.00-$165.00	Hour	8/22/2026
Plan Check Examiner	36.56.15	$89.00-$142.00	$92.00-$147.00	Hour	8/22/2026

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Principal Fire Protection Engineer	36.56.15	$117.00-196.00	$118.00-$198.00	Hour	8/22/2026
Principal Planner	36.56.15	$97.00-$166.00	$100.00-$172.00	Hour	8/22/2026
Senior Planner	36.56.15	$90.00-$156.00	$94.00-$162.00	Hour	8/22/2026
Community Services:					
Project Admin	36.56.15	$88.00-$140.00	$91.00-$146.00	Hour	8/22/2026
Urban Forest Coordinator	36.56.15	$66.00-$110.00	$68.00-$114.00	Hour	8/22/2026
Urban Forest Supervisor	36.56.15	$93.00-$148.00	$97.00-$153.00	Hour	8/22/2026
Wildlife Preservation Coordinator	36.56.15	$66.00-$110.00	$68.00-$114.00	Hour	8/22/2026
Fire:					
Environmental Safety Protection Inspector	36.56.15	$83.00-$133.00	$88.00-$140.00	Hour	8/22/2026
Environmental Safety Coordinator	36.56.15	$98.00-$154.00	$104.00-$162.00	Hour	8/22/2026
Hazardous Materials Specialist – Non-Safety	36.56.15	$116.00-$178.00	$123.00-$188.00	Hour	8/22/2026
Senior Hazardous Materials Specialist – Non-Safety	36.56.15	$121.00-$185.00	$128.00-$196.00	Hour	8/22/2026
Housing:					
Analyst I/II	36.56.15	$76.00-$134.00	$79.00-$140.00	Hour	8/22/2026
Housing Officer	36.56.15	$88.00-$153.00	$91.00-$158.00	Hour	8/22/2026
Housing Specialist I/II	36.56.15	$78.00-$136.00	$81.00-$141.00	Hour	8/22/2026
Project Manager	36.56.15	$97.00-$165.00	$100.00-$171.00	Hour	8/22/2026
Senior Housing Officer	36.56.15	$92.00-$159.00	$96.00-$165.00	Hour	8/22/2026
Senior Management Analyst	36.56.15	$86.00-$150.00	$89.00-$156.00	Hour	8/22/2026
Public Works:					
Analyst I/II	36.56.15	$76.00-$134.00	$79.00-$140.00	Hour	8/22/2026
Assistant Engineer (Civil)	36.56.15	$94.00-$148.00	$98.00-$154.00	Hour	8/22/2026
Assistant Engineer (Civil) Hourly	36.56.15	$64.00-$88.00	$66.00-$91.00	Hour	8/22/2026
Associate Engineer (Civil)	36.56.15	$103.00-$160.00	$107.00-$167.00	Hour	8/22/2026
Engineering Assistant I/II/III	36.56.15	$63.00-$114.00	$66.00-$119.00	Hour	8/22/2026
Engineering Assistant I/II/III Hourly	36.56.15	$42.00-$63.00	$43.00-$65.00	Hour	8/22/2026
Junior Engineer (Civil)	36.56.15	$86.00-$137.00	$89.00-$142.00	Hour	8/22/2026
Principal Civil Engineer	36.56.15	$117.00-$196.00	$122.00-$204.00	Hour	8/22/2026
Program Assistant	36.56.15	$63.00-$99.00	$66.00-$103.00	Hour	8/22/2026
Real Property Program Administrator	36.56.15	$102.00-173.00	$106.00-180.00	Hour	8/22/2026
Senior Civil Engineer	36.56.15	$107.00-$180.00	$111.00-$187.00	Hour	8/22/2026
Senior Management Analyst	36.56.15	$86.00-$150.00	$89.00-$156.00	Hour	8/22/2026
Solid Waste Program Manager	36.56.15	$101.00-$172.00	$105.00-$178.00	Hour	8/22/2026

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Traffic Engineer	36.56.15	$120.00-$200.00	$125.00-$208.00	Hour	8/22/2026
Transportation Manager	36.56.15	$117.00-$196.00	$122.00-$204.00	Hour	8/22/2026
Senior Transportation Planner	36.56.15	$107.00-$180.00	$111.00-$187.00	Hour	8/22/2026
Transportation Planner Hourly	36.56.15	$74.00-$112.00	$76.00-$116.00	Hour	8/22/2026
Permits submitted on or after August 9, 2025:[2]					
Community Development:[3]					
Assistant/Associate Planner	36.56.15	$275.00	$289.00	Hour	8/22/2026
Senior Planner	36.56.15	$306.00	$322.00	Hour	8/22/2026
Principal Planner/Deputy Zoning Administrator	36.56.15	$321.00	$338.00	Hour	8/22/2026
Housing Department:					
Housing Specialist II	36.56.15	$130.00	$137.00	Hour	8/22/2026
Analyst I/II	36.56.15	$171.00	$180.00	Hour	8/22/2026
Affordable Housing Manager	36.56.15	$248.00	$261.00	Hour	8/22/2026
Public Works Department:[4]					
Assistant/Associate Civil Engineer - Land Development	36.56.15	$436.00	$459.00	Hour	8/22/2026
Senior Civil Engineer - Land Development	36.56.15	$470.00	$495.00	Hour	8/22/2026
Principal Civil Engineer - Land Development	36.56.15	$481.00	$506.00	Hour	8/22/2026
Assistant/Associate Civil Engineer - Traffic	36.56.15	$211.00	$222.00	Hour	8/22/2026
Senior Civil Engineer - Traffic	36.56.15	$245.00	$258.00	Hour	8/22/2026
City Traffic Engineer	36.56.15	$309.00	$325.00	Hour	8/22/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

[1] This rate applies to projects submitting for Planning Permits that are subject to an hourly fee for applicable staff time in order to be fully cost-recovered per Administrative Instructions No. 2-18.

[2] Technology Fee is a surcharge applied as 5% of the total permit fee for all Planning, Public Works, and Building permits in the Development Services Fund to recover a portion of the City's annual technology expenditures to accept, process, issue, and inspect development permit activites.

[3] This staff hourly rate cumulatively includes the fully-burdened per hour rate of the assigned Planner and a percentage of the per hour rate of the positions noted per Administrative Instructions No. 2-18:

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Position		Percentage of Hourly Rate	Cost Per Hour (Effective 8/9/2025)	Cost Per Hour (Effective 8/22/2026)	
One Assigned Planner Per Project:					
Assistant/Associate Planner		100%	$175.74	$185.20	
Senior Planner		100%	$213.09	$224.50	
Deputy Zoning Administrator/Principal Planner		100%	$237.50	$250.30	
Added to the assigned Planner Hourly Rate:					
Building Plan Checker		2%	$3.95	$4.10	
Fire Protection Engineer		2%	$5.22	$5.50	
Environmental Safety and Protection Inspector		2%	$3.07	$3.20	
Urban Forestry		2%	$3.21	$3.30	
Planner Supervisor (e.g. Senior Planner, Deputy Zoning					
For Assist/Assoc. Planner		25%	$58.18	$61.30	
For Senior Planner		20%	$55.15	$58.10	
Current Planning Manager					
For Assist/Assoc. Planner		6%	$16.04	$16.90	
For Senior Planner		8%	$21.39	$22.50	
For Deputy Zoning Admin/Principal Planner		15%	$40.10	$42.20	
Assistant Community Development Director					
For Assist/Assoc./Senior Planner		3%	$6.24	$6.50	
For Deputy Zoning Admin/Principal Planner		10%	$20.81	$21.90	
Senior Assistant City Attorney					
For Assist/Assoc./Senior Planner		2%	$4.68	$4.90	
For Deputy Zoning Admin/Principal Planner		3%	$7.02	$7.30	

[(4)] This staff hourly rate cumulatively includes the fully-burdened per hour rate of the assigned Civil Engineer - Land Development and a percentage of the per hour rate of the positions noted per Administrative Instructions No. 2-18:

Position	Percentage of Hourly Rate	Cost Per Hour (Effective 8/9/2025)	Cost Per Hour (Effective 8/22/2026)
One Assigned Civil Engineer - Land Development Per			
Assistant/Associate Civil Engineer	100%	$208.17	$219.40
Senior Civil Engineer	100%	$245.07	$258.30
Principal Civil Engineer	100%	$293.24	$309.00
Added to the assigned Civil Engineer Hourly Rate:			
Transportation Planner	10%	$30.74	$32.30
Public Service Civil Engineer	30%	$73.70	$77.60
Solid Waste	30%	$67.41	$71.00
Supervising Engineer (For Assist/Assoc. Civil Engineer	15%	$30.44	$32.00
Principal Civil Engineer			
For Assist/Assoc. Civil Engineer	5%	$13.37	$14.00
For Senior Civil Engineer	15%	$40.10	$42.20
Assistant Public Works Director			
For Assist/Assoc. Civil Engineer	5%	$6.19	$6.50
For Senior Civil Engineer	7%	$8.66	$9.10
For Principal Civil Engineer	10%	$12.37	$13.00

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

FACILITIES RENTAL REQUIREMENTS[1] **ATTACHMENT A**

FACILITY	
ADOBE BUILDING Peak: Thu–Sun, Holidays, 8:00 a.m.–11:00 p.m. 2-hour minimum usage[2] 2-hour minimum janitorial service[3] Off Peak: Mon–Wed, 8:00 a.m.–11:00 p.m. 2-hour minimum usage[2] 2-hour minimum janitorial service[3]	**CITY HALL (Atrium, Council Chambers, Plaza Conference Room, Rotunda)** Peak: Mon - Fri, 5:00 p.m. - 10:00 p.m.; Sat., Sun., and Holidays, 8:00 a.m. - 10:00 p.m. 2-hour minimum usage 2-hour minimum Building Attendant[2] 2-hour minimum janitorial service[3] Off Peak: Mon - Fri, 8:00 a.m. - 5:00 p.m. 1-hour minimum usage 1-hour minimum Building Attendant[2] No janitorial service
COMMUNITY CENTER Peak: Fri, 5:00 p.m.–11:00 p.m. Sat., Sun., Holidays, 8:00 a.m.–11:00 p.m. 2-hour minimum usage 2-hour Building Attendant[2,5] 2-hour minimum janitorial service[3] Off Peak: Mon–Thu, 8:30 a.m.–10:00 p.m. Fri 8:30 a.m. - 5:00 p.m. 1-hour minimum usage No Building Attendant[6] No janitorial service[4]	**RENGSTORFF HOUSE** Peak: Fri, 8:30 a.m. - 12:00 midnight Sat., Sun., Holidays, 8:00 a.m. - 12:00 midnight 2-hour minimum usage 2-hour minimum Building Attendant[2,5] 2-hour minimum janitorial service[3] Off Peak: Mon - Thu, 8:30 a.m. to 12:00 midnight 2-hour minimum usage 2-hour minimum janitorial service[3] No Building Attendant[6]
SENIOR CENTER Peak: Friday, 5:00 p.m.–12:00 midnight Saturday, Sunday, Holidays, 8:00 a.m.–12:00 midnight 2-hour minimum usage 2-hour minimum Building Attendant[2,5] 2-hour minimum janitorial service[3] Off Peak: Monday–Thursday, 8:30 a.m.–12:00 midnight Friday, 8:30 a.m.–5:00 p.m. 2-hour minimum usage 2-hour minimum janitorial service[3] No Building Attendant[6]	**TEEN CENTER** Peak: Thursday/Friday, 5:00 p.m. - 10:00 p.m. Saturday, Sunday, Holidays, 8:00 a.m. - 10:00 p.m. 2-hour minimum usage 2-hour minimum Building Attendant[2,5] 2-hour minimum janitorial service[3] Off Peak: Monday–Wednesday, 8:30 a.m.–10:00 p.m. Thursday/Friday, 8:30 a.m.–5:00 p.m. 2-hour minimum usage 2-hour minimum janitorial service[3] No Building Attendant[6]

FEE SCHEDULE - CITYWIDE ADMINISTRATIVE

FACILITIES RENTAL REQUIREMENTS[1]	ATTACHMENT A
McKELVEY BALL PARK COMMUNITY ROOM	**RENGSTORFF PARK AQUATICS CENTER MULTI-PURPOSE ROOM**
Monday–Sunday, Holidays, 8:00 a.m.–10:00 p.m. 2-hour minimum usage 2-hour minimum Building Attendant[2,5] 2-hour minimum janitorial service[3, 4]	Monday–Sunday, Holidays, 8:00 a.m.–10:00 p.m. 2-hour minimum usage 2-hour minimum Building Attendant[2,5,6] 2-hour minimum janitorial service[3, 4]

[1] As governed by Council Policy H-5 and MVCC Section 38.11.
[2] The facility rental rate per hour includes the cost of a Building Attendant ($33.24/hour).
[3] Janitorial rate is currently $44.69/hour (46.25/hour effective 1/1/2027), subject to change, with a 2-hour minimum.
[4] Janitorial fees may apply if the reservation is for a party, event, or large group. Janitorial rate is currently $44.69/hour, subject to change, with a two-hour minimum.
[5] The Building Attendant rate is $33.24/hour, subject to change.
[6] A Building Attendant may be required after normal business hours, or for a party, event, or large group, the current fee is $33.24/hour.

FEE SCHEDULE - CITY CLERK'S OFFICE

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
City Code:					
City Code Binder	CP B-3	$380.00	Eliminate	~~Year~~	7/1/2026
City Code Sections (4+ pgs.)	CP B-3	$0.25	Eliminate	~~Page~~	7/1/2026
City Code Supplementals (annual sub)	CP B-3	$70.00	Eliminate	~~Year~~	7/1/2026
Subdivision Ordinance	CP B-3	$6.00	Eliminate	~~Fixed~~	7/1/2026
Facility Reservation/Rental:					
Committee Room	38.101; CP H-5	Building Attendant	Eliminate	~~Hour~~	7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
BUILDING SERVICES					
Change of Address - One and Two Family Residential, ADU	8.3.1(c)	$288.00	$303.00	Fixed	8/22/2026
Change of Address - All Other Buildings	8.3.1(c)	$451.00	$475.00	Per Building	8/22/2026
Alternate Materials and Methods Request	Cal. Bldg. Code Sec. 104.11; Cal. Resi. Code Sec. R104.11; Cal. Fire Code Sec. 104.10; 8.10.10	$1,036.00	$1,091.00	Fixed	8/22/2026
Special Inspector Qualifications Review & List Fee - New	Cal. Gov. Code Sec. 66014	$415.00	$437.00	Per Application	8/22/2026
Special Inspector Qualifications Review & List Fee - Renewal	Cal. Gov. Code Sec. 66014	$256.00	$269.00	Per Renewal	8/22/2026
Digital Imaging	8.10.12	$2.00	Eliminate	~~Sheet~~	7/1/2026
Preapproved ADU - Vendor Application	AB 1332 (2023)	N/A	$1,250.00	Per Application	8/22/2026
Building and Fire Protection Inspections:					
Code Compliance - Building Inspection	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; 8.10.10	$895.00	$943.00	Per Inspection (4-hour min.)	8/22/2026
Building Inspection - outside of normal business hours (any inspection over 2 hours is charged per hour thereafter)	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; 8.10.10	$388.00	$408.00	Per Inspection (2-hour min.)	8/22/2026
Building Inspection per hour or for which no fee is specified	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; 8.10.10	$207.00	$218.00	Per Hour	8/22/2026
Electrical Inspections Not Covered by Table 1-B	Cal. Elec. Code Sec. 105; 8.10.10	$207.00	$218.00	Per Hour	8/22/2026
Mechanical Inspections Not Covered by Table 1-C	Cal. Mech. Code Sec. 105; 8.10.10	$207.00	$218.00	Per Hour	8/22/2026
Plumbing Inspections Not Covered by Table 1-D	Cal. Plmb. Code Sec. 105; 8.10.10	$207.00	$218.00	Per Hour	8/22/2026
Building Reinspection - no show attendance, or not inspection-ready	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; 8.10.10	$415.00	$437.00	Per Reinspection	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Special Building Inspections and Investigative Inspections	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; 8.10.10	$229.00	$241.00	Per Hour	8/22/2026
Code Compliance - Fire Protection Inspection	Cal. Fire Code Sec. 108	$1,098.00	$1,157.00	Per Inspection (4-hour min.)	8/22/2026
Fire Protection Inspection - outside business hours (any inspection over 2 hours is charged per hour thereafter)	Cal. Fire Code Sec. 108	$569.00	$599.00	Per Inspection (2-hour min.)	8/22/2026
Fire Protection Inspection per hour or where no fee is specified	Cal. Fire Code Sec. 108	$297.00	$313.00	Per Hour	8/22/2026
Fire Protection Reinspection - no show attendance, or not inspection-ready	Cal. Fire Code Sec. 108	$595.00	$627.00	Per Reinspection	8/22/2026
Fire Protection Special Inspection or Investigation	Cal. Fire Code Sec. 108	$297.00	$313.00	Per Hour	8/22/2026
Fire Suppression or Alarm System Inspection	Cal. Fire Code Sec. 108; 8.10.10	$840.00	$885.00	Per Inspection (3-hour min.)	8/22/2026
Building Permits and Plan Checks:					
E-Permit	N/A	Included in other permits	Eliminate	~~%~~	7/1/2026
Express Permit[(1)]	Cal. Gov. Code Sec. 66014	$271.00	$285.00	Added to Permit Fee	8/22/2026
Revision or deferred submittal to an issued building permit, including electrical, mechanical, and plumbing permits	8.10.10	$433.00	$456.00	Per Hour (1-hour min)	8/22/2026
Permit Extension - building, mechanical, plumbing, electrical	Cal. Bldg. Code Sec. 105.3.2; Cal. Resi. Code Sec. R105.3.2; 8.10.10	$412.00	$434.00	Per Hour (1-hour min)	8/22/2026
Reactivation of Expired Building Permit Application	Cal. Bldg. Code Sec. 105; Cal. Resi. Code Sec. R105; 8.10.10	$140.00	$147.00	per permit	8/22/2026
Nonspecific Office Task: All Other	8.31(b); §18435-44.5	$65.00	Eliminate	~~Hour (1-hour min.)~~	7/1/2026
Fire Permits and Plan Checks:					
Revision or deferred submittal to an issued fire permit	Cal. Fire Code Sec. 106; 8.10.10	$334.00	$352.00	Per Hour (1 hour min.)	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Smoke Control System (incl. Fire inspections)	Cal. Fire Code Sec. 106; 8.10.10	$3,527.00	$3,717.00	Per Permit	8/22/2026
Emergency Responder Communication Systems (ERRCS) (incl. Fire inspections)	Cal. Fire Code Sec. 106; 8.10.10	$3,931.00	$4,143.00	Per Permit	8/22/2026
As-Built Review	Cal. Fire Code Sec. 106; 8.10.10	$506.00	$533.00	Per Permit	8/22/2026
Permit Extension - Fire	Cal. Fire Code Sec. 105.2.3; 8.10.10	$412.00	$434.00	Per Hour (1 hour min.)	8/22/2026
Temporary Certificate of Occupancy - All Other	Cal. Bldg. Code Sec. 111; Cal. Resi. Code Sec. R110; Cal. Fire Code Sec. 105.3.4; 8.10.10	$1,637.00	$1,725.00	Fixed	8/22/2026
Temporary Certificate of Occupancy - Single Family, ADU, or Comm. T.I.	Cal. Bldg. Code Sec. 111; Cal. Resi. Code Sec. R110; Cal. Fire Code Sec. 105.3.4; 8.10.10	$719.00	$757.00	Fixed	8/22/2026
Reactivation of Expired Fire Permit Application	Cal. Bldg. Code Sec. 105; Cal. Resi. Code Sec. R105; 8.10.10	$140.00	$147.00	Per Permit	8/22/2026
Photovoltaic (solar) Permit—Commercial (actual system installation only)	8.3	25% of fees calculated based on Master Fee Schedule	Eliminate	~~Permit (see Attachments B through E)~~	7/1/2026
Photovoltaic (Solar) Residential:					
Building Permit	8.29.7	Table 1-A (see Att. B)	Eliminate	~~City Building Valuation Table~~	7/1/2026
Building Plan Check	8.29.7	65% of Building Permit Fee	Eliminate	~~Plan Check~~	7/1/2026
Electrical Permit	8.29.7	Table 1-B (see Att. C)	Eliminate	~~Permit~~	7/1/2026
Electrical Plan Check	8.29.7	65% of Electrical Permit	Eliminate	~~Plan Check~~	7/1/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Photovoltaic (Solar) Permits:					
For Commercial Properties	Cal. Bldg. Code Sec. 105; Cal. Resi. Code Sec. R105; 8.10.10; **AB 1124 (2021)**	25% of total permit fees per Table 1-A (see Att. B) + Table 1-B (see Att. C)	Per Table 1-A (see Att. B) + Table 1-B (see Att. C), not to exceed a max. fee of $1,000 plus $7 per kW between 51kW to 250kW and plus $5 per kW above 250kW[(2)]	Per Permit	8/22/2026
For **ADU,** Single-Family**,** and Duplex Properties	8.10.10; ~~Reso. No. 17985~~ **AB 1124 (2021)**	65% of total permits fees per Table 1-A (see Att. B) + Table 1-B (see (Att. C)	Per Table 1-A (see Att. B) + Table 1-B (see Att. C), not to exceed a max. fee of $450 plus $15 per kW above 15kW[(2)]	Per Permit	8/22/2026
For permit submitted through SolarApp+	8.10.10; SB 379 (2022)	N/A	Same permit fee listed above for single-family, ADU, and duplex properties + SolarAPP+ convenience fee (paid directly to SolarApp+)	Per Permit	8/22/2026
For Multifamily Residential Properties	8.10.10; **AB 1124 (2021)**	65% of total permit fees per Table 1-A (see Att. B) + Table 1-B (see Att. C)	Per Table 1-A (see Att. B) + Table 1-B (see Att. C), not to exceed a max. fee of $1,000 plus $7 per kW between 51kW to 250kW and plus $5 per kW above 250kW[(2)]	Per Permit	8/22/2026
Same-Day Permits (for Single-Family Residential and Duplexes):					
Multifamily Reroofing Permit	Cal. Gov. Code Sec. 66014	N/A	Table 1-A (see Att. B)	Per Permit	8/22/2026
Water Heater**/Tankless Water Heater** Replacement Permit	Cal. Gov. Code Sec. 66014	Table 1-D (Att. E)	Table 1-D (Att. E)	Per Permit	7/1/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Multifamily Water Heater Replacement Permit	Cal. Gov. Code Sec. 66014	N/A	Table 1-B (see Att. C) + Table 1-D (Att. E)	Per Permit	8/22/2026
Battery Energy Storage System (BESS)	Cal. Gov. Code Sec. 66014	N/A	Table 1-B (see Att. C) + Table 1-D (Att. E)	Per Permit	8/22/2026
Other Permits and Fees:					
Appeal to Council - In R1 District	8.10.18	$4,072.00	$4,291.00	Fixed	8/22/2026
Appeal to Council - In Any Other	8.10.18	$5,118.00	$5,394.00	Fixed	8/22/2026
Staff Research Fee	Gov. Code Sec.	$172.00	$181.00	Per hour	8/22/2026
Duplication of Plans	Cal. Health & Safety Code Sec. 19851	$410.00	$432.00	Per Address	8/22/2026
Building Code Modification or Alternate Request	Cal. Bldg. Code Sec. 104.10	$586.00	$617.00	Per Application	8/22/2026
Administrative Occupancy Permit (includes inspection)	Cal. Bldg. Code Sec. 105.1	$420.00	$442.00	Fixed	8/22/2026
Reactivation of Expired Previously Issued Permit for Inspection Purposes (includes inspection)	Cal. Bldg. Code Sec. 110; Cal. Resi. Code Sec. R109; Cal. Fire Code Sec. 108; 8.10.10	$531.00	$559.00	Per Permit	8/22/2026
Plan Check Review and Inspection - Planning Fees					
Demolition of building(s)	Gov. Code Sec. 66014	$97.00	$102.00	per application, paid at building plan check	8/22/2026
Single-Family Residential, Duplexes, ADUs - Additions/New Construction	Gov. Code Sec. 66014	$388.00	$408.00	per application, paid at building plan check	8/22/2026
Multifamily Residential					
Remodel and/or Site Improvements	Gov. Code Sec. 66014	$486.00	$512.00	per application, paid at building plan check	8/22/2026
New Construction (80% paid at building plan check; remaining 20% paid prior to building permit issuance)					
3 - 15 units (total cost)	Gov. Code Sec. 66014	$5,127.00	$5,403.00	per application	8/22/2026
and each additional unit over 15 units	Gov. Code Sec. 66014	$77.00	$81.00	per unit per application	8/22/2026
Nonresidential					
Commercial T.I. - Interior Only	Gov. Code Sec. 66014	$583.00	$614.00	per application	8/22/2026
Commercial T.I. - Interior and Exterior	Gov. Code Sec. 66014	$911.00	$960.00	per application	8/22/2026
New Construction (80% paid at building plan check; remaining 20% paid prior to building permit issuance)					
0-5,000 square feet	Gov. Code Sec. 66014	$3,183.00	$3,354.00	per application	8/22/2026
5,001 to 10,000 square feet	Gov. Code Sec. 66014	$5,127.00	$5,403.00	per application	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
10,001 to 100,000 square feet	Gov. Code Sec. 66014	$7,071.00	$7,452.00	per application	8/22/2026
~~Each additional 1,000 square feet thereafter~~ **Over 100,000 square feet**	Gov. Code Sec. 66014	$9,856.00	$10,388.00	per application	8/22/2026
PARKING					
In-Lieu Parking:					
New Construction	Resolution 14763, 18082	$64,472.00	$66,019.00	Space	1/1/2027
Change of Use	Reso 18082, Downtown Precise Plan Table II-2	$32,237.00	$33,010.00	Space	1/1/2027
Parking Permits:					
Downtown:					
Annual	19.92.1; Reso 17820	$413.00	$419.00	Space	1/1/2027
Daily	19.92.1; Reso 17820	$136.00	$138.00	25 Daily Permits	1/1/2027
Monthly	19.92.1; Reso 17820	$70.00	$71.00	Space	1/1/2027
Quarterly	19.92.1; Reso 17820	$136.00	$138.00	Space	1/1/2027
PLANNING					
Alcoholic Beverage License (ZA review)	CA Bus. & Prof. Code Sec. 23958.4	$4,490.00	$4,732.00	Fixed	8/22/2026
Appeal to Community Development Director	36.56.15	$2,904.00	$3,060.00	Fixed	8/22/2026
Appeal to Council (50% of application fee—not to exceed):					
In R1 District	36.56.50	$6,755.00	$7,119.00	Fixed	8/22/2026
In Any other District	36.56.50	$8,939.00	$9,421.00	Fixed	8/22/2026
Cannabis Business Screening Application (ZA Review)	36.30.85	$9,212.00	$9,709.00	Fixed	8/22/2026
CC&R Review Amendment (Admin Review)	36.56.15	$1,011.00	$1,065.00	Fixed	8/22/2026
CC&R Review - New (Admin Review)	36.56.15	$3,835.00	$4,042.00	Fixed	8/22/2026
Recorded Document Preparation:[(1)]					
Covenant or Notice of Development Restrictions	36.56.15	$1,420.00	$1,496.00	Fee + County Recording Fee	8/22/2026
Mills Act Agreement	36.56.15	$2,619.00	$2,760.00	Fee + County Recording Fee	8/22/2026
All Other Recorded Documents	36.56.15	$3,574.00	$3,766.00	Fee + County Recording Fee	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Development Agreement:					
Annual Review	36.54.30	$2,408.00	$2,538.00	Fixed	8/22/2026
Historic Preservation Permit (HP):					
Application for Designation (ZA and Council Review)	36.56.15	$9,449.00	$9,959.00	Fixed	8/22/2026
For City Designated Property Review (ZA Review)	36.56.15	$5,957.00	$6,278.00	Fixed	8/22/2026
For State or National Eligible/Designated Property Review (ZA and Council Review)	36.56.15	$10,775.00	$11,356.00	Fixed	8/22/2026
Informal Review	36.56.15	$3,004.00	$3,166.00	Fixed	8/22/2026
Preliminary Application per State Law (e.g. SB 330, etc.)	Gov. Code Sec. Section 65941.1(a); 36.56.15	$1,779.00	$1,875.00	Fixed	8/22/2026
Renoticing Fee[(1)]	36.56.15 & 36.56.20	$1,549.00	$1,632.00	Per Rescheduled Hearing	8/22/2026
Staff Research Fee		$175.00	$184.00	Per hour (1 hr. min)	8/22/2026
Gatekeeper Pre-Authorization Application (Council Review)	36.56.15	$12,410.00	$13,080.00	Fixed	8/22/2026
Gatekeeper Pre-Authorization Application - Project less than 1 acre (Council Review)	36.56.15	$9,307.00	$9,809.00	Fixed	8/22/2026
Conditional Use Permit (CUP) - New/Modification (ZA Review):					
Child-Care Center	36.56.15	$1,892.00	$1,994.00	Fixed	8/22/2026
New Minor CUP (e.g. Parking Reduction)	36.56.15	$6,028.00	$6,353.00	Fixed	8/22/2026
Nonprofit Housing Needs, Meals, and Similar Programs Operated by Nonprofit Agencies	36.56.15	$1,584.00	$1,669.00	Fixed	8/22/2026
For Residential Use < 10 units/rooms/beds; and For Nonresidential Use (ZA Review)	36.56.15	$9,243.00	$9,742.00	Fixed	8/22/2026
Development Review Permit (DRP):					
Art/Mural Installation	36.56.15	N/A	$300.00	Fixed	8/22/2026
Fence Exception up to 7' without Neighbor Authorization in R1/R2 Districts (Admin. Review)	36.56.15	$1,580.00	$1,665.00	Fixed	8/22/2026
Child-Care Centers (ZA Review)	36.56.15	$2,064.00	$2,175.00	Fixed	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Major Floor Area Ratio (FAR) Exception in R1 Districts (ZA Review)	36.56.15	$6,063.00	$6,390.00	Fixed	8/22/2026
Minor FAR Exception in R1 Districts (Admin Review)	36.56.15	$2,817.00	$2,969.00	Fixed	8/22/2026
Code Compliance Review in R1/R2 Districts –(Admin. Review)	36.56.15	$660.00	$695.00	Fixed	8/22/2026
Minor Site and Facade Modifications, Code Compliance Review in All Other Districts (Admin. Review)	36.56.15	$1,145.00	$1,206.00	Fixed	8/22/2026
Change of Use - Nonresidential (Admin. Review)	36.56.15	$1,817.00	Eliminate	~~Fixed~~	7/1/2026
New Multifamily Residential or Nonresidential Accessory Structure(s) (Admin. Review)	36.56.15	$1,246.00	$1,313.00	Fixed	8/22/2026
Major Site and Facade Changes for Multifamily Residential and Nonresidential Buildings, No New Square Feet (Admin Review)	36.56.15	$7,412.00	$7,812.00	Fixed	8/22/2026
Multifamily Residential and Nonresidential Building Additions < 1,000 Square Feet –(Admin. Review)	36.56.15	$10,483.00	$11,049.00	Fixed	8/22/2026
Multifamily Residential and Nonresidential Building Additions ≥ 1,000 Square Feet (ZA Review)	36.56.15	$16,170.00	$17,043.00	Fixed	8/22/2026
New Multifamily Residential Building(s) with < 10 units; New Nonresidential Building(s) < 15,000 Square Feet; or any New Mixed-Use Building in combination (ZA Review)	36.56.15	$26,137.00	$27,548.00	Fixed	8/22/2026
Development Services Contract Consultant	36.56.15	Consultant contract + appropriate administration and other department support components	Eliminate	~~Hour~~	7/1/2026
Heritage Tree Removal Permit (HTR):					
For Multifamily Residential or Nonresidential Property - removal due to construction activity (ZA Review)	32.29; 36.56.15	$5,132.00	$5,409.00	Fixed	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Initial Study/Environmental Review:[(1)]					
Compliance Certification Letter/Form	N/A	$1,225.00	$1,291.00	Fixed	8/22/2026
Maps, Subdivisions, and Adjustments:					
Lot Line Adjustment (Admin Review)	28.18.15	$3,558.00	$3,750.00	Fixed	8/22/2026
Lot Merger (Subdivision Comm. Review)	28.16.10	$6,104.00	$6,433.00	Fixed	8/22/2026
Preliminary Parcel Map (Subdivision Comm. Review)	28.3.10	$8,635.00	$9,101.00	Fixed	8/22/2026
Preliminary Parcel Map for an Urban Lot Split (Admin Review)	28.4.05	$3,213.00	$3,386.00	Fixed	8/22/2026
Tentative Map for < 10 Residential Fee Simple Lots (Subdivision Comm. and Council Review)	28.5.05	$12,172.00	$12,829.00	Fixed	8/22/2026
Mobile Home Park Permit (MHPP):					
Major Modification (ZA review)	36.56.15	$11,391.00	$12,006.00	Fixed	8/22/2026
Minor Modification (Admin Review)	36.56.15	$2,712.00	$2,858.00	Fixed	8/22/2026
New Construction (ZA Review)	36.56.15	$17,301.00	$18,235.00	Fixed	8/22/2026
Planned Community Permit (PCP):					
Building Addition of ≤ 2,000 Square Feet (ZA Review or Per Precise Plan)	36.56.15	$11,545.00	$12,168.00	Fixed	8/22/2026
Major Site and Façade Modifications, No New Square Footage (Admin. Review or Per Precise Plan)	36.56.15	$7,412.00	$7,812.00	Fixed	8/22/2026
Minor Site or Façade Modifications, Code Compliance Review (Admin. Review)	36.56.15	$1,620.00	$1,707.00	Fixed	8/22/2026
Building Addition of > 2,000 Square Feet (ZA and Council Review, or Per Precise Plan)	36.56.15	$23,916.00	$25,207.00	Fixed	8/22/2026
Provisional Use Permit (PUP) - New/Modification (ZA Review):					
Child-Care Center	36.56.15	$1,892.00	$1,994.00	Fixed	8/22/2026
Minor PUP (e.g. Rooftop Amenity)	36.56.15	$6,028.00	$6,353.00	Fixed	8/22/2026
Nonprofit Housing Needs, Meals, and Similar Programs Operated by Nonprofit Agencies	36.56.15	$1,584.00	$1,669.00	Fixed	8/22/2026
For Residential Use < 10 units/rooms/beds; and For Nonresidential Use (ZA Review)	36.56.15	$9,243.00	$9,742.00	Fixed	8/22/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Planned Unit Development (PUD):					
Code Compliance Review (Admin. Review)	36.56.15	$1,620.00	$1,707.00	Fixed	8/22/2026
Major Modifications, including Building Addition (ZA Review)	36.56.15	$9,719.00	$10,243.00	Fixed	8/22/2026
Minor Modifications, No New Square Feet (Admin Review)	36.56.15	$3,670.00	$3,868.00	Fixed	8/22/2026
New Residential Development < 10 units/rooms/beds; or New Nonresidential Development < 15,000 Square Feet (ZA Review)	36.56.15	$26,137.00	$27,548.00	Fixed	8/22/2026
New Residential Development < 10 units/rooms/beds; or New Nonresidential Development < 15,000 Square Feet (ZA and Council Review)	36.56.15	$30,320.00	$31,957.00	Fixed	8/22/2026
Sign Permit (Admin Review):					
New	36.56.15	$660.00	$695.00	Fixed	8/22/2026
Sign Program	36.56.15	$1,294.00	$1,363.00	Fixed	8/22/2026
Special Design District Permit or Neighborhood Design Permit (Admin Review)	36.56.15	$2,578.00	$2,717.00	Fixed	8/22/2026
Street Plan Line Adoption or Amendment (EPC and Council Review)	27.59(b)	$17,110.00	$18,033.00	Fixed	8/22/2026
Temporary Use Permit (TUP, Admin Review):					
Nonprofit Housing Needs, Meals, and Similar Programs Operated by Nonprofit Agencies	36.56.15	$513.00	$540.00	Fixed	8/22/2026
Standard	36.56.15	$2,052.00	$2,162.00	Fixed	8/22/2026
Variance (ZA Review):					
In R1/R2 Districts	36.56.15	$5,957.00	$6,278.00	Fixed	8/22/2026
All Other Districts	36.56.15	$7,656.00	$8,069.00	Fixed	8/22/2026
Wireless Telecommunications Facilities:					
Tier 3 - Major Permit (ZA Review)	Gov. Code Sec. 50030; 36.56.15	$6,022.00	$6,347.00	Fixed	8/22/2026
Tier 2 - Minor Permit (Admin Review)	Gov. Code Sec. 50030; 36.56.15	$2,229.00	$2,349.00	Fixed	8/22/2026
STAFF HOURLY RATES					
Building Division:					
Assistant Building Inspector	CBC §109; CRC §R108; CFC § 107	$74.00-$112.00	Eliminate	~~Hour~~	7/1/2026

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Building Inspector I/II	CBC §109; CRC §R108; CFC § 107	$77.00-$125.00	Eliminate	~~Hour~~	7/1/2026
Permit Center Coordinator	CBC §109; CRC §R108; CFC § 107	$96.00-$150.00	Eliminate	~~Hour~~	7/1/2026
Fire Protection Engineer	CBC §109; CRC §R108; CFC § 107	$112.00-$188.00	Eliminate	~~Hour~~	7/1/2026
Permit Technician	CBC §109; CRC §R108; CFC § 107	$66.00-$102.00	Eliminate	~~Hour~~	7/1/2026
Plan Check Engineer	CBC §109; CRC §R108; CFC § 107	$93.00-$159.00	Eliminate	~~Hour~~	7/1/2026
Plan Check Examiner	CBC §109; CRC §R108; CFC § 107	$89.00-$142.00	Eliminate	~~Hour~~	7/1/2026
Principal Fire Protection Engineer	CBC §109; CRC §R108; CFC § 107	$117.00-196.00	Eliminate	~~Hour~~	7/1/2026
Senior Building Inspector	CBC §109; CRC §R108; CFC § 107	$96.00-$150.00	Eliminate	~~Hour~~	7/1/2026
Senior Permit Technician	CBC §109; CRC §R108; CFC § 107	$74.00-$112.00	Eliminate	~~Hour~~	7/1/2026
PUBLIC BENEFIT VALUES IN PRECISE PLANS					
El Camino Real Precise Plan	Reso. No. 17914	$28.55	$28.90	Per Net New Square Foot In Excess of 1.35 Floor Area Ratio	8/22/2026
San Antonio Precise Plan	Reso. No. 17925	$28.55	$28.90	Per Net New Square Foot in Excess of the Base Floor Area Ratio	8/22/2026
East Whisman Precise Plan					
Office	Reso. No. 18399	$31.12	$31.80	Per Square Foot in Excess of 0.4 Floor Area Ratio	8/22/2026
Residential/Hotel	Reso. No. 18399	$6.23	$6.30	Per Square Foot in Excess of 1.0 Floor Area Ratio	8/22/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

(1) Technology Fee is a surcharge applied as 5% of the total permit fee for all Planning, Public Works, and Building permits in the Development Services Fund to recover a portion of the City's annual technology expenditures to accept, process, issue, and inspect development permit activites.

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

[(2)] Amend Endnote 14 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:

Delete:
Per Resolution No. 17985, total of these building permit fees (Building Permit, Building Plan Check, Electrical Permit, Electrical Plan Check, Technology Fee) for a solar (photovoltaic) installation is not to exceed $500.00 for single-family and duplex residential properties unless the solar system exceeds 15 kW as detailed below (GC 66015).
< 15 kW $500
> 15 kW $500 + $15 per kW above 15

Replace with:
For thermal systems at commercial or multifamily residential properties, the maximum fee is $1,000, plus $7 per kW thermal between 30 kWth to 260 kWth and plus $5 per kWth above 260 kWth.
For thermal systems located at properties with a single-family residence, duplex, or accessory dwelling unit, the maximum fee is $450, plus $15 per kW thermal above 10 kWth.

BUILDING AND FIRE PERMITS — ATTACHMENT B

TABLE 1-A

Effective 8/22/2026

Minimum Value	Maximum Value	Base Rate	Plus $$	For every (or fraction thereof)
1	500	77.00	0.00	0
501	2,000	77.00	10.00	100
2,001	25,000	229.00	46.00	1,000
25,001	50,000	1,300.00	33.00	1,000
50,001	100,000	2,139.00	23.00	1,000
100,001	500,000	3,304.00	18.00	1,000
500,001	1,000,000	10,752.00	15.00	1,000
1,000,001	and up	18,650.00	11.00	1,000

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

ELECTRIC CODE FEES — ATTACHMENT C

TABLE 1-B

Effective 8/22/2026

1. Issuing each permit.	$	77.00			
2. Dwelling Units					
A. New one- or two family-dwellings, including all electrical wiring, devices, appliances, or equipment including service; for each 100 square feet of floor area or fraction thereof, including garage area.	$	11.10	/100 sq. ft.		
B. New apartment houses, three or more dwelling units, not over three stories in height, including all electrical wiring, devices, appliances, or equipment not including service for each apartment unit including carports and garages.	$	72.00			
3. Services					
A. New service, first 100 amps.	$	24.30			
B. Each additional 100 amps or portion thereof.	$	9.10			
C. Service change, one- or two-family dwelling units, first 100 amps.	$	72.00			
D. Each additional 100 amps or portion thereof for a service change on a one- or two-family dwelling unit.	$	9.10			
E. Service change on a commercial, industrial, or apartments (per apartment unit), first 100 amps.	$	120.70			
F. Each additional 100 amps or portion thereof for a service change on a commercial, industrial, or apartment (per apartment unit).	$	9.10			
G. Temporary service pole with meter or distribution panel.	$	72.00			
H. Temporary use of permanent service, commercial or industrial only, with the approval of the administrative authority, per building.	$	72.00			
4. Other Than Dwelling Units					
A. Offices, manufacturing plants, restaurants, stores, assembly buildings, R&D buildings, motels, hotels, etc., including lights, receptacles, equipment, other than motors or transformers.					
— Up to and including 5,000 sq. ft. is $0.07 per sq. ft.				$ 0.07	per sq. ft.
— $366.00 for the first 5,000 sq. ft. plus $0.04 for each additional sq. ft. from 5,001 up to and including 15,000 sq. ft.	$	371.40	+	$ 0.04	per sq. ft.
— $732.00 for the first 15,000 sq. ft. plus $0.007 per sq. ft. for each additional sq. ft. from 15,001 and up.	$	742.90	+	$ 0.007	per sq. ft.
B. Shell buildings and warehouses.					
— Up to and including 5,000 sq. ft. is $0.07 per sq. ft.				$ 0.07	per sq. ft.
— $366.00 for the first 5,000 sq. ft. plus $0.007 for each sq. ft. from 5,001 and up.	$	371.40	+	$ 0.007	per sq. ft.
C. Exterior area illumination, including parking lot light poles.					
— Each fixture 200 to 1,000 watts	$	4.06	each		
— Each fixture over 1,000 watts	$	7.10	each		

Effective 8/22/2026

D. Motors, transformers, generators, welders, furnaces, rectifiers and water
Each Hp, KVA, KW, or portion thereof equals 1 unit.

1 - 3 units	$	9.10
4 - 6 units	$	14.20
7 - 10 units	$	16.20
11 - 15 units	$	23.30
16 - 20 units	$	35.50
21 - 30 units	$	43.60
31 - 75 units	$	62.90
76 - 100 units	$	72.00
101 - 500 units	$	96.40
over 500 units	$	120.70

5. Remodels

If the square footage method as outlined in Section 2.A is not practical, the following methods may be used to determine the appropriate fees.

A. Each five (5) items (light switches, lights, outlets, or receptacles) in combination shall equal one (1) unit.

1 - 3 units	$	9.10
4 - 6 units	$	14.20
7 - 10 units	$	16.20
11 - 15 units	$	23.30
16 - 20 units	$	35.50
21 - 30 units	$	43.60
31 - 75 units	$	62.90
76 - 100 units	$	72.00
101 - 500 units	$	96.40
over 500 units	$	120.70

B. Each subpanel added and each range, dryer, washer, washer/dryer, water heater, built-in appliance, appliance center, furnace fan, exhaust fan, kitchen hood and fan, garbage disposal, dishwasher, and circulating pump. $ 7.10 /each

C. Each branch circuit greater than 30 amps. $ 2.00 /each

6. Signs

A. Each electric self-contained sign bearing the label of an approved testing agency or fabricated by a licensed fabricating facility, including the branch circuit.

1 - 10 sq. ft.	$	47.70
11 - 20 sq. ft.	$	72.00
over 20 sq. ft.	$	120.70

NOTES:

1. Plan check fee for an electrical permit shall be sixty-five percent (65%) of the total electrical permit cost and sixty-five percent (65%) of the technology fee combined.

MECHANICAL CODE FEES — ATTACHMENT D

TABLE 1-C

Effective 8/22/2026

1. Issuing each permit.	$77.00
2. For the installation or relocation of each forced air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 BTUs or 8.3 tons.	$24.30
3. For the installation or relocation of each forced air or gravity-type furnace or burner, including ducts and vents attached to such appliance over 100,000 BTUs or 8.3 tons.	$31.40
4. For the installation or relocation of each floor furnace, including vent.	$24.30
5. For the installation or relocation of each suspended heater, recessed wall heater, or floor-mounted unit heater.	$24.30
6. For the installation, relocation, or replacement of each appliance vent installed and not included in an appliance permit.	$14.20
7. For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit; or each heating, cooling, absorption, or evaporative cooling system, including installation of controls regulated by this Code.	$24.30
8. For the installation or relocation of each boiler or compressor, up to and including 3 horsepower; or each absorption system up to and including 100,000 BTUs or 8.3 tons.	$24.30
9. For the installation or relocation of each boiler or compressor over 3 horsepower, up to and including 15 horsepower; or each absorption system over 100,000 BTUs up to and including 500,000 BTUs or 8.3-42 tons.	$47.70
10. For the installation or relocation of each boiler or compressor over 15 horsepower, up to and including 30 horsepower; or each absorption system over 500,000 BTUs, up to and including 1,000,000 BTUs or 42-84 tons.	$62.90
11. For the installation or relocation of each boiler or compressor over 30 horsepower, up to and including 50 horsepower; or for each absorption system over 1,000,000 BTUs, up to and including 1,750,000 BTUs or 84-146 tons.	$96.40
12. For the installation or relocation of each boiler or refrigeration compressor over 50 horsepower, or each absorption system over 1,750,000 BTUs or over 146 tons.	$169.50
13. For each air-handling unit, up to and including 10,000 cubic feet per minute, including ducts attached to the cooling unit, evaporative cooler, or absorption unit for which a permit is required elsewhere in the Code.	$19.20
14. For each air-handling unit over 10,000 cubic feet per minute.	$29.40
15. For each evaporative cooler other than portable types.	$19.20
16. For each ventilation fan connected to a single duct.	$14.20

MECHANICAL CODE FEES — ATTACHMENT D

TABLE 1-C

Effective 8/22/2026

17. For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit.	$19.20
18. For the installation of each residential-type hood which is served by mechanical exhaust, including the ducts for such hood.	$19.20
19. For the installation of each commercial hood, which contains a fire suppression system and requires Fire Department inspection, served by a mechanical exhaust including the ducts for such hood.	$72.00
20. For the installation or relocation of each domestic-type incinerator.	$31.40
21. For the installation or relocation of each commercial or industrial-type incinerator.	$145.10
22. For each appliance or piece of equipment regulated by this Code, but not classed in other appliance categories or for which no other fee is listed in this Code.	$24.30

NOTES:

1. Plan check fee for a mechanical permit shall be sixty-five percent (65%) of the total mechanical permit cost and sixty-five percent (65%) of the technology fee combined.

FEE SCHEDULE - COMMUNITY DEVELOPMENT DEPARTMENT

PLUMBING CODE FEES — ATTACHMENT E

TABLE 1-D

Effective 8/22/2026

1. Issuing each permit.	$77.00
2. For each plumbing fixture or trap or set of fixtures on one trap.	$9.10
3. For the installation, alteration, or repair of water piping and/or water treatment equipment to a fixture, building, or unit.	$9.10
4. For each building sewer.	$33.40
5. Rainwater systems—per drain or downspout.	$14.20
6. For each private sewage disposal system.	$47.70
7. For each water heater, not including gas lines or vents.	$14.20
8. For each gas piping system of one (1) to four (4) outlets.	$9.10
9. For each gas piping system of five (5) or more outlets, fee per outlet.	$3.04
10. For each industrial waste pretreatment interceptor, including its trap and vent and kitchen-type grease interceptors functioning as a fixture trap.	$120.70
11. For repair or alteration of drainage or vent piping.	$9.10
12. For each lawn sprinkler system on any one meter, including backflow protection devices thereof.	$9.10
13. For vacuum breakers or any backflow protective devices on tanks, vats, etc.; or for installation of same on unprotected plumbing fixtures, including necessary water piping:	
One (1) to four (4)	$9.10
Five (5) or more each.	$3.04

NOTES:

1. Plan check fee for a plumbing permit shall be sixty-five percent (65%) of the total plumbing permit cost and sixty-five percent (65%) of the technology fee combined.

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
CENTER FOR THE PERFORMING ARTS					
~~Additional~~ Service Staff:					
House Manager	38.100	$44.00	$46.00	Hour	7/1/2026
House Manager OT	38.100	$66.00	$70.00	Hour	7/1/2026
Stagehand	38.100	$49.00	$52.00	Hour	7/1/2026
Stagehand OT	38.100	$74.00	$78.00	Hour	7/1/2026
Ticket Services Assistant	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Ticket Services Assistant OT	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Ticket Services Representative	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Ticket Services Representative OT	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Ticket Services **Supervisor** ~~Manager~~	38.100	Labor + 20%	Labor + 20%	Hour	7/1/2026
Ticket Services Manager OT	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Administrative Fee for Late Payment	38.100	$137.00	$144.00	Fixed	7/1/2026
Additional Marketing Services ~~Audience Services and Marketing~~	38.100	Labor + Mat. + 20%	Labor + Mat. + 20%	Variable	7/1/2026
Additional Cleaning ~~Cleaning and Restorations~~	38.100	Labor + Mat. + 20%	$250.00	~~Variable~~ **Hour**	7/1/2026
Facility Use Fee (FUF)—~~based on highest ticket value of arrangement (event)~~ (excludes school **matinee** ~~time performances~~)	N/A	$2.00	Eliminate	~~Ticket $0.01-$29.99 plus comp tickets >10% of capacity~~	7/1/2026
	N/A	$3.00	$3.00	~~Ticket ≥$30.00 plus comp tickets >10% of capacity~~ **All Ticket**	7/1/2026
Late Booking	38.100	Labor + 20%	Eliminate	~~Hour~~	7/1/2026
Office Additional Supplies	38.100	Cost + 20%	Eliminate	~~Cost Recovery~~	7/1/2026
Technical Services	38.100	Labor + Mat. + 20%	Eliminate	~~Variable~~	7/1/2026
Damage Repair	38.100	N/A	Cost + 20%	Cost Recovery	7/1/2026
Alcohol Permit Fee For Reception	38.100	N/A	$125.00	Event	7/1/2026
Returned Check Fee	38.100	N/A	$75.00	Fixed	7/1/2026
Event Change Fee [(1)]					
Changes made by client within 30 days of event start date	38.100	N/A	$100	Fixed	7/1/2026
Changes made by client within 7 days of event start date through event end date	38.100	N/A	$250	Fixed	7/1/2026
Ticket Services:					
Fax/Mail/Phone	38.100	$3.00	Eliminate	~~Ticket~~	7/1/2026
Group Orders (≥10 tickets)	38.100	$23.00	$25.00	Order	7/1/2026
Mailing Labels	38.100	Labor + Mat. + 20%	Eliminate	~~Variable~~	7/1/2026
Mailing List Services	38.100	Labor + Mat. + 20%	Eliminate	~~Variable~~	7/1/2026
Order Report	38.100	Labor + 20%	Eliminate	~~Cost~~	7/1/2026
Sales > 50% Capacity (TheatreWorks only per contract)	38.100	$1.50	Eliminate	~~Ticket~~	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Sales Report	38.100	Labor + 20%	Eliminate	~~Daily~~	7/1/2026
Subscription Series Setup[2]	38.100	$250.00	$250.00	Variable	7/1/2026
Support Personnel	38.100	Labor + 20%	Eliminate	~~Cost~~	7/1/2026
Ticket Purchase Convenience Fee:					
$0.00-$10.00	38.100	No Charge	Eliminate	~~Ticket~~	7/1/2026
$10.01-$15.00	38.100	$2.50	Eliminate	~~Ticket~~	7/1/2026
$15.01-$25.00	38.100	$3.00	Eliminate	~~Ticket~~	7/1/2026
$25.01-$45.00	38.100	$4.00	Eliminate	~~Ticket~~	7/1/2026
$0.00-$45.00	38.100	N/A	$3.00	Ticket	7/1/2026
$45.01-$65.00	38.100	$5.50	$5.00	Ticket	7/1/2026
>$65.00	38.100	$7.50	$7.00	Ticket	7/1/2026
Ticket Reprint (nonsubscribers)	38.100	$1.00 or $5.00	Eliminate	~~Ticket or Order~~	7/1/2026
Ticket Services Reports	38.100	Labor + Mat. + 20%	Eliminate	~~Variable~~	7/1/2026
Ticket Services Setup	38.100	Labor + Mat. + 20%	Eliminate	~~Variable~~	7/1/2026
Ticket Supplies	38.100	Cost + 20%	Eliminate	~~Variable~~	7/1/2026
Transaction (web sale)	38.100	$5.00	Eliminate	~~Order~~	7/1/2026
Ticket Stock:					
MainStage (online contract)	38.101	$30.00	Eliminate	~~Event~~	7/1/2026
SecondStage (online contract)	38.101	$20.00	Eliminate	~~Event~~	7/1/2026
Resident Company					
Dressing Rooms/Green Room	38.101/CP H-5	$15.00	Eliminate	~~Hour~~	7/1/2026
	38.101/CP H-5	$175.00	Eliminate	~~Day (includes overnight)~~	7/1/2026
	38.101/CP H-5	$1,175.00	Eliminate	~~Week (7 days)~~	7/1/2026
~~Lobby~~ **Rotunda**[3]	38.101/CP H-5	$75.00	$75.00	Hour	7/1/2026
MainStage:					
Weekend:					
8 Hours/1 Ticketed Performance[4], [5], [6], [7]	38.101/CP H-5	$1,130 or 9-25% of gross year 1; $1,310 or 9-25% of gross year 2; $1,520 or 9-25% of gross year 3	FY 2026-27: $1,310 or 9-25% of gross revenue; FY 2027-28: $1,520 or 9-25% of gross revenue	Event	7/1/2026
8 Hours/1 Nonticketed Performance[4], [8]	38.101/CP H-5	$1,856 year 1; $2,153 year 2; $2,498 year 3	FY 2026-27: $2,153; FY 2027-28: $2,498	Event	7/1/2026
Event/Additional Hours	38.101/CP H-5	$93 year 1; $108 year 2; $125 year 3	FY 2026-27: $108; FY 2027-28: $125	Hour	7/1/2026
Nonevent/Technical/Rehearsal [9]	38.101/CP H-5	$93 year 1; $108 year 2; $125 year 3	FY 2026-27: $108; FY 2027-28: $125	Hour	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Weekday:					
8 Hours/1 Ticketed Performance[~~(4),~~ (5), (6), (7)]	38.101; CP H-5	$725 or % of gross year 1; $841 or % of gross year 2; $976 or % of gross year 3	FY 2026-27: $841 or 9-25% of gross revenue; FY 2027-28: $976 or 9-25% of gross revenue	Event	7/1/2026
8 Hours/1 Nonticketed Performance[~~(4),~~ (8)]	38.101; CP H-5	$1,450 year 1; $1,682 year 2; $1,951 year 3	FY 2026-27: $1,682; FY 2027-28: $1,951	Event	7/1/2026
Event/Additional Hours	38.101; CP H-5	$93 year 1; $108 year 2; $125 year 3	FY 2026-27: $108; FY 2027-28: $125	Hour	7/1/2026
Nonevent/Technical/Rehearsal [(9)]	38.101; CP H-5	$93 year 1; $108 year 2; $125 year 3	FY 2026-27: $108; FY 2027-28: $125	Hour	7/1/2026
ParkStage:					
8 Hours/1 Ticketed Performance[(5), ~~(6),~~ (7)]	38.101; CP H-5	$232 or % of gross year 1; $269 or % of gross year 2; $304 or % of gross year 3	FY 2026-27: $269 or 9-25% of gross revenue; FY 2027-28: $304 or 9-25% of gross revenue	Event	7/1/2026
8 Hours/1 Nonticketed Performance[(8)~~, (9)~~]	38.101; CP H-5	$232 year 1; $269 year 2; $304 year 3	FY 2026-27: $269; FY 2027-28: $304	Event	7/1/2026
Event/Additional Hours	38.101; CP H-5	$23 year 1; $27 year 2; $31 year 3	FY 2026-27: $27; FY 2027-28: $31	Hour	7/1/2026
Nonevent/Technical/Rehearsal (weekday and weekend)[(9)]	38.101; CP H-5	$23 year 1; $27 year 2; $31 year 3	FY 2026-27: $27; FY 2027-28: $31	Hour	7/1/2026
Rehearsal Studio (no min.; no tech or front-of-house services)	38.101; CP H-5	$29 year 1; $34 year 2; $39 year 3	FY 2026-27: $34; FY 2027-28: $39	Hour	7/1/2026
~~Scene Shop/~~Storage[~~(3)~~]	38.101; CP H-5	$50.00	$50.00	Hour	7/1/2026
	38.101; CP H-5	$510.00	$510.00	Day (includes overnight)	7/1/2026
	38.101; CP H-5	$3,575.00	Eliminate	~~Week (7 days)~~	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
SecondStage:					
8 Hours/1 Ticketed Performance~~(6),~~ (7)	38.101; CP H-5	$232 or % of gross year 1; $269 or % of gross year 2; $304 or % of gross year 3	FY 2026-27: $269 or 9-25% of gross revenue; FY 2027-28: $304 or 9-25% of gross revenue	Event	7/1/2026
8 Hours/1 Nonticketed Performance(8)	38.101; CP H-5	$406 year 1; $471 year 2; $546 year 3	FY 2026-27: $471; FY 2027-28: $546	Event	7/1/2026
Event/Additional Hours	38.101; CP H-5	$23 year 1; $27 year 2; $31 year 3	FY 2026-27: $27; FY 2027-28: $31	Hour	7/1/2026
Meeting (M-F 8:00 a.m. - 5:00 p.m.; 1-hour increments, no min.; no tech or front-of-house services)	38.101; CP H-5	$23 year 1; $27 year 2; $31 year 3	Eliminate	~~Hour~~	7/1/2026
Nonevent/Technical/Rehearsal (weekday and weekend)(3), (9)	38.101; CP H-5	$23 year 1; $27 year 2; $31 year 3	FY 2026-27: $27; FY 2027-28: $31	Hour	7/1/2026
All Nonprofits (501(c)(3))					
Dressing Rooms/Green Room	38.101/CP H-5	$15.00	Eliminate	~~Hour~~	7/1/2026
	38.101/CP H-5	$175.00	Eliminate	~~Day (includes overnight)~~	7/1/2026
	38.101/CP H-5	$1,175.00	Eliminate	~~Week (7 days)~~	7/1/2026
~~Lobby~~ **Rotunda**(3)	38.101/CP H-5	$75.00	$75.00	Hour	7/1/2026
MainStage:					
Weekend:					
8 Hours/1 Ticketed Performance~~(2),~~(3), (4), (5), (7)	38.101/CP H-5	$1,650 or 9%-20% gross	$1,975 or 9% - 25% gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance(3), ~~(4),~~ (6), (8)	38.101/CP H-5	$2,275.00 (incl. $600.00 FUF)	$2,275.00	Event	7/1/2026
Event/Additional Hours(3)	38.101/CP H-5	$175.00	$200.00	Hour	7/1/2026
Nonevent/Technical/Rehearsal(3), (9)	38.101/CP H-5	$175.00	$200.00	Hour	7/1/2026
Weekday:					
8 Hours/1 Ticketed Performance(3), (5), (7)	38.101; CP H-5	$1,650 or 9%-25% of gross	$1,775 or 9% - 25% gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance(3), (6), (8)	38.101; CP H-5	$1,650.00	$1,975.00	Event	7/1/2026
Event/Additional Hours(3)	38.101; CP H-5	$130.00	$155.00	Hour	7/1/2026
Nonevent/Technical/Rehearsal(3), (9)	38.101; CP H-5	$130.00	$155.00	Hour	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
ParkStage:					
8 Hours/1 Ticketed Performance~~(2),~~ (3), (7)	38.101; CP H-5	$440 or 9%-25% of gross	$440 or 9%-25% of gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance(3), (6), (8), (9)	38.101; CP H-5	$440.00	$440.00	Event	7/1/2026
~~Scene Shop/~~Storage~~(3)~~	38.101; CP H-5	$50.00	$50.00	Hour	7/1/2026
	38.101; CP H-5	$510.00	$510.00	Day (includes overnight)	7/1/2026
	38.101; CP H-5	$3,575.00	Eliminate	~~Week (7 days)~~	7/1/2026
SecondStage:					
8 Hours/1 Ticketed Performance~~(2), (3),~~ (5), (7)	38.101; CP H-5	$475 or 9%-25% of gross	$500 or 9%-25% of gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance~~(2), (3),~~ (6), (8)	38.101; CP H-5	$550.00 (incl. $150.00 FUF)	$600.00	Event	7/1/2026
Event/Additional Hours~~(2),~~ (3)	38.101; CP H-5	$75.00	$75.00	Hour	7/1/2026
Meeting (M-F 8:00 a.m. - 5:00 p.m.; 1-hour increments, no min.; no tech or front of house services)	38.101; CP H-5	$75.00	Eliminate	~~Hour~~	7/1/2026
Nonevent/Technical/Rehearsal (weekday and weekend)~~(2),~~(3), (9)	38.101; CP H-5	$75.00	$75.00	Hour	7/1/2026
~~All~~ Commercial					
Dressing Rooms/Green Room	38.101/CP H-5	$40.00	Eliminate	~~Hour~~	7/1/2026
	38.101/CP H-5	$400.00	Eliminate	~~Day (includes overnight)~~	7/1/2026
	38.101/CP H-5	$2,775.00	Eliminate	~~Week (7 days)~~	7/1/2026
~~Lobby~~ **Rotunda**(3)	38.101/CP H-5	$175.00	$250.00	Hour	7/1/2026
Lobby (if Stage also rented)	38.101; CP H-5	$130.00	Eliminate	~~Hour~~	7/1/2026
MainStage:					
8 Hours/1 Ticketed Performance(5), (7), (8)	38.101/CP H-5	$3,300 + 7.5% of gross	$3,300 + 7.5% of gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance(6), (8)	38.101/CP H-5	$4,300.00	$4,300.00	Event	7/1/2026
Nonevent/Technical/ Rehearsal(9)	38.101/CP H-5	$250.00	$250.00	Hour	7/1/2026
ParkStage:					
8 Hours/1 Ticketed Performance(5), (7)	38.101/CP H-5	$880.00 + 7.5% Gross	$880.00 + 7.5% Gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance(6), (8)	38.101; CP H-5	$880.00	$880.00	Event	7/1/2026
Nonevent/Technical/Rehearsal (weekday and weekend)(9)	38.101; CP H-5	$100.00	$100.00	Hour	7/1/2026
~~Scene Shop/~~Storage~~(3)~~	38.101; CP H-5	$85.00	$85.00	Hour	7/1/2026
	38.101; CP H-5	$900.00	$900.00	Day (includes overnight)	7/1/2026
	38.101; CP H-5	$6,350.00	Eliminate	~~Week (7 days)~~	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
SecondStage:					
8 Hours/1 Ticketed Performance[5], [7]	38.101; CP H-5	$950.00 + 7.5% Gross	$950.00 + 7.5% Gross	Event	7/1/2026
8 Hours/1 Nonticketed Performance[6], [8]	38.101; CP H-5	$1,100.00 (incl. $150.00 FUF)	$1,100.00	Event	7/1/2026
Meeting (M-F 8:00 a.m. - 5:00 p.m.; 1-hour increments, no min.; no tech or front of house services)	38.101; CP H-5	$150.00	Eliminate	~~Hour~~	7/1/2026
Nonevent/Technical/Rehearsal (weekday and weekend)[9]	38.101; CP H-5	$150.00	$150.00	Hour	7/1/2026
~~Technical~~ **Production** Services					
Marley Floor:					
MainStage	38.101; CP H-5	$125.00	$127.00	Performance or Rehearsal (incl. tape)	7/1/2026
SecondStage	38.101; CP H-5	$75.00	$76.00	Performance or Rehearsal (incl. tape)	7/1/2026
Follow Spot	38.101; CP H-5	$7.50	Eliminate	~~Follow Spot/ Performance or Rehearsal~~	7/1/2026
Lighting Gel	38.100	Cost + 20%	Eliminate	~~Arrangement~~	7/1/2026
Piano Use:					
Steinway Rental, includes one tuning	38.100	$350.00	$350.00	~~Arrangement~~ **Contract** (including initial tuning)	7/1/2026
Additional Piano Use (>6 uses)	38.100	20% of Initial Use (see above)	Eliminate	~~Performance and/or Rehearsal~~	7/1/2026
Audio Systems:					
Plaza Audio System	38.100	$1,000.00	Eliminate	~~Full System/ Performance or Rehearsal~~	7/1/2026
Portable Audio System	38.100	$20.00 (included in ParkStage rental)	Eliminate	~~Performance or Rehearsal~~	7/1/2026
Specialty **& Wireless** Microphone	38.100	$15.00	$15.00	Microphone/ Performance or Rehearsal	7/1/2026
Video Projector Rental:					
Wireless Microphone	38.100	$15.00	Eliminate	~~Microphone/ Performance or Rehearsal~~	7/1/2026
FORESTRY/PARKS					
Heritage Tree:					
Application	32.28-32.30	$169.00	$178.00	First Tree/Site	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Additional Tree	32.28-32.30	$58.00	$61.00	Tree/Site	7/1/2026
Removal Appeal	32.31	$325.00	$350.00	Fixed	7/1/2026
Security Deposit	Community Tree Master Plan	Permit+Cost	Eliminate	~~Fixed~~	7/1/2026
Tree Replacement	Community Tree Master Plan	$1,785.00	$1,881.00	Tree	7/1/2026
RECREATION					
Aquatics:					
Aquatics classes (Aquacize, Aquatic Fitness, Deep Water Exercise):					
Lap Swim Day Pass (NR)	38.8	$7.50	$9.00	Day	
Lap Swim Day Pass - Senior (R)	38.8	N/A	$3.00	Day	7/1/2026
Lap Swim Day Pass - Senior (NR)	38.8	N/A	$5.00	Day	7/1/2026
Lap Swim Pass (R)	38.8	$99.00	$102.00	Pass (25 swims)	7/1/2026
Lap Swim Pass (NR)	38.8	$124.00	$143.00	Pass (25 swims)	7/1/2026
Lap Swim Pass—Senior (R)	38.8	$34.00	$40.00	Pass (25 swims)	7/1/2026
Lap Swim Pass—Senior (NR)	38.8	$43.00	$62.00	Pass (25 swims)	7/1/2026
Pool Rental:					
Lifeguard—MV Resident/ Business	38.8	$27.00	Eliminate	~~Hour~~	7/1/2026
Lifeguard—Nonresident	38.8	$29.00	Eliminate	~~Hour~~	7/1/2026
Lifeguard	38.8	N/A	$28.00	Hour	7/1/2026
Recreation Swim Day Pass:					
Adult (NR)	38.8	$6.25	$8.00	Day	7/1/2026
Child (NR)	38.8	$5.00	$6.00	Day	7/1/2026
Senior (R)	38.8	N/A	$4.00	Day	7/1/2026
Senior (NR)	38.8	N/A	$6.00	Day	7/1/2026
Family (R)	38.8	$11.00	$15.00	Day	7/1/2026
Family (NR)	38.8	$20.00	$30.00	Day	7/1/2026
Spectator	38.8	$3.00	Eliminate	~~Day~~	7/1/2026
Spectator (NR)	38.8	$4.00	Eliminate	~~Day~~	7/1/2026
Recreation Swim Season Pass:					
Family **(Residents Only)**	38.8	$155.00	$155.00	Pass	7/1/2026
Banners:					
Banner Application	22.58	$175.00	$184.00	Fixed	7/1/2026
Banner Hanging:					
Castro Street	22.58	$368.00	$388.00	Fixed/Banner	7/1/2026
El Camino Real	22.58	$368.00	$388.00	Fixed/Banner	7/1/2026
Light Post	22.58	Variable	Eliminate	~~Full Cost~~	7/1/2026
Camps:					
Elementary (including sports):					
Resident	38.8	$5.00-$7.00	$5.10-$7.10	Hour + trip fees	7/1/2026
Nonresident	38.8	$6.25-$8.75	$6.50-$9.00	Hour + trip fees	7/1/2026
Preschool (R)	38.8	$7.75	$7.85	Hour	7/1/2026
Preschool (NR)	38.8	$9.75	$9.85	Hour	7/1/2026
Teen (R)	38.8	$4.50-$5.50	$4.60-$5.60	Hour + trip fees	7/1/2026
Teen (NR)	38.8	$6.00-$7.00	$6.10-$7.10	Hour + trip fees	7/1/2026
Classes:					
Holiday (R)	38.8	$16.00-$25.00	$16.25-$25.50	Hour	7/1/2026
Holiday (NR)	38.8	$20.00-$31.00	$20.25-$32.00	Hour	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Preschool/Playschool/School Year/Tot Time (R)	38.8	$7.75	$7.85	Hour	7/1/2026
Preschool/Playschool/School Year/Tot Time (NR)	38.8	$9.75	$9.85	Hour	7/1/2026
Dances:					
Senior (Advance)	N/A	$4.25	Eliminate	~~Event~~	7/1/2026
Senior (At Door)	N/A	$5.00	Eliminate	~~Event~~	7/1/2026
Deer Hollow Farm:					
Summer Camps:					
S. C. Co. or MROSD Res.	38.8; MROSD	$258.00	Eliminate	~~Week~~	7/1/2026
Dog Classes/Shows, Rentals	38.17	$768.00	Eliminate	~~Annual (1 night/ week/year)~~	7/1/2026
Facility and Field Reservation/Rental:					
BBQ Reservations:					
Group Cancellation (**at least** ~~within~~ 2 weeks **prior**)	38.6.e	$22.00	$25.00	Fixed	7/1/2026
Family Table Cancellation (at least 2 weeks prior)	38.6.e	N/A	$5.00	Fixed	7/1/2026
Family Tables (day of)	38.6.e	$21.00	Eliminate	~~Table~~	7/1/2026
Group (half-day) (9:00 a.m. to 2:00 p.m. or 3:00 p.m. to sunset)	38.6.e	$77.00	Eliminate	~~Section~~	7/1/2026
Cancellation of Facility Rental (Aquatic Facilities):					
Within 1 month	38.3.g; CP H-5	N/A	50%	of Rental Fee	7/1/2026
Within 3 months	38.3.g; CP H-5	N/A	25%	of Rental Fee	7/1/2026
Within 6 months	38.3.g; CP H-5	N/A	10%	of Rental Fee	7/1/2026
Facility Rentals - Adobe Building:					
Nonprofit/Community Group:					
Peak (one-time/year special)	38.3.g; CP H-5	$92.00	Eliminate	~~Hour~~	7/1/2026
Peak (subsequent to one-time/year special)	38.3.g; CP H-5	$182.00	Eliminate	~~Hour~~	7/1/2026
Facility Rentals—Community Center—Elm Room:					
MV Resident/Business:					
Peak	38.3.g; CP H-5	$38.00	Eliminate	~~Hour~~	7/1/2026
Field Rentals:					
Application (R) (does not apply to Council-Recognized Youth Sports Organizations (CRYSO)/Youth Nonprofit (YNP)/school rental	38.3.g	$26.00	Eliminate	~~Fixed~~	7/1/2026
Application (NR)	38.3.g	$32.00	Eliminate	~~Fixed~~	7/1/2026
Processing Fees:					
Class Refunds/Transfers~~/Contract Amendments, etc.~~	38.3 g; 38.8	$5.00	$5.00	Transaction	7/1/2026
Yard Sale Plot	38.8	$21.00	Eliminate	~~Space~~	7/1/2026
SHORELINE AT MOUNTAIN VIEW					
Boat Launch:					
Sailboats	N/A	$5.00	Eliminate	~~Fixed~~	7/1/2026
Other	N/A	$4.00	Eliminate	~~Fixed~~	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Special Event:					
~~Parks~~ **Trails** and Open Space Worker Fee	38.3.g; CP H-5	$297.87	$314.00	Hour	7/1/2026
SHORELINE GOLF LINKS					
Membership Program					
Senior Member (Resident)	Agreement	N/A	$1,969.00	Annual	7/1/2026
Senior Member (Non-resident)	Agreement	N/A	$3,420.00	Annual	7/1/2026
Regular Member (Resident)	Agreement	N/A	$2,500.00	Annual	7/1/2026
Regular Member (Non-resident)	Agreement	N/A	$3,780.00	Annual	7/1/2026
Initial Set-up	Agreement	N/A	$99.00	One Time	7/1/2026
Frequent Player - Resident:					
Junior (≤17) (Annual)	38.8	$465.00	Eliminate	~~Fixed~~	7/1/2026
Junior Initial Set-Up	38.8	$99.00	Eliminate	~~Junior Plan (One-Time)~~	7/1/2026
Regular Play (Annual)—Gold	38.8	$3,355.00	Eliminate	~~Fixed~~	7/1/2026
Regular Play (Annual Family)	38.8	$5,000.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Annual) - Silver	38.8	$2,300.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Annual Family)	38.8	$3,000.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Quarterly)	38.8	$710.00	Eliminate	~~Fixed~~	7/1/2026
Regular Initial Set-Up	38.8	$149.00	Eliminate	~~Plan (One-Time)~~	7/1/2026
Senior (M-F/Annual)	38.8	$1,790.00	Eliminate	~~Fixed~~	7/1/2026
Senior (M-F/Annual Family)	38.8	$2,860.00	Eliminate	~~Fixed~~	7/1/2026
Senior (M-F/Quarterly)	38.8	$535.00	Eliminate	~~Fixed~~	7/1/2026
Senior Initial Set-Up	38.8	$99.00	Eliminate	~~Senior Plan (One-Time)~~	7/1/2026
Twilight (Annual)	38.8	$1,435.00	Eliminate	~~Fixed~~	7/1/2026
Twilight (Annual Family)	38.8	$2,295.00	Eliminate	~~Fixed~~	7/1/2026
Twilight Initial Set-Up	38.8	$99.00	Eliminate	~~Twilight Plan (One-Time)~~	7/1/2026
Frequent Player - Non-Resident:					
Junior (≤17) (Annual)	38.8	$515.00	Eliminate	~~Fixed~~	7/1/2026
Junior Initial Set-Up	38.8	$99.00	Eliminate	~~Junior Plan (One-Time)~~	7/1/2026
Regular Play (Annual)—Gold	38.8	$3,600.00	Eliminate	~~Fixed~~	7/1/2026
Regular Play (Annual Family)	38.8	$5,350.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Annual) - Silver	38.8	$2,475.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Annual Family)	38.8	$3,195.00	Eliminate	~~Fixed~~	7/1/2026
Regular (M-F/Quarterly)	38.8	$775.00	Eliminate	~~Fixed~~	7/1/2026
Regular Initial Set-Up	38.8	$149.00	Eliminate	~~Plan (One-Time)~~	7/1/2026
Senior (M-F/Annual)	38.8	$1,860.00	Eliminate	~~Fixed~~	7/1/2026
Senior (M-F/Annual Family)	38.8	$3,000.00	Eliminate	~~Fixed~~	7/1/2026
Senior (M-F/Quarterly)	38.8	$565.00	Eliminate	~~Fixed~~	7/1/2026
Senior Initial Set-Up	38.8	$99.00	Eliminate	~~Senior Plan (One-Time)~~	7/1/2026
Twilight (Annual)	38.8	$1,545.00	Eliminate	~~Fixed~~	7/1/2026
Twilight (Annual Family)	38.8	$2,300.00	Eliminate	~~Fixed~~	7/1/2026
Twilight Initial Set-Up	38.8	$99.00	Eliminate	~~Twilight Plan (One-Time)~~	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Green Fees (18 holes):					
Super Twilight:					
Regular	Agreement	Up to $30.00	Up to $33.00	Fixed	7/1/2026
Resident	Agreement	Up to $22.00	Up to $24.00	Fixed	7/1/2026
Weekday (M-F):					
Mid-Day ~~Afternoon~~ (March-October, 2 hours prior to twilight) **Resident**	Agreement	Up to $37.00	Up to $50.00	Fixed	7/1/2026
Mid-Day (March-October, 2 hours prior to twilight) Resident	Agreement	N/A	Up to $41.00	Fixed	7/1/2026
Regular	Agreement	Up to $52.00	Up to $55.00	Fixed	7/1/2026
Resident	Agreement	Up to $45.00	Up to $46.00	Fixed	7/1/2026
Senior (≥60)	Agreement	Up to $41.00	Up to $44.00	Fixed	7/1/2026
Senior Resident (≥60)	Agreement	Up to $34.00	Up to $35.00	Fixed	7/1/2026
Twilight Back 9 Regular	Agreement	Up to $39.00	Up to $40.00	Fixed	7/1/2026
Twilight Back 9 Resident	Agreement	Up to $30.00	Up to $31.00	Fixed	7/1/2026
All Others	Agreement	Up to $46.00	Up to $50.00	Fixed	7/1/2026
Weekends/Holidays:					
Junior (≤17)	Agreement	Up to $23.00	Up to $26.00	Fixed	7/1/2026
Regular	Agreement	Up to $68.00	Up to $70.00	Fixed	7/1/2026
Resident	Agreement	Up to $59.00	Up to $61.00	Fixed	7/1/2026
Twilight Back 9 Regular	Agreement	Up to $39.00	Up to $42.00	Fixed	7/1/2026
Lessons:					
Contract Instructor:					
November-March	Agreement	$500.00 (min.)	$600.00 (min.) per individual instructor	Month (as established in individual contract)	7/1/2026
April-October	Agreement	$600.00 (min.)	$1,200.00 (min.) per individual instructor	Month (as established in individual contract)	7/1/2026
Staff Instruction:					
Lesson with Head Pro	Agreement	N/A	Up to $180/hour	Hourly Individual Lesson	7/1/2026
Lesson with Assistant Pro	Agreement	N/A	Up to $150/hour	Hourly Individual Lesson	7/1/2026
Group Lesson - Adult	Agreement	N/A	Up to $150	Variable Length, Per Adult	7/1/2026
Advanced Junior Golf Academy - Annual Tuition	Agreement	N/A	Up to $5,000	Annual	7/1/2026
Advanced Junior Golf Academy - Monthly Tuition	Agreement	N/A	Up to $650	Monthly	7/1/2026
Intermediate Junior Golf Group Class	Agreement	N/A	Up to $500	Monthly	7/1/2026
Loyalty Program:					
Annual Fee	Agreement	$50.00	$75.00	Fixed	7/1/2026
Green Fees—Super Twilight:					
Regular	Agreement	$29.00	Up to $26.00	Fixed	7/1/2026

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Resident	Agreement	$21.00	Up to $17.00	Fixed	7/1/2026
Green Fees—Weekday—Players Club:					
Regular	Agreement	Up to $50.00	Up to $48.00	Fixed	7/1/2026
Resident	Agreement	Up to $42.00	Up to $39.00	Fixed	7/1/2026
Senior (≥60)	Agreement	Up to $39.00	Up to $37.00	Fixed	7/1/2026
Senior Resident (≥60)	Agreement	Up to $32.00	Up to $28.00	Fixed	7/1/2026
Twilight Regular	Agreement	Up to $36.00	Up to $33.00	Fixed	7/1/2026
Twilight Back 9 Resident	Agreement	Up to $29.00	Up to $24.00	Fixed	7/1/2026
Green Fees—Weekend/Holidays—Players Club:					
Regular	Agreement	Up to $65.00	Up to $63.00	Fixed	7/1/2026
Resident	Agreement	Up to $56.00	Up to $54.00	Fixed	7/1/2026
Twilight Back 9 Regular	Agreement	Up to $37.00	Up to $35.00	Fixed	7/1/2026
Twilight Back 9 Resident	Agreement	Up to $30.00	Up to $25.00	Fixed	7/1/2026
NCGA/PWGA Member Club Play Day Rates:					
Shoreline Seniors	Agreement	Up to $32.00	Up to $34.00	Fixed	7/1/2026
Shoreline Women	Agreement	Up to $32.00	Up to $34.00	Fixed	7/1/2026
Shoreline Golf Club	Agreement	Up to $52.00	Up to $54.00	Fixed	7/1/2026
Golf Car:					
18 Holes	Agreement	$38.00	$40.00	Day	7/1/2026
Member Clubs	Agreement	$19.00	Eliminate	~~Day~~	7/1/2026
Rentals:					
Range Balls—Weekday:					
Jumbo Bucket	Agreement	$18.00	$20.00	Fixed/Player	7/1/2026
Range Balls—Weekends/Holidays:					
Jumbo Bucket	Agreement	$20.00	$22.00	Fixed/Player	7/1/2026
Large Bucket	Agreement	$19.00	$20.00	Fixed/Player	7/1/2026
Tournaments:					
All Day Course Closure (depending on time of year and staff approval):					
Friday ~~(per player min.)~~	Agreement	Up to $80.00	Up to $10,000	~~Fixed/Player Additional~~ Flat Rate	7/1/2026
Saturday ~~(per player min.)~~	Agreement	Up to $90.00	Up to $15,000	~~Fixed/Player Additional~~ Flat Rate	7/1/2026
Shotgun Tournaments:					
Shotgun Tournament Premium (min. 60 players):					
Friday	Agreement	Up to $82.00	Up to $85.00	Fixed/Player Additional	7/1/2026
Saturday	Agreement	Up to $92.00	Up to $115.00	Fixed/Player Additional	7/1/2026
Other Tournament:					
Golf Car Rental (mandatory)	Agreement	$19.00	$20.00	Fixed/Player	7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

(1) Fee applies to each change. No limit.

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE

(2) Amend Endnote 32 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
The fee structure for nonprofit renters of the SecondStage may be applied to booking events that are live performances (music, theatre, dance, or comedy improvisation (not film/video)).
Replace with:
Subscription series: the charge will appear on the first production invoice of a series.

(3) Amend Endnote 27 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Minimum four hours required for use of any café, dressing or green rooms, lobby, rehearsal studio, scene shop, or storage.
Replace with:
Minimum four hours required for all reservations, except Rotunda associated with the rental of a stage, which is reserved in one (1) hour increments.

(4) Amend Endnote 11 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Base fees are rounded to the nearest $25.00.
Replace with:
Weekends are Friday, Saturday and Sunday

(5) Amend Endnote 26 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Assessed on single tickets (not subscription tickets) if TheatreWorks (TW) total ticket sales exceeds 50% of total event capacity (per TW contract).
Replace with:
The multiple ticketed performance day rate is 1.5 times the single performance rate.

(6) Amend Endnote 28 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Percentage of gross receipts depends on each Home Company contract approved by Council.
Replace with:
Non-ticketed performance(s) require 100% of the estimated fees due at the time of the installment payment.

(7) Amend Endnote 29 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Includes basic staff (Ticket Office Manager, Ticket Representative, Usher).
Replace with:
Includes Audience and Client Services Supervisor, Ticket Representatives, and Ushers.

FEE SCHEDULE - COMMUNITY SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE

(8) Amend Endnote 30 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
Includes basic staff (Usher).
Replace with:
Includes Ushers.

(9) Amend Endnote 31 of the Fiscal Year 2025-26 City of Mountain View Master Fee Schedule by deleting the existing language and replacing it with the following language in the Fiscal Year 2026-27 City of Mountain View Master Fee Schedule:
Delete:
All Nonevent/Technical/Rehearsal: minimum of four hours required for use of any stage will be capped at 10 hours.
Replace with:
All Nonevent/Technical/Rehearsal: minimum of four hours required for use of any stage.

FEE SCHEDULE - FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Business License Replacement	GC 7922.575(b)	$23.00	$24.00	Fixed	7/1/2026
Business License Report:					
Electronic	GC 7922.575(b)	$25.00	Eliminate	~~Fixed~~	7/1/2026
Hard Copy	GC 7922.530(a), CP B-3	$25.00	Eliminate	~~Fixed~~	7/1/2026
	GC 7922.530(a), CP B-3	+ $0.25	Eliminate	~~Page~~	7/1/2026
Short-Term Rental Registration[(1)]	44.5c	$259.00	$272.00	Annual (calendar)	1/1/2027
Taxi Permits:[(1)]					
Taxi Company	30.2	$2,102.00	$2,215.00	Biennial (fixed, 2-year cycle)	1/1/2027
Taxi Vehicle Permit	30.2	$344.00	$362.00	Biennial (fixed, 2-year cycle)	1/1/2027
Vendor Permits:					
Mobile Vendor[(1)]	15.17.b	$124.00	$130.00	Annual (calendar)	1/1/2027

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

[(1)] For permit cycles beginning on or after January 1, regardless of the payment date.

FEE SCHEDULE - FIRE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
HAZARDOUS MATERIALS					
Electronic/Computer Entry of Hazardous Materials Management Plan Data	24	$118.00	Eliminate	~~Hour (1-hour min.)~~	7/1/2026
Hazardous Materials Permit for the following hazard classes					
Miscellaneous Hazardous Materials—(Liquids, Solids)	24	$164.00-QR1	Eliminate	~~Annual~~	7/1/2026
	24	$202.00-QR2	Eliminate	~~Annual~~	7/1/2026
	24	$246.00-QR3	Eliminate	~~Annual~~	7/1/2026
	24	$284.00-QR4	Eliminate	~~Annual~~	7/1/2026
	24	$326.00-QR5	Eliminate	~~Annual~~	7/1/2026
	24	See QR6	Eliminate	~~Annual~~	7/1/2026
Combustible Liquids, Flammable (Liquids, Solids), and Nonflammable (Gas)	24	$164.00-QR1	Eliminate	~~Annual~~	7/1/2026
	24	$246.00-QR2	Eliminate	~~Annual~~	7/1/2026
	24	$326.00-QR3	Eliminate	~~Annual~~	7/1/2026
	24	$409.00-QR4	Eliminate	~~Annual~~	7/1/2026
	24	$489.00-QR5	Eliminate	~~Annual~~	7/1/2026
	24	See QR6	Eliminate	~~Annual~~	7/1/2026
Corrosive (Gas, Liquids, Solids), Cryogen, Flammable (Gas), Explosives, Infectious Substances, and Oxidizers (Gas, Liquids, Solids)	24	$164.00-QR1	Eliminate	~~Annual~~	7/1/2026
	24	$326.00-QR2	Eliminate	~~Annual~~	7/1/2026
	24	$489.00-QR3	Eliminate	~~Annual~~	7/1/2026
	24	$571.00-QR4	Eliminate	~~Annual~~	7/1/2026
	24	$650.00-QR5	Eliminate	~~Annual~~	7/1/2026
	24	See QR6	Eliminate	~~Annual~~	7/1/2026
Poisonous Materials (Gas, Liquids, Solids), Spontaneous Combustible Materials, Dangerous When Wet Materials (Liquids, Solids), and Organic Peroxides	24	$144.00-QR1	Eliminate	~~Annual~~	7/1/2026
	24	$326.00-QR2	Eliminate	~~Annual~~	7/1/2026
	24	$489.00-QR3	Eliminate	~~Annual~~	7/1/2026
	24	$650.00-QR4	Eliminate	~~Annual~~	7/1/2026
	24	$816.00-QR5	Eliminate	~~Annual~~	7/1/2026
	24	See QR6	Eliminate	~~Annual~~	7/1/2026
Radioactive	24	$203.00-QR1-QR5 See QR6	Eliminate	~~Annual~~	7/1/2026
Hazardous Materials Fire Safety Permits:					
Emergency Response (Hazardous Materials Specialist)	24	$132.00 plus equipment costs	Eliminate	~~Hour~~	7/1/2026
Hazardous Materials Late Renewal/Reinspection:					
Hazardous Materials Third and Subsequent Reinspection(s)	24	$572.00	$603.00	Hour	7/1/2026
Closures and Plan Review:					
Hazardous Materials Facility Closure Review/Inspection	24	$324.00	$341.00	Hour (2-hour min.)	7/1/2026
Plan Check and Plan Review Inspection	24	$248.00	$261.00	Hour **(2-hour minimum)**	7/1/2026
Underground Storage Tank Closure/Demolition:					
First Tank	24	$248.00	$261.00	Hour (2-hour min.)	7/1/2026
Each Additional Tank	24	$248.00	$261.00	Hour (1-hour min.)	7/1/2026

FEE SCHEDULE - FIRE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
On-Demand Mobile Fueling:					
Operating Permit:					
Demonstration and Equipment Inspection (initial and/or change in conditions)	14; IFC 105	$288.00	$304.00	Hour (2-hour min.)	7/1/2026
Site Permit:					
Plan Review and Site Inspection (initial and/or change in conditions)	14; IFC 105	$288.00	$304.00	Hour (2-hour min.)	7/1/2026
ENVIRONMENTAL SAFETY					
Wastewater/Stormwater:					
Plan Check and Plan Review Inspection	35	$210.00	$221.00	Hour (2-hour min.)	7/1/2026
Inspection/Reinspection	N/A	$210.00	$221.00	Hour (2-hour min.)	7/1/2026
Waste Water/Storm Water Permits:					
Waste Water/Storm Water Permits		$72.00	Eliminate	~~Fixed~~	7/1/2026
FIRE AND BUILDING SAFETY					
Fire Inspections (temporary installations/events):					
All Other	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Carnivals	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Christmas Tree Lot	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Fairs	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Fireworks Display	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Haunted Houses	14; IFC 105, Reso 17968	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Live Audiences	14; IFC 105, Reso 17968	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Production Facility	14; IFC 105, Reso 17968	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Pumpkin Patch	14; IFC 105, Reso 17968	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Pyrotechnical Special Effects	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Special Inspection of Temporary Installation	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Temporary Membrane Structures, Tents, Canopies	14; IFC 105	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
After-Hours or Weekend Duty: M-F, 5:00 p.m. to 6:59 a.m. and Saturday, Sunday, and Holidays	14	$325.00	$343.00	Hour (2-hour min.)	7/1/2026
Reinspections (third and subsequent)	14	$460.00	$485.00	Hour	7/1/2026

FEE SCHEDULE - FIRE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Fire Suppression Reports:					
Extended Consultation/ Preconstruction Conference	14	$203.00	$214.00	Hour	7/1/2026
Multi-Housing Inspection:					
Hotels and Motels	25.77	$155.00	$163.00	Hour (2-hour min.)	7/1/2026
Reinspections:					
Hotels and Motels	25.78	$155.00	$163.00	Hour (2-hour min.)	7/1/2026
Multi-Housing	25.79	$155.00	$163.00	Hour (2-hour min.)	7/1/2026
Valid Service Request	25.81	$155.00	$163.00	Hour (2-hour min.)	7/1/2026
SUPPRESSION					
Emergency Response Reimbursement:					
Battalion Chief	GC 53150; HSC 13009.6	$399.00	$419.00	Hour (1/2-hour increments)	7/1/2026
Deputy Fire Marshal	GC 53150; HSC 13009.6	$286.00	$301.00	Hour **(1/2-hour increments)**	7/1/2026
Engine/Truck**/USAR** (3-person)	GC 53150; HSC 13009.6	$620.00	$653.00	Hour (1/2-hour increments)	7/1/2026
Event Team (4-person)	GC 53150; HSC 13009.6	$693.00	$730.00	Hour (1/2-hour increments)	7/1/2026
Public Safety Social Media/ Community Coordinator	GC 53150; HSC 13009.6	$155.00	$163.00	Hour (1/2-hour increments)	7/1/2026
Rescue Company	GC 53150; HSC 13009.6	$214.00	Eliminate	~~Hour (1/2-hour increments)~~	7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

FEE SCHEDULE - HOUSING DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Below-Market-Rate:[(1)]					
BMR In-Lieu-Ownership	36.40.10, Resolution 18370	$67.08	$91.00	Per Net New Habitable Square Foot	8/22/2026
BMR In-Lieu-Rental	36.40.10, Resolution 18197, 18370	$117.65	$98.00	Per Net New Habitable Square Foot	8/22/2026
BMR In-Lieu-Rowhouse/Townhouse Ownership Residential Projects	36.40.10, Resolution 18370	$152.74	$118.00	Per Net New Habitable Square Foot	8/22/2026
Housing Impact: [(1)]					
Commercial/Entertainment/ Hotel/Retail:					
First 25,000 square feet	36.40.55.b, Reso 16666	$2.17	$2.20	Per Net New Square Foot	8/22/2026
25,000+ square feet	36.40.55.b, Reso 16666	$3.72	$3.78	Per Net New Square Foot	8/22/2026
High-Tech/Industrial/Office:					
First 10,000 square feet	36.40.65.b; Reso 16666, 17938	$17.03	$17.29	Per Net New Square Foot	8/22/2026
10,000+ square feet	36.40.65.b; Reso 16666, 17938	$35.09	$35.62	Per Net New Square Foot	8/22/2026
Staff Hourly Rates:					
Affordable Housing Manager		$248.00	Eliminate	~~Hour~~	7/1/2026
Housing Specialist II		$130.00	Eliminate	~~Hour~~	7/1/2026
Housing Officer		$194.00	Eliminate	~~Hour~~	7/1/2026
Senior Housing Officer		$175.00	Eliminate	~~Hour~~	7/1/2026
Principal Housing Officer		$218.00	Eliminate	~~Hour~~	7/1/2026
Senior Management Analyst		$207.00	Eliminate	~~Hour~~	7/1/2026
Analyst II		$171.00	Eliminate	~~Hour~~	7/1/2026
Senior Administrative Assistant		$244.00	Eliminate	~~Hour~~	7/1/2026
AFFORDABLE HOUSING LOAN FEES					
City Loan Fees:					
Underwriting ~~Origination~~ Fee	Resolution 18698	$26,700.00 + reimbursement for outside legal counsel	$27,100.50 + reimbursement for outside legal counsel	Transaction	7/1/2026
Refinance and Recapitalization Fee	Resolution 18698	$16,020.00 + reimbursement for outside legal counsel	$16,260.30 + reimbursement for outside legal counsel	Transaction	7/1/2026
Loan Servicing Fee	Resolution 18698	$41.00	$42.23	Unit	7/1/2026
Affordability Restriction Monitoring Fee	Resolution 18698	$82.00	$84.46	Unit	7/1/2026
BMR PROGRAM IMPLEMENTATION - ALTERNATIVE **COMPLIANCE** ~~MITIGATION~~					
Evaluation of Alternative **Compliance** ~~Mitigation~~ Proposal	Resolution 18996	$32,000.00	$32,728.00	Application	7/1/2026

FEE SCHEDULE - HOUSING DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Land Dedication RFP Cost Recovery	Resolution 18996	$950,000.00	$1,001,300.00	Per Site	7/1/2026
COMMUNITY STABILIZATION AND FAIR RENT ACT (CSFRA)/RENTAL HOUSING COMMITTEE (RHC)					
Rental Housing Fee	Charter Article XVII, Sec. 1709(j)(1)	$130.00	$143.00	Annually per Rental Unit	7/1/2026
Late Fees:					
Failure to Pay Rental Housing Fee	Charter Article XVII, Sec. 1709(d)(13)	4% unpaid balance if not paid by Feb. 1	4% of the unpaid balance, if not paid by Jan 31	Per Month **on Feb 1 and every month thereafter**	7/1/2026
Failure to Register Covered Units	Charter Article XVII, Sec. 1709(d)(13)	$25.00	$25 if not registered by Jan 31	~~Per unit on Feb 2 and every 30 days thereafter~~ **Per unit, Per Month on Feb 1 and every month thereafter**	7/1/2026
MOBILE HOME RENT STABILIZATION ORDINANCE (MHRSO)					
Space Rental Fee	MHRSO Sec. 46.1.45	$142.00	$142.00	Annually per Mobile Home Rental Space	7/1/2026
Late Fees:					
Failure to Pay Annual Rental Space Fee	MHRSO Sec. 46.1.45(a)(13)	4% unpaid balance if not paid by Feb. 1	4% of the unpaid balance, if not paid by Jan 31	Per Month **on Feb 1 and every month thereafter**	7/1/2026
Failure to Register Covered Units	MHRSO Sec. 46.1.45(a)(13)	$25.00	$25 if not registered by Jan 31	~~Per unit on Feb 2 and every 30 days thereafter~~ **Per space, Per Month on Feb 1 and every month thereafter**	7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

(1) Previously authorized by the City Council to be modified annually by the prior year Consumer Price Index increase as part of the annual budget process.

FEE SCHEDULE - INFORMATION TECHNOLOGY DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Production of GIS Map[(1)]	N/A	$54.00	$99.00	Hour	7/1/2026

[(1)] Multiyear inflationary adjustment to the fee, as it has not been updated since FY 2003-04.

FEE SCHEDULE - POLICE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Adult Entertainment:					
Application	26.54	$1,619.00	$1,706.00	Initial	7/1/2026
Renewal	26.54	$809.00	$853.00	Annual	7/1/2026
Cannabis:					
Cannabis Business Background Screening	9	$1,500.00	$1,581.00	Application	7/1/2026
Cannabis Business Registration—Initial	9	$55,000.00	$57,970.00	Registration Application	7/1/2026
Cannabis Business Registration Renewal	9	$54,000.00	$56,916.00	Annual Application	7/1/2026
Cannabis Business Owner, Manager, Employee, or Contractor Registration—Initial	9	$1,300.00	$1,370.00	Registration Application	7/1/2026
Cannabis Business Owner, Manager, Employee, or Contractor Registration Renewal	9	$850.00	$896.00	Annual Application	7/1/2026
Delivery Registration—Initial	9	$1,875.00	$1,976.00	Registration Application	7/1/2026
Delivery Registration Renewal	9	$1,690.00	$1,781.00	Annual Application	7/1/2026
Card Rooms:					
Dealer Application	9.14	$485.00	$511.00	Biennial	7/1/2026
Dealer Renewal	9.14	$323.00	$340.00	Biennial	7/1/2026
Permit Application	9.4	$1,619.00	$1,706.00	Initial	7/1/2026
Citation Sign-Off:					
Nonresident	N/A	$46.00	$48.00	Fixed	7/1/2026
Clearance Letters:					
Letter	N/A	$46.00	$48.00	Fixed	7/1/2026
Concealed Weapon (CCW) Permit:					
Permit	GC §12053	$460.00	$485.00	Fixed	7/1/2026
Renewal	GC §12053	$375.00	$395.00	Fixed	7/1/2026
State	GC §12054	$17.00	Eliminate	~~State Cost~~	7/1/2026
State (Initial Permit)	GC §12054	N/A	$93.00	Standard 2 Years State Cost	7/1/2026
State (Renewal Permit)	GC §12054	N/A	$52.00	Standard 2 Years State Cost	7/1/2026
Dance Permit (public and private)	26.29	$46.00	$48.00	Fixed	7/1/2026
Fingerprints:					
Applicant Rolling Fee	N/A	$30.00	$30.00	Fixed	7/1/2026
Going Out of Business:					
Permit	6.7	$83.00	$87.00	In Business <2 years	7/1/2026
Permit	6.7	$40.00	$42.00	In Business >2 years	7/1/2026
Permit Extension	6.3	$40.00	$42.00	30-Day Extension	
Hot Tub:					
Business Permit Application	9.53	$970.00	$1,022.00	Initial	7/1/2026
Business Renewal	9.53	$645.00	$680.00	Annual	7/1/2026
Manager	9.57	$485.00	$511.00	Initial	7/1/2026

FEE SCHEDULE - POLICE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Live Entertainment:					
Permit	26.29	$363.00	$383.00	Initial	7/1/2026
Renewal	26.29	$242.00	$255.00	Annual	7/1/2026
Permit (w/ dance)	26.29	$363.00	$383.00	Initial	7/1/2026
Renewal (w/ dance)	26.29	$242.00	$255.00	Annual	7/1/2026
Massage Business:					
Massage Establishment Permit	BPC §4600, et seq. 9.24	$227.00	$239.00	Initial	7/1/2026
Massage Establishment Renewal	BPC §4600, et seq. 9.32	$227.00	$239.00	Annual	7/1/2026
Miscellaneous:					
Parade Permit	22	$613.00	$646.00	Parade	7/1/2026
Pool/Billiard Room Permit	26.12-.13	$647.00	$682.00	Fixed	7/1/2026
Rotation Tow Service Contract Application	Contract	$222.00	Eliminate	~~Fixed~~	7/1/2026
Parking Citations:					
Administrative Fee—Not Displaying Handicapped Placard	N/A	$43.00	$44.00	Fixed	7/1/2026
City Park—Operate any Vehicle (moving or parked)	38.9(f)	$53.00	$54.00	Fixed	7/1/2026
City Park—Park or Stop Other than Where Authorized	38.9(g)	$53.00	$54.00	Fixed	7/1/2026
City Park—Parked Abandoned/ Wrecked Vehicle Over 72 Hours	39.16(b)	$50.00	$51.00	Fixed	7/1/2026
City Park—Vehicle Parked After Hours	38.13(c)	$156.00	$158.00	Fixed	7/1/2026
1-Hour Parking Zones	19.96	$57.00	$58.00	Fixed	7/1/2026
2-Hour Parking Zones	19.95	$57.00	$58.00	Fixed	7/1/2026
3-Hour Parking Zones	19.94	$57.00	$58.00	Fixed	7/1/2026
2-Hour Parking Zones—24 Hours a Day	19.95.2	$57.00	$58.00	Fixed	7/1/2026
3-Hour Parking Zones—3-Hour No Return	19.95.1a	$57.00	$58.00	Fixed	7/1/2026
12-Minute Parking Zones	19.98	$57.00	$58.00	Fixed	7/1/2026
24-Minute Parking Zones	19.97	$57.00	$58.00	Fixed	7/1/2026
Blocking or Obstructing Alley	19.89	$50.00	$51.00	Fixed	7/1/2026
Double Parking Prohibited	19.64	$48.00	$49.00	Fixed	7/1/2026
Leave Key in Parked Vehicle	21.39	$50.00	$51.00	Fixed	7/1/2026
Limited Curb Parking Space: Right-of-Way	19.69	$48.00	$49.00	Fixed	7/1/2026
No Parking of Vehicles Over 6' in Height	19.99.6	$57.00	$58.00	Fixed	7/1/2026
No Parking Zones	19.99	$57.00	$58.00	Fixed	7/1/2026
No Parking Zones—2:00 a.m. to 7:00 p.m.	19.99.2	$57.00	$58.00	Fixed	7/1/2026
No Parking Zones—7:00 a.m. to 6:00 p.m.	19.99.5	$57.00	$58.00	Fixed	7/1/2026
No Parking Zones—Middlefield Road-Crittenden School Athletic Park	19.99.3	$57.00	$58.00	Fixed	7/1/2026

FEE SCHEDULE - POLICE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
No Parking Zone Near Schools	19.99.4	$57.00	$58.00	Fixed	7/1/2026
No Parking Zones to Prevent Flooding	19.82	$48.00	$49.00	Fixed	7/1/2026
No Stopping Zones	19.99.1	$57.00	$58.00	Fixed	7/1/2026
Obstruction of Street Sidewalk Parking Lot	19.67	$48.00	$49.00	Fixed	7/1/2026
Park or Leave Vehicle for Washing Service	19.75	$48.00	$49.00	Fixed	7/1/2026
Park/Stand/Stop for Loading or Unloading Only	19.87	$48.00	$49.00	Fixed	7/1/2026
Park/Stand/Stop in Passenger Loading Zone	19.88	$48.00	$49.00	Fixed	7/1/2026
Parking Adjacent to Schools	19.76	$48.00	$49.00	Fixed	7/1/2026
Parking Commercial Vehicle Over 10,000 Pounds on Residential Streets	19.79.1	$113.00	$115.00	Fixed	7/1/2026
Parking Commercial Vehicles Restricted	19.65	$110.00	$112.00	Fixed	7/1/2026
Parking Improperly Within Single Space	19.68	$50.00	$51.00	Fixed	7/1/2026
Parking in Bus Zone	19.91	$50.00	$51.00	Fixed	7/1/2026
Parking in Excess of 72 Hours	19.72	$113.00	$115.00	Fixed	7/1/2026
Parking in Excess of 5 Hours	19.93	$50.00	$51.00	Fixed	7/1/2026
Parking in Excess of Time (as established by the City for each specific area)	19.92	$50.00	$51.00	Fixed	7/1/2026
Parking in Same Lot Excess Time	19.95.1	$50.00	$51.00	Fixed	7/1/2026
Parking in Violation of Curb Markings	19.8	$50.00	$51.00	Fixed	7/1/2026
Parking More than One Hour from 2:00 a.m. to 6:00 a.m.	19.71	$50.00	$51.00	Fixed	7/1/2026
Parking of Certain Commercial Vehicles on Certain Streets Prohibited	19.79.2	$113.00	$115.00	Fixed	7/1/2026
Parking on Hills	19.73	$48.00	$49.00	Fixed	7/1/2026
Parking Prohibited for Street Cleaning	19.92.4	$113.00	$115.00	Fixed	7/1/2026
Parking Prohibited on Narrow Streets	19.79.4	$48.00	$49.00	Fixed	7/1/2026
Parking Prohibited on Streets Adjacent to Class II Bikeways	19.79.3	$48.00	$49.00	Fixed	7/1/2026
Parking Restricted	19.99.9	$58.00	$59.00	Fixed	7/1/2026
Parking Where Prohibited by Sign	19.79	$50.00	$51.00	Fixed	7/1/2026
Parking Without Permit	19.92.2	$50.00	$51.00	Fixed	7/1/2026
Permit Parking in Parking District No. 2 Parking Lots	19.92.1	$57.00	$58.00	Fixed	7/1/2026
Proper Angle Parking	19.66	$48.00	$49.00	Fixed	7/1/2026
Residential Parking Permit Program Violation	19.99.21	$47.00	$48.00	Fixed	7/1/2026
Standing in Parkways Prohibited	19.74	$48.00	$49.00	Fixed	7/1/2026

FEE SCHEDULE - POLICE DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Standing or Parking Close to the Curb	19.63	$48.00	$49.00	Fixed	7/1/2026
Standing or Parking on One-Way Roadway	19.78	$48.00	$49.00	Fixed	7/1/2026
Unlawful Parking in Taxi Stand	19.9	$50.00	$51.00	Fixed	7/1/2026
Violation of Temporary No Parking Sign	19.77	$50.00	$51.00	Fixed	7/1/2026
Daylight Law	22500(n)	$50.00	$51.00	Fixed	7/1/2026
Parking Citation Late Fee	19.62.3	$46.00	$47.00	Fixed	7/1/2026
Taxi:					
Driver Permit	30.2	$229.00	$241.00	Initial (Biennial—from approval date)	7/1/2026
Driver Renewal	30.2	$161.00	$170.00	Renewal (Biennial—from approval date)	7/1/2026
Vehicle Abatement (AVASA)	N/A	$26.00	Eliminate	~~Fixed~~	7/1/2026
Vehicle Release:					
Impound/Storage	VEH 22850.5	$138.00	$145.00	Fixed	7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

FEE SCHEDULE - PUBLIC WORKS DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Certificate of Compliance:					
Certificate of Compliance	66499.35	$2,800.00	$2,951.20	Fixed	7/1/2026
Citywide Transportation Impact:					
Single-Family (Attached or Detached)	GC §66000, *et seq.* ; 43.5	$6,126.00	$6,273.15	Net New Dwelling Unit	8/22/2026
Multi-Family	GC §66000, *et seq.* ; 43.5	$3,431.00	$3,513.78	Net New Dwelling Unit	8/22/2026
Hotels and Motels	GC §66000, *et seq.* ; 43.5	$3,789.00	$3,879.72	Net New Guest Room	8/22/2026
Service and Retail Commercial	GC §66000, *et seq.* ; 43.5	$6.54	$6.69	Square Foot, Net New Floor Area	8/22/2026
Office, R&D, Industrial	GC §66000, *et seq.* ; 43.5	$6.54	$6.69	Square Foot, Net New Floor Area	8/22/2026
Low Trip-Generating Uses	GC §66000, *et seq.* ; 43.5	$3,541.00	$3,625.51	A.M. and P.M. Peak-Hour Trips	8/22/2026
East Whisman Development Impact:					
Office/R&D:					
Transportation	§66000, *et seq.* ; 47.15	$6.11	$6.25	Per square foot net new gross floor area	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$0.34	$0.35	Per square foot net new gross floor area	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$4.77	$4.89	Per square foot net new gross floor area	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$1.05	$1.08	Per square foot net new gross floor area	8/22/2026
Retail:					
Transportation	§66000, *et seq.* ; 47.15	$14.91	$15.27	Per square foot net new gross floor area	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$0.34	$0.35	Per square foot net new gross floor area	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$4.77	$4.89	Per square foot net new gross floor area	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$0.71	$0.73	Per square foot net new gross floor area	8/22/2026
Hotel:					
Transportation	§66000, *et seq.* ; 47.15	$2,861.00	$2,929.52	Per Room	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$264.00	$270.61	Per Room	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$3,670.00	$3,757.74	Per Room	8/22/2026

FEE SCHEDULE - PUBLIC WORKS DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Sewer	§66000, *et seq.* ; 47.15	$706.00	$722.64	Per Room	8/22/2026
Residential:					
Studio:					
Transportation	§66000, *et seq.* ; 47.15	$1,459.00	$1,494.02	Per Dwelling Unit	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$220.00	$225.28	Per Dwelling Unit	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$1,028.00	$1,052.67	Per Dwelling Unit	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$591.00	$605.18	Per Dwelling Unit	8/22/2026
One-Bedroom:					
Transportation	§66000, *et seq.* ; 47.15	$1,709.00	$1,750.02	Per Dwelling Unit	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$254.00	$260.10	Per Dwelling Unit	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$1,174.00	$1,202.18	Per Dwelling Unit	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$696.00	$712.70	Per Dwelling Unit	8/22/2026
Two-Bedroom:					
Transportation	§66000, *et seq.* ; 47.15	$2,606.00	$2,668.54	Per Dwelling Unit	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$393.00	$402.43	Per Dwelling Unit	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$1,836.00	$1,880.06	Per Dwelling Unit	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$1,054.00	$1,079.30	Per Dwelling Unit	8/22/2026
Three-Bedroom:					
Transportation	§66000, *et seq.* ; 47.15	$3,154.00	$3,229.70	Per Dwelling Unit	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$475.00	$486.40	Per Dwelling Unit	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$2,202.00	$2,254.85	Per Dwelling Unit	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$1,275.00	$1,305.60	Per Dwelling Unit	8/22/2026
Per Additional Bedroom:					
Transportation	§66000, *et seq.* ; 47.15	$447.00	$457.73	Per Dwelling Unit	8/22/2026
Potable Water	§66000, *et seq.* ; 47.15	$66.00	$67.58	Per Dwelling Unit	8/22/2026
Recycled Water	§66000, *et seq.* ; 47.15	$293.00	$300.03	Per Dwelling Unit	8/22/2026
Sewer	§66000, *et seq.* ; 47.15	$179.00	$183.30	Per Dwelling Unit	8/22/2026
Encroachment Permit:					
Debris Box	27.16	$430.00	$453.22	Fixed	8/22/2026

FEE SCHEDULE - PUBLIC WORKS DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Nonresidential	27.16	$2,676.00	Eliminate	~~Fixed~~	7/1/2026
Residential	27.16	$1,463.00	Eliminate	~~Fixed~~	7/1/2026
Temporary	27.16	$1,110.00	$1,169.94	Fixed	8/22/2026
Encroachment Agreements:					
Encroachment Agreement for Fiber or Small Cell	27.16	$1,840.00	$1,939.36	Fixed	8/22/2026
Encroachment Agreement for Monitoring Well	27.16	$2,490.00	$2,624.46	Fixed	8/22/2026
Encroachment Agreement for Tie-back	27.16	$2,060.00	$2,171.24	Fixed	8/22/2026
Encroachment Agreement (General)	27.16	$3,360.00	$3,541.44	Fixed	8/22/2026
Excavation Permit:					
Associated with Inspection Rate	27.43	$216.00 or 15% of construction cost	$228.00 or 15% of construction cost	Hour (3-hour min.) or Percentage	8/22/2026
Full Cost Recovery	27.43	$216.00	$227.66	Hour	8/22/2026
Hourly Labor Rate (research, plan check, inspection)	27.43	$216.00	$227.66	Hour (2-hour min.)	8/22/2026
Mapping:					
Final Map	GC 66451.2.i; 28.27(b)	$5,950.00	$6,092.80	Fixed	8/22/2026
	GC 66451.2.i; 28.27(b)	$108.00	$113.83	Each Lot	8/22/2026
Parcel Map	GC 66451.2.i; 28.19(b)	$5,950.00	$6,271.30	Fixed	8/22/2026
Lot Line Adjustment	GC 66412; 28.106	$3,760.00	$3,963.04	Fixed	8/22/2026
Newsrack					
Newsrack Removal and Storage	26.80.f	$430.00	$453.22	Fixed (Impound)	8/22/2026
North Bayshore Development Impact:					
Hotel:					
Transportation	GC 66000; Reso 18029	$2,759.00	$2,824.97	per Guest Room	8/22/2026
Water	GC 66000; Reso 18029	$5,417.00	$5,547.43	per Guest Room	8/22/2026
Sewer	GC 66000; Reso 18029	$975.00	$998.37	per Guest Room	8/22/2026
Office/R&D:					
Transportation	GC 66000; Reso 18029	$30.96	$31.70	per Square Foot Net New Gross Floor Area	8/22/2026
Water	GC 66000; Reso 18029	$8.75	$8.96	per Square Foot Net New Gross Floor Area	8/22/2026
Sewer	GC 66000; Reso 18029	$1.63	$1.67	per Square Foot Net New Gross Floor Area	8/22/2026

FEE SCHEDULE - PUBLIC WORKS DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Retail:					
Transportation	GC 66000; Reso 18029	$3.23	$3.31	per Square Foot Net New Gross Floor Area	8/22/2026
Sewer	GC 66000; Reso 18029	$1.08	$1.11	per Square Foot Net New Gross Floor Area	8/22/2026
Outdoor Patio License Annual Rent Fee[1]	27.17, Reso 18796	$10.50	$11.00	Per square foot of licensed area	7/1/2026
Outdoor Patio New License Application Fee [2]	27.17	$608.00	$640.00	Per New Patio License	7/1/2026
Residential Parking Permit Program:					
Residential:					
First Car	19.99.20 10/4/2016 minutes	$5.00	$5.08	Month	7/1/2026
	19.99.20	$60.00	$60.90	Annual	7/1/2026
Second Car	19.99.20 10/4/2016 minutes	$10.00	$10.15	Month	7/1/2026
	19.99.20	$120.00	$121.80	Annual	7/1/2026
Caregiver	19.99.20	$5.00	$5.08	Month	7/1/2026
	19.99.20	$60.00	$60.90	Annual	7/1/2026
Guest	19.99.20 10/4/2016 minutes	$5.00	$5.08	Month	7/1/2026
	19.99.20	$60.00	$60.90	Annual	7/1/2026
One-Day Visitor	19.99.20	$2.00	$2.03	One-Day Permit (max of 20 permits/purchase)	7/1/2026
Replacement	19.99.20	$10.00	$10.15	Fixed	7/1/2026
Contractor:					
One-Day	19.99.20	$112.00	$113.68	Book of 25 one-day permits	7/1/2026
Monthly [3]	19.99.20	$56.00	$56.84	Month	1/1/2027
Quarterly [3]	19.99.20	$112.00	$113.68	Quarter	1/1/2027
Vacations					
Street Easement or Right-of-Way (ROW) Vacation	GC 8300, et seq.; 27.18	$5,300.00	$5,586.20	Fixed	8/22/2026
Easement Vacation (Utility, Access, etc)	GC 8300, et seq.; 27.18	$2,370.00	$2,497.98	Fixed	8/22/2026
Segregation of Assessment Districts	GC 8740.1; 28.6.1	$3,070.00 +	Eliminate	~~First 2 Lots~~	7/1/2026
	GC 8740.1; 28.6.1	$289.00	Eliminate	~~Each Additional Lot~~	7/1/2026
Sidewalk Permit:					
Nonresidential	27.23	$458.00 + 5.0% of Construction Cost	Eliminate	~~Fixed + Percentage~~	7/1/2026

FEE SCHEDULE - PUBLIC WORKS DEPARTMENT

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Residential	27.23	$5.28 ($302.00 Minimum)	Eliminate	~~Linear Foot (or 1-hour min.)~~	7/1/2026
Standard Provisions:					
Standard Provisions	GC 8300, et seq.; 27.18	$26.00	$26.39	Fixed (printing cost)	7/1/2026
Mailed	GC 8300, et seq.; 27.18	$34.00	$34.51	Fixed + Mailing Cost	7/1/2026
Overnight	GC 8300, et seq.; 27.18	$48.00	$48.72	Fixed + Overnight Delivery	7/1/2026
Storm Drainage Connection:					
First-Class Rate	35.32.6	$0.404	$0.42	Net Square Foot	8/22/2026
Second-Class Rate	35.32.6	$0.194	$0.20	Gross Square Foot	8/22/2026
Street Improvement Reimbursement:					
Major Structural Street Section (asphalt and aggregate base/ subbase)	27.65(c)	$15.35	$15.90	Square Foot	8/22/2026
R1 and R2 Structural Street Section (asphalt and aggregate base/subbase)	27.65(c)	$12.30	$12.74	Square Foot	8/22/2026
R3 Structural Street Section (asphalt and aggregate base/subbase)	27.65(c)	$13.98	$14.48	Square Foot	8/22/2026
Standard and Ornamental Street Lighting (30' steel poles with cobra heads)	27.65(c)	$38.67	$40.06	Linear Foot	8/22/2026
Standard PCC Curb and Gutter	27.65(c)	$45.02	$46.64	Linear Foot	8/22/2026
Standard PCC Driveway Approach	27.65(c)	$15.35	$15.90	Square Foot	8/22/2026
Standard PCC Sidewalk	27.65(c)	$13.98	$14.48	Square Foot	8/22/2026
Street Trees (15-gallon)	27.65(c)	$17.20	$17.82	Linear Foot	8/22/2026
Transportation Permit (oversize loads)	CVC 35780-35796	$57.00	$59.05	Fixed	8/22/2026
Agreements:					
Stand alone agreement or easement	27.31	$1,600.00	$1,686.40	Fixed	8/22/2026
GIS Fee		$190.00	$200.26	Per Page	8/22/2026
Public Works Plan Check Review - Building Permits:					
Construction Demolition Ordinance	16.67	$69.00	$72.73	Fixed	8/22/2026
Land Development Plan Check - Commercial & Mixed Use	16.67	$860.00	$906.44	Fixed	8/22/2026
Land Development Plan Check - Residential	16.67	$640.00	$674.56	Fixed	8/22/2026
Solid Waste Plan Check – New	16.67	$198.00	$208.69	Fixed	8/22/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

(1) Annual rent fees shall be a flat fee and shall not be prorated for licenses with terms less than or in excess of one year. Annual rent fees shall be increased annually by 5% as part of the budget process.

(2) This rate applies to applicable fully burdened staff time in order to be fully cost-recovered to process applications, consistent with methodology used for other City license agreements.

(3) For permit cycles beginning on or after January 1, regardless of the payment date.

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Labor Rates:					
Front-Line:					
Regular	N/A	$140.00	$147.56	Hour	7/1/2026
Overtime	N/A	$220.00	$231.88	Hour	7/1/2026
Manager:					
Regular	N/A	$300.00	$316.20	Hour	7/1/2026
Supervisor:					
Regular	N/A	$230.00	$242.42	Hour	7/1/2026
Overtime	N/A	$340.00	$358.36	Hour	7/1/2026
Sewer Capacity Charges:[(1)]					
Residential Class 1	35.41	$7,737.00	$7,922.69	Unit	8/22/2026
Residential Class 2	35.41	$6,963.00	$7,130.11	Unit	8/22/2026
Residential Class 3	35.41	$5,416.00	$5,545.98	Unit	8/22/2026
Residential Class 4	35.41	$2,708.00	$2,772.99	Unit	8/22/2026
Commercial/Retail	35.41	$4,545.00	$4,654.08	1,000 sq. ft.	8/22/2026
Office/R&D	35.41	$6,016.00	$6,160.38	1,000 sq. ft.	8/22/2026
Restaurant	35.41	$33,115.00	$33,909.76	1,000 sq. ft.	8/22/2026
Hotels and Motels	35.41	$2,708.00	$2,772.99	Charge/room/ dwelling unit	8/22/2026
Industrial/Other (charges based on estimated loadings	35.41	$58.661	$60.07	flow/gpd	8/22/2026
	35.41	$2.291	$2.35	BOD/lb/year	8/22/2026
	35.41	$1.963	$2.01	SS/lb/year	8/22/2026
NOTE: BOD = Biological Oxygen Demand; SS = Suspended Solids					
Water Capacity Charges:[(1)]					
Residential Class 1	35.41	$9,169.00	$9,389.06	Unit	8/22/2026
Residential Class 2	35.41	$7,335.00	$7,511.04	Unit	8/22/2026
Residential Class 3	35.41	$5,501.00	$5,633.02	Unit	8/22/2026
Residential Class 4	35.41	$2,751.00	$2,817.02	Unit	8/22/2026
3/4” Meter	35.41	$10,248.00	$10,493.95	Meter	8/22/2026
1” Meter	35.41	$17,080.00	$17,489.92	Meter	8/22/2026
1-1/2” Meter	35.41	$34,159.00	$34,978.82	Meter	8/22/2026
2” Meter	35.41	$54,655.00	$55,966.72	Meter	8/22/2026
3” Meter	35.41	$102,478.00	$104,937.47	Meter	8/22/2026
Meters greater than 3”	35.41	$22.30	Eliminate	~~Gallons/day estimated water demand~~	7/1/2026
4” Meter	35.41	$170,797.00	$174,896.13	Meter	8/22/2026
6” Meter	35.41	$341,595.00	$349,793.28	Meter	8/22/2026
8” Meter	35.41	$546,551.00	$559,668.22	Meter	8/22/2026
10” Meter	35.41	$853,987.00	$874,482.69	Meter	8/22/2026
12” Meter	35.41	$1,127,262.00	$1,154,316.29	Meter	8/22/2026
Other Meter Size or Non-Standard Connection	35.41	$53.936	$55.23	Per gallons/day estimated water demand	8/22/2026
Trash/Recyling/Compost Service:					
Bin for a Day	16	$336.00	$343.00	Fixed	7/1/2026
Bin Rental—Compost and Trash:					
1 Cubic Yard	16	$29.20	$29.80	Container/Month	7/1/2026
2 Cubic Yards	16	$43.70	$44.60	Container/Month	7/1/2026
3 Cubic Yards	16	$58.10	$59.30	Container/Month	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
4 Cubic Yards	16	$72.60	$74.10	Container/Month	7/1/2026
6 Cubic Yards (trash only)	16	$87.10	$88.85	Container/Month	7/1/2026
Bin Service—Compost:					
One Cubic Yard:					
1 Time/Week	16	$122.60	$125.10	Container/Month	7/1/2026
2 Times/Week	16	$269.60	$275.00	Container/Month	7/1/2026
3 Times/Week	16	$416.10	$424.45	Container/Month	7/1/2026
4 Times/Week	16	$562.70	$574.00	Container/Month	7/1/2026
5 Times/Week	16	$709.35	$723.55	Container/Month	7/1/2026
6 Times/Week	16	$855.90	$873.05	Container/Month	7/1/2026
Two Cubic Yards:					
1 Time/Week	16	$244.65	$249.55	Container/Month	7/1/2026
2 Times/Week	16	$514.10	$524.40	Container/Month	7/1/2026
3 Times/Week	16	$783.05	$798.75	Container/Month	7/1/2026
4 Times/Week	16	$1,051.85	$1,072.90	Container/Month	7/1/2026
5 Times/Week	16	$1,320.75	$1,347.20	Container/Month	7/1/2026
6 Times/Week	16	$1,589.70	$1,621.50	Container/Month	7/1/2026
Three Cubic Yards:					
1 Time/Week	16	$366.90	$374.25	Container/Month	7/1/2026
2 Times/Week	16	$758.40	$773.60	Container/Month	7/1/2026
3 Times/Week	16	$1,149.60	$1,172.60	Container/Month	7/1/2026
4 Times/Week	16	$1,541.05	$1,571.90	Container/Month	7/1/2026
5 Times/Week	16	$1,932.25	$1,970.90	Container/Month	7/1/2026
6 Times/Week	16	$2,323.50	$2,370.00	Container/Month	7/1/2026
Four Cubic Yards:					
1 Time/Week	16	$489.10	$498.90	Container/Month	7/1/2026
2 Times/Week	16	$1,003.15	$1,023.25	Container/Month	7/1/2026
3 Times/Week	16	$1,516.40	$1,546.75	Container/Month	7/1/2026
4 Times/Week	16	$2,030.00	$2,070.60	Container/Month	7/1/2026
5 Times/Week	16	$2,543.55	$2,594.45	Container/Month	7/1/2026
6 Times/Week	16	$3,056.95	$3,118.10	Container/Month	7/1/2026
Extra Pickup:[(2)]					
1 Cubic Yard	16	$95.65	$97.60	**Per Extra** Pickup	7/1/2026
2 Cubic Yards	16	$119.55	$121.95	**Per Extra** Pickup	7/1/2026
3 Cubic Yards	16	$152.70	$155.80	**Per Extra** Pickup	7/1/2026
4 Cubic Yards	16	$208.85	$213.05	**Per Extra** Pickup	7/1/2026
Bin Service—Trash:					
One Cubic Yard:					
1 Time/Week	16	$144.80	$147.70	Container/Month	7/1/2026
2 Times/Week	16	$318.50	$324.90	Container/Month	7/1/2026
3 Times/Week	16	$491.40	$501.25	Container/Month	7/1/2026
4 Times/Week	16	$664.65	$677.95	Container/Month	7/1/2026
5 Times/Week	16	$837.80	$854.60	Container/Month	7/1/2026
6 Times/Week	16	$1,010.90	$1,031.15	Container/Month	7/1/2026
Two Cubic Yards:					
1 Time/Week	16	$289.05	$294.85	Container/Month	7/1/2026
2 Times/Week	16	$607.25	$619.40	Container/Month	7/1/2026
3 Times/Week	16	$924.90	$943.40	Container/Month	7/1/2026
4 Times/Week	16	$1,242.40	$1,267.25	Container/Month	7/1/2026
5 Times/Week	16	$1,560.00	$1,591.20	Container/Month	7/1/2026
6 Times/Week	16	$1,877.70	$1,915.30	Container/Month	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Three Cubic Yards:					
1 Time/Week	16	$433.35	$442.05	Container/Month	7/1/2026
2 Times/Week	16	$895.75	$913.70	Container/Month	7/1/2026
3 Times/Week	16	$1,357.90	$1,385.10	Container/Month	7/1/2026
4 Times/Week	16	$1,820.20	$1,856.65	Container/Month	7/1/2026
5 Times/Week	16	$2,282.25	$2,327.90	Container/Month	7/1/2026
6 Times/Week	16	$2,744.40	$2,799.30	Container/Month	7/1/2026
Four Cubic Yards:					
1 Time/Week	16	$577.70	$589.30	Container/Month	7/1/2026
2 Times/Week	16	$1,184.90	$1,208.60	Container/Month	7/1/2026
3 Times/Week	16	$1,791.10	$1,826.95	Container/Month	7/1/2026
4 Times/Week	16	$2,397.75	$2,445.75	Container/Month	7/1/2026
5 Times/Week	16	$3,004.35	$3,064.45	Container/Month	7/1/2026
6 Times/Week	16	$3,610.70	$3,682.95	Container/Month	7/1/2026
Six Cubic Yards:					
1 Time/Week	16	$866.45	$883.80	Container/Month	7/1/2026
2 Times/Week	16	$1,762.20	$1,797.45	Container/Month	7/1/2026
3 Times/Week	16	$2,658.05	$2,711.25	Container/Month	7/1/2026
4 Times/Week	16	$3,553.45	$3,624.55	Container/Month	7/1/2026
5 Times/Week	16	$4,448.55	$4,537.55	Container/Month	7/1/2026
6 Times/Week	16	$5,343.90	$5,450.80	Container/Month	7/1/2026
Extra Pickup:[(2)]					
1 Cubic Yard	16	$112.85	$115.15	**Per Extra** Pickup	7/1/2026
2 Cubic Yards	16	$141.25	$144.10	**Per Extra** Pickup	7/1/2026
3 Cubic Yards	16	$180.30	$183.95	**Per Extra** Pickup	7/1/2026
4 Cubic Yards	16	$246.60	$251.55	**Per Extra** Pickup	7/1/2026
6 Cubic Yards	16	$376.90	$384.45	**Per Extra** Pickup	7/1/2026
Cart Service—Compost:					
32-Gallon:					
1 Time/Week	16	$27.45	$28.00	~~Customer/Month~~ **Container/Month**	7/1/2026
2 Times/Week	16	$54.85	$55.95	~~Customer/Month~~ **Container/Month**	7/1/2026
3 Times/Week	16	$82.25	$83.90	~~Customer/Month~~ **Container/Month**	7/1/2026
4 Times/Week	16	$109.65	$111.85	~~Customer/Month~~ **Container/Month**	7/1/2026
5 Times/Week	16	$137.00	$139.75	~~Customer/Month~~ **Container/Month**	7/1/2026
6 Times/Week	16	$164.40	$167.70	~~Customer/Month~~ **Container/Month**	7/1/2026
Extra Pickup	16	$18.65	$19.05	Pickup	7/1/2026
64-Gallon:					
1 Time/Week	16	$54.90	$56.00	~~Customer/Month~~ **Container/Month**	7/1/2026
2 Times/Week	16	$109.70	$111.90	~~Customer/Month~~ **Container/Month**	7/1/2026
3 Times/Week	16	$164.50	$167.80	~~Customer/Month~~ **Container/Month**	7/1/2026
4 Times/Week	16	$219.30	$223.70	~~Customer/Month~~ **Container/Month**	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
5 Times/Week	16	$274.00	$279.50	~~Customer/Month~~ **Container/Month**	7/1/2026
6 Times/Week	16	$328.80	$335.42	~~Customer/Month~~ **Container/Month**	7/1/2026
Extra Pickup	16	$37.30	$38.10	Pickup	7/1/2026
96-Gallon:					
1 Time/Week	16	$82.35	$84.00	~~Customer/Month~~ **Container/Month**	7/1/2026
2 Times/Week	16	$164.55	$167.85	~~Customer/Month~~ **Container/Month**	7/1/2026
3 Times/Week	16	$246.75	$251.70	~~Customer/Month~~ **Container/Month**	7/1/2026
4 Times/Week	16	$328.95	$335.55	~~Customer/Month~~ **Container/Month**	7/1/2026
5 Times/Week	16	$411.00	$419.25	~~Customer/Month~~ **Container/Month**	7/1/2026
6 Times/Week	16	$493.20	$503.13	~~Customer/Month~~ **Container/Month**	7/1/2026
Extra Pickup	16	$55.95	$57.15	Pickup	7/1/2026
Cart Service—Trash:					
Residential ~~with compost~~ **Trash/Recycling/Compost**					
24-Gallon	16	$37.55	$40.00	Container/Month	7/1/2026
32-Gallon	16	$50.05	$53.30	Container/Month	7/1/2026
64-Gallon	16	$100.10	$106.60	Container/Month	7/1/2026
96-Gallon	16	$150.15	$159.90	Container/Month	7/1/2026
Multi-Family & Commercial ~~without compost~~ **Trash/Recycling (compost billed separately)**					
32-Gallon	16	$32.40	$33.05	Container/Month	7/1/2026
64-Gallon	16	$64.80	$66.10	Container/Month	7/1/2026
96-Gallon	16	$97.20	$99.15	Container/Month	7/1/2026
Compactor Service—Compost (on-call and regular service):					
Per Compacted Yard	16	$93.25	$95.15	Pickup	7/1/2026
Per Yard Per Month	16	$404.10	$412.35	Monthly	7/1/2026
10 Cubic Yards	16	$932.50	$951.50	Fixed	7/1/2026
20 Cubic Yards	16	$1,865.00	$1,903.00	Fixed	7/1/2026
25 Cubic Yards	16	$2,331.25	$2,378.75	Fixed	7/1/2026
30 Cubic Yards	16	$2,797.50	$2,854.50	Fixed	7/1/2026
35 Cubic Yards	16	$3,263.75	$3,330.25	Fixed	7/1/2026
40 Cubic Yards	16	$3,730.00	$3,806.00	Fixed	7/1/2026
Compactor Service—Recycling (**Source-Separated Materials:** Cardboard, or Mixed Container, or Mixed Paper) (on-call and regular service):					
Per Compacted Yard	16	$46.65	$47.60	Pickup	7/1/2026
Per Yard Per Month	16	$202.05	$206.20	Monthly	7/1/2026
10 Cubic Yards	16	$466.25	$475.75	Fixed	7/1/2026
20 Cubic Yards	16	$932.50	$951.50	Fixed	7/1/2026
25 Cubic Yards	16	$1,165.65	$1,189.40	Fixed	7/1/2026
30 Cubic Yards	16	$1,398.75	$1,427.25	Fixed	7/1/2026
35 Cubic Yards	16	$1,631.90	$1,665.15	Fixed	7/1/2026
40 Cubic Yards	16	$1,865.00	$1,903.00	Fixed	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Compactor Service—Trash (on-call and regular service):					
Per Compacted Yard	16	$93.25	$95.15	Pickup	7/1/2026
Per Yard Per Month	16	$404.10	$412.35	Monthly	7/1/2026
10 Cubic Yards	16	$932.50	$951.50	Fixed	7/1/2026
20 Cubic Yards	16	$1,865.00	$1,903.00	Fixed	7/1/2026
25 Cubic Yards	16	$2,331.25	$2,378.75	Fixed	7/1/2026
30 Cubic Yards	16	$2,797.50	$2,854.50	Fixed	7/1/2026
35 Cubic Yards	16	$3,263.75	$3,330.25	Fixed	7/1/2026
40 Cubic Yards	16	$3,730.00	$3,806.00	Fixed	7/1/2026
Debris Box:					
Rental:					
Daily (after 7 days)	16	$21.65	$22.55	Daily	7/1/2026
Monthly	16	$658.55	$685.90	Month	7/1/2026
Service (on-call and regular service):					
Cardboard:					
16 Cubic Yards	16	$496.10	$516.15	Pickup	7/1/2026
20 Cubic Yards	16	$573.60	$596.80	Pickup	7/1/2026
25 Cubic Yards	16	$651.00	$677.35	Pickup	7/1/2026
30 Cubic Yards	16	$736.05	$765.80	Pickup	7/1/2026
40 Cubic Yards	16	$872.05	$907.30	Pickup	7/1/2026
Compost or Yard Trimmings:					
16 Cubic Yards	16	$992.20	$1,032.30	Pickup	7/1/2026
20 Cubic Yards	16	$1,147.20	$1,193.55	Pickup	7/1/2026
25 Cubic Yards	16	$1,302.00	$1,354.65	Pickup	7/1/2026
30 Cubic Yards	16	$1,472.10	$1,531.60	Pickup	7/1/2026
40 Cubic Yards	16	$1,744.05	$1,814.55	Pickup	7/1/2026
Trash:					
8 Cubic Yards (rock box only)	16	$945.10	$983.30	Pickup	7/1/2026
16 Cubic Yards	16	$992.20	$1,032.30	Pickup	7/1/2026
20 Cubic Yards	16	$1,147.20	$1,193.55	Pickup	7/1/2026
25 Cubic Yards	16	$1,302.00	$1,354.65	Pickup	7/1/2026
30 Cubic Yards	16	$1,472.10	$1,531.60	Pickup	7/1/2026
40 Cubic Yards	16	$1,744.05	$1,814.55	Pickup	7/1/2026
Extra Collection Services:					
Extra Collection—Yard Trimmings or Recycling Cart (nonservice day)	16	$16.00	$17.00	Pickup	7/1/2026
Wastewater Service:					
Commercial—Class A (Standard Strength)	35.35	$8.03 ($57.75 min)	$8.55 ($61.50 min)	Per unit (748 gallons) or fraction thereof of water consumed	7/1/2026
Commercial—Class B (Moderate Strength)[79]	35.35	$12.44 ($57.75 min)	$13.25 ($61.50 min)	Per unit (748 gallons) or fraction thereof of water consumed	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
Commercial—Class C (Mod-High to High-Strength)[79]	35.35	$15.11 ($57.75 min)	$16.09 ($61.50 min)	Per unit (748 gallons) or fraction thereof of water consumed	7/1/2026
Single-Family Residence, Duplex, Multiple Dwellings, Mobile Homes, and Trailer Courts	35.35	$57.75	$61.50	Dwelling Unit/ Month	7/1/2026
Water Service:					
Backflow Prevention Devices (Single-Family and Multi-Family Residential, Commercial, Industrial):					
5/8" to 1" Meter	35.27	$19.15	$19.80	Monthly	7/1/2026
1.5" to 2" Meter	35.27	$27.60	$28.50	Monthly	7/1/2026
3" Meter	35.27	$38.30	$39.60	Monthly	7/1/2026
4" Meter	35.27	$53.60	$55.45	Monthly	7/1/2026
6" Meter	35.27	$91.90	$95.05	Monthly	7/1/2026
8" & Larger	35.27	$137.90	$142.55	Monthly	7/1/2026
Consumption:					
Recycled Water	35.26	$7.50	$8.37	ccf/month	7/1/2026
Residential—Multi-Family:					
Tier 1: 0 to 2 ccf	35.26(a)	$8.05	$8.53	ccf/month/ dwelling	7/1/2026
Tier 2: >2 to 7 ccf	35.26(a)	$9.29	$9.85	ccf/month/ dwelling	7/1/2026
Tier 3: >7 ccf	35.26(a)	$14.49	$15.36	ccf/month/ dwelling	7/1/2026
Residential—Single-Family:					
Tier 1: 0 to 3 ccf	35.26(a)	$8.05	$8.53	ccf/month	7/1/2026
Tier 2: >3 to 13 ccf	35.26(a)	$9.29	$9.85	ccf/month	7/1/2026
Tier 3: >13 ccf	35.26(a)	$14.49	$15.36	ccf/month	7/1/2026
Uniform (Commercial and all other Nonresidential)	35.26(a)	$9.29	$9.85	ccf/month	7/1/2026
Fire Service:					
Consumption—Uniform	35.26(a)	$9.29	$9.85	ccf/month	7/1/2026
5/8'' to 2'' Meters	35.26(a)	$32.85	$34.80	Monthly	7/1/2026
3'' Meter	35.26(a)	$44.00	$46.65	Monthly	7/1/2026
4'' Meter	35.26(a)	$60.05	$63.65	Monthly	7/1/2026
6'' Meter	35.26(a)	$100.05	$106.05	Monthly	7/1/2026
8'' Meter	35.26(a)	$148.00	$156.90	Monthly	7/1/2026
10'' Meter	35.26(a)	$212.05	$224.75	Monthly	7/1/2026
12'' Meter	35.26(a)	$284.05	$301.10	Monthly	7/1/2026
16'' Meter	35.26(a)	$540.10	$572.55	Monthly	7/1/2026
Meter:					
Residential—Single-Family	35.26(a)	$21.25	$22.55	Monthly	7/1/2026
Residential—Multi-Family/ Commercial/Recycled Water/All Other:					
5/8" and 3/4" Meters	35.26(a)	$21.25	$22.55	Monthly	7/1/2026
1" Meter (x2)	35.26(a)	$42.50	$45.10	Monthly	7/1/2026
1.5" Meter (x4)	35.26(a)	$85.00	$90.20	Monthly	7/1/2026
2" Meter (x6.4)	35.26(a)	$136.00	$144.30	Monthly	7/1/2026
3" Meter (x12)	35.26(a)	$255.00	$270.60	Monthly	7/1/2026
4" Meter (x20)	35.26(a)	$425.00	$451.00	Monthly	7/1/2026
6" Meter (x40)	35.26(a)	$850.00	$902.00	Monthly	7/1/2026

FEE SCHEDULE - UTILITY SERVICES

TITLE	STATE/ CITY CODE/ COUNCIL POLICY (CP)/ OTHER	FISCAL YEAR 2025-26 ADOPTED	FISCAL YEAR 2026-27 RECOM.	FEE BASIS	EFFECTIVE DATE
8" Meter (x64)	35.26(a)	$1,360.00	$1,443.20	Monthly	7/1/2026
10" Meter (x96)	35.26(a)	$2,040.00	$2,164.80	Monthly	7/1/2026
12" Meter (x144)	35.26(a)	$3,060.00	$3,247.20	Monthly	7/1/2026
Master Meter:					
Residential—Multi-Family/Commercial:					
5/8" and 3/4" Meters	35.26(a)	$4.25	$4.50	Monthly	7/1/2026
1" Meter	35.26(a)	$8.50	$9.00	Monthly	7/1/2026
1.5" Meter	35.26(a)	$17.00	$18.05	Monthly	7/1/2026
2" Meter	35.26(a)	$27.20	$28.85	Monthly	7/1/2026
3" Meter	35.26(a)	$51.00	$54.10	Monthly	7/1/2026
4" Meter	35.26(a)	$85.00	$90.20	Monthly	7/1/2026
6" Meter	35.26(a)	$170.00	$180.40	Monthly	7/1/2026
8" Meter	35.26(a)	$272.00	$288.65	Monthly	7/1/2026
10" Meter	35.26(a)	$408.00	$432.95	Monthly	7/1/2026
12" Meter	35.26(a)	$612.00	$649.45	Monthly	7/1/2026
Special Water Service:					
Hydrant Meter Construction Water Consumption	35.28	$21.00	$22.26	ccf/month	7/1/2026
Water Service Connection:					
1" Meter and Box Only	35.37.b	$523.00	Eliminate	~~Fixed~~	7/1/2026
2" Meter and Box Only	35.37.b	$949.00	Eliminate	~~Fixed~~	7/1/2026
All Installations ~~Large and Unusual Installations~~	35.37.b	Variable	Variable		7/1/2026

NOTE: Bold font indicates language added, and strikeout indicates language deleted.

(1) In accordance with MVCC Section 35.41, the capacity-based charges shall be adjusted annually as part of the City's annual budget process by the percentage change in the Engineering News Record Construction Cost Index (ENR-CCI) for the previous year. Projects with a complete Planning and/or Building Permit submitted by the adoption date (June 10, 2025) shall be grandfathered into the FY 2024-25 fee rated. This exemption shall expired on January 1, 2029 or date set by state law.

(2) Any extra material will be charged at a cubic yard proportion based on the extra pick-up rate.

Project(s)	Schedule Year	Current Project Funding	Requested Funding	Project Total	PLD Priority	Project Planning Area	Funding Source/Development	PLD Fee Commitment
27-37, Callahan Field (Crittenden) Lighting Upgrade	26-27	$0	$470,000	$470,000	3	Stierlin	777 W. Middlefield Road	$138,000
							1255 Pear Avenue*	$332,000
27-38, Field Renovations - Crittenden Field	26-27	$0	$1,000,000	$1,000,000	3	Stierlin	777 W. Middlefield Road	$1,000,000
27-39, San Veron Park Improvements	26-27	$0	$350,000	$350,000	3	Stierlin	1255 Pear Avenue*	$350,000
27-40, Sierra Vista Park Renovations	26-27	$0	$436,000	$436,000	3	Rengstorff	851-853 Sierra Vista Avenue	$13,200
							FY22-23 CIP Refund	$422,800
							TOTAL PLD COMMITMENT	**$2,256,000**

*Development located within 1 mile radius of project

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW AMENDING THE FISCAL YEAR 2025-26 SALARY PLAN FOR HOURLY EMPLOYEES AND ADOPTING THE FISCAL YEAR 2026-27 SALARY PLANS FOR REGULAR AND HOURLY EMPLOYEES

WHEREAS, on February 24, 2026, the Mountain View City Council adopted Resolution No. 19071, which amended the Fiscal Year (FY) 2025-26 salary plans for regular and hourly employees; and

WHEREAS, the FY 2025-26 salary plan for hourly employees requires further amendment to restore the Student Intern IV and Technical/Professional/Management Employee classifications, which were inadvertently removed from the hourly salary plan when Resolution No. 19071 was adopted, and to update the salary range for the Planning Manager classification; and

WHEREAS, on June 25, 2024, the Mountain View City Council approved compensation packages for represented and unrepresented employees for the three-year period from June 23, 2024, through June 30, 2027, including annual compensation adjustments; and

WHEREAS, the City must adopt a FY 2026-27 salary plan to implement the annual compensation adjustments previously approved for the June 23, 2024, through June 30, 2027 period, and to establish new classifications, eliminate obsolete classifications, and revise certain job titles; and

WHEREAS, the FY 2026-27 salary plan for regular employees establishes the following new classifications: Assistant Director of Human Resources, Intergovernmental Relations Manager, and Principal Housing Officer; and

WHEREAS, the FY 2026-27 salary plan for hourly employees establishes the following new classifications: Assistant Transportation Planner, Associate Transportation Planner, and Junior Transportation Planner; and

WHEREAS, the FY 2026-27 salary plan for regular employees eliminates the following classifications: Fire Prevention Officer I, Fire Prevention Officer II, Fire Prevention Officer III, Utilities Inspector Locator, and Utilities Systems Technician; and

WHEREAS, the FY 2026-27 salary plan for regular employees changes the job title of Lead Security Services Guard to Senior Security Services Guard; and

WHEREAS, the FY 2026-27 salary plan for hourly employees changes the job titles of Senior Administrative Analyst to Senior Analyst, and Transportation Planner to Senior Transportation Planner; and

WHEREAS, pursuant to Section 503 of the Mountain View City Charter, City Council salaries are automatically adjusted annually by the lesser of the increase in the San Francisco Bay Area Consumer Price Index (CPI) for Urban Wage Earners or the average cost-of-living adjustment granted to the City's miscellaneous employee bargaining groups, with such adjustment not to exceed five percent (5%) per year; and

WHEREAS, the automatic annual adjustment for City Council, which shall be effective June 21, 2026, and reflected in the FY 2026-27 salary plan for regular employees, is three percent (3%); now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby amends the FY 2025-26 salary plan for hourly employees to restore the Student Intern IV and Technical/Professional/Management Employee classifications, and to update the salary range for the Planning Manager classification; and be it

FURTHER RESOLVED: that the amendments to the FY 2025-26 salary plan for hourly employees, set forth above and shown in **Exhibit A** attached hereto and incorporated herein, shall be deemed effective as of March 1, 2026; and be it

FURTHER RESOLVED: that that the City Council of the City of Mountain View hereby adopts the Fiscal Year 2026-27 salary plans for regular and hourly employees attached hereto and incorporated herein as **Exhibit B** and **Exhibit C**, respectively; and be it.

FURTHER RESOLVED: that this resolution shall become effective immediately upon adoption.

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Exhibits:
A. Fiscal Year 2025-26 Salary Plan for Hourly Employees, Revision 3, effective March 1, 2026
B. Fiscal Year 2026-27 Salary Plan for Regular Employees and Elected Officials
C. Fiscal Year 2026-27 Salary Plan for Hourly Employees

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2025-26
Revision No. 3

POSITION	MIN.		MAX.	Rate 1	Rate 2	Rate 3	
ACCOUNT CLERK I	34.29	/	41.67				HRMM 31
ACCOUNT CLERK II	37.81	/	45.99				HRMM 34
ACCOUNTANT I	50.05	/	67.74				HRMM 55
ACCOUNTANT II	55.23	/	74.73				HRMM 63
ACCOUNTING TECHNICIAN	41.77	/	50.76				HRMM 39
ADMINISTRATIVE AIDE	45.33	/	61.33				HRMM 49
ADMINISTRATIVE ASSIST	36.89	/	44.89				HRMM 33
AFTER SCHOOL EDU SPEC I	23.07	/	27.69				HRMM 9
AFTER SCHOOL EDU SPEC II	25.38	/	30.48				HRMM 20
AFTER SCHOOL EDU SPEC III	31.72	/	38.09				HRMM 7
ANALYST I	50.05	/	67.73				HRMM 56
ANALYST II	55.23	/	74.72				HRMM 64
AQUATICS HD LIFEGUARD	26.46	/	30.36				HRMM 13
AQUATICS LIFEGUARD I	21.85	/	25.11				HRMM 3
AQUATICS LIFEGUARD II	24.08	/	27.77				HRMM 12
AQUATICS POOL ATTEND.	20.23	/	22.34				HRMM 1
AQUATICS POOL SUPV	29.15	/	33.43				HRMM 17
AQUATICS WTR EXERC IN	29.33	/	40.66				HRMM 27
AQUATICS WTR SFTY INS	22.97	/	26.44				HRMM 8
ASSISTANT ENGR(CIVIL)	63.99	/	86.58				HRMM 71
ASSISTANT PLANNER	53.87	/	72.90				HRMM 60
ASSOCIATE ENGR(CIVIL)	70.67	/	95.59				HRMM 74
ASSOCIATE PLANNER	59.47	/	80.45				HRMM 69
BUILDING ATTENDANT	20.23	/	23.31				HRMM 2
CLERICAL AIDE	20.23	/	23.31				HRMM 2
CUSTOMER SERVICE REP	31.82	/	38.64				HRMM 90
ENGINEERING ASST I	41.73	/	50.70				HRMM 41
ENGINEERING ASST II	46.05	/	55.96				HRMM 51
ENGINEERING ASST III	50.90	/	61.86				HRMM 58
EQUIPMENT MECH I	41.50	/	50.46				HRMM 79
EQUIPMENT MECH II	45.84	/	55.71				HRMM 80
EQUIPMENT MECH III	50.58	/	61.50				HRMM 81
EXECUTIVE ASSISTANT	45.33	/	67.73				HRMM 48
HOUSE MANAGER	26.88	/	32.69				HRMM 22
INSPECTOR I	42.34	/	63.42				HRMM 44
INSPECTOR II	57.58	/	69.97				HRMM 68
IT ANALYST I	55.24	/	74.73				HRMM 65
IT ANALYST II	57.39	/	86.07				HRMM 67
IT DESKTOP TECH I	39.08	/	52.88				HRMM 37
IT DESKTOP TECH II	43.15	/	58.39				HRMM 46

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2025-26
Revision No. 3

POSITION	MIN.		MAX.	Rate 1	Rate 2	Rate 3		
JUNIOR ENGR (CIVIL)	58.00	/	78.46				HRMM	96
JUNIOR PLANNER	48.82	/	66.05				HRMM	73
LABORER I	21.66	/	31.79				HRMM	14
LABORER II	29.76	/	48.05				HRMM	25
LABORER III	43.61	/	53.03				HRMM	47
LEAD PUBLIC SFTY DISP	62.21	/	84.19				HRMM	82
LIB SECURITY ATTEND	23.89	/	29.03				HRMM	19
LIBRARIAN	42.10	/	62.87				HRMM	43
LIBRARY ASST	32.62	/	48.30				HRMM	30
LIBRARY HOMEWORK ASST	23.07	/	27.69				HRMM	9
LIBRARY PAGE	20.23	/	23.31				HRMM	2
LIBRARY TECH. AIDE	23.07	/	27.69				HRMM	9
LIBRARY TECHNICIAN	24.91	/	35.20				HRMM	86
OFFICE ASSISTANT	33.42	/	40.64				HRMM	29
PARKS MAINT WRKR I	35.83	/	43.51				HRMM	83
PARKS MAINT WRKR II	39.53	/	48.05				HRMM	84
PARKS MAINT WRKR III	43.61	/	53.02				HRMM	85
PLANNING MANAGER	75.30	/	112.94				HRMM	78
POLICE ASSISTANT I	25.96	/	34.57				HRMM	21
POLICE ASSISTANT II	32.13	/	39.02				HRMM	28
POLICE RECORDS SPEC	48.44	/	58.85				HRMM	54
POLICE RESERVE		/		19.70	68.13	102.21	HRFT	1
PRINCIPAL CVL ENGINR	81.02	/	121.56				HRMM	77
PRINCIPAL PLANNER	66.55	/	99.83				HRMM	76
PROGRAM ASSISTANT	41.76	/	50.76				HRMM	42
PUB SFTY DISP II CTO	60.97	/	74.09				HRMM	94
PUB SFTY DISP II OT	85.07	/	103.37				HRMM	93
PUB SFTY DISP II OT/CTO	91.43	/	111.13				HRMM	95
PUBLIC SAFETY DISP I	50.85	/	61.79				HRMM	62
PUBLIC SAFETY DISP II	56.70	/	68.92				HRMM	91
PUBLIC SAFETY DISP III	62.37	/	75.80				HRMM	92
REC. LEADER AIDE	20.23	/	22.34				HRMM	1
REC. LEADER I	21.89	/	26.40				HRMM	5
REC. LEADER II	23.01	/	27.96				HRMM	11
REC. SPECIALIST	29.37	/	35.69				HRMM	10
RECREATION COORD	43.14	/	58.38				HRMM	45
RECREATION SUPERVSR	51.96	/	77.98				HRMM	59
SENIOR ADMIN ANALYST	57.37	/	86.06				HRMM	66
SENIOR CIVIL ENGINEER	73.41	/	110.11				HRMM	75
SENIOR INFO TECH ANAL	63.38	/	95.04				HRMM	72

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2025-26
Revision No. 3

POSITION	MIN.	MAX.	Rate 1	Rate 2	Rate 3	
SENIOR INFO TECH DSKT	47.65 /	64.43				HRMM 53
SENIOR LIBRARY PAGE	21.94 /	26.34				HRMM 6
SENIOR PLANNER	61.78 /	92.70				HRMM 70
SENIOR RECREATION CRD	47.64 /	64.42				HRMM 52
SHOP ASSISTANT	20.23 /	23.31				HRMM 2
SKILLED TRADES I	38.54 /	51.73				HRMM 35
SKILLED TRADES II	42.54 /	57.10				HRMM 40
SKILLED TRADES III	46.98 /	66.04				HRMM 50
SR ADMIN ASSISTANT	40.75 /	49.53				HRMM 24
STAGEHAND I	23.89 /	29.03				HRMM 19
STAGEHAND I 1.5 RATE	35.84 /	43.55				HRMM 87
STAGEHAND II	30.31 /	36.83				HRMM 26
STAGEHAND II 1.5 RATE	45.47 /	55.25				HRMM 88
STUDENT INTERN I	20.23 /	23.31				HRMM 2
STUDENT INTERN II	22.93 /	28.20				HRMM 18
STUDENT INTERN III	26.40 /	32.57				HRMM 23
STUDENT INTERN IV	32.13 /	39.02				HRMM 28
TECH/PROF/MGMT EMP.	39.07 /	201.48				HRMM 36
TICKET SVCS REP I	22.12 /	26.90				HRMM 16
TICKET SVCS REP II	26.88 /	32.69				HRMM 22
TRAFFIC ENGINEER	83.06 /	124.58				HRMM 89
TRAILS & OPN SP WRKR I	31.64 /	38.48				HRMM 15
TRAILS & OPN SP WRKR II	34.95 /	42.47				HRMM 32
TRANSPORTATION PLNR	73.41 /	110.11				HRMM 75
UNION STAGEHAND	53.11 /	61.78				HRMM 61

Update:	Effective Date	Approval Date	Notes:
New FY Hourly Salary Plan Effective Date	06/21/2025	6/24/2025	COLA adjustments; Remove Document Processing classifications
Revision No. 1	12/21/2025	12/16/2025	2026 Minimum Wage
Revision No. 2	3/1/2026	2/24/2026	Mid-year budget updates: Remove Parks & Open Space Worker I and II, Document Processing Specialist and Youth Corps classifications; Add Trails & Open Space Worker I and II

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2025-26
Revision No. 3

POSITION	MIN.	MAX.	Rate 1	Rate 2	Rate 3
Revision No. 3	5/10/2026				Correction: Restore Student Intern IV and Tech/Prof/Mgmt Emp. retroactive 3/01/2026; Realign Planning Mgr range with regular salary plan

City of Mountain View
Salary Plan and Position Listing
Fiscal Year 2026-27

Effective June 21, 2026

BI-WEEKLY SALARY

Position	FL-SA	Job Grd	Job Fam	Sal Plan	Control Point Min	Control Point Cntl. Pt.	Control Point Max*	Dept. Head Salary Range Min	Dept. Head Salary Range Std.	Dept. Head Salary Range Max**	lst Step	2nd Step	3rd Step	4th Step	5th Step	Barg. Unit
ACCOUNT CLERK I		8 C	5	FL							2,825.48	2,964.49	3,115.17	3,269.66	3,433.84	SEIU
ACCOUNT CLERK I - CONF		8	5	FL							2,825.48	2,964.49	3,115.17	3,269.66	3,433.84	MISC
ACCOUNT CLERK II		12 C	5	FL							3,115.17	3,271.60	3,437.66	3,609.54	3,789.17	SEIU
ACCOUNT CLERK II-CONF.		12	5	FL							3,115.15	3,271.59	3,437.66	3,609.54	3,789.17	MISC
ACCOUNTANT I		23 A	2	P	4,226.49	4,972.34	5,718.19									EGLE
ACCOUNTANT II		27	2	P	4,665.40	5,488.71	6,312.02									EGLE
ACCOUNTING MANAGER	E	40	2	M	6,053.44	7,566.80	9,080.16									MISC
ACCOUNTING TECHNICIAN		16 C	2	FL							3,440.49	3,613.85	3,794.72	3,985.05	4,182.87	SEIU
ADMINISTRATIVE AIDE		19	2	P	3,829.28	4,505.04	5,180.80									EGLE
ADMINISTRATIVE ASSISTANT		11 C	5	FL							3,039.18	3,191.79	3,353.81	3,521.51	3,696.76	SEIU
ADMINISTRATIVE ASSISTANT-CONF		11	5	FL							3,039.18	3,191.79	3,353.81	3,521.51	3,696.76	MISC
AFFORDABLE HOUSING MANAGER	E	43	2	M	6,517.72	8,147.15	9,776.58									EGLE
ANALYST I		23 A	2	P	4,226.49	4,972.34	5,718.19									EGLE
ANALYST I-CONF		23	2	P	4,226.49	4,972.34	5,718.19									MISC
ANALYST II		27	2	P	4,665.40	5,488.71	6,312.02									EGLE
ANALYST II-CONF		27	2	P	4,665.40	5,488.71	6,312.02									MISC
ASSISTANT BUILDING INSPECTOR		23	3	FL							4,090.56	4,295.91	4,510.70	4,736.83	4,972.34	SEIU
ASSISTANT BUYER		20	2	FL							3,797.59	3,987.85	4,187.53	4,396.64	4,617.03	EGLE
ASSISTANT CITY ATTORNEY	E	47	2	M	7,196.04	8,995.05	10,794.06									MISC
ASSISTANT CITY CLERK		31	2	M	4,847.60	6,059.50	7,271.40									EGLE
ASSISTANT CITY MANAGER	E	1		DH				10,034.85	12,543.57	13,797.93						ESMS
ASSISTANT COMM. SVCS. DIRECTOR	E	46	3	M	7,019.55	8,774.44	10,529.33									EGLE
ASSISTANT ENGINEER (CIVIL)		32	3	P	5,277.46	6,208.78	7,140.10									EGLE
ASSISTANT IT DIRECTOR	E	46	2	M	7,019.55	8,774.44	10,529.33									EGLE
ASSISTANT LIBRARY DIRECTOR		46	4	M	7,019.55	8,774.44	10,529.33									EGLE
ASSISTANT PLANNER		25	2	P	4,440.05	5,223.59	6,007.13									EGLE
ASSISTANT PROJECT MANAGER	E	32	2	M	4,967.02	6,208.78	7,450.54									EGLE
ASSISTANT PUBLIC WORKS DIR.	E	51	3	M	7,941.74	9,927.17	11,912.60									EGLE
ASSISTANT TO THE CITY MANAGER	E	26 A	II	M	5,914.78	7,393.48	8,872.18									MISC
ASSISTANT TRANSPORTATION PLANR		25	2	P	4,440.05	5,223.59	6,007.13									EGLE
ASSOCIATE ENGINEER (CIVIL)		36	3	P	5,826.67	6,854.91	7,883.15									EGLE
ASSOCIATE PLANNER		29	2	P	4,901.22	5,766.14	6,631.06									EGLE
ASSOCIATE TRANSPORTATION PLANR		29	2	P	4,901.22	5,766.14	6,631.06									EGLE
ASST COMMUNITY DEVELOPMENT DIR	E	46	2	M	7,019.55	8,774.44	10,529.33									EGLE
ASST DIR OF HUMAN RESOURCES	E	48	2	M	7,375.43	9,219.29	11,063.15									MISC
ASST FINANCE & ADM SVCS DIR	E	48	2	M	7,375.43	9,219.29	11,063.15									MISC
BATTALION CHIEF	E	4	VIII	M	8,735.73	10,919.66	13,103.59									FMGR
BATTALION CHIEF-TIER 2	E	4	VIII	M	8,735.73	10,919.66	12,186.34									FMGR
BUILDING INSPECTOR I		25	3	FL							4,297.82	4,512.63	4,738.68	4,976.08	5,224.80	SEIU
BUILDING INSPECTOR II		29	3	FL							4,744.37	4,981.79	5,230.44	5,492.37	5,765.57	SEIU
BUYER		24	2	FL							4,192.10	4,401.72	4,621.77	4,852.87	5,095.50	EGLE
CHIEF BLDG OFFICIAL	E	44	3	M	6,680.67	8,350.84	10,021.01									EGLE
CHIEF COMMUNICATIONS OFFICER	E	46	2	M	7,021.19	8,776.49	10,531.79									MISC
CHIEF SUSTAIN & RSLNCE OFFICER	E	46	2	M	7,019.55	8,774.44	10,529.33									EGLE
CHIEF TRANSPORTATION OFFICER	E	51	3	M	7,941.74	9,927.17	11,912.60									EGLE
CIO/INFORMATION TECHNOLOGY DIR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
CITY ATTORNEY	E	0		DH		14,372.73										CA

						BI-WEEKLY SALARY										
	FL-	Job	Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd	Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
CITY CLERK	E	0		DH		9,011.09										CC
CITY MANAGER	E	0		DH		17,414.51										CM
CODE ENFORCEMENT OFFICER I		23	3	FL							4,090.56	4,295.91	4,510.70	4,736.83	4,972.34	SEIU
CODE ENFORCEMENT OFFICER II		27	3	FL							4,516.40	4,740.56	4,978.02	5,226.68	5,488.60	SEIU
COMMUNICATION COORDINATOR		31	2	P	5,150.58	6,059.50	6,968.43									EGLE
COMMUNITY DEVELOPMENT DIRECTOR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
COMMUNITY OUTREACH SPECIALIST		7	B	FL							2,516.68	2,642.89	2,774.76	2,912.27	3,059.19	EGLE
COMMUNITY SERVICES DIRECTOR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
COMMUNITY SERVICES OFFICER		2	V	FL							3,751.24	3,940.18	4,135.29	4,338.77	4,552.61	NPOA
COMMUNITY SVCS PROJECT ADMIN		29	2	P	4,901.22	5,766.14	6,631.06									EGLE
COPY CENTER TECHNICIAN		10	5	FL							2,966.86	3,115.71	3,272.05	3,434.05	3,607.37	EGLE
COUNCILMEMBER				COUNCIL		651.14										COUN
CRIME ANALYST		27	2	P	4,665.40	5,488.71	6,312.02									EGLE
CROSS CONNECTION CONTROL SPEC		19	M 6	FL							3,683.55	3,868.21	4,062.28	4,265.80	4,478.64	SEIU
CUSTOMER SERVICE SUPERVISOR		22	2	P	4,123.03	4,850.62	5,578.21									EGLE
CUSTOMER SVC. REPRESENTATIVE		5	C 5	FL							2,620.88	2,750.88	2,888.45	3,033.53	3,184.26	SEIU
DEP PUB WRKS DIR/AST CTY ENG	E	48	3	M	7,381.98	9,227.47	11,072.96									EGLE
DEPUTY BUILDING OFFICIAL	E	36	2	M	5,483.93	6,854.91	8,225.89									EGLE
DEPUTY CITY ATTORNEY	E	37	2	M	5,620.86	7,026.08	8,431.30									MISC
DEPUTY CITY CLERK		22	2	P	4,123.03	4,850.62	5,578.21									EGLE
DEPUTY CITY MANAGER	E	51	2	M	7,941.73	9,927.16	11,912.59									MISC
DEPUTY COMMUNICATIONS OFFICER	E	34	2	M	5,219.94	6,524.92	7,829.90									MISC
DEPUTY FIRE CHIEF	E	7	VIII	M	9,401.84	11,752.30	14,102.76									FMGR
DEPUTY FIRE MARSHAL		13	VIII	FL							7,033.80	7,386.29	7,755.36	8,143.38	8,550.33	MVFF
DEPUTY FIRE MARSHAL-LVL 1		13	A VIII	FL							7,166.07	7,518.54	7,887.61	8,275.63	8,682.58	MVFF
DEPUTY FIRE MARSHAL-LVL 2		13	B VIII	FL							7,258.05	7,610.52	7,979.59	8,367.61	8,774.55	MVFF
DEPUTY FIRE MARSHAL-LVL 3		13	C VIII	FL							7,304.02	7,656.50	8,025.58	8,413.59	8,820.55	MVFF
DEPUTY FIRE MARSHAL-LVL 4		13	D VIII	FL							7,328.56	7,681.02	8,050.11	8,438.12	8,845.08	MVFF
DEPUTY FIRE MARSHAL-LVL 5		13	E VIII	FL							7,426.64	7,779.14	8,148.21	8,536.22	8,943.18	MVFF
DEPUTY ZONING ADMINISTRATOR	E	36	2	M	5,483.93	6,854.91	8,225.89									EGLE
DOCUMENTS AND RECORDS SPEC		18	5	FL							3,614.86	3,795.75	3,986.03	4,185.66	4,394.78	EGLE
ECONOMIC DEVELPMNT STRATEGIST	E	33	2	M	5,092.11	6,365.14	7,638.17									EGLE
ECONOMIC VITALITY MANAGER	E	43	2	M	6,517.72	8,147.15	9,776.58									EGLE
EMERGENCY COMMUNICATIONS MGR		39	2	M	5,904.38	7,380.48	8,856.58									EGLE
ENGINEERING ASSISTANT I		16	3	FL							3,436.72	3,608.21	3,789.05	3,979.37	4,177.20	SEIU
ENGINEERING ASSISTANT II		20	C 3	FL							3,794.72	3,985.05	4,184.75	4,393.87	4,612.46	SEIU
ENGINEERING ASSISTANT III		24	C 3	FL							4,194.18	4,403.33	4,623.77	4,855.52	5,096.70	SEIU
ENVIR & SAFETY PROTECTION INSP		14	III	P	4,500.35	5,294.53	6,088.71									SEIU
ENVIRONMENTAL SAFETY COORD.		33	C 3	P	5,405.24	6,359.11	7,312.98									SEIU
EQUIPMENT MAINT. SUPERVISOR		19	B III	P	5,048.50	5,939.41	6,830.32									EGLE
EQUIPMENT MECHANIC I		16	M 6	FL							3,421.67	3,593.13	3,772.11	3,960.50	4,158.37	SEIU
EQUIPMENT MECHANIC II		20	M 6	FL							3,775.88	3,964.27	4,164.03	4,371.26	4,589.87	SEIU
EQUIPMENT MECHANIC III		24	M 6	FL							4,167.80	4,376.94	4,595.50	4,825.40	5,066.55	SEIU
EQUIPMENT SERVICE WORKER		10	M 6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
EXECUTIVE ASSISTANT		18	C 2	P	3,736.42	4,395.79	5,055.16									SEIU
EXECUTIVE ASST. TO THE CA		22	2	P	4,124.00	4,851.77	5,579.54									MISC
EXECUTIVE ASST. TO THE CM		22	2	P	4,124.00	4,851.77	5,579.54									MISC

						BI-WEEKLY SALARY											
	FL-	Job		Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd		Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
FACILITIES CONTRACT COORDINATR		26		2	P	4,550.55	5,353.59	6,156.63									EGLE
FACILITIES MAINT. SUPERVISOR		19	B	III	P	5,048.50	5,939.41	6,830.32									EGLE
FACILITIES MAINTENANCE I		12	M	6	FL							3,099.50	3,254.00	3,417.92	3,587.48	3,768.36	SEIU
FACILITIES MAINTENANCE II		16	M	6	FL							3,421.67	3,593.13	3,772.11	3,960.50	4,158.37	SEIU
FACILITIES MAINTENANCE III		20	M	6	FL							3,775.88	3,964.27	4,164.03	4,371.26	4,589.87	SEIU
FACILITIES PROJECT MANAGER	E	36		2	M	5,483.93	6,854.91	8,225.89									EGLE
FINANCE AND ADMIN SVCS DIR	E	0			DH				9,465.09	11,831.37	13,014.51						ESMS
FINANCE MANAGER	E	40	A	2	M	6,053.44	7,566.80	9,080.16									EGLE
FINANCE MANAGER - CONF	E	40		2	M	6,053.44	7,566.80	9,080.16									MISC
FINANCIAL ANALYST I		23	A	2	P	4,226.49	4,972.34	5,718.19									EGLE
FINANCIAL ANALYST I - CONF		23		2	P	4,226.49	4,972.34	5,718.19									MISC
FINANCIAL ANALYST II		27		2	P	4,665.40	5,488.71	6,312.02									EGLE
FINANCIAL ANALYST II - CONF		27		2	P	4,665.40	5,488.71	6,312.02									MISC
FIRE CAPTAIN		12		VIII	FL							7,021.94	7,374.49	7,741.19	8,129.20	8,536.11	MVFF
FIRE CAPTAIN/HAZ MAT		15		VIII	FL							7,373.01	7,743.21	8,128.19	8,535.61	8,962.87	MVFF
FIRE CAPTAIN/HAZ MAT-LEVEL 1		15	A	VIII	FL							7,505.26	7,875.46	8,260.45	8,667.89	9,095.12	MVFF
FIRE CAPTAIN/HAZ MAT-LEVEL 2		15	B	VIII	FL							7,597.23	7,967.43	8,352.42	8,759.86	9,187.10	MVFF
FIRE CAPTAIN/HAZ MAT-LEVEL 3		15	C	VIII	FL							7,643.23	8,013.41	8,398.40	8,805.84	9,233.10	MVFF
FIRE CAPTAIN/HAZ MAT-LEVEL 4		15	D	VIII	FL							7,667.74	8,037.93	8,422.92	8,830.36	9,257.63	MVFF
FIRE CAPTAIN/HAZ MAT-LEVEL 5		15	E	VIII	FL							7,765.85	8,136.02	8,521.03	8,928.44	9,355.72	MVFF
FIRE CAPTAIN-LEVEL 1		12	A	VIII	FL							7,154.20	7,506.76	7,873.44	8,261.45	8,668.38	MVFF
FIRE CAPTAIN-LEVEL 2		12	B	VIII	FL							7,246.17	7,598.73	7,965.42	8,353.43	8,760.36	MVFF
FIRE CAPTAIN-LEVEL 3		12	C	VIII	FL							7,292.16	7,644.71	8,011.39	8,399.41	8,806.34	MVFF
FIRE CAPTAIN-LEVEL 4		12	D	VIII	FL							7,316.67	7,669.23	8,035.91	8,423.94	8,830.87	MVFF
FIRE CAPTAIN-LEVEL 5		12	E	VIII	FL							7,414.79	7,767.32	8,134.02	8,522.04	8,928.95	MVFF
FIRE CHIEF	E	1			DH				11,653.30	14,566.64	16,023.30						DHFI
FIRE ENGINEER		6		VIII	FL							6,018.91	6,318.53	6,636.07	6,967.23	7,316.44	MVFF
FIRE ENGINEER/HAZ MAT		9		VIII	FL							6,319.85	6,634.37	6,967.89	7,315.57	7,682.23	MVFF
FIRE ENGINEER/HAZ MAT-LEVEL 1		9	A	VIII	FL							6,452.13	6,766.65	7,100.14	7,447.84	7,814.48	MVFF
FIRE ENGINEER/HAZ MAT-LEVEL 2		9	B	VIII	FL							6,544.08	6,858.60	7,192.11	7,539.80	7,906.45	MVFF
FIRE ENGINEER/HAZ MAT-LEVEL 3		9	C	VIII	FL							6,590.10	6,904.61	7,238.10	7,585.80	7,952.46	MVFF
FIRE ENGINEER/HAZ MAT-LEVEL 4		9	D	VIII	FL							6,614.60	6,929.12	7,262.62	7,610.34	7,976.99	MVFF
FIRE ENGINEER/HAZ MAT-LEVEL 5		9	E	VIII	FL							6,712.70	7,027.21	7,360.74	7,708.42	8,075.07	MVFF
FIRE ENGINEER/PARAMEDIC		11		VIII	FL							6,681.17	7,016.83	7,365.97	7,735.38	8,122.85	MVFF
FIRE ENGINEER/PARAMEDIC-LEVL 1		11	A	VIII	FL							6,813.42	7,149.07	7,498.21	7,867.65	8,255.11	MVFF
FIRE ENGINEER/PARAMEDIC-LEVL 2		11	B	VIII	FL							6,905.40	7,241.04	7,590.19	7,959.62	8,347.08	MVFF
FIRE ENGINEER/PARAMEDIC-LEVL 3		11	C	VIII	FL							6,951.38	7,287.03	7,636.18	8,005.63	8,393.07	MVFF
FIRE ENGINEER/PARAMEDIC-LEVL 4		11	D	VIII	FL							6,975.90	7,311.55	7,660.69	8,030.15	8,417.60	MVFF
FIRE ENGINEER/PARAMEDIC-LEVL 5		11	E	VIII	FL							7,074.01	7,409.65	7,758.81	8,128.23	8,515.70	MVFF
FIRE ENGINEER/PMEDIC/HM		8		VIII	FL							7,016.85	7,367.67	7,736.06	8,122.85	8,529.01	MVFF
FIRE ENGINEER/PMEDIC/HM-LVL 1		8	A	VIII	FL							7,149.11	7,499.94	7,868.33	8,255.11	8,661.27	MVFF
FIRE ENGINEER/PMEDIC/HM-LVL 2		8	B	VIII	FL							7,241.06	7,591.93	7,960.28	8,347.08	8,753.24	MVFF
FIRE ENGINEER/PMEDIC/HM-LVL 3		8	C	VIII	FL							7,287.05	7,637.91	8,006.29	8,393.07	8,799.21	MVFF
FIRE ENGINEER/PMEDIC/HM-LVL 4		8	D	VIII	FL							7,311.57	7,662.41	8,030.81	8,417.60	8,823.74	MVFF
FIRE ENGINEER/PMEDIC/HM-LVL 5		8	E	VIII	FL							7,409.67	7,760.53	8,128.91	8,515.70	8,921.86	MVFF
FIRE ENGINEER-LEVEL 1		6	A	VIII	FL							6,151.16	6,450.79	6,768.33	7,099.51	7,448.70	MVFF
FIRE ENGINEER-LEVEL 2		6	B	VIII	FL							6,243.14	6,542.78	6,860.31	7,191.46	7,540.67	MVFF

						BI-WEEKLY SALARY										
	FL-	Job	Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd	Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
FIRE ENGINEER-LEVEL 3		6 C	VIII	FL							6,289.13	6,588.75	6,906.31	7,237.46	7,586.66	MVFF
FIRE ENGINEER-LEVEL 4		6 D	VIII	FL							6,313.64	6,613.26	6,930.84	7,261.99	7,611.20	MVFF
FIRE ENGINEER-LEVEL 5		6 E	VIII	FL							6,411.76	6,711.38	7,028.92	7,360.07	7,709.27	MVFF
FIRE MARSHAL NON-SAFETY	E	51	VIII	M	7,941.74	9,927.17	11,912.60									EGLE
FIRE PROTECTION ENGINEER	E	41	3	M	6,204.36	7,755.45	9,306.54									EGLE
FIREFIGHTER		2	VIII	FL							5,485.03	5,759.85	6,048.19	6,350.05	6,667.67	MVFF
FIREFIGHTER LEVEL 1		2 A	VIII	FL							5,617.30	5,892.11	6,180.44	6,482.31	6,799.94	MVFF
FIREFIGHTER LEVEL 2		2 B	VIII	FL							5,709.27	5,984.08	6,272.42	6,574.28	6,891.91	MVFF
FIREFIGHTER LEVEL 3		2 C	VIII	FL							5,755.26	6,030.07	6,318.43	6,620.27	6,937.90	MVFF
FIREFIGHTER LEVEL 4		2 D	VIII	FL							5,779.79	6,054.59	6,342.93	6,644.79	6,962.43	MVFF
FIREFIGHTER LEVEL 5		2 E	VIII	FL							5,877.87	6,152.68	6,441.03	6,742.90	7,060.51	MVFF
FIREFIGHTER/HAZ MAT		5	VIII	FL							5,759.30	6,047.82	6,350.59	6,667.51	7,001.04	MVFF
FIREFIGHTER/HAZ MAT-LVL 1		5 A	VIII	FL							5,891.57	6,180.09	6,482.86	6,799.76	7,133.33	MVFF
FIREFIGHTER/HAZ MAT-LVL 2		5 B	VIII	FL							5,983.54	6,272.07	6,574.83	6,891.73	7,225.29	MVFF
FIREFIGHTER/HAZ MAT-LVL 3		5 C	VIII	FL							6,029.54	6,318.04	6,620.82	6,937.70	7,271.28	MVFF
FIREFIGHTER/HAZ MAT-LVL 4		5 D	VIII	FL							6,054.06	6,342.56	6,645.34	6,962.24	7,295.79	MVFF
FIREFIGHTER/HAZ MAT-LVL 5		5 E	VIII	FL							6,152.15	6,440.67	6,743.43	7,060.34	7,393.90	MVFF
FIREFIGHTER/MEDIC/HAZMAT		4	VIII	FL							6,390.78	6,710.09	7,045.93	7,398.44	7,767.42	MVFF
FIREFIGHTER/MEDIC/HAZMAT-LVL 1		4 A	VIII	FL							6,523.05	6,842.37	7,178.20	7,530.69	7,899.68	MVFF
FIREFIGHTER/MEDIC/HAZMAT-LVL 2		4 B	VIII	FL							6,615.01	6,934.35	7,270.17	7,622.67	7,991.64	MVFF
FIREFIGHTER/MEDIC/HAZMAT-LVL 3		4 C	VIII	FL							6,661.00	6,980.32	7,316.17	7,668.65	8,037.63	MVFF
FIREFIGHTER/MEDIC/HAZMAT-LVL 4		4 D	VIII	FL							6,685.54	7,004.84	7,340.70	7,693.17	8,062.16	MVFF
FIREFIGHTER/MEDIC/HAZMAT-LVL 5		4 E	VIII	FL							6,783.61	7,102.94	7,438.77	7,791.27	8,160.24	MVFF
FIREFIGHTER/PARAMEDIC		7	VIII	FL							6,086.51	6,390.60	6,710.45	7,046.12	7,397.54	MVFF
FIREFIGHTER/PARAMEDIC-LVL 1		7 A	VIII	FL							6,218.77	6,522.86	6,842.70	7,178.38	7,529.79	MVFF
FIREFIGHTER/PARAMEDIC-LVL 2		7 B	VIII	FL							6,310.75	6,614.84	6,934.68	7,270.35	7,621.76	MVFF
FIREFIGHTER/PARAMEDIC-LVL 3		7 C	VIII	FL							6,356.75	6,660.82	6,980.69	7,316.33	7,667.74	MVFF
FIREFIGHTER/PARAMEDIC-LVL 4		7 D	VIII	FL							6,381.26	6,685.33	7,005.20	7,340.86	7,692.26	MVFF
FIREFIGHTER/PARAMEDIC-LVL 5		7 E	VIII	FL							6,479.35	6,783.44	7,103.29	7,438.96	7,790.38	MVFF
FLEET AND FACILITIES MANAGER	E	25 B	III	M	5,907.38	7,384.23	8,861.08									EGLE
HAZ MAT INSPECTOR NON SAFETY		30	VIII	P	5,022.87	5,909.26	6,795.65									EGLE
HAZARDOUS MAT SPEC NON SAFETY		40 F	VIII	P	6,451.02	7,589.44	8,727.86									EGLE
HEAVY EQUIPMENT OPERATOR		18 M	6	FL							3,594.97	3,774.01	3,962.44	4,160.23	4,369.44	SEIU
HEAVY EQUIPMENT SPECIALIST		20 M	6	FL							3,775.88	3,964.27	4,164.03	4,371.26	4,589.87	SEIU
HOUSING DIRECTOR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
HOUSING OFFICER	E	32	2	M	4,967.02	6,208.78	7,450.54									EGLE
HOUSING SPECIALIST I		24	2	P	4,331.18	5,095.50	5,859.83									EGLE
HOUSING SPECIALIST II		28	2	P	4,781.12	5,624.85	6,468.58									EGLE
HUMAN RESOURCES ANALYST I		23	2	P	4,226.49	4,972.34	5,718.19									MISC
HUMAN RESOURCES ANALYST II		27	2	P	4,665.40	5,488.71	6,312.02									MISC
HUMAN RESOURCES DIRECTOR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
HUMAN RESOURCES MANAGER	E	42	2	M	6,360.98	7,951.22	9,541.46									MISC
HUMAN RESOURCES TECHNICIAN		20	2	P	3,925.39	4,618.10	5,310.82									MISC
HUMAN SERVICES MANAGER	E	34	2	M	5,218.73	6,523.41	7,828.09									EGLE
INTERGOV RELATIONS MANAGER	E	46	2	M	7,021.19	8,776.49	10,531.79									MISC
IT ANALYST I		27	2	P	4,665.40	5,488.71	6,312.02									EGLE
IT ANALYST II	E	31	2	M	4,847.60	6,059.50	7,271.40									EGLE

						BI-WEEKLY SALARY											
	FL-	Job		Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd		Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
IT APPLICATIONS MANAGER	E	39	A	2	M	5,905.74	7,382.17	8,858.60									EGLE
IT DESKTOP TECHNICIAN I		13		2	P	3,300.53	3,882.98	4,465.43									EGLE
IT DESKTOP TECHNICIAN II		17		2	P	3,644.35	4,287.47	4,930.59									EGLE
IT OPERATIONS MANAGER	E	39	A	2	M	5,905.74	7,382.17	8,858.60									EGLE
JUNIOR ENGINEER (CIVIL)		28		3	P	4,781.12	5,624.85	6,468.58									EGLE
JUNIOR PLANNER		21		2	P	4,023.10	4,733.06	5,443.02									EGLE
JUNIOR TRANSPORTATION PLANNER		21		2	P	4,023.10	4,733.06	5,443.02									EGLE
LEAD POLICE RECORDS SPECIALIST		3		V	FL							4,112.51	4,315.94	4,531.80	4,756.04	4,994.74	NPOA
LEAD PUBLIC SAFETY DISPATCHER		18	A	II	P	5,127.12	6,031.91	6,936.70									SEIU
LEGAL SECRETARY		18	A	2	P	3,736.42	4,395.79	5,055.16									MISC
LIBRARIAN I		15		4	P	3,468.13	4,080.15	4,692.17									EGLE
LIBRARIAN II		19		4	P	3,829.28	4,505.04	5,180.80									EGLE
LIBRARY ASSISTANT I		6		4	FL							2,688.07	2,821.85	2,963.09	3,111.92	3,268.27	EGLE
LIBRARY ASSISTANT II		10		4	FL							2,966.86	3,115.71	3,272.05	3,434.05	3,607.37	EGLE
LIBRARY CUSTOMER SERVICE SUPRV		22		4	P	4,123.03	4,850.62	5,578.21									EGLE
LIBRARY DIRECTOR	E	0			DH				9,465.09	11,831.37	13,014.51						ESMS
LIBRARY MANAGER	E	35		4	M	5,349.46	6,686.83	8,024.20									EGLE
LIBRARY TECHNICIAN		1		4	FL							2,375.39	2,494.05	2,620.30	2,750.25	2,887.77	EGLE
MANAGEMENT FELLOW		18		2	P	3,735.56	4,394.78	5,054.00									EGLE
MAYOR					COUNCIL		813.96										COUN
OFFICE ASSISTANT		7	C	5	FL							2,756.57	2,892.20	3,039.18	3,189.91	3,350.09	SEIU
OFFICE ASSISTANT-CONF		7		5	FL							2,756.57	2,892.20	3,039.18	3,189.91	3,350.09	MISC
OFFICE OF EMER SVCS COORD.		40	F	VIII	P	6,451.02	7,589.44	8,727.86									EGLE
PARALEGAL		19		2	P	3,829.28	4,505.04	5,180.80									MISC
PARKS & OPEN SPACE MANAGER	E	38		2	M	5,761.22	7,201.53	8,641.84									EGLE
PARKS & OPEN SPACE WORKER II		7	M	6	FL							2,744.40	2,883.26	3,023.98	3,174.23	3,330.23	SEIU
PARKS MAINTENANCE WORKER I		10	M	6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
PARKS MAINTENANCE WORKER II		14	M	6	FL							3,255.86	3,419.79	3,589.35	3,770.22	3,958.65	SEIU
PARKS MAINTENANCE WORKER III		18	M	6	FL							3,594.97	3,774.01	3,962.44	4,160.23	4,369.44	SEIU
PARKS SUPERVISOR		19	B	III	P	5,048.50	5,939.41	6,830.32									EGLE
PAYROLL ACCOUNTANT I		25		2	P	4,441.08	5,224.80	6,008.52									MISC
PAYROLL ACCOUNTANT II		29		2	P	4,902.35	5,767.47	6,632.59									MISC
PAYROLL TECHNICIAN		18		2	P	3,736.42	4,395.79	5,055.16									MISC
PERFORMING ARTS ASSISTANT		14	A	4	FL							3,275.79	3,439.70	3,611.11	3,793.84	3,980.35	EGLE
PERFORMING ARTS COORDINATOR		20		4	P	3,924.48	4,617.03	5,309.58									EGLE
PERFORMING ARTS MANAGER	E	38		2	M	5,761.22	7,201.53	8,641.84									EGLE
PERFORMING ARTS SUPERVISOR	E	26		4	M	4,282.87	5,353.59	6,424.31									
PERMIT CENTER COORDINATOR		33	C	3	P	5,405.24	6,359.11	7,312.98									SEIU
PERMIT TECHNICIAN		18	C	3	FL							3,617.61	3,798.48	3,986.90	4,186.62	4,395.79	SEIU
PLAN CHECK ENGINEER	E	34		2	M	5,218.73	6,523.41	7,828.09									EGLE
PLAN CHECK EXAMINER		30		3	P	5,022.87	5,909.26	6,795.65									EGLE
PLANNING BOARD CLERK		18	C	2	P	3,736.42	4,395.79	5,055.16									SEIU
PLANNING MANAGER	E	41		2	M	6,204.36	7,755.45	9,306.54									EGLE
POLICE ASSISTANT III-UNIFORMED		10	A	5	FL							3,027.80	3,178.03	3,335.90	3,499.47	3,674.49	NPOA
POLICE ASSISTANT II-UNIFORMED		6	A	5	FL							2,744.40	2,883.26	3,023.98	3,174.23	3,330.23	NPOA
POLICE ASSISTANT I-UNIFORMED		2	C	5	FL							2,489.57	2,615.09	2,742.52	2,877.55	3,022.06	NPOA

					BI-WEEKLY SALARY											
	FL-	Job	Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd	Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
POLICE CAPTAIN	E	2	VII	M	9,480.99	11,851.24	14,221.49									PMGR
POLICE CAPTAIN-TIER 2	E	2	VII	M	9,480.99	11,851.24	12,941.55									PMGR
POLICE CHIEF	E	1		DH				11,653.30	14,566.64	16,023.30						DHPO
POLICE LIEUTENANT	E	1	VII	M	8,244.70	10,305.88	12,367.06									PMGR
POLICE LIEUTENANT-TIER 2	E	1	VII	M	8,244.70	10,305.88	11,501.36									PMGR
POLICE MEDIA/COMM REL ANALYST	E	32	2	M	4,967.02	6,208.78	7,450.54									EGLE
POLICE OFFICER		1	VII	FL							5,723.84	6,007.60	6,310.25	6,622.28	6,950.73	POA
POLICE OFFICER TRAINEE		5	V	FL							5,120.80					NPOA
POLICE RECORDS SPECIALIST		1	V	FL							3,676.54	3,857.13	4,050.20	4,249.52	4,461.29	NPOA
POLICE RECORDS SUPERVISOR		26	2	P	4,621.88	5,437.51	6,253.14									NPOA
POLICE SERGEANT		3	VII	FL							6,948.35	7,293.20	7,656.80	8,039.19	8,437.95	POA
POSTCLOSURE ENV SYSTEMS SPEC		26	M 6	FL							4,378.81	4,599.27	4,829.16	5,070.29	5,322.81	SEIU
POSTCLOSURE ENV SYSTEMS TECH		18	M 6	FL							3,594.97	3,774.01	3,962.44	4,160.23	4,369.44	SEIU
POSTCLOSURE SUPERVISOR		19	B III	P	5,048.50	5,939.41	6,830.32									EGLE
PRINCIPAL CIVIL ENGINEER	E	44	3	M	6,680.67	8,350.84	10,021.01									EGLE
PRINCIPAL FINANCIAL ANALYST	E	35	2	M	5,350.72	6,688.40	8,026.08									MISC
PRINCIPAL FIRE PROT ENGINEER	E	43	2	M	6,517.72	8,147.15	9,776.58									EGLE
PRINCIPAL HOUSING OFFICER	E	36	2	M	5,483.93	6,854.91	8,225.89									EGLE
PRINCIPAL IT ANALYST	E	37	2	M	5,619.58	7,024.47	8,429.36									EGLE
PRINCIPAL MANAGEMENT ANALYST	E	34	2	M	5,219.94	6,524.92	7,829.90									MISC
PRINCIPAL PLANNER	E	36	2	M	5,483.93	6,854.91	8,225.89									EGLE
PRINCIPAL PROJECT MANAGER	E	44	3	M	6,680.67	8,350.84	10,021.01									EGLE
PROGRAM ASSISTANT		16	C 5	FL							3,440.49	3,613.85	3,794.72	3,985.05	4,182.87	SEIU
PROJECT MANAGER	E	36	2	M	5,483.93	6,854.91	8,225.89									EGLE
PROPERTY & EVIDENCE SPECIALIST		2	A V	P	4,063.19	4,780.22	5,497.25									NPOA
PUBLIC ART ADMINISTRATOR		29	2	P	4,901.22	5,766.14	6,631.06									EGLE
PUBLIC EDUC/FIRE SAFETY SPEC		25	2	P	4,440.05	5,223.59	6,007.13									EGLE
PUBLIC SAFETY DISP COORDINATOR		33	C 3	P	5,405.24	6,359.11	7,312.98									SEIU
PUBLIC SAFETY DISPATCHER I		12	A II	FL							4,189.70	4,398.15	4,619.36	4,849.00	5,091.48	SEIU
PUBLIC SAFETY DISPATCHER II		15	A II	FL							4,672.48	4,906.45	5,150.99	5,408.33	5,678.47	SEIU
PUBLIC SAFETY DISPATCHER III		16	A III	FL							5,138.87	5,395.79	5,665.59	5,948.85	6,246.29	SEIU
PUBLIC SAFETY SUPPORT SRVS MGR	E	39	2	M	5,904.38	7,380.48	8,856.58									EGLE
PUBLIC SERVICES TECHNICIAN		10	M 6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
PUBLIC SERVICES TRAINEE		10	M 6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
PUBLIC WORKS DIRECTOR	E	0		DH				9,465.09	11,831.37	13,014.51						ESMS
PUBLIC WORKS INSPECTOR I		25	3	FL							4,297.82	4,512.63	4,738.68	4,976.08	5,224.80	SEIU
PUBLIC WORKS INSPECTOR II		29	3	FL							4,744.37	4,981.79	5,230.44	5,492.37	5,765.57	SEIU
PURCH & SUPPORT SRVCS MGR	E	41	2	M	6,204.36	7,755.45	9,306.54									EGLE
REAL PROPERTY PROGRAM ADMIN.	E	38	3	M	5,761.22	7,201.53	8,641.84									EGLE
RECREATION COORDINATOR		16	4	P	3,554.60	4,181.88	4,809.16									EGLE
RECREATION LEADER II		2	A IV	FL							1,972.29	2,070.24	2,173.80	2,283.12	2,396.12	EGLE
RECREATION MANAGER	E	38	2	M	5,761.22	7,201.53	8,641.84									EGLE
RECREATION SPECIALIST		7	B IV	FL							2,516.68	2,642.89	2,774.76	2,912.27	3,059.19	EGLE
RECREATION SUPERVISOR	E	30	4	M	4,727.41	5,909.26	7,091.11									EGLE
RENT STABILIZATION MANAGER	E	43	2	M	6,517.72	8,147.15	9,776.58									EGLE
RISK MANAGER	E	40	2	M	6,052.04	7,565.05	9,078.06									EGLE
SAFETY & TRAINING ADMINISTRATR		19	B III	P	5,048.50	5,939.41	6,830.32									EGLE

Position	FL-SA	Job Grd	Job Fam	Sal Plan	BI-WEEKLY SALARY Control Point Min	Cntl. Pt.	Max*	Dept. Head Salary Range Min	Std.	Max**	lst Step	2nd Step	3rd Step	4th Step	5th Step	Barg. Unit
SENIOR ACCOUNTANT	E	31	2	M	4,847.60	6,059.50	7,271.40									EGLE
SENIOR ADMINISTRATIVE ASSIST		15	C 5	FL							3,357.60	3,527.15	3,702.42	3,887.08	4,081.12	SEIU
SENIOR ASSISTANT CITY ATTORNEY	E	51	2	M	7,941.73	9,927.16	11,912.59									MISC
SENIOR BUILDING INSPECTOR		33	C 3	P	5,405.24	6,359.11	7,312.98									SEIU
SENIOR CIVIL ENGINEER	E	40	3	M	6,052.04	7,565.05	9,078.06									EGLE
SENIOR CODE ENF OFFICER		29	3	P	4,900.73	5,765.57	6,630.41									SEIU
SENIOR DEPUTY CITY ATTORNEY	E	41	2	M	6,204.82	7,756.02	9,307.22									MISC
SENIOR FINANCIAL ANALYST-CONF	E	31	2	M	4,847.60	6,059.50	7,271.40									MISC
SENIOR HAZ MAT SPECIALIST - NS		42	F VIII	P	6,777.61	7,973.66	9,169.71									EGLE
SENIOR HOUSING OFFICER	E	34	2	M	5,218.73	6,523.41	7,828.09									EGLE
SENIOR IT ANALYST	E	35	2	M	5,349.46	6,686.83	8,024.20									EGLE
SENIOR IT DESKTOP TECHNICIAN		21	2	P	4,023.10	4,733.06	5,443.02									EGLE
SENIOR LIBRARIAN		23	4	P	4,211.25	4,954.41	5,697.57									EGLE
SENIOR LIBRARY ASSISTANT		14	A 4	FL							3,275.79	3,439.70	3,611.11	3,793.84	3,980.35	EGLE
SENIOR MANAGEMENT ANALYST	E	31	2	M	4,847.60	6,059.50	7,271.40									EGLE
SENIOR MANAGEMENT ANALYST-CONF	E	31	2	M	4,847.60	6,059.50	7,271.40									MISC
SENIOR OUTREACH COORDINATOR		20	4	P	3,924.48	4,617.03	5,309.58									EGLE
SENIOR PAYROLL ACCOUNTANT	E	33	2	M	5,093.32	6,366.65	7,639.98									MISC
SENIOR PERMIT TECHNICIAN		23	3	FL							4,090.56	4,295.91	4,510.70	4,736.83	4,972.34	SEIU
SENIOR PLANNER	E	33	2	M	5,092.11	6,365.14	7,638.17									EGLE
SENIOR PROJECT MANAGER	E	40	2	M	6,052.04	7,565.05	9,078.06									EGLE
SENIOR PUBLIC WORKS INSPECTOR		33	C 3	P	5,405.24	6,359.11	7,312.98									SEIU
SENIOR RECREATION COORDINATOR		20	4	P	3,924.48	4,617.03	5,309.58									EGLE
SENIOR SECURITY SERVICES GUARD		7	M 6	FL							2,744.40	2,883.26	3,023.98	3,174.23	3,330.23	SEIU
SENIOR STAGEHAND		3	4	FL							2,495.97	2,620.30	2,752.14	2,889.66	3,034.69	EGLE
SENIOR SYSTEMS ANALYST	E	35	2	M	5,349.46	6,686.83	8,024.20									EGLE
SENIOR SYSTEMS SPECIALIST	E	37	2	M	5,619.58	7,024.47	8,429.36									EGLE
SENIOR TICKET SERVICES REP		1	4	FL							2,375.39	2,494.05	2,620.30	2,750.25	2,887.77	EGLE
SENIOR TRANSPORTATION PLANNER	E	40	3	M	6,052.04	7,565.05	9,078.06									EGLE
SENIOR UTILITIES SYS TECH.		24	M 6	FL							4,167.80	4,376.94	4,595.50	4,825.40	5,066.55	SEIU
SENIOR UTILITIES TECHNICIAN		24	M 6	FL							4,167.80	4,376.94	4,595.50	4,825.40	5,066.55	SEIU
SENIOR WATER SYSTEM OPERATOR		26	M 6	FL							4,378.81	4,599.27	4,829.16	5,070.29	5,322.81	SEIU
SHORELINE MANAGER	E	38	2	M	5,761.22	7,201.53	8,641.84									EGLE
SOLID WASTE PROGRAM MANAGER	E	25	A II	M	5,702.46	7,128.08	8,553.70									EGLE
SR HUMAN RESOURCES ANALYST	E	31	2	M	4,847.60	6,059.50	7,271.40									MISC
SR POSTCLOSURE ENV SYS TECH		22	M 6	FL							3,968.05	4,165.93	4,375.03	4,593.62	4,823.49	SEIU
STREET & LANDFILL CLOSURE MNGR	E	26	B III	M	6,127.42	7,659.28	9,191.14									EGLE
STREET LIGHTING TECHNICIAN		18	M 6	FL							3,594.97	3,774.01	3,962.44	4,160.23	4,369.44	SEIU
STREET MAINTENANCE WORKER I		10	M 6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
STREET MAINTENANCE WORKER II		14	M 6	FL							3,255.86	3,419.79	3,589.35	3,770.22	3,958.65	SEIU
STREET MAINTENANCE WORKER III		19	M 6	FL							3,683.55	3,868.21	4,062.28	4,265.80	4,478.64	SEIU
STREET SUPERVISOR		19	B III	P	5,048.50	5,939.41	6,830.32									EGLE
STREETSWEEPER OPERATOR		16	M 6	FL							3,421.67	3,593.13	3,772.11	3,960.50	4,158.37	SEIU
SUPERVISING BUYER		28	2	P	4,781.12	5,624.85	6,468.58									EGLE
SUPERVISING PRKS & OPN SP WRKR		11	M 4	FL							3,024.10	3,174.82	3,333.12	3,500.76	3,676.03	SEIU
SUSTAINABILITY PROGRAM MANAGER	E	34	2	M	5,218.73	6,523.41	7,828.09									EGLE
SYSTEMS COORDINATOR/TECHNICIAN		12	A II	P	3,777.19	4,443.75	5,110.31									EGLE

					BI-WEEKLY SALARY											
	FL-	Job	Job	Sal	Control Point			Dept. Head Salary Range			lst	2nd	3rd	4th	5th	Barg.
Position	SA	Grd	Fam	Plan	Min	Cntl. Pt.	Max*	Min	Std.	Max**	Step	Step	Step	Step	Step	Unit
SYSTEMS SPECIALIST		28	2	P	4,781.12	5,624.85	6,468.58									EGLE
TRAFFIC ENGINEER	E	45	3	M	6,847.70	8,559.62	10,271.54									EGLE
TRAILS & OPEN SPACE WORKER I		5	M 6	FL							2,607.25	2,738.57	2,877.60	3,020.53	3,171.14	SEIU
TRAILS & OPEN SPACE WORKER II		9	M 6	FL							2,879.52	3,024.39	3,175.02	3,335.35	3,499.48	SEIU
TRANSPORTATION MANAGER	E	44	2	M	6,680.67	8,350.84	10,021.01									EGLE
TREE TRIMMER I		12	M 6	FL							3,099.50	3,254.00	3,417.92	3,587.48	3,768.36	SEIU
TREE TRIMMER II		16	M 6	FL							3,421.67	3,593.13	3,772.11	3,960.50	4,158.37	SEIU
TREE TRIMMER III		20	M 6	FL							3,775.88	3,964.27	4,164.03	4,371.26	4,589.87	SEIU
URBAN FOREST COORDINATOR		16	2	P	3,554.60	4,181.88	4,809.16									EGLE
URBAN FOREST MANAGER	E	38	2	M	5,761.22	7,201.53	8,641.84									EGLE
URBAN FOREST SUPERVISOR		20	B III	P	5,234.25	6,157.94	7,081.63									EGLE
UTILITIES ELECTRICIAN		27	M 6	FL							4,488.29	4,714.25	4,949.88	5,197.04	5,455.89	SEIU
UTILITIES SERVICES MANAGER	E	42	3	M	6,359.48	7,949.35	9,539.22									EGLE
UTILITIES SYSTEMS SPECIALIST		27	M 6	FL							4,488.29	4,714.25	4,949.88	5,197.04	5,455.89	SEIU
UTILITIES SYSTEMS SUPERVISOR		20	A III	P	5,174.72	6,087.90	7,001.09									EGLE
UTILITIES TECHNICIAN		20	M 6	FL							3,775.88	3,964.27	4,164.03	4,371.26	4,589.87	SEIU
WAREHOUSE WORKER		10	M 6	FL							2,950.62	3,097.58	3,252.11	3,416.01	3,585.56	SEIU
WASTEWATER SUPERVISOR		20	A III	P	5,174.72	6,087.90	7,001.09									EGLE
WASTEWATER UTILITY WORKER I		13	M 6	FL							3,176.98	3,335.36	3,503.38	3,677.15	3,862.57	SEIU
WASTEWATER UTILITY WORKER II		17	M 6	FL							3,506.48	3,681.68	3,866.32	4,060.39	4,262.02	SEIU
WASTEWATER UTILITY WORKER III		21	M 6	FL							3,870.26	4,063.40	4,268.12	4,480.57	4,704.61	SEIU
WATER OPERATIONS SPECIALIST		27	M 6	FL							4,488.29	4,714.25	4,949.88	5,197.04	5,455.89	SEIU
WATER QUALITY TECHNICIAN		26	M 6	FL							4,378.81	4,599.27	4,829.16	5,070.29	5,322.81	SEIU
WATER RESOURCE MANAGER	E	34	2	M	5,218.73	6,523.41	7,828.09									EGLE
WATER SUPERINTENDENT	E	22	A III	M	5,431.04	6,788.80	8,146.56									EGLE
WATER SUPERVISOR		20	A III	P	5,174.72	6,087.90	7,001.09									EGLE
WATER SYSTEM OPERATOR		22	M 6	FL							3,968.05	4,165.93	4,375.03	4,593.62	4,823.49	SEIU
WATER UTILITY WORKER I		13	M 6	FL							3,176.98	3,335.36	3,503.38	3,677.15	3,862.57	SEIU
WATER UTILITY WORKER II		17	M 6	FL							3,506.48	3,681.68	3,866.32	4,060.39	4,262.02	SEIU
WATER UTILITY WORKER III		21	M 6	FL							3,870.26	4,063.40	4,268.12	4,480.57	4,704.61	SEIU
WEBSITE COORDINATOR		31	2	P	5,150.58	6,059.50	6,968.43									MISC
WILDLIFE PRESERVATION COORD		16	4	P	3,554.60	4,181.88	4,809.16									EGLE

*Most employees will earn salaries within 10% of the control point. In situations of exceptional performance, the City Manager may authorize salaries of up to 115% of control point for professional employees and 120% of control point for management employees.

**Most department heads will earn salaries within the minimum and standard range. In situations of exceptional performance, the City Manager may authorize salaries up to 110% of the standard salary.

***Councilmember and Mayor salary is determined by City of Mountain View Charter, Section 503 - Compensation.

****Employees appointed after June 21, 2015, will be appointed to the Tier 2 position. For Battalion Chief and Police Lieutenant, the top end of the salary range is 7% below that of the regular positions. For Police Captain, the top end of the salary range is 9% below that of the regular position.

Update:	Revision Effective Date	City Council Approval Date	Notes:
New FY Salary Plan Effective Date	6/21/2026		Budget Adoption updates; COLA updates from labor agreements

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2026-27

POSITION	MIN.	MAX.	Rate 1	Rate 2	Rate 3	
ACCOUNT CLERK I	35.32 /	42.92				HRMM 31
ACCOUNT CLERK II	38.94 /	47.37				HRMM 34
ACCOUNTANT I	51.55 /	69.77				HRMM 55
ACCOUNTANT II	56.89 /	76.97				HRMM 63
ACCOUNTING TECHNICIAN	43.02 /	52.28				HRMM 39
ADMINISTRATIVE AIDE	46.69 /	63.17				HRMM 49
ADMINISTRATIVE ASSIST	38.00 /	46.24				HRMM 33
AFTER SCHOOL EDU SPEC I	23.76 /	28.52				HRMM 9
AFTER SCHOOL EDU SPEC II	26.14 /	31.39				HRMM 20
AFTER SCHOOL EDU SPEC III	32.67 /	39.23				HRMM 7
ANALYST I	51.55 /	69.76				HRMM 56
ANALYST II	56.89 /	76.96				HRMM 64
AQUATICS HD LIFEGUARD	27.25 /	31.27				HRMM 13
AQUATICS LIFEGUARD I	22.51 /	25.86				HRMM 3
AQUATICS LIFEGUARD II	24.80 /	28.60				HRMM 12
AQUATICS POOL ATTEND.	20.84 /	23.01				HRMM 1
AQUATICS POOL SUPV	30.02 /	34.43				HRMM 17
AQUATICS WTR EXERC IN	30.21 /	41.88				HRMM 27
AQUATICS WTR SFTY INS	23.66 /	27.23				HRMM 8
ASSISTANT ENGR(CIVIL)	65.91 /	89.18				HRMM 71
ASSISTANT PLANNER	55.49 /	75.09				HRMM 60
ASSISTANT TRANSPORTATION PLANNER	55.49 /	75.09				HRMM 60
ASSOCIATE ENGR(CIVIL)	72.79 /	98.46				HRMM 74
ASSOCIATE PLANNER	61.25 /	82.86				HRMM 69
ASSOCIATE TRANSPORTATION PLANNER	61.25 /	82.86				HRMM 69
BUILDING ATTENDANT	20.84 /	24.01				HRMM 2
CLERICAL AIDE	20.84 /	24.01				HRMM 2
CUSTOMER SERVICE REP	32.77 /	39.80				HRMM 90
ENGINEERING ASST I	42.98 /	52.22				HRMM 41
ENGINEERING ASST II	47.43 /	57.64				HRMM 51
ENGINEERING ASST III	52.43 /	63.72				HRMM 58
EQUIPMENT MECH I	42.74 /	51.97				HRMM 79
EQUIPMENT MECH II	47.22 /	57.38				HRMM 80
EQUIPMENT MECH III	52.10 /	63.34				HRMM 81
EXECUTIVE ASSISTANT	46.69 /	69.76				HRMM 48
HOUSE MANAGER	27.69 /	33.67				HRMM 22
INSPECTOR I	43.61 /	65.32				HRMM 44
INSPECTOR II	59.31 /	72.07				HRMM 68
IT ANALYST I	56.90 /	76.97				HRMM 65
IT ANALYST II	59.11 /	88.65				HRMM 67

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2026-27

POSITION	MIN.	MAX.	Rate 1	Rate 2	Rate 3		
IT DESKTOP TECH I	40.25 /	54.47				HRMM	37
IT DESKTOP TECH II	44.44 /	60.14				HRMM	46
JUNIOR ENGR (CIVIL)	59.74 /	80.81				HRMM	96
JUNIOR PLANNER	50.28 /	68.03				HRMM	73
JUNIOR TRANSPORTATION PLANNER	50.28 /	68.03				HRMM	73
LABORER I	22.31 /	32.74				HRMM	14
LABORER II	30.65 /	49.49				HRMM	25
LABORER III	44.92 /	54.62				HRMM	47
LEAD PUBLIC SFTY DISP	64.08 /	86.72				HRMM	82
LIB SECURITY ATTEND	24.61 /	29.90				HRMM	19
LIBRARIAN	43.36 /	64.76				HRMM	43
LIBRARY ASST	33.60 /	49.75				HRMM	30
LIBRARY HOMEWORK ASST	23.76 /	28.52				HRMM	9
LIBRARY PAGE	20.84 /	24.01				HRMM	2
LIBRARY TECH. AIDE	23.76 /	28.52				HRMM	9
LIBRARY TECHNICIAN	25.66 /	36.26				HRMM	86
OFFICE ASSISTANT	34.42 /	41.86				HRMM	29
PARKS MAINT WRKR I	36.90 /	44.82				HRMM	83
PARKS MAINT WRKR II	40.72 /	49.49				HRMM	84
PARKS MAINT WRKR III	44.92 /	54.61				HRMM	85
PLANNING MANAGER	77.56 /	116.33				HRMM	78
POLICE ASSISTANT I	26.74 /	35.61				HRMM	21
POLICE ASSISTANT II	33.09 /	40.19				HRMM	28
POLICE RECORDS SPEC	49.89 /	60.62				HRMM	54
POLICE RESERVE	/		20.29	70.17	105.28	HRFT	1
PRINCIPAL CVL ENGINR	83.45 /	125.21				HRMM	77
PRINCIPAL PLANNER	68.55 /	102.82				HRMM	76
PROGRAM ASSISTANT	43.01 /	52.28				HRMM	42
PUB SFTY DISP II CTO	62.80 /	76.31				HRMM	94
PUB SFTY DISP II OT	87.62 /	106.47				HRMM	93
PUB SFTY DISP II OT/CTO	94.17 /	114.46				HRMM	95
PUBLIC SAFETY DISP I	52.38 /	63.64				HRMM	62
PUBLIC SAFETY DISP II	58.40 /	70.99				HRMM	91
PUBLIC SAFETY DISP III	64.24 /	78.07				HRMM	92
REC. LEADER AIDE	20.84 /	23.01				HRMM	1
REC. LEADER I	22.55 /	27.19				HRMM	5
REC. LEADER II	23.70 /	28.80				HRMM	11
REC. SPECIALIST	30.25 /	36.76				HRMM	10
RECREATION COORD	44.43 /	60.13				HRMM	45

City of Mountain View
Hourly Salary Plan and Position Listing
Fiscal Year 2026-27

POSITION	MIN.	MAX.	Rate 1	Rate 2	Rate 3	
RECREATION SUPERVSR	53.52 /	80.32				HRMM 59
SENIOR ANALYST	59.09 /	88.64				HRMM 66
SENIOR CIVIL ENGINEER	75.61 /	113.41				HRMM 75
SENIOR INFO TECH ANAL	65.28 /	97.89				HRMM 72
SENIOR INFO TECH DSKT	49.08 /	66.36				HRMM 53
SENIOR LIBRARY PAGE	22.60 /	27.13				HRMM 6
SENIOR PLANNER	63.63 /	95.48				HRMM 70
SENIOR RECREATION CRD	49.07 /	66.35				HRMM 52
SHOP ASSISTANT	20.84 /	24.01				HRMM 2
SKILLED TRADES I	39.70 /	53.28				HRMM 35
SKILLED TRADES II	43.82 /	58.81				HRMM 40
SKILLED TRADES III	48.39 /	68.02				HRMM 50
SR ADMIN ASSISTANT	41.97 /	51.02				HRMM 24
SR TRANSPORTATION PLANNER	75.61 /	113.41				HRMM 75
STAGEHAND I	24.61 /	29.90				HRMM 19
STAGEHAND I 1.5 RATE	36.92 /	44.86				HRMM 87
STAGEHAND II	31.22 /	37.93				HRMM 26
STAGEHAND II 1.5 RATE	46.83 /	56.91				HRMM 88
STUDENT INTERN I	20.84 /	24.01				HRMM 2
STUDENT INTERN II	23.62 /	29.05				HRMM 18
STUDENT INTERN III	27.19 /	33.55				HRMM 23
STUDENT INTERN IV	33.09 /	40.19				HRMM 28
TECH/PROF/MGMT EMP.	40.24 /	207.52				HRMM 36
TICKET SVCS REP I	22.78 /	27.71				HRMM 16
TICKET SVCS REP II	27.69 /	33.67				HRMM 22
TRAFFIC ENGINEER	85.55 /	128.32				HRMM 89
TRAILS & OPN SP WRKR I	32.59 /	39.63				HRMM 15
TRAILS & OPN SP WRKR II	36.00 /	43.74				HRMM 32
UNION STAGEHAND	54.70 /	63.63				HRMM 61

Update:	Effective Date	Approval Date	Notes:
New FY Hourly Salary Plan Effective Date	06/21/2026		COLA adjustments; Retitle Transportation Planner as Sr. Transportation Planner, Retitle Sr. Admin Analyst as Sr. Analyst, Add Transportation Planner classifications

CITY OF MOUNTAIN VIEW
SHORELINE REGIONAL PARK COMMUNITY
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SHORELINE REGIONAL PARK COMMUNITY: 1) ADOPTING THE FISCAL YEAR 2026-27 SHORELINE REGIONAL PARK COMMUNITY BUDGET; 2) APPROPRIATING FUNDS TO COVER EXPENDITURES APPROVED BY SAID BUDGET; AND 3) AUTHORIZING THE TREASURER TO ADJUST APPROPRIATIONS AS NEEDED TO MAKE PAYMENTS IN ACCORDANCE WITH THE TAX-SHARING AGREEMENT WITH SANTA CLARA COUNTY AND THE EDUCATION ENHANCEMENT RESERVE JOINT POWERS AGREEMENT, TO ALIGN APPROPRIATIONS WITH ACTUAL REVENUES EARNED AND RECEIVED AS SPECIFICALLY SET FORTH HEREIN, AND TO DETERMINE FINAL BUDGET AMOUNTS BASED ON BOARD DIRECTION

WHEREAS, the Shoreline Regional Park Community (Shoreline Community) Board of Directors (Board) held a meeting on April 14, 2026, and held duly noticed public hearings on June 9 and June 23, 2026, and heard all persons wishing to be heard regarding said Fiscal Year 2026-27 Recommended Budget (Recommended Budget); and

WHEREAS, the Board considered all comments and deliberated the Shoreline Community Manager's Recommended Budget; now, therefore, be it

RESOLVED: that the Fiscal Year 2026-27 Recommended Budget for the Shoreline Regional Park Community in the amount of $57,183,678, on file in the Secretary's Office plus any amendments approved by the Board on June 23, 2026, is hereby adopted as the Fiscal Year 2026-27 budget of this agency; and be it

FURTHER RESOLVED: that the Board appropriates funding for the Fiscal Year 2026-27 Capital Improvement Projects ("Capital Projects") identified in the Adopted Fiscal Year 2026-27 Capital Improvement Program on file in the Secretary's Office in the amount of $5,415,000 or in the amount as amended by the Board on June 23, 2026; and be it

FURTHER RESOLVED: that the Board has included appropriations sufficient to meet all of its debt service obligations; and be it

FURTHER RESOLVED: that except for continuing appropriations for Capital Projects not yet completed, grant and donation funding, legal matters, and other expenditures lawfully encumbered or accrued, in the Fiscal Year 2026-27 Budget shall lapse at the end of Fiscal Year 2026-27; and be it

FURTHER RESOLVED: that appropriations as needed to pay all CalPERS invoices are hereby authorized; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to adjust appropriations as necessary for payments to Santa Clara County (County) in accordance with the property-tax-sharing agreement between the Shoreline Community and the County; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to adjust appropriations as necessary for payments to the Mountain View Whisman School District and the Mountain View Los Altos Union High School District (School Districts) in accordance with the Joint Powers Agreement between the Shoreline Community and the School Districts; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to adjust (increase or decrease) appropriations up to the amounts authorized under Council Policy A-10 for professional or specialized agreements in the Capital Project Funds based on the actual miscellaneous revenue, donations, and reimbursements received; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to reduce the appropriations in the Capital Project Funds based on the actual revenue received; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to adjust appropriations for reimbursement received up to the amounts authorized under Council Policy A-10 for professional or specialized agreements when reimbursements have been received to offset expenditures that were not anticipated or budgeted; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to make adjustments and corrections to the final budget (including Capital Projects) for reasons such as: (a) amendments adopted by the Board; (b) final employee compensation and benefit costs, including final employee compensation packages; (c) adjustments between funds and departments for internal service charges, administrative overhead reimbursements, and retirees' health and CalPERS contributions; and (d) other corrections as necessary; and be it

FURTHER RESOLVED: that the Treasurer is hereby authorized to determine the budgeted amounts for implementation of the decisions made at the public hearings and will report the final Adopted Budget and any reconciling changes in the compilation of the budget to the Board by an informational memorandum and will file said final Adopted Budget with the Secretary.

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CITY OF MOUNTAIN VIEW
CAPITAL IMPROVEMENTS FINANCING AUTHORITY
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY OF MOUNTAIN VIEW CAPITAL IMPROVEMENTS FINANCING AUTHORITY ("MVCIFA") ADOPTING THE FISCAL YEAR 2026-27 BUDGET FOR DEBT SERVICE PAYMENTS, APPROPRIATING FUNDS TO COVER EXPENDITURES APPROVED BY SAID BUDGET, AND AUTHORIZING THE MVCIFA TREASURER TO MAKE BUDGET ADJUSTMENTS AND DETERMINE FINAL BUDGET AMOUNTS BASED ON MVCIFA BOARD DIRECTION

WHEREAS, the Mountain View Capital Improvements Financing Authority Board of Directors ("MVCIFA Board") held public hearings on June 9 and June 23, 2026; and

WHEREAS, the MVCIFA Board took and considered public comment from all persons wishing to be heard regarding the Recommended Budget at the public hearings; now, therefore, be it

RESOLVED: that the Board of the City of Mountain View Capital Improvements Financing Authority finds that the recommended Fiscal Year 2026-27 budget for debt service payments includes appropriations sufficient to meet all its debt obligations; and be it

FURTHER RESOLVED: that the Fiscal Year 2026-27 Recommended Budget for debt service payments in the amount of $8,953,062 on file in the Secretary/City Clerk's Office plus any amendments approved by the Board on June 23, 2026, is hereby adopted as the Fiscal Year 2026-27 budget of this agency; and be it

FURTHER RESOLVED: that all unexpended appropriations in the Fiscal Year 2026-27 budget, except for expenditures that are lawfully encumbered or accrued, shall lapse at the end of the Fiscal Year 2026-27; and be it

FURTHER RESOLVED: that the Treasurer/Finance and Administrative Services Director is hereby authorized to determine the budgeted amounts for reasons such as: (a) amendments by the Board; and (b) other corrections as necessary; and be it

FURTHER RESOLVED: that the Treasurer/Finance and Administrative Services Director is authorized to determine the budgeted amounts for implementation of the decisions made at the public hearings and will report the final Adopted Budget and any reconciling changes on the compilation of the budget to the Board by an informational memorandum and will file said final Adopted Budget with the Secretary/City Clerk.

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