



PUBLIC WORKS DEPARTMENT

500 Castro Street • Post Office Box 7540 • Mountain View • California • 94039-7540
650-903-6311 • Fax 650-962-8503

September 10, 2020

Michelle Bouchard, Chief Operations Officer
Peninsula Corridor Joint Powers Authority
1250 San Carlos Avenue
San Carlos, CA 94070

MOUNTAIN VIEW TRANSIT CENTER GRADE SEPARATION AND ACCESS
PROJECT AND THE STUDY OF FOUR-TRACK SEGMENTS PER THE CALTRAIN
BUSINESS PLAN

Dear Ms. Bouchard:

The purpose of this letter is to confirm that the City of Mountain View will support the Peninsula Corridor Joint Powers Authority (JPB) studying a potential four-track segment located in the City, north of the downtown Mountain View station, and that the JPB will not be pursuing a four-track segment at the downtown Mountain View station.

The Caltrain 2040 Long-Range Service Vision, approved by the JPB last year as part of the Caltrain Business Plan process, identified the need for a “series of short, four-track stations and overtakes at various points through the corridor.” The technical analysis supporting the Service Vision indicated that one of these segments would likely need to be located somewhere between the Palo Alto Station and the Downtown Mountain View Station. The City understands that the exact location of this four-track segment has not yet been determined. We further understand that these additional tracks would be needed as passing tracks to facilitate the planned operation of High-Speed Rail on the corridor, making the timing of when the four-track location would be selected and constructed uncertain.

On April 9, 2019, the Mountain View City Council approved certain principles establishing the City’s position on the Caltrain Business Plan Service Vision. These principles included a statement of strong support for Caltrain service and the electrification project, while also opposing having the four-track segment at the Downtown Mountain View Station. Another principle stated that Caltrain should conduct a feasibility study of four-track locations before adopting the Service Vision. Caltrain adopted the Service Vision without specifying the four-track location, and leaving all options on the table, including at the Downtown Mountain View Station, stating appropriate studies will be conducted before determining the location.

The Grade Separation and Access Project (GSAP) design concept and the full implementation of the Transit Center Master Plan are not compatible with a four-track configuration at the Downtown Mountain View Station. Based on discussions with Caltrain staff, we understand that the Downtown Mountain View Station is at the southernmost limit of where a four-track segment would be operationally viable, and Caltrain staff has indicated that locating the four tracks at the Downtown Mountain View Station is not operationally preferred. To that end, Caltrain has indicated that it is not the desire of the railroad to pursue a four-track configuration at the Downtown Mountain View Station.

In partnering with the City to pursue the GSAP, Caltrain has asked that the City acknowledge that there will be further study and consideration of four tracks in the northern part of the City, including a potential reconfiguration of the San Antonio Station. The Rengstorff Grade Separation Project is already being designed to accommodate the possibility of a potential future expansion to four tracks.

This issue was presented to the Mountain View City Council on June 9, 2020 as part of Council approval of the Cooperative Agreement with the Santa Clara Valley Transportation Authority and the JPB for the Final Design, Right-of-Way Engineering, and Environmental Permitting Phases of the Mountain View Transit Center GSAP. In approving execution of the Cooperative Agreement, the Council agreed to support Caltrain studying a potential four-track segment in the northern segment of the City. This is consistent with the previously approved principles, which did not oppose a four-track segment north of the Downtown Mountain View Station, but stated feasibility studies must be conducted before any locations are selected.

If you have any questions about the Mountain View City Council's actions related to a potential four-track segment in the City, please contact me at dawn.cameron@mountainview.gov. The City would appreciate an acknowledgment in writing from the JPB that the Mountain View station location will be removed from

Michelle Bouchard
September 10, 2020
Page 3

consideration for a potential four-track segment in support of the GSAP final design effort.

Sincerely,

Dawn S Cameron

Dawn S. Cameron
Public Works Director

DSC/4/PWK
946-09-09-20L

cc: APWD – Skinner, TM, PCE(A) – Tseng, ACE – Houghton, TP – Bodduna, Jim
Lightbody