COMMUNITY MEETING
March 27, 2019
Welcome & Summary Update from 3/18/19 Council Committee of the Whole

Ed Shikada
City Manager

- Update timeline with a decision date in October 2019;
- Create a dynamic model that orders the alternatives based on the criteria;
- Develop plan for a community working group which reports to Council;
- Compile a list of ongoing questions and answers from the Council Committee of the Whole; and
- Amend AECOM contract to continue work to assist the City with the selection of a preferred solution for environmental review.

Link to March 18, 2019 Agenda and Minutes:
https://cityofpaloalto.org/gov/agendas/council/default.asp
Agenda

- Welcome & Update from 3/18/19 Meeting
- Project Background & Purpose
- Overview of Citywide Tunnel & Churchill Ave Closure
- Financing and Funding
- Q & A
- Stations
  - Citywide Tunnel
  - Churchill Ave Ped/Bike Undercrossing
  - Evaluation Impacts & Engineering Impacts
  - City Staff & Other Crossings
  - Traffic
  - Finance
- Station Report Out
- Next Steps
Moved Preferred Solution to October 2019
Community Meeting Topics

Community Meeting - August 23, 2018
- Why separate the road from the tracks?
- Review current design alternatives

Community Meeting - November 28, 2018
- Feedback on the Charleston / Meadow alternatives
- 3D visuals
- Begin funding conversation

Community Meeting - March 27, 2019
- Feedback on Churchill Avenue and Citywide Tunnel alternatives
- 3D visuals
- Continue Funding Conversation
- Next Steps

Comments from each Community Meeting are summarized and posted on the project web page for review along with the materials and PowerPoints used at the meetings for those who cannot attend or for people who do attend to be able to refer back to the materials.
Background: What is an at-grade crossing?

Also known as a “railroad crossing”... a location where a roadway and sidewalk cross railroad tracks at grade (same level as the street).

Drop-down gates and red flashing lights are used to stop traffic when a train approaches.
Palo Alto Existing At-Grade Crossings

- Palo Alto Ave Crossing
- Churchill Ave Crossing
- Meadow Dr Crossing
- Charleston Rd Crossing
Near Miss: Vehicle Stopped on Tracks
Why is the City undertaking this effort?

**Improve Traffic Circulation/Mobility**
- Reduce traffic delays caused by gate down times
- Improve traffic flow across railroad crossing

**Increase Public Safety (vehicular, bicycle, and pedestrian)**
- Eliminate pedestrian, bicyclist and motor vehicle conflicts with the railroad... this eliminates the potential for accidents
- Improve pedestrian and bicycle access

**Safer Facility + Less Congestion = Higher Quality of Life**
# Weekday Train Traffic

## Total Number of Trains (per Weekday)

<table>
<thead>
<tr>
<th></th>
<th>Northbound (NB)</th>
<th>Southbound (SB)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Caltrain</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(2018)</strong></td>
<td>AM: 20</td>
<td>AM: 20</td>
<td>AM: 40</td>
</tr>
<tr>
<td></td>
<td>PM: 26</td>
<td>PM: 26</td>
<td>PM: 52</td>
</tr>
<tr>
<td></td>
<td>Total: 46</td>
<td>Total: 46</td>
<td>Total: 92</td>
</tr>
<tr>
<td><strong>Caltrain</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(2022 Projection #)</strong></td>
<td>57</td>
<td>57</td>
<td>114</td>
</tr>
<tr>
<td><strong>High Speed Rail</strong></td>
<td>128 trains per day to/from San Francisco with an additional 24 trains starting at San Jose</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(2029 Projection +)</strong></td>
<td>128 trains per day to/from San Francisco with an additional 24 trains starting at San Jose</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Union Pacific</strong></td>
<td>3</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

*HSR projections subject to change due to Gov. Newsom's change in direction early in 2019 for HSR service in the Caltrain corridor.*
## Ten Year Collision History

<table>
<thead>
<tr>
<th>At-Grade Crossing Intersection</th>
<th>Total Collisions</th>
<th>Fatality &amp; Injuries</th>
<th>Involving Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charleston Road</td>
<td>7</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Meadow Drive</td>
<td>5</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Churchill Avenue</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Federal Railroad Administration
Current List of Grade Separation Alternatives

Citywide Tunnel
- Lower the railroad below the roadways in a tunnel

Churchill Ave. Closure
- At-grade crossing to be fully closed at Churchill Ave with a grade separation for Bike/Ped connectivity

South Palo Alto Tunnel
- Tunnel south of Oregon Expressway under Meadow and Charleston

Meadow / Charleston Trench
- Lower the railroad below the roadways at Meadow and Charleston

Meadow / Charleston Hybrid
- Partially lower the roads and partially elevate the tracks at Meadow and Charleston

Meadow / Charleston Viaduct
- Raise the railroad above the roadways at Meadow and Charleston on structure

List as of January 22, 2019 City Council Meeting
Tunnel Example Section - Twin Bore Tunnel
Tunnel Example Section - North Portal Launch Pit (looking North)
Tunnel Animation
## Citywide Tunnel Evaluation Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Citywide Tunnel</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Improve East-West Connectivity</td>
<td></td>
</tr>
</tbody>
</table>
| B | Reduce traffic congestion and delays | | All at-grade crossings fully separated (Meadow, Charleston, Churchill)  
| | | | Alma St permanently narrowed from 4 to 2 lanes in the areas of the north portal. For the south portal area, Alma St will be permanently narrowed from 5 to 3 lanes. |
| C | Provide clear, safe routes for pedestrians and bikes | | Reduced conflicts for bikes/peds with railroad  
| | | | Reduced lanes on Alma Street near north and south portal |
| D | Support continued rail operations | | A temporary railroad track (shoofy) required near the north and south portals.  
| | | | Tunnel will have high maintenance costs and risks to train operations |
| E | Finance with feasible funding sources | | Based on estimated range of construction costs (K) |
| F | Minimize right-of-way acquisition | | Tunnel requires subsurface acquisition for structural elements  
| | | | Significant right-of-way impacts for construction of the temporary track near the north and south portals. |
| G | Reduce rail noise and vibration | | Tunnel eliminates train horn noise and warning bells  
| | | | Potential noise impact related to ventilation system, pump station, and generators |
| H | Maintain or improve local access | | Stanford Station game day service eliminated  
| | | | Embarcadero undercrossing will need to be re-built |
| I | Minimize visual changes along the corridor | | Tunnel has train below grade – landscaping option limited to bushes or plants with shallow root systems |
| J | Minimize disruption and duration of construction | | 7+ years  
| | | | Embarcadero must be rebuilt and Adobe creek reconfigured before construction of the tunnel begins  
| | | | Tunnel has extended road closures for Alma Street during construction  
| | | | Duration assumes construction with one tunnel boring machine. |
| K | Order of Magnitude Cost | $2,500M to 3,800M* | Does not include costs associated with rebuilding Embarcadero and reconfiguring Adobe Creek.  
| | | * Total Preliminary Construction Costs in 2018 dollars (Subject to Change) |
## Tunnel Engineering Impacts

<table>
<thead>
<tr>
<th>Engineering Impacts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>❑ Requires diversion of Adobe creeks resulting in the need for pump stations</td>
</tr>
<tr>
<td></td>
<td>❑ Numerous regulatory agency approvals required for creek diversion</td>
</tr>
<tr>
<td>L Creek/Drainage/</td>
<td>❑ Groundwater impacts include disruption to natural flow and potential to disperse existing</td>
</tr>
<tr>
<td>Groundwater Impacts</td>
<td>contamination</td>
</tr>
<tr>
<td></td>
<td>❑ Pump stations also required to dewater the tunnel</td>
</tr>
<tr>
<td></td>
<td>❑ Increased risk of flooding due to pump stations</td>
</tr>
<tr>
<td>M Long Term Maintenance</td>
<td>❑ Increased maintenance costs due to:</td>
</tr>
<tr>
<td></td>
<td>• Pump stations for creek diversions</td>
</tr>
<tr>
<td></td>
<td>• Pump stations for tunnel dewatering</td>
</tr>
<tr>
<td></td>
<td>• Below ground railroad alignment</td>
</tr>
<tr>
<td>N Utility Relocations</td>
<td>❑ Major utility relocations for Alma Street</td>
</tr>
<tr>
<td>O Railroad Operations Impacts</td>
<td>❑ Temporary track (shoofly) is required at north and south portals</td>
</tr>
<tr>
<td>during Construction</td>
<td></td>
</tr>
<tr>
<td>P Local Street Circulation</td>
<td>❑ Alma St closed near north and south portals</td>
</tr>
<tr>
<td>Impacts during Construction</td>
<td></td>
</tr>
<tr>
<td>Q Caltrain Design Exceptions Needed</td>
<td>2% grade on track required. Caltrain standard maximum allowed is 1%.</td>
</tr>
</tbody>
</table>
Churchill Ave Alternatives

The only alternatives under consideration at Churchill now are a closure with a ped/bike undercrossing and no project. At the June 19, 2018 City Council meeting, the Council voted to reduce the alternatives under construction at Churchill Ave due to the proximity of homes to the rail corridor. The two alternatives removed that day were:

Churchill Ave Hybrid
- Partially lowers the road and partially elevates the track at Churchill

Churchill Ave Reverse Hybrid
- Partially elevates the road and partially lowers the track at Churchill
Churchill Ave Ped/Bike Undercrossing - Option 1
Churchill Ave Ped/Bike Undercrossing - Option 2
Churchill Ave Ped/Bike Undercrossing - Option 2
### Churchill Ped/Bike Undercrossing Evaluation Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Improve East-West Connectivity</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Both options close Churchill to through traffic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 1 ped/bikes crosses underneath the railroad tracks only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 2 ped/bikes crosses underneath the railroad tracks and Alma St</td>
</tr>
<tr>
<td>B Reduce traffic congestion and delays</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Both options close Churchill to through traffic; however, impacted</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>intersections can be mitigated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Pedestrian phase for traffic signal no longer needed at Alma Street for</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Option 2.</td>
</tr>
<tr>
<td>C Provide clear, safe routes for pedestrians</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Option 1 reduces conflicts for ped/bikes at railroad</td>
</tr>
<tr>
<td>and bikes</td>
<td></td>
<td></td>
<td>- Option 2 reduces conflicts for ped/bikes at railroad and Alma St</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 1 will have shorter ramps, stairs, and undercrossing than Option 2</td>
</tr>
<tr>
<td>D Support continued rail operations</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Option 1 and 2 can be built with similar construction staging with limited single track operations at night and on weekends.</td>
</tr>
<tr>
<td>E Finance with feasible funding sources</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Based on estimated range of construction costs (K)</td>
</tr>
<tr>
<td>F Minimize right-of-way acquisition</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Option 1 may impact High School property and ramp proposed within Caltrain right-of-way</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 2 has no right-of-way impacts; however, there will be some loss of parking on the east side of Churchill</td>
</tr>
<tr>
<td>G Reduce rail noise and vibration</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Both options eliminate train horn noise and warning bells with closure of Churchill</td>
</tr>
<tr>
<td>H Maintain or improve local access</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Both options close Churchill to through traffic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 1 ped/bikes crosses underneath the railroad tracks only</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>- Option 2 ped/bikes crosses underneath the railroad tracks and Alma St</td>
</tr>
<tr>
<td>I Minimize visual changes along the corridor</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Blue" /></td>
<td>- Both options have opportunities for additional landscaping areas</td>
</tr>
<tr>
<td>J Minimize disruption and duration of</td>
<td>1 year</td>
<td>2 years</td>
<td>- Construction period is relatively short</td>
</tr>
<tr>
<td>construction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K Order of Magnitude Cost</td>
<td>$12M to $15M*</td>
<td>$16M to $20M*</td>
<td>* Total Preliminary Construction Costs in 2018 dollars (Subject to Change)</td>
</tr>
</tbody>
</table>

**Legend:**
- ![Green](#) Improvement
  - ![Blue](#) Impact

---

**Improve**

**Impact**
## Churchill Ped/Bike Undercrossing Engineering Impacts

<table>
<thead>
<tr>
<th>Engineering Impacts</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
</table>
| **L** Creek/Drainage Impacts             | - Pump station required for lowered pedestrian/bike way.  
- Increased risk of flooding due to pump stations                                                                                                                                                       | - Pump stations required for lowered pedestrian/bike way.  
- Increased risk of flooding due to pump stations.                                                                                                                                                       |
| **M** Long Term Maintenance              | - Increased maintenance costs due to:  
  - Pump stations for undercrossing dewatering                                                                                                                                                           | - Increased maintenance costs due to:  
  - Pump stations for undercrossing dewatering                                                                                                                                                           |
| **N** Utility Relocations                | - Minimal impacts to utilities                                                                                                                                                                           | - Potential utility relocations in Alma St and Churchill                                                                                                                                                 |
| **O** Railroad Operations Impacts during Construction | - No shoofly required, only single tracking during nights and weekends                                                                                                                                  | - No shoofly required, only single tracking during nights and weekends                                                                                                                                  |
| **P** Local Street Circulation Impacts during Construction | - Path along High School will impacted temporarily during construction                                                                                                                                  | - Temporary night and weekend closures of lanes on Alma St and Churchill                                                                                                                                  |
| **Q** Caltrain Design Exceptions Needed  | None required.                                                                                                                                                                                           | None required.                                                                                                                                                                                           |
Churchill Ave Closure Traffic Study Review

- Data Collection
- Evaluation of Existing Traffic Conditions
- Evaluation of Year 2030 Traffic Conditions with Churchill Closure
- Some Mitigations for Impacted Intersections
Diverted trips due to Closure of Churchill Avenue

Total Trips Diverted due to Churchill Ave Closure

- AM Peak (8:00 a.m. – 9:00 a.m.) = 706 vehicles
- PM Peak (5:15 p.m. – 6:15 p.m.) = 776 vehicles
Trip Distribution

Based on City’s Travel Demand Model and Origin and Destination Study

LEGEND:
1. XX% - AM Trip Distribution
2. (XX%) - PM Trip Distribution
3. XX - AM Trip Volume
4. (XX) - PM Trip Volume
Intersections at Unacceptable Level of Service (LOS)

**Intersections Mitigated as a Group**
- #3 - Alma Street/Lincoln Avenue
- #4 - Alma Street/Embarcadero Road
- #8 - Alma Street/Kingsley Avenue

**CMP Intersections**
- #19 - El Camino Real/Embarcadero Road
- #24 - Oregon Expressway/Middlefield Road
- #21 - El Camino Real/Oregon Expressway-Page Mill Road

**Intersections Mitigated Individually**
- #22a/#22b - Alma Street/Oregon Expressway
- #15 - Embarcadero Road/Cowper Street

Intersections impacted by Churchill Ave Closure
Map of Unacceptable LOS Intersections
### Summary of Potential Level of Service (LOS) Mitigations

<table>
<thead>
<tr>
<th>Intersection Number and Name</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>#3 - Alma Street/Lincoln Avenue</td>
<td>• Restrict left turn and provide right turn only for Lincoln Ave</td>
</tr>
<tr>
<td>#4 - Alma Street/Embarcadero Road</td>
<td>• Add left turn lane and signalize</td>
</tr>
<tr>
<td>#8 - Alma Street/Kingsley Avenue</td>
<td>• Signalize intersection</td>
</tr>
</tbody>
</table>
| #19 - El Camino Real/Embarcadero Road | • Add additional westbound left turn and northbound right turn lane  
• Optimize signal timings |
| #24 - Oregon Expressway/Middlefield Road | • Convert southbound right thru lane to exclusive southbound right turn lane  
• Convert northbound right turn lane to shared northbound thru and right turn lane  
• Modify signal phasing to include eastbound right and southbound right turn overlaps |
| #21 - El Camino Real/Oregon Expressway-Page Mill Road | • Install westbound right turn lane  
• Optimize signal timing |
<table>
<thead>
<tr>
<th>Intersection Number and Name</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>#22a/#22b - Alma Street/Oregon Expressway</td>
<td>• Signalize intersections</td>
</tr>
<tr>
<td>#15 - Embarcadero Road/Cowper Street</td>
<td>• Restrict left turn and through movements for northbound and southbound at Cowper, reroute trips to Embarcadero/Waverly</td>
</tr>
</tbody>
</table>
Traffic Intrusion on Residential Environment (TIRE)

- Measure of traffic impact on residents along a roadway
- Based on daily average conditions and uses average daily traffic (ADT) volumes to determine amount of daily traffic that could be added to a roadway before residents would perceive the increase in traffic

Two Segments Impacted Due to the Closure of Churchill Avenue

- Emerson Street, from Channing Avenue to Addison Avenue
- Emerson Street, from Lincoln Avenue to Kingsley Avenue
Implementation of Neighborhood Traffic Calming Measures

- Evaluation of the conditions
- Engaging the community to select the measures to mitigate the impact
  - Roadway improvements (widening, turn lanes, access control)
  - Intersection control (traffic signal, signal phasing, all-way stop, roundabout)
  - Operational improvements (signal timing, Intelligent Transportation System, signal systems)
  - Traffic Calming (speed humps and tables, chokers, bulb outs, diverters, etc.)
  - Pedestrian/Bicycle (crosswalks, ped signals, bike lanes)
  - Signalization of Embarcadero/Kingsley intersection
Outline

Finance and Funding

Comparable Grade Separation Projects in Nearby Cities

Finance and Funding Opportunities
San Bruno
funding sources obtained

Project Summary:
- Elevate Caltrain tracks above three crossings; three pedestrian underpasses; new elevated Caltrain station
- Project cost of $155 million
- Completed in 2014

Funding Summary:
- Regional funds - $92.4 million
  - San Mateo County Transportation Authority (Measure A)
- State funds - $55.9 million
  - High Speed Rail / Proposition 1B / Statewide Transportation Improvement Program / Caltrans+CPUC Section 190
- Federal funds - $6.6 million
  - Federal Transit Administration
Comparable Grade Separation Projects in Nearby Cities

San Mateo

funding sources
obtained or proposed

Project Summary:
- Hybrid approach: Raise tracks; lowering of the road grade; allow for east-west street connections; new elevated Caltrain station
- Project cost of $180 million
- Estimated completion date of 2020

Funding Summary:
- Local Funds - $12 million
  - City of San Mateo Transportation Impact Fees
- Regional funds - $74 million
  - San Mateo County Transportation Authority (Measure A)
- State funds - $94 million
  - High Speed Rail Proposition 1A ($84 million)
  - Caltrans/CPUC Section 190 ($10 million)
Comparable Grade Separation Projects in Nearby Cities

Other general funding strategies proposed

**Burlingame**
- Estimated project alternative costs range from $250 to $910 million
- Preferred alternative was $250 million
- Preliminary design expected to be complete by end of 2019

**Mountain View**
- Estimated project cost of $120 million (in 2014)
- Entering preliminary environmental review and engineering phase

**Menlo Park**
- Estimate project cost for three crossings is $390 million while single crossing was estimated at $200 million, former preferred by City
- Draft project study report released at end of 2018

**Across projects similar funding concepts:**
- Regional funds: San Mateo County Measure A / Santa Clara County Measure B
- State funds: Caltrans/CPUC Section 190
- Local funds: Transportation impact fees and value capture approaches
Comparable Grade Separation Projects in Nearby Cities

Summary findings of funding strategies

- Federal funds have been limited for projects completed or under construction.
- High speed rail funds have been critical for projects completed or under construction, but this will likely be an unreliable source of future funds.
- Regional transportation measure funds have been and will continue to be a critical funding source for projects.
- Local funding sources such as transportation impact fees have been used / are proposed for use, but have yet to be a large contributor comparative to total project costs.
- Total project costs for similar projects were $250 million or less.
Financing and Funding

**Financing**
Financing refers to money that must be repaid. For example, municipal bond financing or public or private loans.

**Funding**
Funding refers to money that is available on hand or that will be collected over time that does not need to be repaid. For example, private or public grants would be a form of funding.
## Financing and Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funding/Financing Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>Transportation Finance and Innovation Act (TIFIA) Program Loans</td>
<td>Direct loans, loan guarantees, and standby lines of credit provided to public and private transit, highway, rail, and port projects. (Must be repaid.)</td>
</tr>
<tr>
<td>Federal</td>
<td>BUILD Transportation Discretionary Grants</td>
<td>$1.5 billion for the overall program is available for infrastructure improvement projects.</td>
</tr>
<tr>
<td>State</td>
<td>Highway Railroad Crossing Safety Account (HRCSA)</td>
<td>The HRCSA provides $150 million annually for grade separation projects throughout the State.</td>
</tr>
<tr>
<td>Regional</td>
<td>Measure B</td>
<td>Current sales tax increment that will allocate $700 million to fund 8 grade separation projects for Sunnyvale, Mountain View, and Palo Alto.</td>
</tr>
<tr>
<td>Local</td>
<td>Public Private Partnerships</td>
<td>Public-private partnerships between a government agency and private-sector company can be used to finance, build and operate projects, such as public transportation networks, parks and convention centers.</td>
</tr>
<tr>
<td>Local</td>
<td>Mello-Roos Community Facilities District (CFD)</td>
<td>A special tax could be applied to property owners within two blocks of the Caltrain corridor.</td>
</tr>
<tr>
<td>Local</td>
<td>Property Taxes</td>
<td>A City could increase property taxes for city residents by 0.05%-0.25%</td>
</tr>
<tr>
<td>Local</td>
<td>Business Tax</td>
<td>A City could adopt a business tax in a variety of different ways and use some of such funding for many projects, including grade separations.</td>
</tr>
</tbody>
</table>
Question & Answers
Stations

- Citywide Tunnel
- Churchill Ave Ped/Bike Undercrossing
- Evaluation Matrix and Engineering Impacts
- City Staff and Other Crossings
- Traffic
- Finance
Stay Engaged

Visit our website at: [www.cityofpaloalto.org/ConnectingPaloAlto](http://www.cityofpaloalto.org/ConnectingPaloAlto)

Contact us at: 
[transportation@cityofpaloalto.org](mailto:transportation@cityofpaloalto.org)
(650) 329-2520
Thank you