

Castro Street Grade Separation and Castro Pedestrian Mall Project History and Milestones

Date	Action/Milestone
<u>November 10, 2015</u>	City Council authorized development of Transit Center Master Plan.
<u>May 23, 2017</u>	Council approved the Master Plan following analysis of alternative concepts and several community and stakeholder meetings. The Master Plan included preferred concept for the grade separation of the current at-grade railroad crossing and better access to downtown and the Transit Center.
<u>February 13, 2018</u>	Council supported the concept of dividing the implementation of the Master Plan into two elements: (1) Grade Separation Project; and (2) Redevelopment of the Transit Center, including reconfiguration of and expansion of bus/shuttle circulation area and Centennial Plaza. Council also awarded a contract to Kimley-Horn and Associates for the Grade Separation Project preliminary engineering (35% design) and environmental clearance.
<u>March 19, 2019</u>	Key design elements were considered at a Council Study Session. Direction was provided allowing for preparation of the environmental document and additional progress on project design. City Council expressed interest in exploring a pedestrian plaza/mall at the end of Castro Street.
<u>December 10, 2019</u>	Council approved a California Environmental Quality Act (CEQA) Mitigated Negative Declaration for the project.
<u>April 21, 2020</u>	Council approved a contract amendment with Kimley-Horn for additional preliminary engineering (35% augmentation) requested by Caltrain to comply with their engineering standards. This work was completed in February 2021.
<u>June 9, 2020</u>	Council authorized the City Manager to execute a Cooperative Agreement with Caltrain and VTA for final design of the project. The Agreement included roles and responsibilities and a commitment of \$10 million in VTA Measure B funding. The agreement was executed on April 6, 2021. It was amended in September 2023 to increase the VTA Measure B contribution to \$17 million. Council adopted Resolution No. <u>18470</u> to temporarily close the 100, 200, 300 and 400 blocks of Castro Street between West Evelyn Avenue and Mercy Street to vehicular traffic with continued motor vehicle access across Castro Street at each side street.
June 25, 2020	The Castro StrEATS Program launched to facilitate outdoor dining within the public right-of-way, allow for social distancing, and support the

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	recovery of Mountain View's downtown businesses as a result of the COVID-19 pandemic.
<u>October 12, 2021</u>	City Council provided input and direction regarding the Castro Pedestrian Mall Feasibility Study during a study session.
<u>October 11, 2022</u>	City Council introduced an Ordinance Establishing Pedestrian Malls on Castro Street Between the East leg of Evelyn Avenue and Villa Street, Villa Street and West Dana Street, and West Dana Street and California Street.
<u>October 25, 2022</u>	City Council adopted an Ordinance Establishing Pedestrian Malls on Castro Street Between the East leg of Evelyn Avenue and Villa Street, Villa Street and West Dana Street, and West Dana Street and California Street.
2021 to June 2023	Caltrain executed contracts with HNTB for final design and with Stacy & Witbeck and Meyers & Sons (SWM), a joint venture, to serve as the Construction Manager/General Contractor for the preconstruction design phase. ¹ The 65% design plans were submitted for agency review in June 2023.
<u>April 10, 2023</u>	Council Transportation Committee (CTC) received an update on final design status, project delivery method, schedule, and funding.
Summer/Fall 2023	SWM started collaboration with the project team to provide design feedback and a construction cost estimate for the 65% design plans.
<u>November 28, 2023</u>	CTC received a report on a new cost estimate, available funding, and potential cost-reduction options and provided directions for Council consideration. CTC also received a report on the status of the Public Art selection process for the project.
<u>January 23, 2024</u>	In a Study Session, Council received a report on the status and increased cost estimates for the Castro Street (Transit Center) and Rengstorff Avenue Caltrain Grade Separation Projects and staff's recommendation to reduce the scope of the Castro Street Project. Council directed staff to prioritize the Rengstorff Avenue Grade Separation Project and to move forward with a reduced scope for the Castro Street Project that will eliminate the existing vehicle at-grade crossing while enhancing the existing pedestrian at-grade crossings.

¹ The Construction Manager/General Contractor project delivery method allows the contractor to collaborate with the design team during the preconstruction design phase before the start of construction to incorporate its preferred means and methods, deliver early work, and include its construction phases approach into the final design solution.

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September 3, 2024	CTC received an update regarding deferring final design of the Castro Undercrossing and focusing on the delivery of the Castro Interim Improvements.
April 2025	Design kicked off for the reduced scope Castro Street Project (Castro and Evelyn Interim Improvements Project).
June 2025	City received 35% design for the Castro and Evelyn Interim Improvements Project