



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Finance Committee Meeting

Committee Members: Dev Davis (Chair), Ron Collins, Monique Zmuda

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#). Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/98291920938> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: #982 9192 0938 for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html.

Oral public comments will also be accepted during the meeting through Zoom or via the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For public participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise the Hand feature for public comment. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

July 27, 2020

1:30 pm (*new start time)

1. Call to Order/Pledge of Allegiance
2. Roll Call

3. Public Comment on Items not on the Agenda

Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

4. Approve Meeting Minutes of June 22, 2020 MOTION
5. Finance and Ridership Updates – COVID-19 INFORMATIONAL
6. Accept Statement of Revenues and Expenditures for June 2020 MOTION
7. Authorize Execution of a Change Order to the Peninsula Corridor Electrification Project Contract with Balfour Beatty, Inc. for Construction of Shunt Wires at Utility Crossings In Conformance with California Public Utility Commission Requirements MOTION
8. Authorize Execution of Agreements to Receive Funding and Act As Lead Implementing Agency for the Final Design Phase of the Mountain View Transit Center Grade Separation and Access Project MOTION
9. Preliminary Fiscal Year 2021 Operating and Capital Budgets INFORMATIONAL
10. Committee Member Requests
11. Date/Time of Next Regular Finance Committee Meeting:
Monday, August 24, 2020 at 1:30 pm via Zoom
12. Adjourn

INFORMATION FOR THE PUBLIC

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com. *Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Fourth Monday of the month, 1:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. the Public may not attend this meeting in person.

Public Comment*

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html. Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. the Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board
Finance Committee Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

DRAFT MINUTES OF JUNE 22, 2020

MEMBERS PRESENT: D. Davis(Chair), R. Collins, M. Zmuda

MEMBERS ABSENT: None

STAFF PRESENT: D. Hansel, M. Bouchard, J. Cassman, S. van Hoften, M. Jones, L. Leung, C. Gayotin, C. Mau, J. Montenero, M. Rush, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Dev Davis called the meeting to order at 2:31 pm and led the Pledge of Allegiance.

2. ROLL CALL

District Secretary Dora Seamans confirmed all Board Committee members were present.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

4. APPROVAL OF MEETING MINUTES OF MAY 26, 2020

Motion/Second: Collins/Zmuda

Ayes: Collins, Zmuda, Davis

Noes: None

Absent: None

5. FINANCE AND RIDERSHIP UPDATES – COVID-19

Derek Hansel, Chief Financial Officer, provided a financial update. He stated that they would be making their first draw from the CARES Act this week for losses incurred in May and additional losses from March through May for GoPass. Mr. Hansel noted the increase to 70 trains due to an uptick in ridership. They are positioning themselves for the second tranche of the CARES Act for finances through the Fall.

Michelle Bouchard, Chief Rail Officer, provided an update on operations. She noted high compliance with facial coverings on board the trains, including TASI employees and collaborating with regional operators regarding health and safety efforts for a comprehensive and consistent approach to encourage rider confidence.

Public comment

Roland Lebrun, San Jose, suggested accessing ridership data through Clipper to move forward.

The Board members had a discussion and staff provided further clarification in response to Board comments and questions. Topics included joint measures to educate riders on safety measures and rider data.

6. ACCEPT STATEMENT OF REVENUES AND EXPENDITURES MAY 2020

Mr. Hansel noted that the GoPass revenues were adjusted to reflect March and April data.

Public Comment:

Roland Lebrun, San Jose, commented on the CARES Act and reserves and expenses.

The Board members had a discussion and staff provided further clarification in response to Board comments and questions. Topics included where the CARES funding was shown in the statement, consistent overhead and expenses, and rental income.

Motion/Second: Zmuda/Collins

Ayes: Collins, Zmuda, Davis

Noes: None

Absent: None

7. AWARD OF CONTRACT FOR MARIN AND NAPOLEON STREET BRIDGE REPLACEMENT PROJECT FOR \$8,907,901

Concepcion Gayotin, Acting Director of Contracts & Procurement, reported that eight potential bidders attended a pre-bid meeting and four bids were received. She stated that Disney reported the lowest bid, but did not meet the disadvantaged business enterprise (DBE) requirement of 15 percent, and they underwent a good faith effort hearing. She stated that recommended the award to Proven, who met DBE requirements with a 19.8 percent submittal, and had over 25 years of contracting experience. Ms. Gayotin mentioned that the project completion is expected by the summer of 2021.

Public Comment:

Roland Lebrun, San Jose, commented on expenses for grade crossings at San Jose and San Francisco (Marin and Napoleon) and asked for clarity on how the new Caltrain stations and bridges would tie into Samtran's overall plan for the line.

Board members had a discussion and staff provided further clarification in response to Board comments and questions regarding engineer estimates, sources of funding for this project, timing of the bid process, berm replacement, and interdependency with other project timelines.

Motion/Second: **Zmuda/Davis to not approve this item as stated in the report, directed staff to provide additional information on the engineering bids and soil conditions of berms, and moved this item to the full Board for further discussion and consideration.**

Ayes: Collins, Zmuda, Davis

Noes: None

Absent: None

8. AWARD OF CONTRACT FOR CALTRAIN NAMING RIGHTS AND SPONSORSHIP CONSULTING SERVICES

John Montenero, Manager of Procurement, reported that staff received three qualified proposals and the selection committee identified Elevate Sports Ventures, LLC as the

highest ranked proposal. Mr. Montenero noted that staff recommended the award for a five year base term.

Public Comment:

Roland Lebrun, San Jose, commented on excluding Diridon from this contract.

Board members had a discussion and staff provided further clarification in response to Board comments and questions regarding what was being named, how contractors were paid, what additional services encompasses, the possibility of a ten-year partnership, naming rights policies, and amending the resolution to require Committee approval.

Motion/Second: **Davis/Collins moved to strike the authorization clause and amend the resolution to come back to the Finance Committee for approval during phase 1b (creation of detailed marking and sales strategy)**

Motion/Second: Davis/Collins

Ayes: Collins, Zmuda, Davis

Noes: None

Absent: None

9. AUTHORIZE AMENDMENT TO CONTRACT TO OPERATE THE SAN FRANCISCO CALTRAIN BICYCLE PARKING FACILITY

Dan Provence, Principal Planner, provided background: since 2007 Caltrain has worked with a vendor for the San Francisco Caltrain station to relieve on board bicycle space, in 2013 Bikehub took over the contract; they have been closed since mid-March and plans to reopen in July. Mr. Provence stated that they would like to provide more options for riders to cycle or scooter to the station, and that the contract will be expiring at the end of 2020. He stated that this amendment would extend the contract an additional year while staff work on a request for proposal (RFP) for upcoming years.

Lawrence Leung, Manager of Rail Contracts & Budget, stated that JPB staff is requesting three items: 1) an increase the base compensation 2) to extend the contract term for an additional year of service, and 3) to add sidewalk space as part of the property.

Public Comment:

Aleta Dupree, Oakland, commented on the importance of providing bicycle parking, issues with bicycle theft, and her appreciation for shared scooters, and the ease of bicycle parking compared to car parking.

Board members had a discussion and staff provided further clarification in response to Board comments and questions included the following: what services would be provided with the \$70,000 contact overage amount; concern and the need for clarifications on how payments are handled without sufficient funding in the contract; sidewalk space and property lines.

Motion/Second: **Zmuda/Davis moved to include unanticipated overrun costs and payment clarification in the resolution**

Ayes: Collins, Zmuda, Davis
Noes: None
Absent: None

10. AUTHORIZE EXECUTION OF FUNDING AGREEMENT WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR CLIPPER START, THE REGIONAL MEANS-BASED FARE PILOT PROGRAM

Melissa Jones, Principal Planner, provided an update on the Clipper START program. She stated that this was in response to the growing need for discounted transit fares for low-income adults. Ms. Jones said the participating agencies included BART, Golden Gate, and San Francisco Municipal Transportation Authority (SFMTA) and the July 15th launch date. She reviewed promotion and outreach efforts, evaluation of the pilot program, and last steps in entering into a funding agreement with the Metropolitan Transportation Commission (MTC).

Public Comment:

Roland Lebrun, San Jose, commented on tagging on and off for multi-passes and GoPasses for informational purposes, MTC engagement, and changing programming with Clipper (communicate with Cubic).

Aleta Dupree, Oakland, commented on the benefits of the program, moving away from paper tickets, and maintaining service standards.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding launch dates, communication with MTC staff, notices at stations and electronic sign boards for outreach, frequency of updates, and social media promotions.

Motion/Second: **Collins/Davis moved to approve the recommendation with an amendment to include quarterly reports rather than bi-annual reports**

Ayes: Collins, Zmuda, Davis
Noes: None
Absent: None

11. AUTHORIZE EXECUTION OF AMENDMENT 2 OF THE AMENDED AND RESTATED CLIPPER MEMORANDUM OF UNDERSTANDING (MOU)

Carter Mau, Deputy General Manager, provided an update: this amendment would authorize the Executive Director to execute a Clipper MOU (an agreement between MTC and other agencies). Mr. Mau explained that 50 percent of revenues are collected via Clipper and the amended MOU would 1) extend the current agreement to 2026, 2) allow for changes when MTC announces notice to proceed with the Clipper mobile system (payment by Clipper smartphone), and 3) change to the cost formula when MTC announces notice to proceed with Clipper Next Generation (2023). He noted that the first two items would be split 50/50 between the operator and MTC.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding mobile apps and immediate funds now available on Clipper cards.

Motion/Second: Davis/Zmuda
Ayes: Collins, Zmuda, Davis
Noes: None
Absent: None

12. APPROVE AND RATIFY FISCAL YEAR 2021 INSURANCE PROGRAM

Derek Hansel, Chief Financial Officer, noted that while they were able to maintain all insurance coverages, with liability pricing being pretty fair, there were substantial increases on the property side. He noted that prices were generally consistent with available budget.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding timing of negotiations, whether it was pre or post-COVID, pandemic exclusions, cash flow, and property insurance.

Motion/Second: Collins/Zmuda
Ayes: Collins, Zmuda, Davis
Noes: None
Absent: None

13. COMMITTEE MEMBER REQUESTS

Chair Davis inquired about the reason for replacing bridges with berms in the Marin and Napoleon Street Bridge replacement project and why engineer estimates were higher in the bids.

Chair Davis requested striking the authorization clause and amending the naming rights resolution to come back to the Finance Committee for approval during phase 1b (creation of detailed marketing and sales strategy).

Director Zmuda requested clarification in the Bikehub resolution regarding unanticipated overrun in costs (\$70,000) regarding services previously provided. Both Director Zmuda and Chair Davis requested payments without sufficient funding in the contract come before the Committee prior to payment.

Director Collins requested quarterly reports instead of bi-annual reports for the Clipper START program initially.

Chair Davis requested the Clipper START social media packaging for promotion on the City of San Jose's website.

Director Collins requested an earlier start time for Finance Committee meetings by an hour or two. There was general informal Committee member consensus that 1:30 p.m. could work and Chair Davis referred the matter to staff to check and follow up.

Public Comment:

Roland Lebrun, San Jose, commented on planning a meeting with awareness of other regional meetings.

14. DATE/TIME OF NEXT REGULAR FINANCE COMMITTEE MEETING

Monday, July 27, 2020 at 2:30 pm, via Zoom.

15. ADJOURN

The meeting adjourned at 4:10 pm.

An audio/video recording of this meeting is available online at <https://www.caltrain.com/about/bod/video.html?> Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to board@caltrain.com.

DRAFT

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: JPB Finance Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDED JUNE 30, 2020**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 1st meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Statement finalized by November 2020.

Prepared by: Jennifer Ye, Manager, General Ledger 650.622.7890

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Finance Committee

THROUGH: Jim Hartnett
Executive Director

FROM: John Funghi
Chief Officer, CalMod Program

SUBJECT: **AUTHORIZE EXECUTION OF A CHANGE ORDER TO THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT CONTRACT WITH BALFOUR BEATTY, INC. FOR CONSTRUCTION OF SHUNT WIRES AT UTILITY CROSSINGS IN CONFORMANCE WITH CALIFORNIA PUBLIC UTILITY COMMISSION REQUIREMENTS**

ACTION

Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to execute a change order to the Peninsula Corridor Electrification Project (PCEP) design-build contract with Balfour Beatty, Inc. (Contract) for construction of Shunt Wires at utility crossings for a total of \$9,500,000, and in a form approved by legal counsel.

SIGNIFICANCE

Safety requirements adopted by the California Public Utility Commission (CPUC) define the design, construction, installation, operation and maintenance requirements for the electrification system on the Caltrain Corridor. One of the requirements is the installation of Shunt Wires at overhead utility crossings. The CPUC Safety Requirements were adopted by the CPUC on November 10, 2016 (via Resolution SED-2), which occurred after the award of the Contract.

Shunt Wires are required at all 137 overhead utilities crossings over the electrification infrastructure. The purpose is to protect the safety of the public and rail or utility facilities in case the utility lines crossing the Overhead Contact System (OCS) should fall and make contact with the OCS.

This change order will allow the PCEP design-build contractor to proceed with the construction of the Shunt Wires.

This change has been approved by the PCEP Change Management Board.

BUDGET IMPACT

This Contract change order will be funded from the contingency included in the Board-approved PCEP Budget without requiring a budget amendment.

BACKGROUND

The PCEP is a key component of the Caltrain Modernization (CalMod) Program. The PCEP will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station, convert diesel-hauled to electric trainsets ("Electric Multiple Unit" or "EMU"), and increase service to up to six Caltrain trains per peak hour per direction.

The PCEP design-build and EMU contracts, which are the cornerstone contracts of the Caltrain Electrification Program, represent approximately 60 percent of the CalMod Program budget.

The Board of Directors has authorized the Executive Director to enter into change orders of up to 5%. As the proposed Contract change order would be specifically approved by the Board, the proposed action will not decrease the Executive Director's remaining change order authority.

Presented By: Liria Larano, Deputy Chief Officer, CalMod Program

650.622.7828

RESOLUTION NO. 2020 –

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

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**AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CHANGE ORDER TO THE
PENINSULA CORRIDOR ELECTRIFICATION PROJECT CONTRACT WITH BALFOUR BEATTY, INC.
TO CONSTRUCT SHUNT WIRES AT OVERHEAD UTILITY CROSSING LOCATIONS
FOR A TOTAL OF \$9,500,000**

WHEREAS, the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization Program, will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station, replace diesel-hauled trainsets with Electric Multiple Unit (EMU) trainsets, and increase service to up to six Caltrain trains per peak hour per direction; and

WHEREAS, PCEP requires the installation of an Overhead Contact System (OCS) to provide electrical power to the trains; and

WHEREAS, on July 7, 2016, the Board of Directors (board) of the Peninsula Corridor Joint Powers Board (JPB), by means of Resolution No. 2016-35, awarded a contract to Balfour Beatty Infrastructure, Inc. (BBI) for design-build services for PCEP (Contract); and

WHEREAS, the California Public Utilities Commission (CPUC) adopted Safety Requirements for the design, construction, installation, operation and maintenance of the electrification system on the Caltrain Corridor; and

WHEREAS, the CPUC Safety Requirements, which require the installation of Shunt Wires at overhead utility crossings, were adopted by the CPUC on November 10, 2016 (via Resolution SED-2), which was after the award of the Contract; and

WHEREAS, Shunt Wires are required at all locations where overhead utilities cross over the electrification infrastructure to protect the safety of the public and rail or utility

facilities in the event the overhead utility lines crossing the right-of-way fall onto the OCS; and

WHEREAS, on September 6, 2018, the Board of Directors (board) of the Peninsula Corridor Joint Powers Board (JPB), by means of Resolution No. 2018-38, awarded a contract to BBII in the amount of \$925,000 for shunt wire design; and

WHEREAS, with approval from the PCEP Change Management Board, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board authorize execution of the Contract change order in an amount not to exceed \$9,500,000 to BBII for construction of shunt wires in conformance with CPUC requirements.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director to execute the Contract change to construct Shunt Wires at overhead utility crossing locations in an amount not to exceed \$9,500,000.

Regularly passed and adopted this 6th day of August, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Finance Committee

THROUGH: Jim Harnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **AUTHORIZE EXECUTION OF AGREEMENTS TO RECEIVE FUNDING AND ACT AS LEAD IMPLEMENTING AGENCY FOR THE FINAL DESIGN PHASE OF THE MOUNTAIN VIEW TRANSIT CENTER GRADE SEPARATION AND ACCESS PROJECT**

ACTION

Staff Coordinating Council recommends the Board:

1. Authorize the Executive Director, or his designee, to execute agreements with the City of Mountain View (City) and Santa Clara Valley Transportation Authority (VTA) for the Peninsula Corridor Joint Powers Board (JPB) to receive funding and to act as lead implementing agency for the final design phase (Final Design) of the Mountain View Transit Center Grade Separation and Access Project; and
2. Authorize the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary to give effect to this action.

SIGNIFICANCE

The Mountain View Transit Center Grade Separation and Access Project (Project) will improve safety and multimodal access to the Transit Center and Downtown Mountain View. The project includes closing Castro Street at W. Evelyn Avenue and redirecting motorized traffic to the existing Shoreline Blvd overpass via a new access ramp. A dedicated pedestrian and bicycle undercrossing will be constructed under the Caltrain tracks and Central Expressway to connect Castro Street with Moffett Boulevard on the other side.

The agreements which the Board will be authorizing, by this action, will complete the Final Design phase of the Project and will include Final Design work, Right of Way Engineering, and Environmental Permitting work. A Cooperative Agreement between VTA, City of Mountain View and JPB will define the roles and responsibilities of each party for the Final Design phase, as described below. Other agreements related to the Final

Design phase will be required in the future, such as a real estate cooperative agreement and an agreement with the County of Santa Clara for work related to the County Right of Way (Central Expressway). Although the JPB's work as lead implementing agency will be fully funded by the VTA and City, approval by the Board of Directors to enter into these agreements is desired, given the magnitude of the Project and the JPB resources required to support it.

To date, the City has funded and completed the preliminary design and environmental clearance, adopting a Mitigated Negative Declaration on December 10, 2019. The City is currently performing additional preliminary engineering work, which will not change the scope of final design work and will be completed prior to start of final design work. Moving forward, the City, VTA and JPB staff believe the best approach for implementing the Project is for the JPB, as owner of the rail right of way, to act as the lead implementing agency, with VTA serving as a funding partner and taking an oversight role and the City serving as the project sponsor and a funding partner, as well as leading community outreach.

At this time, the parties estimate the final design phase will cost approximately \$11.2M, with \$10.0M to be reimbursed by VTA to JPB and the City bearing \$1.2M of City's own related costs for final design phase. VTA will bear its own costs of project oversight for this phase. Should additional funds be required for the design work for the relocation of non-franchise utilities or any other additional design work, the parties will seek funds from non-JPB sources.

VTA will use 2016 Measure B funds in an amount of \$10,000,000 (ten million dollars) to provide Project funding for this particular phase and scope of work. City will contribute local funding for this phase.

BUDGET IMPACTS

Following execution of the Cooperative Agreement between the JPB, VTA and City for the Mountain View Transit Center Grade Separation and Access Project, JPB staff will include the funding contribution of \$10.0M from VTA into the FY2021 Capital budget for this phase of the Project.

No JPB member agency funds are budgeted or required for this Project. The City and VTA will be solely responsible for and will bear full financial responsibility for obtaining and providing all funding required for this phase of the Project. A funding plan for future phases of work will be developed by the City and VTA, in cooperation with the JPB. The JPB may be required to be a party to resulting funding agreements as the lead implementing agency, but no JPB member agency funds are expected to be committed to this Project.

BACKGROUND

Over the last 10 years, the JPB has served as the lead agency for the engineering design, environmental clearance, and eventual construction, of grade crossing separations in San Mateo County, including projects in the Cities of San Bruno and San Mateo. No costs have been incurred by the JPB or its member agencies for any of the projects discussed above, with all funding coming from the individual cities, the San Mateo County Transportation Authority, as well as other State and Federal sources.

The Mountain View Transit Center Grade Separation and Access project will be the first grade separation project in Santa Clara County funded by Measure B, which was passed in Santa Clara County in 2016. 2016 Measure B establishes \$700 million in funding for the grade separation in the cities of Palo Alto, Mountain View, and Sunnyvale. Castro Street/Moffett Boulevard, along with Rengstorff, are the two grade separations in the City of Mountain View in the Measure B program.

Prepared By: Joy Sharma, Senior Project Manager

650.489.8161

RESOLUTION NO.

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

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**AUTHORIZING EXECUTION OF AGREEMENTS TO RECEIVE FUNDING AND ACT AS LEAD
IMPLEMENTING AGENCY FOR THE FINAL DESIGN PHASE OF MOUNTAIN VIEW TRANSIT
CENTER GRADE SEPARATION AND ACCESS PROJECT**

WHEREAS, the City of Mountain View (City) and the Santa Clara Valley Transportation Authority (VTA) desire to close the Castro Street at-grade crossing of the Caltrain tracks to improve safety and reduce traffic congestion; and

WHEREAS, the City completed a preliminary design and environmentally cleared the project (Project), adopting a Mitigated Negative Declaration on December 10, 2019; and

WHEREAS, the City and VTA desire to proceed with the final design, right of way engineering, and environmental permitting (Final Design) phase of the Project; and

WHEREAS, the total cost of the Final Design phase of the Project is estimated to be approximately \$11.2 million; and

WHEREAS, the VTA will reimburse JPB \$10M to perform the Final Design phase of the Project; and

WHEREAS, the City has budgeted \$1.2M for its own costs for the Final Design phase of the Project; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), VTA, and the City desire that the JPB serve as the lead implementing agency for the Final Design phase of the Project; and

WHEREAS, all Project-related costs incurred by the JPB for the Final Design phase will be paid for by the City and VTA.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Authorizes the Executive Director, or his designee, to execute agreements with the Santa Clara Valley Transportation Authority and City of Mountain View for the JPB to receive funding and act as lead implementing agency for the Final Design phase of the Mountain View Transit Center Grade Separation Project; and
2. Authorizes the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of August, 2020, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



Mountain View Transit Center Grade Separation and Access Project

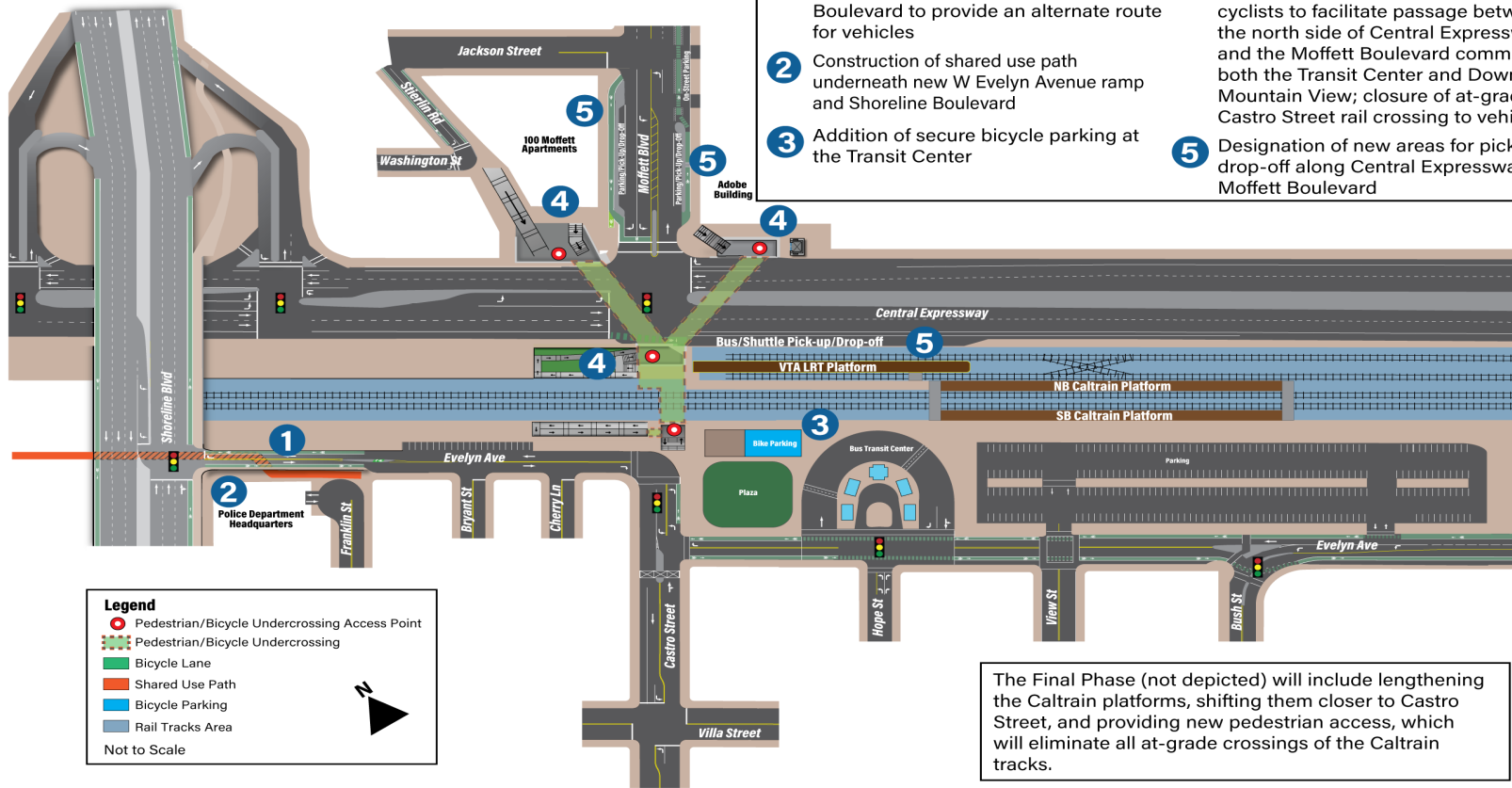


MOUNTAIN VIEW TRANSIT CENTER

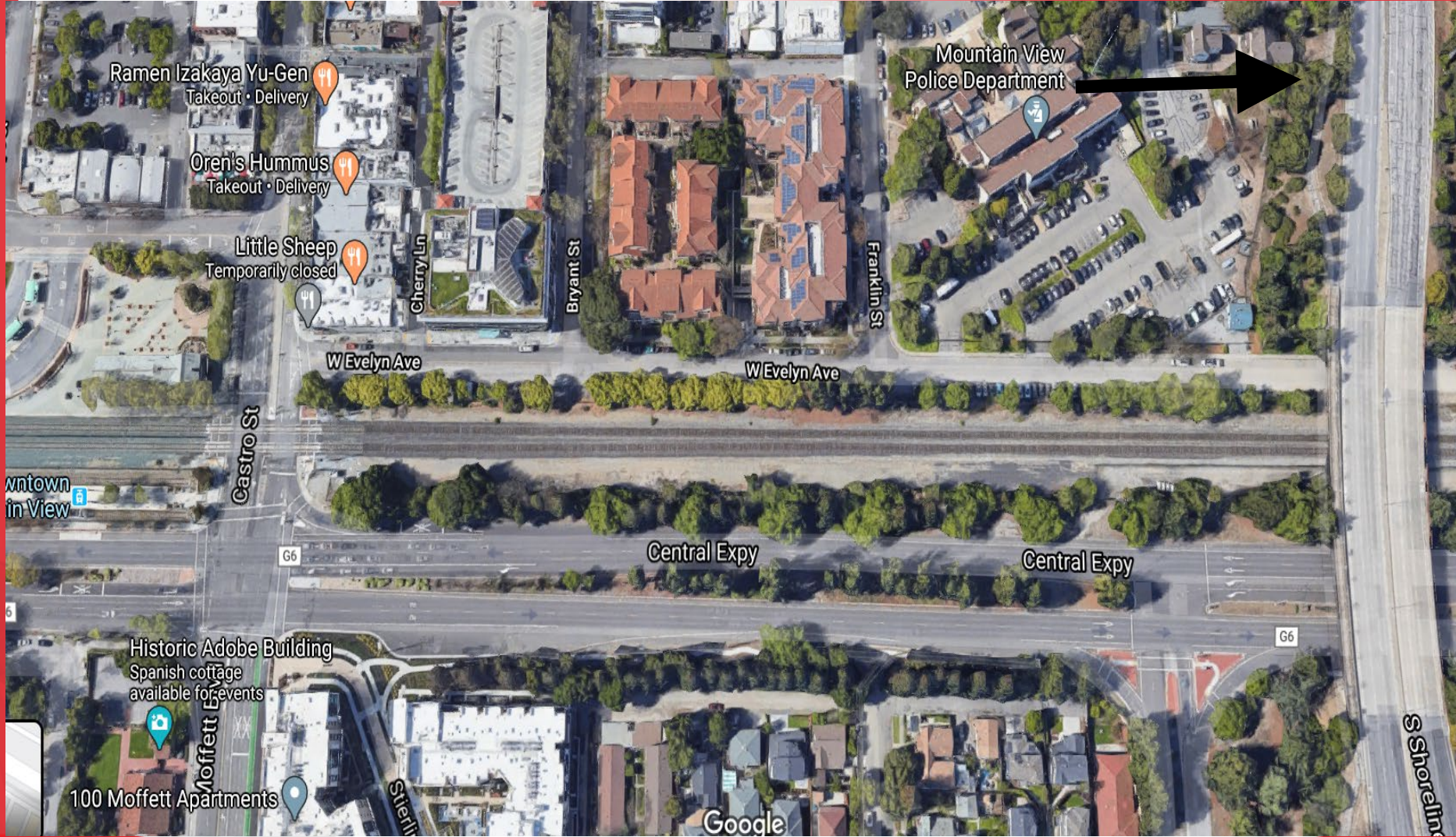
GRADE SEPARATION AND ACCESS PROJECT

PROJECT ELEMENTS

- 1 Construction of a new vehicle ramp from W Evelyn Avenue to Shoreline Boulevard to provide an alternate route for vehicles
- 2 Construction of shared use path underneath new W Evelyn Avenue ramp and Shoreline Boulevard
- 3 Addition of secure bicycle parking at the Transit Center
- 4 Construction of undercrossing and vertical circulation for pedestrians and cyclists to facilitate passage between the north side of Central Expressway and the Moffett Boulevard community to both the Transit Center and Downtown Mountain View; closure of at-grade Castro Street rail crossing to vehicles
- 5 Designation of new areas for pick-up/drop-off along Central Expressway and Moffett Boulevard



The Final Phase (not depicted) will include lengthening the Caltrain platforms, shifting them closer to Castro Street, and providing new pedestrian access, which will eliminate all at-grade crossings of the Caltrain tracks.





Castro Street looking south towards Downtown (planned)

Castro Street looking south towards Downtown



Stairs and ramps should be gracious in form and generous in dimension, making the transition between undercrossings, the Concourse, and platforms convenient and pleasant.

Transition between Undercrossing, Platform and Concourse Area



North side of Central Expressway and Moffett Boulevard Intersection (planned)

North Side of Central Expressway and Moffett Blvd Intersection

**AGENDA ITEM #9
JULY 27, 2020**

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Finance Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **PRELIMINARY FISCAL YEAR (FY) 2021 OPERATING AND CAPITAL BUDGETS**

ACTION

This report is informational only. No Board action is required.

The Preliminary FY2021 Operating and Capital Budgets will be presented to the Finance Committee on July 27, 2020 as an informational item, and will be available for distribution at the meeting.

Prepared By: Cynthia Scarella, Manager, Budgets

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FY2020-2021 CAPITAL BUDGET - PRELIMINARY AMENDMENT 1

Item #	PROJECT NAME	Project Sponsor	Activity	PRIOR YEARS APPROVED	FY21 ADOPTED JUNE BOARD	AMENDMENT #1	REVISED FY21 CAPITAL BUDGET	Federal Funds	STA Funds	State Funds	STA SOGR Funds	Members			Member Funds Total	Other					Other Funds Total	TOTAL REVISED FY21 CAPITAL BUDGET		
												SF	SM	VTA		Project Savings	AB664	SF Prop K other	Regional Funds	Other				
iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS																								
4	Positive Train Control Litigation ³	S Bullock	16	-	6,600,000		6,600,000	-	-	-	-	-	-	-	-	-	-	-	-	-	6,600,000	6,600,000	6,600,000	
5	Wayside Bike Parking Improvements ⁴	M Reggiardo	16	4,000,000	349,322		349,322	-	-	-	-	-	-	-	-	-	-	-	-	200,000	149,322	349,322	349,322	
28	Grade Crossing Hazard Analysis Data Collection	G Fleming	16	-		200,000	200,000	-	-	-	-	-	200,000	-	200,000	-	-	-	-	-	-	-	-	200,000
29	FY21 Grade Crossing Safety Improvements Design	R Tam	13	-		500,000	500,000	-	-	-	-	-	500,000	-	500,000	-	-	-	-	-	-	-	-	500,000
30	Track Chart Revision RP	R Scarpino		-		300,000	300,000	-	-	-	-	-	300,000	-	300,000	-	-	-	-	-	-	-	-	300,000
31	EAM – Enterprise Asset Management software system	S Chao		-		750,000	750,000	-	-	-	-	-	750,000	-	750,000	-	-	-	-	-	-	-	-	750,000
32	Update and Upgrade GIS system	G Fleming		-		500,000	500,000	-	-	-	-	-	500,000	-	500,000	-	-	-	-	-	-	-	-	500,000
					6,949,322	2,250,000	9,199,322	-	-	-	-	-	2,250,000	-	2,250,000	-	-	-	-	200,000	6,749,322	6,949,322	9,199,322	
iv. PLANNING/STUDIES																								
6	22nd St. ADA Feasibility Study ⁵	M Reggiardo	11	300,000	50,000	-	50,000	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	50,000	50,000	
7	Business Plan ⁶	S Petty	11	5,537,118	509,157	-	509,157	-	-	-	-	-	-	-	-	-	-	-	-	-	509,157	509,157	509,157	
33	Capital Planning (CIP)	M. Reggiardo	11	750,000		1,250,000	1,250,000	-	-	-	-	-	1,250,000	-	1,250,000	-	-	-	-	-	-	-	-	1,250,000
34	San Francisco Station and Terminal Planning	M. Reggiardo	11	-		1,000,000	1,000,000	-	-	-	-	450,000	-	-	450,000	-	-	550,000	-	-	-	550,000	-	1,000,000
35	Diridon and South Terminal Area	M. Reggiardo	11	-		1,000,000	1,000,000	-	-	-	-	-	1,000,000	-	1,000,000	-	-	-	-	-	-	-	-	1,000,000
36	Rail Network and Operations Planning	M. Reggiardo	11	-		1,250,000	1,250,000	-	-	-	-	-	1,250,000	-	1,250,000	-	-	-	-	-	-	-	-	1,250,000
37	Redwood City Station Planning	M. Reggiardo	11	-		750,000	750,000	-	-	-	-	-	750,000	-	750,000	-	-	-	-	-	-	-	-	750,000
38	System-wide Planning and Policy & Org Design	M. Reggiardo	11	-		1,250,000	1,250,000	-	-	-	-	-	1,160,000	81,532	1,241,532	-	-	8,468	-	-	-	8,468	-	1,250,000
39	Capital Contingency Funds - Engineering			-		330,000	330,000	-	-	-	-	-	330,000	-	330,000	-	-	-	-	-	-	-	-	330,000
40	Capital Contingency Funds - Rail			-		660,000	660,000	-	-	-	-	-	660,000	-	660,000	-	-	-	-	-	-	-	-	660,000
41	Capital Program Management			-		500,000	500,000	-	-	-	-	-	500,000	-	500,000	-	-	-	-	-	-	-	-	500,000
42	Capital Project Development			-		500,000	500,000	-	-	-	-	-	500,000	-	500,000	-	-	-	-	-	-	-	-	500,000
					559,157	8,490,000	9,049,157	-	-	-	-	450,000	5,150,000	2,331,532	7,931,532	50,000	-	558,468	-	-	509,157	1,117,625	9,049,157	
	TOTAL				19,119,479	49,830,000	68,949,479	18,461,021	-	915,000	1,350,915	7,500,000	7,500,000	7,500,000	22,500,000	2,790,064	640,000	581,293	200,000	21,511,186	25,722,543	68,949,479		

¹ Other funds includes project savings from the Los Gatos Bridge Replacement project (\$2,102,558) and from the San Mateo Bridge Replacement project (\$456,881) made up of Federal Section 5337 funds (\$1,421,946), prior years VTA funds (\$901,073) and SM funds (\$236,402) and deobligated Prop K funds (\$180,624)

² Insurance proceeds and/or Operating funds

³ Litigation costs funded by operating funds

⁴ San Carlos Transit Village LLC (\$149,322) and Bay Area Air Quality Management District (BAAQMD \$200,000)

⁵ Prior year SF member funds

⁶ Unspent funds from Project 100337 Mega Regional Rail Planning (FY19 \$75k) and from Project 100458 Service & Access Planning (FY20 \$434,157)

⁷ Request only for board authority; must be funded by FY2023.

FY2021 PRELIMINARY OPERATING BUDGET

	FY2019 ACTUAL	FY2020 FORECAST	FY2021 PRE-COVID SCENARIO	FY2021 PRELIMINARY	\$ CHANGE FY21 Prelim vs FY20 Forecast	% CHANGE FY21 Prelim vs FY20 Forecast		
	A	B	C	D	E=D-B	F=E/B		
REVENUE								
OPERATIONS:								
1	Farebox Revenue	105,442,321	84,807,528	118,000,000	52,540,000	(32,267,528)	-38.0%	1
2	Parking Revenue	5,316,427	3,679,700	5,300,000	1,580,000	(2,099,700)	-57.1%	2
3	Shuttles	2,047,107	2,031,246	3,435,000	2,031,246	-	0.0%	3
4	Rental Income	1,901,052	1,964,846	2,035,877	1,368,813	(596,033)	-30.3%	4
5	Other Income	2,957,850	2,802,300	3,699,000	1,530,000	(1,272,300)	-45.4%	5
6	TOTAL OPERATING REVENUE	117,664,757	95,285,620	132,469,877	59,050,059	(36,235,561)	-38.0%	6
7								7
CONTRIBUTIONS:								
9	AB434 & TA Shuttle Funding	1,728,727	1,737,950	1,725,200	1,737,950	-	0.0%	9
10	Operating Grants	3,700,607	5,327,497	8,444,325	4,588,500	(738,997)	-13.9%	10
11	JPB Member Agencies	25,448,000	29,921,971	29,921,971	29,921,971	-	0.0%	11
12	TOTAL CONTRIBUTED REVENUE	30,877,334	36,987,418	40,091,496	36,248,421	(738,997)	-2.0%	12
13								13
14								14
15	GRAND TOTAL REVENUE	148,542,091	132,273,038	172,561,373	95,298,480	(36,974,558)	-28.0%	15
16								16
17								17
EXPENSE								
OPERATING EXPENSE:								
21	Rail Operator Service	86,230,812	82,017,696	99,400,000	91,703,175	9,685,479	11.8%	21
22	Positive Train Control	63,394	2,400,000	-	-	(2,400,000)	-100.0%	22
23	Security Services	5,816,573	6,200,000	7,546,908	6,746,908	546,908	8.8%	23
24	Shuttle Service	4,043,565	4,057,249	6,218,900	4,057,249	-	0.0%	24
25	Fuel and Lubricants	11,160,475	9,203,417	11,546,756	5,930,523	(3,272,894)	-35.6%	25
26	Timetables and Tickets	92,987	100,000	90,000	110,000	10,000	10.0%	26
27	Insurance	4,193,739	4,506,064	5,101,064	5,410,000	903,936	20.1%	27
28	Claims, Reserves, and Payments	(65,178)	951,794	951,794	960,000	8,206	0.9%	28
29	Facilities and Equipment Maint	2,944,312	3,228,522	4,613,562	5,214,948	1,986,426	61.5%	29
30	Utilities	2,040,714	2,105,422	2,694,700	2,130,000	24,578	1.2%	30
31	Maint & Services-Bldg & Other	1,377,376	1,567,930	1,723,490	1,590,000	22,070	1.4%	31
32	TOTAL OPERATING EXPENSE	117,898,769	116,338,094	139,887,174	123,852,803	7,514,709	6.5%	32
33								33
ADMINISTRATIVE EXPENSE								
35	Wages and Benefits	10,212,324	12,066,711	15,171,787	10,930,000	(1,136,711)	-9.4%	35
36	Managing Agency Admin OH Cost	6,503,882	5,098,065	5,928,620	5,160,000	61,935	1.2%	36
37	Board of Directors	18,659	14,600	44,100	10,000	(4,600)	-31.5%	37
38	Professional Services	3,440,617	4,145,583	7,298,132	4,400,000	254,417	6.1%	38
39	Communications and Marketing	272,596	301,500	459,500	310,000	8,500	2.8%	39
40	Other Office Expense and Services	5,324,257	2,630,572	3,008,727	2,630,572	-	0.0%	40
41	TOTAL ADMINISTRATIVE EXPENSE	25,772,335	24,257,031	31,910,866	23,440,572	(816,459)	-3.4%	41
42								42
43	Long-term Debt Expense	1,602,163	2,639,773	2,381,750	2,381,750	(258,023)	-9.8%	43
44								44
45								45
46	GRAND TOTAL EXPENSE	145,273,267	143,234,898	174,179,789	149,675,125	6,440,227	4.5%	46
47								47
48								48
49	PROJECTED SURPLUS / (DEFICIT)	3,268,824	(10,961,860)	(1,618,416)	(54,376,645)			49