



BOARD OF DIRECTORS 2022

STEVE HEMINGER, CHAIR
CHARLES STONE, VICE CHAIR
CINDY CHAVEZ
DEVORA "DEV" DAVIS
JEFF GEE
GLENN HENDRICKS
DAVE PINE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

Agenda

PENINSULA CORRIDOR JOINT POWERS BOARD

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).

Directors, staff, and the public may participate remotely via Zoom at

<https://zoom.us/j/91412776292?pwd=cVdKa01PK2FKdm1CSUwwZXR3RmlkUT09>

or by entering Webinar ID: **914 1277 6292**, Passcode: **909765** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) 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 during or after an agenda item is heard will be included in 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 and press *6 to accept being unmuted when recognized to speak for two minutes or less. 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.

April 7, 2022 – Thursday

9:00 am

All items to which Government Code section 84308 applies have been marked with an asterisk.

1. Call to Order / Pledge of Allegiance

2. Roll Call

3. Public Comments for 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 to reply.

4. Adopt Findings to Hold Meetings via Teleconference for 30 Days Pursuant to Resolution Assembly Bill (AB) 361

5. Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- | | |
|---|---------------|
| 5a. Approve Regular Meeting Minutes of March 3, 2022 and Special Meeting Minutes of March 21, 2022 | Motion |
| 5b. Receive Caltrain Key Performance Statistics – February 2022 | Motion |
| 5c. Award of Contract for Bayshore Station Painting Project and Authorization to Receive Funding and Amend the Project Budget from \$2,300,000 to \$6,870,000 | Resolution |
| 5d. Amend and Increase the Fiscal Year 2022 Caltrain Capital Budget to \$156,862,394 | Resolution |
| 5e. Award of Contract for On-Call Executive Recruitment Services
* (Government Code § 84308 applies) | Resolution |
| 5f. Authorize the Filing of Applications with the Metropolitan Transportation Commission for Programming of Federal Transit Administration Formula Funds for Caltrain Capital Projects | Resolution |
| 5g. Authorize the Application for and Receipt of Annual Cap and Trade Funding for the Peninsula Corridor Electrification Enhancement Project (PCEE) | Resolution |
| 5h. On-Call Transportation Planning and Consultant Support Services Update | Informational |
| 5i. Authorize Execution of Change Orders for Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Modification Contract and Tunnel Modification Contract *(Government Code § 84308 applies) | Resolution |
| 5j. Report of the Acting Chief Financial Officer (CFO) | Informational |
| 5k. Accept Statement of Revenues and Expenses for the Period Ended February 28, 2022 | Motion |
| 5l. State and Federal Legislative Update and Approval of Legislative Proposal: Support SB 922 (Wiener) and SB 942 (Newman) | Motion |
| 5m. Metropolitan Transportation Commission (MTC)/Regional Update | Informational |
| 5n. Accept 2021 Caltrain Sustainability Report | Motion |
| 5o. Presentation of New Caltrain Website | Informational |
| 5p. Arab American Heritage Month Resolution | Resolution |
| 6. Approve Public Participation in Board and Committee Meetings via Teleconference | Resolution |
| 7. COVID-19 Policy Status Update | Informational |
| 8. Reports | |
| 8a. Report of the Citizens Advisory Committee | Informational |
| 8b. Report of the Chair | Informational |

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|--|---------------|
| 8c. Report of the Local Policy Maker Group (LPMG) | Informational |
| 8d. Report of the Transbay Joint Powers Authority (TJPA) | Informational |
| 8e. Report of the Executive Director | Informational |
| 8f. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report
– February 2022 | Informational |
9. Correspondence
 10. Board Member Requests
 11. Date/Time of Next Regular Meeting: Thursday, May 5, 2022, at 9:00 am via Zoom (additional location, if any, to be determined)
 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, 2:30 pm; JPB WPLP Committee: Fourth Wednesday of the month, 3:00 pm. The 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

*Should Zoom not be operational, please check online at

http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html for any updates or further instruction.

Public Comment*

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Accessible Public Meetings/Translation

Upon request, the JPB will provide 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 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 is 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 Staff
Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: James C. Harrison
General Counsel

**SUBJECT: Adopt Findings to Hold Meetings via Teleconference for 30 Days Pursuant to
Assembly Bill (AB) 361**

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

ACTION

Staff recommends that the Board:

1. Adopt findings that: 1) there is a proclaimed state of emergency in California; and 2) local public health officials have recommended measures for social distancing; and 3) meeting in person would pose imminent risk to the health and safety of attendees; and
2. Approve meeting remotely via teleconference for the next 30 days, pursuant to AB 361 (Government Code section 54953).

SIGNIFICANCE

On March 4, 2020, Governor Gavin Newsom declared a state of emergency, and issued subsequent executive orders suspending certain provisions of the Ralph M. Brown Act (the Brown Act) to allow local government agencies to meet remotely during the COVID-19 pandemic. His most recent executive order suspending provisions of the Act expired at the end of September; before its expiration, Governor Newsom signed Assembly Bill 361 (AB 361) into law on September 16, 2021, amending the Brown Act to permit local agencies to continue to use teleconferencing under certain conditions during a state of emergency.

AB 361 allows local agencies to make an initial determination to hold open meetings via teleconferencing when there is a proclaimed state of emergency and one of the following criteria described in section 54953(e)(1) of the Brown Act, as amended, is met:

1. State or local officials have imposed or recommended social distancing.

2. The local agency holds a meeting for the purposes of determining by majority vote if meeting in person would pose imminent health and safety risks to attendees.
3. The local agency holds a meeting after having determined by majority vote, as a result of the emergency, meeting in person would pose imminent risks to the health or safety of attendees.

Following the initial determination, a local agency must make the following findings by a majority vote every 30 days to renew the resolution and to continue to meet remotely: (1) the local agency has reconsidered the circumstances of the emergency; *and* (2) the state of emergency continues to directly impact the ability of the members to safely meet in person, or state or local officials continue to impose or recommend social distancing. Gov't Code § 54953(e)(3).

The Governor's declared state of emergency is still in place and transmission in San Mateo County continues to be substantial according to CDC metrics while there are continued efforts to prevent and reduce transmission of COVID-19, including recommendations by federal, state, and local health officials for social distancing particularly when members of multiple households are congregating, and the vaccination status of the attendees is unknown. However, the number of COVID-19 cases in the region is falling rapidly, and public health guidance continues to be updated to reflect the change in conditions.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Advisory, Committee, Regular and Special meetings to be conducted via teleconference for the next 30 days following this April 7, 2022, meeting pursuant to Government Code section 54953(e)(3).

BUDGET IMPACT

There is no budget impact associated with receiving this report.

BACKGROUND

The California Department of Public Health continues to refer California residents to guidance from the Centers for Disease Control and Prevention (CDC) on how to prevent the spread of COVID-19 and its variants. The CDC continues to recommend social distancing as a measure for individuals to protect themselves and others from infection with COVID-19.

Similarly, the San Mateo County Health Officer has advised that San Mateo County residents should continue to follow the recommendations of the CDC. According to the City and County of San Francisco public health guidance, its guidelines will align with those of the CDC (except when local conditions require more restrictive measures). Following the amendments to the Brown Act described above, on September 21, 2021, the County of Santa Clara Public Health Officer issued a Recommendation Regarding Continued Remote Public Meetings of Governmental Entities and advised that public bodies continue to meet remotely to the extent possible.

Resolution No. 2022-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Adopting Findings that there is a Proclaimed State of Emergency and that Meeting in Person Poses Imminent Health and Safety Risks to Attendees and Authorizing Remote Teleconference Meetings for the Board and Committees for the Period of April 7, 2022 through May 6, 2022

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a State of Emergency in the State of California; and

WHEREAS, the Brown Act, Government Code section 54953(e), was amended on September 16, 2021, to make provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, the Board of Directors: adopted Resolution 2021-52, on October 7, 2021, finding that the requisite conditions were met for the Peninsula Corridor Joint Powers Board to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; renewed this finding at the November and December 2021 meetings of the JPB; adopted the requisite findings again at the January 2022 meeting; and renewed the resolution at the February and March meetings; and

WHEREAS, it has now been more than 30 days since the Board's last renewal of this resolution on March 3, 2022 pursuant to Resolution No. 2022-08, and therefore to continue to meet remotely, the Board must adopt new findings that there is a proclaimed state of emergency and that one of the following criteria described in section 54953(e)(1) of the Brown Act has been met: (a) state or local officials have imposed or recommended social distancing; or (b) the local

agency holds a meeting for the purposes of determining by majority vote if meeting in person would pose imminent health and safety risks to attendees; or (c) the local agency holds a meeting after having determined by majority vote, as a result of the emergency, meeting in person would pose imminent risks to the health or safety of attendees; and

WHEREAS, San Mateo County, Santa Clara County, and San Francisco County public health officials continue to recommend measures to promote social distancing including following the guidance of the Center for Disease Control which recommends social distancing; and

WHEREAS, the rates of transmission of COVID-19 and variants continue to pose imminent risks for health of attendees at indoor gatherings involving individuals from different households with unknown vaccination status though rates of transmission are currently decreasing rapidly which is reflected in gradually less restrictive public health guidance from local, state, and national authorities; and

WHEREAS, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board of Directors wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, Committee, and Advisory Committee meetings remotely via teleconference; and

WHEREAS the Board of Directors will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and allow members of the public to access the meeting and give ample opportunity for public comment; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby adopts findings that pursuant to the Governor's State of Emergency Declaration, issued on March 4, 2020, there is a proclaimed State of Emergency in the State of California; and

BE IT FURTHER RESOLVED that the Board adopts findings that local officials continue to recommend measures to promote social distancing and meeting in person in the next 30 days would pose imminent health and safety risks to attendees; and

BE IT FURTHER RESOLVED that the Board approves meeting via teleconference for all Regular and Special Board, Committee, and Advisory Committee meetings of the JPB for the 30 days following this resolution, in accordance with Government Code section 54953 and other applicable provisions of the Brown Act.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA**

Draft Minutes of March 3, 2022

MEMBERS PRESENT: C. Chavez, D. Davis, J. Gee, S. Heminger (Chair), G. Hendricks, D. Pine, C. Stone (Vice Chair), S. Walton (arrived 9:03 am), M. Zmuda

MEMBERS ABSENT: None

STAFF PRESENT: M. Bouchard, D. Hansel, G. Martinez, S. Petty, J. Harrison, A. Myles-Primakoff, K. Yin, P. Shrestha, B. Shaw, D. Santoro, C. Fromson, R. Barnard, R. Cheung, W. Lau, C. David, J. Wasilco, T. Bartholomew, D. Seamans, S. Wong

1. Call to Order / Pledge of Allegiance

Chair Steve Heminger called the meeting to order at 9:01 am and led the pledge of allegiance. He asked for a moment of silence for the people half a world away defending their homeland.

2. Roll Call

District Secretary Dora Seamans called the roll and a quorum of the Board was confirmed.

3. Public Comments For Items Not On The Agenda

Aleta Dupree, Oakland, commented on the pledge, veterans, having a moment of silence, Clipper, electrification, and building a railroad for the people.

4. Consent Calendar

- a. **Approve Regular Meeting Minutes of February 3, 2022**
- b. **Adopt Findings of a Proclaimed State Of Emergency, Recommendations for Social Distancing, and Imminent Risks to Health and Safety from In-Person Meeting and Approve Meeting Remotely for 30 Days**
- c. **Receive Caltrain Key Performance Statistics – January 2022**
- d. **Award of Contract to Provide Real Estate and Other Legal Services* (Gov. Code § 84308 applies)**
- e. **Report of the Chief Financial Officer (CFO)**
- f. **Accept Statement of Revenues and Expenses for the Period Ended January 31, 2022**
- g. **Approve Title VI Analysis for Sunday Service Schedule (August 2021)**
- h. **State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 2197 (Mullin)**

- i. **Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2022**
- j. **Metropolitan Transportation Commission (MTC) Network Management Business Case Update**
- k. **Metropolitan Transportation Commission (MTC)/Regional Update**
- l. **Approve National Women’s History Month Resolution**

Public Comment

Andy Chow, Redwood City, commented on Item 4b, and evaluating having in person meetings again and the implications of online meetings.

Motion/Second: Zmuda/Walton

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone, Heminger

Noes: None

Absent: None

Director Charles Stone requested an update from staff to allow the public to comment virtually even after we go back in person.

Motion/Second: Zmuda/Walton

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Stone, Heminger

Noes: None

Absent: None

Chair Heminger announced that it was Derek Hansel’s last Board Meeting as the Chief Financial Officer of San Mateo County Transit District.

Board Members praised Mr. Hansel on his leadership and thanked him for his work.

Public Comment

Jeff Carter, Millbrae, commented on Mr. Hansel’s cordiality.

Adina Levin, Friends of Caltrain, commented on Mr. Hansel’s clarity and transparency.

Aleta Dupree, Oakland, commented on Mr. Hansel’s approachability and responsiveness.

5. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report – January 2022

Michelle Bouchard announced that the first two vehicles’ arrival early/mid-April.

Pranaya Shrestha, Chief Financial Officer, provided the presentation, which included the following:

- Project highlights (no change to revenue service date, construction progress, signal work)
- Submittal of the final remediation plan this month
- Foundations completion celebration and upcoming milestones

- Safety and Security
- Program master schedule and top risks
- Program budget, contingency, risk and incentive, and proven claim resolution

Casey Fromson, Chief Communications Officer, provided information on the funding update:

- \$410 million state/federal funding plan being developed
- Federal efforts and State efforts
- Working with MC on capital project list for state/federal advocacy

Public Comment

Aleta Dupree, Oakland, commented on construction, poles, and wires.

Jeff Carter, Millbrae, commented on more publicity and fanfare for the project.

6. Draft Recommendation on Caltrain Governance

Chair Heminger stated that the ad hoc governance committee reached a tentative agreement settling the outstanding issues on governance and hoped the Board would adopt the term sheet. He recognized and thanked the ad hoc committee (comprised of Directors Davis, Gee and Chair Heminger), key staff, and Grace Crunican for their work. The ad hoc committee members commented on the long and challenging process and asked for the full Board's consideration of the revised term sheet.

Sebastian Petty, Deputy Chief of Planning, provided the agenda, process diagram, and timeline, which included the following:

- Overview of revised term sheet
- Terms included dedicated Executive Director and staff reporting
- Right of Way Repayment
- Reversion
- Future Amendment of Real Property Agreement (RPOA) and Joint Powers Agreement (JPA)
- Indemnification that is mutual between SamTrans and JPB
- Share Services Agreement
- Attorney's Fees with each party bearing its own legal costs
- Term of MOU (Memorandum of Understanding)

The Board members asked questions and staff provided further clarifications, which included the following:

- Cost of adding five additional roles
- The economic impact for implementing what is put forward by the governance committee
- The overall cost to date for review and governance cost, why money owed would be placed into escrow, when funds would be released with this proposal, and additional costs incurred
- Whether the MOU supersedes the RPOA
- Consequences of not reaching an agreement

- Comparing SamTrans' proposal to the ad hoc proposal
- Mutual Indemnification
- Not naming particular positions and have contract agency responsible for shared services
- Having a formalized agreement on methodology of shared services for financing
- If the Memorandum of Understanding is not signed, is the payment made to SamTrans
- How realistic the timelines are for completing these steps and what do member agency general managers think about the timeline

Public Comment

Aleta Dupree, Oakland, commented on the term sheet being the beginning of the work that needs to be done.

Vaughn commented on settling matters.

Adina Levin, Friends of Caltrain, commented on electrification funding, climate change, the larger issues, and reaching an agreement.

Board Members took a break from 10:55 to 11:00 am

The Board members asked questions and staff provided further clarifications, which included the following:

- Add to 7a: "such agreement shall not be unreasonably withheld by either party"
- Have a larger distinction between Executive Director and shared services
- Add to Section 2F: "which consent shall not be unreasonably withheld"
- Federal funds are currently not sustainable
- Add \$1 million in annual costs on top of State of Good Repair (SOG) deficit
- Have \$19.6 million go directly to SamTrans instead of going into escrow
- Remove "in escrow" in Item 3a
- Unitary or bifurcated approach to repayment

Motion/Second: Stone/Pine substitute Ad Hoc recommendation with SamTrans Pathway forward

Ayes: Gee, Pine, Stone,

Noes: Chavez, Davis, Hendricks, Walton, Zmuda, Heminger

Absent: None

Motion failed with 6 to 3 against

Motion/Second: Davis/Walton **with the amendments to 7a "such agreement shall not be unreasonably withheld by either party" and 2f "which consent shall not be unreasonably withheld"**

Ayes: Chavez, Davis, Gee, Hendricks, Pine, Walton, Zmuda, Heminger

Noes: Stone

Absent: None

Motion carried with 8 to 1 in favor

7. REPORTS

a. Report of the Citizens Advisory Committee (CAC)

Brian Shaw, CAC Chair, reported on current ridership numbers, fare structure, a Measure RR presentation, change to schedule, signage, Mountain View transit center, and potential conductor iPhone.

b. Report of the Chair – there was nothing to report

c. Report of the Local Policy Maker Group (LPMG)

Director Gee reported on the electrification project, future cutovers, newly elected Vice-Chair Michael Salazar (City of San Bruno), and he thanked Council member Emily Beach (City of Burlingame) for her years of service as Vice Chair.

d. Report of the Transbay Joint Powers Authority (TJPA)

Director Gee reported that the new Executive Director is Adam Van de Water, work done on project delivery, ridership, funding, and governance.

e. Report of the Executive Director

Michelle Bouchard, Acting Executive Director, reported on the following:

- Funding efforts and March special Board workshop on Caltrain's financial situation
- Implementing a COVID policy and 66 percent vaccination rate for customer facing staff
- Assembly Bill (AB) 2197 (Mullin)
- 5 new grant sources to close the electrification funding gap
- Reduced weekday service (March 14-April 2nd) due to a March cutover
- 50 percent off fares in April
- South San Francisco station ribbon cutting and opening event in early April

The Board members asked questions and staff provided further clarifications which included the following:

- Increasing the customer facing staff vaccination rate
- Consider for future Transit America Services, Inc.'s (TASI) contract renewal any rights and remedies for any future pandemics
- Percentage of non-TASI staff's vaccination rate

Public Comment

Paul Wendt commented on hearing the report about Caltrain business instead of governance, repayment, and debt.

8. GENERAL COUNSEL REPORT – CLOSED SESSIONS:

- a. Conference with Legal Counsel – Anticipated Litigation. Significant exposure to litigation Pursuant to Government Code Section 54956.9(d)(2): One Case.
- b. Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Federal Insurance Company v. San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and Union Pacific Railroad Company, Case No. 22-CIV-00512.

9. GENERAL COUNSEL REPORT – REPORT OUT FROM ABOVE CLOSED SESSIONS

*The Board convened in closed session at 12:13pm
The Board reconvened in regular session at 12:52pm*

General Counsel James Harrison stated that there were no reportable actions.

10. CORRESPONDENCE

Correspondence was available online.

11. BOARD MEMBER REQUESTS

Chair Heminger requested agendaizing TASI's vaccination rate with one of the committees

12. DATE/TIME OF NEXT REGULAR MEETING:

Thursday, April 7, 2022 at 9:00 am via Zoom (additional location, if any, to be determined).

13. ADJOURN

The meeting adjourned at 12:53 p.m.

An audio/video recording of this meeting is available online at www.Caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6242 or by email to Board@Caltrain.com.

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA**

Draft Special Meeting Minutes of March 21, 2022

Members Present: C. Chavez, D. Davis, J. Gee, S. Heminger (Chair), G. Hendricks, D. Pine, C. Stone (Vice Chair), S. Walton, M. Zmuda

Members Absent: None

Staff Present: M. Bouchard, D. Hansel, G. Martinez, S. Petty, J. Harrison, D. Santoro, C. Fromson, D. Seamans, S. Wong

1. Call to Order / Roll Call

Chair Steve Heminger called the meeting to order at 10:01 am. District Secretary Dora Seamans called the roll and a quorum was confirmed.

2. Receive Caltrain's Business Outlook, Near-Term Finances and Fiscal Year 2023 Priorities

Chair Heminger stated the purpose of the meeting was to get back on the same page with each other in light of the pandemic, current gas prices, and governance.

Michelle Bouchard, Acting Executive Director, provided an update on the March 11th collision in San Bruno.

Sebastian Petty, Deputy Chief Caltrain Planning, provided the presentation, which included the following:

- Business outlook including business impacts, public support, and long-term change
- Rail Service (San Francisco – Gilroy) and Corridor Management (San Francisco – San Jose) Intersections
- Scenario Planning
- Federal Infrastructure Bill and State Budget
- Travel Market Changes, changes on U.S. 101, and Caltrain Ridership Changes
- Planning for a Range of Recovery Scenarios

Derek Hansel, Chief Financial Officer, spoke about the huge financial challenges for the next several years and addressing capital investment needs and the presentation included the following:

- Persistent financial challenges, revenue imbalance, funding, and costs per passenger mile
- Expanding operation and service mandate for PCEP (Peninsula Corridor Electrification Project) and needing to address expanded equity and community mandates

- High fixed cost operation - maintaining track, providing dispatch services, and hoping to run 104 trains during the weekday, which would cost \$176.9 million
- Interplay between Operating and Capital Budgets - Measure RR and State Rail Assistance
- Key operating revenue assumptions and FY 2022-2026 revenue forecasts
- Farebox recovery scenarios, impact of deferred fare increases, and Go Pass vs Non-Go Pass revenues
- Projected Fiscal Year (FY) 2022 results, closing the gap in FY 2023, FY 22- 26 deficit forecasts
- Substantial gaps with electrification work and longer term challenges (operating costs covered by farebox, annual operating investment needed)
- Funding sources including own source capital, implications, and staff recommendations

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Slide 31 & 39 - the \$83 million difference with about \$80 million to capital reserve, including electrification project budget and for the balance of FY 2023
- Slide 20 – Costs for the public and public perception
- Slide 25 – travel market changes and how business partners plan their return to work
- The incremental cost per train run
- Include increased staffing and governance costs
- Member agencies commitment beyond this year
- Ridership sensitivity to the scenarios
- Paying incremental costs to get on express lane
- Increasing GoPass clients
- Preparing for Caltrain's future with electrification

Public Comment

Adrian Brandt, San Mateo County, commented on addressing high fixed costs, having one-man operations, increasing frequency, member contributions, shorter trips and distance based fares.

Gerald Cauthen commented on frequency versus scheduled train service.

Aleta Dupree, Oakland, commented on expense controls, conductors ensuring safety, fare increases, and electrification.

Vaughn commented on synchronizing trains for BART and East Bay traffic.

Adina Levin, Friends of Caltrain, commented on adapting to different ridership, weekend service returning faster than weekday service, promoting entertainment and recreation to increase ridership, all agency pass pilot, and state funding.

Board Members took a break from 12:05 pm to 12:20 pm.

Sebastian Petty, Deputy Chief Caltrain Planning, continued the presentation, which included the following:

- FY 2023 priorities - for robust service with ongoing work, milestones, customer needs and market opportunities
- Public benefit and investment
- Governance, change management, and advancing community improvements within corridor management
- Capital Improvements ongoing work, milestones, and planning for future
- Service Delivery – focusing on safety and preparing for electrification

Michelle Bouchard, Acting Executive Director, presentation included the following:

- Balancing priorities and organizational bandwidth at staff and contractor and Board levels
- Overriding Staff Priorities - electrification, rebuilding ridership, organization stabilization

The Board members had a robust discussion and staff provided further clarifications in response to the Board comments and questions, which included the following:

- Expectations from Board members
- Fare neutral strategy
- Prioritize grade separations funding
- Page 67 on Overriding Staff Priorities, under the stabilize organization third bullet, to change 'capacity' into fourth bullet to manage expenses to stay within our revenue
- How much High-Speed Rail will pay for usage
- Downtown extension in respect to Caltrain
- Having the three counties continue their pledge and addressing current commitment
- Start a capital reserve fund
- Train emergency public service providers
- Fill the current 55 vacancies
- Zone based versus distance-based fares
- Use of Caltrain affordable housing grant
- Vacancies assumptions and vacancy savings

Public Comment

Gerald Cauthen commented on riders adapting to a reliable train schedule and rearranging the San Francisco Downtown extension (DTX) to accommodate High-Speed Rail.

Vaughn commented on working for the betterment of the Bay Area.

Adrian Brandt, San Mateo County, commented on high paid riders, price sensitivity, and equitable zone based structure.

Adina Levin, Friends of Caltrain, commented on modeling trips with frequent service, well connected service, moderate pricing, and nimble service.

3. Adjourn

The meeting adjourned at 1:29 pm.

An audio/video recording of this meeting is available online at www.Caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6242 or by email to Board@Caltrain.com.

DRAFT

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Joe Navarro
Deputy Chief, Rail Operations

SUBJECT: **Caltrain Key Performance Statistics – February 2022**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Statistics Report for February 2022.

SIGNIFICANCE

Staff will provide monthly updates to the Caltrain Key Performance Statistics, Caltrain Shuttle Ridership, Communications and Marketing Promotions, and Digital Communications. It should be noted that this report reflects impacts from the COVID-19 pandemic.

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

February 2022

	Pre-Pandemic Feb. 2020	Prior FY Feb. 2021	Current FY Feb. 2022	FY21 to FY22 % Change	Pandemic to FY22 % Change
Total Ridership	1,406,951	84,365*	259,190	207.2%	-81.6%
Average Weekday Ridership	67,218	3,484*	10,956	214.5%	-83.7%
Total Farebox Revenue	\$ 8,488,031	\$ 2,944,996	\$ 2,542,265	-13.7%	-70.0%
On-time Performance	93.5%	92.5%	91.6%	-1.0%	-2.0%
Average Weekday Caltrain Shuttle Ridership	8,941	125	281	124.8%	-96.9%

Fiscal Year to Date

	Pre-Pandemic FY2020	Prior FY FY2021	Current FY FY2022	FY21 to FY22 % Change	Pandemic to FY22 % Change
Total Ridership	12,534,948	710,040*	2,170,300	205.7%	-82.7%
Average Weekday Ridership	68,613	3,491*	10,356	196.6%	-84.9%
Total Farebox Revenue	\$ 70,494,713	\$ 23,691,669	\$ 20,459,547	-13.6%	-71.0%
On-time Performance	93.6%	94.8%	93.6%	-1.2%	0.1%
Average Weekday Caltrain Shuttle Ridership	8,480	965	254	-73.7%	-97.0%

* Adjusted after thorough review of data from past Fiscal Years

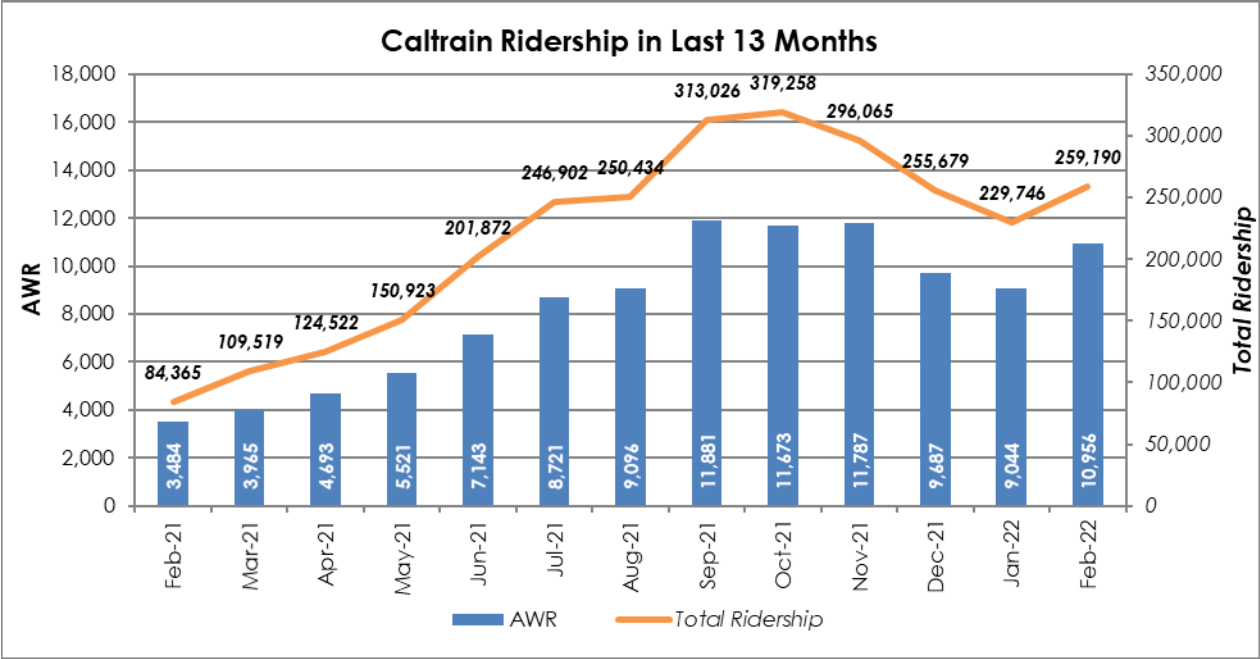
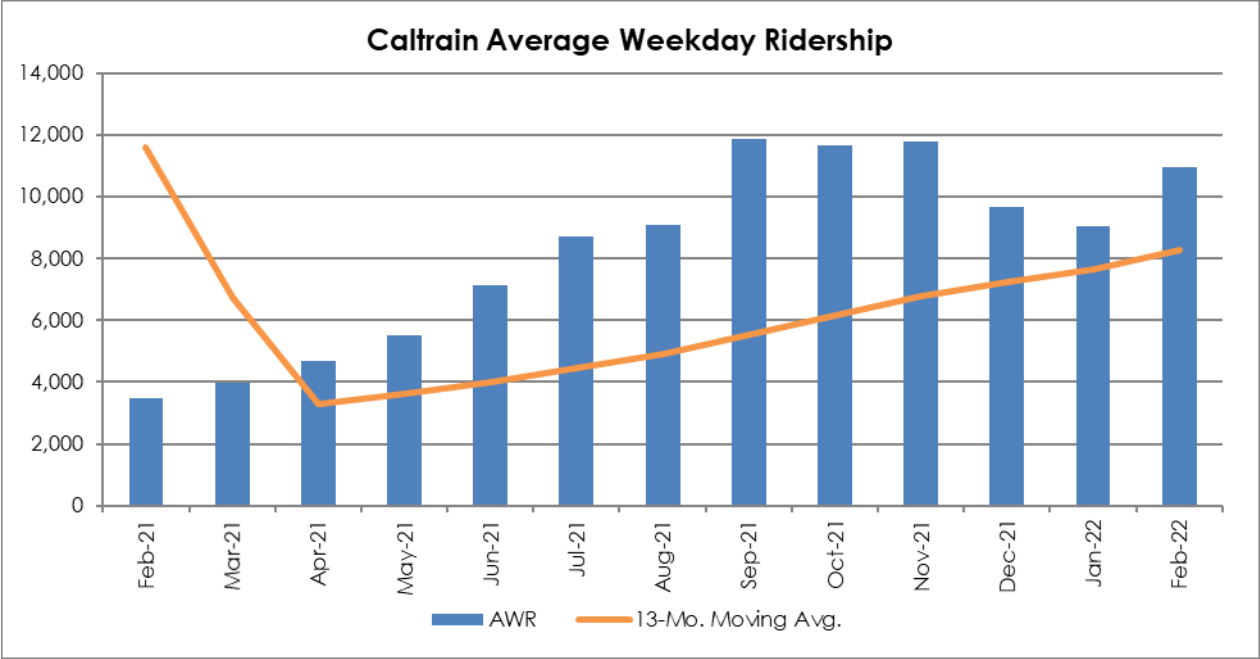
RIDERSHIP

Since April 2020, ridership estimates have been developed using daily conductor counts at 14 key stations and Clipper tags at all stations due to significant impacts to ticket sales and usage patterns from the COVID-19 pandemic.

Both total and average weekday ridership increased from the same month in the prior year as well as two prior months likely due to the receding Omicron wave and ongoing reopening of society from pandemic-induced activity restrictions.

Ridership recovery continues to be stronger on weekends compared to weekdays, namely:

- Average Saturday ridership increased by 186.9 percent to 6,450 from 2,248 from February 2021. This is 46.2 percent of pre-pandemic baseline.
- Average Sunday ridership increased by 173.3 percent compared to 4,985 from 1,824 from February 2021. This is 51.7 percent of pre-pandemic baseline.



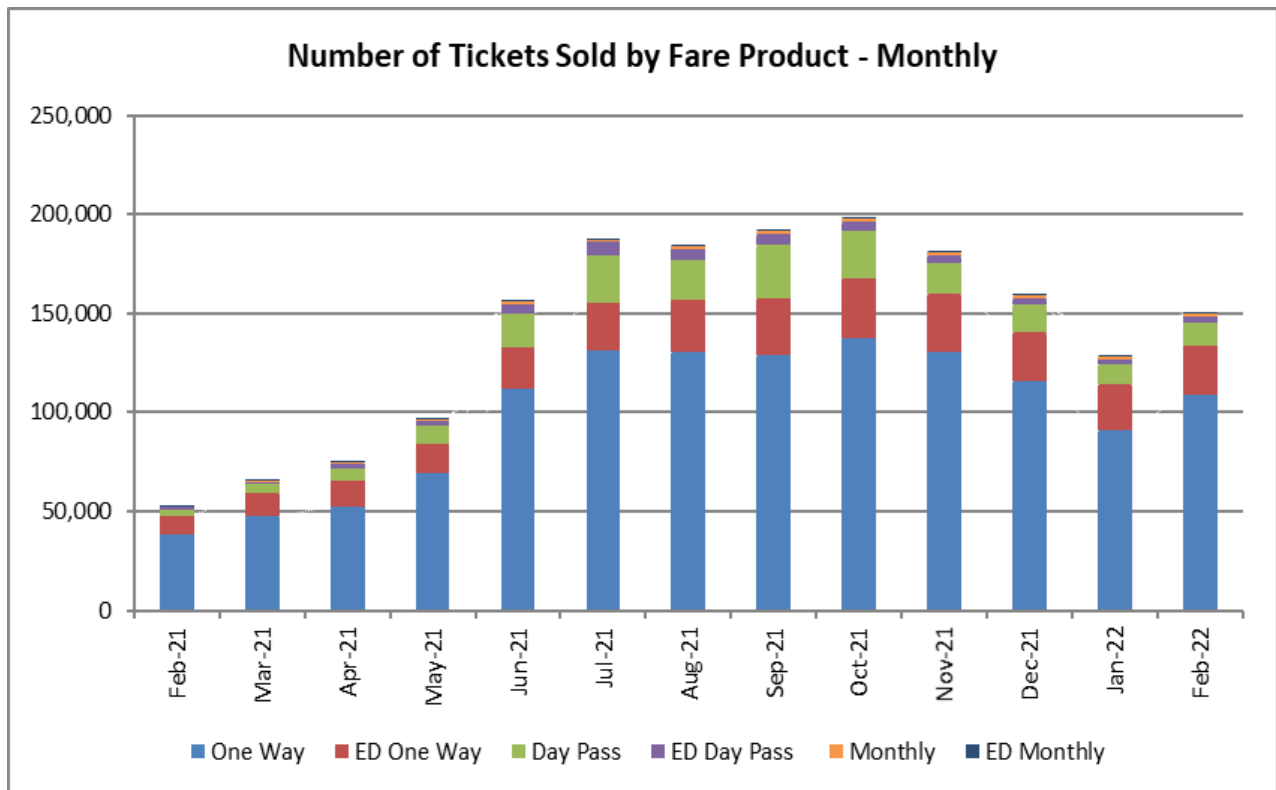
SHUTTLE AVERAGE RIDERSHIP

Shuttle AWR ridership for February 2022 was 281, an increase of 124.8 percent compared to February 2021 (125). As of February 2022, eleven shuttle routes are operating. Additionally, the employer suspends two routes and six services that have been removed from the shuttle program since January 2021 due to operational, partner, or granting changes/losses.

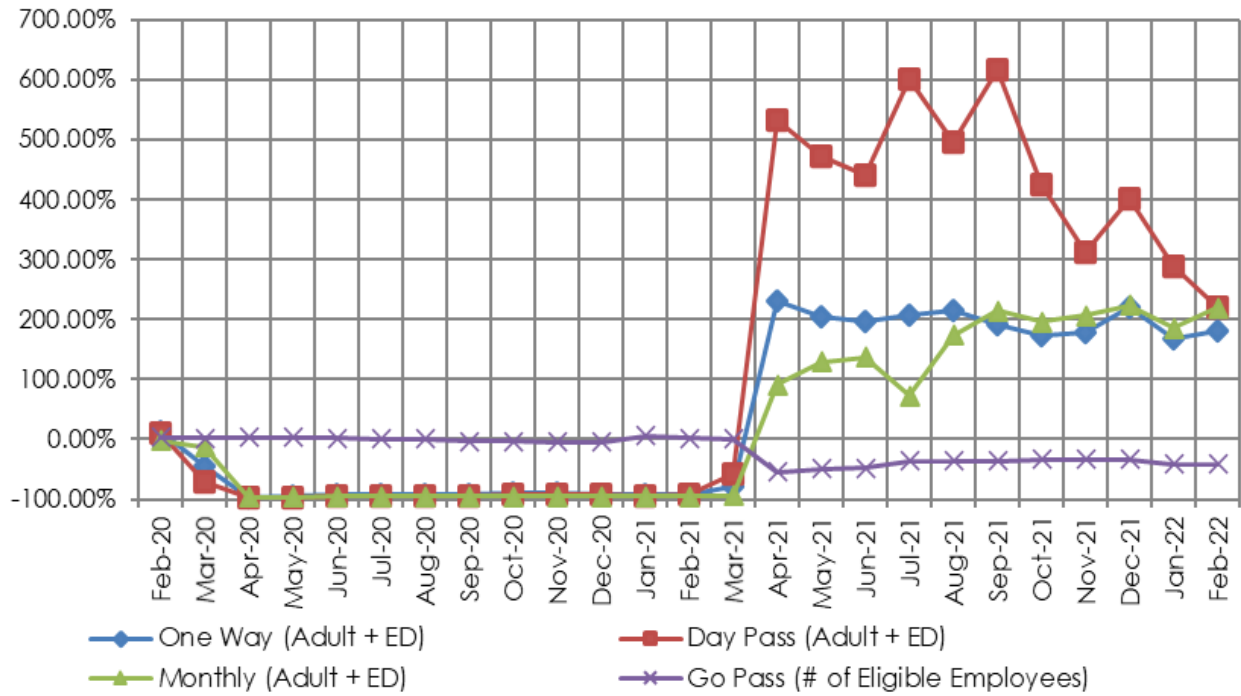
TICKET SALES

Other ticket sales and farebox revenue statistics trended as follows:

- Number of eligible Go Pass employees was 51,013 in February 2022 which was a decrease from 87,116 in February 2021.
- Number of participating Go Pass companies was 39 in February 2022 which was a decrease from 117 in February 2021.
- Total Farebox Revenue decreased by 13.7 percent to \$2,542,265 from February 2021 (\$2,944,996).



**Number of Tickets Sold:
Year to Year (Same Month Last Year) % Change**

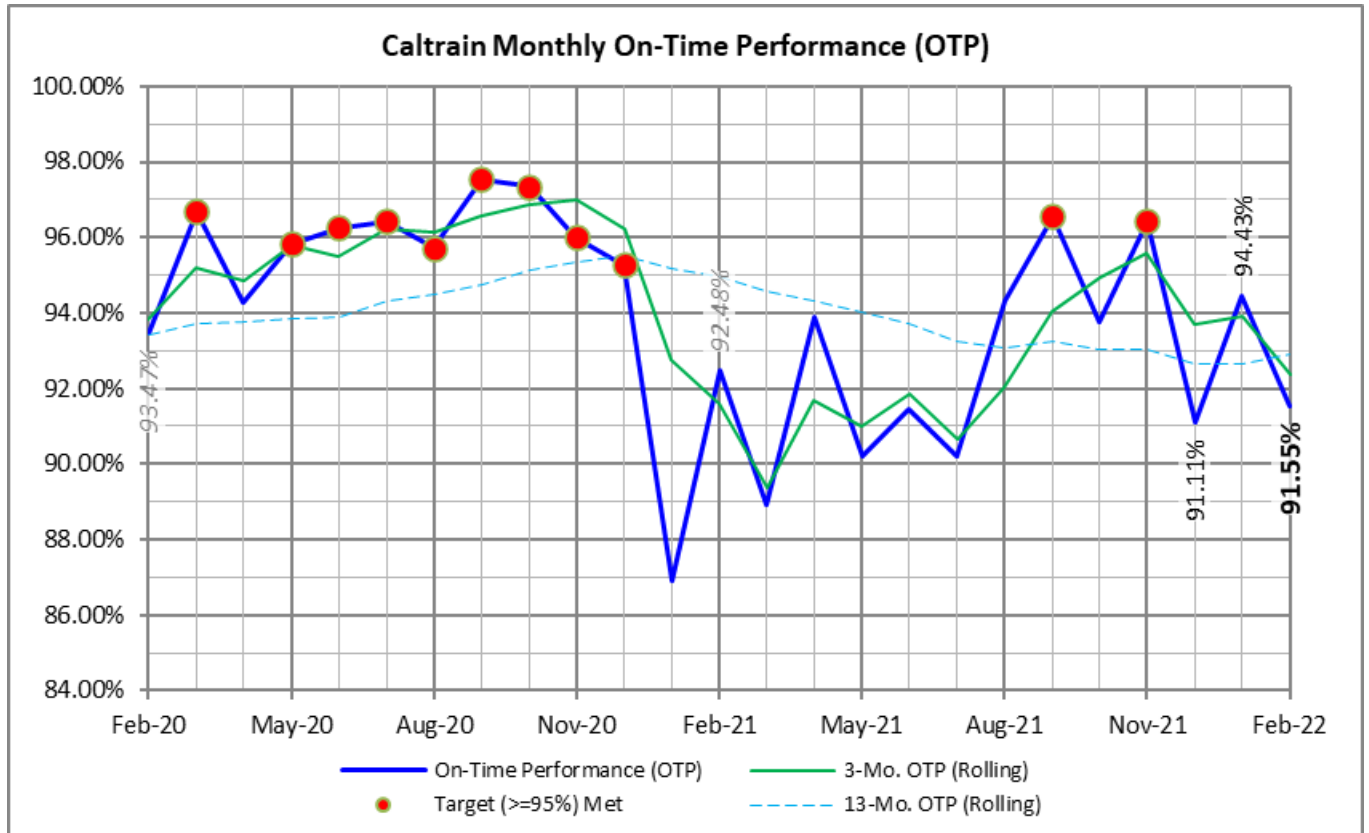


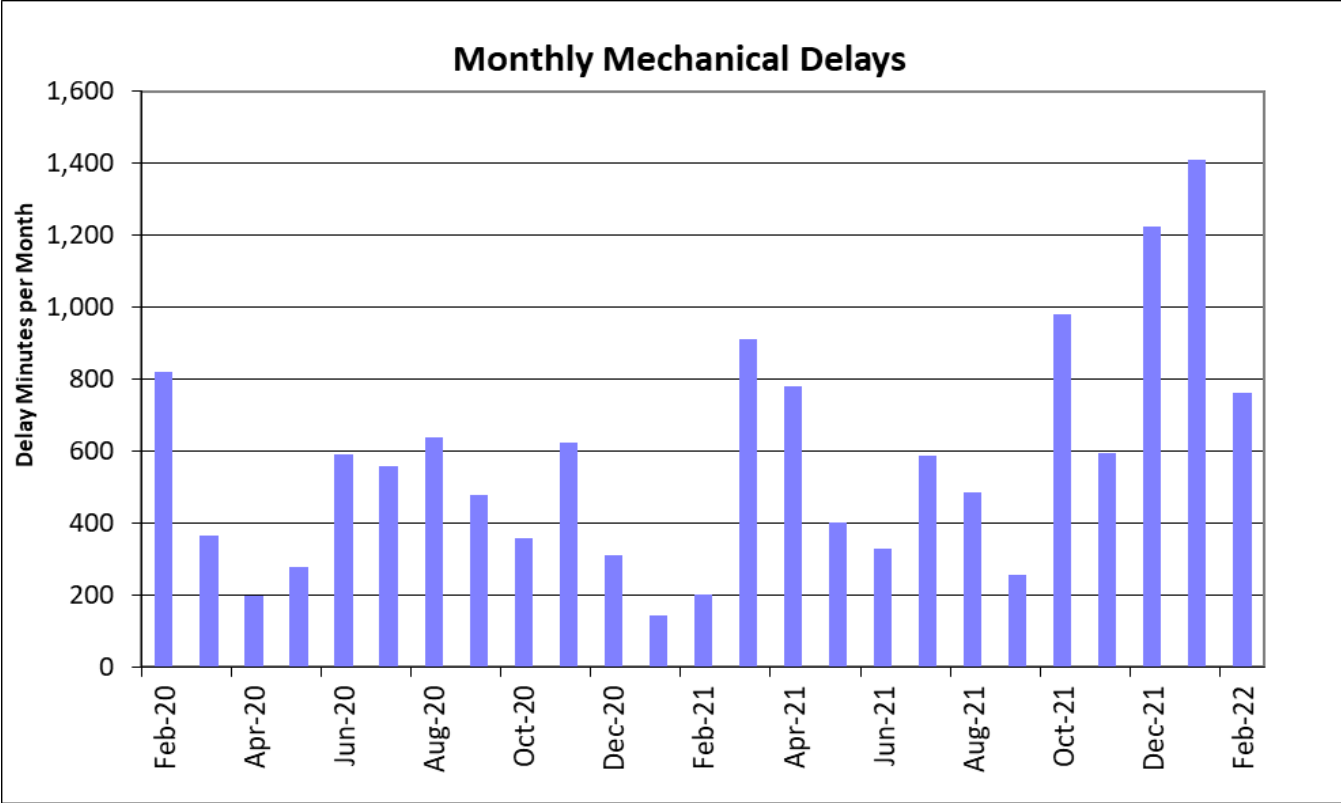
Note:

- 1. Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)*
- 2. Starting in September 2021, ticket sales are derived from the Business Intelligence (BI) system that corrected One-Way ticket sales. The correction reduced total tickets by about 10%-15% when compared to the former methodology.*

ON-TIME PERFORMANCE (OTP)

In February 2022, OTP was 91.6 percent compared to 92.5 percent in February 2021. Relatively low OTP due to multiple factors including higher than usual number of trespasser strikes, vehicles on tracks, and multiple crossing malfunctions in Sunnyvale on February 11th, which resulted in 31 delayed trains.





Caltrain Communication and Marketing Campaigns for February 2022:

- Take Caltrain to the Game - 49ers Football, Sharks Hockey, Warriors Basketball (ongoing)
- Clipper Mobile (ongoing)
- 20% Off Caltrain Monthly Pass (ongoing)
- Clipper Start (ongoing)
- Press Release: "Caltrain Recognizes African American History Month"
- Press Release: "Caltrain to Adjust Schedule For Presidents' Day Holiday"
- Press Release: "Caltrain-Supported Affordable Housing Projects Receive Grants"

Digital Communications Report:

The largest focal points for the month of February were the Electrification event with Kevin Mullin supporting more funding for Electrification. We honored Black History Month, and gave away the commemorative "Final Foundation" stickers from the Electrification event that occurred in January.

February Highlights:

- Caltrain celebrated and honored Black History Month
- Kevin Mullin Event at Hillsdale Station
- SMCTD listening session about safety on transit
- Continued mask messaging as mandates continue for transit

Website Replacement Project:

The final elements of the new websites are in development, this is theming the website's look and design. Our staff "power users" have been trained to review their content and are editing now. A staff and executive preview is set for March 21. We are on track for a April 19, 2022 launch. Highlights of the new site include a trip planner, live maps, improved calendar features for meetings and events, mobile-friendly, etc.

Prepared by: Patrice Givens – Administrative Analyst II 650.508.6347
Robert Casumbal – Director, Marketing & Research 650.508.7924
Jeremy Lipps – Manager, Digital Communications 650.622.7845

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **Award of Contract for Bayshore Station Painting Project and Authorization to Receive Funding and Amend the Project Budget from \$2,300,000 to \$6,870,000**



Finance Committee
Recommendation



Work Program-Legislative-Planning
Committee Recommendation



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award a contract to the lowest, responsive and responsible bidder, Top Line Engineers, Inc. of Hayward, California (Top) for a total amount of \$2,066,880 for the Bayshore Station Painting (Project); and
2. Authorize the Acting Executive Director or designee to execute a contract with Top in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel; and
3. Increase the Project budget by \$4,570,000, from \$2,300,000 to \$6,870,000; and
4. Authorize the Acting Executive Director or designee to take any other actions necessary as may be required to receive funds, including signing program supplement agreements with the California Department of Transportation for the receipt of state funding.

Significance

This Project involves repainting the Caltrain Bayshore Station in San Francisco, at the San Mateo County line. Built in 2002, the structural steel in the pedestrian overpass is showing signs of severe corrosion due to the age of the structure and the salt air conditions due to the proximity to San Francisco Bay.

The Project's scope of work consists of furnishing all labor, equipment, and materials for the following:

- Removal of the existing coatings, surface preparation, and placement of the new coatings on all steel surfaces of the base contract for the pedestrian bridge. The scope also includes preparation and painting of the stairwells and elevator towers, which was bid as a Project option.
- Remove and replace wire mesh panels and existing bolts as needed.
- Construct a containment system that permits the use of the bridge, station and train tracks at all times to protect passengers from noise, dust, and debris from the surrounding surface preparation work.

In FY2020, the Project budget was established at \$2,300,000. A re-evaluation of the total Project cost found that, due to construction cost inflation, escalation of materials and labor prices, an increase in staff support costs, and expanded permitting requirements, the total Project cost has increased to \$6,870,000, as outlined below:

Project Tasks	Updated Cost
Construction Implementation Contract	\$2,066,880
Project Management Support	\$1,304,552
Construction Management Support & Contingencies	\$1,966,989
Engineering Support	\$781,579
Rail Operations/TASI Support	\$500,000
Permits	\$250,000
TOTAL	\$6,870,000

The Project is anticipated to be completed by November of 2022.

Budget Impact

The current Project budget of \$2,300,000 was approved by the Board in FY2020 and is funded by State Transit Assistance (STA) State of Good Repair (SOGR) funding along with JPB member contributions (San Francisco Proposition K funds). To address the Project cost increases, staff recommends the transfer of \$1,135,000 in remaining FY2019 STA SOGR funds along with \$3,435,000 of State Local Partnership Program (LPP) formula funding, which was approved by the California Transportation Commission (CTC) at its March 16, 2022 meeting and which is subject to a 50% matching funds requirement.

Existing Project Budget	Amount
State Transit Assistance State of Good Repair	\$1,207,506
San Francisco Proposition K	\$1,092,494
Sub-Total of Existing Funding	\$2,300,000
Proposed Additional Funds	
FY2019 State Transit Assistance State of Good Repair (SOGR) (previously budgeted for use on Gallery Car Mid-Life Overhaul)	\$1,135,000
Local Partnership Program (LPP)	\$3,435,000
Total Funding	\$6,870,000

With the proposed additional funding from the FY2019 Capital Budget (Gallery Car Mid-Life Overhaul) of \$1,135,000 and State Local Partnership Program (LPP) of \$3,435,000, the Project budget would be increased from \$2,300,000 to \$6,870,000, as shown in item #34 in the FY2022 Capital Budget Attachment B Amendment 6.

Background

The JPB issued an Invitation for Bid (IFB), solicitation number 20-J-C-079, for the Project and advertised in a newspaper of general circulation and on the JPB’s procurement website. A 15% Small Business Enterprise (SBE) goal was assigned to this Project. Prior to releasing the IFB, extensive outreach for SBEs was conducted. Five potential bidders attended the pre-bid meeting, three bidders attended the site walk and two bids were received as follows:

Company	Base Bid (A)	Option Bid (B)	The Grand Total Bid Price (A + B)	5% SBE Preference Eligibility	Grand Total Bid Price with 5% SBE Preference applied
Engineer’s Estimate	\$1,539,100	\$930,000	\$ 2,469,100	N/A	\$2,469,100
1. Top Line Engineers, Inc., Hayward, CA	\$1,712,280	\$354,600	\$ 2,066,880	N/A	\$2,066,880
2. Euro Style Management, North Highlands, CA	\$1,543,200	\$830,000	\$ 2,373,200	\$50,000	\$2,323,200

After the bid opening and evaluation of the bids, staff determined to award the contract based on the base contract plus the option bid.

Top submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by Top is responsive.

Euro Style Management is a certified SBE and was given a 5 percent SBE preference based on the lowest bid amount. The ranking of the lowest bidder before and after the SBE preference was applied remains the same.

Top is an established contractor with more than seven years of construction experience. Staff contacted Top’s references and confirmed its experience and competency. Based upon these findings, staff concludes that Top is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest, responsive and responsible bidder.

Prepared By: Patrick Ng, Procurement Administrator II 650.622.8018
 Project Manager: Alvin Piano, Consultant, Capital Project Delivery 650.508.6447

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Awarding a Contract to Top Line Engineers, Inc. for the
Bayshore Station Painting Project for a Total Amount of \$2,066,880
and Amending the Project Budget from \$2,300,000 to \$6,870,000**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) issued an Invitation for Bids (IFB), solicitation number 20-J-C-079, for the Bayshore Station Painting (Project); and

WHEREAS, in response to the IFB, the JPB received two bids; and

WHEREAS, staff and legal counsel have reviewed the bids and determined that Top Line Engineers, Inc. of Hayward, California (Top) is the lowest, responsive and responsible bidder; and

WHEREAS, staff recommends that the Board of Directors (Board) award a contract for the Project to Top, which submitted a bid that meets the requirements of the solicitation documents, for a for a total amount of \$2,066,880; and

WHEREAS, since the Project was initially budgeted in Fiscal Year (FY) 2020, the total Project cost has increased from \$2,300,000 to \$6,870,000; and

WHEREAS, to address the Project construction phase cost increases, staff recommends using State Local Partnership Program (LPP) formula funding in the amount of \$3,435,000 and transferring \$1,135,000 in remaining Fiscal Year (FY) 2019 State Transit Assistance State of Good Repair (SOGR) funds from the Gallery Car Mid-Life Overhaul Project to the Bayshore Painting Project; and

WHEREAS, staff recommends that the Board increase the total Project budget to \$6,870,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Top Line Engineers, Inc. of Hayward, California, for the Bayshore Station Painting Project for a total amount of \$2,066,880; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting Executive Director or designee to execute a contract on behalf of the JPB with Top in full conformity with all the terms and conditions of the solicitation documents and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Acting Executive Director to receive State Local Partnership Program formula funding for the Project in the amount of \$3,435,000 and transfer \$1,135,000 in remaining Fiscal Year 2019 State Transit Assistance State of Good Repair funds from the Gallery Car Mid-Life Overhaul Project to the Bayshore Painting Project, increasing the total Project budget by \$4,570,000, from \$2,300,000 to \$6,870,000; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Acting Executive Director or designee to take any other actions necessary to receive the subject funds, including signing program supplement agreements with the California Department of Transportation for the receipt of state funding.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **Amend and Increase the Fiscal Year 2022 Caltrain Capital Budget to
\$156,862,394**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff proposes that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the Fiscal Year (FY) 2022 Capital Budget, included as Attachment B, as follows:

1. Include \$1,963,825 for the Diridon Planning project; and
2. Include \$1,963,825 for the Mini-High Project; and
3. Include \$1,963,825 for the Guadalupe River Bridges Replacement and Extension project.
4. Take any other actions necessary to give effect to this resolution including the execution of funding agreements and other documents required to receive the funding.

Significance

Staff proposes an amendment to the FY2022 Caltrain Capital Budget to include an additional \$5,891,475 for the above-mentioned projects, and as further discussed below. This budget increase is the result of discussions with each of the JPB member agencies to provide member funding toward the FY22 Caltrain capital budget.

Diridon Planning project

This project was approved by the Board in the FY21 capital budget for a total of \$1,000,000. There is currently ongoing planning work related to participation in the Diridon Integrated Station Concept Plan (a combined effort with the City of San Jose, VTA and California High Speed Rail) as well as independent planning and analysis related to the Diridon project. The total capital project budget will increase from \$1,000,000 to \$2,963,825.

Mini High project

In preparation for electrified service, this project will install 22 new mini highs at 13 stations to provide reliable and accessible service to passengers needing assistance to board the trains. Mini highs provide accessible ramps on an elevated loading section that allow passengers needing assistance to board the train without the use of a manual wayside lift.

Guadalupe River Bridges Replacement and Extension project

This capital project was originally approved by the board in FY14. Since then, a number of amendments have been approved to increase the project budget to \$14,389,000. The additional funds will be used for the future construction of the replacement Guadalupe River rail bridges, which have reached the end of their useful life. This amendment will increase the project budget from \$14,389,000 to \$16,352,825.

Budget Impact

The funding for this budget amendment are coming from the three member agencies; split into three equal amounts and is identified as follows:

1. Diridon Planning – Valley Transportation Measure B funds
2. Mini-Highs – San Mateo County Transportation Authority Measure A funds
3. The Guadalupe River Bridges Replacement and Extension project – San Francisco County Transportation Authority Proposition K funds

Background

The Board previously approved, and subsequently amended, the FY2022 Capital Budget on July 1, 2021, August 5, 2021, September 2, 2021, October 7, 2021, and November 4, 2021, respectively, for a total amount of \$147,535,919. An earlier item on this agenda requests the Board to approve an amendment to the capital budget for \$3,435,000 to the Bayshore Station Overpass Pedestrian Bridge Rehab project. This increase in addition to the proposed amendments described above would increase the Capital Budget to an authorized total of \$156,862,394.

Prepared By: Ladi Millard-Olmeda, Director, Budgets

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Amend the Fiscal Year 2022 Caltrain Capital Budget to \$156,862,394

WHEREAS, pursuant to Resolution Nos. 2021-41, 2021-44, 2021-46, 2021-53 and 2021-61 adopted on July 1, 2021, August 5, 2021, September 2, 2021, October 7, 2021 and November 4, 2021 respectively, the Peninsula Corridor Joint Powers Board (JPB) adopted and subsequently amended the Fiscal Year (FY) 2022 Capital Budget for a total authorized budget of 147,535,919; and

WHEREAS, additional funds from each of the member agencies are available to support new and existing capital projects in need of supplemental funding; including the Diridon Planning project for \$1,963,825, the Mini-High project for \$1,963,825 and Guadalupe River Bridges Replacement and Extension project for \$1,963,825; and

WHEREAS, State Transit Assistance State of Good Repair (SOGR) funds and Local Partnership Program (LPP) funds are available to the Bayshore Station Painting project for \$3,435,000 as referenced in a separate agenda item; and

WHEREAS, Staff recommends that the Board increase the total project authority for the Diridon Planning project from \$1,000,000 to \$2,963,825.

WHEREAS, Staff recommends that the Board approve the total project authority for the Mini-High project to \$1,963,825.

WHEREAS, Staff recommends that the Board approve the total project authority for the Guadalupe River Bridges Replacement and Extension project from \$14,389,000 to \$16,352,825.

WHEREAS, the Board approved an increase to the Bayshore Station Overpass Pedestrian Bridge Rehab project by \$3,435,000; increasing the project budget from \$2,300,000 to \$6,870,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby approves an amendment to the FY2022 Capital Budget to include the Diridon Planning project, Mini High project, Guadalupe River Bridges Replacement and Extension project and the Bayshore Station Overpass Pedestrian Bridge Rehab project for a total authorized capital budget increase for FY2022 of \$9,326,475 from \$147,535,919 to \$156,862,394.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary



FY2022 CAPITAL BUDGET - AMENDED

Attachment B
Amendment 6
April 2022

Item #	PROJECT NAME	PRIOR YEARS APPROVED	FY2022 JUNE ADOPTED	Amendment 1	Amendment 2	Amendment 3	Amendment 4	Amendment 5	Amendment 6	AMENDED FY2022 CAPITAL BUDGET	Federal Funds	STA SOGR Funds	Measure RR	Member Agency Funds	Others	AMENDED FY2022 CAPITAL BUDGET
i. STATE OF GOOD REPAIR																
Bridges																
1	<i>Guadalupe River Bridge Replacement and Extension</i> ²	12,400,000	1,989,000						1,963,825	3,952,825	1,591,200	397,800	-	1,963,825	-	3,952,825
			1,989,000						1,963,825	3,952,825	1,591,200	397,800	-	1,963,825	-	3,952,825
Right of Way																
2	Track SOGR	11,220,000	5,437,771							5,437,771	4,350,217	1,087,554	-	-	-	5,437,771
3	Right of Way Fencing	585,000	156,000							156,000	-	-	156,000	-	-	156,000
			5,593,771							5,593,771	4,350,217	1,087,554	156,000	-	-	5,593,771
Signal & Communications																
4	Communications SOGR	2,000,000	416,000							416,000	332,800	5,667	77,533	-	-	416,000
5	Fiber Optics SOGR	1,000,000	572,000							572,000	457,600	-	114,400	-	-	572,000
6	Signal SOGR	-	1,248,000							1,248,000	998,400	-	249,600	-	-	1,248,000
7	Migration To Digital Voice Radio System	700,000	832,000							832,000	665,600	-	166,400	-	-	832,000
			3,068,000							3,068,000	2,454,400	5,667	607,933	-	-	3,068,000
Rolling Stock																
Facilities & Intermodal Access																
8	Stations SOGR	1,500,000	208,000							208,000	-	-	208,000	-	-	208,000
9	Historic Stations SOGR	-	1,352,000							1,352,000	-	-	1,352,000	-	-	1,352,000
29	South San Francisco Station Improvement ³	71,600,000	-	25,000,000						25,000,000	-	-	-	25,000,000	-	25,000,000
34	<i>Bayshore Stn Overpass Pedestrian Bridge Rehab</i> ⁴	3,435,000	-	-					3,435,000	3,435,000	-	-	-	3,435,000	-	3,435,000
			1,560,000	25,000,000					3,435,000	29,995,000	-	-	1,560,000	-	28,435,000	29,995,000
	Total SOGR		12,210,771	25,000,000					5,398,825	42,609,596	8,395,817	1,491,021	2,323,933		28,435,000	42,609,596
ii. LEGAL MANDATES AND ELECTRIFIED SERVICE RAIL PROGRAM INTEGRATION																
10	Rail Program Integration and Transition	-	4,658,148							4,658,148	-	-	4,658,148	-	-	4,658,148
11	Hayward Park Remediation	-	51,000							51,000	-	-	51,000	-	-	51,000
			4,709,148							4,709,148	-	-	4,709,148	-	-	4,709,148
iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS																
12	PADS Replacement	-	1,040,000							1,040,000	-	-	1,040,000	-	-	1,040,000
13	Grade Crossing Improvements Construction	500,000	1,040,000							1,040,000	-	-	1,040,000	-	-	1,040,000
14	Caltrain VoIP	-	520,000							520,000	-	-	520,000	-	-	520,000
15	TVM Upgrade Phase ⁵	2,795,000	1,040,000							1,040,000	832,000	-	208,000	-	-	1,040,000
16	Caltrain Fiber Connectivity to Caltrain Stations and Digital Voice Base Station	-	624,000							624,000	-	-	624,000	-	-	624,000
17	Next Gen Clipper Validators Site Prep	2,500,000	1,560,000							1,560,000	1,248,000	-	312,000	-	-	1,560,000
18	Mountain View Transit Center Grade Separation and Access Project ⁶	-	11,200,000							11,200,000	-	-	-	11,200,000	-	11,200,000
31	Broadway Burlingame Grade Separation ⁷	24,388,000	-	-	1,025,000					1,025,000	-	-	-	1,025,000	-	1,025,000
35	<i>Mini-High</i> ⁷	-	-						1,963,825	1,963,825	-	-	-	1,963,825	-	1,963,825
		30,183,000	17,024,000			1,025,000				1,963,825	2,080,000	-	3,744,000	1,963,825	12,225,000	20,012,825
iv. PLANNING/STUDIES																
19	Operations, Access and Customer Interface Planning	-	260,000							260,000	-	-	260,000	-	-	260,000
20	Business Strategy and Policy Development	-	780,000							780,000	-	-	780,000	-	-	780,000
21	Electrification Expansion and Integration - Preliminary Planning	-	520,000							520,000	-	-	520,000	-	-	520,000
22	Capital Planning Technical Support	-	286,000							286,000	-	-	286,000	-	-	286,000
23	Transit-oriented Development Studies	-	1,040,000							1,040,000	-	-	1,040,000	-	-	1,040,000
24	Diridon Integrated Station Concept Plan (DISC) ⁸	-	720,000							720,000	-	-	-	720,000	-	720,000
30	SF Railyards Preliminary Business Case ⁴	-	-	2,000,000						2,000,000	-	-	-	2,000,000	-	2,000,000
32	Whipple Avenue Redwood City Grade Separation ⁵	850,000	-	-					301,000	301,000	-	-	-	301,000	-	301,000
36	<i>Diridon Planning</i> ²	1,000,000	-						1,963,825	1,963,825	-	-	-	1,963,825	-	1,963,825
			3,606,000		2,000,000				301,000	7,870,825	-	-	2,886,000	1,963,825	3,021,000	7,870,825
v. CAPITAL CONTINGENCY FUNDS																
25	Capital Contingency Funds - Engineering	-	330,000							330,000	-	-	330,000	-	-	330,000
26	Capital Contingency Funds - Rail	-	660,000							660,000	-	-	660,000	-	-	660,000
27	Capital Project Development	-	335,000							335,000	-	-	335,000	-	-	335,000
28	Capital Program Management	-	335,000							335,000	-	-	335,000	-	-	335,000
			1,660,000							1,660,000	-	-	1,660,000	-	-	1,660,000
vi. CALTRAIN MODERNIZATION																
33	Reserved for future Capital Requirements	-	-					80,000,000		80,000,000	-	-	80,000,000	-	-	80,000,000
								80,000,000		80,000,000	-	-	80,000,000	-	-	80,000,000
	Total FY2022 Capital Budget		39,209,919	25,000,000	2,000,000	1,025,000	301,000	80,000,000	9,326,475	156,862,394	10,475,817	1,491,021	95,323,081		43,681,000	156,862,394

¹ \$10.0 million from Santa Clara Valley Transportation Authority (VTA) per Reso 2020-39 and \$1.2 million from the City of Mountain View

² City of San Jose

³ San Mateo County Transportation Authority and City of South San Francisco

⁴ Prologis LLC

⁵ San Mateo County Transportation Authority (TA)

⁶ \$3.435M will be funded by Local Partnership Program (LPP) funds. \$1.135M is transferred from FY19 Capital Budget (Gallery Car Mid-Life Overhaul) which has been included in the Prior Years Approved for Bayshore Stn Overpass Pedestrian Bridge Rehab.

⁷ \$1.98M will be funded by SCVTA, SFCTA and SMCTA member agency funds

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **Award of Contracts for On-Call Executive Recruitment Services**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Award contracts for on-call executive recruitment services (Services) for an aggregate not-to-exceed amount of \$1,370,072 for a three-year base term to:
 - Alliance Resource Consulting LLC of La Palma, California
 - KL2 Connects, LLC of Weaverville, North Carolina
 - Koff & Associates of Berkeley, California
 - Krauthamer & Associates of Bethesda, Maryland
2. Authorize the Acting Executive Director or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, in a form approved by legal counsel.
3. Authorize the Acting Executive Director or designee to exercise up to two additional one-year option terms with the above firms for up to \$456,691 for each option term, to be shared in aggregate between the four firms, if deemed in the best interest of the JPB.

Significance

Approval of the above actions will benefit the JPB by securing multiple qualified firms to provide the Services and fill executive management positions on a timely basis. Establishing a

qualified bench of recruitment firms will provide a wider pool of qualified candidates to the JPB and will reduce the time required to fill vacant management positions.

Budget Impact

The funds for these contracts are included in the Fiscal Year 2022 Operating Budget and will be included in future fiscal years’ operating budgets.

Background

The JPB has an ongoing need for qualified executive recruitment services firms to recruit highly-qualified and experienced management professionals. In the past, executive recruitment services were obtained by conducting single procurements with one or more firms whenever the need arose. Human Resources and Contracts and Procurement determined jointly it is in the best interest of the JPB to establish “bench” of qualified and experienced firms to provide on-call executive recruitment services to be used on an as-needed basis, thus increasing efficiency and leveraging economies of scale.

A joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide On-Call Executive Recruitment Services (Services) was issued by the JPB, the San Mateo County Transit District, and the San Mateo County Transportation Authority. The solicitation was advertised on the agencies’ websites. The JPB received 11 proposals.

A Selection Committee (Committee) composed of qualified staff from the Human Resources and Finance departments reviewed and scored the proposals in accordance with the following weighted criteria:

- Approach to Scope of Services 0-25 Points
- Qualifications and Experience of Firm 0-30 Points
- Qualifications and Experience of Management Team and Key Personnel 0-30 Points
- Cost Proposal 0-15 Points
- Small Business Enterprise Preference 0-05 Points

After review, evaluation and ranking of proposals, the Committee determined that the aforementioned firms are qualified for contract award. The Office of Civil Rights has established that none of the firms are certified Small Business Enterprises. Negotiations were conducted successfully with these firms, each of which possesses the requisite depth of experience, has the required qualifications to perform the scope of services successfully, and is capable of providing the specified services at fair and reasonable prices. There is no guarantee of the amount of work that will be awarded to any of the selected firms.

Prepared By: Linda Tamtum, Procurement Administrator II 650.508.7933
Project Manager: Juliet Nogales-Deguzman, Director, Human Resources 650.508.6236

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Awarding Contracts to Alliance Resource Consulting LLC, KI2 Connects, LLC, Koff & Associates, and Krauthamer & Associates for On-Call Executive Recruitment Services for an Aggregate Not-To-Exceed Amount of \$1,370,072 for a Three-Year Term

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), San Mateo County Transit District and San Mateo County Transportation Authority issued a joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide on-call executive recruitment services (Services); and

WHEREAS, in response to the RFP, the JPB received eleven proposals; and

WHEREAS, a Selection Committee (Committee) reviewed, evaluated, scored, and ranked these proposals according to the evaluation criteria set forth in the RFP, and determined that the following four firms were in the competitive range:

- Alliance Resource Consulting LLC of La Palma, California
- KL2 Connects, LLC of Weaverville, North Carolina
- Koff & Associates of Berkeley, California
- Krauthamer & Associates of Bethesda, Maryland; and

WHEREAS, the Committee completed its evaluation process and determined that the four firms possess the necessary qualifications and requisite experience to perform successfully the scope of services defined in the solicitation documents at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed these firms' proposals and have determined they comply with the requirements of the solicitation documents; and

WHEREAS, staff recommends that the Board of Directors (Board) award contracts for the Services to the aforementioned four firms for an aggregate not-to-exceed amount of \$1,370,072 for a three-year base term, and authorize the Acting Executive Director to exercise up to two additional, one-year option terms for an aggregate not-to-exceed amount of \$456,691 per option year, if in the best interest of the JPB.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards contracts for on-call executive recruitment services to Alliance Resource Consulting LLC, KL2 Connects, LLC, Koff & Associates, and Krauthamer & Associates for a three-year base term for an aggregate not-to-exceed amount of \$1,370,072; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting Executive Director or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting Executive Director or designee to exercise up to two, one-year option terms for an aggregate not-to-exceed amount of up to \$456,691 per option year, if in the best interest of the JPB.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: April Chan
Chief Officer, Planning, Grants and
Transportation Authority
Subject: **Authorize the Filing of Applications with the Metropolitan Transportation
Commission for Programming of Federal Transit Administration Formula
Funds for Caltrain Capital Projects**

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

Action

Staff Coordinating Council recommends the Board:

- 1) Authorize the Acting Executive Director, or her designee, to execute and file Federal Transit Administration (FTA) Formula Program funds programming applications with the Metropolitan Transportation Commission (MTC) for a total of \$41,019,000, or \$13,673,000 per Fiscal Year (FY) in FY2022, FY2023, and FY2024; and
- 2) Commit up to \$10,254,750 total, or \$3,418,250 per FY in local matching funds; and
- 3) Authorize the Acting Executive Director, or her designee, to take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances, or other documentation required in order to receive the FTA funds.

Significance

Staff is proposing to submit fund programming applications to the MTC for FY2022, FY2023, and FY2024 FTA Formula funds to support state of good repair projects identified in the adopted FY 2022 Capital Budget as well as future Capital Budgets in FY2023 and FY2024. The MTC requires each FTA-eligible transit agency to adopt a resolution authorizing the programming of the funds. The table on the following page shows the breakdown of funds for the eligible project categories over the next three fiscal years.

Resolution No. 2022-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Authorize The Filing Of An Application For FTA Formula Program And Surface Transportation Program Funding For Caltrain Capital Projects And Committing The Necessary Local Match For The Projects And Stating The Assurance of Peninsula Corridor Joint Powers Board to Complete the Project

Whereas, Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law (BIL, Public Law 117-58), continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and;

Whereas, pursuant to BIL, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

Whereas, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor for FTA Formula Program and STP funds; and

Whereas, the JPB wishes to submit a grant application with the MTC for funds from the FY2021-22, FY2022-23, and FY2023-24 Federal Transit Administration (FTA) Formula Program and STP funds, for the following Caltrain capital projects:

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Systemwide Track and Related Structure Rehabilitation	\$32,038,600	\$8,009,650	\$40,048,250
Systemwide Signal and Communications Rehabilitation	\$4,754,400	\$1,188,600	\$5,943,000
TVM and Clipper Upgrades	\$4,226,000	\$1,056,500	\$5,282,500
Total Programming	\$41,019,000	\$10,254,750	\$51,273,750

Whereas, MTC requires, as part of the application, a resolution stating the following:

1. The commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
2. That the JPB understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
3. The assurance of the JPB to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4. That the JPB understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Now, Therefore, Be It Resolved by the Board of Directors that the Peninsula Corridor Joint Powers Board is authorized to execute and file an application for funding under the FTA

Formula Program and/or Surface Transportation Program in the total amount \$41,019,000, or \$13.673.000 per FY from 2021-22 through FY2023-24 for Systemwide Track Rehabilitation, Systemwide Signal and Communications Rehabilitation, and Ticket Vending Machine and Clipper Upgrades; and

Be It Further Resolved, that Board of Directors by adopting this resolution does hereby state that:

1. The JPB will commit \$3,418,250 each FY from FY2022 through FY2024, up to \$10,254,750 total, in local matching funds; and

2. The JPB understands that the FTA Formula Program and STP funding for the projects is fixed at \$13,673,000 each FY, and that any cost increases must be funded by the JPB from local matching funds, and that the JPB does not expect any cost increases to be funded with FTA Formula Program and STP funds; and

3. The Caltrain Capital Projects will be implemented as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4. The program funds are expected to be obligated by January 31 of the year the projects are programmed for in the TIP; and

5. The JPB will comply with FTA requirements and all other applicable federal, state and local laws and regulations with respect to the proposed project; and

Be It Further Resolved, that the JPB is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

Be It Further Resolved, that the JPB is authorized to submit an application for FTA Formula Program and STP funds for Systemwide Track Rehabilitation, Systemwide Signal and Communications Rehabilitation, and TVM and Clipper Upgrades; and

Be It Further Resolved, that there is no legal impediment to the JPB making applications for FTA Formula Program and STP funds; and

Be It Further Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the JPB to deliver such projects; and

Be It Further Resolved, that the JPB agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

Be It Further Resolved, that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

Be It Further Resolved, that the MTC is requested to support the application for the projects described in the resolution and to program the projects, if approved, in MTC's TIP; and

Be It Further Resolved, that the Acting Executive Director, or designee, may take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances, or other documentation required in order to receive the FTA funds.

Regularly passed and adopted this 7th day of April, 2022 by the following vote:

Ayes:

Noes:

Absent:

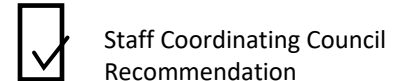
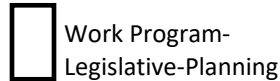
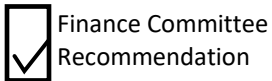
Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: April Chan
Chief Officer, Planning, Grants and Transportation Authority
Subject: **Authorize the Application For and Receipt of Annual Cap and Trade Funding for the Peninsula Corridor Electrification Enhancement Project (PCEE)**



Action

Staff Coordinating Council (SCC) recommends the Board authorize the Acting Executive Director, or her designee to:

1. Apply for and receive \$2,441,282 in Fiscal Year (FY) 2022 California Low Carbon Transportation Operations Program (LCTOP) funds from the State of California Department of Transportation (Caltrans) for the Peninsula Corridor Electrification Enhancement Project (PCEE); and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments and any other documentation required for the Peninsula Corridor Joint Powers Board (JPB) to apply for and receive LCTOP funds.

Significance

The LCTOP is one of several funding programs that are part of a broad-based State effort to invest cap-and-trade auction proceeds to reduce greenhouse gas emissions as required under California's climate action law, A.B. 32. These funds are distributed annually on a formula basis to transit agencies and Regional Transportation Planning Agencies, including the Metropolitan Transportation Commission (MTC). Similar to the State Transit Assistance program, transit agencies receive a portion of the funds via a formula that is based on operating revenues. Caltrans is the administering agency for the funds and requires eligible funding recipients to submit annual resolutions by authorizing agency officer(s) to execute and process the application materials associated with the receipt of LCTOP funds. Caltrans also requires applicants to specify the projects to receive the funds within the resolution.

As recommended by the Board in May 2021, JPB is banking four years of LCTOP funding for PCEE, which is procuring 37 additional Electric Multiple Unit (EMU) rail cars to increase capacity of the electrified Caltrain system. This is the second year of fund banking for this project. As background, in 2018, PCEE received a \$164 million award from the State's Transit Intercity Rail Capital Program (TIRCP) toward a total project cost of \$203 million, requiring JPB to provide \$39 million in matching funds over the life of the EMU procurement. To date, approximately \$35 million has been identified, including \$8 million in State Rail Assistance and \$27 million in Affordable Housing and Sustainable Communities Program funds, to meet the local match requirement. The four years of LCTOP funding, estimated at approximately \$4 million, will round out the required local match for the project.

Budget Impact

There is no budget impact associated with this action. Budget authority for the \$2,441,282 in LCTOP funding was included as part of the FY2019 Capital Budget under the PCEE project.

Background

The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program is funded annually with 5 percent of the auction proceeds from the State's cap-and-trade program. In FY2021, the first year of the four-year funding plan, through the established LCTOP formula, JPB received \$1,039,484 in LCTOP funding for the procurement of EMU rail cars. In FY 2022, that amount has now been increased to \$2,441,282, due to higher sale of cap & trade proceeds at the State level.

Prepared By: Lisha Mai Manager, Grants and Fund Programming 650.508.6353

Resolution No. 2022-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorizing The Application For And Receipt Of Annual Cap And Trade Funding For The
Procurement Of Electric Multiple Unit Vehicles**

Whereas, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive State cap and trade funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

Whereas, the statutes related to State-funded transit projects require a local or regional implementing agency to abide by various regulations; and

Whereas, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

Whereas, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the JPB; and

Whereas, the JPB wishes to use Fiscal Year (FY) 2022 LCTOP funds allocated to the JPB for the Peninsula Corridor Electrification Enhancement Project (PCEE); and

Whereas, the PCEE will help fund the purchase of up to 37 additional Electric Multiple Unit (EMU) rail cars to increase capacity of the electrified Caltrain system; and

Whereas, the Staff Coordinating Council recommends that the JPB Board of Directors authorize the Acting Executive Director, or her designee, to:

1. Apply for and receive \$2,441,282 in FY2022 LCTOP funds for the PCEE; and
2. File and execute annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents required for the JPB to apply for and receive LCTOP funding.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board, hereby:

1. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, authorized agent forms and any applicable statutes, regulations and guidelines for all Low Carbon Transit Operations Program-funded transit projects; and
2. Authorizes the Acting Executive Director, or her designee, to apply for and receive from the California Department of Transportation \$2,441,282 in FY2022 LCTOP funds for the Peninsula Corridor Electrification Enhancement Project, which will help fund the purchase of up to 37 additional Electric Multiple Unit rail cars; and
3. Authorizes the Acting Executive Director, or her designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documentation that may be required for the JPB to apply for and receive LCTOP funds.

Regularly passed and adopted this 7th day of April, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Anthony Simmons / Lawrence Leung
Director, Systemwide, Stations, and Capital Planning / Manager, Rail Contracts & Budget

SUBJECT: On-Call Transportation Planning and Consultant Support Services Update



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

This informational item is presented quarterly to the Board and reports on the following:

- Total amount of work directives (WDs) issued to each firm since contract inception
- List of WDs and amendments issued since the last reporting period with the WD number, title, description, JPB project manager, vendor, issuance date, start date, end date, and value

The tables below provide an update of contract activities from December 4th, 2021 thru March 4th, 2022. Table 1 summarizes the contract capacity status. Table 2 updates the percentage of capacity used against the percent time elapsed. Table 3 shows the Board approved dates and amounts. Table 4 aggregates the WD amounts issued to each of the vendors. Table 5 describes each of the WDs issued since the last reporting period.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Pursuant to Resolution No. 2020-18, the Board of Directors (Board) awarded contracts to Fehr & Peers, HNTB Corporation, Kimley-Horn & Associates, Inc., Arup North America Ltd., Mott MacDonald Group Inc., and WSP USA, Inc., consisting of a five-year base term for an aggregate not-to-exceed amount of \$25,000,000 with two additional, one-year option terms in an aggregate not-to-exceed amount of \$5,000,000 for each option year.

Prepared By: Anthony Simmons
Director, Systemwide, Stations, and Capital Planning

Lawrence Leung
Manager, Rail Contracts & Budget

650.508.6328

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$35,000,000
Exercised:	5.0	\$25,000,000
Work Directives Issued:		\$9,904,167
Remaining Capacity:		\$15,095,833

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	611	33%	40%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	7/1/2020	6/30/2025	5.0	\$25,000,000	2020-18
Option #1	7/1/2025	6/30/2026	1.0	\$5,000,000	
Option #2	7/1/2026	6/30/2027	1.0	\$5,000,000	
Amendment			0.0		
Total:			7.0	\$35,000,000	

Table 4

Vendor	Fehr & Peers	HNTB	Kimley-Horn	ARUP	Mott	WSP
Contract #	20-J-P-006A	20-J-P-006B	20-J-P-006C	20-J-P-006D	20-J-P-006E	20-J-P-006F
Total WDs Issued	\$2,458,283	\$1,054,899	\$2,609,172	\$1,033,094	\$2,370,439	\$378,279
Previous Reporting Period	\$2,340,324	\$1,055,988	\$2,609,172	\$1,033,094	\$2,354,439	\$99,909
Current Reporting Period	\$117,959	(\$1,089)	\$0	\$0	\$16,000	\$278,370

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Current Value
10304	¹ DISC Plan – PM & Outreach Support	Technical and outreach program management for the remainder of Phase I of the Diridon Station Concept Plan. Extended from 2/28/22 to 6/30/22.	Kimley-Horn	2/18/2022	9/3/2020	6/30/2022	\$404,443.00
10305	¹ DISC Plan – Technical Support & Analysis	Technical management and support and organizational, governance and funding analysis and strategy for the remainder of Phase I of the Diridon Station Concept Plan. Extended from 2/28/22 to 6/30/22.	Kimley-Horn	2/18/2022	9/3/2020	6/30/2022	\$594,682.00
10311	Caltrain Service Restoration: Post-Implementation Monitoring and Analysis	Obtain consultant support and expertise regarding the evaluation of Caltrain’s recent service restoration plan, with recommendations for future adjustments, enhancements, and improvements. Obtain an ongoing market analysis through research and outreach to affected communities regarding future travel patterns and behaviors. Extended from 1/30/22 to 4/30/22. Added \$53k for additional support and extended from 4/30/22 to 6/30/22.	Fehr & Peers	2/9/2022	10/1/2021	6/30/2022	\$112,232.48
10429	PCEP Grant Application Support	Consultant shall help develop a grants strategy and grant application development to help Caltrain close a \$410 million funding gap in the Peninsula Corridor Electrification Project (PCEP).	WSP	1/25/2022	1/25/2022	12/31/2022	\$278,370.17
10308	Internal Support for Interim Executive Director Transition	Internal support for the Interim Executive Director transition for the JPB and includes the following tasks: Development of Internal Action Plan for Transition Period, Support for Implementation of Internal Action Plan, Manage Special Projects as Identified by COO/ED, and Support Recruitment of Chief of Staff including Transitioning Internal Action Plan Tasks as Needed. Added \$32k for additional support and extended from 11/30/21 to 3/31/22.	Fehr & Peers	1/21/2022	3/15/2021	3/31/2022	\$359,973.00
10668	TIRCP Grant Application Support	Evaluation and quantification of anticipated benefits of a potential hybrid-powered train vehicle procurement project in support of an application for the 2022 Transit and Intercity Rail Capital Program (TIRCP) funding cycle.	Fehr & Peers	1/11/2022	1/10/2022	3/3/2022	\$33,708.78
10301	² Business Plan - Outreach Support	Stakeholder outreach to support the continuation and completion of the Caltrain Business Plan technical work. Extended from 12/31/21 to 3/31/22.	Fehr & Peers	12/16/2021	7/1/2020	3/31/2022	\$104,208.64
10446	Redwood City Station Area Planning	The main objective of the station area planning work is to provide inputs into Redwood City’s Transit District planning process in the spring 2021 timeframe with consideration for the proposed redevelopment of Sequoia Station, the Whipple Avenue Grade Separation Study, Reimagine SamTrans and potential options related to the Dumbarton Rail Corridor Project. The scope of work will potentially produce street networks and a station area footprint to aid near-term land use development. It does not include public outreach, detailed design or cost estimates. Added \$16k for additional support and extended from 12/31/21 to 12/31/22.	Mott	12/14/2021	3/11/2021	12/31/2022	\$345,990.68

¹ Multi-agency Endeavor - City of San Jose, VTA, and HSR

² Transferred from old contract #13-PCJPB-P-023

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

To: Joint Powers Board

Through: Michelle Bouchard
Acting Executive Director

From: Pranaya Shrestha
Chief of the Caltrain Modernization Program

Subject: **Authorize Execution of Change Orders for Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Modification Contract and Tunnel Modification Contract**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

Action

Staff and the Peninsula Corridor Electrification Project (PCEP or Project) Change Management Board (CMB) unanimously recommend that the Board:

1. Authorize global settlement with Proven Management Inc. (PMI) within the Board-approved amended PCEP Budget to resolve outstanding commercial issues related to outstanding change orders and time related overhead (TRO) costs on the CEMOF Modification Contract and the Tunnel Modifications contract. The global settlements will allow for the close-out of the Tunnel Modifications Contract and expedite the administration as well as completion of the CEMOF Contract. The settlements would be effectuated through the approval of change orders to the CEMOF Modification and Tunnel Modification Contracts (Contract Nos. 18-J-C-070 and 18-J-C-071) for a total of \$6,500,000, which sum was included in the amended PCEP budget approved by the Board on December 6, 2021:
 - a) Final Settlement Contract Change Order for Tunnel Modifications in the amount of \$4,500,000 to resolve outstanding change orders and TRO costs.
 - b) Final Settlement Contract Change Order for CEMOF Modifications in the amount of \$2,000,000 to resolve outstanding change orders and TRO costs.

Significance

Caltrain Modernization program includes PCEP which will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to San Jose. The Caltrain Modernization Program

also will replace the majority of Caltrain's fleet of diesel-hauled trains with Electrical Multiple Units (EMU) trainsets and increase service to up to six Caltrain trains per peak hour per direction.

The primary purposes of the PCEP are to improve Caltrain system performance and reduce long-term environmental impacts associated with Caltrain service by reducing noise, improving regional air quality and reducing greenhouse gas emissions. In addition, an electrified Caltrain system will better address Peninsula commuters' vision of increased service and improved travel times in an environmentally friendly and reliable way. The Project also is expected to help accommodate increased system ridership through improved system operations.

The CEMOF Modifications and Tunnel Modifications are key components of the Caltrain Modernization program. The CEMOF Modifications contract provides the required changes to the existing CEMOF facility for future maintenance and storage of the new EMUs)as well as storage of spare parts for the newly electrified corridor. The Tunnel Modifications contract provides required clearances for the electrified system and drainage improvements in the four tunnels located in San Francisco.

Both projects have experienced delays and cost increases arising from unforeseen site conditions and commercial disputes with the contractor. In order to resolve the commercial issue, complete the remaining scopes of work, and close out the contracts in a timely manner, staff engaged in a negotiation for a global resolution of commercial issues with PMI. The negotiations resulted in two proposed change orders that will resolve all commercial issues on the two contracts: one for the CEMOF Modifications at \$2,000,000 and one for the Tunnel Modifications at \$4,500,000. The details of the change orders are captured below:

A. CEMOF Modifications Change Order

In 2019, the JPB awarded the CEMOF Modification contract to Proven Management Inc. (PMI) for an amount of the \$6,550,777.00. PMI was the lone bidder for the project and had an initial bid price of \$7,197,777.00. The reduction in the price came as a result of negotiations between the PCEP project team and PMI.

Over the course of the project, there were numerous changes that resulted in additional cost and schedule delays. PMI kept and submitted a Potential Change Order (PCO) log with a total estimated value of \$4,317,839.00 (see attached for PCO log summary). The list includes Rough Order of Magnitude (ROM) costs disputed or unanswered Request for Changes (RFCs) as well as items for which the JPB has issued Contract Change Orders (CCOs) but with disputed dollar amounts.

For negotiation purposes with PMI, the PCO log was broken down into a few major categories:

- Time related overhead
- North Pit Repairs

- Cracking of grout pad
- Miscellaneous changes related to the Parts Storage Warehouse
- All remaining PCOs

The following table summarizes the final negotiated prices for each of the categories listed above. The completion of the negotiations resolves all open changes and will allow the project to achieve substantial completion by the end of March:

Item	Final Cost	Notes
Time Related Overhead Cost	\$826,796	Time related overhead costs for compensable delays to the project
North Pit Repairs	\$200,000	Repair costs to correct elevation and cracking issues in the North Pit
Cracking of grout pad	\$136,844	Repairs due to cracking of the grout pad
Misc. PSW changes	\$126,662	Changes to the Parts Storage Warehouse (PSW), including items such as lighting, electrical panel, air compressors, fire alarm panel, etc.
Misc. Other changes	\$09,698	Resolution of all other outstanding changes on the contract.
Total	\$2,000,000	

B. Tunnel Modifications Change Order

In 2018, the JPB awarded the Tunnel Modification contract to Proven Management Inc. (PMI) for an amount of the \$38,477,777. The contract also included an option of \$16,600,000 to install the Overhead Catenary System (OCS) inside the tunnels and OCS termination structures at the tunnel portals. The option was exercised on 02/14/2019.

Over the course of the project, there were numerous changes that resulted in additional cost and schedule delays to the project. As the construction of the tunnel modifications was completed, a few items remained unresolved between the JPB and PMI for a total outstanding value of \$9,544,874.81. These items were:

1. Change related to OCS drop tubes
2. OCS signage inside the tunnels
3. Theft of Contact Wire
4. Protection Delays
5. Time related overhead (TRO)

The following table summarizes the final negotiated prices for each of the categories listed above. With the construction having reached substantial completion, the completion of the negotiations resolves all open changes and will allow the project to be closed out:

Item	Final Cost	Notes
Change related to OCS drop tubes	\$0	
OCS signage inside the tunnels	\$23,408.00	Changes for signage of OCS inside the tunnels
Theft of Contact Wire	\$66,986.00	Change due to contact wire theft
Protection Delays	\$74,352.00	Delays associated with protection requests
Time Related Overheads	\$4,247,937.47	Time related overhead costs for compensable delays to the project
Total	\$4,500,000	Final amount was rounded up to \$4.5M in final negotiations

Budget Impact

- The PCEP Budget Amendment, which was approved by the Board on December 6, 2021, included a \$6.5M total increase to account for changes associated with the CEMOF Modifications and Tunnel Modifications. These change orders will be funded from the Board-approved PCEP Amended Budget. These change orders will not draw from contingency and estimate to complete remains \$2.44 billions.

Background

A. CEMOF Modifications

In 2019, the JPB awarded the CEMOF Modification contract to Proven Management Inc. (PMI) for an amount of the \$6,550,777.00. PMI was the lone bidder for the project and had an initial bid price of \$7,197,777.00. The reduction in the price came as a result of negotiations between the PCEP project team and PMI.

Over the course of the project, there were numerous changes that resulted in additional cost and schedule delays to the project. PMI kept and submitted a Potential Change Order (PCO) log with a total estimated value of \$4,317,839.00 (see attached for PCO log summary) The list includes Rough Order of Magnitude (ROM) costs disputed or unanswered Request for Changes

(RFCs) as well as items for which the JPB has issued Contract Change Orders (CCOs) but with disputed dollar amounts.

For negotiation purposes with PMI, the PCO log was broken down into a few major categories:

- Time related overhead
- North Pit Repairs
- Cracking of grout pad
- Miscellaneous changes related to the Parts Storage Warehouse
- All remaining miscellaneous PCOs

For purposes of expediting the resolution of open changes and completion of the remaining scope of work, the JPB Staff engaged in a global negotiation with PMI to settle all outstanding changes on the CEMOF Modifications Contract.

B. Tunnel Modifications

In 2018, the JPB awarded the Tunnel Modification contract to Proven Management Inc. (PMI) for an amount of the \$38,477,777. The contract also included an option of \$16,600,000 to install the Overhead Catenary System (OCS) inside the tunnels and OCS termination structures at the tunnel portals. The option was exercised on February 14, 2019.

Over the course of the project, there were numerous changes that resulted in additional cost and schedule delays to the project. As the construction of the tunnel modifications were completed, a few items remained unresolved between the JPB and PMI. These items were:

- Change related to OCS drop tubes
- OCS signage inside the tunnels
- Theft of Contact Wire
- Protection Delays
- Time related overhead (TRO)

For purposes of expediting the resolution of open changes and close out of the contract, the JPB Staff engaged in a global negotiation with PMI to settle all outstanding changes on the Tunnel Modifications Contract.

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

*** * ***

**Authorizing Execution of PMI Change Orders for the Caltrain
CEMOF Modifications and Tunnel Modifications**

WHEREAS, the Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization program and will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to San Jose. The Caltrain Modernization Program also will replace the majority of Caltrain's fleet of diesel-hauled trains with EMU trainsets and increase service to up to six Caltrain trains per peak hour per direction; and

WHEREAS, on February 7, 2019 the Board adopted Resolution No. 2019-02 and approved a contract with Proven Management, Inc. (PMI) to construct CEMOF Modifications for the PCEP, in a not-to-exceed amount of \$6,550,777 (Contract No. 18-J-C-071); and

WHEREAS, on June 7, 2018 , the Board adopted Resolution No. 2018-24 authorizing the Executive Director to negotiate a final contract with PMI to construct Tunnel Modifications for PCEP at a price to be negotiated by the Executive Director; and

WHEREAS, on November 1, 2018, the Board adopted Resolution No. 2018-45 authorizing an amendment to the contract with PMI to construct Tunnel Modifications for the PCEP, in a not-to-exceed amount of \$38,437,777 (Contract No. 18-J-C-070), in order to include an option to install the overhead catenary system (OCS) inside the tunnels and OCS termination structures at the tunnel portals at an additional cost of \$16,600,000. Pursuant to Resolution No. 2018-45, that option was later exercised on February 28, 2019; and

WHEREAS, over the course of the projects, PMI and Caltrain have been in dispute regarding numerous changes on the projects that have resulted in additional costs and schedule delays; and

WHEREAS, in order to resolve those disputed items in an expedited manner and achieve completion of the CEMOF Modifications as well as contract close out for the Tunnel Modifications, staff, with support of consultants, engaged in a detailed assessment of the open issues on the projects. In addition, the team engaged in extensive negotiations with PMI to find a global settlement of disputed issues, including time related overhead (TRO) costs incurred by PMI as a result of the extension of the project schedule, and pending project change orders; and

WHEREAS, after two months of good faith negotiations, Caltrain and PMI have achieved global settlement for both contracts. The settlement would be effectuated by Caltrain change orders to the respective contracts with PMI, one each for the CEMOF Modifications and Tunnel Modifications; and

WHEREAS, the CEMOF Modifications Change Order in the amount of \$2,000,000 resolves all open change orders and TROs; and

WHEREAS the Tunnel Modifications Change Order in the amount of \$4,500,000 resolves all open change orders and TROS, which allows for the close out of the contract; and

WHEREAS, the two change orders listed above total \$6,500,000; and

WHEREAS, Staff and PCEP Change Management Board (CMB) recommend that the Board authorize this global settlement with PMI to expedite the completion of the CEMOF

Modification Contract and the closeout of the Tunnel Modifications Contract;.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes a global settlement with PMI to be achieved through the execution of the CEMOF Modification Change Order and the Tunnel Modifications Change Order for a total of \$6,500,000; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting Executive Director, or designee, to execute the three Change Orders in a form approved by legal counsel.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

Peninsula Corridor Joint Powers Board
Staff Report

DATE: March 14, 2022

TO: Finance Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **March 28, 2022 Finance Committee Report of the Acting Chief Financial Officer**

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

HIGHLIGHTS

- The Measure RR bond issue closed and funded on March 2, 2022. Net proceeds for the project were approximately \$150.464 million.
- The forecast for the JPB's Fiscal 2022 Operating Results is provided in the monthly financial report. This forecast is based upon results through February of the current fiscal year.
- Staff is preparing the financial records for the interim audit scheduled to start on May 16, 2022.
- We are working with Legal Counsel on audit requirements for the Measure RR Funds (which audit report will be reviewed by the Citizens' Advisory Committee).
- Revenues by Tickets Report is provided as a supplemental information and shows a breakdown of farebox revenues (excluding go-pass) by ticket type.
- We are working on Fiscal Year 2023 Preliminary Proposed Budget for presentation to the May Finance Committee.

<i>Farebox Revenues by Ticket Type</i>	PENINSULA CORRIDOR JOINT POWERS BOARD									
REVENUE	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22		Total
OPERATIONS:										
401400 (TVM)	609,407	694,301	297,963	634,662	514,945	503,829	402,001	425,090		4,082,198
401410 (Clipper)	466,207	507,976	320,066	628,888	773,248	690,398	418,216	564,410		4,369,409
401420 (Central)	545	-	5,108	19,817	6,335	-	(8)	2,475		34,272
401430 (Mobile App)	203,051	217,349	138,764	249,286	239,150	220,698	148,995	181,828		1,599,121
401500 (Gilroy)	28,850	21,257	28,301	20,933	43,585	46,782	35,746	31,111		256,565
401700 (Go-Pass)	1,110,030	1,247,311	1,176,248	1,199,282	1,434,953	1,280,454	1,332,357	1,337,351		10,117,986
total Farebox Revenue	2,418,089	2,688,193	1,966,449	2,752,868	3,012,216	2,742,161	2,337,305	2,542,265		20,459,551
Less: Go-Pass										
401700 (Go-Pass)	1,110,030	1,247,311	1,176,248	1,199,282	1,434,953	1,280,454	1,332,357	1,337,351		10,117,986
Revenues without Go-Pass	1,308,059	1,440,882	790,201	1,553,586	1,577,263	1,461,707	1,004,948	1,204,914		10,341,564
Tickets Sold	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22		Total
TVM	66,225	57,800	65,068	65,036	55,514	50,809	40,552	43,646		444,650
Clipper	75,041	77,163	94,859	99,959	96,607	83,449	68,589	82,124		677,791
Central	33	-	698	1,876	-	-	-	150		2,757
Mobile	27,060	25,610	31,175	33,226	29,105	24,778	19,520	23,974		214,448
# of tickets sold (without go-pass)	168,359	160,573	191,800	200,097	181,226	159,036	128,661	149,894		1,339,646
AVG Revenue Per Ticket	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22			Total
TVM	\$ 9.20	\$ 12.01	\$ 4.58	\$ 9.76	\$ 9.28	\$ 9.92	\$ 9.91	\$ 9.74		\$ 9.18
Clipper	\$ 6.21	\$ 6.58	\$ 3.37	\$ 6.29	\$ 8.00	\$ 8.27	\$ 6.10	\$ 6.87		\$ 6.45
Central	\$ 16.52		\$ 7.32	\$ 10.56						\$ 12.43
Mobile	\$ 7.50	\$ 8.49	\$ 4.45	\$ 7.50	\$ 8.22	\$ 8.91	\$ 7.63	\$ 7.58		\$ 7.46
Total	\$ 7.77	\$ 8.97	\$ 4.12	\$ 7.76	\$ 8.70	\$ 9.19	\$ 7.81	\$ 8.04		\$ 7.72

Peninsula Corridor Joint Powers Board
Staff Report

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Grace Martinez
Acting Chief Financial Officer

SUBJECT: **Accept Statement of Revenues and Expenses for the Period Ending February 28, 2022**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff proposes that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) accept and enter into the record the Statement of Revenues and Expenses for the month of February 2022.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through February 28, 2022. The statement has been designed to follow the Agency-wide line item rollup as included in the approved budget. The columns have been designed to provide easy comparison of year-to-date current actuals to the budget including dollar and percentage variances.

SIGNIFICANCE

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through February 2022. The forecast was derived by analyzing trends and reviewing details with cost center managers.

Forecast Revenues: Total revenue (page 1, line 19) is forecast \$73.4 million higher than budget. This is driven primarily by \$101.1 million more allocation from the American Rescue Plan Act (ARPA) than budgeted. Measure RR (page 1, line 13), is \$3.8 million higher than budget reflecting updated estimates that continue to show recovery from the pandemic. The revenue increase is partially offset by Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) (page 1, line 14) which is \$27.1 million lower than budget as funding was previously received in FY21. Farebox Revenue (page 1, line 1) is \$2.0 million lower than budget as ridership levels continue to be depressed due to Omicron and continued delay of return to office, Parking revenue (page 1, line 2) is \$0.3 million lower than budget and

Shuttles Revenue (page 1, line 3) is \$0.3 million lower than budget due to lower shuttle service as routes have been reduced or suspended due to low ridership.

Forecast Expenses: Total Expense (page 2, line 54) is \$6.9 million lower than budget. The variance is primarily due to lower expense trends. Rail Operator Service (page 2, line 24) is \$4.1 million lower than budget due to resource constraints and vacancies. Shuttles Services (page 2, line 26) is \$0.6 million lower than budget due to reduction or suspended service as result of low ridership. Facilities & Equipment Maintenance (page 2, line 31) is lower than budget by \$1.3 million due to lower Clipper Operator Charges as a result of lower ridership and under-runs in other contract services. Professional Services (page 2, line 41) is lower than budget by \$0.5 million as a result of under-runs in consultant services. Other Office Expenses and Services (page 2, line 43) is lower than budget by \$1.4 million due to reduction in Bank Fees and other services. Measure RR ballot Costs (page 2, line 49) is lower than budget by \$1.6 million. This is partially offset by Fuel and Lubricants (page 2, line 27) which is higher than budget by \$2.6 million reflecting the updated service to 104 weekday trains and the rising fuel prices due to supply concerns arising from the conflict abroad.

The forecast also includes an \$80 million reserve of Measure RR funds to address significant capital requirements for the Electrification Program and position the JPB to effectively compete for funds through a federal discretionary grant program that is intended to address the very kinds of revenue losses experienced by the JPB related to the COVID-19 pandemic. The reserve was approved at the November 2021 board meeting.

Year to Date Revenues: As of February year-to-date actual, the Grand Total Revenue (page 1, line 19) is \$39.4 million more than the approved budget. This is primarily driven by Measure RR (page 1, line 13) and ARPA fund (page 1, line 15), partially offset by CRRSAA fund (page 1, line 14). CRRSAA funding was received and reported as revenue in late FY21. However, it was not budgeted in FY21 as the amount of funding was unknown at the time of FY21 Budget adoption. Therefore the budget for CRRSAA funding was carried over and budgeted in FY22.

Year to Date Expenses: As of February year-to-date actual, the Grand Total Expense (page 2, line 54) is \$15.7 million lower than the approved budget. This is primarily driven by Rail Operator Service (page 2, line 24), Facilities and Equipment Maintenance (page 2, line 31), Wages and Benefits (page 2, line 38), Professional Services (page 2, line 41), Other Office Expenses and Services (page 2, line 43), and Measure RR Ballot Costs (page 2, line 49).

Other Information: The Agency accounts for revenue and expenditures on a modified cash basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year actual and the budget may show noticeable variances due to the timing of expenditures.

BUDGET IMPACT

There are no budget amendments for the month of February 2022.

Prepared By: Thwe Han, Accountant II
Jennifer Ye, Acting Director, Accounting

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PENINSULA CORRIDOR JOINT POWERS BOARD									
STATEMENT OF REVENUE AND EXPENSE									
Fiscal Year 2022									
February 2022									
% OF YEAR ELAPSED							66.7%		
	JULY TO FEBRUARY				ANNUAL				
	CURRENT ACTUAL	APPROVED BUDGET	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE		
REVENUE									
OPERATIONS:									
1	Farebox Revenue	20,459,547	20,468,000	(8,453)	(.0%)	34,639,000	32,639,000	(2,000,000)	1
2	Parking Revenue	726,530	1,024,000	(297,470)	(29.0%)	1,536,000	1,286,000	(250,000)	2
3	Shuttles	825,623	1,069,264	(243,641)	(22.8%)	1,603,900	1,315,667	(288,233)	3
4	Rental Income	620,852	794,976	(174,124)	(21.9%)	1,192,466	1,192,466	-	4
5	Other Income	1,169,257	1,056,400	112,857	10.7%	1,584,608	1,584,608	-	5
6									6
7	TOTAL OPERATING REVENUE	23,801,809	24,412,640	(610,831)	(2.5%)	40,555,974	38,017,741	(2,538,233)	7
8									8
9	CONTRIBUTIONS:								
10	AB434 Peninsula & TA Shuttle Funding	382,641	746,200	(363,559)	(48.7%)	1,119,300	1,119,300	-	10
11	Operating Grants	4,281,992	4,383,648	(101,656)	(2.3%)	6,525,471	4,605,702	(1,919,769)	11
12	JPB Member Agencies	-	-	-	.0%	-	-	-	12
13	Measure RR	72,531,407	57,717,946	14,813,461	25.7%	86,576,919	90,364,543	3,787,624	13
14	CRRSAA*	-	27,115,922	(27,115,922)	(100.0%)	27,115,922	-	(27,115,922)	14
15	ARPA	67,598,334	14,849,883	52,748,451	355.2%	14,849,883	115,995,904	101,146,021	15
16									16
17	TOTAL CONTRIBUTED REVENUE	144,794,374	104,813,599	39,980,775	38.1%	136,187,495	212,085,449	75,897,954	17
18									18
19	GRAND TOTAL REVENUE	168,596,183	129,226,239	39,369,944	30.5%	176,743,469	250,103,190	73,359,721	19
20	*CRRSAA funding was received and reported as revenue in late FY21. However, it was not budgeted in FY21 as the amount of funding was unknown at the time of FY21 Budget adoption. Therefore the budget for CRRSAA funding was carried over and budgeted in FY22. A future FY22 budget action will be brought to the Board to clarify funding sources for the FY22 budget, including reserved funds from the FY21 actual results and/or additional funding made available from ARPA distributions.								

PENINSULA CORRIDOR JOINT POWERS BOARD									
STATEMENT OF REVENUE AND EXPENSE									
Fiscal Year 2022									
February 2022									
% OF YEAR ELAPSED							66.7%		
	JULY TO FEBRUARY				ANNUAL				
	CURRENT ACTUAL	APPROVED BUDGET	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE		
21	EXPENSE							21	
22								22	
23	DIRECT EXPENSE:							23	
24	Rail Operator Service	59,733,594	64,130,396	(4,396,802)	(6.9%)	97,353,730	93,253,730	(4,100,000)	24
25	Security Services	4,513,443	3,986,138	527,305	13.2%	7,486,512	7,486,512	-	25
26	Shuttle Services	1,199,793	1,656,914	(457,121)	(27.6%)	2,723,200	2,157,353	(565,848)	26
27	Fuel and Lubricants*	6,380,798	6,956,568	(575,770)	(8.3%)	10,434,846	13,000,000	2,565,154	27
28	Timetables and Tickets	11,999	36,664	(24,665)	(67.3%)	55,000	55,000	-	28
29	Insurance	5,515,844	5,857,210	(341,366)	(5.8%)	5,857,210	5,857,210	-	29
30	Claims, Payments, and Reserves	545,860	546,672	(812)	(.1%)	820,000	820,000	-	30
31	Facilities and Equipment Maintenance	2,959,730	5,178,623	(2,218,893)	(42.8%)	7,734,353	6,409,353	(1,325,000)	31
32	Utilities	1,467,788	1,701,736	(233,948)	(13.7%)	2,552,600	2,552,600	-	32
33	Maint & Services-Bldg & Other	666,964	1,126,330	(459,366)	(40.8%)	1,674,250	1,674,250	-	33
34								34	
35	TOTAL DIRECT EXPENSE	82,995,813	91,177,251	(8,181,438)	(9.0%)	136,691,701	133,266,008	(3,425,694)	35
36								36	
37	ADMINISTRATIVE EXPENSE							37	
38	Wages and Benefits	7,266,973	8,634,897	(1,367,924)	(15.8%)	12,301,799	12,301,799	-	38
39	Managing Agency Admin OH Cost	2,499,054	2,314,702	184,352	8.0%	3,470,871	3,470,871	-	39
40	Board of Directors	14,808	32,176	(17,368)	(54.0%)	48,275	48,275	-	40
41	Professional Services	3,558,250	5,860,812	(2,302,562)	(39.3%)	8,871,301	8,371,301	(500,000)	41
42	Communications and Marketing	174,784	218,078	(43,294)	(19.9%)	322,750	322,750	-	42
43	Other Office Expenses and Services	937,418	2,436,672	(1,499,254)	(61.5%)	3,655,020	2,305,020	(1,350,000)	43
44								44	
45	TOTAL ADMINISTRATIVE EXPENSE	14,451,286	19,497,337	(5,046,051)	(25.9%)	28,670,016	26,820,016	(1,850,000)	45
46								46	
47	TOTAL OPERATING EXPENSE	97,447,099	110,674,588	(13,227,489)	(12.0%)	165,361,717	160,086,024	(5,275,694)	47
48								48	
49	Measure RR Ballot Costs	5,357,846	7,000,000	(1,642,154)	(23.5%)	7,000,000	5,357,846	(1,642,154)	48
50	Governance	382,222	1,333,336	(951,114)	(71.3%)	2,000,000	2,000,000	-	49
51								51	
52	Debt Service Expense	1,709,540.75	1,587,832	121,709	7.7%	2,381,752	2,381,752	-	52
53								53	
54	GRAND TOTAL EXPENSE	104,896,709	120,595,756	(15,699,047)	(13.0%)	176,743,469	169,825,622	(6,917,847)	54
55								55	
56	NET SURPLUS / (DEFICIT)	63,699,474	8,630,483	55,068,991	638.1%	-	80,277,568	80,277,568	56
57								57	
58	Measure RR for Capital Reserve**					-	80,000,000		58
59	ADJUSTED NET SURPLUS / (DEFICIT)					-	277,568		59

* Fuel and Lubricants costs were reduced by a realized gain of \$1,068,148 from the fuel hedge program.

** The \$80M capital reserve using Measure RR funds was used to address capital needs for the Electrification Program and approved at the November 2021 board meeting.



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF FEBRUARY 28, 2022

BOARD OF DIRECTORS 2021

DEVORA "DEV" DAVIS, CHAIR
 STEVE HEMINGER, VICE CHAIR
 CINDY CHAVEZ
 JEFF GEE
 GLENN HENDRICKS
 DAVE PINE
 CHARLES STONE
 SHAMANN WALTON
 MONIQUE ZMUDA

MICHELLE BOUCHARD
 ACTING EXECUTIVE DIRECTOR

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.278%	88,191	88,191
County Pool (Unrestricted)		Liquid Cash	0.858%	560,437	560,437
Other (Unrestricted)		Liquid Cash	0.050%	119,169,922	119,169,922
Other (Restricted)	**	Liquid Cash	0.050%	8,912,787	8,912,787
				\$ 128,731,338	\$ 128,731,338

Interest Earnings for February 2022	\$ 6,400.59
Cumulative Earnings FY2022	\$ 30,568.92

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment. The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

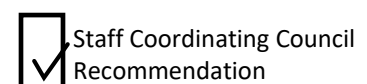
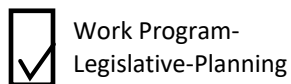
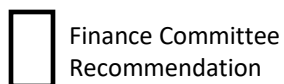
**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Casey Fromson
Chief Communications Officer

SUBJECT: **State And Federal Legislative Update And Approval Of Legislative Proposal: Support SB 922 (Wiener) and SB 942 (Newman)**



ACTION

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended Peninsula Corridor Joint Powers Board (Caltrain) position on legislation designated for action on the attached State Legislative Matrix.

SIGNIFICANCE

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Lori Low
Government & Community Affairs Officer

650.740.6264



March 11, 2022

TO: Caltrain Board of Directors

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – April 2022**

General Update

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor's Fiscal Year 2022-23 budget proposals. In parallel to the budget review, Legislators have been busy introducing bills, with approximately 2,100 bills introduced in the second year of the two-year session before the February 18 [bill introduction deadline](#). Policy committees began hearing bills the week of March 7.

Bills with Recommended Action

SB 922 (Wiener) – CEQA Exemptions for Transit. This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. ***Recommend support position.***

SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program. This bill would provide California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of free youth ridership programs that expand access to public transit and create lifelong riders. ***Recommend support position.***

Bills of Interest

AB 2197 (Mullin) – PCEP Funding. This bill would appropriate \$260 million from the state's General Fund to the California State Transportation Agency for the purpose of closing the funding gap for the Caltrain Electrification Project. ***Support.***

AB 1919 (Holden) – Free Student Transit Passes. This bill was introduced as an intent bill on free transit passes but was amended on March 7 with substantive language. The bill would require transit agencies to offer free youth transit passes to all California residents, regardless of immigration status, under age 25 in order to be eligible for state funding under state various programs. For the purposes of calculating the ratio of fare revenue to operating costs, the free youth transit passes would count as full price fares. Upon appropriation by the Legislature, the bill would also create the Youth Transit Pass Pilot Program

that would offset the costs to transit agencies offering free youth transit passes and would require the department to submit a report to the Legislature on the outcome of the program, the funding conditions associated with the program, the status of these programs statewide and whether the provisions of the bill led to reductions in GHG emissions and VMT. The bill would sunset on January 1, 2028. **Watch.**

AB 1938 (Friedman) – Transit and Intercity Rail Recovery Task Force. This bill would require the Secretary of the CA State Transportation Agency to establish and convene the Transit and Intercity Rail Recovery Task Force, which would include representatives from the department, various local agencies, academic institutions and nongovernmental organizations. The bill would require the task force to develop a process for early engagement of all of these parties to develop policies that grow ridership and improve operations for users. The bill would also require the Secretary to submit a report to the Legislature on the task force’s efforts and findings, including a detailed analysis of issues and recommendations. The bill would sunset on January 1, 2028. **Watch.**

AB 1944 (Lee) – Public Meetings. This bill would eliminate the requirement to post each board member address on public agendas for remote meetings. For public meetings that elect to use teleconferencing, the legislative body would be required to provide a video stream accessible to members of the public and an option for members of the public to address the legislative body remotely during public comment through a video or call-in option. **Watch.**

AB 2449 (Rubio) – Public Meetings. This bill would allow a local agency to use teleconferencing for a public meeting if at least a quorum of members of the legislative body participate in person from a single location that is identified on the agenda and is open to the public within the local agency’s jurisdiction, among other requirements. **Watch.**

AB 2441 (Kalra) – Local Public Transit Agencies: New Technologies. This bill, relating to the introduction of new technologies, would require public transit employers that create new products, services, type of operation or eliminate jobs or job functions of the workforce, to provide notice to the exclusive employee representative of its intention to begin procuring, acquiring or deploying such technologies no less than 12 months in advance. The bill would also require these technologies be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by the technology. **Watch.**

SB 917 (Becker) – Seamless. This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with the established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. **Watch.**

High Speed Rail

On March 8, the Senate Transportation Committee and Senate Budget Subcommittee 5 held an informational hearing on the California High-Speed Rail Authority (HSRA) Draft 2022 Business Plan. HSRA presented an overview of the draft plan, which was followed by an analysis by the Legislative Analyst’s Office (LAO) and the High-Speed Rail Peer Review Group. LAO focused their presentation on the risks they have identified with the project including cost overruns, revenue uncertainty and concerns regarding the electrification of the 119-mile segment. They presented an overview of the options available to Legislature, depending on how committed the Legislature is to the full scope of the project.

These options include appropriating the full amount of proposed funding, limiting funding allocated from the Cap-and-Trade program on an annual basis or by implementing statutory provisions that restrict HSRA actions.

The hearing also provided an opportunity for Caltrain Acting Executive Director Michelle Bouchard, as part of the Regional Partners panel, to present an update on Caltrain, the long-term Service Vision as well as the status, benefits, and cost updates/needs for Caltrain Electrification. Following this presentation, Senator Becker made comments supporting the benefits of Caltrain Electrification and noted the general need for more funding for grade separations.

Grants

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

Current Guidelines: Found [here](#)

Status: [Funding cycle open; project applications due March 3, 2022](#)

The CTC is [currently hosting workshops](#) (through April 2022) for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

Grade Separation Funding - Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – As discussed above, the TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over five years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

Caltrain

State Legislative Matrix 3/10/2022

Bill Number (Author)	Summary	Location	Position
Priority Bills			
AB 2197 (Mullin D) Caltrain electrification project funding	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project. Introduced: 2/15/2022	Assembly Transportation	Supported 3/3/2022
SB 922 (Wiener D) California Environmental Quality Act: exemptions - transportation-related projects	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities. This bill contains other related provisions and other existing laws. Introduced: 2/3/2022	Senate Environmental Quality 3/28/2022 at 9 a.m. John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY ALLEN, Chair	Recommend Support
SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of	Senate Transportation 3/22/2022 at 9 a.m. Senate Chamber SENATE TRANSPORTATION GONZALEZ, LENA, Chair	Recommend Support

	<p>greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/8/2022</p>		
<p>SB 917 (Becker D) Seamless Transit Transformation Act</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/3/2022</p>	<p>Senate Transportation</p>	<p>Watch</p>
<p>AB 1919 (Holden D) Youth Transit Pass Pilot Program: free youth transit passes and eligibility for state funding.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Existing law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Existing law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p>Assembly Transportation</p>	<p>Watch</p>

	<p>Upon the appropriation of moneys by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by the department, for purposes of offsetting the costs to transit agencies of offering free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status. The bill would require the department to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in greenhouse gas emissions and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028.</p> <p>Amended: 3/7/2022</p>		
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Other Legislation

<p>AB 1938 (Friedman D)</p> <p>Transit and Intercity Rail Recovery Task Force</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services. The bill would require the secretary to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p> <p>Amended: 3/7/2022</p>	<p>Assembly Transportation</p>	<p>Watch</p>
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<p>AB 1944 (Lee D)</p> <p>Local government: open and public meetings.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each</p>	<p>Assembly Local Government</p>	<p>Watch</p>
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	<p>teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.</p> <p>Introduced: 2/10/2022</p>		
<p>AB 2061 (Ting D) Transportation electrification: electric vehicle charging infrastructure</p>	<p>Existing law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Existing law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires the PUC, in consultation with the Energy Commission and the state board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require a person who receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information. This bill contains other existing laws.</p> <p>Introduced: 2/14/2022</p>	<p>Assembly Transportation 3/28/2022 at 2:30 p.m. State Capitol, Room 4202 ASSEMBLY TRANSPORTATION FRIEDMAN, Chair</p>	<p>Watch</p>
<p>AB 2237 (Friedman D)</p>	<p>Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable</p>	<p>Assembly Transportation</p>	<p>Watch</p>

<p>Regional transportation plan: Active Transportation Program</p>	<p>communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2024, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/16/2022</p>	<p>3/28/2022 at 2:30 p.m. State Capitol, Room 4202 ASSEMBLY TRANSPORTATION FRIEDMAN, Chair</p>	
<p>AB 2357 (Ting D) Surplus land</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements prior to disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/16/2022</p>	<p>Assembly Local Government</p>	<p>Watch</p>
<p>AB 2438 (Friedman D) Transportation projects: alignment with state plans</p>	<p>Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/17/2022</p>	<p>Assembly Transportation</p>	<p>Watch</p>
<p>AB 2441 (Kalra D)</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition</p>	<p>Assembly Print</p>	<p>Watch</p>

<p>Public employment: local public transit agencies - new technologies</p>	<p>and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment. The bill would also prescribe subjects in this regard that would be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p> <p>Introduced: 2/17/2022</p>		
<p><u>AB 2449</u> (<u>Rubio D</u>)</p> <p>Open meetings: local agencies - teleconferences</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/17/2022</p>	<p>Assembly Local Government</p>	<p>Watch</p>
<p><u>ACA 1</u> (<u>Aguiar-Curry D</u>)</p> <p>Local government financing: affordable housing and public</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public</p>	<p>Assembly Local Government</p>	<p>Support</p>

<p>infrastructure: voter approval</p>	<p>infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>		
<p>SB 674 (Durazo D)</p> <p>Public Contracts: workforce development - covered public contracts</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p> <p>Amended: 8/30/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p>SB 1161 (Min D)</p> <p>Transit districts: street harassment initiatives</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require certain transit districts to develop and implement initiatives to address the street harassment, as defined, of persons traveling by their systems at any point along the whole journey, as defined, and to consider the safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to</p>	<p>Senate Transportation</p> <p>3/22/2022 at 9 a.m. Senate Chamber SENATE TRANSPORTATION GONZALEZ, LENA, Chair</p>	<p>Watch</p>

	<p>conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/17/2022</p>		
<p>SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas. This bill contains other existing laws.</p> <p>Introduced: 2/18/2022</p>	<p>Senate Environmental Quality</p>	<p>Watch</p>

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Caltrain Federal Transportation Report As of March 17, 2022

Congress Passes \$1.5 Trillion Omnibus Bill, Biden Signs Short-term CR

- On March 15, the President signed into law the fiscal year (FY) 2022 Omnibus Appropriations bill ([H.R. 2471](#)), which funds federal agencies and programs including Department of Transportation (DOT), through September 30.
- The package totals \$1.5 trillion across 12 spending bills. This includes \$730 billion in non-defense discretionary spending, a 6.7 percent increase over last year. Federal agencies have been operating under a short-term continuing resolution (CR) that has provided FY 2021 funding for more than five months.
- The package also includes \$13.6 billion in humanitarian, economic, and security assistance for Ukraine. Of this, \$6.8 billion is for humanitarian assistance under Migration and Refugee Assistance (MRA), U.S. Emergency Refugee and Migration Assistance (ERMA), and International Disaster Assistance (IDA).
- The bill provides \$103 billion for DOT, which is an increase of \$16.2 billion above FY 2021 funding.
- The bill fully funds the Infrastructure Investment and Jobs Act (IIJA). This bill authorized significant boosts for DOT programs, but billions in new funds had to wait for Congress' approval of the FY 2023 appropriations legislation.
- For DOT, the bill includes approximately:
 - \$775 million in additional funds for RAISE.
 - \$25 million for a new technical assistance and capacity building program, Thriving Communities. The bill directs DOT to assist communities in a variety of geographic areas, including urban and rural communities. In addition, the agreement provides the Department of Housing and Urban Development (HUD) up to \$5 million for an interagency collaborative initiative to ensure housing and infrastructure development are taken into consideration in the administration of the this new program.
 - \$625 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.
 - \$1.23 billion for the new Carbon Reduction program, created in IIJA, to curb greenhouse gas emissions from the transportation sector.

- \$665 million for Core Capacity Capital Investment Grant program.
- For the first time in over 10 years, Congress allowed members to request Community Project Funding (formerly known as earmarks) for projects in their congressional districts and states. Rep. Speier secured \$460,000 for Caltrain Mini High Ramps project in the final appropriations bill.

Congress Pivots on Legislative Priorities

- With the midterm elections quickly approaching, House Democrats are seeking avenues for legislative wins in the months ahead. This includes parts of the social spending and tax package formerly known as the Build Back Better Act, finding agreement with the Senate on legislation bolstering U.S. competitiveness with China, and renewing a push for voting rights.

Biden's Labor Order Aims to Raise Wages on Infrastructure Jobs

- On February 4, President Biden signed an [executive order](#) requiring all federally procured construction projects above \$35 million in value to use project labor agreements.
- According to the President, taxpayers will benefit from these labor agreements because they help to bolster wages on federal construction projects, guarantee work for unions, and prevent labor unrest.
- The executive order applies to projects in the IIJA that are direct federal procurement, and not to those led by other entities who have already been awarded federal grants.

Department of Transportation Grants Update

RAISE

- In February, DOT announced a Notice of Funding Opportunity (NOFO) for \$1.5 billion in RAISE grants. DOT will place emphasis on projects that are able to show a local workforce plan round; sustainability, and equity. Deadline for applications is April 14.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board
Through: Michelle Bouchard, Acting Executive Director
From: Casey Fromson, Chief
Communications Officer
Subject: **Metropolitan Transportation Commission (MTC)/Regional Update**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

None

Significance

The Metropolitan Transportation Commission (MTC) provides planning, funding, coordination, and technical assistance to cities, counties, transit agencies, and other partners to bring the region together. The California Legislature created the MTC in 1970 to plan and provide a cohesive vision for the Bay Area's transportation system. The Commission's scope over the years has expanded to address other regional issues, including housing and development.

MTC is actively considering several key policy and funding decisions that affect Caltrain, and staff wants to ensure the Board is apprised of these decisions as well as other regional efforts

Budget Impact

No budget impact.

Background

Key Regional Items this Month:

Regional Project Prioritization for Federal Infrastructure Grants

On March 23, the MTC full commission unanimously endorsed a federal advocacy strategy to maximize the Bay Area's share of the more than \$100 billion in competitive grants made available through the 2021 Bipartisan Infrastructure Law. We expect competition for these

grants to be fierce, both within California and from around the country. MTC believes this regional grant strategy will enable the Bay Area to unify advocacy efforts for a select number of or new expanded grant programs, while leaving over \$25 billion spread across almost 20 other new federal grant programs “up for grabs” since they are oriented more towards local priorities.

We are pleased that MTC prioritized Caltrain Electrification in the two categories we are targeting for federal funds: the Federal Transit Administration’s (FTA) Capital Investment Grants Program, and the Federal Railroad Administration’s (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program.

Staff will continue to work closely with MTC on federal project prioritization efforts as more details regarding the new grant programs are released.

Network Manager Business Case

On Monday, March 7, 2022, MTC held a second Network Manager Business Case Advisory Group meeting. The study Advisory Group is a public body that provides input to the MTC-led effort and is composed of seven operators, including Caltrain (represented by Acting Executive Director Michelle Bouchard), as well as seven stakeholder representatives. The group is chaired by Dennis Mulligan of the Golden Gate, Highway and Transit District and is Vice-Chaired by Alicia John-Baptiste of SPUR.

At the March 7 meeting, MTC staff and the consultant team (VIA, Access Planning, KPMG, Sam Schwarz, Infrastrategies) provided a detailed presentation on study context and work program. The material presented contextualized the Network Manager Business Case (NMBC) in terms of MTC’s larger regional goals for transit and then presented a more detailed workplan for the next several months that described the general business case methodology and laid out key steps. The presentation concluded with a focused discussion of potential “decision authorities” or roles that a regional transit network management entity might take on. Comments and discussion from the committee included a variety of perspectives to further define analysis parameters and methodology, concerns over the fast paced schedule, and the importance of clearly communicate study progress and findings to a non-technical audience. The meeting also included a brief presentation from MTC staff outlining initial thinking on the relationship between the Network Manager Business Case and other parallel MTC efforts including the Regional Rail Partnerships Grant and Major Projects Advancement Policy. The next Advisory Committee meeting is set for Monday, May 2.

Caltrain staff has also continued to engage with the Network Manager Business Case work outside of the formal Advisory Group framework. Caltrain staff participated in interviews with the consultant team during the month of March and has also been in regular, weekly engagement with other transit operators and MTC staff to provide ongoing input to the study as it progresses. Staff will continue to provide written updates on study progress and will return to the WPLP with a standalone item (similar to the one presented in February) at such time as the study reaches a major milestone or is otherwise ready for Board input.

Regional Rail Partnerships Grant

During the month of March, staff engaged with MTC and their consultant team (led by Steer) on the initial phases of the Regional Rail Partnerships Grant. This study is an exploratory effort funded by a Caltrans Planning grant that will analyze issues related to major rail project delivery in the Bay Area the relationship of project delivery to larger organization and governance. Work and concepts developed as part of the Regional Rail Partnerships Grant will ultimately feed into the larger Network Manager Business Case Study.

To date, Caltrain staff has engaged in a series of technical workshops and interviews with MTC staff and consultants as this work gets underway. Staff will update the Board further at such time as the study reaches a major milestone or is otherwise ready for Board input.

Prepared By: Jadie Wasilco

Caltrain Government &
Community Affairs Manager

650.465.6301

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: April Chan
Acting Deputy General Manager

SUBJECT: **Accept 2021 Caltrain Sustainability Report**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff recommends the Board accept the 2021 Caltrain Sustainability Report.

SIGNIFICANCE

Caltrain publishes a sustainability report biennially to provide transparency to the public regarding Caltrain's environmental performance and benefit. This staff report summarizes Caltrain's sustainability report for the calendar years 2019 and 2020.

BUDGET IMPACT

Not at this time.

BACKGROUND

Improving the environment is both a core benefit Caltrain provides to the community, and also a driving organizational value. Caltrain has been monitoring its environmental performance in its Sustainability Program for the past eight years, and was awarded "Silver" by APTA's Sustainability Committee in 2018.

Caltrain reports on its sustainability key performance indicators (KPIs) every two years. The 2021 Caltrain Sustainability Report can be found at the following URL: <https://www.caltrain.com/about/Sustainability.html>, and includes data for calendar years 2019 and 2020. Because Caltrain evaluates its environmental efficiency and impact per rider, the negative impact of the COVID-19 pandemic on Caltrain's ridership did reduce Caltrain's environmental performance over the last two years. Despite these challenging circumstances, the 2021 Sustainability Report shows steady progress across many indicators, below:

KPI	2018	2019	2020	% Change 2020 over 2018
GHG Emissions (MTCO ₂ e- Metric Tons Carbon Dioxide Equivalent)	45,311	43,253	40,411	- 11%
Criteria Air Pollutants (tons)	838	804	755	- 10%
Facility Energy Use (kBTU)	25,577,147	26,561,511	24,039,505	- 6%
Fleet Energy Use (kBTU)	597,873,380	572,972,737	538,286,568	- 10%
Water Consumption (gallons)	14,914,911	14,780,343	14,533,797	- 3%
Generated Waste (tons)	591	512	480	- 19%

Caltrain service prior to COVID-19 was GHG-negative, which means that Caltrain service displaces more greenhouse gases (GHG) than it generates in its operations. While COVID-19 related temporary service reductions also suppressed the reduction in GHG, Caltrain continues to displace more GHG than it generates.

Even with COVID-19 impacts, Caltrain maintained its carbon neutrality, speaking to the role Caltrain plays in reducing regional emissions. It is important to note that once electrified, Caltrain will offer more GHG benefits to the community than it already does today.

Caltrain's facility energy reductions are minimal, as COVID-19 did not shutter facilities to a significant extent. Facility energy use reduction does reflect Caltrain's 2019-2020 system-wide lighting upgrade to LEDs from incandescent lighting, which will save Caltrain approximately \$250,000 in annual electricity costs.

Prepared By: Amelia Timbers Principal Planner, Sustainability 650.508.7713

Peninsula Corridor Joint Powers Board
Staff Report

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Jeremy Lipps
Manager, Digital Communications

SUBJECT: Presentation of New Caltrain Website

Finance Committee Recommendation Work Program-Legislative-Planning Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

ACTION

Presentation only: Staff will present highlights of the new Caltrain website ahead of launch.

SIGNIFICANCE

The current Caltrain website is over 10 years old, this is considered ancient in digital communication. The new Caltrain.com site represent a long-overdue and significantly improved customer experience for Caltrain riders. The site will launch with a new features, including a live map, trip planner, improved meeting and event calendar and general improvements for the public and staff.

BUDGET IMPACT

There is no budget impact associated with receiving this report.

BACKGROUND

The Caltrain Digital Team has been working with FivePaths for two years to research and build the new Caltrain website.

Prepared by: Jeremy Lipps, Manager, Digital Communications

Peninsula Corridor Joint Powers Board
Resolution Recognizing

Arab American Heritage Month

WHEREAS, from April 1, 2022, through April 30, 2022, the United States celebrates Arab American Heritage Month; and

WHEREAS, for over a century, Arab Americans have been making valuable contributions in every aspect of American society—medicine, law, business, technology, civic engagement, government, and culture; and

WHEREAS, since coming to America, people of Arab descent have shared their rich culture and traditions with neighbors and friends, setting fine examples of model citizens and public servants; and

WHEREAS, Arab Americans brought with them traditions of resilient family values, a strong work ethic, dedication to education, and diversity in faith and creed that have added strength to our democracy; and

WHEREAS, according to Census Bureau data, Arabic is one of the fastest growing languages in the United States; and

WHEREAS, there is a need for public education, awareness, and policies that are culturally competent when describing, discussing, or addressing the impacts of being Arab American in all aspects of American society, including discourse and policy; and

WHEREAS, the incredible contributions of Arab Americans have helped us build a better Nation and

WHEREAS, the Caltrain Board remains committed to the mission of promoting equity and will continue to advance the cause of diversity, access, equity and inclusion in its policies, programs and practices;

NOW, THEREFORE, BE IT RESOLVED that the Caltrain Board of Directors does hereby recognize April as **ARAB AMERICAN HERITAGE MONTH** celebrate the immense contributions of Arab Americans in the United States. Passed and adopted this 7th day of April, 2022.

Steve Heminger, Chair
Peninsula Corridor Joint Powers Board



**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board

Through: Michelle Bouchard
Acting Executive Director

From: James C. Harrison
General Counsel

Subject: **Approve Public Participation in Board and Committee Meetings via
Teleconference**

Finance Committee Recommendation Work Program-
Legislative-Planning Staff Coordinating
Council Reviewed Staff Coordinating Council
Recommendation

ACTION

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) approve public participation via teleconference for all Regular and Special Board, Committee, and Advisory Committee Meetings after the Board resumes in-person meetings.

SIGNIFICANCE

The Ralph M. Brown Act (the Brown Act) requires that meetings of local government agencies be open to the public to ensure that local agency’s governing bodies conduct deliberations and take actions openly. The Act allows for teleconferencing under limited conditions:

- Each teleconference location must be identified in the meeting notice and agenda and must be accessible under the Americans with Disabilities Act (ADA). The accessibility requirements apply to all locations, including private residences and offices, which would need to remain open and accessible throughout the meeting, without a requirement for identification or registration.
- The JPB must provide a way for the public to make public comments at each noticed location and throughout the meeting.
- A quorum of the members of the body are required to be present within the JPB’s jurisdiction.

The Governor and the Legislature suspended certain Brown Act requirements during the COVID-19 pandemic. Once the Governor ends the state of emergency, the JPB will be required

to resume meetings that fully comply with the Brown Act, including providing a physical location that is open to the public for each meeting and following the requirements applicable to remote participation by Directors. Although the Brown Act does not require local agencies to allow members of the public to participate in meetings from unnoticed locations, allowing remote access to meetings for members of the public is permissible and consistent with the spirit of the law and would promote public participation.

BUDGET IMPACT

Allowing public participants to participate remotely will minimally impact the budget as the agency will need to cover the costs of equipment, teleconferencing software, and additional IT support for meetings, for a total of approximately \$1,600 per month with a one-time cost of approximately \$8,000 for software and equipment.

BACKGROUND

For most of the COVID-19 pandemic, the Brown Act requirements for in-person meetings and restrictions on teleconferencing have been incompatible with public health guidance. At the onset of the pandemic on March 4, 2020, Governor Gavin Newsom declared a state of emergency regarding the COVID-19 pandemic. He followed this proclamation by issuing Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act (the "Brown Act") in order to allow local government bodies to conduct open meetings safely during the coronavirus pandemic. The order allowed local government bodies to conduct their meetings via telephone or other teleconferencing options without having to notice remote locations or allow physical access to members of the public. On June 11, 2021, the Governor issued Executive Order N-08-21, extending the suspension of these provisions to allow local government bodies to continue to conduct their meetings remotely through September 30, 2021.

On September 10, 2021, the Legislature adopted AB 361, which allows local agencies to forego compliance with Brown Act teleconferencing requirements under specific circumstances. AB 361 modifies the Brown Act's requirements to allow safe, open meetings and enhance public access through teleconferencing during a declared state of emergency. Because the bill contained an urgency clause, it took effect upon Governor Newsom's signature on September 16, 2021. The bill will sunset on January 1, 2024.

During the COVID-19 pandemic, many local agencies in California adopted findings permitting meetings to be held via teleconference. Many members of the public have also found participation via teleconference to be more convenient and many Brown Act bodies plan to continue to allow public participation via teleconference in order accommodate public preference. While many local legislative bodies have continued to meet virtually, hybrid meeting formats are becoming more common with boards choosing to meet in-person and continuing to provide an option for the public to participate remotely. A sample of the different approaches being taken locally and by other transit agencies is attached as Exhibit A.

Transit Agencies	Public Meetings
AC Transit	Virtual: Public may participate via Zoom.
BART Board of Directors	Virtual: Public can watch the livestream and make public comments via Zoom
Capital Corridor Joint Powers Authority (CCJPA)	Virtual: Meetings held via teleconference only. Public may participate via teleconference.
Golden Gate Bridge, Highway & Transportation District	Virtual: Meetings broadcast via livestream and public participates via teleconference or public overflow number.
SFMTA	Hybrid: Board is meeting in person though some members may elect to attend virtually pursuant to the Mayor's 45 th Supplement to the 2/25/2020 Emergency Proclamation. Public may watch livestream or participate via remotely to comment via WebEx.
VTA	Virtual: Public may participate via Zoom.
City / County	Public Meetings
Foster City	Hybrid: Public can participate in person or via Zoom.
City of Menlo Park	Hybrid: Meetings are in-person. Public may participate in-person or on Zoom.
City of Redwood City	Virtual: Public may participate via Zoom.
City of San Carlos	Virtual: Public may participate via Zoom.
City of San Jose	Virtual: Public may participate via Zoom.
County of San Francisco	Hybrid: Meetings are in-person and livestreamed. Public may call into comment.
County of San Mateo	Virtual: Public may participate via Zoom.
County of Santa Clara	Virtual: Public may participate via Zoom.

EXHIBIT A – California Transit Agencies and Local Government Agencies Public Meetings

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

*** * ***

**Approving Public Participation in Board and Committee Meetings
via Teleconference**

WHEREAS, meetings of the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) are subject to the Ralph M. Brown Act (the Brown Act), which requires that meetings of local government agencies be open to the public. The Act allows for teleconferencing under limited conditions: (a) each teleconference location must be identified in the meeting notice and agenda and must be accessible under the Americans with Disabilities Act (ADA); and (b) the accessibility requirements be implemented at all locations, including private residences and offices, which would need to remain open and accessible throughout the meeting, without a requirement for identification or registration; and (c) the JPB must provide a way for the public to make public comments at each noticed location and throughout the meeting; and (d) quorum of the members of the body are required to be present within the JPB's jurisdiction; and

WHEREAS, the Governor and the Legislature suspended certain Brown Act teleconferencing requirements during the state of emergency resulting from the COVID-19 pandemic, and once the Governor ends the state of emergency, the JPB will be required to resume meetings that fully comply with the Brown Act, including providing a physical location that is open to the public for each meeting and following the requirements applicable to remote participation by Directors; and

WHEREAS, the Brown Act does not require local agencies to allow members of the public to participate in meetings from unnoticed locations, but allowing remote access to meetings for members of the public is permissible and consistent with the spirit of the law and would promote public participation; and

WHEREAS, Staff recommends that the Board approve public participation via a teleconference platform for all Regular and Special Board, Committee, and Advisory Committee Meetings.

NOW, THEREFORE, BE IT RESOLVED by Board of Directors of the Peninsula Corridor Joint Powers Board that members of public may participate in all Regular and Special Board, Committee, and Advisory Committee meetings via a teleconference platform; and

BE IT FURTHER RESOLVED THAT the Board of Directors directs the Acting Executive Director, or designee, to take any action required to ensure that the public may participate via a teleconference platform for all Regular and Special Board, Committee, and Advisory Committee meetings.

Regularly passed and adopted this 7th day of April 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: James C. Harrison
General Counsel

SUBJECT: **COVID-19 POLICY STATUS UPDATE**

Finance Committee
Recommendation

Work Program-
Legislative-Planning

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

ACTION

Staff recommends that the Board of Directors (Board) receive this informational update regarding the Peninsula Corridor Joint Powers Board's (JPB) COVID-19 policy for contractors and provide direction on potential future policies to address COVID-19.

SIGNIFICANCE

Current Policy

On March 7, 2022, staff issued an administrative policy requiring all contractors to verify that employees who work onsite at Caltrain facilities, including stations and trains, have either received a COVID-19 vaccination or submit to weekly testing to reduce transmission in the workplace and protect riders' safety. This policy does not apply to the employees of contractors who work primarily outdoors. The policy, which is effective date is April 1, 2022, is attached to this report as Exhibit A.

The JPB has been working closely with leadership of TransitAmerica Services, Inc. (TASI) to develop and implement the policy. Staff designed the current policy in collaboration with TASI leadership to ensure that it could be implemented without risking litigation or service cuts. TASI also reviewed the policy with its employee unions. As of March 14, 2022, 69 percent of TASI employees working onsite for JPB are fully vaccinated; unvaccinated employees will be required to test weekly.

Considerations for a Vaccination Mandate for Contractors

Some employers seeking to implement vaccine mandates have faced protests from represented

employees, as well as litigation, and the Board may wish to consider the following:

- Undertaking a successful vaccination mandate for contractors requires working with contractors to ensure their willingness to comply and providing sufficient time for the contractors to inform unions and work with union leadership.
- The JPB will need to plan for potential staff capacity issues in order to avoid or mitigate potential service cuts if a significant number of contractor employees refuse to be vaccinated. This may include the loss of long-term, highly experienced employees. If the policy were applied to all contractors, including those who primarily outdoors, there would be a significant risk of delay to ongoing construction projects.
- There is a risk of litigation if a contractor challenges the JPB's authority to require the contractor to impose a vaccine mandate on the contractor's employees or if unions representing the contractor's employees oppose the mandate.

There are a number of obstacles to implementing a vaccination mandate at this stage in the pandemic, as trends towards less restrictive COVID policies are accelerating locally and nationally. Railroads in particular have found imposing employee mandates challenging, as efforts to institute COVID-19 vaccination policies have faced challenges from employees and unions. For example, the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART-TD) have filed suits in other jurisdictions asking the courts to halt employer vaccine mandates. Amtrak also had to rescind its vaccination policy in the face of service cuts in December 2021, and now allows unvaccinated employees to be tested weekly in lieu of vaccination.

Legislative and Regulatory Trends

In January 2022, the U.S. Supreme Court issued a stay of the Occupational Safety and Health Administration (OSHA) Emergency Temporary Standard (ETS) on COVID-19 vaccination and testing for employers with more than 100 employees. For now, the mandate will remain on hold while the challenges to its legality continue in the U.S. Court of Appeals for the 6th Circuit, and employers will not be required to implement a vaccine or test policy.

The Biden Administration responded to the decision by stating that it is now up to the states and individual employers to determine whether to require that employees be vaccinated.

Ahead of a scheduled hearing on March 30, 2022 in front of the Labor and Employment Committee of the California State Legislature, Assemblywoman Buffy Wicks, D-Oakland, on Tuesday announced she is postponing Assembly Bill 1993, which would require workers to provide proof of COVID vaccination by January 1, 2023. As a result, it appears unlikely California will adopt a vaccine mandate this year.

BUDGET IMPACT

There is no budget impact associated with receiving this informational update.

BACKGROUND

Staff has reviewed the COVID-19 policies of other transit agencies, and JPB's authority to require contractors to adopt a mandatory vaccination policy for all employees working at facilities owned or operated by the JPB.

A. Contractual Authority

Federal, state, and local governments have broad authority to mandate vaccines for private citizens; in contrast, joint power authorities do not have the same broad public health powers. However, the JPB may impose onsite safety protocols to protect its employees and the public. While JPB contracts do not give the JPB express authority to require vaccinations as a condition of performance of the contract, JPB contracts generally allow the JPB to require the contractor to comply with its safety protocols. For example, the 2011 Operating Agreement with TASI allows for the JPB to establish policies and standards for operation of Caltrain and specifically states that, "The Contractor shall comply with safety instructions issued by the JPB Safety Officer and other JPB representatives." Contract No. 10-PCJPB-S-025, Provide Rail Operations, Maintenance and Support Services, Federal and Public Works Requirements, Conformed Attachment B to Agreement. Therefore, while the JPB has the authority to adopt safety protocols applicable to contractors, it does not have express authority to require that a contractor ensure its employees are vaccinated.

B. Other Transit Agencies

Other local transit agencies and commuter rails have taken a range of approaches regarding vaccination mandates for contractors.

Agency	Policy
Amtrak	Issued a memorandum requiring all employees and contractors to be fully vaccinated. Amtrak rescinded the vaccination mandate on December 14, 2021, allowing workers to submit to weekly testing if unvaccinated in order to avoid service cuts
BART	Required all employees and contractors to be vaccinated or have received an exemption by December 13, 2021
SacRT	Does not require employees or contractors to be vaccinated but does require testing
SFMTA	Contractors are subject to the City Contractor Mandate, which required all contractors to be fully vaccinated or receive an exemption by December 31, 2021
VTA	Requires all employees and contractors to be fully vaccinated or have received an exemption by no later than April 29, 2022
Metrolink	Metrolink employees are not required to test or obtain a vaccination nor does Metrolink impose a policy on their contractors (Metrolink is operated by Amtrak, which rescinded its original vaccination policy)
NCTD	Does not require testing or vaccination for contractor operating service
ACE	Does not require testing or vaccination for contractor operating service

Exhibit A: Contractor Policy



PENINSULA CORRIDOR JOINT POWERS BOARD CONTRACTOR COVID-19 TESTING AND VACCINATION SAFETY POLICY

1. Policy Statement

To address the tremendous challenges to our community and public transit resulting from the COVID-19 pandemic and to keep employees and the public safe, Peninsula Corridor Joint Powers Board (JPB) has instituted a policy requiring all employees working at their facilities to provide proof of their vaccination COVID-19 status or submit weekly testing showing negative results for COVID-19. This policy extends these requirements to agency contractors and subcontractors working at JPB facilities.

2. Application and Scope

These requirements apply to all contractors and subcontractors with employees working at the JPB, or project sites (Work Sites). Work Sites are defined as all JPB-owned or occupied facilities, including indoor work areas, offices, Caltrain stations and facilities.¹

3. General Requirements

In order to ensure the health and safety of all employees, contractors, and the general public, all JPB contractors must verify that their employees, and their subcontractors' employees, who are required to work in person at Work Sites (Covered Employees):

- a. have been fully vaccinated against COVID-19 or test for COVID-19 on at least a weekly basis; and
- b. comply with Work Sites' masking requirements.

4. Proof of Vaccination Requirements

Contractors will be required to provide the JPB Safety team (SafetySecurity@samtrans.com) with a list of the names or employee ID numbers of Covered Employees who are fully vaccinated at the start of the work week. For purposes of this policy, individuals will be considered fully vaccinated two weeks after their second dose in a two-dose series, such as the Pfizer or Moderna vaccines, or two weeks after a single-dose vaccine, such as Johnson & Johnson's Janssen vaccine.

Contractors must verify that, before listing a Covered Employee as being fully vaccinated, contractors (or their subcontractors) have viewed the Covered Employee's proof of COVID-19 vaccination in any form that is described in the California Department of Public Health [Vaccine Record Guidelines & Standards](#).

¹ Contractors and subcontractors who are not working onsite or who are working primarily outdoors on JPB construction projects will not be required to follow these protocols when working at such sites, but must comply with [Cal/OSHA Emergency Temporary Standards](#) (ETS) regarding COVID-19. Ensuring compliance with Cal/OSHA ETS will be the responsibility of the general contractor on construction sites.

5. Weekly Testing Requirements

Effective March 18, 2022, regular diagnostic COVID-19 testing will be mandatory for Covered Employees who have not submitted their proof of vaccination to contractors (or their subcontractors).

Contractors are responsible for ensuring that all Covered Employees reporting for work at any JPB site who have not submitted proof of vaccination have received a negative diagnostic test for COVID-19 within the previous seven days before reporting to work.

Covered Employees whose names are not on the list submitted to the JPB Safety team will be required to show proof of a negative test taken within the previous seven days before entering Work Sites. Contractors (or their subcontractors) must cover any costs associated with employee testing as required by California law and may not pass these costs on to the JPB unless they have mutually agreed in writing with the JPB to test through a JPB vendor, in which case coverage of any costs associated with testing will be governed by a separate agreement between the JPB and the contractor. Contractors may provide updated lists of fully vaccinated employees if the contractor verifies that additional Covered Employees are fully vaccinated.

6. Face Covering / Mask Mandate

Regardless of whether local or statewide public health orders require masking, Covered Employees who are not listed by a Contractor as being fully vaccinated are required to wear a face [mask or respirator that meets international standards](#), as described by the CDC as well as the Cal/OSHA December 2021 ETS, at all times while working at any Work Site.²

Masks may only be removed by such Covered Employees under the following exceptions:

- When working alone in a closed office or room
- When actively eating and/or drinking
- When they have submitted to the Contractor that they have a disability, medical or mental health condition that makes them unable to wear a mask.

Contractors must provide their unvaccinated Covered Employees with face coverings that conform to the most updated guidance from the CDC, or the requirements issued by Cal/OSHA for masks or respirators and ensure that their Covered Employees' masks or respirators are effective. Covered Employees may not wear cloth masks indoors at Work Sites and may only wear cloth masks outdoors if also able to maintain at least six feet of distance from other persons throughout their workdays.

7. Reporting

All contractors with Covered Employees working onsite at JPB facilities must report any positive cases of COVID-19 to the JPB Safety team (SafetySecurity@samtrans.com) as soon as possible and no later than 24 hours after confirmation of a positive employee test result (consistent with the [Cal/OSHA ETS](#) on COVID-19). Confidentiality and privacy will be strictly maintained.

This policy may change as local or statewide health orders and guidance change. The JPB may additionally require any new contractors to include clauses describing adequate COVID-19 safeguards, including vaccination, and testing mandates in any contract or legal agreement with the JPB in the future.

² For a description of acceptable masks, see Centers for Disease Control (CDC), *Types of Masks and Respirators* (September 23, 2021), available at <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/types-of-masks.html>

8. Failure to Comply with Contractor COVID-19 Testing and Vaccination Safety Policy

Covered Employees working for contractors or subcontractors who fail with comply with this Policy will not be allowed at JPB Work Sites. To the extent their contracted work cannot be performed as a result, the contractors may be found to be in breach of their contractual obligations to the JPB.

9. Questions/Additional Information

If you have questions or need additional information, please contact: JPB Safety team (SafetySecurity@samtrans.com).

Approved by:



Michelle Bouchard

Acting Executive Director

Citizens Advisory Committee (CAC)
Peninsula Corridor Joint Powers Board (JPB)
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

Draft Minutes Of March 16, 2022

Members Present: A. Brandt, P. Flautt (Vice Chair), R. Jaques (Alternate), R. Kutler (arrived 6:20pm), P. Leung, M. Pagee (Alternate), JP. Torres, D. Tuzman (arrived 5:45pm), E. Shapiro

Members Absent: B. Shaw (Chair), L. Klein

Staff Present: R. Casumbal, J. Lipps, J. Jest, J. Navarrete, J. Navarro

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

Vice Chair Patrick Flautt called the meeting to order at 5:40 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF FEBRUARY 16, 2022

Motion/Second: Torres / Leung

Ayes: Brandt, Flautt, Shapiro

Abstain: None

Absent: Klein, Kutler, Shaw, Tuzman

PUBLIC COMMENT

Roland Lebrun, San Jose, via Zoom Q&A, commented on the Caltrain collision that occurred on March 10, 2022, and recommends Caltrain donate the entire trainset, minus the locomotive, to the NTSB so that they may study what occurred. He then commented on the Scott ST. incident where a car drove around the tracks. He asked whether the gates perform the same way with Dual Speed Check as they do with Constant Warning Time.

Jeff Carter, Millbrae, via Zoom Q&A, commented on the known issue with maintenance vehicles not shunting the track. He then requested staff to explain the reason they do not shunt the track.

CHAIRPERSON'S REPORT

Vice Chair Patrick Flautt read a prepared statement from Caltrain addressing the collision that occurred on March 10, 2022. He then mentioned that the agenda item to brainstorm on iPhones for Conductors has been moved to later this year.

COMMITTEE COMMENTS

Member Adrian Brandt commented on the unfortunate collision that occurred on March 10, 2022 and recommended that the spokesperson have all the facts prior to speaking to the media. He then made recommendations for the investigation of the collision.

Member Tuzman shared that the passenger communication, at stations, regarding train schedule was not ideal during the major incident that occurred on March 10, 2022. He also mentioned that the statement provided the following day, explaining how the service schedule would recover, was impressive. He then asked whether the new electric trains would have GPS. Mr. Joe Navarro, Deputy Chief, Rail Operations, confirmed and stated that staff is working on a real time feature for the public. Member Tuzman provided the committee an update on the governance discussion that occurred at the board meeting.

PUBLIC COMMENT

Roland Lebrun, San Jose, via Zoom Q&A, stated that he is pleased that the NTSB is investigating the Caltrain collision. He then commented on the governance issue. Lastly, he recommended the committee and the public to watch the finance session that will be held on Monday afternoon.

Jeff Carter, Millbrae, via Zoom Q&A, hopes that the governance discussions have been settled and that future meetings are used for taking care of the good for Caltrain and Samtrans.

CALTRAIN MARKETING STRATEGIES

Robert Casumbal Director, Marketing & Market Research and Julian Jest, Market Research & Development Analyst, presented the Caltrain Marketing Strategies presentation. The full presentation can be found on caltrain.com.

Committee Comments:

Vice Chair Flautt complimented the presentation and suggested that staff provide the public CAC visibility so that the public is made aware of the work that is being done. Potentially create a short video, 45 seconds to a minute, summarizing the monthly meetings showcasing what was discussed and what issues are being tackled. He also suggested soliciting feedback from the public through the website. He then asked for details regarding the survey data and whether he may obtain that data. Mr. Jest provided the details and stated that he would indeed be able to share that data.

Member Emilia Shapiro asked whether staff is interested in other audience segmentations in terms of marketing and then asked for the social media strategy and whether it includes other platforms like LinkedIn. Mr. Jest responded that on the equity side of things, other areas that

are looked at are income levels, crossed with household size. Mr. Casumbal then shared that their team typically has a comprehensive communications and marketing plan.

Member Patricia Leung shared that it is important to get the riders engaged and stated that highlighting the rider's experience, onboard the train, could be useful.

Member Brandt asked staff about the time of day the survey is completed, and Mr. Jest responded that the times of day vary. Member Brandt then asked how staff ensures that the surveys are statistically scientific and how does Caltrain reach non-riders. Mr. Jest replied that staff works with a consultant to execute the surveying work conducted and explained how surveys are statistically represented by ridership. He also mentioned that the survey response rate is high. Mr. Jest then stated that Caltrain reaches non-riders through general population studies, through the counties in which Caltrain operates. Member Brandt later suggested to brand Caltrain on bridges within the three counties. Mr. Casumbal responded that his team may be looking into increasing brand awareness within Caltrain property.

Member Tuzman asked why the fifty percent discount that will be offered in April was not highlighted in press releases. Mr. Casumbal responded that being sensitive to the recent events, staff decided to delay the communication plan to next week.

Member Rosalind Kutler agreed with Member Leung's comments regarding sharing rider's experiences and stories about riding the train to engage passengers.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, stated that Caltrain should have station to station fares and pointed out that the CAC passed the resolution in support of that. He shared his ideas on attracting the non-frequent rider. He then suggested staff to promote the new EMUs once they arrive and would like to see clever advertising.

Roland Lebrun, San Jose, via Zoom Q&A, suggested having a sign on the freeway, as they had in previous years, that shows the time a driver would get to their destination had they taken Caltrain. He then stated that Caltrain is missing out on a massive market south of San Jose.

NEW CALTRAIN WEBSITE PREVIEW

Jeremy Lipps, Manager, Digital Communication, presented the New Caltrain Website Preview presentation. The full presentation can be found on caltrain.com.

Committee Comments:

Vice Chair Flautt complimented the new website and asked whether the launch is on target. Mr. Lipps responded that staff is on target. Vice Chair Flautt then asked about the CAC page and Mr. Lipps stated that he will be sharing the link for the committee's review. Vice Chair Flautt requested a custom form on the site where users can suggest agenda items. Mr. Lipps stated that it is possible.

Member Kutler requested having better communication to alert riders of trains that have been taken out of service and/or service delays. Mr. Lipps explained why the automated system does not work during catastrophic events and how things transition to manual updates.

Member Tuzman asked whether live train maps are based on GPS and Mr. Lipps responded that it is, partially, and that the data is refreshed every sixty seconds. Mr. Tuzman then shared that it is not clear where to find the timetable. Mr. Lipps stated that he will be reviewing that section.

Member Shapiro asked about the mobile website and Mr. Lipps stated that staff is discussing that feature and reviewing the larger strategy.

Member Brandt suggested having arrival time on the trip planner feature. Mr. Lipps stated that he would further review. Member Kutler agreed with Member Brandt's suggestion. Member Brandt then suggested that the live map clearly indicate single tracking and annulled trains along with other suggestions. Mr. Lipps responded that a lot of those suggestions are being worked on and would be happy to work with the committee for further feedback.

Member Leung asked about record retention issues staff was facing. Mr. Lipps responded that the document policy is in progress with legal and IT. He then explained further details to the committee.

Mr. Lipps advised that the CAC will receive a link to review the website with a bug feedback form.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, appreciated the presentation and appreciated the explanation regarding the document retention policy progress. He then asked for better ways to download the recorded Zoom meetings.

Roland Lebrun, San Jose, via Zoom Q&A, complimented the new website. He then suggested staff use Legistar, backend system, as other agencies do to address the PDF issues.

Drew, via Zoom Q&A, appreciated the update on the email issues. He then referred to the slide that shows desktop and mobile view side-by-side, and suggested the proportions for the mobile app to shrink to avoid scrolling down. Mr. Lipps responded that the concern had been discussed and the current view is the best solution.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations reported (The full report can be found on caltrain.com):

On-time Performance (OTP) –

- **February:** The February 2022 OTP was 91.6% compared to 92.5% for February 2021.
 - **Vehicle Strikes** – There was one vehicle strike on February 25, resulting in a fatality.
 - **Trespasser Strikes** – There were two trespasser strikes on February 14 and 22, resulting in fatalities.
 - **Vehicles on Tracks** – There were two days, February 8 and 23 with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In February 2022 there were 762 minutes of delay due to mechanical issues compared to 200 minutes in February 2021.
- **January:** The January 2022 OTP was 94.4% compared to 86.9% for January 2021.
 - **Trespasser Strike** – There was one trespasser strike on January 25.

Mr. Navarro shared the Clipper ridership chart.

Committee Comments:

Member Brandt requested that staff provide the crossing for vehicle on the tracks, in future reports. He then asked whether ridership has increased due to the rise in gas prices and Mr. Navarro responded that it is too early to have those numbers, however, has seen an increase with bicycle riders in bike cars. Lastly Member Brandt asked about the American Association couplers being used on the EMUs. Mr. Navarro stated that the AA couplers are used for transport.

Member Tuzman asked whether the temporary schedule will end as indicated on April 4, 2022. Mr. Navarro responded that staff should know the answer by the end of next week.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that Caltrain is the lowest in ridership recovery. He then expressed that he was pleased to hear about the couplers. Roland then requested more details with trespasser/vehicle strikes, whether they went around the gates. Lastly, he reiterated to stop using the word trespasser when people are struck.

Jeff Carter, Millbrae, via Zoom Q&A, hopes that Caltrain will choose level boarding and stated that High Speed Rail should conform to Caltrain. Lastly, he would like to see items in the work plan agendized. Vice Chair Flautt responded that the data is not available yet for those items to be agendized.

JPB CAC Work Plan

April 20, 2022

- Constant Warning
- Code of Conduct

May 18, 2022

- Business Intelligence presentation
- Engineering Standards

June 15, 2022

-
-

Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19 and Alternate Member Rob Jaques on 12/15/21
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- Industry Safe Functionality
- Blue Ribbon Task Force
- Clipper Data Availability
- Construction Obstacles
- Wireless Solution Technology – requested by Member Adrian Brandt on 12/8/21
- Redwood City Station Development - requested by Member Adrian Brandt on 12/8/21
- Dual speed check installation/Constant Warning, Downtown Extension, elevated four track station, future Dumbarton Rail extension and the Google campus being planned at the Diridon station, PCEP project wireless overlay system and level boarding and the status of fully vaccinated staff - requested by Member Adrian Brandt on 12/15/21
- Transit Oriented Development & historic station preservation outreach - requested by Member Patricia Leung on 12/15/21
- Equity evaluation on the most recent schedule change and Go Pass qualification requirements - requested by Member Rosalind Kutler on 12/15/21

- Staffing structure, Governance Update, Visual Messaging Display rollout plan, Equity Plan implementation/update and periodic updates from Government Affairs regarding funding sources and how infrastructure bills may impact Caltrain - requested by Member David Tuzman on 12/15/21
- Caltrain Wayfinding improved, specifically with single tracking - requested by Member Jean-Paul Torres on 12/15/21
- Conductor's communication tools and how they may interface with the public. Regional trip planning and availability for riders that do not have access to mobile devices - requested by Alternate Member Melody Pagee on 12/15/21
- Distance-based fares on Caltrain. Deep dive on it from a practical standpoint - requested by Chair, Brian Shaw on 12/15/21

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING:

The next meeting will be April 20, 2022, at 5:40 pm, San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:49 pm.



Memorandum

BOARD OF DIRECTORS 2022

STEVE HEMINGER, CHAIR
CHARLES STONE, VICE CHAIR
DEVORA "DEV" DAVIS
CINDY CHAVEZ
JEFF GEE
GLENN HENDRICKS
DAVE PINE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

Date: March 25, 2022
To: Board of Directors
From: Michelle Bouchard, Acting Executive Director
Subject: April 7, 2022, JPB Board Meeting Executive Director's Report

- **On-time Performance**

Through March 24: The March 2022 OTP was 87.6% compared to 88.9% for March 2021.

- **Vehicle Strike** – A collision involving a train and on-track equipment occurred on March 10. Additional details on the incident are provided below.
- **Trespasser Strikes** – There were two trespasser strikes on March 18 and March 21, one resulting in a fatality. The strike on the 18th was a fatality at Fair Oaks Lane, which caused 7 trains to be delayed and 1 train to be terminated. The strike on the 21st was a non-fatality at Rengstorff Avenue, which caused 8 trains to be delayed.
- **February:** The February 2022 OTP was 91.6% compared to 92.5% for February 2021.
 - **Vehicle Strike** – There was one vehicle strike on February 25, resulting in a fatality. There were 18 trains delayed and 1 train terminated.
 - **Trespasser Strikes** – There were two trespasser strikes on February 14 and 22, each of which resulted in a single pedestrian fatality. The

PENINSULA CORRIDOR JOINT POWERS BOARD

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San Carlos, CA 94070-1306 650.508.6269

strike on the 14th occurred at Rengstorff Avenue, which caused 10 delayed trains and 1 annulled train. The strike on the 22nd occurred at Hayward Park, which caused 6 delayed trains.

- **Train & On-Track Equipment Collision** – On Thursday March 10, 2022 just before 10:40 a.m., a Southbound Caltrain train carrying 75 passengers was involved in a collision with on-track equipment in San Bruno. The collision led to systemwide delays. The National Transportation Safety Board has begun an investigation into the incident, and Caltrain is assisting with that inquiry.

Post-incident on Thursday, March 10, Caltrain operated hourly service between Tamien and Millbrae as well as San Francisco and South San Francisco. SamTrans provided bus bridge between South San Francisco, San Bruno and Millbrae stations. BART provided free service for passengers transferring at Millbrae Station.

On Friday, March 11, Caltrain operated a modified 69-train weekday schedule with all local service. SamTrans continued to provide bus bridge between South San Francisco, San Bruno and Millbrae stations.

On Saturday, March 12, Caltrain operated a regular weekend schedule with SamTrans providing bus bridge between South San Francisco, San Bruno and Millbrae stations.

On Sunday, March 13, the collision site was cleared for train service and Caltrain resumed regular weekend schedule.

- **Temporary Construction Schedule** – On Monday, March 14, Caltrain implemented a temporary reduced weekday service schedule, operating 88 weekday trains (adjusted down from 104) to accommodate Caltrain Electrification work in San Mateo and Burlingame.

Due to the March 10 incident which impacted the Caltrain Electrification work, the reduced service was extended beyond the originally scheduled end date of April 1. Caltrain will resume running its regular, record-high 104-train schedule starting on Monday, April 4.

- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, March 16, via teleconference. Robert Casumbal, Director – Marketing & Market Research and Julian Jest, Market Research and Development Analyst, provided a presentation on Caltrain Marketing Campaign. Jeremy Lipps, Manager – Digital Communications, provided a presentation and preview of the revamped Caltrain Website before its launch. Joe Navarro, Deputy Chief

- Rail Operations, provided the Staff Report. The next CAC meeting is scheduled for Wednesday, April 20, via teleconference.
- **BATAC Meeting** – The Bicycle & Active Transportation Advisory Committee met on Thursday, March 17, via teleconference. Jeremy Lipps, Manager – Digital Communications, provided a presentation and preview of the revamped Caltrain Website before its launch. Lori Low, Government and Community Affairs Officer, provided a Bike Bump presentation for 2021 and the Bike Security Annual Update for 2021. Lori Low & Dan Provence provided the Staff Report. The next Bicycle & Active Transportation Advisory Committee is scheduled for Thursday, May 19, via teleconference.
- **Special Event Service**

Services Performed:

Following is a summary of special event services provided.

- **Golden State Warriors** – The Warriors hosted five games in February. The total additional ridership for February was 1,302. The average ridership per game was 260, an increase of 3% compared to January 2022 (253). Year-to-date additional ridership is 9,991, a decrease of 32% compared to 2019 (14,752).

The Warriors hosted six games in March.

- **San Jose Sharks** – The Sharks hosted six games in February. Total post game additional riders boarding at San Jose Diridon was 404. The average ridership per game for February was 67, a decrease of 51% compared to January 2022 (138). Year-to-date additional ridership is 2,094, a decrease of 70% compared to 2019 (7,082).

The Sharks hosted six games in March.

Services Scheduled:

- **San Jose Sharks** – The SJ Sharks will host seven regular season games in April. Staff will continuously monitor service with SAP Center.
- **Golden State Warriors** – The Warriors will host two regular season games in April. Staff will continuously monitor service with Chase Center.
- **San Francisco Giants** – The SF Giants home opener is scheduled for Friday, April 8 at 1:35 p.m.

- **Capital Projects**

The Capital Projects information is current as of March 18, 2022, and is subject to change between March 18 and April 7, 2022 (Board Meeting).

- **South San Francisco Station Improvements:** This project replaces the existing side platforms with a new centerboard platform and involves construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east.

New ramps, the West Plaza and the pedestrian underpass were opened to passengers on January 13, 2022. Shuttle service was moved from the parking lot to its new permanent location on Poletti Way on January 24, 2022. The parking lot was patched, resealed and re-striped. The ribbon cutting ceremony planned for January 13, 2022, was postponed until April 8 due to COVID precautions. Minor “punchlist” work items remain which will be completed over the next several months which will close out the project.

- **Burlingame Broadway Grade Separation Project:** This project will grade separate the railroad alignment at Broadway, between Carolan and California Avenues, in the City of Burlingame and remove the current at-grade crossing. As a part of this project, the Broadway Station will become elevated and the hold-out rule at this station will be eliminated, improving operational efficiency. Currently this project is funded for the design phase through local funds (San Mateo County Transportation Agency Measure A and the City of Burlingame). The City of Burlingame is the project sponsor with Caltrain acting as the lead agency for implementation.

An agreement was reached between Caltrain and the City of Burlingame to proceed with the design and construction of a center-boarding platform and incorporate certain value engineering designs, particularly related to the structural design, which will reduce overall project cost. A project update was presented to the City of Burlingame City Council on February 7, 2022.

The current schedule forecasts advertisement for the construction contract by late-2023, with construction scheduled to occur from early 2025 to mid-2028. The Team is evaluating the potential use of the Construction Manager/General Contractor, or “CM/GC” project delivery approach, to address project risk and site constraints. If CM/GC is chosen, the schedule for the construction contract may accelerate.

- **Guadalupe River Bridge Replacement:** JPB proposes to replace the MT-1 railroad bridge and extend the MT-2 railroad bridge over the Guadalupe River in the City of San Jose, Santa Clara County, California. The proposed project is located just north of Willow Street and east of State Route (SR) 87 between Tamien & Diridon stations.

The total project cost is estimated at approximately \$44 million and has reached 100% design completion. Bid advertisement is expected in April 2022 with expected Board award in Summer, 2022.

The primary issue facing this project is the resolution of budget issues with Union Pacific Railroad. Per the Trackage Rights Agreement, a binding arbitration hearing was held in December 2021. A preliminary ruling was rendered by the Arbitration Panel with certain matters still pending resolution.

- **Rengstorff Avenue Grade Separation:** JPB in partnership with the City of Mountain View propose to grade separate the existing at-grade Caltrain tracks from the roadway crossing at Rengstorff Avenue in the City of Mountain View. This project will help improve public safety for pedestrians, cyclists, vehicles, and trains while improving the overall traffic flow and travel reliability.

The project entails constructing a new fully depressed intersection, major grading work, new paving & bicycle lanes with special barriers, retaining walls, new elevated railroad tracks & pedestrian bridges, utility relocation, drainage & pump station facilities, and landscaping.

The 35% design is nearing completion with submittal in April 2022. An RFP for Final Design services and another potentially for a CM/GC contractor is anticipated in late 2022. The preliminary total budgeted estimate is approximately \$280 million. Most of the funds will come from the City of Mountain View (thru VTA-Measure "B" sales tax), State, Federal, local, and other grants.

Currently construction is expected to start in early 2025, pending securing funds, with anticipated completion in late 2027.

- **Ticket Vending Machine (TVM) Upgrade:** This project will upgrade the existing TVM Server and retrofit and refurbish existing TVM machines so that the machines can perform the functions planned for the current Clipper program. The new machines will be able to dispense new Clipper cards

(excluding discount Clipper cards that require verification of eligibility) and allow customers to add value to existing Clipper cards. In addition, the scope of the original contract was increased to include upgrades to the credit card reader and database.

Phase 1 was completed in October 2020 to develop a prototype Clipper TVM. Phase 2 for the retrofitting of 12 additional TVM's was completed in March 2021. The completion of Phase 3 is expected by April 2022. Phase 4 for the upgrading of another 27 TVM's will commence in March 2022 with completion expected by the end of 2022. Phase 5 funds to upgrade the remaining 27 TVM's (contained in the FY22 Capital Budget) are not yet available.

- **Clipper Next Gen Validators Site Preparation:** This project will prepare the stations with electrical power for the installation of the Clipper Next Gen Validators to be installed by MTC/Cubic. The contract was awarded to BECI Electric at the February 2022 JPB Board meeting. In March, the contractor was issued the Limited Notice to Proceed to commence the administrative period with field construction to begin in the Spring and complete by late 2022.
- **Mary and Evelyn Avenue Traffic Signal Preemption Project:** This project will perform upgrades to train approach warning systems at Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings.

JPB completed construction in June 2021. Integrated testing with the City of Sunnyvale's traffic controller is pending the City's construction completion which is forecasted for Spring 2022.

- **Churchill Avenue Grade Crossing Improvements:** This project will improve safety, pedestrian and bicycle access to the Churchill Avenue crossing in the City of Palo Alto. The project scope includes widening sidewalks, associated relocation of pedestrian gates, and installing new vehicle pavement markings and markers. This project is coordinated with the City of Palo Alto's own design for the crossing.

The project began in December 2019. The 100% design was received in October 2021. JPB's Issue for Bid documents are awaiting the California Public Utilities Commission (CPUC) approval of the City of Palo Alto's portion of the contract documents so that advertisement for bids can proceed. Construction is forecast to occur from Summer 2022 to Summer 2023.

- **Broadband Wireless Communications:** This project will provide wireless communication systems to enhance railroad operations and maintenance capabilities and provide Wi-Fi capability for passengers. This project is funded through a Transit and Intercity Rail Capital Program (TIRCP) grant.

Proposals were received at the end of December 2021 and were reviewed by an Evaluation Committee at Caltrain followed by interviews with shortlisted proposers. System demonstrations of their proposed systems within the Caltrain corridor are being scheduled and will be followed by contract negotiations, with contract award anticipated in Summer 2022. Design and Construction is planned from September 2022 until June 2024.

- **Bayshore Station Bridge Painting:** This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station in Brisbane. The bridge's paint coatings are in need of rehabilitation due to surface rust. This work combined with a complete repainting of the bridge will bring the structure to a state of good repair.

Bids were received on Friday, January 14, 2022, and an evaluation by JPB was completed. Award of the construction contract is currently planned for April 2022. Construction is expected to commence in Spring/Summer 2022 and complete in late 2022.

- **Mountain View Transit Center Grade Separation and Access:** The purpose of the Mountain View Transit Center (MVTC) Grade Separation and Access Project is to improve safety at Castro Street in the city of Mountain View by replacing the existing at-grade crossing at Castro Street with a grade-separated pedestrian and bicycle underground crossing.

JPB Environmental Planning group obtained environmental clearance for the Project through the California Environmental Quality Act (CEQA). A Board action for CEQA adoption will be done concurrently with approval and award of the Final Design Contract in mid-2022. JPB is evaluating the potential use of alternative contract delivery methods for construction to address project risk and site constraints.

- **Watkins Avenue Grade Crossing Improvements:** This project includes the design and construction of four quadrant ("quad") gates at the Watkins Avenue Grade crossing located in Atherton, California. This project is related to the executed Memorandum of Understanding (MOU) regarding the 'Town of Atherton Station Closure' between the Town and Caltrain.

In July 2021, a work directive was issued to the design consultant to complete the final design activities. JPB staff including Engineering and

Maintenance conducted a kick-off meeting with Town of Atherton staff regarding scope, schedule, and input for the conceptual design. The 35% design for the safety improvements at the grade crossing has been completed and reviewed. The 65% design is now in progress.

The current schedule forecast reflects a construction period from January 2023 to December 2023, which complies with the executed MOU.

- **San Mateo Grade Crossings Improvements:** This project will install quad gates at the grade crossings at 4th and 5th Avenues in San Mateo. The 100% is complete; awaiting the City of San Mateo to finish their design in Spring 2022. Procurement is then scheduled to begin following integration of the City's design into the bid documents for procurement with construction planned for 2023.
- **MP-36 Locomotive Mid-Life Overhaul Project:** This project involves performing mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor's facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.

The first vehicle #927 was shipped to the vendor's (Alstom) facility at Mare Island (Vallejo) in July 2020 for overhaul. Its return to Caltrain was delayed from early-2021 until the end of December 2021 due to COVID-19 related impacts to the vendor's supply chain, availability of testing staff due to travel restrictions, and an increase in the scope of needed repairs. Vehicle #927 is currently undergoing acceptance testing by Alstom and TASI at CEMOF in San Jose. The 927 has been conditionally accepted by the JPB and is currently running in service. Vehicle #924 was shipped early November 2020 to the vendor to make room in the CEMOF facility construction project and is currently 24% completed, it has been completely stripped, and both the main and HEP engines are being over-hauled. Vehicle #925 has most recently been prepared and inspected at CEMOF for delivery to Alstom's

Michelle Bouchard
March 25, 2022
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facility in Mare Island to begin its overhaul. Henry Flores, Deputy Director of Rail Vehicle Maintenance, is the Project Manager.

**Peninsula Corridor Joint Powers Board
Staff Report**

TO: Joint Powers Board

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Pranaya Shrestha
Chief Officer, Caltrain Modernization Program

SUBJECT: **Peninsula Corridor Electrification Project Monthly Progress Report – February 2022**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR). The MPR is available online under “Reports and Presentations” at this webpage:
http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html

No action required.

SIGNIFICANCE

Staff prepares and submits a report covering the PCEP on a monthly basis.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The MPR is intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. This document provides information on the scope, cost, funding, schedule, and project implementation.

Prepared By: Pranaya Shrestha
Interim Chief Officer, Caltrain Modernization Program

720.757.9191



Caltrain Modernization Program Peninsula Corridor Electrification Project (PCEP)



February 2022 Monthly Progress Report

February 28, 2022

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

The PCEP scope of work includes installation of an overhead contact system, construction of traction power facilities, modification of the existing signaling and grade crossing protection system to make it compatible with the electrified railroad, substation improvements at Pacific Gas and Electric (PG&E) substations, and modifications at existing tunnels and Caltrain's maintenance facility. It also includes the design, manufacturing, assembly, testing, and delivery of the EMUs.

Caltrain has reset the program in December of 2021. We brought in experts and task forces to assess the program and made necessary changes organizationally. Caltrain is committed to delivery PCEP and achieve revenue service in September of 2024.

1.2 Program Cost and Budget

On December 6th, 2021, the JPB adopted a new program budget of \$2,442,690,697. As of February 2022, the project is on budget:

- The current project total cost at completion (EAC) is the same as Board adopted budget of \$2.44 billion.
- As of February 2022, \$46,586 drawdown occurred to the Shared Risk Pool of \$50 million.
- As of February 2022, \$0 was drawn from project contingency of \$40 million.
- No new award of Project incentive pool of \$18.5 million.

1.3 Program Progress and Schedule

As of February 28, 2022, the overall completion is 63.34%. The current program schedule is still on track with PCEP's substantial completion date of April 2024 and Revenue Service by September 2024.

1.4 Change Management Board (CMB)

In February 2022, no change orders were submitted for CMB approval.

1.5 Recent Accomplishments

The project team has completed the following notable activities (additional activities can be found in the individual sections which follow):

- Continued to bring on experienced, qualified resources to fill key management positions for PCEP delivery.
- Continued progressing the Signal Phase Study for TPS 2.
- Continued finalizing test documents that comply with PG&E interconnect handbook for PG&E review.
- Continued weekly project status meetings with CMB members.
- Provided Recovery/Remediation Plan comment review responses to FTA PMOC.
- Commenced segment 4 Milestone 1 completion joint walk-through and punchlist.
- Performed Segment 2 phase 3&4 major signal and grade crossing system cutover readiness review and made "go" decision for March cutover.

Peninsula Corridor Electrification Project
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1.6 Upcoming work

For the next six months, the PCEP team has set additional goals as described below:

- Submit final Recovery/Remediation Plan to FTA and California High Speed Rail by April 1, 2022.
- Arrival of EMU Trainsets 3 and 4 by March 30, 2022.
- Complete EMU production schedule rebaseline effort by March 30, 2022.
- Complete Signal Phase Study for TPS 2 by April 30, 2022.
- Complete Segment 2 first major signal system cutover by May 23, 2022.
- Update Program Management Plan (PMP) by June 30, 2022.
- Energize Segment 4 and start testing EMU Trainset 3 by June 30, 2022.
- Continue pursuing federal and local grants to close the funding gap.

The PCEP Project is currently on budget and on time for achieving Revenue Service in the fall of 2024.

1.7 Critical Items

As of February 2022, Project top critical items and related actions are highlighted below:

Critical Issues	Actions
<ul style="list-style-type: none"> • Timely completion of Signal Phase Study impact to OCS/TPS Commissioning and EMU Testing 	<ul style="list-style-type: none"> • The technical team meet with PG&E weekly to finalize the number of cases required to complete the Single-Phase Study. • Additional resources are brought to expedite the effort.
<ul style="list-style-type: none"> • Execution of PG&E Transmission Operating Load Agreement will impact Segment 4 energization 	<ul style="list-style-type: none"> • Caltrain leadership met with PG&E representatives to outline the path forward. • TOLA agreement will be shared with Caltrain for review in March.
<ul style="list-style-type: none"> • Completion of Segment 2 Signal/2SC cutover 	<ul style="list-style-type: none"> • Perform comprehensive cutover planning; develop and track dashboard for each cutover including design submittal, duct bank completion, flagger needs. • Work closely with Rail Operations to maximize track access.
<ul style="list-style-type: none"> • Funding of \$410 million program gap 	<ul style="list-style-type: none"> • Special task force is in place to identify federal and state grant opportunities to pursue. • Targeted advocacy is on-going.
<ul style="list-style-type: none"> • Project skilled resources (Contractor and Caltrain) availability 	<ul style="list-style-type: none"> • Design-builder brought construction manager; systems lead from UK to the project. • Caltrain continue reach out to the industry to interview and secure key resources for testing and project acceptance • Develop specialized staff plan for operations and maintenance.

2.0 SAFETY

Safety consists of activities and reports conducted by the Safety team and the pursuit of Safety Certification.

2.1 Construction Safety

2.1.1 Introduction

Safety and Security requirements and plans are necessary to comply with applicable laws and regulations related to safety, security, and emergency response activities. The safety staff coordinates with contractors to review and plan the implementation of contract program safety requirements. In addition, safety project coordination meetings continue to be conducted monthly to promote a clear understanding of project safety requirements as defined in contract provisions and program safety documents.

There were no reportable injuries for February, so the Reportable Injury Rate (RIR) is at 0 for 2022. The Project Reportable Injury Rate (RIR) from the inception of construction activities to date continues well below industry average (approximately 1.65 vs. 2.5 National Industry Average).

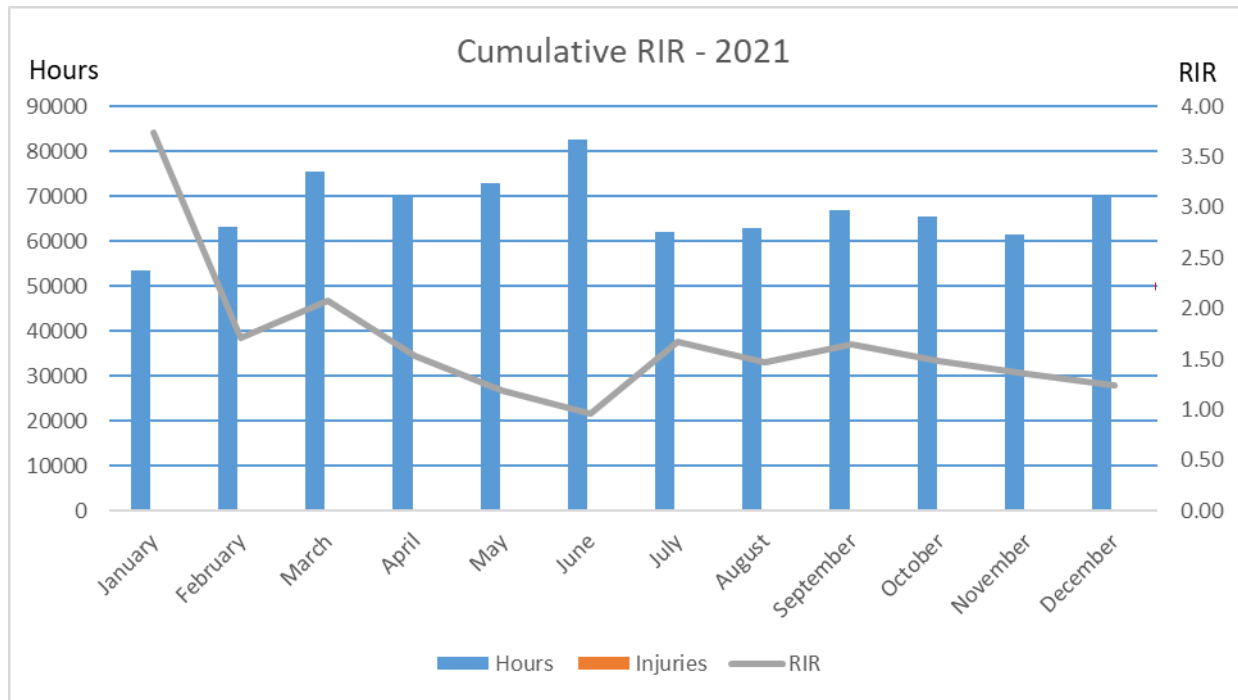


Figure 2-1 Cumulative project Reportable Injury Rate (RIR) for 2021

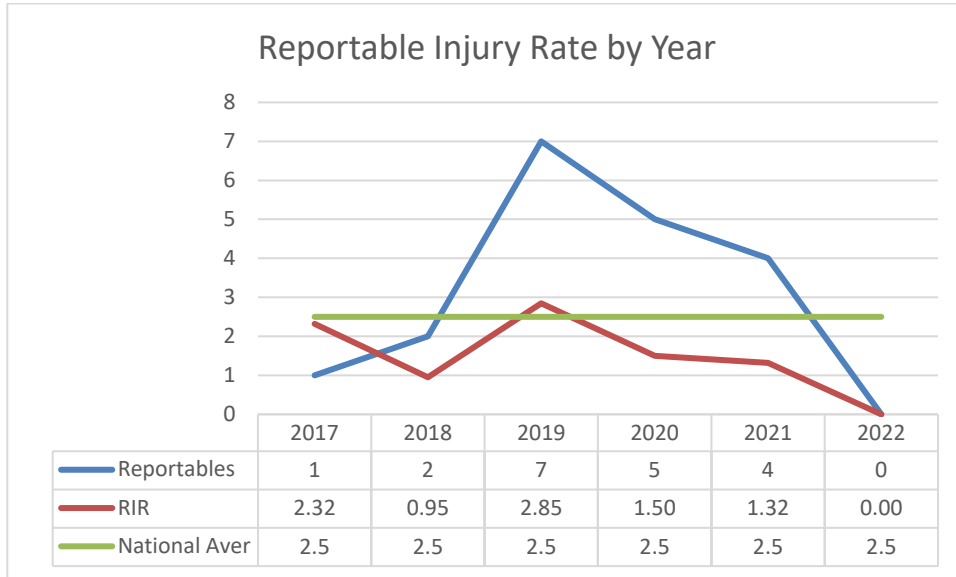


Figure 2-2 Project Reportable Injury Rate (RIR) by Year (No Reportable Injuries in 2022)

2.1.2 Completed Work

Safety staff coordinate with contractors to review and plan the implementation of contract program safety requirements. Safety project coordination meetings continue to be conducted monthly to promote a clear understanding of project safety requirements as defined in contract provisions and program safety documents.

Project Safety continues to work with TASI representatives to develop the Segment-4 Operating Hazard Analysis (OHA). The OHA sessions include reviewing the electrification system’s potential hazards and recommended mitigations with Operations and Maintenance discipline leads.

Traction Power, OCS, Grounding/Bonding and Bridge Attachment Design Criteria Checklists (DCCCs) were forwarded to design leads for their review. Completed reviews of the DCCCs are due in mid-March.

Safety awareness training is ongoing, and all employees will have received training prior to the energization of Segment 4. BBII completed the OCS safety awareness training course, Look Up and Live, for all its employees and subcontractors on February 8 and 9, 2022, with 248 employees receiving the training.

OCS Safety Awareness Training was conducted in February for Caltrain employees (Rail Operations, Engineering, etc.) and for PCEP project employees with multiple dates made to ensure everyone had an opportunity to attend the training session virtually. A total of 1294 employees, contractors, and emergency response personnel have received the training.

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2.1.3 Upcoming Work

The Fire/Life Safety Committee continues to work with the San Jose and Santa Clara Fire Departments on Emergency Preparedness in preparation for the energization of Segment 4. Tabletop emergency response exercises are being planned for March 24, 2022, with the San Jose Fire and Police Departments.

All contractors and subcontractors have COVID-19 plans in place that meet federal, state, and local requirements.

2.1.4 Issues

Table 2-1. Safety Team issues identified and actions taken for February 2022

Issues	Actions
N/A	N/A

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2.2 Safety Certification

2.2.1 Introduction

Safety and Security Certification continues as packages for Segment 4 are being assembled by the BBII team and the PCEP Safety team. The latest Certification Element Items List (CEIL) update shows 10 packages completed (Design and Construction/Testing), with 7 awaiting construction verification by the BBII QA/QC team.

2.2.2 Completed Work

Signal cutovers 1, 2A, 2B, 3, and 4 have been completed and necessary paperwork has been submitted and granted a Temporary Use Notice (TUN). There are 4 Design Criteria Certification Checklists (DCCCs) packages currently under review by the JPB Design Leads.

2.2.3 Upcoming Work

Although there will not be any formal Safety Certification of Segment 4, the effort involved for Segment 4 Certification of temporary includes:

- All Design Criteria Conformance Checklists (DCCC) and Construction Specification Checklists (CSCC) will be completed and reviewed by the Safety and Security Certification Review Committee (SSCRC) and other technical experts as needed.
- BBII will issue a Certificate of Operational Conformance to the Project for Segment 4 prior to energization. Packages for Operational Conformance will include Traction Power Systems (TPS), Overhead Contact System (OCS), Bridge attachments, Grounding/bonding, Highway crossings, Communications, Train control/signals and SCADA.
- Review the completed Design Criteria Certification Checklists and the cross referencing to the Construction Specification Criteria checklists and Test reports.

Formal certification will come after the completion and testing/commissioning of the entire alignment and prior to the start of revenue service.

2.2.4 Issues

Table 2-2. Safety Certification issues identified and actions taken for February 2022

Issues	Actions
N/A	N/A

3.0 PROGRAM MANAGEMENT

Program management covers schedule, document control, cost, risk, and changemanagement.

3.1 Schedule

3.1.1 Introduction

PCEP has a Master Program Schedule (MPS) which illustrates the timeline of major elements of the PCEP program depicted in Figure 3.1.

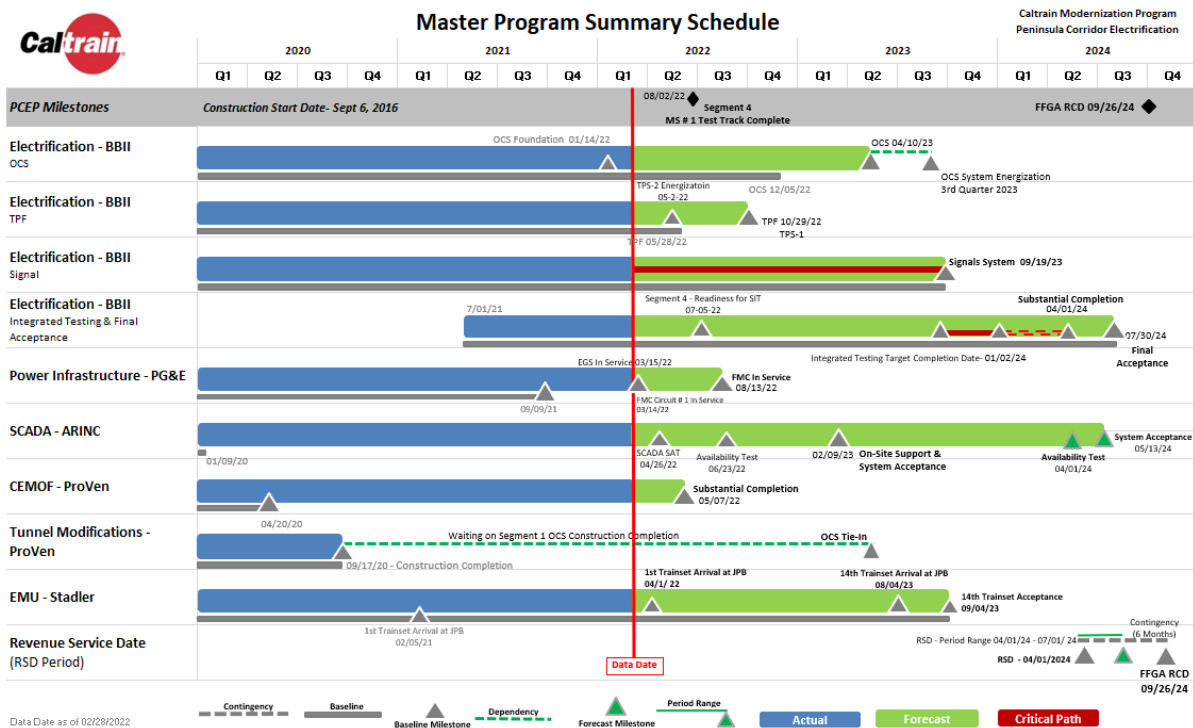


Figure 3-1. Master Program Summary Schedule

3.1.2 Completed Work

The JPB has approved BBII’s re-baseline schedule as part of the global settlement with a substantial completion date of April 1, 2024, and Final Acceptance of July 31, 2024.

The master program schedule (MPS) was updated to reflect February 2022 contractor’s progress schedule.

As of February 28, 2022, the overall delay to the critical path is 0 days.

3.1.3 Upcoming Work

The Electrification Substantial Completion Date is targeted to occur between January 1, 2024, and March 31, 2024, based on BBII progress schedule. The new proposed revised RSD date is September 26, 2024.

Stadler is working on revising the baseline schedule, as a result of change order No. 036 to adjust the schedule to account for excusable delays associated with COVID.

We are developing an Integrated Master Schedule (IMS) to represent the contractor’s schedules and schedule interfaces.

The current critical path for PCEP continues to run through the design, installation, and testing of the signal and crossing modifications required to make the signal system compatible with the electrified railroad, followed by the integrated testing and cutover.

3.1.4 Issues

Table 3-1. Schedule issues identified and actions taken for February 2022

Issues	Actions
COVID-19 and supply chain challenges impacted Stadler’s production schedule, resulting in schedule delay on the first trainset arrival at the JPB site.	<ul style="list-style-type: none"> - The new forecast shipping date is March 18, 2022. - The revised 14th trainset delivery date is forecasted for August 4, 2023. Conditional acceptance of the 14th trainset on September 4, 2023 will support electrification Revenue Service Date. - JPB is in the process of reviewing Stadler’s re-baseline production schedule as per the contract requirements.
Traction power SCADA availability test currently does not support the Revenue Service date.	<ul style="list-style-type: none"> - JPB is re-negotiating with ARINC the testing requirements to support with the revenue service date.
Segment 1 OCS System Tunnels wire Tie-In work under Proven.	<ul style="list-style-type: none"> - JPB will transfer the OCS Tie-In scope to BBII.

3.2 Cost and Budget

3.2.1 Introduction

This section presents an update on program cost and budget. On December 6th, 2021, the JPB adopted a new Program budget of \$2,442,690,697. Table 3-2 depicts program costs through February of 2022, and current program cost at completion is the same as the newly adopted budget.

Table 3-3 provides status of two major types of program contingency drawdown:

1. As part of global settlement, a shared risk contingency pool of \$50 million was established to manage risks and mitigation proactively and collaboratively with design-build contractor.
2. Program contingency of \$40 million is established to cover non-BBII potential changes and unknowns.

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Table 3-2. Budget Summary/Estimates at Completion (EAC)

Description of Work	Re-Baseline Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Electrification	\$1,749,139,438	\$96,222,702	\$1,268,777,686	\$480,361,752	\$1,749,139,438	\$0
EMU	\$693,551,258	\$5,721,249	\$339,358,475	\$354,192,783	\$693,551,258	\$0
PCEP TOTAL	\$2,442,690,697	\$101,943,951	\$1,608,136,161	\$834,554,535	\$2,442,690,697	\$0

- ¹ Column A "Current Budget" includes executed change orders and awarded contracts.
- ² Column B "Cost This Month" represents the cost of work performed this month.
- ³ Column C "Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) to date.

Caltrain and Balfour Beatty Infrastructure, Inc. (BBII) continue implementing new mechanisms to ensure a collaborative approach to Project delivery. The management team meets every week to review the issues log focusing on risk mitigation and issues resolutions.

Table 3-3 Shared Risk and Project Contingency Drawdown Balance

Transfer ¹	Description	Contingency
BBII Shared Risk Pool Previously Reported Balance		\$50,000,000
BBI-053-SRO-0022	Foundation Anchor Bolt Availability	\$28,923
BBI-053-SRO-0102	Protection of OTE at Gated Crossing (January 2022)	\$17,663
BBII RISK POOL REMAINING BALANCE		\$49,953,414
Transfer	Description	Contingency
Project Contingency Previously Reported Balance		\$40,000,089
	No Changes This Month	\$0
PROJECT CONTINGENCY REMAINING BALANCE		\$40,000,089

¹ Transfers include executed and pending changes through February month-end.

Table 3-4 provides a detailed status of Design-Build Contractor incentives due to the global settlement.

Table 3-4. BBII Incentives

Incentives	Budgeted	Awarded	Balance
<u>Contract Incentive:</u>			
Quality	\$1,250,000	\$1,000,000	\$250,000
Safety	\$2,500,000	\$875,000	\$1,625,000
Community Outreach	\$2,500,000	\$1,750,000	\$750,000
DBE	\$900,000	\$0	\$900,000
Total Contract Incentive	\$7,150,000	\$3,625,000	\$3,525,000
<u>Milestone Incentive:</u>			
Early Signal and Crossing Cutover	\$4,000,000	\$0	\$4,000,000
Early Project Substantial Completion (NTE)	\$8,000,000	\$0	\$8,000,000
Early Revenue Service	\$3,000,000	\$0	\$3,000,000
Total Milestone Incentive	\$15,000,000		\$15,000,000

**Peninsula Corridor Electrification Project
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Table 3-5. Monthly – MPR Table 8-1 to 8-3 Budget & Expenditure Status

Per 81 – 2022-02

	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Description of Work	Re-Baseline Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
Electrification	\$1,097,149,881	\$81,536,273	\$731,661,742	\$365,488,139	\$1,097,149,881
EMU Procurement	\$556,072,601	\$4,753,440	\$268,148,445	\$287,924,156	\$556,072,601
Minor Construction Contracts (SSF, 25th Grade, Tunnel, CEMOF, SCADA, Non-BBI OCS)	\$67,055,072	\$162,835	\$56,623,455	\$10,431,617	\$67,055,072
Real Estate Acquisition & Support	\$34,914,177	\$44,475	\$23,578,527	\$11,335,650	\$34,914,177
PG&E, Utilities	\$132,088,995	\$8,300,773	\$191,226,398	-\$59,137,404	\$132,088,995
Management Oversight & Support	\$312,699,697	\$2,113,908	\$231,674,042	\$81,025,655	\$312,699,697
TASI Support	\$114,488,767	\$1,612,645	\$73,170,962	\$41,317,805	\$114,488,767
Finance Charges	\$9,898,638	\$17,550	\$7,850,977	\$2,047,661	\$9,898,638
Insurance	\$6,581,851	\$0	\$4,581,851	\$2,000,000	\$6,581,851
Other Required Projects & Services	\$9,084,176	\$0	\$2,454,860	\$6,629,316	\$9,084,176
Environmental Mitigation	\$14,438,866	\$25,427	\$1,140,580	\$13,298,286	\$14,438,866
Caltrain Capital Overhead (ICAP)	\$48,217,887	\$3,376,625	\$16,024,322	\$32,193,565	\$48,217,887
Contingency (allocated and unallocated)	\$40,000,089	\$0	\$0	\$40,000,089	\$40,000,089
Total	\$2,442,690,697	\$101,943,951	\$1,608,136,161	\$834,554,535	\$2,442,690,697

3.2.2 Issues

Table 3-6. Cost and Funding issues identified and actions taken for February 2022

Issues	Actions
Additional funding setup for \$410M Funding Gap.	- Actively pursuing additional State and Federal funding sources. Dedicated task force has been established at the executive level.

3.3 Risk

3.3.1 Introduction

The risk management process is conducted in an iterative fashion throughout the life of the project. This process identifies new risks, resolves or manages other risks, modifies any potential impacts and severity these risks have based on the current situation. The Risk Management team's progress report includes a summary of the effectiveness of the Risk Management Plan, any unanticipated effects, and any corrections needed to handle the risk appropriately. All risks are graded from 1 to 50.

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3.3.2 Completed Work

Table 3-6. Top five risk items and mitigation actions as of February 2022

ID	RISK DESCRIPTION	Grade
010	Risk: Stadler's sub-suppliers fall behind schedule or delays in parts supply chain results in late completion of vehicles.	20
	Mitigation: Stadler is expediting parts and developing secondary sources to address problematic suppliers. In addition, Stadler focused on keeping the supply chain flowing.	
241	Risk: Segment 4 may not be fully installed and tested prior to EMU delivery on-site.	20
	Mitigations: <ol style="list-style-type: none"> 1. Expedite BBII Segment 4 OCS design process (e.g., fast-track design through concurrent design and review of various phases). 2. Execute an agreement with PG&E for timely completion of design and construction and funded agreement. 3. Reconcile conflict between underground alignment for BART/VTA tunnel extension, currently in conflict with the presently designed location of 115kV Transmission Poles that service TPS-2. The slightly revised location needs to be confirmed by VTA. Is this item completed? 4. Issue Change Order to purchase long-lead materials. 5. Negotiate and execute Construction Change Order for the TPS-2 Interconnection. 6. Have BBII complete testing and submit documentation on-time. 7. Develop a testing sequence to occur in preparation for EMUs (based on the "needs" list from the EMU supplier). 	
267	Risk: Additional property acquisition is necessitated by a change in design.	18
	Mitigations: <ol style="list-style-type: none"> 1. Project delivery team works with the contractor to ID new parcels well before they are needed for construction. 2. Expedite development of plats and legals. 3. Enter into work directives for appraisal and acquisition before parcels are identified. 4. Work with the project team to integrate property acquisition schedule into the overall project schedule. 	
314	Risk: The contractor may not complete signal and communication design, installation, testing, and cutover for the Two-speed Check (2SC) modifications on time.	18
	Mitigations: <ol style="list-style-type: none"> 1. Streamline design reviews (in process). 2. Initiate construction prior to IFC (in process). 3. Consolidate locations for cutover, where possible (in process). 4. Add an additional cutover team through Balfour/MRS (in process). 5. Reduce service and three-week single track during cutover period to maximize access and cutover work windows — to be conducted by railroad. 6. Submit timely cutover planning documents and SSWPs— to be conducted by the Contractor. 	
333	Risk: Remediation of issues associated with the CEMOF pit may result in additional costs and additional time to issue the charge order and implement the work.	16

ID	RISK DESCRIPTION	Grade
	Mitigations: 1. Obtain outcome of independent engineer – completed 2. Get the contractor to implement – in process 3. Issue change order – in process	

3.3.3 Upcoming work

Efforts to incorporate the Rail Activation Committee risks into the PCEP risk register have continued and will require Risk Assessment Committee approval. In addition, the shared risk pool will also be incorporated into the risk register. Finally, the next risk refresh will be scheduled.

3.3.4 Issues

Table 3-7. Risk issues identified and actions taken for the month of February 2022

Issues	Actions
Contractor-owned risk updating is lagging.	- Continued inquiries to JPB staff and consultants as “proxy risk owners.”
All risks should be contained in a single risk register.	- Continued to incorporate Rail Activation Committee risks into the PCEP risk register. Queried relevant risk owners to harmonize risk descriptions, mitigations, and grading between two risk registers.

3.4 Change Management

3.4.1 Introduction

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design, construction, or manufacturing of the PCEP. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

3.4.2 Completed Work

- The following change orders were issued in January 2022:

1/19/2022	STA-056-CCO-035	Door Operation (No Cost Change)	\$0	0.00 %	\$21,620,165
1/19/2022	STA-056-CCO-037	Buy America Interim Audit	\$49,300	0.18 %	\$21,570,865

3.4.3 Upcoming Work

- CMB Approval of Proven Contract Change Orders for Tunnel and CMEOF in March 2022.
- Negotiation of ARINC Office SCADA Change Order for time extension and additional field points change.

Peninsula Corridor Electrification Project
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3.4.4 Issues

Table 3-8. Change Management issues identified and actions taken for February 2022

Issues	Actions
Proven Claims Negotiation.	<ul style="list-style-type: none"> - A dedicated negotiation team is assigned to settle with Tunnel and CEMOF Contractor, including resolving outstanding change orders and contract completion.
ARINC Contract Time Extension.	<ul style="list-style-type: none"> - Discussions were held with ARINC management team to confirm the site support period to align the new baselines schedule, including a 1,000-hour availability test to be performed when the system is in production for the entire alignment. Team has finalized the scope of work, and the proposal request has been sent to ARINC.
Segment 4 Maintenance Option in the existing BBII Contract was never exercised. Maintenance of OCS/TPS for segment 4 will be needed post segment 4 substantial completion once Caltrain is using for EMU testing under 25kV.	<ul style="list-style-type: none"> - Prepare Scope of work and define segment 4 maintenance needs. - Define EMU testing and burn in work schedule. - Seek a proposal from BBII for the maintenance option as existed in the current Contract. - Evaluate the resource and price proposal. - Execute segment 4 maintenance option.

4.0 CONSTRUCTION

This section covers the various elements of construction.

4.1 Infrastructure

4.1.1 Introduction

The Electrification component of the PCEP includes the installation of 138 miles of wire and an overhead catenary system (OCS) to distribute electrical power to the EMUs. The OCS will be powered from a 25 kilovolt (kV), 60-Hertz, single phase, alternating current supply system consisting of two traction power substations (TPS), one switching station (SWS), and seven paralleling stations (PS). Electrification infrastructure will be constructed using a DB delivery method.

4.1.2 Completed Work

Table 4-1. OCS / Electrification

- **All OCS foundations have been completed.**

Segment	Status
OCS Foundations	
Segment 1	Complete
Segments 2, 3 and 4	Complete
OCS Poles	
Segments 1 and 2	621 poles remaining
CEMOF, Segments 3 and 4	Complete
OCS Wire	
Segments 1 and 2	Anticipated to be complete by 8/20/22, 36, 827 LF complete to date
Segments 3 and 4	Complete

- **OCS:**
 - Segment 4 acceptance measurements and visual inspections are underway.
- **Traction power facilities:**
 - Approximately 88% of traction power facilities work is complete.
 - Approximately 52% of fiber splicing is complete.
 - Approximately 63% of communication installations for Traction Power are complete.
 - Work remaining includes energizations, commissioning, and testing.
 - All work is anticipated to be completed by the 3rd Quarter of 2022.
 - TPS-2 commissioning of 115kV #2 Circuit Breaker is complete.
- **Grounding and bonding:**
 - Continue installation of bonding and grounding fences in S4.
 - Continue installation of bonding and grounding in CEMOF.
 - Test bonding and grounding in S4.
- **CEMOF:** The CEMOF Modifications project will provide work areas to perform maintenance on new EMUs.
 - North pit elevation repairs are complete.
 - Begin work on remaining electrical work.

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4.1.3 Upcoming Work

- **Traction power facilities:** All traction power facility work is anticipated to be completed by the third quarter of 2022.
- **Grounding and bonding:**
 - Continuation of bonding and grounding fences in S4.
 - Continuation of testing of bonding and grounding in S4.
 - Continuation of bonding and grounding in CEMOF.
 - Bonding and grounding of utility handholes and manholes.
- **CEMOF:**
 - Complete installation of electrical work at North pit.
 - Achieve substantial completion on CEMOF.

4.1.4 Issues

Table 4-2. Infrastructure issues identified and actions taken for February 2022

Issues	Actions
OCS / Electrification	
Coordination of wire stringing over YT-5 in CEMOF.	- Coordination with Proven for access to YT-5 to complete wire stringing. Work is in progress.
TPS-2 overdue test reports required for PG&E energization.	- Discuss timing of deliverables with PG&E and expedite the work and deliver reports to PG&E.
Grounding and bonding	
Bonding and grounding of 3 rd party utility handholes and holes. Need agreement from 3 rd parties to proceed.	- Work with 3rd party to review technical solutions and implement mitigation of covering the holes with insulated material if necessary for the short term.
CEMOF	
None	- None

4.2 Communications, Signaling, and Grade Crossings

4.2.1 Introduction

The existing railroad signal system is incompatible with an electrified rail system. Therefore, PCEP requires modification to existing signal locations and the addition of new signal locations and associated infrastructure. Once all required signal and communications modifications are completed, the signal locations are cutover and put into operational service.

This aspect of PCEP includes furnishing a complete and integrated communications system for both signals and traction power subsystems, utilizing existing fiber optic backbone infrastructure. In addition, it comprises modifications to the fiber optics backbone as well as additional communications networking equipment on the wayside and data center locations at Menlo Park and San Jose.

It also covers the final kit installations and testing of the replacement, upgraded, or modified signaling and grade crossing equipment along the alignment to be compatible with the electrification system and fully capable with PTC and other rail operations system interfaces.

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4.2.2 Completed Work

Segment 4 cutovers have been completed and are in beneficial use, including 21 locations. Milestone 1 joint punch walks have started in January, and the final list is to be submitted in February. All teams are continuing finalization and readiness for the next major cutover between MP 14.65 and 20.20, affecting the cities of Burlingame and San Mateo. This includes final cabling and pre-testing of 41 total locations, 3 control points, 7 intermediate signal locations, and 17 crossings. A tentative completion date for Phases 3 and 4 of Segment 2 is slated for April 2, 2022. Also, a Final Go/No-Go discussion was conducted in February 2022, and all parties discussed their readiness for the March cutover and agreed that planned work would remain on track.

4.2.3 Upcoming Work

Final pre-testing between MP 14.65 and 20.20 for Segment 2, Phase 3 & 4 cutover is anticipated. PTC integrated testing of the wayside application changes scheduled for March 7th prior to the MRS cutover. Installation crews will mostly complete Segment 2, Phase 1 locations between MP 8.56 and 11.84 in March. This cutover is anticipated for May 13, 2022, and will include 17 total locations, 2 control points, 3 intermediate signal locations, and 3 crossings.

Communications networking equipment installation and testing are ongoing. All communications in Segment 4 are functioning for sub-system testing prior to Milestone #1 completion. A few locations still require permanent power from PG&E.

4.2.4 Issues

Table 4-3. Infrastructure issues identified and actions taken for the month of February 2022

Issues	Actions
Minor in-field condition changes have arisen.	- We are working through the issues resolution process.
Fiber break identified on buffer tubes 11 and 12.	- MRS has tested and identified design and infrastructure mitigations. Investigations are to start in March.
Continued fiber and communications network issues.	- Work closely with Caltrain systems, Rail Operations, and BBII/MRS collaboratively to ensure no impact to Signal and Crossing cutovers.
Crossing gate conflicts with OCS at various crossings.	- BBII is providing alternative solutions to address including OCS relocation and gate arm replacement with articulated functionality.

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4.3 EMU (Rolling Stock)

4.3.1 Introduction

The procurement of EMUs, or trainsets, from Stadler, consists of a Base Order of 96 railcars, plus an Option Order of an additional 37 railcars, for a total of 133 railcars. The cars from these two orders will be combined and delivered as 19 seven-car Trainsets. The Base Order is funded by PCEP, and Option Order funded by a Transit and Intercity Rail Capital Program (TIRCP) grant. In addition, one more Option for additional cars is available.

4.3.2 Completed Work

With the completion of the 4,000-mile simulated service test, dynamic type testing was completed at Transportation Technology Center, Inc. (TTCI) in Pueblo, CO. Production continued for Trains 3 through 16.

Additional completed work includes:

- Continued routine testing on Trains 3 through 7.
- Shipment of 107 car shells from Stadler Switzerland, with 95 arriving at Stadler’s Salt Lake City facility. 12 additional car shells are in transit/holding.
- The Factory Authorization Test (i.e., final inspection) was performed on Trainset 4. Findings from both Stadler and Caltrain inspectors are being worked off by Stadler production, and a follow up inspection will take place in March.

4.3.3 Upcoming Work

The following tasks remain:

- Complete and approve rebaseline schedule.
- Prepare to receive EMU trainsets 3 and 4 on-site.
- Continue EMU operators’ training the trainer to support EMU testing.
- Buy America post-delivery audit (Q2 2022).

4.3.4 Issues

Table 4-4. EMU (Rolling Stock) issues identified and actions taken for February 2022

Issues	Actions
Stadler/global supply chain issues.	- Stadler is sourcing additional suppliers for redundancy.
Stadler/global labor shortage/turnover issues.	- Stadler is looking for new ways to recruit labor.
The local substation that supplies power to Stadler’s test track is down. Dynamic testing on trainsets is delayed while Stadler awaits parts to repair the substation.	- Parts arrived and substation was repaired. Issue closed.

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4.4 PG&E / Interconnection

4.4.1 Introduction

The PCEP will require a 115-kV interconnection to supply power from the PG&E substations to the Caltrain substations in San Jose and South San Francisco. PG&E will perform the construction of the interconnections under an amendment to Supplemental Agreement No. 2.

4.4.2 Completed Work

The following work for the Single-Phase Study was completed:

- Adjusted generator settings to match new sets of loads.
- Calculate selected power and regeneration cases.
- Run select fault cases for San Jose B.
- Continued model validation work for East Grand/TPS-1.
- Gathered vehicle data information for PG&E’s review and approval.

4.4.3 Upcoming Work

The following work is planned for the Single-Phase Study:

- Get PG&E concurrence on vehicle model data.
- Continue fault study for FMC/TPS-2.
- Complete model validation for East Grand/TPS-1.

4.4.4 Issues

Table 4-5. PG&E / Interconnection issues identified and actions taken for February 2022

Issues	Actions
PG&E’s continued request for more modeling work and more fault cases will result in a schedule delay to the completion of the Single-Phase Study. This will then delay the ability to draw an EMU load to test the EMUs and complete integrated testing.	- Continue to meet with PG&E both at the technical and executive level to resolve open issues related to the Single-Phase Study.
Late PG&E review of OCS/TPS Test report.	- Develop a master tracking sheet to ensure PG&E receives all the reports needed for energization. OCS test reports are being tracked through Aconex. Traction power tracker in development in late January and February. - Management escalation to ensure sufficient resources are applied to this activity-additional resource expected in Feb.

4.5 Systems Integration

4.5.1 Introduction

System Integration is an essential element of the PCEP delivery; a successful system integration requires thorough and comprehensive planning, coordination, and adequate testing.

The PCEP system integration program is highlighted below:

- **Sequencing:** The team has collaborated across various entities to build up a strong testing and commissioning sequence that describes dependencies from the contractor and any other third-party stakeholders. This has been instrumental in allowing the team to plan the work, resourcing requirements, and, most importantly, deliverables. A milestone 1 schedule has been developed by the Contractor and updated weekly to reflect ongoing testing and integration activities.
- **On-site Inspection:** As part of Construction, on-site inspectors have been deployed to validate the work done and complete punch-list walks. From construction, the contractor is now transitioning to testing systems, and resources with systems knowledge plan to be deployed for the testing phase.
- **PCEP System Integration meetings:** These are held to identify, monitor, and determine appropriate resolution(s) for systems integration issues and are chaired by the Systems Integration Director. Due to the importance of integration going forward as the PCEP project enters the testing and commissioning phase, these meetings have been made weekly. There is an emphasis on surfacing and resolving technical issues amongst sub-systems. Issues are tracked and followed-up in individual meetings through the course of the week.

4.5.2 Work Completed

- Commenced testing planning for tests that will be conducted with and without power using EMUs.
- Integrated testing planning initiated and ongoing:
 - Dead Car Pull test planning and reviews ongoing.
 - Live wire testing.
 - EMU PTC testing with Wayside and Office.

4.5.3 Upcoming Work

- SCADA Network troubleshooting – identifying the cause of the networking issues across the various disciplines and finding a path to resolution.
- EMU Regeneration interaction with Traction Power – confirmation that the Traction power can accept regeneration from the trains.
- Phase Break locations for onboard PTC – location coordinates to be shared with the PTC system so that the PTC system knows which pantograph is to be used on the train at the phase break locations.
- Vehicle dimension comparison between EMUs and AEM7 (Pantograph clearance, Dead Car Pull testing) – provide vehicle dimensions to the Contractor to understand which vehicle to use to perform pantograph clearance and dead car pull tests.

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4.5.4 Issues

Table 4-6. Systems issues identified and actions taken for the month of February 2022

Issues	Actions
CDRLs are not delivered on-time / prior to testing.	<ul style="list-style-type: none">- Sub-system workshops are set up to address these items, and peer review them prior to formal submission. Several peer reviews have occurred, and more to continue in the coming weeks.- Additional focus on planning.
Lack of System Integration resources.	<ul style="list-style-type: none">- Contractor has brought additional resources on site in February, and integration deliverables are now being discussed.- Requirements are being defined by 3rd parties to ensure clarity in expectations.

4.6 Testing and Commissioning

4.6.1 Introduction

The Testing and Commissioning is a smaller group to determine and track testing and resources that will need to be coordinated among the various contracts and suppliers. This meeting is the primary interface for the PCEP Design-Build team at this time.

4.6.2 Completed Work

Further details are shown in Section 4.7.2

4.6.3 Upcoming Work

Testing and Commissioning are coordinated through meetings held every two weeks with the contractor to monitor and gauge testing progress. One of the major challenges faced was ensuring proper planning and sequencing. This has been remedied through various group meetings held to clarify the “what” and the “when.” In addition, given systems integration testing to start in Q2 2022, the same diligence is now being applied to the integrated testing side so it can be fully developed for integrated testing.

Other work that remains to be completed includes the following:

- PG&E Power: Continued focus on document deliverables to facilitate energization.
- OCS and Power Integrated Test Procedures and Testing, including TPS-2 testing and SCADA integrated tests.
- Network Switch upgrades to support on-site Signals and Comms testing
- Signals preparatory and pre-testing work for mid-March cutover at Segment 2, Phase 3, and 4.
- Integrated Testing: Test procedures and planning to continue.

Further details are shown in Section 4.7.3

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4.6.4 Issues

Table 4-7. Testing and Commissioning issues identified and actions taken for February 2022

Issues	Actions
Lack of planning plans and procedures.	<ul style="list-style-type: none"> - The readiness Workshop was requested and held on December 14, 2021. Subsequent assessment to be conducted. - Face-to-face meeting requested in February to drive completion of the traction power test plan – this has occurred, and a detailed tracking list has been developed for SAT test procedures. - A detailed gap analysis is being conducted to ensure all requirements are met and tested, so that Milestone 1 can be delivered successfully.
Delays in TPS 2 Testing.	<ul style="list-style-type: none"> - Recovery plans are being discussed to assess how some of the delays can be mitigated during TPS 2 testing. - Parallel testing to support and accelerate testing dates. - Additional track access is being provided. - Flexibility in lead times for reviews and document submission.
Detailed schedule – lack of details to track on a weekly basis.	<ul style="list-style-type: none"> - The testing and commissioning meetings have been progressing towards a more detailed status of ongoing testing for Segment 4 completion. - A detailed tracker has been established, and further detail is being added to it every week.

4.7 Intermediate Milestone #1

4.7.1 Introduction

Milestone #1 is the milestone tied to allowing EMUs to start testing onsite within the limits of Segment 4. In order to achieve this, 115kV power must be activated for a substantial portion of the integrated testing to be performed.

4.7.2 Completed Work

- Readiness review workshop: The first workshop was held on December 14, 2021. The purpose of this workshop was to understand the state of readiness (based on FTA's Oversight Procedure 54 – Readiness for Service) for Milestone 1. This benefited both the Agency and the Contractor through collaboration and alignment on goals. In addition, because a workshop has already occurred, ongoing activities are being monitored very closely leading up to Energization.
- Completed punch list walks in Segment 4 for:
 - ROW Completion and Clean Up.
 - OCS Foundation Completion, Bonding and Grounding.
 - Fence Completion, Bonding, and Grounding.
 - Station Platform Grounding, and Bonding.
 - Grade Crossing Grounding and Bonding.
 - Bridge Protection Barrier Grounding and Bonding.
- Systems elements
 - PG&E deliverables for 115kV energization progressing well. A majority of them for Line 1 have been received and are under review.
 - Traction Power and SCADA troubleshooting and pre-testing is ongoing and progressing towards completion.
 - OCS visual inspections and acceptance testing started at the end of February.
 - VOIP phones handed over for installation and testing.
 - Network switch upgrades completed to support this project.
 - SCADA cutover testing completed.

4.7.3 Upcoming Work

Energization for Milestone 1 is a key target, and work is being completed to prepare for this. The work is divided into two areas: Infrastructure Completion and System Completion.

4.7.3.1 Infrastructure Completion

- Commencement of joint Segment 4 Infrastructure walk-through.
- Completion of the bonding and grounding walk-through for Segment 4.

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4.7.3.2 Systems work completion, including Energization

SUB-SYSTEM	MARCH	APRIL
TRACTION POWER	Testing on secondary line – breakers, relays, transformers Design Criteria Checklists Final Site Walk	Site Acceptance Tests Construction Conformance Specification Checklists
OCS	Address punch list items Visual Inspection Test Pantograph Clearance Test Dead Car Pull Test Loop Resistance Hi-Pot tests Design Criteria Checklists Final Grounding / Bonding Walk	Sectionalization Test for OCS activation (using a simulated voltage) Construction Conformance Specification Checklists
SCADA	SCADA Troubleshooting & pre-testing Interlock Tests	Site Acceptance Tests (Integrated Tests)
SIGNALS	Segment 2, Phase 3 & 4 cutover	Segment 2, Phase 3 & 4 cutover
COMMUNICATIONS	Network troubleshooting Design Criteria Checklists	Construction Conformance Specification Checklists
GROUNDING & BONDING	Grounding Tests at remaining locations Design Criteria Checklists	Construction Conformance Specification Checklists
BRIDGE ATTACHMENTS	Design Criteria Checklists	Construction Conformance Specification Checklists
EMUS	Static Testing Design Criteria Checklists	Static Testing Construction Conformance Specification Checklists
INTEGRATED TESTING	Planning & confirmation of sequence of tests	Review/approve test procedures

The following are high-level activities planned for future months:

- Utility Feed Energization for TPS2.
- Segment 4 TPS/OCS energization.
- Short Circuit Test.
- EMU Dynamic Testing.
- EMU PTC Testing.
- Live wire Tests.
- Live run with EMU.

4.7.4 Issues

Intermediate Milestone #1 issues identified and actions taken for February 2022

Issues are described above in Section 4.6.

5.0 QUALITY ASSURANCE

5.1 Introduction

The Quality Assurance (QA) staff performs technical reviews for planning, implementing, evaluating, and maintaining an effective program to spot verify that equipment, structures, components, systems, and facilities are designed, procured, constructed, installed, and maintained in accordance with established criteria and applicable codes and standards throughout the design, construction, startup, and commissioning of the project.

5.2 Completed Work

- **Non Conformance Reports:** A total of Five (5) Non-conformance reports (NCR) are under review by Caltrain and BBI for closure. BBI issued NCR 84 and is currently under review by JPB. Follow up on NCR 16 awaiting response from BBI.
- **QA Audit Findings Status:** Review and follow-up on JPB Audit 2021-003, awaiting BBI response.
- Currently reviewing data from recent field surveillance TPS 2 Cabinet replacement and temporary power.
- BBI performed an audit at the Texas MFG for OCS poles. Results currently under review.
- **Buy America Status:**
 - A meeting with PMOC and Buy America consultants was held on November 15, 2021 to respond to BA questions. PMOC/BA consultants commented that the BBII cost report provided to the Project did not validate compliance to BA based on current FTA BA reporting requirements. The end products must be categorized by components, subcomponent and percentage of domestic/non-domestic materials shown.
 - JPB consulted with external legal counsel pertaining to Buy America and is working with the Contractor to provide breakdown that is in compliance with FTA reporting requirements.
- Review and update QMP
- BBII Quality Plan Review
- JPB Construction Oversight Manual Review
- JPB QMP Review / CHSR QMP Review

5.3 Upcoming Work

There are ongoing quality assurance activities around technical reviews for planning, implementing, evaluating, and maintaining an effective program to spot verify that equipment, structures, components, systems, and facilities are designed, procured, constructed, installed, and maintained in accordance with established criteria and applicable codes and standards throughout the design, construction, startup, and commissioning of the PCEP. Continue review of Plan(s).

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5.4 Issues

Table 5-1. Quality Assurance issues identified and actions taken for February 2022

Issues	Actions
UPRR has identified switch machine isolation concerns and system duct bank trough clearance issues for the track that they maintain.	- JPB Operations to resolve.
BBII BA Compliance Report	- JPB external legal counsel provided language outlining FTA reporting requirements. PCEP issued a letter to BBII on 1/5/21, outlining reporting requirements to validate BBII BA compliance. JPB has issued a formal letter to BBII and is currently awaiting a formal response. JPB and BBI Management to meet and discuss further.
Closure of JPB NCRs	- JPB Engineering and Special Projects Manager to facilitate closure of NCRs.
Punch List Notification and Process	- Contractor to submit formally via Aconex. Agency currently drafting a procedure for all team members to follow.

6.0 PUBLIC RELATIONS

6.1 Introduction

The Community Relations and Outreach team coordinates all issues with all jurisdictions, partner agencies, government organizations, businesses, labor organizations, local agencies, residents, community members, other interested parties, and the media. In addition, the team oversees the BBII's effectiveness in implementing its Public Involvement Program.

6.2 Completed Work

The following public relations actions were taken in February 2022:

- The Project team held various outreach meetings with key local, state, and federal elected officials regarding budget need.
- The Project team gave presentations to:
 - Local Policy Makers Group
 - City/County Coordinating Group
 - San Mateo County Transportation Authority
 - San Mateo County Transportation Authority Citizen Advisory Committee
- The Project team sent out the following notices about construction activities:
 - Whipple Avenue Closure
 - Oyster Point Blvd Closure
 - Oyster Point US 101 Ramp Closure
 - San Francisco/Brisbane Paralleling Station Gantry Installation
 - Redwood City Station Parking Closure
 - SR 87 Lane Closure
 - Brewster Avenue Closure
 - Maple Street Closure
 - Redwood City Station Pedestrian Detour

6.3 Upcoming Work

The Community Relations and Outreach team is supporting the Signal System cutover work schedule for March 2022 in Burlingame and San Mateo. The team is also planning for the delivery and arrival of the first electric train in March 2022.

6.4 Issues

Table 6-1. Public Relations issues identified and actions taken for February 2022

Issues	Actions
N/A	N/A