



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

### Finance Committee Meeting

Committee Members: Monique Zmuda (Chair), Jeff Gee, Glenn Hendricks

**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/93388927360?pwd=SFJranR4KzVURGIZVW5VUXJMZGIxQT09> or by entering

Webinar ID: # **933 8892 7360**, Passcode: **790810**, 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

<https://www.caltrain.com/video-board-directors>.

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included in the Board's weekly correspondence and posted online at <https://www.caltrain.com/about-caltrain/meetings>

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.

**September 26, 2022 - Monday**

**2:30 pm**

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

1. Call to Order/Pledge of Allegiance

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

2. Roll Call
3. Public Comment on Items not on the Agenda  
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
4. Consent Calendar  
Members of the Board may request that an item under the Consent Calendar be considered separately.
  - 4.a. Approve Meeting Minutes of August 22, 2022 Motion
5. Report of the Acting Chief Financial Officer Informational
6. Accept Statement of Revenues and Expenses for the Period Ending June 30, 2022 Motion
7. Accept Statement of Revenues and Expenses for the Period Ending August 31, 2022 Motion
8. Approve Adding Federal Employees Liability Act Insurance to the Rail Liability Program Motion
9. Authorize the Execution of the Necessary Agreements and Amendments to Receive Funds and Act as the Project Lead to Deliver the Final Design Phase of the Rengstorff Avenue Grade Separation Project\* Resolution
10. Authorize Execution of Comprehensive Agreement with the County of Santa Clara in Support of the Mountain View Transit Center Grade Separation and Access Project\* Resolution
11. Authorize Execution of Amended Cooperative Agreement to Receive Funding for Additional Final Design Cost and the Construction Manager General Contractor (CMGC) Pre-Construction Phase for the Mountain View Transit Center Grade Separation and Access Project\* Resolution
12. Authorize Award of Contract for the Guadalupe River Bridge Replacement Project Resolution
13. Amend and Increase the Fiscal Year 2023 Caltrain Capital Budget by \$11,636,922 from \$90,956,662 to \$102,593,584 Motion
14. Accept On-Call Transportation Planning and Consultant Support Services Update Informational
15. Committee Member Requests
16. Date/Time of Next Regular Finance Committee Meeting: October 24, 2022 at 2:30 pm via Zoom.
17. Adjourn

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

## 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](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto: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: Two Mondays before the Board Meeting, 2:30 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

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda.** The Public may not attend this meeting in person. \*Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> 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](mailto: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.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**Peninsula Corridor Joint Powers Board  
Finance Committee Meeting  
1250 San Carlos Avenue, San Carlos CA 94070  
Draft Minutes of August 22, 2022**

**Members Present:** Jeff Gee, Glenn Hendricks, Monique Zmuda (Chair)

**Members Absent:** None

**Staff Present:** M. Bouchard, J. Harrison, A. Myles-Primakoff, G. Martinez, C. Mobley-Ritter, R. Barnard, A. Robbins, W. Lau, B. Thompson, D. Seamans, S. Wong, K. Scribner

**1. Call to Order/Pledge Of Allegiance**

Chair Monique Zmuda called the meeting to order at 2:30 pm and led the Pledge of Allegiance

**2. Roll Call**

District Secretary Dora Seamans confirmed the presence of a Board quorum.

**3. Public Comment For Items Not On The Agenda**

There was no public comment.

**4. Consent Calendar**

**4a. Approve Meeting Minutes of July 25, 2022**

**4b. Accept of Quarterly Fuel Hedge Update**

Motion/second: Gee/Hendricks

Ayes: Gee, Hendricks, Zmuda

Noes: None

Absent: None

**5. Report of the Acting Chief Financial Officer**

Grace Martinez, Acting Chief Financial Officer, provided an update, which included the following:

- Moody's Investor Service upgraded JPB's Farebox Revenue Bonds from A2 to A1 due to the passage of Measure RR, federal assistance received, and strong liquidity for the agency
- Fiscal year end close work included completion of audit, accruals, accounts reconciliation, and additional adjustments will be done to ready the trial balance ready for auditors
- Audited statements for Fiscal Year 2022 to be presented to the Committee next month

## **6. Information on Statement of revenues and expenses for the period ended July 31, 2022**

Grace Martinez, Acting Chief Financial Officer, pointed out that fares are down due to lower Clipper and ticket vending machine (TVM) sales, but when comparing tickets sold this month to this month last year, sales have actually doubled.

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

- Request for 24 months of fare data by month to see long-term trends and comparing to pre-COVID years
- The Moody rating was previously A then AA and A1 is currently the second highest rating

Motion/second: Hendricks/Gee

Ayes: Gee, Hendricks, Zmuda

Noes: None

Absent: None

## **7. Closeout Change Order 25th Avenue Grade Separation Project 17-J-C-048\***

Rob Barnard, Deputy Chief of Rail Development introduced Andy Robbins, Director of Capital Program Delivery. Mr. Robbins provided the presentation which included the following:

- Project background, status, and change orders and claims
- Close-out negotiations and settlement where a final agreement was reached with reduction in total additional payment due
- The proposed change order will be for the value of \$5,774,764.15 and would result in keeping the project within budget and eliminate exposure to additional construction or unnecessary overhead costs

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

- The project is expected to use up the allotted budget and contingency funding
- Additional field instructions were issued in some cases due to issues that came up such as conditions, utility conflicts, and issues with adjacent property owners
- Clarified differences between field instructions and change orders in the sequence of events
- Fiber relocation, signals, drainage, flooding, and different site conditions required redesigns to complete the project which then led to contractor claims, conflict, and negotiations
- Outstanding issue with the fiber carrier, but anticipate closure
- Satisfaction level with the completion of the grade separation

- Concerns with cost increases despite having “cost not to exceed” and expectation to think about costs ahead of time when signing contracts
- Many other major projects have major change orders and major field instructions that must be cleaned up at the end of the project

Motion/second: Hendricks/Gee

Ayes: Gee, Hendricks, Zmuda

Noes: None

Absent: None

#### **8. Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-Assisted Projects**

Wendy Lau, Manager of Civil Rights Programs, provided the presentation, which included the following:

- Defined Disadvantaged Business Enterprise (DBE) regarding “socially and economically disadvantaged” businesses
- DBE goals, goal setting methodology, and increasing DBE participation
- Anticipated Projects totaling \$33.09 million
- Public participation included a virtual stakeholder consultation on August 12, 2022 and current public notice online for comment until October 1, 2022

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

- Reaching out to those businesses not DBE Projects that are not federally funded, and counting it as part of the goal
- Confirmed the Office of Civil Rights will have a new hire starting soon
- How the goal changed from 13.5% to 6.85% goal and previous goals were higher due to electrification
- Other agencies’ goals: Valley Transportation Authority (VTA) 15%, BART 23%, Golden Gate around 4% with bigger agencies having larger goals partially due to their larger construction projects in the pipeline
- Possibility of increasing goals with increases in federal funds and presenting again if the FTA does not approve Caltrain plans

Motion/second: Hendricks/Gee

Ayes: Gee, Hendricks, Zmuda

Noes: None

Absent: None

## **9. Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding**

Bruce Thompson, Manager of Fare Program Operations, provided the presentation which included the following information:

- Proposed Clipper MOU, Clipper Agencies, how the new MOU differs from the 2016 MOU
- How Clipper is delivered, timeline, and benefits of next generation Clipper system including integration opportunities and added features

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

- If Caltrain does not participate, MTC would bear full responsibility for the operations and maintenance costs
- Overall costs annually and main costs being operations and maintenance at \$250,000 and and post COVID ridership costs would be \$200,000
- The Clipper executive board review and approve the methodologies on a monthly basis

Motion/second: Gee/Hendricks

Ayes: Gee, Hendricks, Zmuda

Noes: None

Absent: None

## **10. Committee Member Requests**

Director Hendricks requested 24 months of fare revenue data.

## **11. Date/time of next regular finance committee meeting**

Monday, September 26, 2022, at 2:30 pm via Zoom (additional location, if any, to be determined)

## **12. Adjourn**

The meeting adjourned at 3:52 pm.

An audio/video recording of this meeting is available online at <https://www.caltrain.com/video-board-directors> . Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to [board@caltrain.com](mailto:board@caltrain.com).

**Peninsula Corridor Joint Powers Board  
Staff Report**

Date: September 9, 2022

To: Finance Committee

Through: Michelle Bouchard, Acting Executive Director

From: Grace Martinez, Acting Chief Financial Officer

Subject: **September 26, 2022 Finance Committee Report of the Acting Chief Financial Officer**

**Highlights**

- Update on fiscal 2022 financial reports
  - Staff has completed final accruals for Fiscal Year 2022, and unaudited statements for June 2022 are being presented to the Finance Committee.
  - We are currently in the process of developing a draft of the Annual Comprehensive Financial Report, which we expect to be presented to the Finance Committee next month.
- The Staff Report on the Statement of Revenues and Expenses for the Two-Month Ending August 31, 2022 follows.



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending June 30, 2022**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through June 30, 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**

**Year to Date Revenues:** As of June year-to-date actual, the Grand Total Revenue (page 1, line 19) is \$87.1 million more than the approved budget. This is primarily driven by increases in Operating Grants (page 1, line 11), Measure RR (page 1, line 13) and ARPA fund (page 1, line 15) which are 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 June year-to-date actual, the Grand Total Expense (page 2, line 54) is \$4.5 million lower than the approved budget. This is primarily due to decreases in 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). The decreases are partially offset by an increase in Fuel and Lubricants (page 2, line 27) and Write-off of Uncollectible Receivables (page 2, line 52).

**Budget Impact**

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

Prepared By: Danny Susantin	Accountant III	650.622.8073
Jennifer Ye	Director, Accounting	650.622.7890

<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>									
<b>STATEMENT OF REVENUE AND EXPENSE</b>									
<b>Fiscal Year 2022</b>									
<b>June 2022</b>									
<b>Preliminary</b>		<b>% OF YEAR ELAPSED</b>					<b>100.0%</b>		
	<b>JULY TO JUNE</b>				<b>ANNUAL</b>				
	<b>CURRENT ACTUAL</b>	<b>APPROVED BUDGET</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>	<b>APPROVED BUDGET</b>	<b>FORECAST</b>	<b>\$ VARIANCE</b>		
<b>REVENUE</b>									
<b>OPERATIONS:</b>									
1	Farebox Revenue	33,236,357	34,639,000	(1,402,643)	(4.0%)	34,639,000	32,639,000	(2,000,000)	1
2	Parking Revenue	1,352,869	1,536,000	(183,131)	(11.9%)	1,536,000	1,286,000	(250,000)	2
3	Shuttles	1,152,152	1,603,900	(451,748)	(28.2%)	1,603,900	1,269,373	(334,527)	3
4	Rental Income	1,237,117	1,192,466	44,651	3.7%	1,192,466	1,281,507	89,041	4
5	Other Income	2,801,792	1,584,608	1,217,184	76.8%	1,584,608	2,156,984	572,376	5
6								-	6
7	<b>TOTAL OPERATING REVENUE</b>	<b>39,780,286</b>	<b>40,555,974</b>	<b>(775,688)</b>	<b>(1.9%)</b>	<b>40,555,974</b>	<b>38,632,864</b>	<b>(1,923,110)</b>	7
8									8
9	<b>CONTRIBUTIONS:</b>								
10	AB434 Peninsula & TA Shuttle Funding	743,472	1,119,300	(375,828)	(33.6%)	1,119,300	1,119,300	-	10
11	Operating Grants	10,041,955	6,525,471	3,516,484	53.9%	6,525,471	9,505,719	2,980,248	11
12	JPB Member Agencies	-	-	-	.0%	-	-	-	12
13	Measure RR*	97,296,566	86,576,919	10,719,647	12.4%	86,576,919	95,621,811	9,044,892	13
14	CRRSAA**	-	27,115,922	(27,115,922)	(100.0%)	27,115,922	-	(27,115,922)	14
15	ARPA	115,995,904	14,849,883	101,146,021	681.1%	14,849,883	115,995,904	101,146,021	15
16									16
17	<b>TOTAL CONTRIBUTED REVENUE</b>	<b>224,077,896</b>	<b>136,187,495</b>	<b>87,890,401</b>	<b>64.5%</b>	<b>136,187,495</b>	<b>222,242,734</b>	<b>86,055,239</b>	17
18									18
19	<b>GRAND TOTAL REVENUE</b>	<b>263,858,182</b>	<b>176,743,469</b>	<b>87,114,713</b>	<b>49.3%</b>	<b>176,743,469</b>	<b>260,875,598</b>	<b>84,132,129</b>	19
20	*\$15,323,081 is not included in the Measure RR actual amount as it is allocated for FY22 capital expenses. **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.								

<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>									
<b>STATEMENT OF REVENUE AND EXPENSE</b>									
<b>Fiscal Year 2022</b>									
<b>June 2022</b>									
<b>Preliminary</b>		<b>% OF YEAR ELAPSED</b>				<b>100.0%</b>			
	<b>JULY TO JUNE</b>				<b>ANNUAL</b>				
	<b>CURRENT ACTUAL</b>	<b>APPROVED BUDGET</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>	<b>APPROVED BUDGET</b>	<b>FORECAST</b>		<b>\$ VARIANCE</b>	
21	<b>EXPENSE</b>							21	
22								22	
23	<b>DIRECT EXPENSE:</b>							23	
24	Rail Operator Service	93,808,976	95,353,730	(1,544,754)	(1.6%)	95,353,730	90,764,152	(4,589,578)	24
25	Security Services	7,391,809	7,486,512	(94,703)	(1.3%)	7,486,512	7,486,512	-	25
26	Shuttle Services	1,938,640	2,723,200	(784,560)	(28.8%)	2,723,200	2,067,849	(655,351)	26
27	Fuel and Lubricants*	13,491,343	12,434,846	1,056,497	8.5%	12,434,846	13,000,000	565,154	27
28	Timetables and Tickets	17,140	55,000	(37,861)	(68.8%)	55,000	55,000	-	28
29	Insurance	5,513,835	5,857,210	(343,375)	(5.9%)	5,857,210	5,515,844	(341,366)	29
30	Claims, Payments, and Reserves	634,024	820,000	(185,976)	(22.7%)	820,000	3,320,000	2,500,000	30
31	Facilities and Equipment Maintenance	6,004,842	7,734,353	(1,729,511)	(22.4%)	7,734,353	6,009,353	(1,725,000)	31
32	Utilities	2,541,458	2,552,600	(11,142)	(.4%)	2,552,600	2,552,600	-	32
33	Maint & Services-Bldg & Other	1,372,866	1,674,250	(301,384)	(18.0%)	1,674,250	1,674,250	-	33
34								34	
35	<b>TOTAL DIRECT EXPENSE</b>	<b>132,714,933</b>	<b>136,691,701</b>	<b>(3,976,768)</b>	<b>(2.9%)</b>	<b>136,691,701</b>	<b>132,445,560</b>	<b>(4,246,141)</b>	35
36								36	
37	<b>ADMINISTRATIVE EXPENSE</b>							37	
38	Wages and Benefits	10,610,123	12,161,799	(1,551,676)	(12.8%)	12,161,799	10,801,799	(1,360,000)	38
39	Managing Agency Admin OH Cost	3,923,397	3,470,871	452,526	13.0%	3,470,871	3,470,871	-	39
40	Board of Directors	22,285	48,275	(25,990)	(53.8%)	48,275	48,275	-	40
41	Professional Services	6,731,087	8,809,801	(2,078,714)	(23.6%)	8,809,801	7,371,301	(1,438,500)	41
42	Communications and Marketing	437,328	322,750	114,578	35.5%	322,750	322,750	-	42
43	Other Office Expenses and Services	1,989,324	3,856,520	(1,867,196)	(48.4%)	3,856,520	2,305,020	(1,551,500)	43
44								44	
45	<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>23,713,544</b>	<b>28,670,016</b>	<b>(4,956,472)</b>	<b>(17.3%)</b>	<b>28,670,016</b>	<b>24,320,016</b>	<b>(4,350,000)</b>	45
46								46	
47	<b>TOTAL OPERATING EXPENSE</b>	<b>156,428,477</b>	<b>165,361,717</b>	<b>(8,933,240)</b>	<b>(5.4%)</b>	<b>165,361,717</b>	<b>156,765,576</b>	<b>(8,596,141)</b>	47
48								48	
49	Measure RR Ballot Costs	5,396,910	7,000,000	(1,603,090)	(22.9%)	7,000,000	5,357,846	(1,642,154)	49
50	Governance	1,144,981	2,000,000	(855,019)	(42.8%)	2,000,000	1,000,000	(1,000,000)	50
51	Debt Service Expense	1,935,154	2,381,752	(446,598)	(18.8%)	2,381,752	2,381,752	-	51
52	Write-off of Uncollectible Receivables	7,300,042	-	7,300,042	.0%	-	-	-	52
53								53	
54	<b>GRAND TOTAL EXPENSE</b>	<b>172,205,564</b>	<b>176,743,469</b>	<b>(4,537,905)</b>	<b>(2.6%)</b>	<b>176,743,469</b>	<b>165,505,174</b>	<b>(11,238,295)</b>	54
55								55	
56	<b>NET SURPLUS / (DEFICIT)</b>	<b>91,652,618</b>	<b>-</b>	<b>91,652,618</b>	<b>.0%</b>	<b>-</b>	<b>95,370,423</b>	<b>95,370,423</b>	56
57								57	
58	Measure RR for Capital Reserve**	<b>80,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>80,000,000</b>	<b>-</b>	58
59	<b>ADJUSTED NET SURPLUS / (DEFICIT)</b>	<b>11,652,618</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,370,423</b>	<b>-</b>	59
60								60	

\* Fuel and Lubricants costs were reduced by a realized gain of \$2,738,698 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.



BOARD OF DIRECTORS 2022

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PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JUNE 30, 2022

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.861%	88,261	88,261
County Pool (Unrestricted)		Liquid Cash	1.075%	561,643	561,643
Other (Unrestricted)		Liquid Cash	0.300%	203,436,864	203,436,864
Other (Restricted)	**	Liquid Cash	0.050%	89,988,070	89,988,070
				\$ 294,074,837	\$ 294,074,837

Interest Earnings for June 2022 \$ 21,062.12  
Cumulative Earnings FY2022 \$ 69,311.73

\* 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.

FY 2022

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
<b>REVENUE</b>													
OPERATIONS:													
401400 (TVM)	609,407	694,301	297,963	634,662	514,945	503,829	402,001	425,090	518,694	426,130	886,933	922,485	6,836,440
401410 (Clipper)	466,207	507,976	320,066	628,888	773,248	690,398	418,215	564,410	811,782	451,071	1,021,234	1,111,260	7,764,755
401420 (Central)	545	-	5,108	19,817	-	-	(8)	2,475	303	535	5,523	5,613	39,911
401430 (Mobile App)	203,051	217,349	138,764	249,286	239,150	220,698	148,995	181,828	270,431	179,642	349,616	409,987	2,808,795
401500 (Gilroy)	28,850	21,257	28,301	20,933	43,585	46,782	35,746	31,111	32,723	49,067	29,202	81,724	449,281
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	1,364,606	1,406,171	1,390,999	1,057,412	15,337,175
total Farebox Revenue	2,418,089	2,688,193	1,966,449	2,752,867	3,005,881	2,742,162	2,337,305	2,542,265	2,998,539	2,512,617	3,683,506	3,588,482	33,236,357
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	1,364,606	1,406,171	1,390,999	1,393,850	15,337,175
Revenues without Go-Pass	1,308,059	1,440,882	790,201	1,553,585	1,570,928	1,461,707	1,004,949	1,204,914	1,633,933	1,106,445	2,292,508	2,194,632	17,899,182
<b>Tickets Sold</b>													
TVM	66,225	57,800	65,068	65,036	55,514	50,809	40,552	43,646	58,771	79,927	80,118	92,208	755,674
Clipper	75,041	77,163	94,859	99,959	96,607	83,449	68,589	82,124	115,541	132,306	141,563	160,556	1,227,757
Central	33	-	698	1,876	-	-	-	150	100	124	784	267	4,032
Mobile	27,060	25,610	31,175	33,226	29,105	24,778	19,520	23,974	33,935	45,168	41,229	46,661	381,441
# of tickets sold (without go-pass)	168,359	160,573	191,800	200,097	181,226	159,036	128,661	149,894	208,347	257,525	263,694	299,692	2,368,904
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 9.20	\$ 12.01	\$ 4.58	\$ 9.76	\$ 9.28	\$ 9.92	\$ 9.91	\$ 9.74	\$ 8.83	\$ 5.33	\$ 11.07	\$ 10.00	\$ 9.05
Clipper	\$ 6.21	\$ 6.58	\$ 3.37	\$ 6.29	\$ 8.00	\$ 8.27	\$ 6.10	\$ 6.87	\$ 7.03	\$ 3.41	\$ 7.21	\$ 6.92	\$ 6.32
Central	\$ 16.50	\$ -	\$ 7.32	\$ 10.56	\$ -	\$ -	\$ -	\$ 16.50	\$ 3.03	\$ 4.31	\$ 7.04	\$ 21.02	\$ 9.90
Mobile	\$ 7.50	\$ 8.49	\$ 4.45	\$ 7.50	\$ 8.22	\$ 8.91	\$ 7.63	\$ 7.58	\$ 7.97	\$ 3.98	\$ 8.48	\$ 8.79	\$ 7.36
Total	\$ 7.77	\$ 8.97	\$ 4.12	\$ 7.76	\$ 8.67	\$ 9.19	\$ 7.81	\$ 8.04	\$ 7.84	\$ 4.30	\$ 8.69	\$ 7.32	\$ 7.56

FY 2021

PENINSULA CORRIDOR JOINT POWERS BOARD													
<i>Farebox Revenues by Ticket Type</i>	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
<b>REVENUE</b>													
<b>OPERATIONS:</b>													
401400 (TVM)	139,293.75	173,800.08	108,714.84	185,771.57	182,821.01	114,067.80	127,741.55	194,927.10	185,646.11	258,991.28	324,972.20	462,089.72	2,458,837
401410 (Clipper)	226,443	169,044	228,845	243,384	233,896	210,677	183,638	203,835	251,300	229,332	291,553	453,039	2,924,987
401420 (Central)	-	-	-	-	-	-	-	-	-	-	-	309,748	309,748
401430 (Mobile App)	49,871	45,156	52,780	58,999	55,511	43,786	38,122	46,820	69,665	80,485	97,677	191,178	830,051
401500 (Gilroy)	13,594	14,988	15,570	15,641	14,948	13,455	8,075	12,593	11,834	14,470	14,764	28,827	178,759
401700 (Go-Pass)	2,524,374	2,599,447	2,546,728	2,533,100	2,546,634	2,577,123	2,450,631	2,486,822	2,507,143	841,682	929,836	1,194,012	25,737,533
<b>total Farebox Revenue</b>	<b>2,953,576</b>	<b>3,002,435</b>	<b>2,952,638</b>	<b>3,036,896</b>	<b>3,033,810</b>	<b>2,959,110</b>	<b>2,808,208</b>	<b>2,944,996</b>	<b>3,025,589</b>	<b>1,424,960</b>	<b>1,658,803</b>	<b>2,638,894</b>	<b>32,439,915</b>
Less: Go-Pass													
401700 (Go-Pass)	2,524,374	2,599,447	2,546,728	2,533,100	2,546,634	2,577,123	2,450,631	2,486,822	2,507,143	841,682	929,836	1,194,012	25,737,533
<b>Revenues without Go-Pass</b>	<b>429,202</b>	<b>402,988</b>	<b>405,910</b>	<b>503,796</b>	<b>487,176</b>	<b>381,986</b>	<b>357,577</b>	<b>458,174</b>	<b>518,445</b>	<b>583,279</b>	<b>728,966</b>	<b>1,444,882</b>	<b>6,702,382</b>
<b>Tickets Sold</b>													
TVM	23,290	22,588	23,655	26,347	22,915	18,823	17,944	20,142	24,893	28,454	35,016	51,311	315,378
Clipper	20,896	20,875	22,928	25,849	22,954	19,075	18,420	21,189	28,519	33,754	43,762	61,532	339,753
Central	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile	6,699	6,812	7,299	8,840	7,710	6,064	6,053	7,044	9,074	10,823	14,072	20,904	111,394
<b># of tickets sold (without go-pass)</b>	<b>50,885</b>	<b>50,275</b>	<b>53,882</b>	<b>61,036</b>	<b>53,579</b>	<b>43,962</b>	<b>42,417</b>	<b>48,375</b>	<b>62,486</b>	<b>73,031</b>	<b>92,850</b>	<b>133,747</b>	<b>766,525</b>
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 5.98	\$ 7.69	\$ 4.60	\$ 7.05	\$ 7.98	\$ 6.06	\$ 7.12	\$ 9.68	\$ 7.46	\$ 9.10	\$ 9.28	\$ 9.01	\$ 7.80
Clipper	\$ 10.84	\$ 8.10	\$ 9.98	\$ 9.42	\$ 10.19	\$ 11.04	\$ 9.97	\$ 9.62	\$ 8.81	\$ 6.79	\$ 6.66	\$ 7.36	\$ 8.61
Central	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile	\$ 7.44	\$ 6.63	\$ 7.23	\$ 6.67	\$ 7.20	\$ 7.22	\$ 6.30	\$ 6.65	\$ 7.68	\$ 7.44	\$ 6.94	\$ 9.15	\$ 7.45
<b>Total</b>	<b>\$ 8.43</b>	<b>\$ 8.02</b>	<b>\$ 7.53</b>	<b>\$ 8.25</b>	<b>\$ 9.09</b>	<b>\$ 8.69</b>	<b>\$ 8.43</b>	<b>\$ 9.47</b>	<b>\$ 8.30</b>	<b>\$ 7.99</b>	<b>\$ 7.85</b>	<b>\$ 10.80</b>	<b>\$ 8.74</b>

FY 2020

PENINSULA CORRIDOR JOINT POWERS BOARD														
Farebox Revenues by Ticket Type	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Write Off	Total
<b>REVENUE</b>														
OPERATIONS:														
401400 (TVM)	1,613,345.66	1,662,919.41	1,457,471.17	1,342,293.45	1,123,819.36	1,078,657.47	1,016,784.48	928,899.58	250,924.02	48,093.62	79,418.40	562,993.21	-	11,165,620
401410 (Clipper)	5,200,254	4,701,258	4,510,919	4,895,337	4,513,378	3,819,464	4,409,459	4,240,912	3,096,806	100,300	115,038	182,584	(1,815,013)	37,970,696
401420 (Central)	5,363	1,394	13,086	6,450	5,609	693	1,051	8,475	449	-	-	-	(21,771)	20,799
401430 (Mobile App)	672,028	708,974	665,104	707,979	634,817	579,991	767,140	650,721	207,648	13,646	61,466	20,261	-	5,689,776
401500 (Gilroy)	156,403	156,403	189,506	158,882	216,341	157,214	183,033	170,799	123,994	9,792	9,498	10,308	-	1,542,171
401700 (Go-Pass)	1,489,523	1,773,420	2,292,296	2,235,045	2,224,457	2,224,457	2,434,784	2,488,107	1,282,052	-	-	1,261,231	-	19,705,372
total Farebox Revenue	9,136,916	9,004,368	9,128,382	9,345,986	8,718,421	7,860,476	8,812,250	8,487,914	4,961,874	171,832	265,421	2,037,377	(1,836,784)	76,094,433
Less: Go-Pass														
401700 (Go-Pass)	1,489,523	1,773,420	2,292,296	2,235,045	2,224,457	2,224,457	2,434,784	2,488,107	1,282,052	-	-	1,261,231	-	19,705,372
Revenues without Go-Pass	7,647,393	7,230,948	6,836,086	7,110,941	6,493,964	5,636,019	6,377,467	5,999,807	3,679,822	171,832	265,421	776,146	(1,836,784)	56,389,061
<b>Tickets Sold</b>														
TVM	208,484	212,648	191,083	177,888	157,959	148,410	145,704	131,904	48,361	9,273	13,777	20,385	-	1,465,876
Clipper	324,201	336,291	313,278	343,584	291,610	266,076	314,613	288,646	107,071	7,505	10,565	17,376	-	2,620,816
Central	598	278	253	1,710	746	267	212	856	124	-	-	-	-	5,044
Mobile	80,166	83,628	76,775	82,955	74,612	68,233	81,154	77,372	25,947	2,105	2,864	5,704	-	661,515
# of tickets sold (without go-pass)	613,449	632,845	581,389	606,137	524,927	482,986	541,683	498,778	181,503	18,883	27,206	43,465	-	4,753,251
<b>AVG Revenue Per Ticket</b>														
TVM	\$ 7.74	\$ 7.82	\$ 7.63	\$ 7.55	\$ 7.11	\$ 7.27	\$ 6.98	\$ 7.04	\$ 5.19	\$ 5.19	\$ 5.76	\$ 27.62	\$ -	\$ 7.62
Clipper	\$ 16.04	\$ 13.98	\$ 14.40	\$ 14.25	\$ 15.48	\$ 14.35	\$ 14.02	\$ 14.69	\$ 28.92	\$ 13.36	\$ 10.89	\$ 10.51	\$ -	\$ 14.49
Central	\$ 8.97	\$ 5.01	\$ 51.73	\$ 3.77	\$ 7.52	\$ 2.59	\$ 4.96	\$ 9.90	\$ 3.62	\$ -	\$ -	\$ -	\$ -	\$ 4.12
Mobile	\$ 8.38	\$ 8.48	\$ 8.66	\$ 8.53	\$ 8.51	\$ 8.50	\$ 9.45	\$ 8.41	\$ 8.00	\$ 6.48	\$ 21.46	\$ 3.55	\$ -	\$ 8.60
Total	\$ 12.47	\$ 11.43	\$ 11.76	\$ 11.73	\$ 12.37	\$ 11.67	\$ 11.77	\$ 12.03	\$ 20.27	\$ 9.10	\$ 9.76	\$ 17.86	\$ -	\$ 11.86



FY 2019

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Total
<b>REVENUE</b>													
OPERATIONS:													
401400 (TVM)	2,153,744	2,063,162	1,813,930	1,518,480	1,248,783	1,206,898	1,199,057	1,070,443	1,281,978	1,442,306	1,497,611	1,934,874	18,431,265
401410 (Clipper)	4,747,996	4,871,388	4,644,561	4,700,474	4,428,249	3,990,931	4,451,925	4,279,480	4,560,027	4,659,147	4,674,010	4,613,721	54,621,910
401420 (Central)	5,363	1,934	16,623	4,510	3,046	509	1,104	2,789	4,556	-	-	24,474	64,908
401430 (Mobile App)	314,045	339,708	338,446	331,090	292,778	288,482	372,008	370,320	437,031	511,490	567,431	554,129	4,716,955
401500 (Gilroy)	163,844	170,445	170,634	158,882	172,358	157,691	149,881	148,995	148,590	158,699	158,699	155,331	1,903,941
401700 (Go-Pass)	1,569,464	1,623,045	1,674,853	1,977,573	2,194,886	1,725,860	1,590,303	1,609,187	1,637,668	3,632,014	3,120,171	574,114	22,929,136
total Farebox Revenue	8,954,455	9,069,681	8,659,046	8,691,008	8,340,099	7,370,371	7,764,277	7,481,216	8,069,851	10,393,547	10,017,921	7,856,642	102,668,114
Less: Go-Pass													
401700 (Go-Pass)	1,569,464	1,623,045	1,674,853	1,977,573	2,194,886	1,725,860	1,590,303	1,609,187	1,637,668	3,632,014	3,120,171	574,114	22,929,136
Revenues without Go-Pass	7,384,992	7,446,636	6,984,194	6,713,435	6,145,213	5,644,511	6,173,975	5,872,028	6,432,183	6,761,533	6,897,750	7,282,528	79,738,978
<b>Tickets Sold</b>													
TVM	266,524	259,470	227,667	199,846	170,821	163,256	162,688	145,961	169,908	182,690	194,282	211,280	2,354,393
Clipper	302,296	322,858	294,606	314,327	263,864	243,784	290,901	265,601	291,907	308,467	313,201	309,254	3,521,066
Central	438	374	1,419	930	655	273		359	884	550	2,199	1,086	9,167
Mobile	34,565	37,932	36,501	37,065	33,152	32,454	42,223	42,506	50,570	58,542	64,538	73,872	543,920
# of tickets sold (without go-pass)	603,823	620,634	560,193	552,168	468,492	439,767	495,812	454,427	513,269	550,249	574,220	595,492	6,428,546
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 8.08	\$ 7.95	\$ 7.97	\$ 7.60	\$ 7.31	\$ 7.39	\$ 7.37	\$ 7.33	\$ 7.55	\$ 7.89	\$ 7.71	\$ 9.16	\$ 7.83
Clipper	\$ 15.71	\$ 15.09	\$ 15.77	\$ 14.95	\$ 16.78	\$ 16.37	\$ 15.30	\$ 16.11	\$ 15.62	\$ 15.10	\$ 14.92	\$ 14.92	\$ 15.51
Central	\$ 12.24	\$ 5.17	\$ 11.71	\$ 4.85	\$ 4.65	\$ 1.86		\$ 7.77	\$ 5.15	\$ -	\$ -	\$ 22.54	\$ 7.08
Mobile	\$ 9.09	\$ 8.96	\$ 9.27	\$ 8.93	\$ 8.83	\$ 8.89	\$ 8.81	\$ 8.71	\$ 8.64	\$ 8.74	\$ 8.79	\$ 7.50	\$ 8.67
Total	\$ 12.23	\$ 12.00	\$ 12.47	\$ 12.16	\$ 13.12	\$ 12.84	\$ 12.45	\$ 12.92	\$ 12.53	\$ 12.29	\$ 12.01	\$ 12.23	\$ 12.40

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending August 31, 2022**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through August 31, 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 an easy comparison of year-to-date current actuals to the budget including dollar and percentage variances.

**Significance**

**Year to Date Revenues:** As of August year-to-date actual, the Grand Total Revenue (page 1, line 16) is \$0.1 million lower than the approved budget. This is primarily driven by the decrease in Caltrain Fares (page 1, line 1) which is partially offset by Go Pass (page 1, line2) and Other Income (page 1, line 5).

**Year to Date Expenses:** As of August year-to-date actual, the Grand Total Expense (page 2, line 50) is \$4.3 million lower than the approved budget. This is primarily driven by decreases in Fuel and Lubricants (page 2, line 24), Facilities and Equipment Maintenance (page 2, line 28), and Professional Services (page 2, line 38) due to the timing of expenses.

**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 August 2022.

Prepared By:	Danny Susantin	Accountant III	650.622.8073
	Jennifer Ye	Director, Accounting	650.622.7890

Statement of Revenue and Expense

<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>								
<b>STATEMENT OF REVENUE AND EXPENSE</b>								
<b>Fiscal Year 2023</b>								
<b>August 2022</b>								
							% OF YEAR ELAPSED	16.7%
JULY TO AUGUST					ANNUAL			
	CURRENT ACTUAL	ADOPTED BUDGET	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	
<b>REVENUE</b>								
<b>OPERATIONS:</b>								
1 Caltrain Fares	4,948,124	5,435,334	(487,210)	(9.0%)	30,219,000	30,219,000	-	
2 Go Pass	2,832,954	2,710,000	122,954	4.5%	16,260,000	16,260,000	-	
3 Parking Revenue	286,162	316,000	(29,838)	(9.4%)	1,896,000	1,896,000	-	
4 Rental Income	208,130	155,894	52,236	33.5%	935,357	935,357	-	
5 Other Income	479,606	279,386	200,220	71.7%	1,676,319	1,676,319	-	
6							-	
7 <b>TOTAL OPERATING REVENUE</b>	<b>8,754,976</b>	<b>8,896,614</b>	<b>(141,638)</b>	<b>1</b>	<b>50,986,676</b>	<b>50,986,676</b>	<b>-</b>	
8							-	
<b>CONTRIBUTIONS:</b>								
9							-	
10 AB434 Peninsula & TA Shuttle Fun	6,667	6,666	1	0.0%	40,000	40,000	-	
11 Operating Grants	1,881,360	1,881,360	-	0.0%	11,288,161	11,288,161	-	
12 Measure RR	18,834,833	18,834,833	-	0.0%	114,300,000	114,300,000	-	
13							-	
14 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>20,722,860</b>	<b>20,722,859</b>	<b>1</b>	<b>0.0%</b>	<b>125,628,161</b>	<b>125,628,161</b>	<b>-</b>	
15							-	
16 <b>GRAND TOTAL REVENUE</b>	<b>29,477,836</b>	<b>29,619,473</b>	<b>(141,638)</b>	<b>(.5%)</b>	<b>176,614,837</b>	<b>176,614,837</b>	<b>-</b>	
17							-	

<b>PENINSULA CORRIDOR JOINT POWERS BOARD</b>									
<b>STATEMENT OF REVENUE AND EXPENSE</b>									
<b>Fiscal Year 2023</b>									
<b>August 2022</b>									
						% OF YEAR ELAPSED	16.7%		
		JULY TO AUGUST			ANNUAL				
	CURRENT ACTUAL	ADOPTED BUDGET	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE		
18	<b>EXPENSE</b>							18	
19								19	
20	<b>DIRECT EXPENSE:</b>							20	
21	Rail Operator Service	15,723,176	15,652,962	70,214	0.4%	98,257,758	98,257,758	-	21
22	Security Services	1,069,471	1,339,228	(269,757)	(20.1%)	7,935,381	7,935,381	-	22
23	Shuttle Services	-	13,640	(13,640)	(100.0%)	121,600	121,600	-	23
24	Fuel and Lubricants*	1,954,929	2,923,204	(968,275)	(33.1%)	17,539,232	17,539,232	-	24
25	Timetables and Tickets	-	22,558	(22,558)	(100.0%)	135,350	135,350	-	25
26	Insurance	6,245,904	6,299,730	(53,826)	(.9%)	9,299,730	9,299,730	-	26
27	Claims, Payments, and Reserves	175,655	220,000	(44,345)	(20.2%)	1,320,000	1,320,000	-	27
28	Facilities and Equipment Maintenan	720,206	1,204,738	(484,532)	(40.2%)	7,258,788	7,258,788	-	28
29	Utilities	380,005	436,266	(56,261)	(12.9%)	2,617,600	2,617,600	-	29
30	Maint & Services-Bldg & Other	11,715	117,186	(105,471)	(90.0%)	1,754,100	1,754,100	-	30
31								31	
32	<b>TOTAL DIRECT EXPENSE</b>	<b>26,281,062</b>	<b>28,229,512</b>	<b>(1,948,450)</b>	<b>(6.9%)</b>	<b>146,239,539</b>	<b>146,239,539</b>	<b>-</b>	32
33								33	
34	<b>ADMINISTRATIVE EXPENSE</b>							34	
35	Wages and Benefits	3,400,568	3,615,910	(215,342)	(6.0%)	13,963,830	13,963,830	-	35
36	Managing Agency Admin OH Cost	253,104	594,242	(341,138)	(57.4%)	3,565,453	3,565,453	-	36
37	Board of Directors	1,684	9,544	(7,860)	(82.4%)	57,275	57,275	-	37
38	Professional Services	108,561	1,539,628	(1,431,067)	(92.9%)	9,305,755	9,305,755	-	38
39	Communications and Marketing	13,307	67,288	(53,981)	(80.2%)	403,730	403,730	-	39
40	Other Office Expenses and Services	245,070	453,334	(208,264)	(45.9%)	2,724,996	2,724,996	-	40
41								41	
42	<b>TOTAL ADMINISTRATIVE EXP.</b>	<b>4,022,294</b>	<b>6,279,946</b>	<b>(2,257,652)</b>	<b>(36.0%)</b>	<b>30,021,039</b>	<b>30,021,039</b>	<b>-</b>	42
43								43	
44	<b>TOTAL OPERATING EXPENSE</b>	<b>30,303,356</b>	<b>34,509,458</b>	<b>(2,639,088)</b>	<b>(7.6%)</b>	<b>176,260,578</b>	<b>176,260,578</b>	<b>-</b>	44
45								45	
46	Governance	1,928	58,334	(56,406)	(96.7%)	350,000	350,000	-	46
47								47	
48	Debt Service Expense	387,625	430,292	(42,667)	(9.9%)	2,581,752	2,581,752	-	48
49								49	
50	<b>GRAND TOTAL EXPENSE</b>	<b>30,692,909</b>	<b>34,998,084</b>	<b>(4,305,175)</b>	<b>(12.3%)</b>	<b>179,192,330</b>	<b>179,192,330</b>	<b>-</b>	50
51								51	
52	<b>NET SURPLUS / (DEFICIT)</b>	<b>(1,215,073)</b>	<b>(5,378,611)</b>	<b>4,163,537</b>	<b>(77.4%)</b>	<b>(2,577,493)</b>	<b>(2,577,493)</b>	<b>-</b>	52
53								53	
54	<b>Draw from FY2022 surplus</b>					<b>2,577,493</b>	<b>2,577,493</b>		54
55	<b>ADJUSTED NET SURPLUS / (DEFICIT)</b>					<b>-</b>	<b>-</b>		55
56								56	
57	<b>* Fuel and Lubricants costs were reduced by a realized gain of \$750,078 from the fuel hedge program.</b>								57



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

**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF AUGUST 31, 2022**

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	1.276%	10,088,426	10,088,426
County Pool (Unrestricted)		Liquid Cash	1.263%	563,159	563,159
Other (Unrestricted)		Liquid Cash	2.130%	183,789,629	183,789,629
Other (Restricted)	**	Liquid Cash	0.075%	62,187,874	62,187,874
				<b>\$ 256,629,088</b>	<b>\$ 256,629,088</b>

Interest Earnings for August 2022	\$ 79,186.18
Accrued Dividend for August 2022	\$ 221,910.90
Cumulative Earnings FY2023	\$ 381,450.49

\* 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, PTMSEA 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.

FY 2023

PENINSULA CORRIDOR JOINT POWERS BOARD			
<i>Farebox Revenues by Ticket Type</i>	Jul-22	Aug-22	Total
<b>REVENUE</b>			
OPERATIONS:			
401400 (TVM)	814,640	1,105,132	1,919,772
401410 (Clipper)	940,595	1,277,187	2,217,782
401420 (Central)	5,139	945	6,084
401430 (Mobile App)	346,758	354,177	700,935
401500 (Gilroy)	37,440	66,110	103,550
401700 (Go-Pass)	1,417,118	1,415,836	2,832,954
total Farebox Revenue	3,561,691	4,219,387	7,781,077
Less: Go-Pass			
401700 (Go-Pass)	1,417,118	1,415,836	2,832,954
Revenues without Go-Pass	2,144,573	2,803,551	4,948,124
<b>Tickets Sold</b>			
TVM	86,060	85,175	171,235
Clipper	156,991	179,837	336,828
Central	319	145	464
Mobile	42,175	43,696	85,871
# of tickets sold (without go-pass)	285,545	308,853	594,398
<b>AVG Revenue Per Ticket</b>			
TVM	\$ 9.47	\$ 12.97	\$ 11.21
Clipper	\$ 5.99	\$ 7.10	\$ 6.58
Central	\$ 16.11	\$ 6.52	\$ 13.11
Mobile	\$ 8.22	\$ 8.11	\$ 8.16
Total	\$ 7.51	\$ 9.08	\$ 8.32

FY 2022

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
<b>REVENUE</b>													
OPERATIONS:													
401400 (TVM)	609,407	694,301	297,963	634,662	514,945	503,829	402,001	425,090	518,694	426,130	886,933	922,485	6,836,440
401410 (Clipper)	466,207	507,976	320,066	628,888	773,248	690,398	418,215	564,410	811,782	451,071	1,021,234	1,111,260	7,764,755
401420 (Central)	545	-	5,108	19,817	-	-	(8)	2,475	303	535	5,523	5,613	39,911
401430 (Mobile App)	203,051	217,349	138,764	249,286	239,150	220,698	148,995	181,828	270,431	179,642	349,616	409,987	2,808,795
401500 (Gilroy)	28,850	21,257	28,301	20,933	43,585	46,782	35,746	31,111	32,723	49,067	29,202	81,724	449,281
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	1,364,606	1,406,171	1,390,999	1,057,412	15,337,175
total Farebox Revenue	2,418,089	2,688,193	1,966,449	2,752,867	3,005,881	2,742,162	2,337,305	2,542,265	2,998,539	2,512,617	3,683,506	3,588,482	33,236,357
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	1,364,606	1,406,171	1,390,999	1,393,850	15,337,175
Revenues without Go-Pass	1,308,059	1,440,882	790,201	1,553,585	1,570,928	1,461,707	1,004,949	1,204,914	1,633,933	1,106,445	2,292,508	2,194,632	17,899,182
<b>Tickets Sold</b>													
TVM	66,225	57,800	65,068	65,036	55,514	50,809	40,552	43,646	58,771	79,927	80,118	92,208	755,674
Clipper	75,041	77,163	94,859	99,959	96,607	83,449	68,589	82,124	115,541	132,306	141,563	160,556	1,227,757
Central	33	-	698	1,876	-	-	-	150	100	124	784	267	4,032
Mobile	27,060	25,610	31,175	33,226	29,105	24,778	19,520	23,974	33,935	45,168	41,229	46,661	381,441
# of tickets sold (without go-pass)	168,359	160,573	191,800	200,097	181,226	159,036	128,661	149,894	208,347	257,525	263,694	299,692	2,368,904
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 9.20	\$ 12.01	\$ 4.58	\$ 9.76	\$ 9.28	\$ 9.92	\$ 9.91	\$ 9.74	\$ 8.83	\$ 5.33	\$ 11.07	\$ 10.00	\$ 9.05
Clipper	\$ 6.21	\$ 6.58	\$ 3.37	\$ 6.29	\$ 8.00	\$ 8.27	\$ 6.10	\$ 6.87	\$ 7.03	\$ 3.41	\$ 7.21	\$ 6.92	\$ 6.32
Central	\$ 16.50	\$ -	\$ 7.32	\$ 10.56	\$ -	\$ -	\$ -	\$ 16.50	\$ 3.03	\$ 4.31	\$ 7.04	\$ 21.02	\$ 9.90
Mobile	\$ 7.50	\$ 8.49	\$ 4.45	\$ 7.50	\$ 8.22	\$ 8.91	\$ 7.63	\$ 7.58	\$ 7.97	\$ 3.98	\$ 8.48	\$ 8.79	\$ 7.36
Total	\$ 7.77	\$ 8.97	\$ 4.12	\$ 7.76	\$ 8.67	\$ 9.19	\$ 7.81	\$ 8.04	\$ 7.84	\$ 4.30	\$ 8.69	\$ 7.32	\$ 7.56



FY 2021

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
<b>REVENUE</b>													
OPERATIONS:													
401400 (TVM)	139,293.75	173,800.08	108,714.84	185,771.57	182,821.01	114,067.80	127,741.55	194,927.10	185,646.11	258,991.28	324,972.20	462,089.72	2,458,837
401410 (Clipper)	226,443	169,044	228,845	243,384	233,896	210,677	183,638	203,835	251,300	229,332	291,553	453,039	2,924,987
401420 (Central)	-	-	-	-	-	-	-	-	-	-	-	309,748	309,748
401430 (Mobile App)	49,871	45,156	52,780	58,999	55,511	43,786	38,122	46,820	69,665	80,485	97,677	191,178	830,051
401500 (Gilroy)	13,594	14,988	15,570	15,641	14,948	13,455	8,075	12,593	11,834	14,470	14,764	28,827	178,759
401700 (Go-Pass)	2,524,374	2,599,447	2,546,728	2,533,100	2,546,634	2,577,123	2,450,631	2,486,822	2,507,143	841,682	929,836	1,194,012	25,737,533
total Farebox Revenue	2,953,576	3,002,435	2,952,638	3,036,896	3,033,810	2,959,110	2,808,208	2,944,996	3,025,589	1,424,960	1,658,803	2,638,894	32,439,915
Less: Go-Pass													
401700 (Go-Pass)	2,524,374	2,599,447	2,546,728	2,533,100	2,546,634	2,577,123	2,450,631	2,486,822	2,507,143	841,682	929,836	1,194,012	25,737,533
Revenues without Go-Pass	429,202	402,988	405,910	503,796	487,176	381,986	357,577	458,174	518,445	583,279	728,966	1,444,882	6,702,382
<b>Tickets Sold</b>													
TVM	23,290	22,588	23,655	26,347	22,915	18,823	17,944	20,142	24,893	28,454	35,016	51,311	315,378
Clipper	20,896	20,875	22,928	25,849	22,954	19,075	18,420	21,189	28,519	33,754	43,762	61,532	339,753
Central	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile	6,699	6,812	7,299	8,840	7,710	6,064	6,053	7,044	9,074	10,823	14,072	20,904	111,394
# of tickets sold (without go-pass)	50,885	50,275	53,882	61,036	53,579	43,962	42,417	48,375	62,486	73,031	92,850	133,747	766,525
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 5.98	\$ 7.69	\$ 4.60	\$ 7.05	\$ 7.98	\$ 6.06	\$ 7.12	\$ 9.68	\$ 7.46	\$ 9.10	\$ 9.28	\$ 9.01	\$ 7.80
Clipper	\$ 10.84	\$ 8.10	\$ 9.98	\$ 9.42	\$ 10.19	\$ 11.04	\$ 9.97	\$ 9.62	\$ 8.81	\$ 6.79	\$ 6.66	\$ 7.36	\$ 8.61
Central	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile	\$ 7.44	\$ 6.63	\$ 7.23	\$ 6.67	\$ 7.20	\$ 7.22	\$ 6.30	\$ 6.65	\$ 7.68	\$ 7.44	\$ 6.94	\$ 9.15	\$ 7.45
Total	\$ 8.43	\$ 8.02	\$ 7.53	\$ 8.25	\$ 9.09	\$ 8.69	\$ 8.43	\$ 9.47	\$ 8.30	\$ 7.99	\$ 7.85	\$ 10.80	\$ 8.74

FY 2020

PENINSULA CORRIDOR JOINT POWERS BOARD														
Farebox Revenues by Ticket Type	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Write Off	Total
<b>REVENUE</b>														
OPERATIONS:														
401400 (TVM)	1,613,345.66	1,662,919.41	1,457,471.17	1,342,293.45	1,123,819.36	1,078,657.47	1,016,784.48	928,899.58	250,924.02	48,093.62	79,418.40	562,993.21	-	11,165,620
401410 (Clipper)	5,200,254	4,701,258	4,510,919	4,895,337	4,513,378	3,819,464	4,409,459	4,240,912	3,096,806	100,300	115,038	182,584	(1,815,013)	37,970,696
401420 (Central)	5,363	1,394	13,086	6,450	5,609	693	1,051	8,475	449	-	-	-	(21,771)	20,799
401430 (Mobile App)	672,028	708,974	665,104	707,979	634,817	579,991	767,140	650,721	207,648	13,646	61,466	20,261	-	5,689,776
401500 (Gilroy)	156,403	156,403	189,506	158,882	216,341	157,214	183,033	170,799	123,994	9,792	9,498	10,308	-	1,542,171
401700 (Go-Pass)	1,489,523	1,773,420	2,292,296	2,235,045	2,224,457	2,224,457	2,434,784	2,488,107	1,282,052	-	-	1,261,231	-	19,705,372
total Farebox Revenue	9,136,916	9,004,368	9,128,382	9,345,986	8,718,421	7,860,476	8,812,250	8,487,914	4,961,874	171,832	265,421	2,037,377	(1,836,784)	76,094,433
Less: Go-Pass														
401700 (Go-Pass)	1,489,523	1,773,420	2,292,296	2,235,045	2,224,457	2,224,457	2,434,784	2,488,107	1,282,052	-	-	1,261,231	-	19,705,372
Revenues without Go-Pass	7,647,393	7,230,948	6,836,086	7,110,941	6,493,964	5,636,019	6,377,467	5,999,807	3,679,822	171,832	265,421	776,146	(1,836,784)	56,389,061
<b>Tickets Sold</b>														
TVM	208,484	212,648	191,083	177,888	157,959	148,410	145,704	131,904	48,361	9,273	13,777	20,385	-	1,465,876
Clipper	324,201	336,291	313,278	343,584	291,610	266,076	314,613	288,646	107,071	7,505	10,565	17,376	-	2,620,816
Central	598	278	253	1,710	746	267	212	856	124	-	-	-	-	5,044
Mobile	80,166	83,628	76,775	82,955	74,612	68,233	81,154	77,372	25,947	2,105	2,864	5,704	-	661,515
# of tickets sold (without go-pass)	613,449	632,845	581,389	606,137	524,927	482,986	541,683	498,778	181,503	18,883	27,206	43,465	-	4,753,251
<b>AVG Revenue Per Ticket</b>														
TVM	\$ 7.74	\$ 7.82	\$ 7.63	\$ 7.55	\$ 7.11	\$ 7.27	\$ 6.98	\$ 7.04	\$ 5.19	\$ 5.19	\$ 5.76	\$ 27.62	\$ -	\$ 7.62
Clipper	\$ 16.04	\$ 13.98	\$ 14.40	\$ 14.25	\$ 15.48	\$ 14.35	\$ 14.02	\$ 14.69	\$ 28.92	\$ 13.36	\$ 10.89	\$ 10.51	\$ -	\$ 14.49
Central	\$ 8.97	\$ 5.01	\$ 51.73	\$ 3.77	\$ 7.52	\$ 2.59	\$ 4.96	\$ 9.90	\$ 3.62	\$ -	\$ -	\$ -	\$ -	\$ 4.12
Mobile	\$ 8.38	\$ 8.48	\$ 8.66	\$ 8.53	\$ 8.51	\$ 8.50	\$ 9.45	\$ 8.41	\$ 8.00	\$ 6.48	\$ 21.46	\$ 3.55	\$ -	\$ 8.60
Total	\$ 12.47	\$ 11.43	\$ 11.76	\$ 11.73	\$ 12.37	\$ 11.67	\$ 11.77	\$ 12.03	\$ 20.27	\$ 9.10	\$ 9.76	\$ 17.86	\$ -	\$ 11.86

FY 2019

PENINSULA CORRIDOR JOINT POWERS BOARD													
Farebox Revenues by Ticket Type	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Total
<b>REVENUE</b>													
OPERATIONS:													
401400 (TVM)	2,153,744	2,063,162	1,813,930	1,518,480	1,248,783	1,206,898	1,199,057	1,070,443	1,281,978	1,442,306	1,497,611	1,934,874	18,431,265
401410 (Clipper)	4,747,996	4,871,388	4,644,561	4,700,474	4,428,249	3,990,931	4,451,925	4,279,480	4,560,027	4,659,147	4,674,010	4,613,721	54,621,910
401420 (Central)	5,363	1,934	16,623	4,510	3,046	509	1,104	2,789	4,556	-	-	24,474	64,908
401430 (Mobile App)	314,045	339,708	338,446	331,090	292,778	288,482	372,008	370,320	437,031	511,490	567,431	554,129	4,716,955
401500 (Gilroy)	163,844	170,445	170,634	158,882	172,358	157,691	149,881	148,995	148,590	148,590	158,699	155,331	1,903,941
401700 (Go-Pass)	1,569,464	1,623,045	1,674,853	1,977,573	2,194,886	1,725,860	1,590,303	1,609,187	1,637,668	3,632,014	3,120,171	574,114	22,929,136
total Farebox Revenue	8,954,455	9,069,681	8,659,046	8,691,008	8,340,099	7,370,371	7,764,277	7,481,216	8,069,851	10,393,547	10,017,921	7,856,642	102,668,114
Less: Go-Pass													
401700 (Go-Pass)	1,569,464	1,623,045	1,674,853	1,977,573	2,194,886	1,725,860	1,590,303	1,609,187	1,637,668	3,632,014	3,120,171	574,114	22,929,136
Revenues without Go-Pass	7,384,992	7,446,636	6,984,194	6,713,435	6,145,213	5,644,511	6,173,975	5,872,028	6,432,183	6,761,533	6,897,750	7,282,528	79,738,978
<b>Tickets Sold</b>													
TVM	266,524	259,470	227,667	199,846	170,821	163,256	162,688	145,961	169,908	182,690	194,282	211,280	2,354,393
Clipper	302,296	322,858	294,606	314,327	263,864	243,784	290,901	265,601	291,907	308,467	313,201	309,254	3,521,066
Central	438	374	1,419	930	655	273		359	884	550	2,199	1,086	9,167
Mobile	34,565	37,932	36,501	37,065	33,152	32,454	42,223	42,506	50,570	58,542	64,538	73,872	543,920
# of tickets sold (without go-pass)	603,823	620,634	560,193	552,168	468,492	439,767	495,812	454,427	513,269	550,249	574,220	595,492	6,428,546
<b>AVG Revenue Per Ticket</b>													
TVM	\$ 8.08	\$ 7.95	\$ 7.97	\$ 7.60	\$ 7.31	\$ 7.39	\$ 7.37	\$ 7.33	\$ 7.55	\$ 7.89	\$ 7.71	\$ 9.16	\$ 7.83
Clipper	\$ 15.71	\$ 15.09	\$ 15.77	\$ 14.95	\$ 16.78	\$ 16.37	\$ 15.30	\$ 16.11	\$ 15.62	\$ 15.10	\$ 14.92	\$ 14.92	\$ 15.51
Central	\$ 12.24	\$ 5.17	\$ 11.71	\$ 4.85	\$ 4.65	\$ 1.86		\$ 7.77	\$ 5.15	\$ -	\$ -	\$ 22.54	\$ 7.08
Mobile	\$ 9.09	\$ 8.96	\$ 9.27	\$ 8.93	\$ 8.83	\$ 8.89	\$ 8.81	\$ 8.71	\$ 8.64	\$ 8.74	\$ 8.79	\$ 7.50	\$ 8.67
Total	\$ 12.23	\$ 12.00	\$ 12.47	\$ 12.16	\$ 13.12	\$ 12.84	\$ 12.45	\$ 12.92	\$ 12.53	\$ 12.29	\$ 12.01	\$ 12.23	\$ 12.40

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Approve Adding Federal Employees Liability Act Insurance to the Rail Liability Program**

Finance Committee Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

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

1. Approve the addition of a new line of insurance coverage for Federal Employees Liability Act Insurance (FELA) to the Rail Liability program; and
2. Authorize the Acting Executive Director or designee to execute an amendment to the JPB's contract with TransitAmerica Services Inc. regarding the JPB's procurement of FELA coverage and to take any other actions necessary to bind FELA coverage with a \$50M limit and \$500,000 self-insured retention.

**Significance**

The JPB is adding FELA coverage to this year's Rail Liability program, for substantial premium savings. This coverage was historically procured by Transit America Services, Inc. (TASI) as a standalone insurance program at \$100M in limits. FELA provides coverage specifically for railroad workers who are injured on the job, and functions similar to workers' compensation. The loss experience on the FELA program has been consistently low since 2013, and the JPB is now adding it as a coverage line on its Rail Liability program at \$50M in limits with a \$500,000 self-insured retention for FELA claims. The JPB's rail liability limits will remain at \$200 million with an additional \$100 million provided by TASI. In addition, the JPB will maintain the additional \$23M in limits given the inflationary increase of the Passenger Rail Cap for a total of \$323 million in coverage for FY2023. FELA is a separate line of coverage from JPB's rail liability program, and has separate dedicated limits.

The reduction of the policy limit for FELA coverage is based on the loss history of the program, and the premium savings associated with the limit reduction. Typically Rail Liability programs include FELA coverage instead of placing it as a separate insurance tower. TASI's expiring premium for this is \$3,400,000 which is passed through as an expense to the JPB as part of the



**Resolution No. 2022-**

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

\* \* \*

**Authorizing the Addition of Federal Employer Liability Act Coverage to the  
Rail Liability Program for Fiscal Year 2023**

**Whereas**, on August 4, 2022, the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB) approved and ratified the renewal of the JPB's insurance program for FY2023, including the types of coverage, limits and premiums with the following significant elements:

1. A self-insured retention in the amount of \$2 million.
2. Railroad Liability, Commercial General Liability and Excess Automobile Liability policies, including Terrorism (TRIA) coverage, with a total limit of \$198 million, in excess of the \$2 million self-insured retention, at an annual premium of \$3,821,250. JPB also procures \$23 million in excess of \$300 million additional policy limits so as to satisfy the federal government's new \$323 million Rail Passenger Liability Cap, as well as meet contractual requirements that the JPB maintain limits up to the rail liability cap, for an annual premium of \$120,175.
3. Property insurance, including Special Risk property policies, at an annual premium of \$2,000,621 with limits of \$400 million and a \$500,000 deductible to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements;
4. Public Officials Liability coverage with \$15 million limits at an annual premium of \$155,717.
5. Pollution Liability for a 2-year policy term with a \$10 million limit at a premium of \$78,697.
6. Annual Special Events and Emergency Drill liability with a \$2 million limit at a premium of \$27,967.
7. Railroad Protective Liability coverage with an annual premium of \$44,941.
8. Volunteers AD&D for a premium of \$1,499; and

**Whereas**, the Federal Employee Liability Act coverage was historically procured by Transit America Services, Inc. (TASI) as a standalone insurance program at \$100M in limits. The loss experience on the FELA program has been consistently low since 2013, and the JPB has now received quotes to add FELA it as a coverage line on its Rail Liability program at \$50M in limits with a \$500K self-insured retention for FELA claims; and

**Whereas**, TASI's expiring premium for this is \$3,400,000 which is passed through as an expense to the JPB as part of the Operator contract. The premiums to add this FELA coverage to JPB's Rail Liability program this year is \$2,574,000, which is a premium savings of \$826,000; and

**Whereas**, Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) add an additional line of insurance coverage for Federal Employees Liability Act Insurance (FELA) to the Rail Liability program and authorize the Acting Executive Director or designee to execute an amendment to the Agreement for Provision of Rail Operations, Maintenance, and Support Services, effective October 1, 2011, between JPB and TASI (Contract No. 10-PCJPB-S-025) to reflect the change in responsibility for the procurement of FELA coverage.

**Now, Therefore, May It Be Resolved** that the Board of Directors hereby approves the addition of FELA coverage to the JPB's insurance program for FY2023 and authorizes the Acting Executive Director or designee to execute an amendment to the Agreement for Provision of Rail Operations, Maintenance, and Support Services, effective October 1, 2011, regarding responsibility for FELA coverage in a form approved by legal counsel and take any other actions needed to bind this coverage.

Regularly passed and adopted this 6<sup>th</sup> day of October, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work Program – Legislative – Planning Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Robert Barnard, Deputy Chief, Rail Development  
Subject: **Authorize the Execution of the Necessary Agreements and Amendments to Receive Funds and Act as the Project Lead to Deliver the Final Design Phase of the Rengstorff Avenue Grade Separation Project**

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 designee, to execute agreements with the City of Mountain View (City) and the Santa Clara Valley Transportation Authority (VTA) for the Peninsula Corridor Joint Powers Board (JPB) to receive funds and to act as the project lead to deliver the final design phase of the Rengstorff Avenue Grade Separation project; and
2. Authorize the Executive Director, or designee, to file any required documentation and to take any additional actions necessary to give effect to deliver this action.

**Significance**

The JPB has completed the preliminary design and the environmental clearance for the Rengstorff Avenue Grade Separation. Moving forward, the City of Mountain View (City), the Santa Clara Valley Transportation Authority (VTA) and the Peninsula Corridor Joint Powers Board (JPB) staff believe that the best approach is for the JPB to act as the lead implementing agency, with VTA taking on the Funding and Oversight role and the City serving as the Project Sponsor, Funding Partner and the Community Outreach lead.

A cooperative agreement between the VTA, the City and the JPB will define the roles and responsibilities of each party for the final design phase. Several other agreements including but not limited to construction and real estate will be executed in the future. The cost of the next phase of work for this project, the final design, is estimated at \$20.0 million. To fund this phase of work, VTA will contribute \$18.5 million in 2016 Measure B funds and the City will contribute \$1.5 million. During the final design phase, detailed design work will be performed and bid documents for construction will be prepared.

### **Budget Impact**

The design phase is fully funded by the VTA and the City. Therefore, no budget impact to the JPB is expected.

### **Background**

For the past several years, the JPB has served as the lead agency for the engineering design and environmental clearance, and eventual construction, of grade separations in San Mateo County, including projects in the Cities of San Bruno and San Mateo.

In 2016, Santa Clara County voters approved Measure B, which established \$700 million in funding for the grade separation of eight roads that intersect the Caltrain tracks in the cities of Palo Alto, Mountain View, and Sunnyvale. The intersection at Castro Street and Moffett Boulevard, along with Rengstorff Avenue, are the two grade separations in the City of Mountain View.

The Rengstorff Avenue Grade Separation Project (Project) will: (1) grade separate Rengstorff Avenue from the JPB rail crossing by depressing the intersection at Rengstorff Avenue and Central Expressway below grade and leaving the railroad at approximately the existing elevation in Mountain View; (2) close Crisanto Avenue and Leland Avenue; (3) construct Leland Connector to maintain vehicular access to the market and residential area on the west side of Rengstorff Avenue; and (4) construct a bicycle and pedestrian bridge parallel to the JPB tracks to maintain an east-west connection across Rengstorff Avenue. The goal of the project is to improve safety, increase mobility of the surrounding communities, improve accessibility to the emergency vehicles, reduce noise and improve air-quality. The detailed design phase is expected to start in April of 2023 and finish in March of 2025. The construction is expected to start in Summer 2025 and finish in Winter 2027.

Prepared By: Arul Edwin

Senior Project Manager

650.339.8845

**Resolution No. 2022-**

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

\* \* \*

**Authorizing the Execution of the Necessary Agreements and Amendments to Receive Funds  
and Act as the Project Lead to deliver the Final Design phase of the Rengstorff Avenue Grade  
Separation Project**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) is a public agency existing under the laws of the State of California and operates commuter rail passenger service (“Caltrain”) along a seventy-seven (77) mile route between San Francisco and Gilroy, California; and

**Whereas**, the Santa Clara Valley Transportation Authority (VTA), is a public agency existing under the laws of the State of California and is a member agency of the JPB and is authorized to design, fund, and construct transportation improvements in and near the County of Santa Clara; and

**Whereas**, the City of Mountain View, is a California charter city and municipal corporation (“City”), is the sponsor of the Rengstorff Avenue Grade Separation Project; and

**Whereas**, on November 8, 2016, the voters of Santa Clara County enacted 2016 Measure B for 30 years to pay for nine transportation-related program categories (“2016 Measure B”); and

**Whereas**, on October 5, 2017, the VTA Board of Directors established the 2016 Measure B Program and adopted the 2016 Measure B Program Category Guidelines; and

**Whereas**, 2016 Measure B includes a “Caltrain Grade Separations” program category for the purpose of funding grade separation projects along the Caltrain corridor in the cities of

Sunnyvale, Mountain View, and Palo Alto, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections (“Grade Separation Program Projects”); and

**Whereas**, the implementation of the Grade Separation Program Projects will enable Caltrain to operate more frequent service without negatively impacting local traffic while also making rail operations safer by separating rail operations from local streets; and

**Whereas**, the JPB is responsible for the safe and reliable operation of its train service and the passengers who use it, and the JPB retains responsibility for the final design and construction of Grade Separation Program Projects occurring on its right of way; and

**Whereas**, VTA is responsible for the allocation and use of the 2016 Measure B funding for the Grade Separation Program Projects and will provide oversight, guidance, and support throughout all applicable phases of the Grade Separation Program Projects; and

**Whereas**, the City of Mountain View (City) is responsible for the provision of non-2016 Measure B Contribution Requirement to sponsor Grade Separation Program Projects within the City; and

**Whereas**, the JPB, the City, and VTA desire to grade-separate the Rengstorff Avenue at-grade crossing to improve safety and reduce traffic congestion, and the JPB has completed the preliminary design and the environmental clearance for the Rengstorff Avenue Grade Separation. The City, VTA, and the JPB staff believe that the best approach is for the JPB to act as the lead implementing agency, with VTA taking on the Funding and Oversight role and the City serving as the Project Sponsor, Funding Partner, and the Community Outreach lead: and

**Whereas**, the City and VTA desire to proceed with the final design phase of the Project and the total cost of the final design phase of the Project is estimated to be approximately \$20 million; VTA has budgeted \$18.5 million for the final design phase of the Project; the City has budgeted \$1.5M for the final design phase of the Project; the JPB, VTA and the City desire that the JPB continue as the lead implementing agency for the final design phase of the project; and all Project-related costs incurred by the JPB for the final design phase will be paid for by the City and VTA; and

**Whereas**, the Staff Coordinating Council recommends the Board:

1. Authorize the Acting Executive Director, or designee, to execute agreements with the City and VTA for the JPB to receive funds and to act as the project lead to deliver the final design phase of the Rengstorff Avenue Grade Separation project; and
2. Authorize the Acting Executive director, or designee, to file any required documentation and to take any additional actions necessary to give effect to deliver this action.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorize the Acting Executive Director, or designee, to execute agreements with the City and VTA for the JPB to receive funds and to act as the project lead to deliver the final design phase of the Rengstorff Avenue Grade Separation project; and

**Be It Further Resolved** that the Board of Directors authorize the Acting Executive Director, or designee, to file any required documentation and to take any additional actions necessary to give effect to accomplish this action.

Regularly passed and adopted this 6th day of October 2022, by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee

Through: Michelle Bouchard, Acting Executive Director

From: Rob Barnard, Deputy Chief, Rail Development

Subject: **Authorize Execution of Comprehensive Agreement with the County of Santa Clara in Support of the Mountain View Transit Center Grade Separation and Access Project**



Finance Committee  
Recommendation



Work Program-  
Legislative-Planning



Staff Coordinating  
Council Reviewed



Staff Coordinating Council  
Recommendation

**Action**

Staff Coordinating Council recommends that the Board of Directors (the “Board”) of the Peninsula Corridor Joint Powers Board (“JPB”):

1. Authorize the Acting Executive Director, or designee, to execute a Comprehensive Agreement with County of Santa Clara for the Mountain View Transit Center Grade Separation and Access Project to reimburse the County for work in connection to the project in the not-to-exceed amount of \$135,000; and
2. Authorize the Acting Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to this action.

**Significance**

The Comprehensive Agreement is intended to memorialize the parties’ consultation and cooperation, designate their respective rights and obligations, and ensure cooperation between the JPB and County of Santa Clara in connection with the design and construction of the Mountain View Transit Center Grade Separation and Access Project (“Project”). The Comprehensive Agreement will provide for the JPB to reimburse the County of Santa Clara for plan review, inspection costs, and permits that may be incurred by the County in connection with County-owned facilities, roadways, and expressways affected by the implementation of the Project. The County of Santa Clara estimates that the cost for this effort is \$135,000.

### **Budget Impact**

There is no impact to the JPB's budget.

The costs for design-review, associated permit and inspection costs to be reimbursed to the County of Santa Clara are included in the overall project costs estimate for the Mountain View Transit Center Grade Separation and Access Project, which is funded by VTA and the City of Mountain View.

### **Background**

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

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

At the JPB Board Meeting on August 4, 2022, the JPB adopted the CMGC Findings and authorized the use of the CMGC Project Delivery Method pursuant to Public Utilities Code Section 103393 et seq. for the Mountain View Transit Center Grade Separation and Access Project. The award of the CMGC Contract is anticipated to occur in summer/fall 2023.

The Comprehensive Agreement will help facilitate the design and construction of the Project by defining the roles and responsibilities among County of Santa Clara, the JPB and the CMGC contractor relative to implementation of the Mountain View Transit Center Grade Separation and Access Project.

Prepared By:	Alvin Piano	Project Manager	650.508.6447
	Rob Barnard	Deputy Chief, Rail Development	650.508.7783



**Resolution No. 2022 –**

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

\* \* \*

**Authorizing Comprehensive Agreement with County of Santa Clara in Support of the  
Mountain View Transit Center Grade Separation and Access Project in a Not to Exceed  
Amount of \$135,000**

**Whereas**, on June 2, 2022, Pursuant to Resolution No. 2022-31, the Peninsula Corridor Joint Powers Board (JPB) authorized award of a contract to HNTB Corporation for Mountain View Transit Center Grade Separation and Access Project, and Adoption of California Environmental Quality Act (CEQA) Determination and Addendum to the Mitigated Negative Declaration; and

**Whereas**, on August 4, 2022, pursuant to Resolution No. 2022-45, the JPB authorized the use of the Construction Manager/ General Contractor (CMGC) for the Mountain View Transit Center Grade Separation and Access Project; and

**Whereas**, the JPB desires to work with County of Santa Clara to facilitate the design and construction of the Mountain View Transit Center Grade Separation and Access Project and the JPB and the County wish to memorialize their on-going cooperation that during implementation of the Mountain View Transit Center Grade Separation and Access Project in an agreement; and

**Whereas**, the JPB is working with County of Santa Clara to develop procedures to: (1) cooperate during the design and construction process; (2) avoid unnecessary delays in the contracting, design or construction process; and (3) facilitate plan reviews and inspection of the

construction, relocation, and replacement, as necessary of, County-owned facilities affected by the Mountain View Transit Center Grade Separation and Access Project; and

**Whereas,** the Staff Coordinating Council recommends that the JPB enter into a Comprehensive Agreement with County of Santa Clara in support of the Mountain View Transit Center Grade Separation and Access Project that provides for the JPB's reimbursement of the County of Santa Clara in a not-to-exceed value of \$135,000 to provide design and construction support project.

**Now, Therefore, Be It Resolved** that the Board of Directors of the JPB hereby authorizes the Acting Executive Director, or designee, to execute a Comprehensive Agreement with County of Santa Clara to facilitate the design and construction of relative to County of Santa Clara owned facilities that may be affected by the Mountain View Transit Center Grade Separation and Access Project in not-to-exceed value of \$135,000.

Regularly passed and adopted this 6<sup>th</sup> day of October 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee

Through: Michelle Bouchard, Acting Executive Director

From: Rob Barnard, Deputy Chief, Rail Development

Subject: **Authorize Execution of the Amended Cooperative Agreement to Receive Funding for Additional Final Design Cost and the Construction Manager General Contractor (CMGC) Pre-Construction Phase and Amend the Project Budget from \$11,200,000 to \$18,200,000 for the Mountain View Transit Center Grade Separation and Access Project**



Finance Committee  
Recommendation



Work Program-  
Legislative-Planning



Staff Coordinating  
Council Reviewed



Staff Coordinating Council  
Recommendation

**Action**

Staff Coordinating Council recommends that the Board of Directors (the “Board”) of the Peninsula Corridor Joint Powers Board (“JPB”):

1. Authorize the Executive Director, or designee, to execute the amended agreement with the City of Mountain View (City) and Santa Clara Valley Transportation Authority (VTA) for the Peninsula Corridor Joint Powers Board (JPB) to receive additional funding for the Final Design, Environmental Permitting and Right of Way Engineering phases and funding for the Construction Manager / General Contractor (CMGC) Pre-Construction phase for the Mountain View Transit Center Grade Separation and Access Project; and
2. Increase the Project budget by \$7,000,000, from \$11,200,000 to \$18,200,000; and
3. Authorize the Acting Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to this action.

**Significance**

The Mountain View Transit Center Grade Separation and Access Project (Project) will improve safety and multimodal access to the Transit Center and Downtown Mountain View. The project includes closing Castro Street at W. Evelyn Avenue and redirecting motorized traffic to the existing Shoreline Blvd overpass via a new access ramp. A dedicated pedestrian and bicycle

undercrossing will be constructed under the Caltrain tracks and Central Expressway to connect Castro Street with Moffett Boulevard on the other side.

The Amended Cooperative Agreement with VTA, City of Mountain View, and JPB, which the Board will be authorizing, by this action, will complete the Final Design, Environmental Permitting and Right of Way Engineering phases as well as the CMGC Pre-Construction phase of the Project. The CMGC Pre-construction phase will include the Pre-Construction services executed by the future CMGC Contractor to provide on-going design input, provide constructability reviews, prepare construction cost estimates, prepare construction schedule, and other critical components that would help reduce project costs, expedite the project completion and provide features not achievable through the traditional design-bid-build method.

Although the JPB’s work as lead implementing agency will be fully funded by the VTA and City, approval by the Board of Directors to enter into these amended agreements is desired, given the magnitude of the Project and the JPB resources required to support it.

To date, approximately \$11.2M, with \$10M to be reimbursed by VTA and the City bearing \$1.2M of the City’s own related costs, has been budgeted for the Final Design Phase. An additional \$3 million will be available for the completion of the Final Design, Environmental Permitting and Right of Way Engineering phases.

At this time, the parties estimate the CMGC Pre-Construction phase will cost approximately \$4 million, to be reimbursed by VTA to JPB for eligible CMGC Pre-Construction phase costs. VTA will bear its own costs of project oversight for this phase. Should additional funds be required for the design work for the relocation of non-franchise utilities or any other additional design work, the parties will seek funds from non-JPB sources. VTA will use 2016 Measure B funds to provide Project funding for these particular phases and scopes of work for eligible activities.

In FY2022, the Project budget was established at \$11,200,000 for the Final Design Phase, with \$10,000,000 for JPB and \$1,200,000 for City of Mountain View for final design related activities. An alternate project delivery method evaluation was conducted and on August 4, 2022, the JPB adopted the CMGC Findings and authorized the use of the CMGC Project Delivery Method pursuant to Public Utilities Code Section 103393 et seq. for the Mountain View Transit Center Grade Separation and Access Project. Costs related to Final Design, Environmental Permitting and Right of Way Engineering phases, and CMGC Pre-construction phase are outlined below:

<b>Final Design Phase</b>	<b>Amount</b>
HNTB Base Contract - Final Design	\$9,590,908
HNTB Option - Renderings	\$99,678
JPB Costs	\$1,808,064
Inter-Agency Agreements	\$300,000

Contingency	\$1,201,350
City of Mountain View Costs	\$1,200,000
<b>(A) Subtotal Costs and Funding</b>	<b>\$14,200,000</b>
<b>Construction Manager / General Contractor (CMGC) Pre-Construction Phase</b>	
HNTB Option – CMGC Final Design Support	\$1,143,227
CMGC RFP Delivery	\$350,000
Total Contract Price Negotiations	\$375,000
CMGC Pre-Construction	\$1,600,000
Contingency	\$531,773
<b>(B) Subtotal Costs and Funding</b>	<b>\$4,000,000</b>
<b>Total Costs and Funding (A+B)</b>	<b>\$18,200,000.00</b>

Following execution of the Amendment to the Cooperative Agreement between the JPB, VTA, and City for the Mountain View Transit Center Grade Separation and Access Project, JPB staff will include the additional funding contribution of \$7 million from VTA into the FY2023 Capital budget for the Project as follows: An additional \$3 million for the Final Design, Environmental Permitting and Right of Way Engineering phases, and \$4 million for the CMGC Pre-construction phase.

**Budget Impact**

Mountain View Transit Center Grade Separation and Access Project was originally approved by the board in FY2022 for a budget of \$11,200,000, funded by VTA Measure B and the City of Mountain View. To address the project cost increase of \$7,000,000 resulting from a rise in Final Design costs and the use of CMGC delivery method, staff recommends that the project budget be increased to \$18,200,000.

The executed Amendment to the Cooperative Agreement between the JPB, VTA, and the City of Mountain View for the Mountain View Transit Center Grade Separation and Access Project will provide additional funding of \$7,000,000 from VTA Measure B funds.



**Resolution No. 2022 –**

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

\* \* \*

**Authorize Execution of the Amended Cooperative Agreement to Receive Funding for Additional Final Design Cost and the Construction Manager General Contractor (CMGC) Pre-Construction Phase and Amend the Project Budget from \$11,200,000 to \$18,200,000 for the Mountain View Transit Center Grade Separation and Access Project**

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

**Whereas**, on June 2, 2022, pursuant to Resolution No. 2022-31, the Peninsula Corridor Joint Powers Board (JPB) authorized the award of contract to HNTB Corporation for the Mountain View Transit Center Grade Separation and Access Project, and Adoption of California Environmental Quality Act (CEQA) Determination and Addendum to the Mitigated Negative Declaration; and

**Whereas**, August 4, 2022, pursuant to Resolution No. 2022-45, the Peninsula Corridor Joint Powers Board (JPB) authorized the use of the Construction Manager/ General Contractor (CMGC) for the Mountain View Transit Center Grade Separation and Access Project; and

**Whereas**, the City and VTA desire to proceed with the CMGC Pre-Construction Phase; and

**Whereas**, the VTA will reimburse JPB \$7,000,000 to perform the Final Design, Environmental Permitting, Right of Way Engineering, and CMGC Pre-Construction Phase of the project; and

**Whereas**, the JPB, VTA, and the City desire that the JPB serve as the lead implementing agency for Pre-Construction phase of the Project; and

**Whereas**, all Project-related costs incurred by the JPB for the CMGC Pre-Construction phase will be paid for by the City and VTA; and

**Whereas**, since the Project was initially budgeted in Fiscal Year (FY) 2022, the total project cost for the planned added work will increase the budget from \$11,200,000 to \$18,200,000; and

**Whereas**, to address the planned Final Design and Pre-Construction services increases, staff recommends accepting 2016 Measure B Funds in the amount of \$7,000,000; and requests that the Board increase the total Project budget to \$18,200,000.

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

1. Authorizes the Acting Executive Director, or designee, to execute the amended agreement with VTA and the City for the JPB to receive funding and act as lead implementing agency for the Final Design, Environmental Permitting, Right of Way Engineering, and CMGC Pre-Construction phases of the Mountain View Grade Separation Project; and
2. Authorizes the Acting Executive Director to receive 2016 Measure B Funds in the amount of \$7,000,000 to support the Final Design, Environmental Permitting, Right of Way Engineering, and CMGC Pre-Construction phases, increasing the Project budget by \$7,000,000, from \$11,200,000 to \$18,200,000; and



3. Authorizes the Acting Executive Director, or designee, to file any other required documentation and to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 6<sup>th</sup> day of October 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

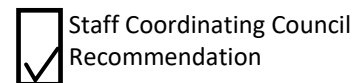
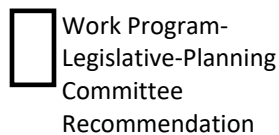
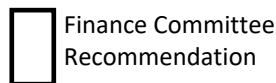
Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Authorize Award of Contract for the Guadalupe River Bridge Replacement Project**



**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, Walsh Construction Company II, LLC of Concord, California (Walsh), for the Guadalupe River Bridge Replacement Project (Project) for a total amount of \$29,764,499.
2. Authorize the Acting Executive Director or designee to execute a contract with Walsh in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

**Significance**

This Project involves full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1") and a partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2"), both located in the City of San José (Santa Clara County), just North of Caltrain Tamien Station. The MT-1 bridge was built in 1935 and the MT-2 bridge was refurbished and extended in 2008. This Project will address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability.

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

MT-1 bridge: Full replacement of the Northbound Bridge. Demolish and replace the existing bridge built in 1935 on wooden piles, piers and sub-structure from an existing 187-foot in length to a new 265-foot bridge. The center portion of this new bridge will be a steel deck plate girder span of 110 foot in length over the river, with the remaining portion of the bridge being precast/pre-stressed concrete girders.

MT-2 bridge: Partial replacement of the Southbound Bridge. Extend bridge built in 1990 from 195 feet in length to 250 feet by replacing only the existing south abutment with a new Pier 5 and constructing a new Abutment 6, approximately 55 feet south of the existing abutment. Modification to this bridge also requires upgrades to the existing piles and pile-caps due to new seismic requirements.

Other Project Improvements: Install new conduits, manholes and pull boxes to accommodate fiber optic cable relocations by Union Pacific Railroad carriers. Remove and replace Overhead Contact System pole and wires installed by the Peninsula Corridor Electrification Project Contractor on MT-2 bridge as required to accommodate MT-2 bridge construction. Perform environmental mitigation work such as channel grading, rip rap placement, and planting.

The total projected cost for this project has recently changed from \$52,225,135 to \$63,698,593 for an increase of \$11,473,458. This increase, which is attributable to a challenging building climate and a significant rise in inflation, reflects the as-bid construction price together with a risk and contingency analysis inclusive of a thorough analysis of recent construction industry price escalation, costs for removal and re-installation of overhead contact system equipment to support bridge construction activities, supplemental roadway worker protection, temporary property rights, project management, and construction engineering oversight. There were also staff and legal costs expended associated with the arbitration process that resulted in a negotiated settlement agreement, which was approved by the Board on September 1, 2022, whereby Union Pacific Railroad will provide important funding into the Project.

### **Budget Impact**

Guadalupe River Bridges Replacement and Extension Project was originally approved by the board in FY2014. Since then, a number of amendments have been approved to increase the project budget to \$25,994,873. This project budget is funded by federal, state, and local funding.

For FY2023, Local Partnership Program (LPP) funds in the amount of \$1,317,377 have been made available to the project to support construction activities. This additional funding will increase the project budget from \$25,994,873 to \$27,312,250. A separate board item in the agenda will be presented to request approval for the increase in project budget.

Future requests will be brought to the Board for FY2024 and FY2025 to approve funding for the remaining construction and District project activities based on an anticipated blend of local and/or member agency Funds, a UPRR Settlement Agreement, FTA 5337 Funds, and ACE Funds.

### **Background**

On June 12, 2022, the JPB issued an Invitation for Bids (IFB), solicitation number 22-J-C-032, for the Project and advertised in a newspaper of general circulation and on the JPB's procurement website. Prior to releasing the IFB, extensive outreach for small business enterprises was

conducted. Sixteen potential bidders attended the pre-bid meeting and site walk, and four bids were received as follows:

<b>Company</b>	<b>Grand Total Bid Price</b>
<b>Engineer's Estimate</b>	<b>\$26,500,000</b>
1. Walsh Construction Company II, LLC, Concord, CA	\$29,764,499
2. Brosamer & Wall, Inc., Walnut Creek, CA	\$30,792,975
3. California Engineering Contractors, Inc., Pleasanton, CA	\$34,858,713
4. Disney Construction, Burlingame, CA/Mc Guire & Hester, Alameda, CA (A Joint Venture)	\$36,224,099

After the bid opening and evaluation of the bids, staff determined to award the contract based on the lowest, responsive and responsible bid to Walsh.

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

The JPB has established a contract-specific disadvantaged business enterprise (DBE) utilization goal of 14%. Walsh has committed to a DBE utilization goal of over 25%.

Walsh is an established contractor with more than 13 years of construction experience. Staff contacted Walsh's references and confirmed its experience and competency. Based upon these findings, staff concludes that Walsh 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
	Mike Boomsma	Sr. Project Manager	808.208.2355

**Resolution No. 2022 –**

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

\* \* \*

**Awarding a Contract to Walsh Construction Company II, LLC for the  
Guadalupe River Bridge Replacement Project for a Total  
Amount of \$29,764,499**

**Whereas**, on June 15, 2022, the Peninsula Corridor Joint Powers Board (JPB) issued an Invitation for Bids (IFB), solicitation number 22-J-C-032, for the Guadalupe River Bridge Replacement Project (Project); and

**Whereas**, staff conducted extensive outreach to small business enterprises, advertised in a newspaper of general circulation, and posted the IFB on the JPB's e-procurement website; and

**Whereas**, in response to the IFB, the JPB received four bids; and

**Whereas**, staff and legal counsel have reviewed the bids and determined that Walsh Construction Company II, LLC of Concord, California (Walsh) submitted the lowest responsive and responsible bid; and

**Whereas**, Walsh has committed to a Disadvantaged Business Enterprise (DBE) utilization goal of over 25%, which exceeds the JPB's contract-specific DBE utilization goal of 14%; and

**Whereas**, staff recommends that the Board of Directors award a contract to Walsh to deliver the Project for a total amount of \$29,764,499.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Walsh Construction Company II, LLC for the Guadalupe River Bridge Replacement Project for a total amount of \$29,764,499; and

**Be It Further Resolved** that the Acting Executive Director or designee is authorized to execute a contract on behalf of the JPB with Walsh, in full conformity with all the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 6<sup>th</sup> day of October, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee

Through: Michelle Bouchard, Acting Executive Director

From: Grace Martinez, Acting Chief Financial Officer

Subject: **Amend and Increase the Fiscal Year 2023 Caltrain Capital Budget by \$11,636,922 from \$90,956,662 to \$102,593,584**

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) 2023 Capital Budget, included as Attachment B, as follows:

1. Include \$1,317,377 for the Guadalupe River Bridges Replacement and Extension Project; and
2. Include \$7,000,000 for the Mountain View Transit Grade Separation Project; and
3. Include \$3,319,545 for the Downtown Extension (DTX) Support 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 FY2023 Caltrain Capital Budget to include an additional \$11,636,922 for the above-mentioned projects, and as further discussed below. This budget increase is the result of agreements to provide funding toward the FY2023 Caltrain Capital Budget.

**Guadalupe River Bridges Replacement and Extension Project**

This capital project was originally approved by the board in FY2014. Since then, a number of amendments have been approved to increase the project budget to \$16,352,807. As part of the adoption of the FY2023 Capital Budget, \$9,642,066 was added to this project, increasing the project budget to \$25,994,873.

For FY2023, additional Local Partnership Program (LPP) funds in the amount of \$1,317,377 was made available to the project to support construction activities. This additional funding will increase the total project budget from \$25,994,873 to \$27,312,250.

**Mountain View Transit Grade Separation Project**

This project was approved by the board in FY2022 for a budget of \$11,200,000. The execution of the Amendment to the Cooperative Agreement between JPB, Valley Transportation Authority (VTA), and the City of Mountain View will provide additional funding of \$7,000,000 from VTA Measure B funds. This additional funding will increase the total project budget from \$11,200,000 to \$18,200,000.

**Downtown Extension (DTX) Support Project**

In FY2022, a budget of \$311,329 was established for the Downtown Extension (DTX) Support Project. As part of the adoption of the FY2023 Capital Budget, \$500,000 was added, resulting in a total project budget of \$811,329.

JPB entered into a Memorandum of Understanding (MOU) with Transbay Joint Powers Authority (TJPA) to support TJPA in the implementation of the Accelerated Work Plan related to the Downtown Extension (DTX) project. Pursuant to the MOU, TJPA will reimburse JPB of eligible staff and consultant costs up to \$3,319,545. This additional funding will increase the total project budget from \$811,329 to \$4,130,874.

**Budget Impact**

The funding for this budget amendment shall be as follows:

<b>Project</b>	<b>Funding Source</b>	<b>Amount</b>
Guadalupe River Bridges Replacement and Extension Project	Local Partnership Program Funds	\$1,317,377
Mountain View Transit Grade Separation Project (separate agenda item)	Valley Transportation Authority Measure B	\$7,000,000
Downtown Extension (DTX) Support Project	Transbay Joint Powers Authority	\$3,319,545

**Background**

The Board previously approved the FY2023 Capital Budget on June 2, 2022 for a total amount of \$90,956,662. An earlier board item on this agenda requesting a project budget increase for Mountain View Transit Grade Separation Project has been included in this capital budget amendment request. Proposed amendments described above would increase the FY2023 Capital Budget to \$102,593,584.



Prepared By: Claudette Valbuena    Manager, Budgets  
Ladi Millard-Olmeda    Director, Budgets

**Resolution No. 2022-**

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

\* \* \*

**Amend the Fiscal Year 2023 Caltrain Capital Budget by \$11,636,922  
from \$90,956,662 to \$102,593,584**

**Whereas**, pursuant to Resolution No. 2022-32 adopted on June 2, 2022, the Peninsula Corridor Joint Powers Board (JPB) adopted Fiscal Year (FY) 2023 Capital Budget for a total authorized budget of \$90,956,662; and

**Whereas**, additional Local Partnership Program (LPP) funds in the amount of \$1,317,377 are available for the Guadalupe River Bridges Replacement and Extension Project; and

**Whereas**, additional Valley Transportation Authority (VTA) Measure B funds in the amount of \$7,000,000 are available for the Mountain View Transit Grade Separation Project, as provided for in the Amended Cooperative Agreement between JPB, VTA, and the City of Mountain View, , as referenced in a separate agenda item; and

**Whereas**, additional funds in the amount of \$3,319,545 are available for the Downtown Extension (DTX) Support Project, as provided for in the Memorandum of Understanding between JPB and the Transbay Joint Powers Authority (TJPA); and

**Whereas**, Staff recommends that the Board increase the total project authority for the Guadalupe River Bridges Replacement and Extension Project from \$25,994,873 to \$27,312,250.

**Whereas**, Staff recommends that the Board increase the total project authority for the Mountain View Transit Grade Separation Project from \$11,200,000 to \$18,200,000.

**Whereas**, Staff recommends that the Board increase the total project authority for the Downtown Extension (DTX) Support Project from \$811,329 to \$4,130,874.

**Now, Therefore, Be It Resolved** that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby approves an amendment to the FY2023 Capital Budget for a total authorized capital budget increase of \$11,636,922, from \$90,956,662 to \$102,593,584.

Regularly passed and adopted this 6<sup>th</sup> day of October, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



FY2023 AMENDED CAPITAL BUDGET

Attachment B  
Amendment 1  
October 2022

Item #	PROJECT NAME	FY2023 ADOPTED CAPITAL BUDGET	Amendment 1	FY2023 AMENDED CAPITAL BUDGET	Federal Funds	STA SOGR	Unrestricted Funds	Member Agency Funds				Others		FY2023 ADOPTED CAPITAL BUDGET	
								San Francisco	San Mateo	Santa Clara (Gen Funds)	Santa Clara (Measure B)	Total	Others		Externally Funded
<b>i. SOGR</b>															
<b>Bridges</b>															
1	<i>Guadalupe Bridges Replacement<sup>1</sup></i>	9,642,066	1,317,377	10,959,443	6,353,943	-	-	-	-	-	-	4,605,500	-	4,605,500	10,959,443
<i>Total Project Budget (Post-Amendment): \$27,312,250</i>															
2	San Francisquito Creek Bridge Replacement	60,000		60,000	48,000		12,000								60,000
<b>Total Bridges</b>		<b>9,702,066</b>	<b>1,317,377</b>	<b>11,019,443</b>	<b>6,401,943</b>	<b>-</b>	<b>12,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,605,500</b>	<b>-</b>	<b>4,605,500</b>	<b>11,019,443</b>
<b>Right of Way</b>															
3	SOGR Track	7,000,000		7,000,000	5,600,000	736,744	63,256	600,000			600,000				7,000,000
4	Track Tie Replacement	500,000		500,000	400,000						100,000				500,000
5	SOGR ROW	800,000		800,000		800,000									800,000
6	ROW Fencing	1,500,000		1,500,000			50,000	1,450,000							1,500,000
<b>Total Right of Way</b>		<b>9,800,000</b>	<b>-</b>	<b>9,800,000</b>	<b>6,000,000</b>	<b>1,536,744</b>	<b>113,256</b>	<b>2,050,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>2,150,000</b>	<b>-</b>	<b>-</b>	<b>9,800,000</b>
<b>Signal &amp; Communications</b>															
7	SOGR Signal & Communications	3,000,000		3,000,000	2,400,000		600,000								3,000,000
8	SOGR Fiber Optic	2,585,300		2,585,300	2,068,240		517,060								2,585,300
<b>Total Signal &amp; Communications</b>		<b>5,585,300</b>	<b>-</b>	<b>5,585,300</b>	<b>4,468,240</b>	<b>-</b>	<b>1,117,060</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,585,300</b>
<b>Rolling Stock</b>															
9	SOGR Locomotive FY23	1,500,000		1,500,000			650,000			850,000		850,000			1,500,000
<b>Total Rolling Stock</b>		<b>1,500,000</b>	<b>-</b>	<b>1,500,000</b>	<b>-</b>	<b>-</b>	<b>650,000</b>	<b>-</b>	<b>-</b>	<b>850,000</b>	<b>-</b>	<b>850,000</b>	<b>-</b>	<b>-</b>	<b>1,500,000</b>
<b>Station &amp; Intermodal Access</b>															
10	SOGR Facilities	1,000,000		1,000,000			1,000,000								1,000,000
11	SOGR Historical Stations	1,000,000		1,000,000					1,000,000		1,000,000				1,000,000
<b>Total Station &amp; Intermodal Access</b>		<b>2,000,000</b>	<b>-</b>	<b>2,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>2,000,000</b>
<b>Total SOGR</b>		<b>28,587,366</b>	<b>1,317,377</b>	<b>29,904,743</b>	<b>16,870,183</b>	<b>1,536,744</b>	<b>2,892,316</b>	<b>2,050,000</b>	<b>-</b>	<b>1,850,000</b>	<b>100,000</b>	<b>4,000,000</b>	<b>4,605,500</b>	<b>-</b>	<b>29,904,743</b>
<b>ii. LEGAL MANDATES AND ELECTRIFIED SERVICE RAIL PROGRAM INTEGRATION</b>															
12	CCTV End of Life Equipment	75,000		75,000			75,000								75,000
<b>Total</b>		<b>75,000</b>	<b>-</b>	<b>75,000</b>	<b>-</b>	<b>-</b>	<b>75,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>75,000</b>
<b>iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS</b>															
13	PADS Replacement	1,060,000		1,060,000			1,060,000								1,060,000
14	Next Generation Visual Messaging Sign (VMS)	2,700,000		2,700,000			2,700,000								2,700,000
15	BCCF Virtualization Project	1,200,000		1,200,000			1,200,000								1,200,000
16	Broadband Communication	5,193,586		5,193,586			5,193,586								5,193,586
17	Caltrain VoIP	222,000		222,000			222,000								222,000
18	Technology Refresh Assessment	325,000		325,000			325,000								325,000
19	GIS System - Update & Upgrade	2,000,333		2,000,333			2,000,333								2,000,333
20	Enterprise Asset Management Software System	1,048,000		1,048,000			1,048,000								1,048,000
21	Backup Central Control Facility (BCCF) Office Remodel	1,000,000		1,000,000			1,000,000								1,000,000
22	Support for Property Mapping	500,000		500,000			500,000								500,000
23	South Linden & Scott Grade Separation*	5,500,000		5,500,000								5,500,000	5,500,000		5,500,000
24	Mary Ave/Sunnyvale Ave Grade Separation*	18,898,000		18,898,000								18,898,000	18,898,000		18,898,000
25	Rengstorff Grade Separation*	8,715,436		8,715,436								8,715,436	8,715,436		8,715,436
26	Middle Ave Undercrossing*	400,000		400,000								400,000	400,000		400,000
27	Bernardo Ave Undercrossing*	4,990,000		4,990,000								4,990,000	4,990,000		4,990,000
28	San Mateo Grade Crossing Improvements*	2,066,941		2,066,941								2,066,941	2,066,941		2,066,941
42	<i>Mountain View Transit Grade Separation<sup>2</sup></i>	-	7,000,000	7,000,000								7,000,000		7,000,000	7,000,000
<i>Total Project Budget (Post-Amendment): \$18,200,000</i>															
<b>Total</b>		<b>55,819,296</b>	<b>7,000,000</b>	<b>62,819,296</b>	<b>-</b>	<b>-</b>	<b>15,248,919</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,000,000</b>	<b>40,570,377</b>	<b>47,570,377</b>	<b>62,819,296</b>
<b>iv. PLANNING/STUDIES</b>															
29	<i>DTX Support<sup>3</sup></i>	500,000	3,319,545	3,819,545			500,000					3,319,545		3,319,545	3,819,545
<i>Total Project Budget (Post-Amendment): \$4,130,874</i>															
30	Redwood City Corridor Planning	1,000,000		1,000,000			25,000		975,000		975,000				1,000,000
31	Rail Network and Operations Planning	200,000		200,000			200,000								200,000
32	Transit-Oriented Development Studies	750,000		750,000			750,000								750,000
33	Electric Multiple-Unit (EMU) Hybridization	350,000		350,000					350,000		350,000				350,000
34	San Francisco Corridor and Stations Planning	250,000		250,000				250,000			250,000				250,000
35	SF Railyards Preliminary Business Case	250,000		250,000			250,000								250,000
36	Caltrain Access Policy Update	100,000		100,000			100,000								100,000
37	Capital Planning Technical Support	250,000		250,000			250,000								250,000
<b>Total</b>		<b>3,650,000</b>	<b>3,319,545</b>	<b>6,969,545</b>	<b>-</b>	<b>-</b>	<b>2,075,000</b>	<b>250,000</b>	<b>975,000</b>	<b>-</b>	<b>350,000</b>	<b>1,575,000</b>	<b>3,319,545</b>	<b>-</b>	<b>6,969,545</b>



FY2023 AMENDED CAPITAL BUDGET

Attachment B  
Amendment 1  
October 2022

Item #	PROJECT NAME	FY2023 ADOPTED CAPITAL BUDGET	Amendment 1	FY2023 AMENDED CAPITAL BUDGET	Federal Funds	STA SOGR	Unrestricted Funds	Member Agency Funds				Others			FY2023 ADOPTED CAPITAL BUDGET	
								San Francisco	San Mateo	Santa Clara (Gen Funds)	Santa Clara (Measure B)	Total	Others	Externally Funded		Total
<b>v. DTX FUNDING</b>																
38	DTX Funding	1,500,000		1,500,000	-		1,500,000									1,500,000
	<b>Total</b>	<b>1,500,000</b>	<b>-</b>	<b>1,500,000</b>	<b>-</b>	<b>-</b>	<b>1,500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,500,000</b>
<b>vi. CAPITAL/CONTINGENCY FUNDS</b>																
39	Capital Contingency Funds - Engineering	330,000		330,000	-			330,000				330,000	-	-	-	330,000
40	Capital Contingency Funds - Rail	660,000		660,000	-			660,000				660,000	-	-	-	660,000
41	Capital Project Development	335,000		335,000	-			335,000				335,000	-	-	-	335,000
	<b>Total</b>	<b>1,325,000</b>	<b>-</b>	<b>1,325,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,325,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,325,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,325,000</b>
	<b>Total</b>	<b>90,956,662</b>	<b>11,636,922</b>	<b>102,593,584</b>	<b>16,870,183</b>	<b>1,536,744</b>	<b>21,791,235</b>	<b>2,300,000</b>	<b>2,300,000</b>	<b>1,850,000</b>	<b>450,000</b>	<b>6,900,000</b>	<b>14,925,045</b>	<b>40,570,377</b>	<b>55,495,422</b>	<b>102,593,584</b>

\* Project is externally funded and relies on separate, project-specific funding plan.

<sup>1</sup> \$1,317,377 is funded by Local Partnership Program (LPP) funds

<sup>2</sup> \$7,000,000 is funded by Valley Transportation Authority (VTA) Measure B through an Amended Cooperative Agreement between JPB, VTA, and City of Mountain View

<sup>3</sup> \$3,319,545 is funded by Transbay Joint Powers Authority (TJPA) through a Memorandum of Understanding (MOU) between JPB and TJPA

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Finance Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Lawrence Leung, Manager, Rail Contracts & Budget  
Melissa Reggiardo, Manager, Caltrain Planning  
Subject: **Accept On-Call Transportation Planning and Consultant Support Services Update**

Finance Committee Recommendation

Work Program-Legislative-Planning Committee Recommendation

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 June 4<sup>th</sup>, 2022 thru September 8<sup>th</sup>, 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.



**Table 1**

<b>Contract Summary</b>	<b>Years</b>	<b>Amount</b>
Total Capacity:	7.0	\$35,000,000
Exercised:	5.0	\$25,000,000
Work Directives Issued:		\$15,695,405
Remaining Exercised Capacity:		\$9,304,595

**Table 2**

<b>Contract Days</b>	<b>Days Elapsed</b>	<b>% Time Elapsed</b>	<b>Capacity Used</b>
1825	799	44%	63%

**Table 3**

<b>Contract Information</b>	<b>Start</b>	<b>End</b>	<b>Years</b>	<b>Capacity</b>	<b>Resolution/ Authorized</b>
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		
<b>Total:</b>			<b>7.0</b>	<b>\$35,000,000</b>	

**Table 4**

<b>Vendor</b>	<b>Fehr &amp; Peers</b>	<b>HNTB</b>	<b>Kimley-Horn</b>	<b>ARUP</b>	<b>Mott</b>	<b>WSP</b>
<b>Contract #</b>	20-J-P-006A	20-J-P-006B	20-J-P-006C	20-J-P-006D	20-J-P-006E	20-J-P-006F
<b>Total WDs Issued</b>	\$2,842,923	\$4,100,566	\$4,461,097	\$1,183,094	\$2,654,096	\$453,628
<b>Previous Reporting Period</b>	\$2,458,283	\$1,526,948	\$3,057,186	\$1,033,094	\$2,370,439	\$499,528
<b>Current Reporting Period</b>	\$384,640	\$2,573,618	\$1,403,911	\$150,000	\$283,657	\$(45,900)



Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Current Value
10447	Caltrain Go Pass Donation Program Support	Consultant support for the Go Pass Donation Program. A1 extended to 6/30/22. A2 added \$15k to partially fund Phase 2. <b>A3 extended from 6/30/22 to 12/31/22.</b>	Mott	9/2/2022	6/14/2021	<b>12/31/2022</b>	\$65,942.33
10672	Caltrain Construction Timetable Production	Support to: produce a temporary construction timetable for weekday Caltrain service to accommodate single-tracking required for the Electrification Project, produce two options for a weekend train schedule that would accommodate a midline bus bridge, and develop supporting documents including string line charts and a power point presentation describing the service plan for JPB.	Fehr & Peers	9/2/2022	8/31/2022	10/1/2022	\$33,832.16
23107 01000	Rail Operations and Maintenance Planning Manager	Seconded staff support for Rail Operations and Maintenance (O&M) Planning for electrified service. The service request includes one full time Rail O&M Planning Manager to manage all work related to railroad readiness for electrified service.	HNTB	9/2/2022	9/3/2022	6/30/2024	\$1,231,940.07
10450	Major Stations Planning Support	Support for major station projects managed within the Planning Department, primarily the San Francisco Railyards, Downtown Extension (DTX) and Diridon station.	Mott	9/1/2022	9/1/2022	3/31/2023	\$283,657.22
10300	<sup>1</sup> Business Plan - Project Management Support	Project management to support the continuation and completion of the Caltrain Business Plan technical work. A1 added \$155k for additional support. A2 added \$15k for additional support. A3 added \$135k for additional support. A4 extended to 12/31/21. A5 added \$30k for additional support and extended from 6/30/21 to 12/31/21. <b>A6 extended from 12/31/21 to 9/30/22.</b>	Fehr & Peers	8/15/2022	7/1/2020	<b>9/30/2022</b>	\$508,683.45
10301	<sup>1</sup> Business Plan - Outreach Support	Stakeholder outreach to support the continuation and completion of the Caltrain Business Plan technical work. A1 added \$60k for additional support. A2 from 6/30/21 to 12/31/21. A3 extended from 12/31/21 to 3/31/22. <b>A4 extended from 3/31/22 to 9/30/22.</b>	Fehr & Peers	8/15/2022	7/1/2020	<b>9/30/2022</b>	\$104,208.64
10671	Schedule & Service Plan Alternatives Analysis	Support to: analyze our current 104 train per weekday/32 trains per weekend day schedule to determine the optimal crew and equipment (trainset) requirements, develop a new schedule to reduce the overall equipment requirements and/or to provide more maintenance time for the existing rolling stock, and look at alternative service plans to increase track time for construction activities.	Fehr & Peers	8/15/2022	8/15/2022	10/1/2022	\$68,141.49
10305	<sup>2</sup> 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. A1 added \$59k for additional support. A2 added \$208k and extended from 6/30/21 to 10/31/21. A3 revised scope. A4 extended from 10/31/21 to 2/28/22. <b>A5 extended from 2/28/22 to 6/30/22. A6 extended from 6/30/22 to 9/30/22.</b>	Kimley-Horn	8/10/2022	9/3/2020	<b>9/30/2022</b>	\$594,682.00
10669	Caltrain Policy, Strategy and Communications Support	Support in the areas of policy and strategy on a number of key issues including the Caltrain governance.	Fehr & Peers	8/10/2022	7/1/2022	12/31/2022	\$174,991.15
10670	Short Range Transit Plan (S RTP) Reimagined	Support to draft the Caltrain Short Range Transit Plan (S RTP) Reimagined. Such consultant help and support is sought by Fehr & Peers based on prior work on Caltrain's Business Plan, recent COVID-19 Recovery & Scenario Planning efforts, and planning support for Caltrain's March 2022 Special Finance meeting. It is anticipated that prior work by Fehr & Peers can be used as background and backup documentation for this effort.	Fehr & Peers	8/5/2022	8/5/2022	12/31/2022	\$44,905.95
10337	Clipper 2.0 Implementation Project Management	Project management and consulting services for the Clipper 2.0 program (project) administered by the MTC. The project is currently underway with final design review expected to be provided in July 2021. The consultant will provide project management and ongoing consultant services for both Caltrain and SamTrans (the District). The expectation is that 50% of the CONSULTANT'S time will be dedicated to each of the two agencies. <b>A1 extended from 6/30/22 to 6/30/23.</b>	HNTB	7/27/2022	8/16/2021	<b>6/30/2023</b>	\$126,379.00

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Current Value
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). A1 added \$121k for additional support. <b>A2 reduced \$46k for descoping.</b>	WSP	7/27/2022	1/25/2022	12/31/2022	\$353,719.07
10700	San Francisco DTX Agreement Development Services	Support on Agreement Development services for Caltrain as part of the development of the San Francisco Downtown Extension (DTX) project. <b>A1 added \$1.1M for additional support to develop term sheets and a final Master Cooperative Agreement with the Transbay Joint Powers Authority (TJPA).</b>	HNTB	7/26/2022	2/8/2022	6/30/2023	\$1,470,911.23
10309	Caltrain Governance Support	Support for Caltrain's governance process including the following tasks: assisting with designing and structuring meetings, providing meeting facilitation services, developing and producing visual communications and graphics, and providing notetaking services during meetings. A1 added \$44k for additional support and extended from 12/31/21 to 6/30/22. A2 added \$92k for additional support. <b>A3 added \$26k for additional support.</b>	Fehr & Peers	6/30/2022	2/22/2021	6/30/2022	\$265,563.06
10310	Caltrain Policy, Strategy and Communications Support	Support to Caltrain in the areas of policy and strategy on a number of key issues including the Caltrain governance process as well as other areas. <b>A1 added \$37k for additional support.</b>	Fehr & Peers	6/30/2022	9/1/2021	6/30/2022	\$308,198.96
10342	DSAP Architectural Services	Development support services including planning, land use, economic, environmental and development strategy associated with commercial development on the Caltrain-owned parcels within the Diridon Station Area Plan area in the City of San Jose. A1 \$1.085M initially budgeted but \$578k authorized for FY21, so A1 authorized another \$411k and extended from 6/30/21 to 6/30/22. <b>A2 authorized remaining \$96k to fully fund initial budget of \$1.085M, authorized \$54k of 5% contingency in initial budget for a total of \$150k, and extended from 6/30/22 to 6/30/23.</b>	ARUP	6/30/2022	1/6/2021	6/30/2023	\$1,139,259.00
10470	PM & Support for Corridor Wide Grade Sep Strategy	Provide project management and staff support services on Caltrain's Corridor Wide Grade Separation Strategy (CCWGS). The CCWGS has been discussed as a Caltrain priority since 2019 when it was first identified as a future study need as part of the Caltrain Business Plan Process. The study effort was funded as part of Caltrain's FY19 Capital Budget but was significantly delayed due to the COVID Pandemic. Caltrain is now seeking to launch this important effort as expeditiously as possible.	Kimley-Horn	6/16/2022	6/16/2022	6/30/2023	\$1,403,911.00
23085 32000	Communications and Outreach Program Support for PCEP FY23	Communication and outreach program support including a comprehensive marketing and communications program for PCEP in FY23.	HNTB	6/13/2022	7/1/2022	6/30/2023	\$269,813.00
10299	Business Plan - Business Modeling Support	Business modeling support including the evaluation of potential service and operating scenarios and the development of business modeling tools. A1 added \$27k for additional support and extended from 6/30/21 to 12/31/21. A2 added \$22k for additional support and extended from 12/31/21 to 6/30/22. <b>A3 extended from 6/30/22 to 9/30/22.</b>	Fehr & Peers	6/9/2022	8/1/2020	9/30/2022	\$116,310.00