



DATE: August 24, 2021

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Peninsula Corridor Electrification Project – Increase Appropriation**

RECOMMENDATION

1. Increase appropriations by \$232,000 in Capital Improvement Program Project 14-46 for reimbursement(s) to be received from Caltrain, pertaining to the design and construction of the Peninsula Corridor Electrification Project.
2. Authorize the City Manager or designee to execute all necessary documents with the Peninsula Joint Powers Board (Caltrain) for an additional \$232,000 for City services, pertaining to the design and construction of the Peninsula Corridor Electrification Project.

BACKGROUND

The Caltrain Modernization (CalMod) Program includes a series of capital improvements to upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service. These capital improvements include:

- Implementation of an advanced signal system for enhanced safety (completed in 2020).
- Electrification of the existing Caltrain corridor, between San Francisco and San Jose (currently under way).
- Replacement of Caltrain's diesel trains with high-performance electric multiple units (EMUs) – self-propelled trains that do not have a separate locomotive.

The Peninsula Corridor Electrification Project is scheduled to be operational in 2024.

In June 2016, the City Council approved a Comprehensive Agreement with Caltrain for the design and construction of the Peninsula Corridor Electrification Project. The

agreement provides both Caltrain and the City some certainty about the process for consultation and coordination and encourages cooperation between both parties in connection with the design and construction of the Project. All cities along the corridor have approved such an agreement with Caltrain.

Key elements of the Comprehensive Agreement include:

- Caltrain’s agreement to ensure sufficient time for City review and approval of design and construction documents and that the City is adequately reimbursed for City costs associated with the Project.
- Methods that will be used to comply with the aesthetics and biology mitigation measures (spillover light; pole aesthetics; tree avoidance, minimization, and replacement) identified during the environmental review and approval process.
- Traffic maintenance and detours.
- Notification requirements and a construction complaint and resolution process.

In addition to the requirements set forth in the Comprehensive Agreement, Caltrain is required to obtain all City permits required for construction of the Project within City limits. The work to be performed in Mountain View generally consists of installation of poles and wiring for the Overhead Contact System to distribute electrical power, bridge barrier installation, and tree trimming and removal.

ANALYSIS

The Comprehensive Agreement includes a provision that the City will be adequately reimbursed for City costs associated with the Project. To date, Caltrain has provided \$84,000 in reimbursement funding. It is estimated that an additional \$232,000 will be needed to cover the City design and inspection costs known at this time. The additional amount is significantly more than previously anticipated because all projected excavation and bridge barrier installation work will be performed at night, which is more costly but reduces traffic impacts.

Council Policy A-10 establishes a general policy for authorization to execute City contracts and agreements and increase certain limited appropriations related to grants, donations, and reimbursed expenditures. The policy requires that any contract or agreement or grants, donations, reimbursed expenditures, appropriations, and acceptance of reimbursement moneys over \$100,000 must be presented to the City Council for approval.

The additional \$232,000, combined with the \$84,000 already provided, results in a total reimbursement amount of \$316,000, which exceeds the \$100,000 threshold for City Manager authority in Council Policy A-10. City Council approval is required to appropriate the funding and authorize the City Manager or designee to execute any necessary documents with Caltrain to receive the funding.

FISCAL IMPACT

The recommended action will provide full cost recovery to the City for staff time expended in issuing permits and conducting design review and inspections for Caltrain's Peninsula Corridor Electrification Project. When 75% of the \$316,000 has been spent, Caltrain and the City will review the remaining budget to determine if additional funding is required.

ALTERNATIVES

1. Do not authorize the City Manager or designee to increase appropriation and accept reimbursed moneys for City services pertaining to the design and construction of the Peninsula Corridor Electrification Project.
2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

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