

**Peninsula Corridor Joint Powers Board (JPB)
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF AUGUST 7, 2014

MEMBERS PRESENT: M. Cohen, J. Deal, R. Guilbault, A. Kalra, T. Nolan (Chair), A. Tissier, K. Yeager

MEMBERS ABSENT: J. Cisneros, P. Woodward

STAFF PRESENT: J. Averill, J. Cassman, C. Cavitt, A. Chan, D. Couch, E. Goode, G. Harrington, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Tom Nolan called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Catherine Young, San Francisco, said she and her husband were impressed by the options Caltrain offered for bicyclists when they moved to this area from Australia. Her husband has been denied boarding only one time so far, but has witnessed the bike cars filling up to capacity.

Jeff Carter, Millbrae, said he took public transit to Levi's Stadium. The train was very full. Special trains to Mountain View were not as full but this was a test run. He said Caltrain looked like it ran smoothly. He said Santa Clara Valley Transportation Authority (VTA) was agonizingly slow and had to stop for another train and traffic signals. He said the return VTA train was late so he missed Caltrain at Mountain View and had to wait another hour.

Pat Giorni, Burlingame, said trains are at standing room only at peak hour. There is a need for new Bombardier cars and there must be six cars on every train set. She said the sixth car should have signs stating the doors will not open at specific stations to allow the train to service the shorter platforms. She said because of bike bumps, eight of the 11 new Bombardier cars must be bike cars. She said since 20 seats must be removed to configure a Bombardier car for bikes, configuring eight cars would equal a grand total of 160 seats that should be removed and replaced with bike racks to achieve consistency between the train sets.

Greg Conlon, Atherton, said there was a fatality this month at Watkins Avenue and something needs to be done. He said he recommends quad gates as an interim measure. One of the steps in the Strategic Plan is to improve grade separations and quad gates would be an interim step for every intersection that does not have grade separation. He said the city of Atherton budgeted \$100,000 to contribute to quad gates.

Adina Levin, Menlo Park, said she urges the Board to think about cyclists not as a special interest, but about bike needs as a land-use issue. She said 80 percent of jobs are within two or three miles of Caltrain and bikes are a cost-effective way for people to address the last mile.

Malia Cohen arrived at 10:13 a.m.

CONSENT CALENDAR

- a. Approval of Minutes of July 3, 2014
- b. Information on Statement of Revenues and Expenses for June 2014
- c. Authorize Approval and Ratification of the Fiscal Year (FY) 2015 Insurance Program at a Total Premium Cost Not to Exceed \$4,267,583

Motion/Second: Tissier/Deal

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

CHAIRPERSON'S REPORT

Appointment of Todd Hopkins Representing San Mateo County to the Citizens Advisory Committee (CAC)

Director Adrienne Tissier said there were 15 applications from the recent JPB CAC recruitment that closed on June 2. The San Mateo County selection committee recommends Todd Hopkins to a term expiring on June 30, 2017.

Motion/Second: Deal/Guilbault

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

Appointment of Marian Lee to the Transbay Joint Powers Authority

Chair Nolan said this vacancy was created by the resignation of Director Jerry Deal.

Motion/Second: Tissier/Guilbault

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

REPORT OF THE CAC

Adina Levin, Vice Chair, CAC, said at the July 16 meeting the committee:

- Received a presentation on the San Mateo County Transportation Authority Strategic Plan. The CAC discussed whether there are more strategic ways to use the money to address transportation needs and mode-share goals for the corridor.
- Heard about the plans for Levi's Stadium.
- Learned about the potential schedule changes. The CAC heard comments regarding returning to a 30-minute schedule and customer requests to have later trains return from San Jose.

REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics June 2014 compared to June 2013.
 - Monthly Performance Statistics:
 - Total Ridership was 1,567,199, an increase of 14.6 percent.
 - Average Weekday Ridership (AWR) was 59,916, an increase of 13 percent.
 - Total Revenue was \$7,004,747, an increase of 14 percent.
 - On-time Performance (OTP) was 92.8 percent, an increase of 2.4 percent.
 - Caltrain Shuttle Ridership was 9,307, an increase of 25.4 percent. Previous year's number was undercounted.
 - Year-to-date Performance Statistics
 - Total Ridership was 17,029,447, an increase of 9.2 percent.
 - AWR was 53,466, an increase of 9 percent.
 - Total Revenue was \$74,841,287, an increase of 8.8 percent.
 - OTP was 92.3 percent, an increase of 1.1 percent.
 - Caltrain Shuttle Ridership was 8,416, an increase of 6.2 percent. This number is likely undercounted.
- Caltrain is being overwhelmed by passengers in peak periods. Staff continues to try to close the deal with Metrolink for the new Bombardier cars. This is not a short-term relief, as the cars need to be rehabilitated and that will take considerable time. Staff is searching for other cars that the JPB could borrow, lease, or buy.
- The Bicycle Advisory Committee met on July 17 and received an update on the Bike Share Program, the Caltrain Strategic Plan, the upcoming schedule change, and biking to Levi's Stadium.
- The San Jose Earthquakes soccer team played on August 2 at Levi's Stadium, the first sporting event held at the new stadium. Caltrain ran two additional pre-event trains and three post-event trains. VTA and Caltrain have been working together on service. VTA is in a new position and is dedicated to making it work. Caltrain staff will help in any way. Three hundred new VTA/Caltrain joint day passes were sold.
- There were 14 regular season baseball games in July, and additional ridership was about 110,000, which is 7,800 more per game. Year-to-date ridership is 460,000, a 14 percent increase over last season.
- Independence Day fireworks service included five extra southbound trains and carried 4,300 riders, a 23.1 percent increase over last year. Total additional ridership for the day, including inbound and outbound trains as well as regularly scheduled ones, was up 18 percent over last July.
- Schedule changes will occur on October 5 to accommodate construction for the San Mateo Bridges Project. Additional time will be added to all trains to compensate for speed restrictions. Additional changes will be made to five weekday trains to add time to the trains with the worst OTP.
- Staff is continuing to monitor and inspect the Quint Street Bridge repair. Speeds are limited to 45 miles per hour for passenger operations.
- The San Mateo County Bridges Replacement Program is a complicated project

to raise the profile of four low bridges. It is important to complete this before electrification. A truck recently got stuck under Tilton Avenue.

- Design, removal and/or replacement for three vehicular bridges at 22nd Street, 23rd Street, and Paul Avenue in San Francisco is underway. Staff will advertise for bids later this month.
- The Board has already approved a change in the youth age to age 18. The effective date of that change will be advanced to December 1 to coincide with when the monthly passes begin to be sold.
- Caltrain is partnering with the American Public Transportation Association in its current campaign, "Where Public Transportation Goes, Community Grows." This is a campaign to call attention to the fact that investment in public transportation drives growth, pays large dividends, attracts development, increases property values, and connects people.
- The Reading File contains Caltrain Connection and the Safety and Security Report.

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod, said staff is continuing to make progress on the Communications-based Overlay Signal System (CBOSS)/Positive Train Control Project in the southern corridor. She said that segment has been identified for testing. Work is also being done in San Carlos and Belmont. No new complaints have been received.

Ms. Lee said the administrative draft of the final environmental document is being prepared. Staff has gone through all comments received and is on schedule to present an update to the Board at the end of year.

Ms. Lee said the project delivery team is continuing to work through the Request for Qualifications for electrification and Request for Information (RFI) for the new vehicles the JPB will be procuring.

Ms. Lee said the July meeting of the Local Policy Makers Group (LPMG) was canceled. The next meeting is scheduled for September 25 at 6 p.m. The LPMG receives monthly electronic updates.

Public Comment

Pat Giorni, Burlingame, said 11 Bombardier cars equal over 1,400 seats added to the fleet. She said 13 percent of passengers bring bikes onboard, and new capacity should match current ridership, so 13 percent should be designated bike space, which is 182 seats that should be replaced with bike racks. She asked if public comments and responses on the CalMod Electrification Environmental Impact Report will be released before the document is presented to the Board for adoption.

Andy Chow, Redwood City, said bicyclists will always complain that there is not enough space. He said this is partly due to induced demand: Once more space is provided, more people bring bikes onboard, and more people will be bumped. He said off-board bicycle storage accommodations compared to neighboring systems like Bay Area Rapid Transit and VTA is way behind. Caltrain only has a handful of stations with

electronic lockers. There are very few stations with shared storage and they are not linked together. He said Caltrain needs to address this issue.

ELECTRIC MULTIPLE UNIT (EMU) PROCUREMENT UPDATE

David Couch, Director, Project Delivery, presented:

- Staff cannot complete the process and go forward with a contract until environmental clearance is reached.
- Status
 - April – JPB updated on EMU procurement process
 - May – RFI issued
 - June – Industry responses and meetings with car builders
- Engagement
 - Eleven car builders contacted
 - Four have off-the-shelf models
 - Three participated in the June meeting
 - Staff anticipates two to four car builders will propose in Request for Proposals (RFP)
- Staff informed car builders Caltrain's issues and needs:
 - Maximize car capacity
 - Growing demand – ridership today is over 55,000, future demand will be over 100,000.
 - Today, trips are over 20 miles, weekday capacity peaks at 95 to 125 percent, with 11 percent bikes onboard.
 - In the future, Caltrain will share train slots with high-speed rail (HSR), and will have six Caltrain trains and four HSR trains per hour per direction. Caltrain needs to maximize car capacity and service frequency.
- Industry confirmation – car builders state that to maximize capacity per vehicle:
 - Stick with bi-level EMU
 - Off-the-shelf available
 - Twenty-two to 24 inch floor threshold
 - US regulation compliance
 - Americans with Disabilities Act (ADA)
 - Buy America
 - Federal Railroad Administration (FRA) waiver/alternative compliant vehicles criteria
 - Will meet Caltrain technical and quality standards
- Discussion topics with the public:
 - Consist length
 - Seats and standees
 - Bikes onboard
 - Bathrooms
- Station Platform implications:
 - Previous discussions have taken place
 - Current status:
 - No level boarding
 - Eight inch above top of rail

- Use mini-highs and lifts
- Supports freight and passenger cars
- Moving forward
 - Dedicated platforms
 - Capitol Corridor and Altamont Corridor Express (ACE) at two stations, Amtrak at one station, HSR at three stations
 - Different Caltrain EMUs and HSR trians
 - EMUs compatible with existing system
- Challenges for level boarding
 - Conflicting California Public Utilities Commission and ADA requirements.
 - If 25 or 50 inch height is selected, Caltrain would need a waiver.
 - Potential impacts to historic stations.
 - Construction while system is in operation will be a major challenge.
 - Making the transition will be expensive.
 - Caltrain would have to find a way to enable trains to operate at different heights because it can't change all platforms at the same time.
- Stakeholders
 - Boards and elected officials
 - Advisory committees
 - Customers
 - Local agencies and funders
 - Advocacy groups
- Two-phase outreach approach: Phase I – Inform RFP, Phase II – Inform selected builder
- EMU input milestones
 - RFI issued – Spring 2014
 - Meetings with builders – Summer 2014
 - Phase I outreach – Summer/Fall 2014
 - Develop and issue RFP – Winter 2014/2015
 - Select car builder – 2015
 - Phase II outreach – 2016
- Information available on the website at www.caltrain.com/emu, comments or questions can be addressed to caltrainemu@caltrain.com.

Director Rose Guilbault asked if there is an industry standard for the ratio of bikes to seats. Mr. Couch said there is no industry standard. He said Capitol Corridor has between 25 and 32 bike spaces, ACE has 22 to 54. He said station amenities are ways to balance the situation with bikes.

Director Cohen asked if a decision has been made for non-uniform boarding between Caltrain and HSR. Mr. Couch said staff told HSR that the 50-inch boarding heights are not compatible with the way Caltrain should be going in the future. He said the potential for shared stations between Caltrain and HSR is probably three out of the 27 stations Caltrain uses. Discussions are underway how to address those stations.

Director Cohen asked when the decision be made. Mr. Couch said now is the time.

Director Cohen said the San Francisco Board of Supervisors always wants to be part of the process and informed, and she requested an opportunity to review the RFP. Mr. Couch said that is the process.

Director Tissier asked if the Board will see the survey before it goes out to the public. Mr. Couch said it is being developed and he will provide it to the Board before it is published.

Director Cohen asked if the survey will be in multiple languages. Mr. Couch said yes.

Public Comment

Pat Giorni, Burlingame, said funding was not addressed in the challenges for level boarding. She asked if the JPB will have to find outside funding, or if it will be part of the electrification funding.

Roland LeBrun, San Jose, said three-car consists would be the wrong way to go if Caltrain is going to increase capacity. He said Caltrain should look at six-car consists with the ability to connect and disconnect so at peak it would be a 12-car train, but only for bullets at bullet stations. He said capital investments should focus on longer platforms. He said the joint procurement should focus on Capitol Corridor and ACE, because Caltrain needs to share platforms with them. He said the JPB needs to consider private capital financing for rolling stock, because a private investor does not have to buy American.

Adina Levin, Friends of Caltrain, said she is glad to see thoughtful consideration of level boarding and the process migrating towards it. She said she has concerns about platform height and the interaction with HSR. She said the blended system limits the overall capacity of the system. She said if having compatible platform heights would help optimize the capacity of the system in the long term, it should be considered. She said Caltrain should prepare for longer consists to address the needs of passengers.

Greg Conlon, Atherton, said once HSR starts, Caltrain commuter service will lose traffic and revenue from San Jose to San Francisco to HSR.

Jeff Carter, Burlingame, said the term "commuter service" implies an old-school use. Caltrain is a transit service on the Peninsula. He said Caltrain should have more than six cars per train and more than six trains per hour. He said bikes onboard free up parking spaces at stations, transit spaces that are not being used, and bike lockers that are freed up by having the bikes on the train. He said level boarding can't come soon enough.

AUTHORIZE ADOPTION OF FY2015 CAPITAL BUDGET IN THE AMOUNT OF \$43,554,725

Eva Goode, Manager, Budgets, presented:

- At the May 1 Board meeting, a preliminary budget of \$109.1 million was presented. The JPB and the Metropolitan Transportation Commission (MTC) continued to work on Federal Transit Administration (FTA) State of Good Repair

(SOGR) funding to determine how much would be available. JPB members had committed to a contribution of \$10.5 million, or \$3.5 million each.

- Staff has agreed with MTC to allocate \$11.1 million of FTA funds to be reprogrammed by MTC to use on two bridge projects. The FTA funds are SOGR funds, which have been released from the electrification project. If the JPB is unable to secure another source of funding to backfill that money through grants or other sources, JPB will secure financing through farebox revenues, per its agreement with the MTC.
- Budget adjustments since May 1, 2014
 - Refined the list of critical projects, deferring some and amending urgent projects into the FY2014 Capital Budget.
 - Amended electrification and CBOSS funds into the FY2014 Capital Budget in the amount of \$54.2 million
 - Deferred SOGR Track and Bridge projects in the amount of roughly \$10 million based on cash flow needs
- Proposed FY2015 funding sources totaling \$43.6 million
 - Federal grants
 - State and regional grants
 - Other
 - JPB member agency contribution

Director Cohen said she wanted to reiterate the need for a two-year budget and asked if staff could start the process earlier in the year. Ms. Goode said a two-year budget can be discussed and has come up in the past. Mr. Scanlon said he would like to have it done, but there is a large degree of difficulty given the uncertainty of funds and pattern of deferrals the JPB has had over the years. He said Caltrain still has no way to fund its operations. He said it has been a goal for several years and staff will try it again next year.

Public Comment

Roland LeBrun, San Jose, said the suggestion that Caltrain leverage its farebox to make up for the \$11 million shortfall is unacceptable. He said the only place farebox revenue should be going is to buying additional rolling stock. He said train operations are supposed to be profitable. He said Caltrain has a permanent funding source and it is called the farebox.

Motion/Second: Tissier/Deal

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

AUTHORIZE AWARD OF CONTRACT TO PROVEN MANAGEMENT, INC. IN THE TOTAL AMOUNT OF \$22,958,777 FOR THE SAN MATEO BRIDGES REPLACEMENT PROGRAM AND AUTHORIZE DELEGATION OF APPROVAL AUTHORITY FOR ALL ASPECTS OF THE PROJECT, INCLUDING DESIGN, CONSTRUCTION, PHASING, AND SCHEDULE TO THE EXECUTIVE DIRECTOR

Cheryl Cavitt, Director, Contracts and Procurement, said the award of this contract will provide for the replacement of four railroad bridges that have been in service for more

than 100 years and have reached the end of their service life. She said replacement of bridges will address all defects, reduce seismic vulnerabilities, and upgrade the functionality of the bridges to current standards. She said staff received four competitive bids, and staff's investigation of the bids was carefully done. Staff reached the conclusion that ProVen Management Inc. (ProVen) was the lowest, responsible, and most responsive bidder. She said during evaluation, staff received concerns expressed from the second- and third-lowest bidders. She said staff reviewed concerns and concluded there were irregularities but none that would have allowed ProVen to walk away from its low bid. Protests were received from Disney Construction, Inc. and Shimmick Construction Company, Inc. She said the Reading File includes copies of the protest letters and JPB's responses.

Public Comment

Rick Disney, Disney Construction, Inc., said there are serious flaws in ProVen's bid. He said the Public Contract Code states that any subcontractor that does one-half of 1 percent of the contract value must be listed by the prime contractor. He said the contract requires the contractor to use one of three preapproved subcontractors to perform fiber optic and drilling work. He said at the time of the bid, only one subcontractor, Golden State, provided pricing for the scope of work, which was \$447,409, or 2 percent of the contract value. Each bidder, except ProVen, accepted Golden State to perform this work. He said ProVen listed \$300,000 for that item, but the only quote that came in for that work was for nearly \$450,000. He said ProVen told the JPB their electrical subcontractor included the cost for this work in their scope. He said Golden State claimed they never spoke to ProVen until after bid day. He said contractors are required to list subcontractors on the day of the bid that are to perform work exceeding one-half of 1 percent of the contract value. This work is 2 percent. If they do not list subcontractors, the contractor must do the work themselves. The contract requires a preapproved subcontractor to perform this work, and that subcontractor was not listed in ProVen's bid.

Joan Cassman, Legal Counsel, said California law requires a prime contractor to list every subcontractor that is performing one-half of 1 percent of the work. She said ProVen did submit a list of subcontractors with all of the firms with which it was proposing to subcontract at this level. She said California law does not regulate relationships between subcontractors that go beyond the first tier and information regarding subcontractors below the first tier is not requested or provided at the time of bid opening. The contract specifications did require the fiber optic relocation work be performed by one of three specific firms. The specification does not say the work must be performed by a first tier subcontractor that would be listed on the list of subcontractors. ProVen will have the work performed by one of the approved installers specified in the contract documents as a second tier subcontractor. The law does not allow the JPB to reject a bid for a reason that pertains to the manner of performing the work.

In sum, she said Legal Counsel is convinced that ProVen has submitted a responsive bid. ProVen recognizes the requirement to have fiber optic relocation work performed by one of the three specified firms in the contract specifications as a second tier

relationship. Specifically the electrical subcontractor that has been listed on the List of Subcontractors will then subcontract with one of the preapproved installers. If ProVen's approach to this work results in higher costs than they estimated in preparing their bid, ProVen must cover the cost differential within the confines of its cost proposal.

Director Kalra said the Board has an obligation to the winner and challengers of bids. There is due process in place, regardless of who gets the bid and everyone has the right to pursue the due process. He said the Board doesn't expect perfection in these complex bids, but there must be some opportunity to review them on a case-by-case basis to ensure they are responsive. He said if there is a cost differential, it is not material because it does not affect the level of responsiveness, and if the bid is \$100,000 short, that cost is on the bidder, not on Caltrain. He said he understands the protest, but to remain within the confines of the law as far as accepting the bid, and given the facts and the legal opinion, it is the Board's obligation to reject the protest and allow the protestors to continue to appeal through the due process.

Reject the Protest:

Motion/Second: Kalra/Deal

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

Approve the Resolution:

Motion/Second: Tissier/Deal

Ayes: Cohen, Deal, Guilbault, Kalra, Nolan, Tissier, Yeager

Absent: Cisneros, Woodward

Director Kalra left at 11:42 a.m.

UPDATE ON THE DRAFT CALTRAIN STRATEGIC PLAN

Ms. Lee presented:

- The last update was in 2004 and had a 20-year timeframe.
- Major changes since 2004
 - Baby Bullet service and ridership growth
 - Major capital projects completed
 - Funding for modernization
- Opportunities and challenges
 - Increasing demand and capacity constraint
 - Ongoing financial challenges
 - Caltrain modernization
 - Caltrain/HSR blended system
- Milestones
 - Kickoff – October 2013
 - Goals – November 2013 – April 2014
 - Objectives – May 2014 – June 2014
 - Draft Plan – August 2014
 - Final Plan – September 2014

- Outreach
 - Meetings
 - Communications

Director Tissier left at 11:45 a.m.

- Plan structure includes
 - Vision – Provide a safe, reliable, sustainable, modern rail system that meets the growing mobility needs of the San Francisco Bay Area region
 - Focus areas – key areas of Caltrain business activities and outcomes
 - Goals – open-ended, aspirational statements within each focus area
 - Objectives – specific policy statements that support goals by describing desired outcomes
- Focus areas
 - Safety
 - Compliance and best practice
 - Safety culture
 - System investment
 - Safeguard security
 - Service
 - Mobility needs
 - Competitive with auto travel

Director Tissier returned at 11:49 a.m.

- Dependable service
- Comfort and convenience
- Staff investment
- Infrastructure and rolling stock
 - State of good repair
 - System reliability
 - Expand capacity
 - Caltrain/HSR blended service
- Finance
 - Efficiency
 - Maximize revenues
 - Stabilize and expand funding
- Transportation and land use
 - Connectivity
 - Alternative access modes
 - Transit supportive development
 - Statewide rail integration
- Partners and stakeholders
 - Openness and fairness
 - Effective participation
 - Strengthen partnerships
- Social Responsibility

- Civil rights
- Environmental footprint
- Inclusivity and equity
- JPB ad hoc committee
 - General support for recommended goals and objectives
 - Discussion themes include safety priority and Board engagement, outreach and partnerships and Board engagement, Caltrain staff welfare, and technology application
- Stakeholders
 - General support for recommended goals and objectives
 - Key comments and highlights include capacity and crowding, service level, train amenities, first and last mile, and freight
- Next steps are to release draft plan in August, finalize the plan in September, and determine performance metrics.

Director Ken Yeager said specific work being done to reduce suicides is not mentioned in the plan.

Chair Nolan left at 12:02 p.m.

Director Cohen said performance metrics are critical and this presentation is missing a tool to benchmark and to quantify success. She said this presentation seems more like a vision statement or guiding principles, and is not very strategic. However, with metrics it will be strategic.

Ms. Lee said after this meeting, staff will release a formal plan. She said this presentation is a skeleton or backbone to the plan, but the final document will get released to public and will be brought to the Board next month for adoption.

Public Comment

Clem Molony, Menlo Park, said Caltrain is serving commuters very well, and the Strategic Plan provides policy guidance for the Board on further improvements as train ridership grows. He said the Strategic Plan only mentions freight rail once in all of its guidelines, by saying the agency supports goods movement by freight if compatible with Caltrain service. He said that needs strengthening because freight is important. He said the Peninsula Freight Rail Users Group submitted letters to the Board emphasizing the need to improve the plan's support for freight rail, and regard the FRA grant to the Board in San Francisco, which is an example of collaboration between Caltrain and freight rail providers to modernize the Caltrain corridor.

Director Guilbault left at 12:04 p.m.

Pat Giorni, Burlingame, said she would like to know if the public response will be made public before it comes to the Board next month, because the public should be able to see the comments at least a week before the next meeting.

Roland LeBrun, San Jose, said near the Blossom Hill Caltrain Station, the city of San Jose is implementing its first urban village. There is a total of nine developments, each as large as Bay Meadows. He asked when Caltrain will start providing service there.

Director Yeager left at 12:07 p.m.
Director Guilbault returned at 12:07 p.m.

Adina Levin, Friends of Caltrain, said a letter was submitted from various groups about strengthening the equity goals and achieving them for the Caltrain service and with mobility and station access, transit-oriented development, fares, schedules, and transfers.

Vice Chair Deal said a quorum has been lost and the meeting will be adjourned.

David Miller, Legal Counsel, said the items on the agenda not being discussed will be carried over to the next meeting.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, September 4, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 12:09 p.m.