## JPB Board of Directors

Meeting of October 7, 2021

Correspondence as of September 3, 2021

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Dear Caltrain Board,

Please consider directing SamTrans planning staff to attend this presentation and report back to the Board on findings and recommendations in the North Fair Oaks area moving forward.

https://itsa-org.zoom.us/webinar/register/WN_GlMhOgrNRRGR93nhw1QtXQ

Welcome! You are invited to join a webinar:
Taking a Data-Driven Approach to Understanding Equity Gaps in Transportation.

After registering, you will receive a confirmation email about joining the webinar.

Initiatives at the federal, state, and local levels on Advancing Racial Equity and Support for Underserved Communities have been set forth. This panel will explore how agencies can use data-driven insights to alleviate chronic transportation inequities that have inhibited the ability of some neighborhoods to prosper. Difficulties in getting people to essential destinations — jobs, schools, and healthcare facilities — negatively affect every aspect of life. With new mobility options, focus and funding, there are real opportunities for making transportation networks safer, sustainable, and more equitable. This panel will explore how we can quantify gaps, implement new approaches and measure progress on addressing equity gaps. It will also highlight how agencies can move from talking about equity in transportation to implementing it in policies and practices. Speakers include: Monali Shah, Strategic Business Executive, Google Jairobe McPherson, Google Cloud Engineer Beth Osborne, Director of the Transportatio

itsa-org.zoom.us

Thank You

Roland Lebrun
CC

Mayor Howard and Redwood City Council
MTC Commissioners
August 16, 2021

The Honorable Gavin Newsom
Governor, State of California

The Honorable Toni Atkins
President pro Tempore, California State Senate

The Honorable Anthony Rendon
Speaker, California State Assembly

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,

We are writing today to express our strong support for the Governor’s budget proposal and additional State funding for the Caltrain Electrification Project and 2040 corridor vision. Through the passage of the state budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you develop the transportation package, we urge you to include $100 million for the completion of the Caltrain Electrification Project and $4.2 billion for High-Speed Rail in the FY 2021-2022 budget.

The Caltrain Electrification Project is a core component of the 2040 Caltrain Corridor Vision that will guide future development of the corridor and service over the next two decades. The 2040 Vision includes projects such as the San Francisco downtown extension to the Salesforce Center, Diridon Station reconstruction and significant grade separations. The 2040 Vision will transform the railroad from a traditional commuter rail system toward an electrified, high frequency regional rail service serving.

Summary of scalable project needs to help complete the electrification project and help realize the 2040 Caltrain Corridor vision:

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
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</thead>
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<td>Additional funds for Caltrain Electrification</td>
<td>Ensure sufficient funding for delivery of current Caltrain Electrification Project. FTA estimated the project would need an additional $333 million. To help cover the funding gap, Caltrain is requesting $100 million to cover technology related costs for a grade crossing activation system and other realized project risks (e.g. utility conflicts).</td>
<td>Under Construction</td>
<td>$100M</td>
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| Electrification Expansion (trains) | Increase to 8 trains per hour per direction, (from 5 today) and expand off-peak service. Adding fleet to the current train order. Total project cost is $570 million for 115 additional cars.  
- Caltrain has 59 un exercised car options remaining in the current Stadler Contract. Another 56 would need to be procured outside of the current contract or amend the current contract. | Ready for Construction | $570M |
| Electrification Expansion (infrastructure) | Support increase to 8 trains per hour per direction (from 5 today) and expand off-peak service: level boarding, platform extensions, and expanded storage. | Design | $640M |
| Support for other major rail improvements, including grade separations, and intermodal stations that are part of the 2040 Service Vision | Request $100 million per county (San Francisco, San Mateo, Santa Clara) to advance construction of shovel-ready projects or accelerate development and design of others. Would allow each County TA to prioritize allocation based on need. The 2040 Caltrain Vision program, which includes: SF Downtown Extension to the Salesforce Transit Center, Diridon Station reconstruction, electrification corridor from SJ to Gilroy, and substantial grade separations of the corridor, which would be between $10 billion (as identified in the Regional Transportation Plan) and $23 billion (as noted in the Caltrain Business Plan). | Design/Construction | $300M |
Caltrain Electrification is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state’s future high-speed rail system.

The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain also serves some of the world’s most innovative and fastest-growing companies who contribute economic strength to the national economy. In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to electrify the Caltrain commuter rail system as it will provide expanded capacity; improved speeds; reduced GHGs and reduced noise and pollution impacts on local communities; and greater reliability.

Recently, the FTA and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a $100 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The $100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

Before the pandemic, Caltrain was the 7th largest commuter rail system in the country and the most efficient commuter railroad in terms of its farebox recovery and passengers carried per mile. Caltrain’s ridership was dramatically impacted by the pandemic, but indicators show riders returning to the system. Caltrain is making changes to recapture ridership and is working to serve a more diverse group of riders and trips beyond traditional commuter rail customers. In August, Caltrain will begin operating 104 trains per weekday — a significant increase in service above what was operating pre-COVID, including all-day service to ensure full coverage and connectivity for every station and to make sure that the service meets the basic needs of all riders. This will help Caltrain serve workers returning to the office while also providing a service that is more relevant and useful to the needs of lower income riders and essential workers.

Electrification also lays the foundation for Caltrain’s 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region, state, and nation. The core of High-Speed Rail’s northern section will run from San Francisco to San Jose and will “blend” with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor.

We are now at the finish line for this transformational project. We urge you to ensure sufficient funding for delivery of Caltrain Electrification and High-Speed Rail to California. Thank you in advance for your consideration of our important request.
Most gratefully,

Michelle Bouchard
Acting Executive Director
Caltrain

Carter Mau
Acting General Manager/CEO
San Mateo County Transit District

Jeffrey P. Tumlin
Director of Transportation
San Francisco Municipal Transportation Agency

Carolyn Gonot
General Manager and CEO
Valley Transportation Authority

cc: Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
The Honorable Josh Becker, California State Senate
The Honorable Bob Wieckowski, California State Senate
The Honorable Scott Wiener, California State Senate
The Honorable Marc Berman, California State Assembly
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The Honorable Kevin Mullin, California State Assembly
The Honorable Robert Rivas, California State Assembly
The Honorable Mark Stone, California State Assembly
The Honorable Phil Ting, California State Assembly
August 16, 2021

The Honorable Gavin Newsom
Governor, State of California

The Honorable Toni Atkins
President pro Tempore, California State Senate

The Honorable Anthony Rendon
Speaker, California State Assembly

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,

We are writing today to express our strong support for additional State funding to support the Caltrain Electrification Project. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state’s future high-speed rail system. We respectfully urge you to include $100 million for the completion of the Caltrain Electrification Project, as well as $4.2 billion for High Speed Rail in the FY 2021-2022 budget.

Caltrain’s corridor is a tremendous economic success story, generating jobs for residents, tax receipts for governments, products and technologies that have transformed the ways that we live and work, and business purchases and expansion offices that extend economic benefits across the entire nation. Caltrain runs through the heart of Silicon Valley to San Francisco, serving several major employers including Google, Genentech, HP and Stanford University. Pre-pandemic, Caltrain provided travel options to over 60,000 riders daily, with many of the most popular ‘Baby Bullet’ trains serving standing-room-only size crowds.

In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together for years to electrify the Caltrain rail system as it will provide expanded capacity, improved speeds, reduced noise and pollution impacts on local communities, and greater reliability. Employers in this corridor view these benefits from the Caltrain Electrification Project as critical to the continued economic competitiveness of this region.

Recently, the Federal Transit Administration (FTA) and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a $100 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The $100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is
being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

Electrification also lays the foundation for Caltrain’s 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region and state. The core of High-Speed Rail’s northern section will run from San Francisco to San José and will “blend” with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor. As we continue to see the increase of super commutes, primarily from the Central Valley to the Bay Area, easing these long trips through the connection of rail will not only improve the quality of life for commuters making the trip now, but could increase housing options for Bay Area-based employees.

Caltrain serves some of the world’s most innovative and fastest-growing companies who contribute economic strength to the national economy. We are united in our support for this project and urge you to ensure sufficient funding for delivery of Caltrain Electrification and High Speed Rail to California.

Sincerely,

Gwendolyn Litvak
Senior Vice President, Public Policy

cc: Michelle Bouchard, Acting Executive Director, Caltrain
Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
The Honorable Josh Becker, California State Senate
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Governor, State of California  

The Honorable Toni Atkins  
President pro Tempore, California State Senate  

The Honorable Anthony Rendon  
Speaker, California State Assembly  

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**  

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,  

We are writing today to express our strong support for additional State funding for the Caltrain Electrification Project. Through the passage of the state budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you work to finalize the transportation funding package, we **urge you to include $100 million for the completion of the Caltrain Electrification Project**, as well as $4.2 billion for High-Speed Rail in the FY 2021-2022 budget.  

**Caltrain Electrification is currently under construction**, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state’s future high-speed rail system.  

Congress has appropriated $977.6M in federal funds for the project through the Federal Transit Administration (FTA), and its funding has received bipartisan support. The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain also serves some of the world’s most innovative and fastest-growing companies who contribute economic strength to the national economy. In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to electrify the Caltrain commuter rail system as it will provide expanded capacity; improved speeds; reduced GHGs and reduced noise and pollution impacts on local communities; and greater reliability.  

Recently, the FTA and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a $333 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The $100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.
Before the pandemic, Caltrain was the 7th largest commuter rail system in the country and the most efficient commuter railroad in terms of its farebox recovery and passengers carried per mile. Caltrain’s ridership was dramatically impacted by the pandemic, but indicators show riders returning to the system. Caltrain is making changes to recapture ridership and is working to serve a more diverse group of riders and trips beyond traditional commuter rail customers. In August, Caltrain will begin operating 104 trains per weekday — a significant increase in service above what was operating pre-COVID, including all-day service to ensure full coverage and connectivity for every station and to make sure that the service meets the basic needs of all riders. This will help Caltrain serve workers returning to the office while also providing a service that is more relevant and useful to the needs of lower income riders and essential workers.

Electrification also lays the foundation for Caltrain’s 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

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We are now at the finish line for this transformational project. We urge you to ensure sufficient funding for delivery of Caltrain Electrification and High-Speed Rail to California. Thank you in advance for your consideration of our important request.

Sincerely,

Dianne Feinstein
United States Senator

Alex Padilla
United States Senator

cc: Michelle Bouchard, Acting Executive Director, Caltrain
Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
United States Senate

Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
The Honorable Josh Becker, California State Senate
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The Honorable Alex Lee, California State Assembly
The Honorable Evan Low, California State Assembly
The Honorable Kevin Mullin, California State Assembly
The Honorable Robert Rivas, California State Assembly
The Honorable Mark Stone, California State Assembly
The Honorable Phil Ting, California State Assembly
September 3, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Nancy Skinner  
Chair, Senate Budget Committee

The Honorable Phil Ting  
Chair, Assembly Budget Committee

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget or other Funding Programs

Dear Governor Newsom, Chair Skinner, and Chair Ting:

We represent a coalition of businesses, major employers, and organizations coming together in strong support for the allocation of $100 million for the completion of the Caltrain Electrification Project in the FY 2021-2022 State Budget or through additional State funding or language that allows the project to access additional Transit and Intercity Rail Capital Project (TIRCP) funds. This funding is critical to ensuring Caltrain addresses the funding shortfall and keep the project on track to be complete in 2024.

Approving additional State funding of $100 million to support the Caltrain Electrification Project is a top priority for all our organizations and all categories of stakeholders who care about the Caltrain corridor. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state’s future high-speed rail system.

Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission’s (CPUC) California Grade Separation Program Priority List. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to Gilroy, and six of the top ten priority grade crossings on the Caltrain train corridor are included on CPUC’s Priority List. Removing these grade crossings will help us enhance safety and achieve the maximum service potential from the Electrification Project by minimizing gate down times along the corridor.
Electrification also lays the foundation for Caltrain’s 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

The completion of this project is fundamental to the ongoing recovery from COVID-19 economic impacts and future growth and vitality of every sector in our local and regional economies served by the Caltrain rail corridor. Santa Clara, San Mateo, and San Francisco Counties combined are home to over 3 million people and key sectors like the Silicon Valley innovation economy, the largest biotechnology cluster in the world, financial services, and the headquarters to valuable companies including Google, LinkedIn, Facebook, Adobe, Oracle, VISA, Salesforce, Tesla, Apple, Genentech, and Twitter, to name just a few.

The Caltrain rail corridor also encompasses major global institutions and destinations, such as Stanford University, University of California San Francisco, and the San Francisco International Airport (SFO). The project area is a main California trade corridor and within this project area the corridor provides access to two international airports, two industrial ports, and three bridges that span the San Francisco Bay.

Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional TIRCP funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Government and civic leaders have worked together to support the Electrification Project and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

Sincerely,

Acterra
Bay Area Council
Chamber San Mateo County
Commute.org
Dignity Health Sequoia Hospital
Friends of Caltrain
Foster City Chamber of Commerce
Genentech
Google
Housing Leadership Council San Mateo County
Joint Venture Silicon Valley
Kaiser Permanente
Menlo Park Chamber of Commerce
Menlo Spark
Mountain View Chamber of Commerce
Peninsula Chinese Business Association
Peninsula for Everyone
Peninsula Freight Rail Users Group
Peninsula Mobility Group
Seaport Industrial Association
San Francisco Chamber of Commerce
San Jose Chamber of Commerce
San Mateo Area Chamber of Commerce
San Mateo County Central Labor Council
San Mateo County Economic Development Association
Silicon Valley Bicycle Coalition
Silicon Valley Leadership Group
South San Francisco Chamber of Commerce
Stanford University
Sustainable San Mateo County

cc: Michelle Bouchard, Acting Executive Director, Caltrain
Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
The Honorable Toni Atkins, President pro Tempore, California State Senate
The Honorable Anthony Rendon, Speaker, California State Assembly
The Honorable Lena Gonzalez, Chair, Senate Transportation Committee
The Honorable Laura Friedman, Chair, Assembly Transportation Committee
The Honorable Josh Becker, California State Senate
The Honorable Bob Wieckowski, California State Senate
The Honorable Scott Wiener, California State Senate
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The Honorable Evan Low, California State Assembly
The Honorable Kevin Mullin, California State Assembly
The Honorable Robert Rivas, California State Assembly
The Honorable Mark Stone, California State Assembly
The Honorable Phil Ting, California State Assembly
September 1, 2021

The Honorable Gavin Newsom Governor, State of California
The Honorable Nancy Skinner Chair, Senate Budget Committee
The Honorable Phil Ting Chair, Assembly Budget Committee

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget or Other Funding Programs

Dear Governor Newsom, Chair Skinner, and Chair Ting:

The Silicon Valley Coalition of Chambers comprises of 18 local chambers of commerce, and is the voice for thousands of businesses and corporations that service our region and fuel our thriving economy. We join together in strong support for the allocation of $100 million for the completion of the Caltrain Electrification Project in the FY 2021-2022 State Budget or through additional State funding or language that allows the project to access additional Transit and Intercity Rail Capital Project (TIRCP) funds. This funding is critical to ensuring Caltrain addresses the funding shortfall and keep the project on track to be complete in 2024.

Approving additional State funding of $100 million to support the Caltrain Electrification Project is a top priority for all our organizations and all categories of stakeholders who care about the Caltrain corridor. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state’s future high-speed rail system.

Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission’s (CPUC) California Grade Separation Program Priority List. There is a significant need to address grade crossings statewide that requires dedicated increased and ongoing funding. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to San Jose, and six of the top ten priority grade crossings on the Caltrain train corridor are included on CPUC’s Priority List. Removing these grade crossings will help us enhance safety and achieve the maximum service potential from the Electrification Project by minimizing gate down times along the corridor.

Electrification also lays the foundation for Caltrain’s 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101.
The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads. We do note that this current funding request stops at San Jose, which could delay electrification for South County where it is also sorely needed. We urge adding funding sources, such as the American Rescue Plan, to bring electrification as soon as possible all the way to Gilroy.

The completion of this project is fundamental to the ongoing recovery from COVID-19 economic impacts and future growth and vitality of every sector in our local and regional economies served by the Caltrain rail corridor. Santa Clara, San Mateo, and San Francisco Counties combined are home to over 3 million people and key sectors like the Silicon Valley innovation economy, the largest biotechnology cluster in the world, financial services, and the headquarters to valuable companies including Google, LinkedIn, Facebook, Adobe, Oracle, VISA, Salesforce, Tesla, Apple, Genentech, and Twitter, to name just a few. The Caltrain rail corridor also encompasses major global institutions and destinations, such as Stanford University, University of California San Francisco, and the San Francisco International Airport (SFO). The project area is a main California trade corridor and within this project area the corridor provides access to two international airports, two industrial ports, and three bridges that span the San Francisco Bay. Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional TIRCP funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Caltrain is a critical resource for our economic vitality, which is why the Coalition unanimously supported Measure RR last year. The Electrification Project is an important part of this vision, and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision, as well as examining other funding sources, such as the American Rescue Plan, to include electrification efforts in South County sooner rather than later. Thank you in advance for your consideration of our important request.

Sincerely,

[Signature]

Mark Turner
Chair, Silicon Valley Chamber Coalition
August 31, 2021

The Honorable Gavin Newsom  The Honorable Nancy Skinner  The Honorable Phil Ting
Governor, State of California  Chair, Senate Budget Committee  Chair, Assembly Budget Committee

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget

Dear Governor Newsom, Chair Skinner, and Chair Ting:

We are writing today to express our strong support for additional State funding for the Caltrain Electrification Project. Through the passage of the State budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you work to finalize the multi-billion-dollar transportation funding package, we urge you to include $100 million from the General Fund for completion of the Caltrain Electrification Project as part of the larger agreement on transportation spending, as well as the proposed increased funding for grade separations.

Caltrain Electrification is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing the aging diesel trains with high-performance electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the State’s future high-speed rail system as the two systems will share a corridor.

The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain serves some of the world’s most innovative and fastest-growing companies who contribute economic strength to the national economy. To sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to support Caltrain Electrification, as it will provide more service to more riders with expanded capacity, improved travel options, reduced noise and pollution impacts on local communities.

Caltrain and FTA recently identified a $333 million gap needed to cover delays due to COVID-19 which severely disrupted supply chains, unforeseen conditions under Caltrain’s 150-year-old right-of-way, and complications related to the signal system. The $100 million State budget request would help Caltrain meet the funding shortfall and keep the project on track to be completed by 2024. The project has already made tremendous progress, with most of the physical infrastructure already installed and many trainsets completed and undergoing testing. The electric trains are expected on Caltrain property in 2022 and will be tested on the corridor before passenger service begins in 2024.

If dedicated funding does not materialize for this project, but additional transit funds are made available as part of the final transportation funding package, we urge the Legislature and the Administration to allow major capital projects experiencing cost overruns due to circumstances beyond the control of project sponsors, including circumstances that may have arisen, in part or in full, due to the pandemic, to receive assistance to help cover these costs from the Transit and Intercity Rail Capital Program (TIRCP) or other programs, regardless of whether or not these projects have previously received funding from the Program. Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission’s
California Grade Separation Program Priority List. There is a significant need to address grade crossings statewide that requires dedicated increased and ongoing funding. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to San Jose, and six of the top ten priority grade crossings on the Caltrain corridor are included on CPUC’s Priority List.

Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region, state, and nation. The core of High-Speed Rail’s northern section will run from San Francisco to San Jose and will “blend” with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor. Once Caltrain’s full long-term electrified service vision is realized, it will support a ridership of 180,000 passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101 – and reduce 110 metric tons of GHG emissions every day, taking nearly a million vehicle miles off Bay Area roads.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

Most gratefully,

Assembly Member Kevin Mullin - AD 22

Senator Scott Wiener - SD 11

Assembly Member David Chiu - AD 17

Assembly Member Mark Berman - AD 24

Senator Josh Becker - SD 13

Assembly Member Alex Lee – AD 25

Assembly Member Robert Rivas – AD 30

Assembly Member Ash Kalra - AD 27

Assembly Member Mark Stone - AD 29

Senator John Laird - SD 17

Senator Bob Wieckowski - SD 10

Assembly Member Evan Low - AD 28

cc:
Senate President pro Tem Atkins
Assembly Speaker Rendon
Michelle Bouchard, Acting Executive Director, Caltrain
Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA
August 27, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Toni Atkins  
President pro Tempore, California State Senate

The Honorable Anthony Rendon  
Speaker, California State Assembly

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon:

We are writing to express our strong support for additional State funding for the Caltrain Electrification Project. Our city will greatly benefit from the completion of this regionally significant project, which is currently under construction and will modernize the 51-mile corridor by replacing the aging diesel trains with high-performance electric trains. The Electrification Project will provide a more environmentally friendly, fast, reliable service for the people living and working along the corridor.

Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional Transit and Intercity Rail funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Government and civic leaders have worked together to support the Electrification Project and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project’s success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request. If you have any questions, please do not hesitate to contact Christina Turner, City Manager, via phone at 408-776-7382, or via email at christina.turner@morganhill.ca.gov.

Sincerely,

Rich Constantine  
Mayor
August 25, 2021

The Honorable Gavin Newsom  
Governor, State of California  
1303 10th Street, Suite 1173  
Sacramento, CA 95814

The Honorable Toni Atkins  
President pro Tempore, California State Senate  
Sent Via Email: Toni.Atkins@sen.ca.gov

The Honorable Anthony Rendon  
Speaker, California State Assembly  
Sent Via Email: Anthony.Rendon@asm.ca.gov

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We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

Sincerely,

Drew Corbett  
City Manager
cc: Sent via email:

Michelle Bouchard, Acting Executive Director, Caltrain Peninsula Corridor Joint Powers Board of Directors
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom
Brian Kelly, CEO, California High-Speed Rail Authority
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The Honorable Dave Cortese, California State Senate
The Honorable Ash Kalra, California State Assembly
The Honorable John Laird, California State Senate
The Honorable Alex Lee, California State Assembly
The Honorable Evan Low, California State Assembly
The Honorable Kevin Mullin, California State Assembly
The Honorable Robert Rivas, California State Assembly
The Honorable Mark Stone, California State Assembly
The Honorable Phil Ting, California State Assembly
From: Roland Lebrun  
To: Board (@caltrain.com)  
Subject: Re: Caltrain Board meeting transcript  
Date: Friday, September 3, 2021 3:05:40 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Thank you and much appreciated.
Have a great weekend.

Roland.

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Sent: Friday, September 3, 2021 2:53 PM  
To: 'Roland Lebrun' <ccss@msn.com>  
Subject: RE: Caltrain Board meeting transcript

Dear Mr. Lebrun,

As attached.

Have a great weekend

From: Roland Lebrun <ccss@msn.com>  
Sent: Friday, September 3, 2021 10:07 AM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Subject: Caltrain Board meeting transcript

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Please provide a copy of the September Board meeting Zoom transcript archive pursuant to Government Code §6250 et seq.

Thank you in advance for your prompt response to this request.

Roland Lebrun
Dora Seamans: You are now live.
Dev Davis: Good morning, I would like to call the September meeting of the joint powers board to order can we stand and do the pledge allegiance, please.
Dev Davis: Pledge allegiance to the flag of the United States of America and to the Republic for which it stands one nation under God indivisible with liberty and justice for all.
Dev Davis: Thank you.
Dev Davis: For can we take the role, please.
Dora Seamans: As director Chavez.
Dev Davis: Here director g.
Dora Seamans: Hair director hendricks is absent director point.
Dora Seamans: Don't believe I see director walton on we'll move along directors and nita.
President.
Dora Seamans: Vice chair him under.
Dev Davis: Here.
Dev Davis: Here.
Dora Seamans: You have a concern.
Dev Davis: Thank you, before we go into closed session, are there any members of the public who wants to comment on close session items.
Dev Davis: One hand raised.
Dev Davis: Roland you have two minutes.

Roland audio: Thank you. I might have to say directors good morning.

Roland audio: That is a catch-22 situation because members of the public have no idea what the atom stuff, so I would respectfully suggest that you do come to the...

Roland audio: Discussing multiple allegations of brown bag valuations over the last month we counsel with regards to people in the...

Roland audio: I hope that we had the opportunity of reading my letter from the item basically what I'm suggesting is a different approach whereby caltrain essentially backs out of what's going on in downtown Redwood city.

Roland audio: The last point I'd like to bring to your attention is this project is not in the capital plan it's not in the budget and every all the Everything seems to be coming out of the caltrain administration, thank you.

Roland audio: This is a potential real estate transaction that crosses multiple agencies, the city of Redwood city Samtrans IP be as well as a private landowner.

Roland audio: I have no financial interest in this transaction however I sit on all three of those agencies and in consultation with counsel for all three agencies it's appropriate that I only represent one agency in the potential conversations and so with regard to this item and the potential.

Jeff Gee: This is potential real estate transaction that crosses multiple agencies, the city of Redwood city Samtrans IP be as well as private landowner.

Jeff Gee: I am going to recuse myself for the record, on item three be in close session, this is a very unusual situation for me.

Jeff Gee: This is a potential real estate transaction that crosses multiple agencies, the city of Redwood city Samtrans IP be as well as a private landowner.

Jeff Gee: I have no financial interest in this transaction however I sit on all three of those agencies and in consultation with counsel for all three agencies it's appropriate that I only represent one agency in the potential conversations and so with regard to this item and the potential.
James Harrison: With respect to the transaction issue today, Sam trans is not involved so you’re you’re correct that the IP be a private party, as well as Redwood city are involved in the transaction issue today.

Jeff Gee: Okay, well, I sometimes wear too many hats, so thank you for clarifying that.

Dev Davis: Thank you, Director Gee.

Dev Davis: I think we can move into closed session, I want to note, for the record that director Walton has logged on after a technical issue.

Dev Davis: So thank you.

Dev Davis: Thank you, Director Gee.

Dev Davis: I think we can move into closed session, I want to note, for the record that director Walton has logged on after a technical issue.

Dev Davis: Alright, so board members, we will log out of this we should return.

Dev Davis: To regular session at.

Dev Davis: 9:55am with public.

Dora Seamans: Hello everyone, this is the update before the estimated return is approximately 10:20am Thank you.

Dora Seamans: chair, for the good of the order I do see that we have, I believe, currently seven members.

Dora Seamans: Just one more.

Dora Seamans: Thank you.

Dora Seamans: Of all these, I can't count.

Dora Seamans: Of all these, I can't count.

Dora Seamans: Of all these, I can't count.

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Dora Seamans: Chair, for the good of the order I do see that we have, I believe, currently seven members.

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Vaughn: I read something about the state of Washington did a study on why their projects take longer costs very a lot more a lot more money and all that kind of stuff.

Vaughn: And there were a few things like this that and the people didn't really know what they're doing when they were building whichever and there was multiple real projects and in transit projects.

Vaughn: But the big thing that jumped out or the bigger thing but it wasn't the majority was the constant local customizations to with the project.

Vaughn: Whether it's light rail or heavy rail or bus system, whatever it is it the project was always changing.

Vaughn: Based upon obviously the local people local governments or whatever it is, and their customization and that essentially what extends all you know these projects, they just go on forever you can't really plan.

Vaughn: I believe I could be wrong you can't really plan a transportation system, whatever it is, and I mean like for the whole mega region or even locally in the Bay area.

Vaughn: Unless you can guarantee you can get the projects done in a time when people still know about it that or or that kind of thing.

Vaughn: And it's the constant also there's the constant churn, and this is kind of pointing to a level of government corruption but it's something.

Vaughn: I think we've slow walked into this development is everybody a lot of the cities and counties are all pointing towards economic development, the transportation gets to be a secondary or tertiary type of.

Vaughn: aspect of the project, and as long as you're trying to squeeze as much money out of it, for your local wished you, whatever that is.

Vaughn: you're not going to deliver the best project and we've proven that I mean I've spend billions of dollars that it handles less than 5% of the people that's an IT service area.

Vaughn: I think we need this, you need to everybody needs to step back and say what do you what's the end product, and how do we get there, based on what we know we can do, or can't do thank.

Dev Davis: You, the next color is phone number ending in 739.

Jeff Carter: Good morning Jeff Carter.

Jeff Carter: I think.

Jeff Carter: previous speaker vaughn brings up some good points projects.

Jeff Carter: tend to take too long costs too much because of changes and customizations and you know what have you so.

Jeff Carter: You know, one of the problems of us in the Bay area.

Jeff Carter: Then, my main comments are to thank caltrain for the new timetable coming out with the new timetable looks good.
Jeff Carter: However, this schedule does not show the fare included, so did the last time table so I'm just wondering if that was an oversight, or if it was because the.

95 01:22:41.190 --> 01:22:54.330
Jeff Carter: fares were discounted for February or whatever, but it would, I think it's beneficial to the customer to include the fare in the time table.

97 01:22:55.500 --> 01:23:01.260
Jeff Carter: pick take one time tables so just bring that to your attention.

88 01:23:02.850 --> 01:23:18.330
Jeff Carter: next item is on the archive zoom meetings or video meetings MTC and SF mta they have a download button for downloading the video the MP4 video.

89 01:23:19.350 --> 01:23:27.840
Jeff Carter: time tables so i'm just wondering if that was an or if because the.

Jeff Carter: And that's helpful for people that want to watch it at whatever the sometimes the the granted because.

91 01:23:36.360 --> 01:23:55.820
Jeff Carter: whenever and then you know if you can download it, then we can you know people can watch at their leisure and use their own system to rewind or whenever so I'm just wondering why caltrain does not have this download feature while SF mta and an mtc do thank you.

93 01:23:57.780 --> 01:23:59.820
Dev Davis: Thank you next speaker is a leader to pr.

93 01:24:02.640 --> 01:24:04.950
Aleta Dupree, her: Can you hear me.

94 01:24:04.950 --> 01:24:15.180
Aleta Dupree, her: Thank you share Dr. Davis and numbers elite degree, for the record my pronouns are she in her hope you can hear me all right, because I'm out walking the street in Denver.

96 01:24:15.720 --> 01:24:29.910
Aleta Dupree, her: I think it might ride the flat iron fly today something to get excited about and I'm going to continue to talk about electrification and flipper and those are things that are all meaning meaningful to me and I look forward to them being done sooner rather than later.

97 01:24:29.910 --> 01:24:32.640
Aleta Dupree, her: But I come to you today.

98 01:24:32.640 --> 01:24:36.030
Aleta Dupree, her: With a heavy heart.

99 01:24:36.030 --> 01:24:48.610
Aleta Dupree, her: And I say this to you.

100 01:24:48.610 --> 01:24:49.880
Aleta Dupree, her: I'm tired of the hate hate has no place on this system.

101 01:24:49.880 --> 01:25:03.090
Aleta Dupree, her: And I want a system that is going to fully welcome everybody, regardless of who they are, and I appreciate the fact that all seven of you present this the July meeting asked the pride resolution.

102 01:25:03.090 --> 01:25:14.280
Aleta Dupree, her: And all train and Sam trans have always been good to me I've never ever been disrespected by either of these two agencies.

103 01:25:14.280 --> 01:25:25.230
Aleta Dupree, her: But, yet I'm concerned about the hate that I heard coming from the podium the anti Sam train hate. The anti caltrain hates.

Aleta Dupree, her: Can we protect the good name of caltrain and Sam train, this is the people's railroad and I want to feel safe in our meetings, especially in person meetings that come up.

105 01:25:39.330 --> 01:25:49.140
Aleta Dupree, her: We don't always agree, but I always speak to you, with respect, and I take by responsibility speaking before you very seriously.

106 01:25:49.140 --> 01:26:04.950
Aleta Dupree, her: Because respectful and reason conversation is what counts the most I asked that you not forget the voices of respect and reason, that is how I approach you I'm a person, just as much thank you.
speaking, however alone and check out a good audio:

Roland audio: Now, the first point that the one brought up about the way we go about during mega protests it’s not sustainable, we can carry on like this and I’m actually in the middle of writing a letter to MTC.

Roland audio: That follows up the announcement, a few days ago that the Google tower in Austin is essentially being delivered slap bang in the middle of the pandemic.

Roland audio: Three months early are repeat what I say, three months early and below budget and I’m certain we can learn from this so I’m going to suggest to MTC that they invite the Google team.

Roland audio: and give a presentation explaining how did this and whether this would actually be possible in California or on Texas.

Roland audio: Now, with regards to the point that Jeff counter made up of granny because I’ve complained about this.

Roland audio: Multiple times I’ve got the same issue as Jeff and I’m sure, a lot of other people do we try to rewind archived videos, the solution is very simple, use the YouTube live stream feature in zoom.

Roland audio: And at that point in time, people can watch the meetings live oh and, by the way they will they get closed captioning and in any language and there will be able to view the meeting archive as soon as the meeting ends and I hope that we can move forward with a suggestion, thank you.

Roland audio: Good morning board members edina 11 with friends of caltrain would like to support what the other members of the public have said in encouraging

Roland audio: staff to fix or replace the grainy has videos they work much less well than the videos used on many other agencies and public bodies, so please do fix that so that the video playback can be easily watched Thank you.

Roland audio: Thank you and their hands will move on to item six that consent calendar do any board members want any consent item calendar consent calendar items to be considered separately director g.

Jeff Geiss: Sure Davis I’d like to rescuse myself or items six, so previously stated, with regard to item three being closed session Okay, we.

Jeff Geiss: Will we will vote on that item separately, we will take comments from the public altogether for the consent calendar item, if I have no other items from the board that needs to be considered separately.

Roland audio: Okay, going to public comment Roland.

Roland audio: Thank you, Madam chair and very briefly, I want to bring your attention couple of items.

Roland audio: The actually coincidentally in math the Redwood city project is missing from the capital project quarterly status report, and I believe we’re spend at least.

Roland audio: $500,000 on the unde or consultants and we branch eventually up to half a million dollars, so far, so that needs to be rectified I’ll be writing to directors moodle.
Roland: The Burlingame great separation project, quite frankly, this needs to come back to committee and people explaining to us exactly what they’re doing down day, whether they get any plans for passing tracks and the level bowing and if not, why not.

Roland: I wrote to you about the situation with what’s going on with Pacific gas and electric. I think the most important thing to learn from the PNC report.

Roland: You know, you talk about the chief financial officer, I hope that you can read the letter.

Roland: You know, further south and then provide the critical comic DVD the bottom rail and that completes my remarks Madam chair, thank you.

Michelle Bouchard: Thank you back to my colleague structure stone.

Michelle Bouchard: Sir highly variable.

Michelle Bouchard: Director stone, if you will allow me to consult with staff, I will get back to you on that, by.

Michelle Bouchard: Director stone, sir highly variable.

Michelle Bouchard: Director thank you.

Michelle Bouchard: Director thank you.

Michelle Bouchard: All right, I will entertain a motion for all items on the consent calendar, except item m.

Michelle Bouchard: Second.

Monique Zmuda: Second.
Dora Seamans: Dr. Chavez.
Yes, Director.

Dora Seamans: Yes, Director.

Dora Seamans: Yes.

Dora Seamans: Dr. stone.

Dora Seamans: vector walton.

Dora Seamans: directors.

Dora Seamans: chair him under.

Dev Davis: chair Davis yes.

Dev Davis: wishing you. Thank you and now for item and.

Cindy Chavez: I'll move approval.

Dev Davis: Thank you, and this is the one Dora that director G will be recused from.

Nobody.

Dora Seamans: director Chavez yes.

Dora Seamans: director walton.

Dora Seamans: director walton.
Dora Seamans: Vice chair him under.

Dora Seamans: My care Davis yes

Michelle Bouchard: Sebastian Thank you.

Michelle Bouchard: Sebastian Thank you.

Michelle Bouchard: Good morning chair Davis I'll like this one off, very briefly, while we get the presentation pulled up, so this is a significant item for us.

Michelle Bouchard: Sebastian Getting to this one very briefly, while we get the up, so is a significant for us.

Michelle Bouchard: I think the Board is aware there's substantial property ownership by caltrain in the dirt on station area.

Michelle Bouchard: Sebastian And I believe is the Board is also aware, the staff accountant has been doing a lot of work with our partners at the city of San Jose with bia with high speed rail and MTC around the future of dirt on station.

Michelle Bouchard: Sebastian And so we felt that it was important to keep the board informed on what we're also doing on the property side in terms of the steps we're.

Michelle Bouchard: Sebastian: Getting to look at development potential on some of our proposals around the station.

Michelle Bouchard: Sebastian: And so I'll turn it over to Brian Fitzpatrick and our consultant who's assisting us with this Aaron X and all of us will be available to answer questions as they emerge as we go through the presentation.

Michelle Bouchard: Brian Fitzpatrick: Great thanks Sebastian Sebastian did noted we've put together a team for this one and our lead for that team is a consultant we brought on by the name of Aaron and.

Michelle Bouchard: Brian Fitzpatrick: Aaron focus both what the well is to look like in the future the city is at this from a high speed rail

Michelle Bouchard: Brian Fitzpatrick: They're looking at it with regard to our tenant railroads like up, they are also looking at it.

Michelle Bouchard: Brian Fitzpatrick: With regard to the other commuter railroads as and others that go into the center's a station.

Michelle Bouchard: Brian Fitzpatrick: And so there's an effort that we're going to talk about called the dirt on integrated station concept plan, when you think of that think infrastructure.
Brian Fitzpatrick: there's also the dirt on station area plan the D SAP when you think of D SAP think of the city setting the tone for how they want development to happen.

Brian Fitzpatrick: In an area around the station so I'm saying that up front as we move forward disk infrastructure D SAP land planning, I think, is a key component to move ahead so Aaron if you could move to the next slide here.

Brian Fitzpatrick: um I've got about three slides that are going to orient you to where we are, but the slide you're looking at right now is an overhead aerial view of the dirt on station area.

Brian Fitzpatrick: The big white circle that you see at the top middle of your slide is the arena in San Jose right across the street from that to what I would call railroad South down your page is to do it on station.

Dev Davis: Can we um I'm having a little trouble seeing because we're seeing the preview slide and then there's also a pop up that says live captions and subtitles whoever sharing their screen, can they change the display settings.

Aaron Aknin: Give me a moment.

Brian Fitzpatrick: Yet, and these maps are important, give us a second here and we'll get it going.

Aaron Aknin: Brian can you actually see if you could share on your end.

Brian Fitzpatrick: yeah let me see if I can share on my end, I have the same presentation up on my screen let's see how this works thanks everybody for your patience.

Brian Fitzpatrick: to that looking a little bit better director Davis.

Dev Davis: Yes.

Brian Fitzpatrick: I'm next page, this is a slide we were on I'm going to show you that this is the caltrain right of way right here.

Dev Davis: I'm sorry, the area in red that you see is the property that we're talking about I'm going to go to the next slide and focus on this area, a little bit more, so you can see it a little bit better.

Brian Fitzpatrick: See here Okay, so now I apologize, we reoriented you in a different way compaq arena here railroad north of the Left railroad south to the right the property that we're talking about right here is this parking lot.
Brian Fitzpatrick: That is right, above the lot where we have a bus transit area, the dirt on historic station building is right here.

Brian Fitzpatrick: parking for caltrain is in this area again when we go above this Kato street a lot we're talking about is the 3.1 acres here.

Brian Fitzpatrick: Right to the railroad south of that is a V ETA property anybody who's been out here will see that this lot that's comprised of the caltrain and vs a lot functions is one.

Brian Fitzpatrick: Similar media fair similar different things, but it's owned by two different entities, so the lot we're talking about is right here.

Brian Fitzpatrick: One more thing to note coming down through this lot right in this general area in the middle, is the vta light rail system, you can see it in light blue.

Brian Fitzpatrick: comes down through the middle of this three acre lot comes under the parking lot and the transit center and comes under our railroad and comes up parallel to caltrain, on the other side of the tracks So those are the main features that you need to understand here.

Brian Fitzpatrick: Last drawing I'm going to show you is again a little bit more focused I apologize, all these drawings are oriented differently they've come from a number of different places.

Brian Fitzpatrick: This is the focus on this site deal it on station caltrain rail way hill street this site, the key here to understand about our site is around the infrastructure planning that's happened in this area happens on a lot of caltrain property, the caltrain property is.

Brian Fitzpatrick: outside of K hill street, in other words, everything below K hill street or that caltrain property is being considered for a future rail infrastructure this site.

Brian Fitzpatrick: outside of K hill it's a three acre site, I called a pure development site, we need to worry about access, we need to worry about connectivity but there's not going to be any rail infrastructure identified on this property.

Brian Fitzpatrick: The last piece of context here, you may recall, when we did our real quarter use policy where we basically talked about different parts of the caltrain right of way.

Brian Fitzpatrick: That we're going to be used in different manners and other words we wanted to make sure that everything needed for caltrain expansion and infrastructure didn't become available for other things such as development, etc. etc.

Brian Fitzpatrick: In the area the Ralph quarter use policy, this was designated zone for which was a special zone put in San Jose and San Francisco in this area.

Brian Fitzpatrick: The special designation was set forward because we said, if there is a large scale planning process ongoing at the time.

Brian Fitzpatrick: That we would wait for the results of that planning process to play out before we made decisions about our property.

Brian Fitzpatrick: So here in San Jose inside mentioned before, there is this disk process which is defined what the real wants to be in this area when it expands.

Brian Fitzpatrick: And that disk process basically says below K street caltrain property should be preserved for a future infrastructure above K hill street that property is fine to develop.

Brian Fitzpatrick: Which means, then it goes into the other city process that Aaron is going to talk to you about called the de SAC process and that's thedeer it on station area plan what that plan does is that the city sets.

Brian Fitzpatrick: area of property privately and publicly owned owned by a number of different property owners in an entire area trying to create a neighborhood with dirt on it's the focus.

Brian Fitzpatrick: And this new transit station as really the hub our properties right in the middle of that and aaron's going to talk about that.
Atkins: Oh, thank you, Brian. Brian and good morning everyone. Eric Atkins as Brian mentioned the primary land use planning process that was going on in the deer don area.

Aknin: Was the amended the—Oregon stationary plan, this is a plan that was originally adopted in 2014.

Aknin: And for a number of reasons, the city looked at it again and made some major amendments. The first was that Google has a large Development proposed there.

Aknin: That development along with the distaff amendments were approved in May about three four months ago, and this was after over two years of community input and engagement.

Aknin: As Brian mentioned the deer don area as an entire neighborhood with a really good mix of housing office retail and hotel uses allowed under the plan.

Aknin: The plan also adopted equity considerations and as all touching and another side affordable housing was really thought through in detail in their implementation plan.

Aknin: So, probably the key for our for the caltrain parcel in the bottom left hand bubble, which says caltrain parcel they have a designation of employment commercial this hasn’t changed this is the same as the.

Aknin: The same has the general plan that was adopted a decade ago, and while there is.

Aknin: Thousands of housing units allow throughout the year down and encouraged throughout the year don station area plan this particular parcel.

Aknin: Zone for a commercial uses all over the heights the floor areas and a lot of the development standards increased substantially throughout the direct on area next slide please.

Aknin: As you can see in this slide that shows the slides important for two reasons number one there are caps for development in the overall the Oregon area, this includes presidential.

Aknin: Office and retail and, as you will see outside the downtown next, which is Google’s development there’s room for about 7000 housing units and about 6.4 million square feet.

Aknin: Of the office space now while that seems like a lot of office space that’s probably only about five to seven developments overall that can eat up all of that CAP room.

Aknin: And once you get past the initial CAP it becomes much harder from an entitlement standpoint and from an environmental review standpoint to get a project approved next slide.

Aknin: Affordable housing, of course, is important to the board as well as the city of San Jose there was affordable how a very detailed affordable housing the implementation plan.

Aknin: Adopted along with the deer don stationary a plan there’s a 15% affordability target throughout both within the Google development but throughout to Dr don area.

Aknin: Adopted along with the deer don stationary a plan there’s a 15% affordability target throughout both within the Google development but throughout to Dr don area.

Aknin: And a separate action in 2020 the city of San Jose adopted a commercial linkage between $12 a square foot, which will be applied to commercial square footage and if you.

Aknin: Do the math for our parcels you’ll see from future slides that comes to up to about 12 to $13 million that would be just directly into affordable housing within the deer don area.

Aknin: And as you can see, the text at the bottom is actually a copy in place from the affordable housing implementation plan that says, specifically commercial linkage fees that are earned from the deer don area will go into affordable housing within the same planning area next slide please.

Aknin: Brian also touched on disc the disc planning process will also impact this parcel and be an ongoing conversation with the other disc partners bats high speed rail and the city of San Jose.

Aknin: We continue to talk to them to particular aspects to our development that are impacted by this process is making sure that there’s active grant ground floor uses that contribute to.
Aaron: pedestrian activity in the deer don area, the second is having public Plaza so that when people leave and go to the dairy don area that there is large classes outside and another thing we should notice connectivity both to the deer don station.

Aaron: and also to the upcoming Bart station next slide.

Aaron: So here is our first slide showing a concept proposal the plan we’ve hired Perkins and will as an on call through are on call contract, along with Eric.

Aaron: They put together these preliminary plans that we will be submitting to the city in September overall calling for about.

Aaron: 1, 1 million square feet of office space about 30,000 square feet of active ground floor uses.

Aaron: And also you see from this slide almost an acre of public Plaza in open space that would open in the deer don area.

Aaron: there’s other architectural features like having an arcade that that goes through the side, where they will be coffee shops and other retailers that can.

Aaron: that the public can access during certain hours, the plan right now calls for 710 underground parking spaces, this is part about the same ratio of the Google development is park.

Aaron: Obviously, we want to right size parking for this, this is a transit oriented development, so you don’t want too much parking but you also want the right amount of parking that this is feasible space in the long run next slide.

Aaron: Obviously, these are very conceptual and this is will be submitted to the city for both city and Community feedback the buildings reach the height maximum of 265 feet, overall, which is 16 stories.

Aaron: The highest were raised as part of the descent process based on change based on changes to the airport high imitations and these would reach the Max heights overall next slide.

Aaron: So I’ll turn it back to Brian now to cover the real estate process.

Brian: Right and I’m wondering if maybe there’s an opportunity at this point to stop and see if there any questions about what Aaron talked about I think one thing I’d like to highlight before we talk about the next steps here.

Brian: we are engaging in the O SAP process that the city has put together.

Brian: To ensure that our property will get its appropriate amount of allocation under this CAP that has been set, and so one of the things that we want to do is, we want to act quickly and swiftly.

Brian: get our property in under the CAP, so that the space that’s been allocated to this entire area, a subsection of that can be allocated to us that’s how we go about creating value in this face and that the the.

Brian: process that we want to go through in a second I’m going to talk about what happens afterward, but I just want to see if there’s been a lot of content we’ve talked about I’d like to make sure that we are baseline and see if there any questions before I talk about next steps.

Brian: How many of my colleagues have clarifying questions for Brian or Aaron.

Brian: I missed the I have one I missed the total square footage for the 165 feet 16 storey buildings.

Brian: Sure, is just north of 1.1 million square feet of office and about 30,000 square feet of retail and other active ground floor uses.

Brian: Thank you.

Brian: I see no hands, so we can continue great Thank you.
Fitzpatrick: So what we’re doing right now, as noted is we’re trying to effectively entitle our property and we’re trying to get the appropriate amount of square foot footage entitled to our property, which is what creates value.

Fitzpatrick: When land has development approvals on it obviously that that creates value to that land so after we do that, that creates value to that.

Fitzpatrick: We would then suggest that real estate, we would engage in a real estate process, we would seek to find a private sector development partner again after planning entitlements.

Fitzpatrick: Typically, the way we would structure, a business deal would be that caltrain and a partner.

Fitzpatrick: Would enter into a long term ground lease. This is where a partner owns the buildings and improvements and caltrain owns the land, so the development partner takes on all the development risk the financing risk the managing owning and building the risk caltrain owns the land.

Brian Fitzpatrick: When we then we are able to create the land, we would seek to sell it to the public sector it’s essentially a deal where we would sell land entitlements.

Brian Fitzpatrick: The way we would structure, a deal where we would sell entitlements and caltrain owns the land and improvements. Would sell development land, that is.

Brian Fitzpatrick: Our expectation is that is we’re going to have much more robust multifaceted service coming from this area because of the public dollars as that happened the land value is going to increase.

Brian Fitzpatrick: We think that the Agency should benefit from that because we’re the one creating the increase in the land value so when we would structure, a deal we would structure it where we would collect rent based on the success of development development does better caltrain does better.

Brian Fitzpatrick: Once we submit this application into the city, we expect that we’re going to get input from the city, we’re going to modify our plans and then it will be submitted for formal board review.

Brian Fitzpatrick: Once we submit this application into the city, we expect that we’re going to get input from the city, we’re going to modify our plans and then it will be submitted for formal board review.

Brian Fitzpatrick: We will be checking in with the board at strategic points along there, but the key will be you know before we engage in any development process to select the developer.

Brian Fitzpatrick: We will engage the board likely in a closed session, where we would talk about what our goals and objectives are for the site, and I would envision those goals and objectives.

Brian Fitzpatrick: Would be both along the lines of transit connectivity and along the lines of a business deal the outline of which I provided to you before.

Brian Fitzpatrick: Our so you know this process is ongoing now, but there will be a number of opportunities for us to calibrate before we take any larger next steps.

Brian Fitzpatrick: So, again.

Brian Fitzpatrick: Any questions input direction that’s what we’re looking for here.

Dev Davis: When I go to the public first unless Steve unless you have just a clarifying question.

Dev Davis: I do in there quick Brian do you have any estimate of the rental income.

Brian Fitzpatrick: So I want to be a little bit clear that I want to be a little bit bit.

Brian Fitzpatrick: Conservation on that because, until the city really improve how much you know we can develop on this site and until we get a chance to assess you know, the current market at that time, I want to be a little bit bit.
Brian Fitzpatrick: cautious about making any public pronouncements I would say that you know this development site is about four times bigger than what we've been able to do anywhere else on the on the the peninsula and we would expect it that you know structured.

Brian Fitzpatrick: comletely, you know this, this will be a significant income producing investment for the agency.

Steve Heminger: And you won't give me a number.

Fitzpatrick: Like I could do ballpark it but I'm again I'm a little lower.

Brian Fitzpatrick: Like I could do ballpark it but I'm again I'm a little lower.

Fitzpatrick: Like I could do ballpark it but I'm again I'm a little lower.

Steve Heminger: Yeah that's all I'm looking for is a 10 million 100,000,100 billion, what is it, so I think.

Steve Heminger: Okay that's helpful, the other question is I use if you sort of characterized it as if if the development does better we do better.

Fitzpatrick: In the converse true as well, that if the development doesn't do as well as we thought we're going to suffer a loss an income or we are going to have some base below we don't feel that's a great question.

Fitzpatrick: And the simple answer is yes, there will be a base below we don't where we don't fall and those will all be a variety of moving parts, but yeah we will set a base our base will continually increase, and then we will participate in.

Brian Fitzpatrick: Revenue above and beyond that base so the bottom line is if they do better than expected, will do better than expected, if they do worse than expected, we have a floor that we can't go below.

Fitzpatrick: Revenue above and beyond that base so the bottom line is if they do better than expected, will do better than expected, if they do worse than expected, we have a floor that we can't go below.

Brian Fitzpatrick: Revenue above and beyond that base so the bottom line is if they do better than expected, will do better than expected, if they do worse than expected, we have a floor that we can't go below.

Steve Heminger: Okay thank you.

Dave Davis: actors and middle.

Monique Zmuda: My questions are in the same vein, relative to timing and are you thinking long term 10 years 50 years how often would reset you may not have answers to those, but I just like to get an idea of the length of time, we would be in this business yes.

Brian Fitzpatrick: Absolutely, so when when this process is done, we will be coming to close session and we'll be having some intense discussions about those but as a broad base.

Brian Fitzpatrick: Any development for's a going to be, you know more than 55 years less than 99.

Brian Fitzpatrick: Likely you're going to be looking at probably about a 60 to maybe up to 90 year least.

Brian Fitzpatrick: Typically, we would structure it with a couple options at the end so other transactions we've done we're gone 65 year leases with a couple options that make it go forward.

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Think.

Monique Zmuda: This will then I think also set a base for future negotiations and projects so it's important that we get it right, the first time.

Brian Hotopack: I agree, I agree, and we've really been on a great team right now we've got errands leading the team, but we have a multidisciplinary teams through architecture land use planning.

Monique Zmuda: Thank you.

Deo Davis: Thank you will go to members of the public versus Roland.

Roland: audio: Back you might say so I'm going to be respectful of my friend Lisa The pre announced engaging the Center and bashing.

Roland: audio: But somebody pushing a lot here so first of all I do suppose going to the time zone process to establish a fair market value is, as we develop as go about it and typically once they go the entitlement and then move on.

Roland: audio: Actually trustees developing original guidelines, over and above anything, the city has ever done and the last thing that we want is for some outsiders to bargain with something that is inappropriate for the surrounding context.

Roland: audio: The next thing is that the other seven acres that include the historic depot landmark.

Roland: audio: As somehow supposed to be replaced by a bunch of bands of tracks now put it to you it's physically impossible for districts to even get out of the rose to the law of and and to the south.

Roland: audio: Without having massive impact on Google properties earmarked for affordable housing or brand new developments on Stockton heiloom so I'll put it to you that this will never.

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aleta dupree, she: record she and her.

341 02:00:33.550 -> 02:00:39.240
aleta dupree, she: Hope you can hear me. I'm eating in a restaurant, I can't claim to be an expert on dairy dan.

342 02:01:03.330 -> 02:01:12.990
aleta dupree, she: But, especially walking down the street not seeing presentation, but I asked that you indulge me two minutes anyway, so I think what I look for in building a rail station.

343 02:01:26.340 -> 02:01:35.460
aleta dupree, she: Her: It's a couple of things I'm actually right near the Denver Union station development, which I think is really the premier.

344 02:01:56.210 -> 02:01:57.490
aleta dupree, she: It's a transit oriented intermodal developed as eight railroad tracks super Amtrak but no platform, six of them for high platforms for the electric Denver commuter rail.

345 02:02:18.060 -> 02:02:19.900
aleta dupree, she: Her: It's very walkable and the preservation of station house, so this Denver project really speaks in mind.

346 02:02:41.970 -> 02:02:56.460
aleta dupree, she: Her: She: Then I see it, I'm reminded of John Denver and rocky mountain time.

348 02:02:50.210 -> 02:02:56.070
aleta dupree, she: Her: And I want us to have housings and hotels other places where people can sleep and eat so you don't have to be traveling around all over the place, and I obviously I favor mixed use, because if people can walk to work from their housing and walk to their transportation.

349 02:03:15.400 -> 02:03:20.110
aleta dupree, she: Her:开发: We don't have so much congestion going on our world, so I don't know if any of you are familiar with Denver and its.

350 02:04:12.190 -> 02:04:13.320
aleta dupree, she: Her: Development and certainly it's not just a really nice about mission academic sense, but every time I see it, I'm reminded of John Denver and rocky mountain time.

351 02:04:41.960 -> 02:04:48.360
aleta dupree, she: Her: And we build a development to get people thinking about inspirational thing: I can't help that I like the music with John Denver, but I do, and thanks for indulging me appreciate it.

352 02:05:41.360 -> 02:05:47.180
Dev Davis: Thanks you next speaker has been.

353 02:05:54.110 -> 02:05:58.010
Dev Davis: Thank you.

354 02:05:58.310 -> 02:06:08.010
Ben Leech - Preservation Action Council of San Jose: Thank you good morning chair Davis and directors Ben Leech Executive Director of the preservation action Council of San Jose as you are no doubt aware.

355 02:06:08.000 -> 02:06:15.620
Ben Leech - Preservation Action Council of San Jose: JP he is the owner and primary steward of San Jose's beloved landmark geared on station, the station.

356 02:06:15.610 -> 02:06:23.630
Ben Leech - Preservation Action Council of San Jose: It's still its historic and architectural stature the station and its surrounding support structures were listed on the national register.

357 02:06:23.620 -> 02:06:29.080
Ben Leech - Preservation Action Council of San Jose: of historic places in 1993 designated to San Jose city landmark in 94 and is protected by a legally binding preservation covenant with the South Bay historical railroad society.

358 02:06:29.070 -> 02:06:36.650
Ben Leech - Preservation Action Council of San Jose: Each of these designations is intended to ensure that the station is protected from demolition or adverse alteration, and that it remains an integral part of San Jose's urban fabric for current and future generations.

359 02:06:36.640 -> 02:06:43.390
Ben Leech - Preservation Action Council of San Jose: Despite these protections though, there is a great concern about the lack of clarity on preservation plans for the station, both in the SAP and disk plans that were referred to in the presentation.

360 02:06:44.650 -> 02:06:49.480
Ben Leech - Preservation Action Council of San Jose: To date, no assurances have been made by any stakeholders that the preservation of the historic depot will be a guiding priority and the redevelopment plans of the area, and this is simply unacceptable.

361 02:06:49.470 -> 02:06:49.480
Ben Leech - Preservation Action Council of San Jose: While we recognize that planned expansions will require modernization that modernization should and must include the preservation and adaptive reuse of the existing station.
Ben Leech: Preservation Action Council of San Jose: It's for this reason we are strongly opposed to proceeding with any conceptual redevelopment plans for these parcels.

Ben Leech: Preservation Action Council of San Jose: Because they're important pieces in that puzzle and in closing, we just want to remind the group that.

Ben Leech: Preservation Action Council of San Jose: New York City made a huge mistake when it demolished penn station 10-03,000 mistake that very few other cities have dared to make sense San Jose should not do the same thing, thank you.

Ben Leech: Preservation Action Council of San Jose: Thank you next speaker is Jeff Carter.

Jeff Carter: Yes, good morning, thank you for the report.

Jeff Carter: I really do share the concern about the historic preservation of the station building that needs to be preserved. Keep where it is and not altered his previous speaker mentioned, because it's a historic landmark and it's.

Jeff Carter: I am not a big fan of cars driving and parking. I'm also a realist, I understand that people are not going to take transit or walk or bike to the station, so there does need to be adequate parking.

Jeff Carter: To come and use caltrain with which you know would encourage ridership. Thank you.

Jeff Carter: I believe, so we need to make sure that that station does not get destroyed or moved or what have you.

Caltrain operations and caltrain expansion, because that's very important that the caltrain can run smoothly throughout the business plan is you know. Can handle hundred thousand to 200,000 ridership per day.

Jeff Carter: Been here since 1935, we need to make sure that that station does not get destroyed or moved or what have you.

Jeff Carter: Thank you next speaker is Vaughn.

Vaughn: To come and use caltrain with which you know would encourage ridership, thank you.

Vaughn: To come and use caltrain with which you know would encourage ridership. Thank you.

Vaughn: Going to get come to this from the preservation of the species type of thing we do have a climate.

Vaughn: Issue going on and it's probably going to happen, a lot faster than even the scientists said well it's definitely happening faster than scientists said 40 years ago and they keep saying it's happening beyond what their models had shown we're approaching the end of their models.

Vaughn: To population of the United States is declining, the birth rate is declining and that's normal for as come from countries and as people become wealthier.

Vaughn: And the population of California is declining, the only thing going for building up building up a city like San Jose is that the population that is here is going to mostly cities and stuff like that.

Vaughn: Google does an awful lot of study on these type of things. They do it for their energy management and all that kind of stuff in their.

Vaughn: Development systems they look at everything in a very deep way and take in all considerations and they have a lot of money to do whatever they need to do.
Vaughn: But I did grew up in Sunnyvale when they used to be farmland or orchards and I've seen it change.

Vaughn: San Jose is obviously changing and will change more but it's going to change beyond anything anybody on this phone call.

Vaughn: If it's successful is going to be beyond anything anybody on the phone call.

Vaughn: Presumably, you can San Jose will never get to be the size of Beijing, but you need to plan for the future and.

Vaughn: If the governor gets recalled, or if the Republicans take over the Senator House all this funding for all this effort is going to go away instantly practically you need to plan better.

Vaughn: Thank you. I'm before I turn to my colleagues, I just want to give Sebastian and opportunity to respond to the pack sj comment and the concerns about preservation of the station.

Sebastian Petty: This program is a huge complex of projects and while there's been significant work done on it today, it is still in the early stages, there is ongoing work to continue to develop the plans for that station and that work will absolutely.

Sebastian Petty: Focus on what options are available around the preservation of the station and how it can be integrated with the changing station going forward so I just wanted to be very explicit on that I'm aware that.

Sebastian Petty: thank there's been some frustration and from some folks that that.

Sebastian Petty: options have yet to be made explicit, I really do want to share the public, we understand the obligation, we are working on it will be part of the process going forward. That being said, I think we also want to draw the distinct that what we're talking about.

Sebastian Petty: We are quite confident that those properties are out of the zone where rail infrastructure and passenger support facilities, would be to be moved and so that.

Sebastian Petty: Again, very much acknowledging the issue but but also stand up what we're looking at here today is a bit distant.

Sebastian Petty: Thank you Sebastian.

Cindy Chavez: Thank you, and I want to just say how much I appreciate the strategy that's gone in from our stuff on the on the approach I'm very excited about it.

Cindy Chavez: Two issues that I want to raise one is, I am very supportive of us doing what we can relative to adaptive reuse of the the.

Cindy Chavez: The historic, dirt on station I do look at San Jose and feel like at one point we just did our very best to be something else and.

Cindy Chavez: In the process, lost a lot of our history and our roots and there are so few gems left that they really need to be protected and I do want to make sure that that is we're thinking about our role here that we're mindful of that the second issue that I want to raise is that I.

Cindy Chavez: You know, there are a lot of partners that are working together on this process and that's wonderful and also challenging and I want to make sure that as.
As caltrain is thinking about its role that our partner agencies, especially agent an agency like that is one of the partners for this agency that we're making sure that we're collaborating as it relates to.

Any sorts of negotiation so we're not robbing from Peter to pay Paul, and I know you all are mindful of that.

Chavez: I feel like in some of the earlier presentations not now, but some of the earlier presentations I felt like we were competing and we just need to remember that these are all public dollars and when we're using public assets and public resources that we we don't.

We don't unnecessarily cost ourselves money, whether it's from pocket time or pocket caltrain so that's just one other thing I wanted to raise.

Chavez: My last The last issue I just want to acknowledge, is that.

Chavez: I really you know this development is over such a long period of time.

Chavez: And, and I wanted to acknowledge the leadership that you've had here, your view of this is probably going to be, I mean it's certainly more expanded the mind.

Chavez: But I think, as we think about negotiations that building triggers for inaction are going to be very critical for us as a property owner and.

Chavez: How do we protect the property owners, as well as frankly for the communities around there because of the length of development so as this comes back those triggers are going to be very important for me thank you.

Steve Heminger: You know the the comparison to penn station in New York I'm not sure is entirely apt because that facility was vast and der des ton is.

Steve Heminger: much smaller and I worry more about it sort of being lost in a forest of tall buildings, even if it's preserved on its presence site.

Steve Heminger: I'm going to give us a sense of Sebastian of what kind of ongoing conversation is occurring about that question of scale, whether even the preservation statutes referred to the context.

Steve Heminger: Can you try to give us a sense of Sebastian of what kind of ongoing conversation is occurring about that question of scale, whether even the preservation statutes referred to the context.

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Sebastian: What are the obligations are and and how we may be able to approach the station building going forward.

426 02:16:34.260 → 02:16:40.920
Sebastian: So I realize it's a very unsatisfying answer your question will get more back to you, but I don't have ready today to paint a picture of you what the dirt on area could look like will come back to you with the marvus.

427 02:16:41.000 → 02:16:45.800
Steve Heminger: Okay, I look forward to that.

428 02:16:46.130 → 02:16:56.990
Brian Fitzpatrick: Does it add some color to it to say, maybe two things I think might be helpful right which is the Covenant does talk about the context of the station.

429 02:17:04.800 → 02:17:06.800
Brian Fitzpatrick: And, most of the successful re-uses of historic elements that that I've seen that I read about don't really involve.

430 02:17:06.900 → 02:17:14.970
Brian Fitzpatrick: What you're afraid of right director hamburger which is sort of we take the building and we make it like a little museum off to the side, surrounded by a bunch of big buildings, the successful.

431 02:17:15.000 → 02:17:21.510
Brian Fitzpatrick: Developments integrate a station into that into what you bring to the table that's new.

432 02:17:22.900 → 02:17:29.010
Brian Fitzpatrick: And so, when Sebastian says that this happens in the context of disk, which is the infrastructure work I think it's very important to.

433 02:17:29.460 → 02:17:39.960
Brian Fitzpatrick: To for us to all think that's where it is going to happen at that that disk work that's that's not yet plan that is plan, but not yet designed and a successful.

434 02:17:40.710 → 02:17:50.310
Brian Fitzpatrick: Relocation will integrate that station as a component of a larger station and make it an active space, so this disk work that's going to happen in the future.

435 02:17:50.540 → 02:17:56.670
Brian Fitzpatrick: In, is where the rubber meets the road if we're going to be successful in this and, rather than just stick it on some parcels off to the side and be done with it so.

436 02:17:57.970 → 02:18:02.020
Brian Fitzpatrick: You know and we're just not at that point yet, but we are very aware of both the covenants and our want and the city's want to make that a viable component.

437 02:18:16.960 → 02:18:18.840
Dave Davis: Yip anything further Director or.

438 02:18:18.360 → 02:18:21.290
Steve Heminger: No, it just brings up the point I know today's focus of the focus of today's presentation was on a couple of parcels that we own that might be developed and as Brian just indicated, the kind of development that will occur with respect to dear don is entirely different.

439 02:18:21.450 → 02:18:28.810
Steve Heminger: But I do think.

440 02:18:40.860 → 02:18:52.080
Steve Heminger: At some point just intellectually it'd be helpful to join these disparate elements that that the JLP be owns and influences and has members from.

441 02:18:53.120 → 02:18:55.120
Steve Heminger: and get sort of a unified.

442 02:18:56.370 → 02:19:01.480
Steve Heminger: Presentation on what the whole thing looks like and how our obligations vary depending upon the parcel.

443 02:19:01.520 → 02:19:22.890
Sebastian: pettys yeah director heming nor we've provided updates in the past on the disk program and certainly plan to do so in the future, and so I think is one of those comes up, which should be sometime in the next few months will certainly make sure to address the questions are asking provide.

444 02:19:23.970 → 02:19:39.030
Steve Heminger: Well, it sounds to me as well that this disk and the otheracres are mean they both are going to have enormous influence on that part of San Jose and if'd be good, I think, for us to to see those two streams together.

445 02:19:40.500 → 02:19:44.610
Steve Heminger: Not you know one day, and the other 110 weeks from now.

446 02:19:44.720 → 02:19:52.620
Dave Davis: I agree, Director having her and I've been steeped in this since the beginning of my term in 2017.
Heminger: brought you here.

Dev: Davis: it's not only my role as Gen Caltrain but it's also the area that I represent in as San Jose as well, so.

Dev: Davis: Having a unified view is not been easy, but I think in the next few months will have a better sense of each of the things each of the components, now that downtown West has passed through Council so they have kind of a mandate.

Dev: Davis: detailed plan of that development that Google is driving, which is a subset of the descent, the drill on station area plan.

Dev: Davis: The caltrain parish that we've been talking about today.

Dev: Davis: Which is where.

Dev: Davis: The caltrain parish that we've been talking about today.

Dev: Davis: Will into.

Dev: Davis: And I think it's Sebastian can correct me if I'm wrong, but the disk process, which is about the station and the infrastructure has also advanced and will advance in the next couple of months to a place where we can have a more unified view.

Dev: Davis: Although I will not say we have a unified timeline, unfortunately.

Dev: Davis: Thank you, Madame chair.

Dev: Davis: Hope that gives you some more color, are there any other questions or comments from the board.

Dev: Davis: Seeing none, this is an information item, so we can move on to item eight, which is the proclamation declaring September railroad safety and Suicide Prevention month I just have a few comments about this item.

Dev: Davis: This reaffirms our commitment to provide safe and efficient train service between San Francisco and Gilroy.

Dev: Davis: It is our opportunity to highlight the promotion and advancement of safety and prevention on the right of way through enhanced safety measures and increased public awareness.

Dev: Davis: While we know that safety is a clear priority for the Rail Agency, we do know that also unfortunately 70% of the deaths that occur on the rail corridor are ruled suicides by the local and local coroner's offices.

Dev: Davis: And to caltrain coordinates with regional mental health, as well as suicide and prevention and awareness organizations, because we want to help eliminate the stigma associated.

Dev: Davis: With seeking help for depression or mental illness, to try to prevent these types of suicides and frankly all suicides.

Dev: Davis: This year, to date, caltrain has experienced approximately 11 incidents along the rail corridor, including both pedestrian fatalities, as well as a fatal vehicle strike.

Dev: Davis: The proclamation reiterates the three's education engineering and enforcement of our ongoing don't short cut life.

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Dev: Davis: In partnership with the national operation with national operation Wrecker and California operation Wrecker.

Dev: Davis: So at this time, I can introduce Sasha Bartholomew caltrain manager of communications, who will share some real safety and suicide prevention activities that that caltrain has planned for the month.

Dev: Davis: So at this time, I can introduce Sasha Bartholomew, caltrain manager of communications, who will share some real safety and suicide prevention activities that that caltrain has planned for the month.
Tasha Bartholomew: Thank you sure Davis and good morning board members so as charity, as mentioned I'm Tasha Bartholomew I'm sure many of you board members here, for me, usually.

Tasha Bartholomew: in such a good way when we have incidents, but when I inform you of things that are happening.

Tasha Bartholomew: um but I did want to share with you some of the things that we are doing for real safety month this year I'm happy that we're going to be doing some new things because.

Tasha Bartholomew: Due to so bit last year we weren't able to do as many activities as we normally do, but this year, we do have some things that are happening so during September.

Tasha Bartholomew: caltrain will be pushing out real a big messaging through our website social media and traditional media, to ensure that our writers residents and other stakeholders are aware of how to stay safe, while walking or driving near the train tracks or visiting one of our many stations.

Tasha Bartholomew: caltrain will also be promoting agency created real safety videos in addition to promoting.

Tasha Bartholomew: Rail Safety and Suicide Prevention messaging on our various social media platforms throughout the month using hashtag caltrain safe.

Tasha Bartholomew: And hosting real safety, so I hope that you know, as you all are following us on our social media our various social media platforms that you all are either retweeting or repinning some of our safety messages throughout the month.

Tasha Bartholomew: On September 17 at 10am caltrain will be hosting a ribbon cutting event at the new hillside caltrain station to celebrate the completion of the 25th avenue grade separation project in San Mateo.

Tasha Bartholomew: I don't need to go into you know the good thing all the great things about grades separations but you all should have a placeholder on your calendars and the official invitation will be going out to you all tomorrow.

Tasha Bartholomew: And I also want to share that I personally will continue to serve on operation lifesavers national advisory council and represent caltrain, which is the only commuter rail, road.

Tasha Bartholomew: nationwide represented on this advisory council so those that aren't aware of what operation lifesavers is it's a national nonprofit public.

Tasha Bartholomew: Safety education and awareness organization that's dedicated to reducing collisions fatalities.

Tasha Bartholomew: and injuries and great crossings, as well as trespassing on or near railroad tracks and I'm proud to say that I've been involved with operation lifesaver since I joined caltrain 15 years ago.

Tasha Bartholomew: As a member of operation lifesavers national Advisory Council I've created or help create and edit all of the outreach materials that have use nationwide.

Tasha Bartholomew: For real safety presentations and education so each year the national Advisory Council is responsible for coming up with new projects using FDA and $700,000 funding for real safety education and I'm extremely grateful to be a part of that process and work with encountering that way.

Tasha Bartholomew: And also later this month we will be.

Tasha Bartholomew: will be there have been discussions that we will have a real safety episode on our new Instagram live show called col chats it hasn't debuted yet it's supposed to debut on September 10 with our very own Michelle bouchard.

Tasha Bartholomew: As the first guest, but we have had conversations about having a real safety aspect later in the month as real estate the week lines down, but we go from.

Tasha Bartholomew: I will, I think it would be on September 24 and, although this isn't occurring until after real safety month.
Tasha Bartholomew: Caltrans electrification is segments, between Santa Clara and stations to be powered sometime later this year.

And in preparation of the first electrified segment caltrain is planning to conduct some outreach later this fall to ensure that our writers and other stakeholders are aware of the safety components of the new system, and although we don't have any.

Huge progress.

Tasha Bartholomew: Over the years, including forming Community partnerships with different organizations such as crisis text line project safety net.

The Santa Clara county Suicide Prevention Advisory Committee and the San Mateo county Suicide Prevention committee we've installed 250 Suicide Prevention signs at stations.

We have a dedicated Suicide Prevention resource page on our centering website we've raised over 525,000 for the American foundation for Suicide Prevention out of the darkness walks.

And we've also sponsored symposiums and film festivals, as it relates to Suicide Prevention and we also held a.

Tasha Bartholomew: And caltrain also is dedicated to continually identifying options and resources around our tracks with those experiencing mental health crisis to reduce the number of intentional two miles, so this is the report and I'm happy to take any.

Michelle Bouchard: picture Davis if I could before we take questions um first of all I want to say that tasha is is sort of representative of the commitment that every caltrain and tox the employee.

Michelle Bouchard: You know it's the commitment that we all make to safety first around the railroad but you know I can't say enough about tasha has.

Michelle Bouchard: You know, basically her sustained participation and her leadership on these issues and the organization and you know we're so lucky to have such a committed individual who really does.

Michelle Bouchard: continue to fly the flag and really you know supports all of us to do better in this regard, so I really do just want to say that tasha so thank you very much.

Dew Davis: Thank you and thank you tasha for serving on the operation lifesaver advisory council and that's fantastic, and it does speak to your commitment into our commitment as a railroad to safety.

Dew Davis: I'm going to go to the public, now the first speaker is a way to do so.

Alex Dupree, she, her: I'm like you shared that Davis the Members, the lead to do free for the record and.

Alex Dupree, she, her: This is very important, and having written on railroad for over 50 years.

Alex Dupree, she, her: Rail safety is very important to me, and we have to have a heightened awareness across our system when people get injured for die on railroads it affects many profoundly.
aleta dupree, she, her: And I hope that I'm never on a train that is involved in a fatality or injury.

111 02:30:24.120 → 02:30:27.300 aleta dupree, she, her: because it affects all of us for foundlings.

112 02:30:28.410 → 02:30:28.710 aleta dupree, she, her: and

113 02:30:30.860 → 02:30:30.980 aleta dupree, she, her: As well before I go into the next thing not only should we be aware of suicide and vehicle accident and to be able to help people to understand the dangers of trying to beat signs or cross that.

114 02:30:34.040 → 02:30:38.500 aleta dupree, she, her: I enlighten you also to an issue this happens in cities like New York of people being pushed to the tracks and how can we engage in awareness.

115 02:31:01.100 → 02:31:13.110 aleta dupree, she, her: Of the dangers of being pushed onto a railroad tracks, so if you Google push to the tracks New York City subway there's some very disturbing stories about it, and now on to the next thing which is remember our veterans.

116 02:31:14.220 → 02:31:17.760 aleta dupree, she, her: In the United States, an average of 20 veterans per day.

117 02:31:18.870 → 02:31:31.310 aleta dupree, she, her: Of the suicides and how many of those are on a railroad.

118 02:31:34.450 → 02:31:35.370 aleta dupree, she, her: I think we need to be engaged with the veterans administration, especially when you have a lot of veterans coming home from Afghanistan I'm a veteran myself.

119 02:31:36.330 → 02:31:40.080 aleta dupree, she, her: I don't know if he knows it, but I am I'm proud to be one thanks for doing the pledge of allegiance, this is very important to be a people's railroad Thank you.

120 02:31:41.010 → 02:31:48.830 Dev Davis: Thank you next speaker is Roland.

121 02:31:51.290 → 02:31:56.970 Roland audio: Can you hear me, Modern chair.


123 02:31:58.660 → 02:32:02.100 Roland audio: Okay, great I had to unmute myself.

124 02:32:03.540 → 02:32:16.500 Roland audio: Very briefly, well, like to do is touch on a different definition of the trees, which is engineering engineering and engineering.

125 02:32:13.100 → 02:32:18.270 Roland audio: These are it's absolutely possible to establish a nexus between.


127 02:32:24.310 → 02:32:46.150 Roland audio: What I personally tend to do is to show the bold specific examples of fully properly designed stations can avoid multiple fatalities, whether they are intentional or accidental Thank you.

128 02:32:46.900 → 02:32:48.890 Dev Davis: Thank you next speaker Adrian brand.

129 02:32:52.500 → 02:32:54.650 Adrian Brandt: Yes, thank you for the presentation on this.

140 02:32:51.800 → 02:33:01.320 Adrian Brandt: subject, I just want to make a couple of observations, I have a personal connection to the subject is as.

151 02:33:01.800 → 02:33:09.900 Adrian Brandt: an elementary school scared in meadows park and flexibility school a block away from the tracks a classmate of mine.
Adrian Brandt: Was was hit and when I was thinking I can’t remember see their third or fourth grade, and I, you know did see the aftermath. is quite dramatic.

Adrian Brandt: She was trying to beat the train on her bicycle, and that is an example of course and someone, and you know, trying to beat the train, but as the stuff that we’re sharing earlier.

Adrian Brandt: Indicate, and my own survey of the statistics, I would venture about 90% of the pedestrian fatalities or suicide.

Adrian Brandt: That is necessarily what I read classically called issue of safety that is a suicide issue and, as we know, it’s a very difficult one.

Adrian Brandt: Fatalities in one year and you know my observation is that great steps are great and a perfect vehicle as auto.

Adrian Brandt: And is necessarily what we read classically called issue of safety that is a suicide issue and, as we know, it’s a very difficult one.

Adrian Brandt: So, I don’t want every year added, but it was during a time when we have, I think, north of 20.

Adrian Brandt: All the signage that that has been put up you know, we did not used to have signage I don’t want every year added, but it was during a time when we have, I think, north of 20.

Adrian Brandt: And so the only system I’ve seen to really prevent suicide is what I’ve seen to the south Paulo and people mover systems around the world.

Adrian Brandt: Where they are platform screen doors which makes pushing on two tracks you’re calling on two tracks impossible because the train is essentially like an elevator car.

Adrian Brandt: As you see, there for to the train Polis and not until the train stops do the platform doors open and they line up with the train doors Sunday got them, but that means level boarding and full great thanks.

Adrian Brandt: As you see, there for to the train Polis and not until the train stops do the platform doors open and they line up with the train doors Sunday got them, but that means level boarding and full great thanks.

Adrian Brandt: You very much appreciate all the efforts of tasks another team regarding safety and Suicide Prevention, this is very important and it’s also unfortunate with suicides.

Jeff Carter: Thank you very much Jeff Carter I very much appreciate all the efforts of tasks another team regarding safety and Suicide Prevention, this is very important and it’s also unfortunate with suicides.

Jeff Carter: It’s hard to stop those sometimes but Adrian just made a good point about.

Jeff Carter: Having platform screen doors which that’s going to be an expense, but the main worth looking into but once again just very much appreciate all the efforts at caltrain to to promote safety and help prevent suicide, thank you.

Jeff Carter: Thank you, turning back to my colleagues.

Jeff Davis: There any comments, if not looking for emotion, since it is a proclamation.

Charles Stone: I happily oh.

Second.

Second.

Second.

Second.
Dave Pine: I did have one observation or inquiry for passion. Michelle you know I’ve noticed that, when we communicate internally, and I think externally as well...

Michelle Bouchard: And I’ll pick that up and...

Michelle Bouchard: You know very negative connotation, and I would think they’d be difficult on the families involved and...

Michelle Bouchard: Dave Pine: You know don’t anticipate that this will happen at all during their work day and so this is where we want to be absolutely certain...

Michelle Bouchard: Michelle Bouchard: And I’ll pick that up and...

Michelle Bouchard: Michelle Bouchard: I would say that there is another side of the argument that suggests that very, very much impacted or the crews and the engineers involved in the incidents that...

Michelle Bouchard: Michelle Bouchard: That everybody knows that the best way to be safe around the right of way is to stay out of the right way and so you certainly appreciate your sensitivity to that...

Michelle Bouchard: Michelle Bouchard: I think it’s an issue that we will be talking about going back and forth on and certainly director prime I’m happy to bring it up again, but I did want to present a side of the issue that often does not really get talked about, that is core to you know the railroad family.

Michelle Bouchard: Michelle Bouchard: Thank you for that.

Michelle Bouchard: Michelle Bouchard: can we have the role, please.

Chavez: Yes.

Cindy Chavez: Yes.

Jeff Gee: Yes.

Jeff Gee: Yes.

Dora Seamans: director

Dora Seamans: director

Dora Seamans: about the Walton.

Dora Seamans: Yes.

Monique Zmuda: Yes.
Steve: hi.

Dev Davis: will move first for citizens advisory committee, Brian.

Brian Shaw: The sure Dave Morin directors, Brian shirt and divided capturing to run the report for August 2021 meeting to meeting with all core Members were President with a board action today all CAC physicians are now.

Brian Shaw: But what comments at the beginning of the meeting included following a member of the public note of that and the new schedule that lady bullets do not pass anymore.

Brian Shaw: and wonder why caltrain spend $50 million on a show or more years ago they also suggested switching to go where a train to be going.

Brian Shaw: Another member of the public commented on the pair system and express appreciation to this, the a few for weighing in on the caltrain ferry system they noted.

Brian Shaw: The regional Paris study has to lunacy recommendation that will include some combination of free or reduced price transfers go anywhere transit passes.

Brian Shaw: That are like a go pass across various trends system fair capping and possibly standards regional they suggested the other.

Brian Shaw: Agenda is for this gap in time to make a comment to the board through the comments at the beginning of the meeting include the following.

Brian Shaw: SEC Member suggested caltrain during the mini high profile employers to make vaccinations mandatory and other CAC Member advise the Trinity to have legislation ad 14th on their radar.

Brian Shaw: Public comments on the topics comments are as follows the number, the public asked when will frontline employees on card vaccination or weekly covert testing.

Brian Shaw: They remember the public stated that October would be too late to make a comment and regional fairly steady recommendations.

Brian Shaw: For our comment to be relevant, they encourage the CAC to ask for a presentation in time to be able to grow, the comments the gtd before the decisions get made.

Brian Shaw: The committee have a update from the California high speed rail project staff.

Brian Shaw: Committee comments included the following a CAA Member wants to see the overall budget to bigger picture, where is the general schedule and Tom I the construction and ongoing efforts.

Brian Shaw: Another car Member State is caltrain is truly changing all great crossing surface from Costa warning time to do a speech actors will increase downtime.

Brian Shaw: Also research shows this approach does cause people to be tempted to drive around the gate and for that reason the benefit from the age, which prevent vehicle tribal whenever they stated that great separation is the ultimate solution.

Brian Shaw: Public comments were as follows a member of the public house by high speed rail continues to support the option that has the surface parking even though there's another option available.

Brian Shaw: Surface parking seem to be going in different directions, when the policies that county board has previously adopted in terms of favorite walking biking and trying to access to the station.

Brian Shaw: High speed rail staff members of high speed rail is committed to working with all station cute on working development and did all the plants around the station.
Brian Shaw: For any staff report there was a following kitty Comet a ch remember comments as the train to private.

596 02:41:53.620 --> 02:42:04.830
Brian Shaw: But we are looking for Russia to go up there also means the need for distance between people and that the special service for giant game trains feel particularly uncomfortable.

597 02:42:05.430 --> 02:42:11.630
Brian Shaw: They also complimented staff on the recovery time from the courage and vitality, especially during, especially the giants.

598 02:42:12.060 --> 02:42:18.030
Brian Shaw: We noted that the upcoming timetable change and added service should alleviate to train ceiling crowd.

Brian Shaw: They remember the public seated they were glad to hear that there were special event service after concerts or they did not see special event services reflected on the website, other than for giant teams.

600 02:42:29.340 --> 02:42:38.040
Brian Shaw: They noted that status on the website with the FDA soon another member of the public out with the timetable change, whether the police would go to six car trained.

601 02:42:38.400 --> 02:42:49.620
Brian Shaw: To provide more elbow room staff stated that coaching with the five part training set so ever will provide more services than ever before, and, as things change staffs to paired to adjust quickly.

602 02:42:50.160 --> 02:43:05.490
Brian Shaw: For September the CAC is pulmonary said to hear an update I count on cars on tracks update on rail safety on and the South San Francisco station project where they're scheduled to meet on September 15. That concludes my report.

603 02:43:05.820 --> 02:43:18.420
Cindy Chavez: you're.

604 02:43:18.790 --> 02:43:30.340
James Harrison: Davis are.

605 02:43:30.630 --> 02:43:39.950
Yes.

606 02:43:40.260 --> 02:43:52.240
Dora Seamans: I.

607 02:43:52.570 --> 02:44:13.240
Dew Davis: Thought I unmuted.

608 02:44:13.590 --> 02:44:24.150
Dew Davis: Thank you.

609 02:44:24.500 --> 02:44:34.260
Dew Davis: I'll move on to my report. I would like to provide an update on the governance process, as you all know, we are working to adopt.

610 02:44:34.860 --> 02:44:44.940
Dew Davis: Recommendation about governance by the end of 2021 and to that and we held our fourth special meeting about governance on Friday August 20.

611 02:44:45.600 --> 02:44:55.700
Dew Davis: This was when the team presented the results of the financial and legal analyses of the self-directed governance options so so excluding the regional options, since we have no way to analyze those yet.

612 02:44:56.240 --> 02:44:58.970
Dew Davis: And they also presented some findings about qualitative interviews that were completed with board members and other stakeholders over the summer.

613 02:44:59.200 --> 02:44:64.800
Dew Davis: After hearing the results of the analysis, the Board was able to have a robust discussion about the findings and self-directed governance options, I want to thank the board for.

614 02:44:65.440 --> 02:44:70.060
Dew Davis: Such a productive meeting and for their participation, as well as the staff team that they're prepared and presented all the material discussed there was a lot of it.

615 02:44:70.600 --> 02:44:72.700
Dew Davis: It was a it was a long meeting, but it was a good one.

616 02:44:73.720 --> 02:44:85.980
Dew Davis: No decisions were made at the meeting on the 20th and we've asked the governance staff team to come back to refine some of the options for further discussion at our next special meeting, which will be held on Thursday September 30.
Davis: From 9am to 1pm that our special held on 22nd to 4:30pm and when we will plan to discuss a draft recommendation for governance, with the adoption of the final recommendation plan for the December 1st meeting.

Davis: Finally, I would like to thank you all for the focus and attention that you are giving the governance process, this was.

Davis: At November, would like to thank you all for your focus and process, was.

Davis: Something that we promised in measure our our that we would do and so following through on our promises to the voters, is very important and I appreciate you all that we.

Davis: At 4:30pm, Jeff Davis, the local policy maker group's meeting.

Davis: Jeff Davis, the local policy maker group's meeting about the local policymakers.

Davis: Jeff Davis, and the next report of the local policymakers.

Davis: Jeff Davis: Earnestly so it my earnestly.

Davis, Jeff Davis, teacher, policy group didn't meet that August 26 summary.

Davis, Jeff Davis, just some comments the next report. About the local policymakers and the local policymakers.

Davis, Jeff Davis, for on that so earnestly so it my earnestly.

Jeff Davis, policy group didn't attend the meeting, and there were two presentations by Caltrain the first one was by Ted.

Jeff Davis, if some general appreciation for Members on the new schedule, particularly the midday and off-peak service and a reminder and a request to make sure that the caltrain mobile APP.

Jeff Davis, continue to include rock planning and ability to cross transit properties, so people can plan their trips, thank you, Dr Davis, for the opportunity report.

Michelle Bouchard: Good morning directors, I will be very brief, but I do want to highlight a few things my full report is in the packet, but we have some things that are that are quickly developing or progressing so first.

Michelle Bouchard: This is continuing conditioned on the stimulus out simultaneous allocation of $2 billion in new investments and transportation funding.

Michelle Bouchard: This is continuing conditioned on the stimulus out simultaneous allocation of $2 billion in new investments and transportation funding. If both packages are not approved all funding will revert to the general fund.

Michelle Bouchard: So this requires state legislative leadership to get together before September 10 to negotiate the final transportation package of one is going to be.

Michelle Bouchard: negotiated so we have been working with the board members, our delegation, as well as both at the state and the federal level to help to.

Michelle Bouchard: Not only support that transportation package and that negotiation, but also to advocate for electrification funding.
Michelle Bouchard: We are seeking 100 million dollar earmark to support that project and so we're going to continue to keep the board updated.

Michelle Bouchard: Right now it's it's in the balance, whether this is going to happen by the 10th and so for sure we'll keep you informed but.

Michelle Bouchard: You know, definitely also also just want to give a specific shout out to our federal delegation, which includes senators Feinstein of California and representatives as she and sphere.

Michelle Bouchard: As a note we also will be you know, continuing to keep tabs on federal funding for not only the electrification program but some of the initiatives coming out of the business plan tasks did mention the ribbon cutting.

Michelle Bouchard: At the 26th avenue rate separation project we're super happy to have that eminent.

Michelle Bouchard: It is a safety project that has so many other benefits.

Michelle Bouchard: Bring the highest level of caltrain service back to the corridor we're really hoping to capture both returning riders and new riders with all sorts of peak and off peak markets being served.

Michelle Bouchard: We really hope that coupling this with the 50% off discount for the month of September, we hope to kick start.

Michelle Bouchard: We certainly have seen a lot of that advertising myself as I traveled from region so really happy also to bring back the baby bullet service.

Michelle Bouchard: That that returning that service has been widely praised, I did want to address some issues that have been brought up related to the runtime of the baby bullet, which is at 64 minutes.

Michelle Bouchard: That wanted to advise that, while in the in the past, the very far past we have had baby bullet service with shorter runtimes.

Michelle Bouchard: What we found, first of all, that it was very difficult to have that service run reliably at those shorter run times.

Michelle Bouchard: But also wanted to point out the the revision of the bullet, we have out there.

Michelle Bouchard: In running at the average time that the bullets ran at previous to the pandemic so really hoping that we bring some writers back as we brought back all of our grades of service and then, finally, just one more thing.

Michelle Bouchard: September is Bay area transit month and, as part of those efforts there are events planned throughout the bay area, including a celebratory event as our train.

Michelle Bouchard: The measure our champions and supporters, let us know they're celebrating the victory on Sunday September 26 on train to 37.

Michelle Bouchard: The measure our champions and supporters, let us know they’re celebrating the victory on Sunday September 26 on train to 37.

Michelle Bouchard: And it will be a moving celebration starting and dear it at station, again, I encourage folks to attend ride the train or come see us at the station, I will be writing to thank folks for their hard work for their releasing caltrain throughout the pandemic.
Michelle Bouchard: This is a follow-up to the earlier presentation. The Subcommittee on the project will be slightly shorter than that, and it will be a verbal update.

John Funghi: Good morning. At the previous meeting, the installation of foundations continued at night with on-track foundations installed in segment two using the foundation train and off-track foundations being installed on segment one in the San Francisco area.

John Funghi: As a result, I'm pleased to report that we completed major milestones in August by completing all foundations in segment two.

John Funghi: So all foundations now are installed south of San Francisco. We currently have 404 foundations left all in the San Francisco – Brisbane section from the required total of 10.

John Funghi: We anticipate completing all foundation work by the end of this month, overall, the sites are 78% of the foundations are done and 66% of the polls have been installed.

John Funghi: The on-track foundation equipment, otherwise known as the foundation train is currently re mobilising to start installing on-track foundations, with the train in segment one.

John Funghi: This week with the installation to start right after Labor day, segment one will have two rigs one on track the next day and then off track to complete the remaining 404 foundations left.

John Funghi: The fellow-on work is the installation of the poles that can leverage and wires it's progressing as planned.

John Funghi: The 56 is initiating for the first time progressing the testing and feel of a tip to station, otherwise known as our traction power station facility number two in San Jose and preparation of the plan powering up of segment for by the end of November.

John Funghi: We've also made progress in completing the parallel stations. We've set 25KV enclosures in six and seven. Those are the stations in Sunnyvale and Trim in.

John Funghi: They were delivered last week, and also the enclosure for the parallel station Pali Alto what is planned to be delivered today.

John Funghi: The infrastructure progress supports attaining and open SSO infrastructure completion from end to end by the second quarter of 2022.

John Funghi: Regarding the signal system upgrade work we initiated post testing at CF shank and San Jose along with pre testing and planned for planted over in segments to as our CF Center in Mowbray and CF transad in Burlingame.

John Funghi: Bellour also continues to install track and support of the future signal system installation and is installed over 3600 linear feet of signal track.

John Funghi: During the past month we've also continued our commercial discussions with our contractor Bell for BT regarding the signal system grade crossing commercial issues, issuing in on the time related overhauls and that bow for his request.

John Funghi: To address their management costs to stay on the project. Longer to complete the great crossing and systems integration work from late when the infrastructural be completed too early 2024.

John Funghi: Moving on, our manufacturer staderi USA is still undergoing train set a dynamic type testing in Pueblo Colorado.

John Funghi: That our first train sets performing very well with completion anticipated in early October.

John Funghi: That the train sets number one is currently loaded with passenger weight on board, otherwise known as sandbags and waterfill containers to simulate revenue service and is currently scheduled to begin the electromagnetic interference, testing, otherwise known as EDI testing next week.

John Funghi: As report to the board previously in June and July staderi has a jump in covert cases 50 to 15 over the over those last two months that they believe was attributed to the delta variant.

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John Fought: The August figures have been successfully reduced to five total cases which is good news and and the factory in salt lake is now open to essential travel and visitors.

02:57:32.000 --> 02:57:34.000
John Fought: On the administrative side pdf has submitted the project remediation plan to high speed rail in accordance with our grant agreement with them.

02:57:34.000 --> 02:58:09.000
John Fought: And we're currently working on the project recovery plan is requested by the federal transit administration, so that completes my verbal presentation and I'm available to answer any questions you may have.

02:58:11.000 --> 02:58:14.000
Dev Davis: Thank you John look out to the public, first, the first color is a dink.

02:58:20.000 --> 02:58:32.000
John Funghi: We're currently working the recovery plan by the Federal administration, my verbal presentation and available answer questions you may have.

02:58:34.000 --> 02:58:37.000
Dev Davis: Thank you.

02:59:01.000 --> 02:59:10.000
Adina Levin: People are encouraged to ride transit and particularly leaders encourage ride transit during the month of September and publicize it using the hashtag of transit month and hope that people can join at the platform, we're on the train for the measure our.

02:59:12.000 --> 02:59:15.000
Dev Davis: Thank you next speaker.

02:59:45.000 --> 02:59:53.000
Adina Levin: This is regarding the CAC and wanting to be able to comment on the regional bear study that the and.

03:00:03.000 --> 03:00:11.000
Dev Davis: Thank you next speaker.

03:00:26.000 --> 03:00:29.000
Adina Levin: It's a local transit board that is able to comment, on the meeting and for the CAC.

03:00:29.000 --> 03:00:32.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:00:32.000 --> 03:00:35.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:00:35.000 --> 03:00:38.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:00:38.000 --> 03:00:41.000
Adina Levin: To the fair integration task or September 20 and then in a road show at the transit boards between September 20 and October 18.

03:00:41.000 --> 03:00:44.000
Adina Levin: To the fair integration task or September 20 and then in a road show at the transit boards between September 20 and October 18.

03:00:44.000 --> 03:00:47.000
Adina Levin: To the fair integration task or September 20 and then in a road show at the transit boards between September 20 and October 18.

03:00:47.000 --> 03:00:50.000
Adina Levin: To the fair integration task or September 20 and then in a road show at the transit boards between September 20 and October 18.

03:00:50.000 --> 03:00:53.000
Adina Levin: And so logically, the date that that would come to the caltrain board would be the first Thursday in October and, therefore, if the CAC.

03:00:53.000 --> 03:00:56.000
Adina Levin: This is regarding the CAC and wanting to be able to comment on the regional bear study that the and.

03:00:59.000 --> 03:01:02.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:02.000 --> 03:01:05.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:05.000 --> 03:01:08.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:08.000 --> 03:01:11.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:11.000 --> 03:01:14.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:14.000 --> 03:01:17.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.

03:01:17.000 --> 03:01:20.000
Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with this hat that I'm pretty keenly aware that the schedule of that study.
Aleta Dupree, she, her: I'm hoping to get back on the railroad soon.

Aleta Dupree, she, her: And so, so good work in that certainly all the other things are.

Aleta Dupree, she, her: Maybe it may.

Dev Davis: We're having trouble hearing you.

Aleta Dupree, she, her: I hope.

Jeff Carter: I appreciate the progress of the Foundation installation. It's great to see that.

Jeff Carter: Quite.

Jeff Carter: Our leader.

Jeff Carter: Know this is simple. It gets to the point and people can you know look through it, and this, there should be a link to this slide presentation, right at the beginning of the of the.

Jeff Carter: The web page.
Jeff Carter: So hopefully will see that you know, not to mention that the the monthly report that's 120 pages that's good too, but I think having the short and simple one for people to look through it's great and, lastly, one thing.

Jeff Carter: I'd like to know if there's any update I know about comprehensive fair proposals that was talked about when Mr Hart and it was still here and really haven't heard anything I know we have the discount for September, but I thought there would be a.

Jeff Carter: An update or something on comprehensive fair changes due soon, thank you.

Dev Davis: next speaker is Roland.

Roland audio: Thank you for the attention to my time, Seamus affiliated couple of things I'd like to touch on so first of all, some of you may have seen a shoe a pro the current seating our the seating capacity during peak.

Roland audio: Prior to us getting these generous funding from the federal transit administration, we have to make a commitment to increase the power, the seating capacity by a minimum of 10%.

Roland audio: After spending north of $2 billion.

Roland audio: The situation right now is that we've actually decreased capacity by 40% for two reasons.

Roland audio: First of all, there's a train missing so that's 20% right day that you add insult to injury to train lines have been shortened from 65 cars that needs to be addressed, now the command miss will shop made about.

Roland audio: Reliable or shorter runs between sign of the San Francisco that goes to the heart of this discussion we are having with this 25 year missing.

Roland audio: Once you get that done well actually before we get it done just watching modeling and see what happens to the timetables and I'll be going to some more tangible the same exactly what the problems with.

Roland audio: Last command is on signaling, as you know, l shoot the era and bast in back in January, they are serious issues with the timings of.

Roland audio: Virginia and also resembles a with a gate warnings, being a to north of three minutes versus 35 seconds I'd like to see a monthly report on every great crossing timing every month of the weekly Committee, thank you.

Dev Davis: Thank you next speaker is Vaughn.

Vaughn: Have any ides how many now.
03:07:07.680 → 03:07:17.610
Vaughn: Electric traction employees have been added from the local area I mean workforce development on say solar energy, and all that kind of stuff dependent on.

745
03:07:18.320 → 03:07:26.490
Vaughn: Bigger much bigger force, since we need four to five times as much renewable energy than we currently have in order to survive for the next 30 years.

746
03:07:27.600 → 03:07:39.760
Vaughn: Otherwise we owe a lot of these plans.

747
03:07:31.610 → 03:07:46.480
Vaughn: Bay area and a link 21 and stuff will never come to to to be but workforce development is important and there’s local people, not all of whom go to universities and stuff like that.

748
03:07:47.010 → 03:07:54.930
Vaughn: could have been trained during this process, is there any way to track that or track it in the future, see how many people.

749
03:07:55.890 → 03:08:04.830
Vaughn: Especially in California, the Labor unions essentially drive what gets done and them and the developers, so the bigger stuff, you have the more train people that can do that kind of thing.

750
03:08:05.600 → 03:08:16.670
Vaughn: we owe a lot of these plans.

751
03:08:17.610 → 03:08:28.080
Vaughn: Especially in the next the next speaker Adrian.

752
03:08:29.400 → 03:08:37.440
Deo Davis: next speakers Adrian.

753
03:08:46.140 → 03:08:47.220

754
03:08:46.400 → 03:08:47.540
Adrian Brandt: I wanted to.

755
03:08:57.150 → 03:09:00.370
Adrian Brandt: make a suggestion that we are prepared.

756
03:09:00.330 → 03:09:00.330
Adrian Brandt: Further delays the program, especially with that top project rest of the dual fee check, otherwise known as signaling issue in our risk register if that continues to dry out our ability to start running electrically past 2024.

757
03:09:00.800 → 03:09:00.800
Adrian Brandt: Plan B and plan C, whereby our existing diesel fleet.

758
03:09:21.510 → 03:09:25.740
Adrian Brandt: Plan B and plan C, whereby our existing diesel fleet.

759
03:09:27.510 → 03:09:32.340
Adrian Brandt: Plan B and plan C, whereby our existing diesel fleet.

760
03:09:33.660 → 03:09:38.870
Adrian Brandt: can/can connect to the em years and cold them, as you know, unpaid and train sets.

761
03:09:39.840 → 03:09:40.650
Adrian Brandt: You know, from a from a power perspective, this should totally be workable and I know that there are some adapter connectors in the in the contract so.

762
03:09:40.800 → 03:09:48.000
Adrian Brandt: But it's my understanding that you know, maybe some testing has to occur or whatever to get to make sure that that all.

763
03:09:48.800 → 03:09:57.780
Adrian Brandt: worked outcoop city ahead of time, so that's not something can be decided last minute, but my thought is that if we have.

764
03:10:04.350 → 03:10:16.080
Adrian Brandt: Any deliveries coming in and our existing fleet and we're kind of in the space crunch, and I think the public and the board all of us to be anxious to start writing the new equipment.

765
03:10:16.860 → 03:10:20.010
Adrian Brandt: There is no reason why we can't run diesel's under the wires, it's just counterintuitive - is already planning to do with gas trains and all those are us behind these locomotive until all the.

03:10:30.780 - 03:10:45.150
Adrian Brandt: kids can be crushed, it's dotted etc and get the final approvals for the great crossing system and all the signaling issues so that's something I think that needs to occur now and not later be investigated thanks.

03:10:47.400 - 03:10:48.180
Dew Davis: Thank you.

03:10:49.980 - 03:10:59.430
Dev

03:11:00.450 - 03:11:02.640
James Harrison: Thanks Jared Davis, let me share my screen.

03:11:03.660 - 03:12:01.140
James Harrison: Alright, good afternoon everyone we'd like to briefly update the board about the current status of the state's open government laws.

03:12:21.000 - 03:12:24.930
James Harrison: And then we'd also like to ask the board to delegate authority to the Chair to determine how the October board meeting should be conducted in light of uncertainty, both about the state of the law, as well as covert.

03:13:01.650 - 03:13:02.710
James Harrison: So, as you all know, the governor issued an executive order fairly early on during the pandemic suspending that brown act requirements that order was extended once but now is due to expire on September 30.

03:13:04.960 - 03:13:09.860
James Harrison: Of this month.

03:13:09.860 - 03:13:16.000
James Harrison: Given the current conditions it's possible that the order may be extended.

James Harrison: Also the case earlier this week the legislature amended a bill that would authorize local agencies to continue to meet remotely.

03:13:20.310 - 03:13:32.040
James Harrison: It's, also the case that earlier this week the legislature amended a bill that would authorize local agencies to continue to meet remotely.

03:13:32.040 - 03:13:36.460
James Harrison: During a declared state of emergency that bill is now an emergency bill, meaning that if the legislature were to pass it and the governor were to sign it by October 10th it would take effect immediately so it's fair to say there is some significant uncertainty about.

03:13:36.460 - 03:13:41.060
James Harrison: So, what the open government laws will look like by the time the board next meets in early October I just a quick note that the Finance Committee and the tipsy committee are scheduled to meet before September 30 so they will continue to meet remotely under the existing executive order.

03:13:41.060 - 03:13:46.800
James Harrison: Of the.

03:13:46.800 - 03:13:51.880
James Harrison: As a result of the executive order is extended or if the legislature passes the 361 authorizing the JP be to continue to meet remotely it can do so.

03:13:51.880 - 03:13:55.060
James Harrison: And the GP will offer a physical location, from which directors and members of the public can participate.

03:13:55.060 - 03:14:00.320
James Harrison: As you all probably remember from previous days the brown act as authorized remote participation, provided that a majority of Members participate from within the three counties.

03:14:00.320 - 03:14:05.020
James Harrison: As you all, probably remember from pre-crown days the brown act as authorized remote participation, provided that a majority of Members participate from within the three counties.

03:14:05.020 - 03:14:10.000
James Harrison: That the address of remote sites is included on the agenda and that remote sites are a do compliant and accessible to the public throughout the meeting.

03:14:10.000 - 03:14:14.300
James Harrison: And the GP will offer a physical location, from which directors and members of the public can participate.

03:14:14.300 - 03:14:27.450
James Harrison: For future meetings that JP has to determine whether to allow directors to continue to participate remotely and whether to allow members of the public to participate, both in person, as well as remotely.

03:14:27.450 - 03:14:38.070
James Harrison: In terms of remote participation by the Directors the brown act permits directors to participate remotely provided the criteria I mentioned above are satisfied.

03:14:38.070 - 03:14:50.940
James Harrison: That JP has used telephonic participation as a means to allow Members to participate remotely in the past, which is of course feasible but present some technical audio issues.
James Harrison: zoom participation is also technically feasible, there is a large monitor in the auditorium in San Carlos that could display.

James Harrison: images of members who are participating remotely, but it has not yet been tested and it does raise some practical issues remote participation by members of the public.

James Harrison: is authorized by the Brown Act, which allows publication cease to offer greater access, there is required by law, and it is also technically feasible but presents some practical issues, including the order in which public comments are taken.

James Harrison: remote participation by the public participating it not yet been tested and it does raise some practical issues.
Adina Levin: Good afternoon board members, the Dean 11 with friends of caltrain wanted to.

Adina Levin: support what the previous speaker said in encouraging this board to continue to enable members of the public to make public comment via zoom and via dial in.

Adina Levin: This is something that a good number of members of the board are already doing in their own cities where the city of San Jose is continuing to allow zoom.

Adina Levin: or online public comment, the city of Sunnyvale is doing so, the city of Redwood city is doing so, you know, possibly more of our other transit agencies are.

Adina Levin: or online public comment, the city of San Jose is continuing to allow zoom.

Adina Levin: or online public comment, the city of Sunnyvale is doing so, the city of Redwood city is doing so, you know, possibly more of our other transit agencies are.

Adina Levin: members of the public to participate, without having to take time off from work and to travel for a long time and sit for hours in San Carlos so would strongly encourage you to continue this for them to the public, thank you.

Roland audio: I'm on a bus.

Aleta Dupree, she, her: Somebody Johnny.

Dora Segarra: Please let me move to the park.

Dora Segarra: Please let me move to the park.

Dev Davis: Thank you, our next speaker is a leader to pray.

Rolf Davis: Thank you, thank you, Chair so first of all, I really hope that the vote will immediately take up so one of the of the table.

Roland audio: Now, with regards to the remote locations.

Roland audio: I would like to remind those bold that the geographical Center of the San Francisco to Giro is in Sunnyvale not in San Carlos.

Roland audio: And that the former mayor, chairman of the board and Mayor of gearoid had to spend the night in the hotel every time there was a board meeting in San Carlos.
Roland Audio: Moving forward, we've got to start thinking about how capital redo goes about transacting its' both meetings.

Adrian Brandt: The chorus so you've heard it often by now, but also from the perspective of a CAC Member.

Adrian Brandt: It's particularly onerous with the you know thinner evening service and people having to take care of families and do whatever it is they do even, I think.
Dev Davis: To give authorization for me to make the call if the executive order is not extended, I will say that, unless anyone has a really strong feeling if the executive order is extended will stay on zoom for for one more month I’m very concerned about the delta variant and.

851 03:25:13.710 --> 03:25:25.380
Dev Davis: I think we have some technical issues that we want to work out if we want to do, hybrid meetings which I think we heard very clearly from the public that they at least want the option for.

852 03:25:25.160 --> 03:25:34.590
Dev Davis: To zoom in remote for the public, so there will be some only to be some time for that, if we if we end up going to a hybrid.

853 03:25:34.900 --> 03:25:39.500
Chavez: would move approval to have it leave it in your hands.

854 03:25:39.840 --> 03:25:43.500
Dev Davis: Sure director stone.

855 03:25:43.970 --> 03:25:55.530
Charles Stone: Thank you. I think we heard very clearly from the public that they least want the exec order is extended will stay for one more month. I’m very concerned about the delta variant and.

856 03:25:55.830 --> 03:26:01.470
Charles Stone: I just to say know the meetings get longer when we have virtual comment, and I still support it if the right thing to do, for transparency purposes, but to the folks in sacramento, many of whom used to work in local government.

857 03:26:01.920 --> 03:26:13.230
Charles Stone: Finally, tackle the issue of how our attendance at these meetings is handled virtually and make it a little easier for us to if these these coven emergency orders are going to thank you.

858 03:26:14.640 --> 03:26:20.120
Dev Davis: To that end, there's.

859 03:26:20.430 --> 03:26:26.700
Dev Davis: The bill going forward and I can’t remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

860 03:26:26.990 --> 03:26:32.320
Charles Stone: mean obviously.

861 03:26:32.550 --> 03:26:39.500
Dev Davis: The bill going forward and I can’t remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

862 03:26:39.840 --> 03:26:45.470
Charles Stone: I mean obviously.

863 03:26:45.470 --> 03:26:51.560
Dev Davis: The bill going forward and I can’t remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

864 03:26:51.560 --> 03:26:59.900
Dev Davis: The bill going forward and I can’t remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

865 03:26:59.900 --> 03:27:06.380
Dev Davis: The bill going forward and I can’t remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

866 03:27:06.380 --> 03:27:12.430
Dev Davis: Any other discussion.

867 03:27:12.430 --> 03:27:20.000
Dev Davis: Any other discussion.

868 03:27:20.000 --> 03:27:26.600
Dora Seamans: Official notes.

869 03:27:26.600 --> 03:27:32.800
Dora Seamans: director G is absent director pine.

870 03:27:32.800 --> 03:27:38.620
Yes.

871 03:27:38.620 --> 03:27:44.600
Dora Seamans: director stone.
Charles Stone: I.

Dora Seamans: also absent.

Dora Seamans: directors.

I.

Vice chair hamburger.

Dora Seamans: Sure Davis.

Thank you but we'll on to our last item of note vaccine vaccination and testing policy status as an information item Michelle or James.

Michelle Bouchard: Yes, she carries you want to do.

Michelle Bouchard: You know, honestly, this is something that we have been working on it is something that we are going to continue to work on it's a quickly evolving issue.

Michelle Bouchard: In in many different venues not not the least of which is transportation, there are different approaches, we definitely want to hit this from the legal approach of James is going to give a presentation on that and then, if there are questions or you need.

Michelle Bouchard: amplification of certain practical or operational considerations I'm happy to answer your questions, James.

James Harrison: especial let me share my screen.

James Harrison: in the scope of the GPS and wanted to briefly report back to the board, obviously the covid 19 pandemic continues to.

James Harrison: have a significant impact on caltrans operations and the communities, we serve as has been noted the delta variant is of particular concern is led to a significant rise in cases.

James Harrison: at the same time, a vaccination coverage remains inconsistent across the region, although the barrier has done better than most, there are a few.

James Harrison: things that have been clarified recently both the aoc and the California department of fair employment and housing have issued guidance making clear that employers may require that their employees be vaccinated.

James Harrison: they have exemptions for medical conditions and sincerely held religious beliefs in addition federal state, and some local governments.

James Harrison: have implemented vaccine mandates for their employees at the federal level, the Federal Government has required that federal employees.
James Harrison: be vaccinated or submit to regular testing, in addition, the Federal Government has required that employees of contractors who work on site at federal facilities comply with the.

James Harrison: some guidelines either they show proof of vaccination, or they submit to regular testing to be clear.

James Harrison: This is not a mandate that federal contractors require their employees to be vaccinated whether or not.

James Harrison: contractors require employees to be vaccinated continues to be in the employers discretion, this is a site access requirement imposed by the Federal Government.

James Harrison: And track employees have to show proof of vaccination by November one or submit to weekly testing Amtrak is also in the process of developing a policy for onsite contractors.

James Harrison: at the local level, BART has required that its employees either show proof of vaccination or continue to wear made at all times, while on BART property.

James Harrison: Employees who show proof of vaccination are entitled to two days of paid time off the city and county of San Francisco has required that all city employees be fully vaccinated.

James Harrison: No later than 10 weeks after the FDA gives final approval to at least one code 19 vaccine which occurred last week, this applies to employees of SF mta.

James Harrison: Santa Clara county has gone the furthest by requiring employees to be vaccinated by Sep Sepseptember 30th unless they’ve requested an exemption.

James Harrison: The county is also required that its contractors be banned from county work sites and.

James Harrison: indicated that they could be banned from supplying services to the county if they fail to comply with the county’s vaccination requirements.

James Harrison: San Mateo county to date has not yet adopted a vaccination policy these policies have ranged a variety of legal and other issues.

James Harrison: Some of the vaccination mandates have led to both litigation and public protest recently a federal District Court dismissed a case challenging a mandate for hospital employees in Texas, there are also issues relating to represented employees.

James Harrison: The Public Employees retirement board recently issued an opinion advising that us could mandate.

James Harrison: Vaccination for its represented employees, provided that the university negotiates with its bargaining units regarding the consequences for failure to comply with a vaccine mandate.

James Harrison: These kinds of policies also raise privacy concerns relating to the storage of health related data and information concerning the justification for exemptions.

James Harrison: With respect to contractors it’s generally understood that employers have the ability to impose restrictions for health and safety reasons, on access to their own work sites and that these restrictions can be.

James Harrison: Applied to contractors who work on site, but whether or not employers have the authority to mandate that the contractors employees be vaccinated is really a matter of the contract between the employer and the contractor.

James Harrison: The JP has all so sponsored events to promote vaccinations, along with tenea hundreds of San trans fantasy employees were vaccinated at clinics held at dairy dot.
James: And North Shore Sam has offered incentives to its employees, including paid time off to obtain a vaccination so he has done the same thing, and recently reinstated this incentive program to encourage that its employees obtained vaccinations.

James: In terms of future efforts that JP is working with Sam to implement a policy requiring that its employees and contractors who work in.

James: Sam to submit proof of vaccination or to be submitted to regular testing the JP is also working with Kaci to implement a vaccination policy currently 85% of their employees are vaccinated including 75% of contractors.

James: The JP to contractors policies on cover 19 vaccination requirements vary widely we did a survey of contractors who employ whose employees either.

All: To JP contractors submit coverage that vaccination policies requiring either proof of vaccination or regular testing.

James: For those contractors who keep track of vaccination rates those varied from a low of 6% to a high of 100%.

James: But to be clear we’re continuing to work with all of our contractors to encourage them to implement vaccination or vaccination and testing policies in order to promote safety generally and with that said Davis, I will turn it back to you.

Davis: Well, go to the public first Adrian brand.

Adrian: Oh sorry I was not new I’m unmuted! I start again I’m shocked to see that over a quarter of cab team conductors I saw the slides correctly are not vaccinated at this very late date well into the delta variant.

Adrian: Part of the code crisis, and here we are trying to list writers back, and you know, we want to be able to.

Adrian: Honestly I think we want to be able to honestly brag that all of our customer facing contact staff are vaccinated and I’m.

Adrian: I’m just very dismayed that I think that this is at the very least anyone that contacts.

Adrian: And interacts with customers on the trains needs to be vaccinated absolutely period and that that can’t happen soon enough and I think.

Adrian: That needs to be taken care of right away those people, I would prefer the you know not be working until they get back to me so thanks.

Davis: Thanks speakers Roland.

Roland: Thank you very briefly, I like to differentiate between riders and actual you know employees operators.

Roland: I believe that they expecting proof of vaccination to use transit it’s probably not a reasonable exception exception.

Roland: The tea is responsible for safety on transit.

Roland: And that’s a single fine.

Roland: runs to $5,500 Thank you.

Davis: And that’s a single fine.

Roland: runs to $5,500 Thank you.
Dev Davis: speakers.

036 03:37:53.360 -> 03:38:53.360
On.

037 03:38:03.360 -> 03:38:03.360
Vaughn: yeah i've been following this for a year and a half, with the MIT technology review download type of thing and they they go over this.

038 03:38:10.980 -> 03:38:10.980
Vaughn: Fruit for six months, almost predominantly and every article everywhere in the world type of thing.

039 03:38:18.150 -> 03:38:27.540
Vaughn: We have no handle on this and we've supposedly the most sophisticated country in the world and the Chinese crackdown and they have no handle on this.

040 03:38:28.600 -> 03:38:33.000
Vaughn: It should be mandatory vaccination for coming out and public.

041 03:38:41.300 -> 03:38:52.560
Vaughn: It's going to be the same thing and there's going to be more variance, we have to be ready for one day there's a new one in South Africa that they are afraid of is bypassed the the antibodies Defense that the current vaccine provides they're still testing it.

042 03:38:54.140 -> 03:39:05.250
Vaughn: We just have to you know fees up you know.

043 03:39:05.290 -> 03:39:12.290
Vaughn: Somebody commits a crime we take them out of the society we put them in jail or something somebody walking around killing people by breathing on them.

044 03:39:14.010 -> 03:39:30.900
Vaughn: We just need to be ready for one day there's a new one in South Africa that they are afraid of is bypassed the the antibodies Defense that the current vaccine provides they're still testing it.

045 03:39:32.610 -> 03:39:48.240
Vaughn: We just need to be ready for one day there's a new one in South Africa that they are afraid of is bypassed the the antibodies Defense that the current vaccine provides they're still testing it.

Steve Heminger: Thank you, Madam, Chair just to note that the San Francisco and Santa Clara policies, so i understand them from the presentation both have deadlines by which something has to happen.

047 03:40:05.220 -> 03:40:06.480
Steve Heminger: And yet, in Jim's presentation, the operative phrase is working with we're working with a lot of people to do something.

048 03:40:59.820 -> 03:40:59.820
Steve Heminger: So my question is why shouldn't we just adopt a policy that has a deadline.
Michelle Bouchard: If I'm a director here, we are working towards a deadline on the mandatory testing and vaccination policy. I will say this, we are going, we need to.

Michelle Bouchard: I need to reiterate the practicality, then-of-moving forward from there, which is very much our intent to do moving forward from there to work.

Michelle Bouchard: The 80% of the represented folks on property that work for taxi, all of whom are a member of one of 11 national unions, and so we are going to be digging into that.

Michelle Bouchard: But we certainly do have a deadline, with respect to getting all of the details nailed down for the testing and vaccination policy.

Steve Henninger: James did you mention that Amtrak has a policy.

James Harris: Director hamburger Amtrak has a policy for its own employees, it's in the process of developing a policy for contractors, it has not yet implemented it.

Steve Henninger: And Michelle is there overlap between the Amtrak unions and the unions, the tax these people, I mean, in other words, somebody broken this ground for us already.

Michelle Bouchard: Yes, yes, and in fact Amtrak are they you know they've got like no joke 17 pages of guidance that we're going to create from to implement this policy, and so the answer is yes.

Michelle Bouchard: Where we have a flight of employees, so we really just got to balance our approach to it, and I understand that this is potentially not the same approach that has been taken in San Francisco.

Michelle Bouchard: But I think I think we do have a good approach and we're trying to work collaboratively with taxi on.

Steve Henninger: Well, and one other difference with San Francisco perhaps is, I believe mayor breed.

Michelle Bouchard: Implemented that regulation on her own with with her executive authority is it your plan to have this board adopt the policy or do you feel empowered to adopt one yourself and carry it out.

Michelle Bouchard: My intent was to implement the the work rules.

Michelle Bouchard: Through working through taxi who's the employer of those folks and advise the board of what we had implemented understanding the advice and direction of what the board wants.

Steve Henninger: Well I just conclude by saying I'm comfortable with that and I think I know you're moving quickly but speed is of the essence, with this issue.

Steve Henninger: Directing. And my questions were very similar to that of a director hamburger in terms of timing and the sooner the better, I also think that.

Monique Zhuada: you're getting input from us at this meeting is important so that you can then just move forward and to the extent that we can develop a timetable and a deadline for a full vaccination of all of our employees, whether they be direct employees or contractors.
978
03:44:09.120 → 03:44:09.120
Monique Z. Zaua: The better everyone will be, and so I would support a very strong and quick policy relative to testing and vaccination.

979
03:44:11.000 → 03:44:20.940
Dev Davis: Thank you, Michelle. I have a question, given that all caltrain employees are actually Sam trans employees, does that mean that caltrain itself cannot require its employees to be vaccinated.

980
03:44:13.020 → 03:44:29.200
Michelle Bouchard: So, so the administrative employees are going to be complying with a Sam trans requirement, which is a testing and vaccination program that is being rolled out, so the so the administrative employees are complying at minimum with Sam trans policy.

981
03:45:02.820 → 03:45:12.900
Michelle Bouchard: I will say James and I have spoken about, you know what it it would mean to have different policies applied, and I think what we need to do is consider the fact that you know.

982
03:45:13.860 → 03:45:26.100
Michelle Bouchard: Safety is paramount and I believe that we just need to continue to work collaboratively with our our primary contractor tassie to ensure that we get the most stringent policy in place that we can.

983
03:45:27.600 → 03:45:29.100
Dev Davis: Okay.

984
03:45:28.770 → 03:45:29.100
Michelle Bouchard: Go ahead.

985
03:45:33.860 → 03:45:35.910
Dev Davis: I was just going to ask about the Sam trans is there a deadline, with their vaccination and testing.

986
03:45:37.660 → 03:45:38.480
Michelle Bouchard: So it.

987
03:45:43.530 → 03:45:47.750
Michelle Bouchard: There is, until we will need to get back to the board on that what is okay.

988
03:45:49.210 → 03:46:03.840
Dev Davis: But we have the the ability, you have the ability, right now to require a contractors on site to be vaccinated or to submit to regular testing or just to be vaccinated.

989
03:46:04.770 → 03:46:14.850
Michelle Bouchard: We have been and we have been working with tassie on implementing that so we're collecting information right now we're encouraging the as James said.

990
03:46:15.100 → 03:46:29.760
Michelle Bouchard: The monetary incentives, we had been doing that, before Tashi was aware of of our intention to implement the vaccination mandatory vaccination or testing program and I want to, I want to.

991
03:46:30.330 → 03:46:40.620
Michelle Bouchard: give voice to director Hendrix characterization it's a mandatory testing program that you can opt out from by getting vaccinated.

992
03:46:41.640 → 03:46:45.440
Michelle Bouchard: We have 75% vaccinated we're going to continue to push forward but yes, we have the authority right now and we've started the process.

993
03:46:46.830 → 03:46:50.100
Dev Davis: Okay, do we have any recourse for the contractors who are working on capital projects to.

994
03:47:00.310 → 03:47:05.840
Dev Davis: I understand we don't have recourse to require their employees to be vaccinated but if there is work down or stoppage because of covert cases because they didn't require vaccination do we have any financial recourse there.

995
03:47:07.070 → 03:47:13.570
Dev Davis: I'm not interested in paying for additional time they refuse to put in place, what we know are the most stringent health requirements and safety requirements.

996
03:47:14.350 → 03:47:41.600
Michelle Bouchard: understood um, I will say this, and I can't speak to all of the contracts, so I probably shouldn't speculate I believe that we do have certain language in our contracts that happened to protect us from that and, most of our capital construction.

997
03:47:43.150 → 03:47:57.570
Michelle Bouchard: is low bid, but of course and and fixed price.

998
03:47:58.150 → 03:48:07.840
Michelle Bouchard: So it's not to say that we haven't gotten planes for it, but I believe we do have language that would that would serve in our favor to defend against them.

999
Dev Davis: Okay, I think that's really important especially going forward.

Dev Davis: As one public comment or said we we have to live with us for quite some time.

Dev Davis: And, given the given the recent history on potential epidemics, we.

Dev Davis: And, given the recent history on potential epidemics, we.

Dev Davis: So I think it's good to have that kind of requirement in there on a regular basis.

All right, thank do any of my colleagues have any other questions or comments.

Michelle Bouchard: we're going straight from vaccinations into booster program right so that's consider this to be our reality for the next one right.

Monique Zmuda: Yes, at the Finance Committee, we had a discussion about certain contracts and we were asking about.

Monique Zmuda: The cm as it is working with the agency in order to approve contract amendments and to understand the reasons why some of the contracts need additional money or or a tie, on a schedule.

Monique Zmuda: And suggestion was made that the CB either do a presentation in depth presentation to either the Finance Committee or to the full board at a.

Monique Zmuda: meeting soon, so that we all understand what their responsibilities are and the kind of work that they do on our behalf to to question and to understand some of the oversruns that may occur, and so I would like to be sure that that is done in the very near future.

Michelle Bouchard: Thank you.