

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

**Minutes
June 7, 2012**

MEMBERS PRESENT: M. Cohen, J. Deal, A. Kalra, L. Kniss, A. Lloyd, T. Nolan,
A. Tissier, K. Yeager

MEMBERS ABSENT: J. Cisneros

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

Chair Adrienne Tissier called the meeting to order at 10:06 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Vaughn Wolffe, Pleasanton, said last month his public comment referred to the BART measure in 2009 and not the High Speed Rail (HSR) measure. He said at the same meeting Executive Officer, Public Affairs Mark Simon spoke about a gas tax not polling well. He said if a gas tax was presented for the region and bridge tolls were removed more people would be involved and would see a benefit for the region.

Brian Wilfley, Los Altos, said Caltrain has never had it easy. Last year staff made a recommendation on cutting service and the Board told staff to work to keep the schedule. The Board and staff rebuilt the railroad with Baby Bullet service, increased bike capacity, convinced the Federal Railroad Administration (FRA) to allow mixed traffic on the corridor, handled repeated budget crises and achieved record ridership. He said it was an honor and pleasure to serve on the JPB Citizens Advisory Committee (CAC) for the last 10 years. Director Ken Yeager thanked Mr. Wilfley, on behalf of Santa Clara County, for his service on the CAC and said he will truly be missed.

Jeff Carter, Millbrae, said the Caltrain website stated Caltrain was not the best option for the Golden Gate Bridge Anniversary celebration and there would be no extra service. He said it is disheartening to hear Caltrain discourage people from using the service. He said the number one and two trains for the Bay to Breakers were on time, but the third and fourth trains were both late passing through Millbrae.

Roland LeBrun, San Jose, said he recently noticed a wheelchair passenger being denied boarding. He said the conductor allowed 20 bikes on the train and denied the wheelchair because Baby Bullet trains don't have power lifts.

Bruce Shelton, San Mateo, said he has been a conductor with Amtrak since 1997 and will be relocating to San Diego to work the Amtrak Pacific Surfliner between San Diego and Los Angeles. He wished the Board, staff, members of the public and TransitAmerica (TASI) best wishes and said he will miss working for Caltrain. Chair Tissier thanked Mr. Shelton for his many years of service and strong support of Caltrain.

Paul Jones, Atherton, said recently California High Speed Rail Authority (CHSRA) Chair Dan Richard stated to the Legislature they have never and will never mess with the California Environmental Quality Act (CEQA) requirements for the HSR project. Last week the CHSRA came back to the Legislature and asked for complete release of all CEQA requirements on the system they plan to build. This is the latest example of CHSRA's willingness to lie, cheat and steal to get what they want. Mr. Jones said last month this Board voted to sign a Memorandum of Understanding (MOU) to work with CHSRA on a blended approach and he can guarantee once construction begins it will eventually lead to a four-track elevated system.

Pat Giorni, Burlingame, said over the last few weeks Caltrain staff has been making presentations on the Caltrain Modernization Program. Mr. Simon gave a great presentation at the Burlingame City Council and when the question came up about the right of way he said we own the right of way. She wants to know what "we own" means. Ms. Giorni said Caltrain is bookended by two very strong transit agencies and this could be the detriment of one transportation agency, Caltrain. If political pressure comes to bear at San Francisco Municipal Transportation Agency (SFMTA) or Santa Clara Valley Transportation Authority (VTA) to go along with something the San Mateo County Transit District (District) doesn't want to go along with, who has the deciding voice.

Doug DeLong, Mountain View, thanked staff for their prompt action on his comments made last month on a safety issue at the Santa Clara station.

CONSENT CALENDAR

- a. Approval of Minutes of May 3, 2012
- b. Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for an Aggregate No-to-Exceed Amount of \$300,000 for Fiscal Year 2013
- c. Authorize Execution of Contracts of More than \$100,000 for Informational Technology License Renewals, Maintenance Services and Professional Services for an Aggregate Not-to-Exceed Amount of \$500,000 for Fiscal Year 2013

The Board approved the Consent Calendar (Nolan/Lloyd).

CHAIRPERSON'S REPORT

Appointment of CAC Members

Director Tom Nolan said the San Francisco County Selection Committee is recommending Alexandra Sweet be appointed to a three-year term ending June 30, 2015. Director Nolan said Ms. Sweet is a transit planner, rides Caltrain four to five days a week and rides her bike to the station.

Director Jerry Deal said the San Mateo County Selection Committee received 11 applications and is recommending Dee Marie Lindsay to a term expiring June 30, 2015 and Adina Levin to complete a partial term expiring June 30, 2013.

Director Yeager said the Santa Clara County Selection Committee received eight applications and is recommending Yvonne Mills to a term expiring on June 30, 2015.

A motion (Kniss/Yeager) to appoint the recommended CAC members was approved unanimously.

REPORT OF THE CAC

CAC Chair Paul Bendix reported on the May 16 meeting:

- Staff gave an update on the CHSRA MOU and blended system. The CAC is in full support of the MOU.
- Received the preliminary Fiscal Year 2013 Operating and Capital Budgets.
- A Certificate of Appreciation was presented to Mr. Wilfley. Mr. Bendix said Mr. Wilfley consistently focused on the big picture and was always full of praise for Caltrain and staff.

REPORT OF THE EXECUTIVE DIRECTOR

Executive Director Michael Scanlon reported:

- Thanked Mr. Wilfley and Mr. Shelton for their many years of service and will truly be missed.
- Welcomed the new JPB CAC members.
- Introduced new Assistant District Secretary Josh Averill.

Dump the Pump Day

Mr. Scanlon said this is the seventh year the American Public Transportation Association is proclaiming June 21, 2012, as “Dump the Pump Day” to create public awareness of the benefits of public transportation. Staff will be using Facebook, Twitter and issuing a news release to show the financial savings of using transit.

A motion (Lloyd/Kniss) to proclaim June 21, 2012 as Dump the Pump Day was approved unanimously.

The proclamation was presented to Irwin Dawid from the Loma Prieta Chapter of the Sierra Club.

Mr. Dawid thanked the Board for the proclamation. He said the Sierra Club Loma Prieta chapter Executive Committee met last night and approved a resolution in support of electrification.

Mr. Scanlon continued:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – April 2012 compared to April 2011
 - Total Ridership was 1,206,519, an increase of 12.1 percent.
 - Average Weekday Ridership was 45,928, an increase of 12.7 percent.

- Total Revenue was \$5,173,588, an increase of 18.3 percent.
- On-time Performance was 93.7 percent, an increase of 3.9 percent.
- Caltrain Shuttle Ridership was 8,022, an increase of 15.5 percent.
- Year-to-Date Performance Statistics – April 2012 compared to April 2011
 - Total Ridership was 11,480,812, an increase of 11 percent.
 - Average Weekday Ridership was 43,114, an increase of 10 percent.
 - Total Revenue was \$48,416,420, an increase of 22.5 percent.
 - On-time Performance was 93.5 percent, no change.
 - Caltrain Shuttle Ridership was 7,117, an increase of 29.6 percent.
- There were three fatalities in May and one on June 6, for a total of nine for the year. It is troubling to Caltrain and a very serious problem.
- This coming Saturday, nine District employees will be participating in the Out of the Darkness Overnight Walk through San Francisco to raise awareness about mental health and suicide prevention. Each employee raised more than the \$1,000 goal. The San Francisco 4th and King Caltrain Station will be the mid-point.
- The rail operator transition occurred successfully on May 26. The majority of Amtrak employees elected to stay with TASI. Herzog Transportation Services Chief Executive Officer Bob Smith and local General Manager Gerald Francis were introduced. After a recent mechanical problem Mr. Smith asked for a debriefing to focus on service delays and how the recovery could be expedited.
- On July 1 there will be some modest changes to the Codified Tariff with a fare increase for passengers using paper tickets to encourage more people to use Clipper.
- The Bicycle Advisory Committee met on May 17 and they received a number of presentations, including a summary of the February 2012 Annual Passenger Counts. The next meeting is July 19.
- In the Fiscal Year (FY) 2013 Operating Budget is funding to restore service for four shoulder peak trains, two afternoon peak trains departing San Jose at 4:31 p.m. and San Francisco at 6:20 p.m. and adding a stop in Palo Alto or Sunnyvale on 12 trains to relieve some of the overcrowding. The proposed timetable has been posted. A public meeting was held here on May 30. To date, approximately 143 specific comments have been received: 84 percent are in support of adding service, 16 percent are against adding service, 74 percent are in support of adding stops and 26 percent are against adding stops.
- Altamont Commuter Express resumed service on May 14 and the Capital Corridor on May 21 at the Santa Clara Station.
- Special service:
 - The Roger Waters concert at AT&T Park on May 11 carried an additional 5,300 riders.
 - Four additional northbound trains were provided for the Bay to Breakers and carried just under 4,000 passengers, a 28 percent increase over last year. Santa Clara Station was the peak loading station this year. In the afternoon 2,000 additional passengers were carried on three express trains and this is a 13 percent increase in post-race ridership. Over 2,000 tickets were sold in advance.
 - Staff decided to run a Saturday instead of Sunday schedule for the Golden Gate Bridge Anniversary. An additional 7,400 passengers were carried.
 - For the month of May Giants ridership was just under 100,000, a 7 percent increase over last May, and year-to-date is 173,928.

- The Warped Tour will be at the AT&T parking lot on Saturday, June 23 and extra service will be provided.
- Earthquake Soccer will be at Stanford Stadium on June 30 and Caltrain will be making special stops at the stadium before and after the game.
- Extra service will be provided on July 4 for the fireworks along the Embarcadero and three extra trains will operate after the fireworks.
- The reading file contains the new timetable effective July 1, Take Ones on the fare changes and the 2012 Olympic Gymnastics Trials at HP Pavilion and the Safety & Security Report.

Deputy CEO Gigi Harrington provided an update on the Fuel Hedge Program. She said on May 22 there were four possible bidders and staff was able to hedge half of the fuel portfolio at \$2.80 per gallon for FY2013. She said the fuel was hedged at \$2.90 per gallon in FY2012.

Director Caltrain Modernization Marian Lee provided an update on the HSR MOU. She said to date seven of the nine agency representatives on the agreement have formally approved it. The Transbay Joint Powers Authority will be taking action on June 14 and the San Jose City Council on June 19.

Ms. Lee said in addition to advancing the Caltrain Modernization Program, staff is continuing to define the additional improvements beyond the signal and electrification projects that are needed to support HSR trains in the future. She said it is staff's intent to share some of the preliminary findings with the key stakeholders in a more public venue in the middle of summer.

Ms. Lee said she was getting input from stakeholders over the concern Caltrain was going to circumvent the environmental process. The governor has recently released a proposal related to HSR and CEQA so people need to review it thoroughly to understand what it means. Ms. Lee said it appears the intent of the proposal is not about short-cutting the CEQA process, but rather putting some parameters around the type of lawsuits that could halt HSR project activities. She said this is important to HSR because they have to get moving on building in the Central Valley and work within a timeframe that has been set by the FRA. Staff has scanned the document to see if there was anything in the proposal that would counter JPB's commitment on updating and recirculating the project environmental document that follows CEQA and National Environmental Policy Act (NEPA) regulations and did not find anything. She said as the lead on the project staff intends to environmentally clear the project exactly the way the commitment was outlined in the MOU and JPB resolution.

Public Comment

Pat Giorni, Burlingame, asked if the blended service will be added to the Environmental Impact Report and with the possible stipulation there is no four-track build-out. Legal Counsel David Miller said the Board has adopted a MOU that is clearly geared to the blended system. It is the expectation there will be nothing studied beyond that and the four-track system is not part of the document.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR APRIL 2012

Ms. Harrington said through April, operating revenue is \$4 million over budget and there is about \$6 million in savings on the expense side. She said staff is proposing to apply any savings from FY2012 to the FY2014 budget. In April funds were received back from the Lehman Brothers lost in the County Pool. These funds were written off so this is \$300,000 in unanticipated revenue. Last week fuel was \$2.89 per gallon and year-to-date is \$3.17 per gallon. A modest payment was received from the fuel hedge in May.

A motion (Nolan/Lloyd) to accept the April 2012 statement was approved unanimously.

ADOPTION OF FISCAL YEAR 2013 OPERATING BUDGET IN THE AMOUNT OF \$111,368,706

Ms. Harrington said there are no changes from the budget presentation last month.

Public Comment

Vaughn Wolffe, Pleasanton, said capital money is being sacrificed for operating money and money should be put back in the capital budget.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and Menlo Park Chamber of Commerce, said people rely on the trains to get to their place of employment. Adding the additional trains will be a welcome to help reduce crowds. He said the chambers support the adoption of the budgets.

Roland LeBrun, San Jose, said he supports the addition of trains, but believes the Board should be presented with accurate costs. The cost of six additional trains has been misreported at \$350,000 for crew, \$720,000 for fuel and an additional \$400,000 for operating and maintenance for a total of \$1.5 million. The cost could be even higher because fuel for the other 86 trains is \$200,000 per train per year so the total cost is \$2 million. He would appreciate staff providing him with a written justification for the record. Mr. LeBrun said administrative costs are stated as the lowest among the industry at 5.9 percent, but this is incorrect. The cost of \$13.9 million for administration out of a budget of \$111.4 million is 12.5 percent, which is more than double. He said it would be great if administrative costs could be lowered to 6 percent as advertised, because this would release \$7 million for additional capacity and trains, and unlike administration actually generates revenue.

Adina Levin, Friends of Caltrain, thanked the Board and staff for the proposal to increase service. She said with the October implementation of increased service she hopes there is a solution for the FY2014 Operating Budget by this time too. If it is looking promising then this is a good plan, but if not she would urge the Board to hold off increasing service because adding service with the prospect of immediately threatening to cut it would be very confusing and destructive to the public that wants to support the service and potentially vote for a tax measure.

Mr. Scanlon said staff is proposing to add service, not to reach out to get new customers, but to accommodate the customers we already have in a safe way. It is not safe to have people sitting in vestibules and standing for 28 mile trips on peak trains. He said staff has been completely upfront with the Board about the \$720,000 expected for increased fuel costs. It is incorrect to

extrapolate the number of trips or trains to the other number of trains because it won't be the same number of trips and it is not completely annualized. Mr. Scanlon said the \$5.9 million in administrative costs includes wage and salary and many other things rolled up including subsidizing bicycle and district facilities. He said, unless directed by the Board, he does not plan to give written justification to Mr. LeBrun.

A motion (Nolan/Yeager) to adopt the Fiscal Year 2013 Operating Budget in the amount of \$111,368,706 was approved unanimously.

ADOPTION OF FISCAL YEAR 2013 CAPITAL BUDGET IN THE AMOUNT OF \$39,093,085

Director of Budgets and Grants April Chan reported:

- At the May meeting staff presented a FY2013 Capital Budget of \$40.1 million with three-quarters of the budget focused on State of Good Repair. The Capital Budget does not yet include a funding request for the Communications Based Overlay Signal System/Positive Train Control Project (CBOSS/PTC).
- The preliminary budget included \$13 million of local funding or \$4.3 million from each of the partners.
- Since the May meeting staff has met with the partners and each can now contribute \$3.88 million.
- Capital Budget adjustments since the May meeting include securing some bridge toll money from the MTC in the amount of \$212,000. The San Francisco Bike Station Study Project has been added and also some immediate tenant improvements to be funded from San Francisco Proposition K money.
- The revised FY2013 Capital Budget is \$39.1 million.
- The partner contributions total 25 percent and the remaining 75 percent of funding will come from Federal, State and other regional funding.
- Impact of proposed changes between the preliminary budget and the proposed budget is postponing of train departure monitors at San Francisco and San Jose stations and the painting of the Bayshore Station.

Director Malia Cohen asked how long the painting of the Bayshore Station will be delayed. Ms. Chan said the project is being deferred, but staff will be looking at potential savings from other projects to do this project. Mr. Scanlon said staff's plan is to bring this project back in next year's Capital Budget if it is not completed this year.

Director Cohen asked how much it costs to paint the station. Deputy CEO Chuck Harvey said approximately \$600,000.

Public Comment

Roland LeBrun, San Jose, said the San Jose Diridon Station has the highest level of diesel particulates and asked if anything can be done to stop idling trains. He asked if staff looked at incorporating the new power sub-station with those needed for electrification, sought grants from the Bay Area Air Quality Management District (BAAQMD) or looked at partnerships with power-generating companies.

Pat Giorni, Burlingame, said she is glad to hear the three partners are paying their shares equally. She asked if negotiations have started among the partners about the formula fix as to where people sleep to be assured everyone is on the same page and paying their fair share.

Mr. Scanlon said part of the agreement for next year's budget was a discussion on the formula.

Mr. Harvey said there is stand-by short power and a shutdown policy at 4th and King and at San Jose and the infrastructure has been installed to support the added plug-in power. Staff is seeking Carl Moyer Funds through the BAAQMD to potentially offset funding costs for this project.

A motion (Nolan/Yeager) to adopt the Fiscal Year 2013 Capital Budget in the amount of \$39,093,085 was approved unanimously.

AUTHORIZE EXTENSION AND FINANCIAL AGREEMENT BETWEEN THE SAN MATEO COUNTY TRANSIT DISTRICT AND THE PENINSULA CORRIDOR JOINT POWERS BOARD FOR SAN MATEO COUNTY SHERIFF'S SERVICES FOR A THREE-YEAR PERIOD

Ms. Harrington said this is to recognize the arrangement between the District and the JPB for security services. She said about 78 percent of the calls for services are for the JPB. Staff is in the process of negotiating improved operational terms and conditions and once completed staff will bring a new contract for approval back to the Board.

Director Kniss left at 11:24 a.m.

A motion (Nolan/Lloyd) to authorize extension and financial agreement between the San Mateo County Transit District and the Peninsula Corridor Joint Powers Board for San Mateo County Sheriff's services for a three-year period was approved unanimously.

AUTHORIZE AMENDMENT TO EXTEND THE CONTRACT WITH WELLS FARGO INSURANCE SERVICES, USA, INC. FOR INSURANCE BROKERS SERVICES ON A MONTH-TO-MONTH BASIS FOR UP TO ONE ADDITIONAL YEAR IN THE ESTIMATED AMOUNT OF \$100,000

Ms. Harrington said staff is in the process of a new procurement and the Request for Proposal is on the street. Staff expects to come back to the Board in October to award a new contract.

Director Cohen said Wells Fargo has been the broker for a long time and asked if credit unions or small local banks have ever been considered. Ms. Harrington said staff is in a competitive procurement process and will evaluate any responses received.

Director Cohen asked if in the past any smaller banks participated. Ms. Harrington said this is the insurance arm of Wells Fargo Bank. Ms. Harrington said this insurance program will generally include a series of companies, many of which are in London or off-shore that specialize in this industry.

Director Kniss returned at 11:27 a.m.

A motion (Nolan/Yeager) to authorize amendment to extend the contract with Wells Fargo Insurance Services, USA, Inc. for insurance broker services on a month-to-month basis for up to one additional year in the estimated amount of \$100,000 was approved unanimously.

AUTHORIZE REJECTION OF ALL BIDS FOR PROVISION OF DIESEL FUEL

Director of Contracts and Procurement Cheryl Cavitt said staff is requesting the Board reject all bids received for the provision of diesel fuel. Staff participated in the Regional Transit Coordinating Council (RTCC) joint procurement for fuel in the hope of saving some procurement time and also to enjoy the benefit of economy of scale. She said bids were poor in quality. Two of the bidders, Mansfield Oil Company and Hunt and Sons used the wrong Oil Price Information Service Index even though staff indicated in the bid which index should be used. Ms. Cavitt said Pinnacle Petroleum contained several math errors and Golden Gate Petroleum provided a responsive bid, but the price was undesirable and higher than the current contract.

Public Comment

Roland LeBrun, San Jose, said he supports the motion but the list of rejected proposals shows three provisionary contracts for \$44 million which is an average of \$14.5 million per year. The Board just approved the FY2013 Operating Budget with an annual fuel cost estimate of \$17.2 million. He said to a member of the public it looks like the fuel budget may be over budget by \$3 million a year.

Mr. Harvey said the RTCC bid had an estimated quantity of fuel and may have not have included the extra trains that were added to the budget. He said the fuel budget is based on an average cost of fuel of which half is set at a fixed-price through a hedge and the other half fluctuates.

Mr. Scanlon said 48 weeks-to-date our fuel price on 4 million gallons has ranged from a low of \$2.8885 to \$3.4781.

A motion (Kniss/Lloyd) to reject all bids for provision of diesel fuel was approved unanimously.

LEGISLATIVE UPDATE

Director, Government and Community Affairs Seamus Murphy said HSR continues to be a major sticking point with the State budget. The Legislature and Administration are okay with the appropriation of Proposition 1A Connectivity Funds, but there is opposition to the appropriation for starting the HSR project in the Central Valley and the clarifying CEQA language. Legislative leadership, members of the CHSRA Board and the Administration are meeting to develop a set of appropriation conditions that would give lawmakers more comfort with moving forward with the project. There will likely be several conditions that apply specifically to the Peninsula and will be consistent with the MOU and the Business Plan language that limits the size and scope of the project on the Peninsula to the blended system approach. Mr. Murphy said staff expects to see that language very soon as the Assembly wants to vote by the State mandated deadline of June 15. The Senate has said they plan on voting before July 1, but have not given a specific timeframe.

Mr. Murphy said at the Federal level significant progress is being made on Surface Transportation Reauthorization and there might be an authorization bill that would be longer than the two-year bill the Senate has approved. The Senate bill pretty much maintains existing funding levels, but for a longer period of time and might have a better chance of passing a more comprehensive bill in the lame-duck session after the election occurs. Mr. Murphy said Senate members of the Conference Committee did submit a draft bill to the House. This was their best shot at a compromise and nothing encouraging has been heard. He said even without a reauthorization bill both chambers are moving ahead with FY2013 appropriations. The Senate bill is \$98 million over the current fiscal year and this is good news for transit. If New Starts funding is increased it preserves the TIGER Program, the Sustainable Communities Initiative and \$100 million for HSR.

Mr. Murphy said the House bill was released yesterday and is different from the Senate version. The main differences are in the discretionary accounts and doesn't include a TIGER Program, Sustainable Communities Initiative, funding for HSR and cuts New Starts funding by \$138 million.

QUARTERLY CAPITAL PROGRESS REPORT

No discussion.

Public Comment

Roland LeBrun, San Jose, said on page eight, second paragraph from the bottom under progress, Item Four states that on March 27, 2012 the JPB issued the Notice to Proceed for the communications fiber optic backbone option. He said the only thing the Board has approved is the base contract so how is this proceeding? Mr. LeBrun said on page 13 the chart for electrification shows \$24 million being spent. He would appreciate it if staff can provide a detailed report on what has been done. Mr. LeBrun said a traction power control system for 12 trains per hour at 220 miles per hour would need to generate three times as much power as 10 trains per hour running at 110 miles per hour.

Director Kniss said requesting a detailed report from staff is very inappropriate.

Ms. Harrington said when the Board approved the PTC contract it authorized the Executive Director to execute the amendment for the backbone. Staff analyzed and found it to be a significant benefit to both the project and the JPB and recommended the Executive Director execute the amendment.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

Director Tom Nolan said he read about the new South San Francisco ferry service and asked if the JPB is connected to it and are other ferry services planned in the county.

Mr. Harvey said many shuttle providers that the JPB partners with have been working with the City/County Association of Governments of San Mateo County and the Peninsula Traffic

Congestion Relief Alliance to provide connectivity from the ferry terminal to employment centers. There is also an additional service in the planning phase for Redwood City.

Mr. Scanlon said the San Mateo County Transportation Authority has funds from Measure A for both the South San Francisco and Redwood City ferry services.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, August 2, 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Robert Lightfoot v. Peninsula Corridor Joint Powers Board, City and County of San Francisco, et al.

Mr. Miller said there is no need for a closed session today and will have an update in August or September.

Adjourned at 11:43 a.m.