

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

MINUTES OF FEBRUARY 2, 2017

MEMBERS PRESENT: J. Bruins, J. Cisneros (Chair), J. Gee, D. Pine, J. Ramos, K. Yeager

MEMBERS ABSENT: R. Guilbault

STAFF PRESENT: J. Averill, M. Bouchard, J. Cassman, A. Chan, D. Couch,
C. Fromson, J. Hartnett, K. Kelly, L. Larano, M. Martinez,
N. McKenna, S. Murphy, M. Senatore, M. Simon, S. van Hoften

Chair José Cisneros called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

**SWEARING IN OF JEANNIE BRUINS, REPRESENTING SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY (VTA)**

Martha Martinez, JPB Secretary, administered the Oath of Office.

PUBLIC COMMENT

Jeff Carter, Millbrae, said there is construction going on next to the right of way in San Carlos and asked how that construction will constrain the expansion to four tracks if that is needed. He asked for a status on the fare study. He said he has ideas about the methodology for calculating ridership through revenues and tickets that he can share with staff.

Roland Lebrun, San Jose, said at the conclusion of the January meeting closed session it was disclosed there was an agreement with Union Pacific Railroad (UP). There was no opportunity for public comment. He brought to the Board several times an explanation about how there could be a better outcome in South San Francisco that includes passing tracks and retains the existing UP yard. It appears there will not be a functioning Communications-based Overlay Signal System (CBOSS). He asked what can be salvaged from the \$250 million in wasted equipment and consulting fees and if there is any opportunity to recover these losses through mitigation.

Mike Giari, Executive Director, Port of Redwood City, and Peninsula Freight Rail Users Group (PFRUG), said PFRUG is a coalition of rail shippers, the Port of Redwood City, the Port of San Francisco, as well as other businesses and labor stakeholders. At the last JPB meeting it was announced that Caltrain and UP came to an agreement to have a short line operator for freight service. The Port of Redwood City has five companies and there are 20 companies along the peninsula that utilize freight rail for business. It is important for industrial operations to have access to highway, rail, and water transportation. It is very important for rail stakeholders to have a seat at the table as this issue moves forward to bring on a short line operator. He would like to understand the public process involved in moving forward concerning the timeline and opportunities for public input. He sees bringing on a short line operator as an opportunity to build a system that plans for both passenger and freight rail operations on the peninsula.

Adina Levin, Friends of Caltrain, said if the short line operators ran equipment that was able to take steeper grades, it could provide savings in the hundreds of millions of dollars in allowing less expensive grade separations. She said she hopes the JPB will agendaize this topic to review the possibility that the deal could result in a system that would lower the cost of grade separations.

CONSENT CALENDAR

- a) Approval of Minutes of January 5, 2017
- b) Acceptance of Statement of Revenues and Expenses for December 2016
- c) Resolution of Appreciation to Outgoing Director Malia Cohen
- d) Resolution of Appreciation to Outgoing Director Raul Peralez

Motion/Second: Gee/Yeager

Ayes: Bruins, Gee, Pine, Ramos, Yeager, Cisneros

Absent: Guilbault

CHAIRPERSON'S REPORT

Appointment of Citizens Advisory Committee (CAC) Member Catherine Chang Representing San Francisco

Motion/Second: Ramos/Yeager

Ayes: Bruins, Gee, Pine, Ramos, Yeager, Cisneros

Absent: Guilbault

REPORT OF THE CAC

Brian Shaw, CAC Chair, said at the January 18 meeting, the CAC:

- Elected him chair. Vice chair elections will be done in February.
- Received a presentation on the JPB's partnership with Crisis Text Line to help mitigate suicide incidents along the corridor.
- Received a presentation on proposed schedule changes to accommodate work for the Peninsula Corridor Electrification Project (PCEP). Concerns were raised about the impact on commuters.
- Received a staff report that featured continuing improving on-time performance (OTP) and incident mitigation procedures that were put into place last year.
- Received information that staff is investigating mitigation strategies at crossings that continue to have frequent vehicle incursions.

REPORT OF THE EXECUTIVE DIRECTOR

PCEP Monthly Report

Jim Hartnett, Executive Director, said the JPB reached an agreement with UP on a set of deal terms that will pave the way for construction of the PCEP without objection from UP. This includes construction of the South San Francisco Station Rehabilitation Project including rearrangement of the freight facilities currently located there and initiation of a competitive procurement process by UP for solicitation of possible interest in the short line industry to take over operation of the freight service of the rail corridor between San Francisco and Santa Clara. Staff and legal counsel are in the process of implementing the deal terms of that agreement. JPB representatives will attend a meeting with PFRUG and UP where UP will discuss the procurement process that they will initiate and answer questions. UP is responsible for leading this process because UP holds the

exclusive legal rights and associated duties to conduct freight service in the corridor. The JPB will have the right to approve a short line railroad ultimately selected by UP.

Dave Couch, Project Delivery Director, presented:

- Electrification infrastructure
 - Design Build (DB) contract (Balfour Beatty)
 - Approved in July
 - Started with LNTP in early September
 - Looking where buried utilities are
 - Completing geotechnical work this month to allow design of foundations
 - Starting potholing
 - Construction expected to start this summer
 - Tunnel modifications
 - Notches have to be installed
 - Approaching 95 percent design level
 - Will go through internal staff review with consultants and will move on to UP for their review in the next quarter
 - Centralized Equipment Maintenance and Operations Facility (CEMOF)
 - Series of changes have to be made to maintain EMUs
 - Will put set of overhead mezzanines in to access the roof structure of EMUs
 - Pacific Gas and Electric (PG&E)
 - Supplemental Agreements 1, 2, and 5 executed
 - Initial studies complete
 - Ready to formulate the next step to enter design phase
 - Utility relocation and coordination
 - Series of utilities along the right of way that have to be raised in height to provide sufficient clearance from overhead power system
 - Disadvantaged Business Enterprise participation and labor
 - DB contract goal 5.2 percent
- Electric Multiple Units (EMU)
 - EMU contract (Stadler)
 - Completion of technical compliance matrix
 - Submittals of mobilization plan development, schedule, safety, and quality assurance plans
 - EMU-related activities
 - Continued work on system interface with the design builder
 - Development of EMU conceptual design elements
- Safety
 - Caltrain Roadway Worker Protection Training Program
 - Site specific work plan
 - Fire/Life Safety and Security Committee meetings
- Third party agreements
 - City/county agreements
 - Cooperative agreement
 - San Francisco in progress

- Utilities
 - Electrification requirements approved by California Public Utilities Commission

Liria Larano, Deputy Chief, Caltrain Modernization (CalMod)/Caltrain Program Delivery, presented:

- Schedule
 - In Limited Notice to Proceed (LNTP) phase
 - If able to issue the Notice to Proceed (NTP) on March 1, will be on target to meet key milestones for electrification construction for testing, train delivery, and revenue service
- Budget and expenditures
 - Electrification: \$697 million
 - EMU: \$551 million
 - Separate contract and support costs: \$417 million
 - Contingency: \$315 million
 - PCEP total: \$1.98 billion
- Funding update
 - Federal Transit Administration (FTA) Core Capacity Grant (\$647 million)
 - Submitted Fiscal Year (FY) 2018 Presidential Budget application
 - Full Funding Grant Agreement (FFGA) sent to congress for 30-day Congressional review period
 - Third quarterly meeting with FTA headquarters and region scheduled to occur in spring
- Risk/quality/environmental
 - Risk management
 - 241 risks; 133 retired
 - Top risk: overhead utility relocation
 - Quality
 - Environmental consultation and permits
- Real estate
 - Three appraisals to complete in Segment 2
 - Several offers have been made and four have been accepted so far
- Community outreach

Director Dave Pine asked why overhead utility relocation is so difficult. Ms. Larano said there are many utility owners on the property and because of the franchise agreements they are required to relocate utilities, most of them at their own cost. Staff has to negotiate with them to work within their schedules and their own requirements to complete the utilities relocation in time for the PCEP construction. There are several utilities providers and it requires a lot of coordination. Staff meets with them every month to make sure the schedules coincide.

Director Jeff Gee said when and after the final NTP is issued a good practice is to form an internal audit ad hoc committee to make sure internal procedures are adhered to. This is a proactive measure because this is a highly scrutinized project.

Mr. Hartnett said the agency is in accord with Director Gee's suggestion.

Mr. Hartnett reported:

- Preliminary OTP figures for January were at 94.1 percent compared to 93.3 percent the year before. Most delays were for the typical reasons except in one instance where protestors blocked the tracks on January 20 causing 341 minutes of train delay.
- December OTP was 95.2 percent compared to 91 percent last year.
- Annual passenger counts will start in early February and will be complete in April.
- Special event train service includes:
 - San Francisco 49ers regular season games. Total ridership averaged an extra 2,678 riders per game, a decrease over last year.
 - San Jose Sharks hosted eight regular season games in January and post-game riders total 2,397, an 18 percent increase.
 - Foster Farms Bowl.
 - New Year's Eve service, which operated as a regular Saturday service with three extra advance northbound trains and six additional post-fireworks trains. There were almost 10,000 additional riders, a 5 percent increase over last year. Free service was provided after 8 p.m.
 - Caltrain Northern California Martin Luther King Celebration Train was run on January 16 and carried 955 riders, a 24 percent over last year.
- Capital projects include:
 - San Francisco Highway Bridges Project. The 22nd Street Bridge is expected to be completed in the spring of 2017.
 - San Mateo 25th Avenue Bridge Separation Project.
 - Los Gatos Creek Bridge Project scope is to replace substandard 80-year-old rail bridge. The LNTP was issued in October. This will be complete in early 2018.
 - South San Francisco Station improvements. This project will remove the hold-out rule at the station that currently impacts the system operational efficiency. This project should be complete in early 2017.
 - Train departure monitors at 4th and King and San Jose Diridon stations to provide passengers to the proper platforms. This project should be complete around the end of February.
 - Redwood City grade crossing improvements.
 - General FY2016 grade crossing improvement projects.

Public Comment

Paul Jones, Atherton, said he hopes the Board is aware that a contract with Balfour Beatty is having problems with a similar project in Denver and he urged the Board to monitor that situation to avoid a similar problem. He urged the Board to follow the recommendation from the peer review group on CBOSS and hire a highly qualified signaling and communications staff member to manage the program.

Roland Lebrun, San Jose, asked why there is going to be an island platform at the South San Francisco rehabilitated station when trains will be going by at 110 miles per hour on each side. The budget is now \$2.2 billion. The JPB has now spent \$130 million designing electrification including \$17.3 million last month and \$16.5 million in EMU management oversight. He asked why the JPB keeps wasting money on redesigning CEMOF when it will not have enough capacity to store existing trains and EMUs. A new maintenance facility is needed in San Jose to relieve congestion. The Metropolitan

Transportation Commission said the FFGA is not going to the Department of Transportation to be approved, it is going to the White House. He suggested putting an immediate moratorium on spending the \$125 million in FTA funds, and to terminate all contracts if the FFGA is not approved by the end of the month. The audit that Director Gee suggested needs to be external.

Nadia Naik, Cofounder, Californians Advocating Responsible Rail Design (CARRD), said the UP contract indicates it moves forward regardless of whether the JPB gets the FTA funding. It seems the JPB has cut a deal with UP. The documents have not been made public. The term sheet and consecutive concurrent agreements have been executed but are still not public. The deal is structured to be phased so UP agreed not to sue only if phases 1, 2 and 3 are done. If CBOSS is not complete by a particular date, the JPB agreed to stop operating Caltrain to Gilroy. She has not seen a public process around this issue and this should be approved by the Board not just at a staff level. There is no mention of freight requirements. How quickly a train can go up grade or down grade has a direct impact on cost. Palo Alto did a study that said if the grade changes from 1 percent to 2 percent, the grade separation cost drops from \$1 billion to \$500 million. She suggested this issue be agendized for the next meeting and the technical policymaking group should agendize this, too.

Elizabeth Alexis, Cofounder, CARRD, asked the Board to agendize the agreements with UP before final approval. The details will have a significant impact on the cost, benefits and success of CalMod. The agreements go beyond any basic settlement of the California Environmental Quality Act (CEQA) dispute. It is difficult to understand how these were not agendized so the Board and public could provide input. Through a public records request it was discovered that outside counsel signed 10 different towing agreements with UP on behalf of the JPB. These agreements freeze the CEQA statute of limitations and allow parties to negotiate environmental review settlements. Caltrain did not disclose the agreements and went out to bid on an electrification contract without telling bidders there were pending legal challenges.

Adina Levin, Friends of Caltrain, said Caltrain has made compromises in its train car design for the option of dual doors to provide for platform compatibility at Transbay Terminal and possibly other stations that would provide operational flexibility and capacity and schedule quality benefits. Millbrae would have sharable platforms and San Jose Diridon would include options for at-grade solutions. Some members of the community have proposals that by changing train storage and how trains are moved around, it might be possible to solve the train congestion problem in a way that allows for lower cost of construction.

KEY CALTRAIN PERFORMANCE STATISTICS DECEMBER 2016

Michelle Bouchard, Chief Operating Officer, Rail, said:

- Average weekday ridership was 52,404, a 1.4 percent increase. Staff hopes the changes that have been made to create additional capacity are helping to improve ridership.
- Revenue is up 10 percent.
- There is continued improvement in OTP despite disruptions in December, which speaks to the renewed sense of urgency that Caltrain operations and

TransitAmerica Services, Inc. (TASI) are placing on incident recovery. OTP was 95.2 percent, an increase of 4.7 percent.

Public Comment

Roland Lebrun, San Jose, said there was a decision by management to park the new Metrolink cars because the new EMUs could not match the capacity of the six-car Bombardier trains, let alone match the FTA-mandated minimum 10 percent increase in seated capacity.

2017 WEEKDAY SERVICE CHANGES

Ms. Bouchard presented:

- Weekday service change background
 - Facilitate construction work windows for PCEP
 - Supports entire JPB capital program
 - Limited changes weekday peak hour service
 - Coordinated with sister transit agencies connections, contractors, TASI, stakeholders
 - Effective date: April 10, 2017
- Service change information
 - All details available at www.caltrain.com/proposedchanges
 - Robust public outreach
- Weekday comment summary
 - Approximately 380 comments
 - Mostly negative feedback on proposed Train 305 schedule (adding stops)
 - Mostly positive feedback for split of southbound morning Bullet Trains 312, 314, 322, and 324, but Redwood City Station stops were a concern
 - Many comments requested more service
- Weekday schedule next steps
 - Execute implementation plan for weekday service changes
 - Share final weekday timetable with riders, transit agencies, and stakeholders
- Weekend changes next steps
 - Finalize Title VI Equity Analysis for weekend changes
 - Compile and review public comments for consideration
 - Finalize proposed 2017 weekend service changes
 - March 2, 2017: public hearing and action on proposed weekend service changes and Title VI Equity Analysis

Director Ramos encouraged staff to put notices that service changes will be coming in places that are blatantly obvious such as on handrails onboard.

Public Comment

Roland Lebrun, San Jose, said Tamien outreach was conducted on a Saturday, but service does not run to Tamien on a Saturday. Instead of reaching out to over a thousand passengers, they may have reached out to a fraction. He would like Train 190 to go to Tamien. The real issue is not ridership, it is operational. In the evening, trains come empty from CEMOF and are parked in Diridon to be turned around causing a massive jam.

Jeff Carter, Millbrae, said this kind of information could be better conveyed to riders. It is difficult to construct and electrify a working railroad, but he would like to know how this is done on other rail lines. Things like this are not done efficiently in the United States. Other countries are much more efficient at construction projects. He asked why it has to take so long and why service reductions have to be done. Weekends already have inadequate service and now it will be less adequate.

George Kranen, Belmont, suggested staff look at proofreading process because in the past the JPB had to withdraw thousands of schedules because something was overlooked.

EXECUTE FIVE ONE-YEAR OPTIONS TO EXTEND THE OPERATING AND MAINTENANCE CONTRACT WITH TASI THROUGH JUNE 30, 2022

Ms. Bouchard presented:

- Background
 - JPB awarded TASI rail operator agreement in September 2011
 - Five-year base agreement with option to extend for up to another five years
 - Base agreement expires June 30, 2017
 - October 6, 2016 staff presented contract status to the Board
- Scope of work
 - TASI provides rail operations, maintenance and support services in the following areas:
 - Administration and safety
 - Operations and dispatch
 - Maintenance of equipment, track, communications and signals, stations
 - Construction support
 - State of good repair
- Contract extension process
 - Set objectives
 - Safety
 - Reliability
 - Customer experience
 - Financial considerations
 - Review contract and performance
 - Discuss with TASI
 - Formalize modifications
- Considerations
 - CBOSS
 - Electrification construction
 - Continuity of service
 - JPB resources
 - Timeline for re-procurement – three year
 - Positive Train Control (PTC) and electrification commencement of service
 - Ability of contractor to attract and retain talent
- TASI performance
- Negotiated terms
 - Enhanced safety approach, safety roundtable sessions

- Revised performance fee metrics to support JPB goals
- Cost containment including revised/flexible approach to staffing and headcount
- Implementation of partnering approach to ensure performance and contract compliance
- Reduced administrative fee to an average of 7 percent over five-year extension period
- Staff recommendation
 - Execute operations and maintenance contract for a period of five years concluding in FY2022 with TASI

Public Comment

Roland Lebrun, San Jose, said five years ago a member of the public said this is an opportunity to change to a different business model. A business model was presented last year from the private sector. It would have brought trains in by 2018 that may not have needed electrification because there were hybrid trains. Staff sat on their hands for five years and did not take the opportunity to put this contract out to bid. The time has come for the JPB to terminate the SamTrans administrative contract for cause before the operating budget discussions.

Elizabeth Alexis, CARRD, asked the Board to wait a month to approve the contract or approve a shorter extension. Five years from now is 2022 after electrification is supposed to be finished. It is not obvious this is the right agreement to reflect the changes in operations and maintenance that should be in place then. She asked why the JPB would commit to having TASI operate an electrified railroad when it may make sense for other operators to be brought in or to use a different contracting approach. Even if TASI is the correct operator it is worth asking if different alternatives should be looked at.

Adina Levin, Friends of Caltrain, said the role of TASI is appreciated and not having more variables during electrification seems like a good choice. There are opportunities and questions about the best way to run service after electrification is complete that creates opportunities for service improvements. She urged the Board to start the process how Caltrain should look once it's electrified.

Director Bruins asked what it would look like if the Board wanted to terminate the contract in the next five years for any reason. Ms. Bouchard said the contract is very flexible in terms of its capability to amend or terminate. There are termination for cause and termination for convenience clauses that could allow flexibility in the out years.

Director Gee asked if three years is typical from an operator procurement standpoint. Ms. Bouchard said there are various paths an agency can take to re-procure. This contract is a bundled contract that requires thorough vetting of the entity or joint venture. The responsible way about this is to go through an RFP, financial vetting and visiting references. Two to three years is definitely normal. The procurement process takes less than three years but anticipating that there will be a successor operator, mobilization on such a large scope takes between six and nine months. On this property there are 13 city obligations that require the negotiation of 11 agreements during mobilization.

Director Gee said this was a five-year agreement and the Board would have to make the call in year two to re-procure if it is a three-year process. After a six- to nine-month transition the operator would have a little over one year to stabilize the operation. It does not seem like enough time to make a judgment call. Looking at another five years the operator would walk into electrified revenue service, which adds another degree of complication. He said given the procurement timeframe and the other factors that are in play, it seems like the staff recommendation is appropriate.

Director Pine asked if and how the contract will be revised to reflect operating requirements of an electrified system. Ms. Bouchard said the contract contemplates that the railroad will evolve over time as CBOSS and other things are brought online. It is up to the JPB to make an assessment of the capability of the existing contractor to do the work. There is an option to make an assessment to have the existing operator do the work or pursue another path to unbundle a piece of the contract and go out to bid. Under the Balfour Beatty contract, there is an option for maintenance for the traction power system after construction that could be executed. The form of contract is flexible as the railroad evolves and additional systems to maintain are brought on, and they would be considered under this scope of work.

Director Pine asked what the timeline is for a termination notice. Joan Cassman, Legal Counsel, said 180 days.

Motion/Second: Ramos/Gee

Ayes: Bruins, Gee, Pine, Ramos, Yeager, Cisneros

Absent: Guilbault

UPDATE ON COMMUNITY CHOICE ENERGY (CCE) AND CALTRAIN ELECTRICITY SERVICE

Michelle Senatore, Sustainability Planner, presented:

- CCE
 - Cities/counties procure and provide electricity on behalf of their communities
 - Goal: higher renewable, lower greenhouse gas (GHG) emissions electricity at competitive rates
 - Electricity still delivered and billed by PG&E
 - Automatic enrollment; customer can opt-out at any time
 - June 2016: Board took action to enroll in CCE; staff to conduct technical evaluation
- Electricity (generation) providers percent of Caltrain total kilowatt hour
 - PG&E (investor-owned utility): 50 percent
 - CleanpowerSF (CCE): 16 percent
 - Peninsula Clean Energy (CCE): 21 percent
 - Silicon Valley Clean Energy (CCE): 7 percent
 - City of Palo Alto Utilities (municipal utility): 4 percent
 - Silicon Valley Power (municipal utility): 2 percent
- Technical evaluation criteria and results
 - Environmental: percent renewable, percent GHG free
 - Cost
 - New entity risk management

- Administrative
- Reliability: infrastructure
 - No change; delivered and maintained by PG&E
 - De-prioritization of CCE customers not allowed nor practicable
- Reliability: energy supply
- Compatible with future Caltrain
- Options
 - 1: CCE current path: 36 percent renewable, 67 percent GHG-free, -1 percent or -\$14,000 estimated annual cost difference
 - 2a: CCE upgrade: 60 percent renewable, 78 percent GHG-free, 2 percent or \$35,000 estimated annual cost difference
 - 2b (staff recommended): CCE and municipal upgrade: 65 percent renewable, 79 percent GHG-free, 3 percent or \$41,000 estimated annual cost difference
 - 2c: CCE and municipal and PG&E upgrade: 100 percent renewable, 100 percent GHG-free, 11 percent or \$158,000 estimated annual cost difference
 - 3: opt-out to PG&E default: 30 percent renewable, 59 percent GHG-free, 0 percent or \$0 estimated annual cost difference
 - 4: opt-out to PG&E default and upgrade: 100 percent renewable, 100 percent GHG-free, 15 percent or \$225,000 estimated annual cost difference
- Next steps
 - March 2017: Staff presents formalized recommendation of option 2b for Board action
 - July 2017: Last of the three CCEs finishes enrolling remainder of Caltrain electricity meters
 - Spring/summer 2018: Staff evaluations one-year actual CCE billing data and updates Board

Public Comment

Vaughn Wolffe, Pleasanton, asked if the cost reduction in changes would extrapolate linearly once Caltrain is electrified. He said it would be helpful in March to get a cost comparison between diesel and electricity by the different options. He asked if the JPB will have input as to what it wants to use. Going to batteries is a big thing as is concentrated solar power, which has storage and batteries do not. The JPB might want to pick a different source than what the CCEs come up with.

LEGISLATIVE UPDATE

Casey Fromson, Manager, Government and Community Relations, provided the following update:

State

Transportation makes up 6 percent of the proposed budget, which totals \$1.8 billion on streets and roads, \$1.8 billion on highways, \$250 million on goods movement, and \$400 million on transit. The governor has proposed an additional \$400 million investment in the Transit and Intercity Rail Capital Program. This program along with Active Transit and Low Carbon Transportation are part of the suite of Cap and Trade programs.

Federal

Elaine Chao was confirmed as the Secretary of Transportation.

Senate Democrats have proposed an infrastructure package and House Republicans are not interested in taking this up in the first 200 days, but are starting to have a process to vet some of these issues.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None.

Public Comment

Nadia Naik, CARRD, asked the Board to direct staff to have the Board provide final approval over the UP contract instead of staff so the public can see it. She asked for a presentation about freight to provide an overview of how freight impacts operations and what it does in cities and how it affects grade separations. She asked the Board to put the UP agreements online including the South San Francisco agreement, the settlement agreement, transfer agreement, PTC agreement, and electrification agreement. The TASI contract could also be put online. This helps with transparency. She asked if cities and the public will get a chance to talk to UP about their issues.

DATE/TIME/PLACE OF NEXT REGULAR MEETING

Thursday, March 2, 2017, 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 - Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(2): One Potential Case

Recessed to closed session at 11:52 a.m.

Reconvened to open session at 12:17 p.m.

Ms. Cassman said no action has been taken.

Adjourned at 12:17 p.m.