

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

MINUTES OF APRIL 6, 2017

MEMBERS PRESENT: J. Bruins, D. Davis, J. Gee (Chair), R. Guilbault, J. Ramos, K. Yeager, M. Zmuda

MEMBERS ABSENT: D. Pine

STAFF PRESENT: M. Bouchard, J. Cassman, A. Chan, J. Hartnett, K. Kelly, L. Larano, M. Martinez, N. McKenna, S. Murphy, S. Petty, M. Simon, P. Skinner, S. van Hoften

Chair Jeff Gee called the meeting to order at 10:04 a.m. and Director Jeannie Bruins led the Pledge of Allegiance.

**SWEARING IN OF MONIQUE ZMUDA, THE CITY AND COUNTY OF SAN FRANCISCO,
MAYOR'S REPRESENTATIVE**

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

PUBLIC COMMENT

Roland Lebrun, San Jose, said the Request for Proposals (RFP) for the electric-multiple units (EMUs) should not have been issued due to platform level compatibility with High-Speed Rail (HSR).

Mike Brady, Menlo Park, said staff made a big mistake when applying for the Federal Transit Administration (FTA) grant by stating it was only for Caltrain. The Peninsula Corridor Electrification Project (PCEP) is going to cost \$2.2 billion and growing and Caltrain could have had modern Tier 4 diesels for \$500 million, one quarter the cost. The bad marriage with California High Speed Rail Authority (CAHSRA) will never be able to attain capacity to carry 100,000 passengers because many commuter trains will be displaced by HSR trains.

Andy Chow, Redwood City, said the new administration is holding up PCEP. The problem is that some people don't think national transportation is a national priority, but it is.

Jack Ringham, Atherton, said the first consideration of electrification in 1992 was estimated at \$296 million. In 1999 the estimate went up to \$456 million and included a tunnel from 4th and King streets to the Transbay Terminal. Mr. Ringham said the 2004 Environmental Impact Report (EIR) was \$351 million, the 2009 EIR was \$978 million, and the 2014 EIR was \$1.189 billion. He said the most recent cost is almost \$2 billion. Mr. Ringham said the original cost was \$3.9 million a mile and the latest cost is \$38 million a mile, ten times as much in about 25 years.

Jeff Carter, Millbrae, said electrification is the most efficient way to operate Caltrain. In New York lines are electrified and don't want to go to Tier 4 diesels. He said the \$2 billion costs are for catenary lines and vehicles. Mr. Carter said if staff stays with Tier 4 diesels new vehicles will still have to be purchased.

Adina Levin, Friends of Caltrain, said everyone in the region has been doing what they can to get the funding for electrification. A few campaigns have been done to reach those not in the county. She said there is a campaign in San Francisco, San Mateo and Santa Clara counties to flyer and call congressional delegates to unlock this project and vote for funding.

CONSENT CALENDAR

- Approval of Minutes of March 2, 2017
- Acceptance of Statement of Revenues and Expenses for February 2017
- Authorize Filing of Applications to the California Governor's Office of Emergency Services to Receive \$751,397 in State Proposition 1B Transit Security Grant Program Funds
- Appointment of CAC Member Julia Welch Representing San Mateo County to a Term Ending June 30, 2018
- Resolution of Appreciation to Outgoing Director Josè Cisneros

Director Zmuda asked if the agency is under spending for revenues and are expenses within projections. She asked if in the future the Statement of Revenues and Expenses can be removed from the consent calendar so a more detail report can be given by staff on a quarterly basis.

Motion/Second: Davis/Guilbault

Ayes: Bruins, Davis, Guilbault, Ramos, Yeager, Zmuda, Gee

Absent: Pine

CHAIRPERSON'S REPORT

Appointment of a Nominating Committee for Vice Chair

Chair Gee appointed Directors Ken Yeager, Zmuda and Rose Guilbault.

REPORT OF THE EXECUTIVE DIRECTOR

Peninsula Corridor Electrification Project (PCEP) Monthly Report

Liria Larano, Deputy Chief Officer, Caltrain Modernization Program, said during the past month staff completed review of the 65 percent overhead contact system, design for the foundations and poles with Balfour Beatty and worked with on the signal system design. She said Balfour continued work in the field to investigate utilities, soil conditions and determine layout of poles in right of way. Ms. Larano said Stadler continued to advance the vehicle design and worked on interface points with existing infrastructure.

PCEP Full Funding Grant Agreement Update (FFGA)

Jim Hartnett, Executive Director, said PCEP is \$1.98 billion of which \$647 million is scheduled to come from the Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA). The grant is qualified; all the statutory and regulatory requirements have been met, and is eligible to be signed. Based on the history of the grant program, this grant would be signed in the normal course. If it is not signed it would be the first

grant to reach all the requirements and have the recommendation of the FTA to not be signed. With the change in administration, the signing of the grant was deferred until the president's budget comes out. If the funding is in the budget the FFGA will be signed. If it is not it will not be signed. Staff is aggressively pursuing all avenues to ensure this is in the president's budget. There is tremendous national, State and regional support. The national concern is if Caltrain doesn't get the grant then no one else that is in the queue will get one either. There are national associations lobbying for this project because of the importance of it. If the PCEP is not in the president's budget in May there is still a possibility that it could ultimately be in a budget adopted by Congress. Congress has not adopted the Fiscal Year (FY) 2017 budget. They are poised to adopt portions of it at the end of April or early May. Staff is best suited to have the FFGA signed by June 30, the date in which the contracts have been extended to. If the FFGA is not signed by June 30 staff cannot proceed without the \$647 million coming from other source or sources. There is tremendous support and involvement from the State, the region and local partners. On April 4 the president said "he doesn't want to send \$1 billion to New York and find out five years later the money was never spent because we are going to be very strong that it has to be spent on shovels, not on other programs. He also went on to say that if you have a job that can't start within 90 days we are not going to give you the money for it." The shovels are ready to go in the ground for this project and fit right into the president's goals.

Director Yeager asked how the spending is on the PCEP contracts the Board approved until June. Mr. Hartnett said he was authorized to proceed for each of the contracts and are not exceeding those costs. It could ultimately cost up to \$20 million and if it goes until June it will likely be \$16 million, but still within authorized amount.

Director Yeager asked if staff is working on a Plan B. Mr. Hartnett said yes. He said staff is aggressively working on Plan A and engaging bi-partisan support throughout the country. Mr. Hartnett said the California Congressional Republican Delegation has raised issues on their opposition to CAHSRA and staff is working on solving that problem. The State is most definitely interested in helping from the governor on down, but have been occupied on the transportation bill to be voted on April 6. Staff is in discussions with State, regional and local partners. Mr. Hartnett said the \$647 million isn't all needed on Day 1 and under the FFGA the full funding doesn't come all at once.

Director Yeager said as long as Congressman Kevin McCarthy doesn't want to fund the project and is friends with the president it could be a big issue. Mr. Hartnett said there are three points in time to be in the budget. First there was \$73 million directed to Caltrain from FTA from prior funds if the FFGA is signed, second is the FY2017 budget hasn't been adopted, but the Senate version has funds for the program and the House version of the budget has Caltrain listed and there has been no action to take Caltrain out. Mr. Hartnett said by end of April or early May there is to be a vote on FY2017 budget and there could be a Continuing Resolution for everything or many things.

Mr. Hartnett reported:

- FY2017 annual count survey will be completed this month.
- Weekday service changes effective Monday, April 10.
- Special event train service includes:
 - Sharks

- Giants home opener is April 10
- The San Francisco Highway Bridges Project at 23rd, 22nd and Paul avenues expected to be completed by spring 2017.
- San Mateo 25th Avenue Grade Separation Project contracts will be awarded in spring 2017 with construction starting in summer 2017.
- Los Gatos Bridge Project construction is scheduled to be completed by early 2018
- The Grade Crossing Project improves the safety at 10 grade crossings. Work items include installation of signals, fences, gates, curbs, lighting and signs. The crossings to be improved include 16th Street in San Francisco, Broadway in Burlingame, Peninsula Avenue and 4th Avenue in San Mateo, Ravenswood Avenue in Menlo Park, Alma Street and Charleston Road in Palo Alto, Rengstroff Avenue and Castro Street in Mountain View and Mary Avenue in Sunnyvale. The design was completed in December and staff is waiting for the Federal Railroad Administration grant funds before advertising the contract.

Chair Gee said he passed through the Broadway crossing when "People Behaving Badly" was being filmed.

Public Comment

Roland Lebrun, San Jose, said the project has to increase seating by a minimum of 10 percent. Seating capacity is being misreported. People are being irresponsible representing Caltrain.

Mike Brady, Menlo Park, said the communications-based overlay signal system (CBOSS) is an anti-collision system that staff has been working on for years and is a miserable failure. Parsons Transportation was fired recently and a new contractor will have to start over. Metrolink used Parsons for their anti-collision system and they are ready to go and operate. Balfour Beatty is working in Denver and their anti-collision project is a total failure.

Paul Jones, Atherton, said there is a problem on the FTA grant beyond political. The \$600 million from CAHSRA is dependent on the FFGA. CBOSS is not functioning and not shovel ready.

Jack Ringham said the commuter trains in New York are electrified because in the 1920s New York passed a resolution prohibiting steam locomotives into the city. There is no commuter line in the country that has ever converted from diesel to electric because it is too expensive. Mr. Ringham said Tier 4 diesels will bring 80 to 90 percent of the benefit of electrification at a lot less cost.

Doug DeLong, Mountain View, thanked Mr. Hartnett for his thoughtful comments on the FFGA.

Charles Voltz, Burlingame, said what is not being said is that the application to the FTA didn't pass because it didn't correctly show the 10 percent increase in capacity. There has been no response from staff on this statement.

Andy Chow, Redwood City, said Caltrain is the busiest commuter railroad west of the Mississippi and is a very strong candidate for electrification. He asked that if for some reason FTA feels it isn't their responsibility to fund the system would it mean that certain requirements such as Buy America wouldn't have to be met.

Jeff Carter, Burlingame, said MetroLink has a number of lines and run more trains than Caltrain, but the total ridership is much less than Caltrain. Caltrain should consider moving ahead with the overhead catenary system if the FFGA isn't signed so electric locomotives could be used to pull the cars.

CALTRAIN SHORT RANGE TRANSIT PLAN (SRTP) – DRAFT ELEMENTS

Sebastian Petty, Senior Policy Advisor, said:

- The SRTP is a Metropolitan Transportation Commission (MTC) requirement that looks out 10 years and informs the Regional Transportation Plan and the Transportation Improvement Plan at a regional level. The core is a 10-year projection of operations, service plan and what the budgetary needs will be.
- Policy Framework draws on:
 - Caltrain Strategic Plan
 - MTC Transit sustainability Plan
 - Existing work on Caltrain Modernization Program
 - Prior Short Range Transit Plan in 2015
 - State of good repair commitment by the Board in 2016
- "Baseline" Scenario
 - Fiscally constrained to funded services and projects
 - Aligns SRTP with financial documents submitted to FTA
 - Caltrain Business Plan will look beyond fiscally constrained baseline and consider new projects, services and funding sources
- Operating Plan Assumptions
 - 2017-2020
 - Longer diesel trains
 - More seats and bikes on board
 - Reduced weekend service during electrification construction
 - Slow overall ridership growth
 - 2021-2026
 - Mixed-fleet electrified service provides more service and increases ridership
 - Ten trains per hour in the peak going to 12 trains per hour in the peak in both directions
 - Increasing to 114 trains per day
 - 30 minute frequency during the day
 - Maintaining hourly weekend service
- Operating and Maintenance Costs and Savings
 - Operating cost to Positive Train Control (PTC) system, costs to the infrastructure of an electric system, and increased crew costs
 - Savings from diesel fuel consumption and diesel vehicle maintenance
- Revenues
 - Ridership
 - Slow growth assumed during construction
 - Significant ridership increase assumed in 2021

- Fare Increases
 - Average 7.5 percent on average fares every two years
- Member Operating Contributions
 - Member operating contributions account for 16 percent of current Caltrain operating budget
 - Projects assume member contributions will increase from current levels starting in 2018 by about 50 percent.
- Capital Improvement Plan
 - State of Good Repair - \$400 million over next 10 years and includes cyclical work to tracks, stations, fencing, replacement of bridges, refurbishing ticket vending machines and significant amount of state of good repair work on the diesel rolling stock
 - Caltrain Modernization Program - \$2.26 billion
 - Funded Enhancement Program - \$246 million and is for projects and programs that have discrete funding plans such as control point at CP Brittan, 25th Avenue Grade Separation Project and the South San Francisco Station Improvement Project
 - Funding sources – Federal, State, regional, and local
- Member Capital Contributions
 - State of good repair and systemwide enhancements members pay an annual contribution paid equally by members and historically it has been \$5 million per year per member agency, but the need is \$7.5 million per year per member agency
 - Local enhancements (stations, access and grade separations)
 - Planned in coordination with Caltrain
 - Local funding from individual members
- Next steps:
 - Complete draft S RTP
 - Provide a full draft to MTC, partners and public
 - Request JPB adoption in late spring 2017
 - Caltrain Business Plan

Director Guilbault asked how much the savings offsets the costs. Mr. Petty said the overall cost of operating the system is going to go up. The cost per unit of service will go down.

Director Bruins asked about the FTA guidance of maintaining three months of working capital on hand. Mr. Petty said it is to show there is enough working capital reserve to sustain three months of operation.

Director Bruins asked if there is currently an operational reserve policy. Mr. Hartnett said a policy will be presented with the upcoming budget.

Director Bruins said this is a fiscally constrained plan and how long is the need to increase member contributions for operating and capital. Mr. Petty said to maintain the service and state of good repair the amount needed is for the 10-year plan.

Director Zmuda said as costs go up and costs per trip go down has staff been able to identify what that gap is. Mr. Petty said it comes out to around \$20 million range.

Director Zmuda said when recommendations or proposals for fare increases are being developed are benchmark studies done and how does Caltrain compare now to those fare structures. Michelle Bouchard, Chief Operating Officer, Rail, said every time fares are increased staff looks at regional peers and national agencies. She said with fare increases there is a fare revenue target.

Director Zmuda asked where fares are now. Ms. Bouchard said Caltrain is in the high middle.

Chair Gee asked the status of the fare study and the timing of it. Ms. Bouchard said a lot of due diligence is being done and fare increase proposal will be brought forward with the FY2018 budget presentation next month.

Public Comment

Roland Lebrun, San Jose, said before fares are increased conductors need to start checking tickets on bullet trains.

CALTRAIN BUSINESS PLAN

Mr. Petty said:

- Since 2005:
 - Ridership increasing while service held constant
 - Declining operating subsidies and increased reliance on fare revenue
 - Constrained capital funding
 - Signature investment in modernization and commitment to blended system
- Operating funding from member contributions was \$5 per passenger in 2005 and now is \$1 per passenger.
- Farebox recovery is above 70 percent.
- Operating metrics have gone up and subsidy has decreased.
- Caltrain Modernization is \$2.25 billion investment in the future of Caltrain
 - Opportunity to improve service, grow ridership and reinvent the system
 - Many challenges remain
 - Replacement and expansion of entire mainline diesel fleet not fully funded
 - Other desired capital projects still require planning and funding
- Financial Outlook
 - Projections show that electrification will allow Caltrain to serve more riders at a lower cost per passenger
 - Caltrain projects ongoing annual need is \$30-\$40 million in operating subsidies
 - Need for capital funding also increasing as existing infrastructure and fleet ages and new systems are added
 - Caltrain will be at risk if member contributions fall short or if ridership significantly declines
- Need for a Business Plan
 - Opportunity to maximize value of public investment in electrification
 - Need capital funding to complete conversion of the fleet and modernize all aspects

- Need to look at the service being operated to ensure that it supports the growing region and the diverse population served
- Need to stabilize funding and revenue streams to support operations and state of good repair
- Opportunities in the future for local, State and regional funding
- Key Objectives:
 - Identify the near-term capital projects and services needed to fully realize the public investment in electrification
 - Develop cost, revenue and funding targets that support improved services and ensure ongoing financial stability
 - Define opportunities for the long-term expansion of the Caltrain system
 - Engage with local, regional and State initiatives to secure new funding
- Work Products
 - Core Capital Expenditure Plan: defines near-term capital enhancements and SOGR needs in summer 2017
 - Core Business Plan: updates ridership forecasts and shows how to improve service and stabilize Caltrain operating finances by focusing priorities, implementing reforms and setting costs
 - Expansion Blueprint: long range blueprint that considers expansion of Caltrain beyond core system and services. Frames future engagement with regional projects like Blended System, Dumbarton Rail and others
- Next Steps
 - Refine outreach plan
 - Launch technical work
 - Return to Board in last spring

Director Yeager left at 11:48 a.m.

Mark Simon, Chief of Staff, said there are fundamental questions such as how much does Caltrain need and what are we going to do with it when we have it. If the public is going to be asked for any type of help they are going to want to know what has been done with all the money that you had and are you good stewards of the public's funds and have you done everything you can short of asking the public for help. Mr. Simon said that is why the fare study is a critical step in the process. He said relying on the partners to subsidize this is probably not a sustainable path forward.

Public Comment

John Barna, Sacramento, said he is a consultant for Prologis which owns the 4th and King Station and he endorses the Business Plan planning effort. He is working with staff on stationary planning ideas at 4th and King Station and will be working with staff on the FTA funded North Terminal Study which should also be incorporated. Mr. Barna said Prologis's interest in stationery development is matched by private sector interest in developing the Diridon Caltrain Station. The Business Plan should include for full electrification.

Elizabeth Alexis, Californians Advocating Responsible Rail Design, said she supports a robust Business Plan. A Business Plan should be what Caltrain could and should be in the future. Ms. Alexis said success of a ballot measure should come from the counties that represent the JPB. She said data shows that Caltrain is the most efficient, but an

underutilized mode of transit. Ms. Alexis said the dollar per passenger translates to \$0.05 per passenger mile and she challenges any transit agency to match this number. Caltrain can and should make the case for increased operations.

Jack Ringham, Atherton, said both the SRTP and Business Plan are based on the assumption that Caltrain will be electrified and no consideration has been given in the planning for the fact that the funding may not be received. He said Plan B seems to be if the sources of funding go away other funding will be sought and will still electrify. Mr. Ringham said both of the plans should be based on two assumptions the system is electrified and the system isn't.

Jeff Carter, Millbrae, said he commends staff for doing a Business Plan. He said Caltrain needs a dedicated source of funding and this is the only transit agency that doesn't have its own dedicated permanent funding.

Vaughn Wolfe, Pleasanton, said if the purpose is to reduce congestion on the Highway 101 corridor then the Dumbarton Rail Corridor needs to be done. Running fewer longer trains is more efficient than running more shorter trains.

Adina Levin, Friends of Caltrain, said it is exciting to see the process moving forward. She is glad there is public participation and Friends of Caltrain would like to assist in this outreach.

Roland Lebrun, San Jose, said operating costs are done by boardings and there is no structural deficient in San Jose or San Francisco, only San Mateo. He said if San Mateo cannot afford their part maybe stations should be closed in San Mateo County.

Yoriko Kishimoto, Chair, Friends of Caltrain, thanked staff for starting to work on a Business Plan. The public process should be out of the box and work with everyone.

Director Joël Ramos said he looks forward going through the process and the outcome it brings. He hopes this is not the only time the Board can weigh in on the Business Plan and not when it comes back to the Board for adoption. Director Ramos said staff should look at revenue from parking, leverage real estate holdings along the corridor, commercials and ad revenue. He said staff should look not just locally, but nationally and globally for assistance and ideas.

Director Dev Davis asked what the timeline is for the Business Plan. Mr. Petty said it will match with the SRTP update, but will look out a bit further.

Director Davis asked if there will be timelines for service enhancements. Mr. Petty said the Business Plan is the transformation of the system through the lens of money.

Director Davis said business plans in the private sector look at customers and who buys the service, but she would like to look at businesses who don't participate in the GO Pass program. She said she didn't hear anything about schedule coordination with feeder agencies. Director Davis said if this report is longer range than 10 years then staff should look at the impact on autonomous vehicles on ridership and parking fees.

She said she would like to have a more public discussion and receive input before the Plan is approved.

Director Bruins thanked staff for embarking on this Business Plan. She doesn't think 10 years is the right timeframe and believes it should be longer. Director Bruins said she hopes there can be more visibility on what the service delivery plan is post electrification and what does that service delivery plan look like post HSR, the blended system. She would like to get an understanding on what the key performance index measures are. Director Bruins said she wants to make sure that the overarching objective of the Business Plan isn't lost and would also like to see progress and frequent updates. She said for the next staff update she would like to know what the public process will look like and the plan.

KEY CALTRAIN PERFORMANCE STATISTICS FEBRUARY 2017

Public Comment

Doug DeLong, Mountain View, said the mechanical department is doing an excellent job.

AUTHORIZE AMENDMENT TO THE COOPERATIVE AGREEMENT WITH THE CAPITAL CORRIDOR JOINT POWERS AUTHORITY TO PROVIDE AN ADDITIONAL \$900,000 IN FUNDING AND TO EXPAND THE SCOPE OF WORK TO INCLUDE SOUTH TERMINAL PHASE III AND LOS GATOS CREEK BRIDGE PROJECTS

Peter Skinner, Manager, Grants and Fund Programing, said the Capitol Corridor has \$900,000 they are unable to use and are giving it to the JPB for two projects.

Director Ramos left at 12:13 p.m.

Director Zmuda asked if this will produce any savings on the other project.
Mr. Skinner said yes.

Public Comment

Roland Lebrun, San Jose, said it would be nice if staff refrained from any further plans in the Diridon area until the San Jose City Council has an opportunity to reach out to the community and come up with a set of recommendations for South Terminal Phase III.

Motion/Second: Guilbault/Davis
Ayes: Bruins, Davis, Guilbault, Zmuda, Gee
Absent: Pine, Ramos, Yeager

Director Ramos returned at 12:15 p.m.

AMEND THE FISCAL YEAR 2017 CAPITAL BUDGET FOR THE RAVENSWOOD AVENUE GRADE SEPARATION PROJECT FOR A TOTAL CAPITAL BUDGET FROM \$526,585,568 to \$526,751,568

Kathleen Kelly, Interim Chief Financial Officer, said this was a capital grant from the San Mateo County Transportation Authority.

Public Comment

Roland Lebrun, San Jose, spoke about money being moved around in the capital budget.

Motion/Second: Davis/Zmuda

Ayes: Bruins, Davis, Guilbault, Ramos, Zmuda, Gee

Absent: Pine, Yeager

BOARD MEMBER REQUESTS

Director Guilbault asked about clarification on the MTC report brought up by two members of the public.

Chair Gee said as the JPB representative on the Transbay Joint Powers Authority (TJPA) he wanted to report the transit center is under construction with completion estimated for December this year and revenue service around March 2018. He said at their last meeting an asset manager was identified to start leasing the property and a letter has been sent to the CAHSRA inviting them to join the Board of Directors. If they say yes the City and County of San Francisco will be able to appoint another member to the Board. Chair Gee said the next focus will be how to move the train from 4th and King streets all the way to downtown.

DATE/TIME/PLACE OF NEXT REGULAR MEETING

Thursday, May 4, 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

Public Comment

Roland Lebrun, San Jose, he is making a set of recommendations to go after some people who are frauding the JPB. He said LTK Engineering who are the architects of the CBOSS and EMU disasters and David Couch, DCLC, for deliberating misrepresenting the current Caltrain capacity. Mr. Lebrun said this is not the first time Mr. Couch has had a ding with the FTA. On the FTA website under the Buy America violations there are three letters there from Houston Rail which is where Mr. Couch came from. He said he is suggesting the Board consider suing the San Mateo County Transit District for breach of trust and bringing Caltrain to disrepute.

Recessed to closed session at 12:23 p.m.

Reconvened to open session at 12:42 p.m.

- a) **Closed Session: Conference with Real Property Negotiators Joan L. Cassman, General Counsel, Brian W. Fitzpatrick, Manager, Real Estate and Property Development, and Gary Cardona, Senior Real Estate Officer, pursuant to Government Code Section 54956.8:
Under negotiation: Price and terms of contract.**

Property Location	Owner	APN	JPB Parcel #
200 Berkshire Avenue, Redwood City	Michael A. Buenrostro/ Michelle Buenrostro	054-201-230	JPB-SM2-138
201 and 205 Dumbarton Avenue, Redwood City	Caballero Family Trust	054-201-490	JPB-SM2-308
200 Dumbarton Avenue, Redwood City	Redwood Apartments	054-201-560	JPB-SM2-310
Westside Avenue, Redwood City	Del Rio Trust	054-201-550	JPB-SM2-311

- b) **Closed Session: Conference with Legal Counsel - Existing
Litigation Pursuant to Government Code Section 54956.9(d)(1):
Peninsula Corridor Joint Powers Board. v. Parsons
Transportation Group et al; San Mateo County Superior Court
Case No. Case No. 17CIV00888**
- c) **Closed Session: Conference with Legal Counsel - Existing
Litigation Pursuant to Government Code Section 54956.9(d)(1):
Parsons Transportation Group v. Peninsula Corridor Joint Powers
Board et al; San Mateo County Superior Court Case No. Case
No. 17CIV00786**

Joan Cassman, Legal Counsel, reported authorization was sought by the Board and no formal action was taken for Item a. She said the Board received a status report and no formal action was taken on Items b and c.

Adjourned at 12:43 p.m.