



JPB Board of Directors
Meeting of December 5, 2019

(November 7, 2019 Meeting Cancelled)

Correspondence as of October 25, 2019

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From: [City of South San Francisco](#)
To: [Board \(@caltrain.com\)](#)
Subject: The City of South San Francisco Approves Minimum Wage Increase Effective January 1, 2020
Date: Friday, October 25, 2019 8:35:14 AM



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The City of South San Francisco

For Immediate Release

The City of South San Francisco Approves Minimum Wage Increase Effective January 1, 2020

SOUTH SAN FRANCISCO, Calif., Oct. 25, 2019 - A new minimum wage ordinance has been passed by the South San Francisco City Council, directing that all workers in South San Francisco must be paid a minimum of \$15 an hour starting on January 1, 2020. "As a City Council, we felt it was extremely important to raise our minimum wage," said South San Francisco Mayor Karyl Matsumoto. "It is important that we invest in our lower wage earners and in doing so, we can help to improve their quality of life."

In San Mateo County, the cities of San Mateo, Belmont, Menlo Park, and Redwood City have adopted similar Minimum Wage Ordinances. This change is a result of the pending state deadline of 2023 to raise the minimum wage to \$15 an hour.

What Does This Mean For Employers?

- Beginning January 1, 2020, employers who are subject to the City of South San Francisco Business License or who maintain a facility in the

City of South San Francisco must pay each employee who performs at least two hours of work per week in the City of South San Francisco, minimum wages not less than \$15.00 per hour. The minimum wage will be adjusted annually based on the National Consumer Price Index (CPI-W).

- Per California State regulation, an employee who is defined as a "learner" shall be paid no less than 85 percent of the applicable Minimum Wage for the first 160 hours of employment. After that, the learner shall be paid the applicable minimum wage.
- The City's ordinance does not count tips or gratuities as part of the minimum wage for employees. California law prohibits an employer from using an employee's tips and gratuities to discount their obligations to pay the minimum wage.
- The City's ordinance will apply to all businesses regardless of size and type of business.

About South San Francisco

The City of South San Francisco proudly remains *The Industrial City*, a reflection of its steel mill and ship building past, redefined to reflect the innovative, entrepreneurial and industrious spirit which has made South San Francisco the Biotech Capital of the World, with 217 active biotech companies and growing. A vibrant community of 67,082 residents, South San Francisco enjoys a high quality of life with an extensive public parks system, active library and learning programming and a dynamic, engaged community making South San Francisco a great place to live, learn, work and play.

City of South San Francisco | 650.877.8500 | CityInfo@ssf.net | ssf.net

City of South San Francisco, 400 Grand Avenue, South San Francisco, CA 94080

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Sent by leslie.arroyo@ssf.net in collaboration with

From: [Ratnadeep Bhattacharjee](#)
To: [Board \(@caltrain.com\)](#)
Subject: Lousy train rides
Date: Tuesday, October 22, 2019 7:32:33 AM

I take Caltrain from Palo Alto to SF.

I fail to understand why Caltrain cannot offer the larger newer trains for the express and limited routes during prime commute times in the morning and evening? Worse, some of the older trains have 5 cars only? People are packed like sardines.

Many people take Caltrain because of the work we can do during the ride. If we can't sit we can't work? Do you get that?

Do something about the capacity during rush hour NOW instead of dreaming up 10 year plans. Get your maintenance in order so that you can fix trains during off peak hours.

-Deep.

From: i4ocxw+3ct5shgmy3ayzsxhiudo4@guerrillamail.com
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: baby bullet can be at gilroy before 2021 make it happen reality
Date: Monday, October 21, 2019 7:10:08 PM

look out for those notifications letters other things you will be receiving in the mail. Have all of your express baby-bullet trains go from san francisco to gilroy. More people will be going to gilroy over san jose. You have the tracks you need to make all of your express trains stop at gilroy be gilroy bound. So compared to now the train would stop at four more stations after diridon. This is needed and you are a better competitor over ace, bart, amtrak, and the light-rail. Make all of your express trains gilroy bound we need more options than just the vta bus to get to gilroy. This needs to seriously be looked at before bart starts service in the area.

There train would stop at these four>>> stations

1) capitol 2) blossom hill 3) morgan hill 4) gilroy the other stations are not needed because they are pretty close to these stations

Ridership out of stations south of Tamien (Gilroy, San Martin, Morgan Hill, Blossom Hill and Capitol stations) has been steadily growing since 2010, averaging 750 riders per mid-weekday in the 2019 Annual Passenger Count.

In 2021, Caltrain plans to use Measure B funds to add a fourth round trip weekday train to the Gilroy service line. To ensure the 2021 implementation date is achieved, major actions need to take place, including rebuilding several locomotives and working with VTA to appropriate operating funding

ridership will continue to grow and all express trains need to be gilroy bound. We do not need just the trains that stop at every station every express train needs to be gilroy bound.

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From: i4ocxw+3ct5shgmy3ayzsxhiudo4@guerrillamail.com
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: glad ridership is increasing express train service to gilroy is needed
Date: Monday, October 21, 2019 7:12:53 PM

look out for those notifications letters other things you will be receiving in the mail. Have all of your express baby-bullet trains go from san francisco to gilroy. More people will be going to gilroy over san jose. You have the tracks you need to make all of your express trains stop at gilroy be gilroy bound. So compared to now the train would stop at four more stations after diridon. This is needed and you are a better competitor over ace, bart, amtrak, and the light-rail. Make all of your express trains gilroy bound we need more options than just the vta bus to get to gilroy. This needs to seriously be looked at before bart starts service in the area.

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From: [\[BEACN\] Alan Liang](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Invitation to Speak at UC Berkeley Group Clean Transportation Panel
Date: Monday, October 21, 2019 8:13:55 AM

To the Board of Directors of CalTrain,

On behalf of BEACN, BERCU, Cal ITE, and the David Brower Center, I would like to invite you to be a Featured Panelist on our upcoming Future of Clean Transportation Panel, scheduled for November 21st, 2019 at the David Brower Center. The event will run from 6:00-7:30 PM, during which time you will have the opportunity to engage with some of Berkeley's leading professors and students in the fields of engineering, policy, and environmental economics. Our talk will be followed by a reception in the gala space, set to conclude by 8:30pm.

We would be honored to have any of you or your colleagues in attendance at this event. Please let me know if you would like to accept or decline this invitation at your earliest convenience. I look forward to speaking with you soon.

Best,
Alan Liang
Vice President of External Affairs, Bay Area Environmentally Aware Consulting Network (BEACN)
Student-run consulting for environmentally and socially responsible organizations.
<http://beacn.berkeley.edu/>

