



JPB Board of Directors
Meeting of November 2, 2023

Correspondence as of November 1, 2023

<u>#</u>	<u>Subject</u>
1	Letter from the Building Trades Councils
2	Re_ Caltrain schedule
3	RE: Sunnyvale Caltrain Station

From: [Norene Sakazaki](#)
To: [Board \(@caltrain.com\)](#)
Cc: [David Bini](#); [bart@sanmateobctc.org](#); [Rudy Gonzalez \(rudy@sfbuildingtradescouncil.org\)](#)
Subject: Letter from the Building Trades Councils
Date: Monday, October 30, 2023 4:02:57 PM
Attachments: [Caltrain letter 10-27-2023.pdf](#)

You don't often get email from norene@scbtc.org. [Learn why this is important](#)

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Good afternoon,

Please see the attached letter for distribution to the Board Members from the Santa Clara and San Benito Counties, San Mateo County and San Francisco County Building and Construction Trades Councils.

Thanks so much,
Norene

Norene Sakazaki
Santa Clara & San Benito Counties
Building & Construction Trades Council
2102 Almaden Road, Suite 101
San Jose, CA 95125
Office: 408.265.7643 | Fax: 408.265.2080
norene@scbtc.org



Rudy Gonzalez
Secretary-Treasurer
 San Francisco County Building
 & Construction Trades Council

Bart Pantoja
Secretary-Treasurer
 San Mateo County Building &
 Construction Trades Council

David Bini
Executive Director
 Santa Clara & San Benito
 County Building &
 Construction Trades Council

October 27, 2023

Board of Directors
 Caltrain Joint Powers Authority

Re: Project Labor Agreement Policy

Chair Gee and members of the Board of Directors,

As Executive Officers of the Building and Construction Trades Councils in the counties of Santa Clara and San Benito, San Mateo, and San Francisco, we collectively represent over 100,000 construction workers living and working in the counties served by Caltrain.

We commend the staff for diligent research and reporting. Today, we write to offer additional insights on project threshold and administrative burden. These insights draw on our substantial experience with Project Labor Agreements (PLAs), and are intended to lead to a better outcome.

We recommend that a project threshold of two million dollars replace the current recommendation of ten million dollars, for the following reasons:

- PLAs are proven to have a beneficial impact on both public agencies and the community, and the exclusion of 90% of the projects and over a quarter of the CIP value would minimize this impact. PLAs are an impactful public policy tool, and we do not believe Caltrain’s policy should be so severely limited.
- Every major agency in the South Bay has a \$2M threshold. This includes Santa Clara County, Santa Clara Valley Water District, and Valley Transportation Authority. The latter administers substantial projects for its rail system and it is responsible for delivering the section of BART within its jurisdiction. Additionally, Santa Clara Valley Water District is responsible for the construction of dams.
- Developers and contractors seek reliability, and a threshold aligned with these other major agencies offers certainty and continuity that can extend through the Peninsula.
- PLAs enable non-union contractors to save up to 30% on payroll taxes by allowing them to access multi-employer benefit plans. Excluding smaller projects will disadvantage many small local businesses.



We are also concerned that the proposed biennial modification of the threshold creates uncertainty for the development community that may negatively impact participation in bidding. We recommend maintaining a consistent threshold of \$2M unless it can be demonstrated that such a change is necessary to prevent serious impairment of the Capital Improvement Program.

Finally, we want to address the staff's concern about administrative burden. Agency staff and leadership have the discretion to choose the level of administrative burden. An agency may choose to burden staff with additional compliance and reporting functions, and some do. The majority of agencies however, choose to create no more administrative burden than necessary to ensure the agency's goals are met.

Ideally, the administrative burden is:

- Negotiation of a PLA or CWA- The time this takes varies by agency, but is finite.
- Initial preparation of a standard set of documents to include in the bid documents- also a finite burden.
- An email connecting the project awardee with the Building Trades Councils.
- A quarterly or biannual meeting to discuss current and upcoming project status- This should only take 30-40 minutes, using information that staff already compiles for board presentations.

Once the first two items are complete, the second two items are not a significant burden. The Building Trades Council and Unions do the rest:

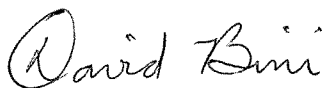
- Coordinate and prepare prejob meetings with contractors and unions.
- Facilitate resolution of any disagreements directly related to the PLA.
- Additional wage and hour compliance services.

For these reasons and others, we respectfully urge the Joint Powers Authority Board to adopt the Project Labor Agreement Policy with a threshold of \$2M, and modify item 1(d) to read:

d) The \$10 million threshold will remain in place until modified by the JPB

Regards,

David Bini



Rudy Gonzalez



Bart Pantoja



From: [Giuliano](#)
To: [Sarah Nabong; Board \(@caltrain.com\)](#)
Subject: Re: Caltrain schedule
Date: Tuesday, October 31, 2023 11:06:54 AM
Attachments: [image001.png](#)

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Thanks for the response Sarah.

Totally understand why train schedules are impacted now, as we are constructing the new electrified system.

My comments had to do with the schedule being planned for the future, when Caltrain is electrified with the new EMUs. A few years back, when I was attending meetings the promise was 6 seven car trains per hour at nearly every stop. The current planning is substantially less than that at all stations, with some getting only 2 trains per hour.

We need to change people's default transit mode. We need to get them out of cars and into mass transit. In particular, onto Caltrain. Doing so will just about require at least 4 trains per hour at every station. 6 would be a whole lot better. We have to change the way people conceive of using Caltrain, from one where they must plan to one where they just go. If I need to wait 5 minutes for a train, I don't think about it. I just go. If I need to wait 30 minutes for a train, then I must plan. Or, more likely for most folks, just hop in my car.

You want more people to use Caltrain? Run trains more frequently. Needs be, reduce the number of cars during periods of less use, not the frequency.

giuliano

On Tue, Oct 10, 2023, at 2:29 PM, Sarah Nabong wrote:

Dear Giuliano Carlini,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

In 2019, Caltrain operated trains every 90 minutes on weekends. During the pandemic, we increased weekend service to every 60 minutes to provide more travel opportunities for essential workers and have maintained these service improvements during the recovery phase to promote leisure travel. Unfortunately, with ongoing construction for PCEP requiring single-tracking windows on the weekends, we are currently unable to run any additional trains at this time. However, we are currently developing our electrification service plan that will go into effect in September of 2024, which will include adjustments to weekend service. Preliminary analysis shows that travel time from San Jose to San Francisco on a local train using the new Electric

Multiple Units (EMUs), which have faster acceleration and deceleration rates, should drop to 77 minutes on the weekends from over 100 minutes in today's schedule. This will provide a faster travel time for all customers no matter what station they are using. The timetable schedule is reviewed and updated semi-annually. During that time, we review ridership data from all stations and adjust train schedules accordingly.

More details on the new weekend service plan will be shared later this year after the analysis is complete.

Once more, we appreciate the feedback and hope to provide increased service soon.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: giuliano carlini <giuliano@carlini.com>

Sent: Friday, September 22, 2023 1:10 AM

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Caltrain schedule

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Hi all,

I'm a regular Caltrain rider. Or, I was. Covid and the schedule changes have reduced the frequency of my riding.

I just saw that new electrified Caltrain schedule is being decided on now. And that service levels are **much** lower than was discussed earlier, when the EMU car selection discussions were ongoing.

At that time, the discussion was for 6 trains an hour at near every station. Now the current proposal seems to be at best 4 per hour at 11 stations, and only 2 or 3 trains per hour at the others.

This is simply not acceptable. For folks to rely on Caltrain requires more frequent service. They have to know that if they miss a train, the next will be by in at most 10 minutes, not 30. With an every 10 minute frequency, the average wait will be 5 minutes. With that, folks don't need to plan, they can just come to the station. Folks need this frequency for a transit mode to be the default. They don't need to think, they just go. They know that within a few minutes they'll be on the move.

We have to get folks to change their default from cars to mass transit. Please, make that an easy choice. Change their default. Run trains frequently.

Thanks,

giuliano carlini

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world. You can do it!

<https://bikesiliconvalley.org>

<https://www.peopleforbikes.org/news/your-bike-advocacy-playbook>

From: [Robert Scarpino](#)
To: [Board \(@caltrain.com\)](#); [Hubert Chan](#)
Cc: [Ailyn De Guzman](#); [Margaret Tseng](#); [Graham Rogers](#); [Rick Peredia](#)
Subject: RE: Sunnyvale Caltrain Station
Date: Wednesday, November 1, 2023 11:40:31 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good morning,

Rick Peredia (Manager of Stations & Comm Maintenance) will reach out directly to Bailey Hall with the City of Sunnyvale to address her questions. Thanks...

Robert Scarpino, Director Rail Maintenance
Peninsula Corridor Joint Powers Board
4000 Campbell Avenue, Menlo Park, CA 94025
O: 650.508.7780 C: 650.740.3379

From: Bailey Hall <BHall@sunnyvale.ca.gov>
Sent: Tuesday, October 31, 2023 2:54 PM
To: Board (@caltrain.com) <board@caltrain.com>
Cc: Brandon Tong <BTong@sunnyvale.ca.gov>
Subject: Sunnyvale Caltrain Station

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Hello Caltrain Board,

My name is Bailey, and I work for the City of Sunnyvale's Environmental Services Department. I'm emailing to request to speak with someone about the Sunnyvale station and surrounding area - specifically, if we may temporarily store a garbage bin onsite for two weeks. I'd be happy to jump on a call to provide more information. Please let me know who I can contact about this request. Thank you!



Bailey Hall (she/her/hers)

Environmental Programs Specialist II

Solid Waste & Recycling Division

Environmental Services Department

Follow us on:



Phone: 408-730-7782

Sunnyvale.ca.gov