



JPB Board of Directors  
Meeting of October 7, 2021

Correspondence as of September 3, 2021

# Subject

- 1 Taking a Data-Driven Approach to Understanding Equity Gaps in Transportation
- 2 Caltrain State Budget Request Letters for the JPB Board
- 3 Caltrain Board meeting transcript

**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, September 3, 2021 10:37 AM  
**To:** Board (@caltrain.com)  
**Cc:** GRP-City Council; MTC Info  
**Subject:** Taking a Data-Driven Approach to Understanding Equity Gaps in Transportation

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Please consider directing SamTrans planning staff to attend this presentation and report back to the Board on findings and recommendations in the North Fair Oaks area moving forward.

[https://itsa-org.zoom.us/webinar/register/WN\\_GIMhOgrNRRGR93nhw1QtXQ](https://itsa-org.zoom.us/webinar/register/WN_GIMhOgrNRRGR93nhw1QtXQ)



Welcome! You are invited to join a webinar:  
Taking a Data-Driven Approach to  
Understanding Equity Gaps in Transportation.  
After registering, you will receive a confirmation  
email about joining the webinar.

Initiatives at the federal, state, and local levels on Advancing Racial Equity and Support for Underserved Communities have been set forth. This panel will explore how agencies can use data-driven insights to alleviate chronic transportation inequities that have inhibited the ability of some neighborhoods to prosper. Difficulties in getting people to essential destinations —jobs, schools, and healthcare facilities — negatively affect every aspect of life. With new mobility options, focus and funding, there are real opportunities for making transportation networks safer, sustainable, and more equitable. This panel will explore how we can quantify gaps, implement new approaches and measure progress on addressing equity gaps. It will also highlight how agencies can move from talking about equity in transportation to implementing it in policies and practices. Speakers include: Monali Shah, Strategic Business Executive, Google Jairobe McPherson, Google Cloud Engineer Beth Osborne, Director of the Transportatio

[itsa-org.zoom.us](https://itsa-org.zoom.us)

Thank You

Roland Lebrun

CC

Mayor Howard and Redwood City Council  
MTC Commissioners



August 16, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Toni Atkins  
President pro Tempore, California State Senate

The Honorable Anthony Rendon  
Speaker, California State Assembly

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,

We are writing today to express our strong support for the Governor’s budget proposal and additional State funding for the Caltrain Electrification Project and 2040 corridor vision. Through the passage of the state budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you develop the transportation package, **we urge you to include \$100 million for the completion of the Caltrain Electrification Project and \$4.2 billion for High-Speed Rail in the FY 2021-2022 budget.**

The Caltrain Electrification Project is a core component of the 2040 Caltrain Corridor Vision that will guide future development of the corridor and service over the next two decades. The 2040 Vision includes projects such as the San Francisco downtown extension to the Salesforce Center, Diridon Station reconstruction and significant grade separations. The 2040 Vision will transform the railroad from a traditional commuter rail system toward an electrified, high frequency regional rail service serving.

**Summary of scalable project needs to help complete the electrification project and help realize the 2040 Caltrain Corridor vision:**

PROJECT	DESCRIPTION	PHASE	REQUEST
Additional funds for Caltrain Electrification	Ensure sufficient funding for delivery of current Caltrain Electrification Project. FTA estimated the project would need an additional \$333 million. To help cover the funding gap, Caltrain is requesting \$100 million to cover technology related costs for a grade crossing activation system and other realized project risks (e.g. utility conflicts).	Under Construction	\$100M
Electrification Expansion (trains)	Increase to 8 trains per hour per direction, (from 5 today) and expand off-peak service. Adding fleet to the current train order. Total project cost is \$570 million for 115 additional cars.  • Caltrain has 59 unexercised car options remaining in the current Stadler Contract. Another 56 would need to be procured outside of the current contract or amend the current contract.	Ready for Construction	\$570M
Electrification Expansion (infrastructure)	Support increase to 8 trains per hour per direction (from 5 today) and expand off-peak service: level boarding, platform extensions, and expanded storage.	Design	\$640M
Support for other major rail improvements, including grade separations, and intermodal stations that are part of the 2040 Service Vision	Request \$100 million per county (San Francisco, San Mateo, Santa Clara) to advance construction of shovel-ready projects or accelerate development and design of others. Would allow each County TA to prioritize allocation based on need.  The 2040 Caltrain Vision program, which includes: SF Downtown Extension to the Salesforce Transit Center, Diridon Station reconstruction, electrification corridor from SJ to Gilroy, and substantial grade separations of the corridor, which would be between \$10 billion (as identified in the Regional Transportation Plan) and \$23 billion (as noted in the Caltrain Business Plan).	Design/Construction	\$300M

Caltrain Electrification is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system.

The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain also serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy. In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to electrify the Caltrain commuter rail system as it will provide expanded capacity; improved speeds; reduced GHGs and reduced noise and pollution impacts on local communities; and greater reliability.

Recently, the FTA and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a \$100 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The \$100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

Before the pandemic, Caltrain was the 7th largest commuter rail system in the country and the most efficient commuter railroad in terms of its farebox recovery and passengers carried per mile. Caltrain's ridership was dramatically impacted by the pandemic, but indicators show riders returning to the system. Caltrain is making changes to recapture ridership and is working to serve a more diverse group of riders and trips beyond traditional commuter rail customers. In August, Caltrain will begin operating 104 trains per weekday — a significant increase in service above what was operating pre-COVID, including all-day service to ensure full coverage and connectivity for every station and to make sure that the service meets the basic needs of all riders. This will help Caltrain serve workers returning to the office while also providing a service that is more relevant and useful to the needs of lower income riders and essential workers.

Electrification also lays the foundation for Caltrain's 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation. The core of High-Speed Rail's northern section will run from San Francisco to San Jose and will "blend" with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor.

We are now at the finish line for this transformational project. We urge you to ensure sufficient funding for delivery of Caltrain Electrification and High-Speed Rail to California. Thank you in advance for your consideration of our important request.

Most gratefully,



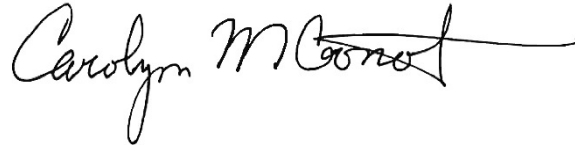
Michelle Bouchard  
Acting Executive Director  
Caltrain



Carter Mau  
Acting General Manager/CEO  
San Mateo County Transit District



Jeffrey P. Tumlin  
Director of Transportation  
San Francisco Municipal Transportation Agency



Carolyn Gonot  
General Manager and CEO  
Valley Transportation Authority

cc: Peninsula Corridor Joint Powers Board of Directors  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor  
Gavin Newsom  
Brian Kelly, CEO, California High-Speed Rail Authority  
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA  
The Honorable Josh Becker, California State Senate  
The Honorable Bob Wieckowski, California State Senate  
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The Honorable Robert Rivas, California State Assembly  
The Honorable Mark Stone, California State Assembly  
The Honorable Phil Ting, California State Assembly



August 16, 2021

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Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon,

We are writing today to express our strong support for additional State funding to support the Caltrain Electrification Project. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system. **We respectfully urge you to include \$100 million for the completion of the Caltrain Electrification Project**, as well as \$4.2 billion for High Speed Rail in the FY 2021-2022 budget.

Caltrain's corridor is a tremendous economic success story, generating jobs for residents, tax receipts for governments, products and technologies that have transformed the ways that we live and work, and business purchases and expansion offices that extend economic benefits across the entire nation. Caltrain runs through the heart of Silicon Valley to San Francisco, serving several major employers including Google, Genentech, HP and Stanford University. Pre-pandemic, Caltrain provided travel options to over 60,000 riders daily, with many of the most popular 'Baby Bullet' trains serving standing-room-only size crowds.

In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together for years to electrify the Caltrain rail system as it will provide expanded capacity, improved speeds, reduced noise and pollution impacts on local communities, and greater reliability. Employers in this corridor view these benefits from the Caltrain Electrification Project as critical to the continued economic competitiveness of this region.

Recently, the Federal Transit Administration (FTA) and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a \$100 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The \$100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is

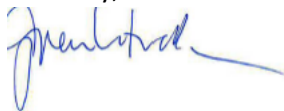
being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

Electrification also lays the foundation for Caltrain's 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region and state. The core of High-Speed Rail's northern section will run from San Francisco to San José and will "blend" with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor. As we continue to see the increase of super commutes, primarily from the Central Valley to the Bay Area, easing these long trips through the connection of rail will not only improve the quality of life for commuters making the trip now, but could increase housing options for Bay Area-based employees.

Caltrain serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy. We are united in our support for this project and urge you to ensure sufficient funding for delivery of Caltrain Electrification and High Speed Rail to California.

Sincerely,



Gwendolyn Litvak  
Senior Vice President, Public Policy

cc: Michelle Bouchard, Acting Executive Director, Caltrain Peninsula Corridor Joint Powers Board of Directors  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom  
Brian Kelly, CEO, California High-Speed Rail Authority  
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA  
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The Honorable Evan Low, California State Assembly



The Honorable Kevin Mullin, California State Assembly  
The Honorable Robert Rivas, California State Assembly  
The Honorable Mark Stone, California State Assembly  
The Honorable Phil Ting, California State Assembly

# United States Senate

September 3, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Toni Atkins  
President pro Tempore, California State Senate

The Honorable Anthony Rendon  
Speaker, California State Assembly

## **Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**

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**Caltrain Electrification is currently under construction**, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system.

Congress has appropriated \$977.6M in federal funds for the project through the Federal Transit Administration (FTA), and its funding has received bipartisan support. The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain also serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy. In order to sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to electrify the Caltrain commuter rail system as it will provide expanded capacity; improved speeds; reduced GHGs and reduced noise and pollution impacts on local communities; and greater reliability.

Recently, the FTA and Caltrain collaborated on a Risk Refresh Report and Caltrain identified a \$333 million gap needed to cover delays due to COVID-19 and the signal system which controls the gates along the corridor. The \$100 million requested would help Caltrain meet the funding shortfall and keep the project on track. The project has already made tremendous progress with 85% of the foundations and 65% of the poles complete, and all 10 traction power facilities under construction. The high-performance electric trains are under construction and the first completed set is being tested at more than 110 mph. The electric trains are expected on Caltrain property in 2022 and will be tested before passenger service begins in 2024.

# United States Senate

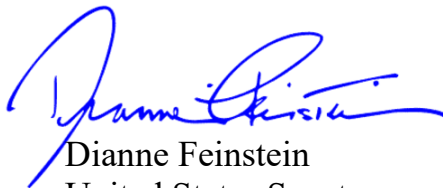
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Electrification also lays the foundation for Caltrain's 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.


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We are now at the finish line for this transformational project. We urge you to ensure sufficient funding for delivery of Caltrain Electrification and High-Speed Rail to California. Thank you in advance for your consideration of our important request.

Sincerely,



Dianne Feinstein  
United States Senator



Alex Padilla  
United States Senator

cc: Michelle Bouchard, Acting Executive Director, Caltrain  
Peninsula Corridor Joint Powers Board of Directors  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom

# United States Senate

Brian Kelly, CEO, California High-Speed Rail Authority  
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA  
The Honorable Josh Becker, California State Senate  
The Honorable Bob Wieckowski, California State Senate  
The Honorable Scott Wiener, California State Senate  
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The Honorable Robert Rivas, California State Assembly  
The Honorable Mark Stone, California State Assembly  
The Honorable Phil Ting, California State Assembly



Stanford University

Sustainable San Mateo County  
Economy. Equity. Environment.

September 3, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Nancy Skinner  
Chair, Senate Budget Committee

The Honorable Phil Ting  
Chair, Assembly Budget Committee

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget or other Funding Programs**

Dear Governor Newsom, Chair Skinner, and Chair Ting:

We represent a coalition of businesses, major employers, and organizations coming together in strong support for the allocation of \$100 million for the completion of the *Caltrain Electrification Project* in the FY 2021-2022 State Budget or through additional State funding or language that allows the project to access additional *Transit and Intercity Rail Capital Project (TIRCP)* funds. This funding is critical to ensuring Caltrain addresses the funding shortfall and keep the project on track to be complete in 2024.

Approving additional State funding of \$100 million to support the *Caltrain Electrification Project* is a top priority for all our organizations and all categories of stakeholders who care about the Caltrain corridor. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system.

Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission's (CPUC) *California Grade Separation Program Priority List*. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to Gilroy, and six of the top ten priority grade crossings on the Caltrain train corridor are included on CPUC's *Priority List*. Removing these grade crossings will help us enhance safety and achieve the maximum service potential from the *Electrification Project* by minimizing gate down times along the corridor.

Electrification also lays the foundation for Caltrain's *2040 Service Vision*. When fully achieved, the *Service Vision* will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The *Service Vision* will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads.

The completion of this project is fundamental to the ongoing recovery from COVID-19 economic impacts and future growth and vitality of every sector in our local and regional economies served by the Caltrain rail corridor. Santa Clara, San Mateo, and San Francisco Counties combined are home to over 3 million people and key sectors like the Silicon Valley innovation economy, the largest biotechnology cluster in the world, financial services, and the headquarters to valuable companies including Google, LinkedIn, Facebook, Adobe, Oracle, VISA, Salesforce, Tesla, Apple, Genentech, and Twitter, to name just a few.

The Caltrain rail corridor also encompasses major global institutions and destinations, such as Stanford University, University of California San Francisco, and the San Francisco International Airport (SFO). The project area is a main California trade corridor and within this project area the corridor provides access to two international airports, two industrial ports, and three bridges that span the San Francisco Bay.

Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional TIRCP funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Government and civic leaders have worked together to support the Electrification Project and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

Sincerely,

*Acterra  
Bay Area Council  
Chamber San Mateo County  
Commute.org  
Dignity Health Sequoia Hospital  
Friends of Caltrain  
Foster City Chamber of Commerce  
Genentech  
Google  
Housing Leadership Council San Mateo County  
Joint Venture Silicon Valley  
Kaiser Permanente  
Menlo Park Chamber of Commerce  
Menlo Spark  
Mountain View Chamber of Commerce*

*Peninsula Chinese Business Association  
Peninsula for Everyone  
Peninsula Freight Rail Users Group  
Peninsula Mobility Group  
Seaport Industrial Association  
San Francisco Chamber of Commerce  
San Jose Chamber of Commerce  
San Mateo Area Chamber of Commerce  
San Mateo County Central Labor Council  
San Mateo County Economic Development Association  
Silicon Valley Bicycle Coalition  
Silicon Valley Leadership Group  
South San Francisco Chamber of Commerce  
Stanford University  
Sustainable San Mateo County*

cc: Michelle Bouchard, *Acting Executive Director*, Caltrain  
Peninsula Corridor Joint Powers Board of Directors  
Ronda Paschal, *Deputy Legislative Secretary*, Office of Governor Gavin Newsom  
Mark Tollefson, *Deputy Cabinet Secretary of Transportation & Housing*, Office of Governor Gavin Newsom  
Brian Kelly, *CEO*, California High-Speed Rail Authority  
Chad Edison, *Chief Deputy Secretary*, Rail and Transit, CalSTA  
The Honorable Toni Atkins, *President pro Tempore*, California State Senate

The Honorable Anthony Rendon, *Speaker*, California State Assembly  
The Honorable Lena Gonzalez, *Chair*, Senate Transportation Committee  
The Honorable Laura Friedman, *Chair*, Assembly Transportation Committee  
The Honorable Josh Becker, California State Senate  
The Honorable Bob Wieckowski, California State Senate  
The Honorable Scott Wiener, California State Senate  
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The Honorable Mark Stone, California State Assembly  
The Honorable Phil Ting, California State Assembly



# Silicon Valley Chamber Coalition

September 1, 2021

## OFFICERS

Chair: Mark Turner  
President & CEO  
Gilroy Chamber of Commerce

Treasurer: Anjali Kausar  
CEO  
Cupertino Chamber

## BOARD

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Campbell Chamber of Commerce

Dennis King  
Executive Director  
Hispanic Chamber Silicon Valley

Kim Mosely  
President  
Los Altos Chamber of Commerce

Catherine Somers  
Executive Director  
Los Gatos Chamber of Commerce

Warren G. Wettenstein  
President  
Milpitas Chamber of Commerce

Brittney Sherman  
President & CEO  
Morgan Hill Chamber of Commerce

Peter Katz  
President & CEO  
Mountain View Chamber of Commerce

Judy Kleinberg, JD  
President  
Palo Alto Chamber of Commerce

Bettie Owen  
President  
Rainbow Chamber Silicon Valley

Chuck Page  
President  
Saratoga Chamber of Commerce

Carl Davis, Jr.  
President  
Silicon Valley Black Chamber of Commerce

Christian Pellecchia  
President & CEO  
Silicon Valley Central Chamber of Commerce

Dawn Maher  
President & CEO  
Sunnyvale Silicon Valley Chamber of  
Commerce

*Silicon Valley Chamber Coalition  
7471 Monterey Street  
Gilroy, CA 95020*

The Honorable Gavin Newsom Governor, State of California

The Honorable Nancy Skinner Chair, Senate Budget Committee

The Honorable Phil Ting Chair, Assembly Budget Committee

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget or Other  
Funding Programs

Dear Governor Newsom, Chair Skinner, and Chair Ting:

The Silicon Valley Coalition of Chambers comprises of 18 local chambers of commerce, and is the voice for thousands of businesses and corporations that service our region and fuel our thriving economy. We join together in strong support for the allocation of \$100 million for the completion of the Caltrain Electrification Project in the FY 2021-2022 State Budget or through additional State funding or language that allows the project to access additional Transit and Intercity Rail Capital Project (TIRCP) funds. This funding is critical to ensuring Caltrain addresses the funding shortfall and keep the project on track to be complete in 2024.

Approving additional State funding of \$100 million to support the Caltrain Electrification Project is a top priority for all our organizations and all categories of stakeholders who care about the Caltrain corridor. The Project is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing diesel service with electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the state's future high-speed rail system.

Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission's (CPUC) California Grade Separation Program Priority List. There is a significant need to address grade crossings statewide that requires dedicated increased and ongoing funding. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to San Jose, and six of the top ten priority grade crossings on the Caltrain train corridor are included on CPUC's Priority List. Removing these grade crossings will help us enhance safety and achieve the maximum service potential from the Electrification Project by minimizing gate down times along the corridor.

Electrification also lays the foundation for Caltrain's 2040 Service Vision. When fully achieved, the Service Vision will provide electrified rail service from downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101.



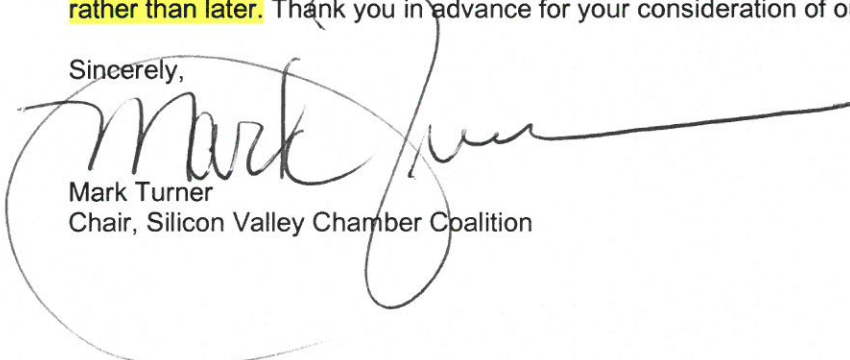
The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off Bay Area roads. We do note that this current funding request stops at San Jose, which could delay electrification for South County where it is also sorely needed. We urge adding funding sources, such as the American Rescue Plan, to bring electrification as soon as possible all the way to Gilroy.

The completion of this project is fundamental to the ongoing recovery from COVID-19 economic impacts and future growth and vitality of every sector in our local and regional economies served by the Caltrain rail corridor. Santa Clara, San Mateo, and San Francisco Counties combined are home to over 3 million people and key sectors like the Silicon Valley innovation economy, the largest biotechnology cluster in the world, financial services, and the headquarters to valuable companies including Google, LinkedIn, Facebook, Adobe, Oracle, VISA, Salesforce, Tesla, Apple, Genentech, and Twitter, to name just a few. The Caltrain rail corridor also encompasses major global institutions and destinations, such as Stanford University, University of California San Francisco, and the San Francisco International Airport (SFO). The project area is a main California trade corridor and within this project area the corridor provides access to two international airports, two industrial ports, and three bridges that span the San Francisco Bay. Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional TIRCP funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Caltrain is a critical resource for our economic vitality, which is why the Coalition unanimously supported Measure RR last year. The Electrification Project is an important part of this vision, and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision, as well as examining other funding sources, such as the American Rescue Plan, to include electrification efforts in South County sooner rather than later. Thank you in advance for your consideration of our important request.

Sincerely,



Mark Turner  
Chair, Silicon Valley Chamber Coalition



August 31, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Nancy Skinner  
Chair, Senate Budget Committee

The Honorable Phil Ting  
Chair, Assembly Budget Committee

Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget

Dear Governor Newsom, Chair Skinner, and Chair Ting:

We are writing today to express our strong support for additional State funding for the Caltrain Electrification Project. Through the passage of the State budget (AB 128 and SB 129), significant revenues were identified for transit and rail projects in California. As you work to finalize the multi-billion-dollar transportation funding package, we urge you to include \$100 million from the General Fund for completion of the Caltrain Electrification Project as part of the larger agreement on transportation spending, as well as the proposed increased funding for grade separations.

Caltrain Electrification is currently under construction, modernizing the 51-mile corridor between San Francisco and San Jose and replacing the aging diesel trains with high-performance electric trains. This transformational project will provide a more environmentally friendly, fast, reliable service and is a critical component of the State's future high-speed rail system as the two systems will share a corridor.

The Electrification Project creates jobs and fosters continued economic growth in the heart of the Silicon Valley and larger San Francisco Bay Area. Caltrain serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy. To sustain this prosperity and keep this innovation region ahead of competitors around the world, government and business leaders have worked together to support Caltrain Electrification, as it will provide more service to more riders with expanded capacity, improved travel options, reduced noise and pollution impacts on local communities.

Caltrain and FTA recently identified a \$333 million gap needed to cover delays due to COVID-19 which severely disrupted supply chains, unforeseen conditions under Caltrain's 150-year-old right-of-way, and complications related to the signal system. The \$100 million State budget request would help Caltrain meet the funding shortfall and keep the project on track to be completed by 2024. The project has already made tremendous progress, with most of the physical infrastructure already installed and many trainsets completed and undergoing testing. The electric trains are expected on Caltrain property in 2022 and will be tested on the corridor before passenger service begins in 2024.

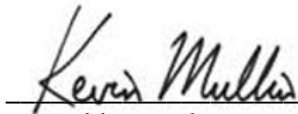
If dedicated funding does not materialize for this project, but additional transit funds are made available as part of the final transportation funding package, we urge the Legislature and the Administration to allow major capital projects experiencing cost overruns due to circumstances beyond the control of project sponsors, including circumstances that may have arisen, in part or in full, due to the pandemic, to receive assistance to help cover these costs from the Transit and Intercity Rail Capital Program (TIRCP) or other programs, regardless of whether or not these projects have previously received funding from the Program. Additionally, if funding is approved for grade separations, we support these revenues going to the highest priority grade separations pursuant to the California Public Utilities Commission's

California Grade Separation Program Priority List. There is a significant need to address grade crossings statewide that requires dedicated increased and ongoing funding. There are currently 59 at-grade crossings along the Caltrain corridor from San Francisco to San Jose, and six of the top ten priority grade crossings on the Caltrain corridor are included on CPUC's Priority List.

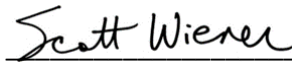
Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation. The core of High-Speed Rail's northern section will run from San Francisco to San Jose and will "blend" with Caltrain operations. Electrification is critical for the blended system to support electrified Caltrain service and High-Speed Rail service on shared tracks within the existing Caltrain corridor. Once Caltrain's full long-term electrified service vision is realized, it will support a ridership of 180,000 passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101 – and reduce 110 metric tons of GHG emissions every day, taking nearly a million vehicle miles off Bay Area roads.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

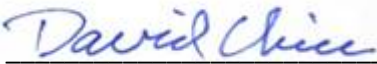
Most gratefully,



Assembly Member Kevin Mullin - AD 22



Senator Scott Wiener - SD 11



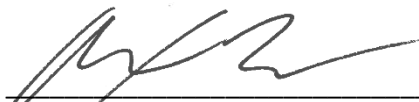
Assembly Member David Chiu - AD 17



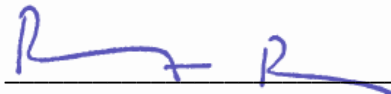
Assembly Member Mark Berman - AD 24



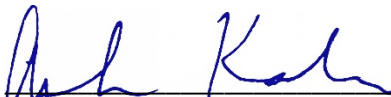
Senator Josh Becker - SD 13



Assembly Member Alex Lee – AD 25



Assembly Member Robert Rivas – AD 30



Assembly Member Ash Kalra - AD 27



Senator John Laird - SD 17



Assembly Member Mark Stone - AD 29



Senator Bob Wieckowski - SD 10



Assembly Member Evan Low - AD 28

cc:

Senate President pro Tem Atkins

Assembly Speaker Rendon

Michelle Bouchard, Acting Executive Director, Caltrain

Peninsula Corridor Joint Powers Board of Directors

Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom

Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom

Brian Kelly, CEO, California High-Speed Rail Authority

Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA



17575 Peak Avenue  
Morgan Hill, CA 95037-4128  
TEL: (408) 779-7271  
FAX: (408) 779-3117  
[www.morganhill.ca.gov](http://www.morganhill.ca.gov)

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August 27, 2021

The Honorable Gavin Newsom  
Governor, State of California

The Honorable Toni Atkins  
President pro Tempore, California State Senate

The Honorable Anthony Rendon  
Speaker, California State Assembly

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon:

We are writing to express our strong support for additional State funding for the Caltrain Electrification Project. Our city will greatly benefit from the completion of this regionally significant project, which is currently under construction and will modernize the 51-mile corridor by replacing the aging diesel trains with high-performance electric trains. The Electrification Project will provide a more environmentally friendly, fast, reliable service for the people living and working along the corridor.

Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional Transit and Intercity Rail funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Government and civic leaders have worked together to support the Electrification Project and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request. If you have any questions, please do not hesitate to contact Christina Turner, City Manager, via phone at 408-776-7382, or via email at [christina.turner@morganhill.ca.gov](mailto:christina.turner@morganhill.ca.gov).

Sincerely,

Rich Constantine  
Mayor





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CITY OF SAN MATEO  
OFFICE OF THE CITY MANAGER

330 W. 20<sup>th</sup> Avenue  
San Mateo, CA 94403  
[www.cityofsanmateo.org](http://www.cityofsanmateo.org)  
(650) 522-7000

August 25, 2021

The Honorable Gavin Newsom  
Governor, State of California  
1303 10<sup>th</sup> Street, Suite 1173  
Sacramento, CA 95814

The Honorable Toni Atkins  
President pro Tempore, California State Senate  
Sent Via Email: [Toni.Atkins@sen.ca.gov](mailto:Toni.Atkins@sen.ca.gov)

The Honorable Anthony Rendon  
Speaker, California State Assembly  
Sent Via Email: [Anthony.Rendon@asm.ca.gov](mailto:Anthony.Rendon@asm.ca.gov)

**Re: Support for Caltrain Electrification Funding in the FY 2021-2022 Budget**

Dear Governor Newsom, pro Tem Atkins, and Speaker Rendon:

We are writing to express our strong support for additional State funding for the Caltrain Electrification Project. Our city will greatly benefit from the completion of this regionally significant project, which is currently under construction and will modernize the 51-mile corridor by replacing the aging diesel trains with high-performance electric trains. The Electrification Project will provide a more environmentally friendly, fast, reliable service for the people living and working along the corridor.

Caltrain and FTA recently identified additional funding that is needed to cover delays due to COVID-19, which severely disrupted supply chains, and unanticipated construction issues. Additional State funding or language that allows the project to access additional Transit and Intercity Rail funds would help Caltrain meet the funding shortfall and keep the project on track to be complete in 2024.

Government and civic leaders have worked together to support the Electrification Project and we all want to see this project cross the finish line as soon as possible. Caltrain will be the first modern, electrified railroad in California. The project's success will shape the future of rail in the region, state, and nation.

We urge you to ensure sufficient funding for the completion of the Caltrain Electrification Project and projects that support the future full Caltrain 2040 service vision. Thank you in advance for your consideration of our important request.

Sincerely,

Drew Corbett  
City Manager

cc: Sent via email:

Michelle Bouchard, Acting Executive Director, Caltrain  
Peninsula Corridor Joint Powers Board of Directors  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary of Transportation & Housing, Office of Governor Gavin Newsom  
Brian Kelly, CEO, California High-Speed Rail Authority  
Chad Edison, Chief Deputy Secretary, Rail and Transit, CalSTA  
The Honorable Josh Becker, California State Senate  
The Honorable Bob Wieckowski, California State Senate  
The Honorable Scott Wiener, California State Senate  
The Honorable Marc Berman, California State Assembly  
The Honorable David Chiu, California State Assembly  
The Honorable Dave Cortese, California State Senate  
The Honorable Ash Kalra, California State Assembly  
The Honorable John Laird, California State Senate  
The Honorable Alex Lee, California State Assembly  
The Honorable Evan Low, California State Assembly  
The Honorable Kevin Mullin, California State Assembly  
The Honorable Robert Rivas, California State Assembly  
The Honorable Mark Stone, California State Assembly  
The Honorable Phil Ting, California State Assembly

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Caltrain Board meeting transcript  
**Date:** Friday, September 3, 2021 3:05:40 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Thank you and much appreciated.  
Have a great weekend.

Roland.

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**From:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Sent:** Friday, September 3, 2021 2:53 PM  
**To:** 'Roland Lebrun' <ccss@msn.com>  
**Subject:** RE: Caltrain Board meeting transcript

Dear Mr. Lebrun,

As attached.

Have a great weekend

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, September 3, 2021 10:07 AM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Caltrain Board meeting transcript

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Please provide a copy of the September Board meeting Zoom transcript archive pursuant to Government Code §6250 et seq.

Thank you in advance for your prompt response to this request.

Roland Lebrun

WEBVTT

1

00:00:09.179 --> 00:00:10.410  
Dora Seamans: You are now live.

2

00:00:11.820 --> 00:00:21.330  
Dev Davis: Good morning, I would like to call the September meeting of the Joint powers board to order can we stand and do the pledge allegiance, please.

3

00:00:24.810 --> 00:00:36.840  
Dev Davis: pledge allegiance to the flag of the United States of America and to the Republic for which it stands one nation under God indivisible with liberty and justice for all.

4

00:00:40.440 --> 00:00:41.100  
Dev Davis: Thank you.

5

00:00:42.660 --> 00:00:44.250  
Dev Davis: For can we take the role, please.

6

00:00:44.880 --> 00:00:46.560  
Dora Seamans: As director Chavez.

7

00:00:47.160 --> 00:00:49.110  
Dora Seamans: Here director g.

8

00:00:49.710 --> 00:00:53.730  
Dora Seamans: hair director hendricks is absent director point.

9

00:00:54.270 --> 00:00:54.630  
here.

10

00:00:55.680 --> 00:00:56.640  
Dora Seamans: director stone.

11

00:01:00.660 --> 00:01:02.250  
Dora Seamans: stone, I do not hear you.

12

00:01:03.270 --> 00:01:05.130  
Charles Stone: hear, can you hear me now.

13

00:01:05.250 --> 00:01:08.790  
Dora Seamans: Yes, I can hear you Thank you director walton.

14

00:01:10.320 --> 00:01:15.300  
Dora Seamans: don't believe I see director walton on we'll move along directors and nita.

15

00:01:16.080 --> 00:01:16.530  
President.

16

00:01:17.700 --> 00:01:18.780  
Dora Seamans: Vice chair him under.

17

00:01:19.140 --> 00:01:21.030  
Dora Seamans: Your chair Davis.

18

00:01:21.690 --> 00:01:22.170  
Dev Davis: here.

19

00:01:22.530 --> 00:01:23.280  
Dora Seamans: You have a corner.

20

00:01:23.880 --> 00:01:30.060  
Dev Davis: Thank you, before we go into closed session, are there any members of the public who wants to comment on close session items.

21

00:01:32.400 --> 00:01:33.840  
Dev Davis: One hand raised.



22

00:01:35.910 --> 00:01:37.680

Dev Davis: Roland you have two minutes.

23

00:01:39.330 --> 00:01:42.360

Roland audio: Thank you, I might have to say, directors good morning.

24

00:01:44.370 --> 00:01:55.230

Roland audio: like to quickly comment on entry point A to point Z I'm pretty phone today, I was just dies, at the same transport meeting yesterday for not speaking to the item.

25

00:01:55.830 --> 00:02:06.570

Roland audio: That this is a catch 22 situation because members of the public and have no idea what the atom stuff, so I would respectfully suggest that you do come to the.

26

00:02:07.320 --> 00:02:14.820

Roland audio: Discussing multiple allegations of brown bag valuations over the last month we counsel with regards to people in the.

27

00:02:15.630 --> 00:02:31.800

Roland audio: hope that we had the opportunity of reading my letter from the item basically what I'm suggesting is a different approach whereby caltrain essentially bails out of what's going on in downtown Redwood city.

28

00:02:33.390 --> 00:02:43.920

Roland audio: And essentially sees the parcels for fair market value, I will repeat for fair market value to say I'm trying so that same fans can proceed and do.

29

00:02:44.670 --> 00:03:02.850

Roland audio: Whatever it is they need to do with developers and Redwood City Council down there now in exchange caltrain would purchase the Redwood junction parcels which surround the the caltrain right away and move forward with.

30

00:03:04.320 --> 00:03:12.900

Roland audio: A station down day which can give us our midline over past we've been waiting for 25 years he should have been day when the bullets whenever.

31

00:03:13.920 --> 00:03:21.930

Roland audio: it's also going to address multiple equity issues and on day and I will be writing to the goal again with a proposal go into an English and math.

32

00:03:22.740 --> 00:03:36.900

Roland audio: The last point I like to bring to your attention is this project is not in the capital plan it's not in the budget and every all the Everything seems to be coming out of the caltrain administration, thank you.

33

00:03:39.690 --> 00:03:45.660

Dev Davis: Thank you, I see no more hands raised so board, we will log out of.

34

00:03:46.020 --> 00:03:47.400

Jeff Gee: This ensure Davis.

35

00:03:47.460 --> 00:03:47.700

me.

36

00:03:48.750 --> 00:03:49.290

Dev Davis: Yes.

37

00:03:49.710 --> 00:04:00.570

Jeff Gee: Thank you chair Davis and colleagues, I am going to recuse myself for the record, on item three be in close session, this is a very unusual situation for me.

38

00:04:01.560 --> 00:04:13.890

Jeff Gee: This is a potential real estate transaction that crosses multiple agencies, the city of Redwood city Sam trans JP be as well as a private landowner.

39

00:04:14.670 --> 00:04:34.800

Jeff Gee: I have no financial interest in this transaction However I sit on all three of those agencies and in consultation with counsel for all three agencies it's appropriate that I only represent one agency in the potential conversations and so with regard to this item and the potential.

40

00:04:35.910 --> 00:04:43.590

Jeff Gee: transaction that will be under consideration, I will be recusing myself from representing the JP beyond this item three three be.

41

00:04:44.250 --> 00:04:58.110

Jeff Gee: As well as potentially 6am if that does go forward and the board goes forward with that, so I just want to share that, for the record, and I don't know James if I said that correctly, you can Polish it up, but it's not a typical situation.

42

00:04:58.980 --> 00:05:01.770

James Harrison: If you did director G with one clarification.

43

00:05:02.010 --> 00:05:14.550

James Harrison: With respect to the transaction issue today, Sam trans is not involved so you're you're correct that the JP be a private party, as well as Redwood city are involved in the transaction issue today.

44

00:05:15.000 --> 00:05:19.230

Jeff Gee: Okay, well, I sometimes wear too many hats, so thank you for clarifying that.

45

00:05:20.370 --> 00:05:21.120

Jeff Gee: So thank you.

46

00:05:23.520 --> 00:05:24.540

Dev Davis: Thank you, Director gee.

47

00:05:25.650 --> 00:05:34.290

Dev Davis: I think we can move into closed session, I want to note, for the record that director walton has logged on after a technical issue.

48

00:05:36.630 --> 00:05:41.310

Dev Davis: Alright, so board members, we will log out of this we should return.

49

00:05:41.970 --> 00:05:43.290

Dev Davis: To regular session at.

50

00:05:43.290 --> 00:05:46.680

Dev Davis: 9:55am with public.

51

00:48:15.660 --> 00:48:28.860

Dora Seamans: Hello everyone, this is the update before the estimated return time to regular session, the new update in 2015 eight again the new estimate is 10:15am Thank you.

52

01:11:33.270 --> 01:11:44.310

Dora Seamans: Hello everyone the new estimated time for the board return is approximately 10:20 the new estimated time is approximately 10:20am Thank you.

53

01:17:52.200 --> 01:17:58.020

Dora Seamans: Surely, can you please remove the slide so we can see as board members return, thank you.

54

01:18:33.720 --> 01:18:40.800

Dora Seamans: chair, for the good of the order I do see that we have, I believe, currently seven members.

55

01:18:43.200 --> 01:18:44.100

Dora Seamans: Just one more.

56

01:18:46.620 --> 01:18:47.520

Dev Davis: Thanks store.

57

01:18:49.320 --> 01:18:52.800

Dev Davis: My boxes were moving around, so I couldn't count.

58

01:18:55.290 --> 01:18:56.910

Dora Seamans: Of all know, thank you.

59

01:18:57.270 --> 01:19:08.160

Dev Davis: Great great thanks think we can get started again, we will move to item for report out from close session general counsel report James.

60

01:19:08.670 --> 01:19:13.380

James Harrison: extractor Davis, there is no action to report from close session Okay, thank you.

61

01:19:14.040 --> 01:19:22.020

Dev Davis: Item five is public comment for items, not on the agenda, please raise your hand and, if you are on the phone, you can dial star nine to raise your hand.

62

01:19:24.450 --> 01:19:26.310

Dev Davis: And we will start with vaughn.

63

01:19:30.630 --> 01:19:32.430

Vaughn: Good morning, to me, you can hear me.

64

01:19:34.320 --> 01:19:44.250

Vaughn: I read something about the state of Washington did a study on why their projects take longer costs very a lot more a lot more money and all that kind of stuff.

65

01:19:45.600 --> 01:19:54.900

Vaughn: And there were a few things like this that and the people didn't really know what they're doing when they were building whichever and there was multiple real projects and in transit projects.

66

01:19:56.040 --> 01:20:04.980

Vaughn: But the big thing that jumped out or the bigger thing but it wasn't the majority was the constant local customizations to with the project.

67

01:20:05.700 --> 01:20:12.540

Vaughn: Whether it's light rail or heavy rail or bus system, whatever it is it the project was always changing.

68

01:20:13.230 --> 01:20:27.030

Vaughn: Based upon obviously the local people local governments or whatever it is, and their customization and that's essentially what extends all you know these projects, they just go on forever you you can't really plan.

69

01:20:28.050 --> 01:20:37.860

Vaughn: I believe I could be wrong you can't really plan a transportation system, whatever it is, and I mean like for the whole mega region or even locally in the Bay area.

70

01:20:38.460 --> 01:20:46.380

Vaughn: Unless you can guarantee you can get the projects done in a time when people still know about it that or that kind of thing.

71

01:20:47.640 --> 01:20:56.310

Vaughn: And it's the constant also there's the constant churn, and this is kind of pointing to a level of government corruption but it's something.

72

01:20:56.790 --> 01:21:07.680

Vaughn: I think we've slow walked into in this development is everybody a lot of the cities and counties are all pointing towards economic development, the transportation gets to be a secondary or tertiary type of.

73

01:21:08.730 --> 01:21:15.480

Vaughn: aspect of the project, and as long as you're trying to squeeze as much money out of it, for your local winded you, whatever that is.

74

01:21:16.470 --> 01:21:24.690

Vaughn: you're not going to deliver the best project and we've proven that I mean Bart spend billions of dollars that it handles less than 5% of the people that's an IT service area.

75

01:21:25.350 --> 01:21:30.630

Vaughn: type of thing and we continue to dump more money into that technology that nobody else in the world have never used.

76

01:21:30.990 --> 01:21:39.930

Vaughn: I think we need this, you need to everybody needs to step back and say what do you what's the end product, and how do we get there, based on what we know we can do, or can't do thank.

77

01:21:39.990 --> 01:21:44.880

Dev Davis: You, the next color is phone number ending in 739.

78

01:21:50.610 --> 01:21:52.410

Jeff Carter: Good morning Jeff Carter.

79

01:21:53.550 --> 01:21:54.030

Jeff Carter: I think.

80

01:21:55.080 --> 01:21:59.220

Jeff Carter: previous speaker vaughn brings up some good points projects.

81

01:22:01.080 --> 01:22:07.890

Jeff Carter: tend to take too long costs too much because of changes and customizations and you know what have you so.

82

01:22:09.060 --> 01:22:13.410

Jeff Carter: You know, one of the problems of us in the Bay area.

83

01:22:14.790 --> 01:22:24.420

Jeff Carter: Then, my my main comments are to thank caltrain for the new timetable coming out with the new timetable looks good.

84

01:22:25.980 --> 01:22:27.810

Jeff Carter: And then the extra service.

85

01:22:29.430 --> 01:22:40.410

Jeff Carter: However, this schedule does not show the does not have the fair table included, as did the last time table so I'm just wondering if that was an oversight, or if it was because the.

86

01:22:41.190 --> 01:22:54.330

Jeff Carter: fares were discounted for February or whatever, but it would, I think it's beneficial to the customer to include the fair table in the the public.

87

01:22:55.500 --> 01:23:01.260

Jeff Carter: pick take one time tables so just bring that to your attention.

88

01:23:02.850 --> 01:23:18.330

Jeff Carter: next item is on the archive zoom meetings or video meetings MTC and SF mta they have a download button for downloading the video the MP4 video.

89

01:23:19.350 --> 01:23:27.840

Jeff Carter: And that's helpful for people that want to watch it at whatever the sometimes the the granted because.

90

01:23:28.350 --> 01:23:35.820

Jeff Carter: You know if you watch online through the website, sometimes it freezes up if you try to rewind and rehearse some you know passage of the meeting.

91

01:23:36.360 --> 01:23:55.380

Jeff Carter: and whatever and then you know if you can download it, then we can you know people can watch at their leisure and use their own system to rewind or whatever so I'm just wondering why caltrain does not have this download feature while SF mta and an mpc do thank you.

92

01:23:57.780 --> 01:23:59.820

Dev Davis: Thank you next speaker is a leader to pre.

93

01:24:02.640 --> 01:24:03.390

aleta dupree, she, her: Can you hear me.

94

01:24:04.380 --> 01:24:04.950

Yes.

95

01:24:06.030 --> 01:24:15.180

aleta dupree, she, her: Thank you share Dr Davis and numbers elite a degree, for the record my pronouns are she in her hope you can hear me all right, because I'm out walking the street in Denver.

96

01:24:15.720 --> 01:24:29.910

aleta dupree, she, her: I think I might ride the flat iron flyer today something to get excited about and I'm going to continue to talk about electrification and flipper and those are things that are all meaning meaningful to me and I look forward to them being done sooner rather than later.

97

01:24:31.080 --> 01:24:32.640

aleta dupree, she, her: But I come to you today.

98

01:24:34.890 --> 01:24:36.030

aleta dupree, she, her: with a heavy heart.

99

01:24:37.290 --> 01:24:38.610

aleta dupree, she, her: And I say this to you.

100

01:24:40.380 --> 01:24:44.880

aleta dupree, she, her: I'm tired of the hate hate has no place on this system.

101

01:24:46.410 --> 01:25:03.090

aleta dupree, she, her: And I want a system that is going to fully welcome everybody, regardless of who they are, and I appreciate the fact that all seven of seven of you present this the July meeting asked the pride resolution.

102

01:25:04.170 --> 01:25:14.280

aleta dupree, she, her: And y'all train and Sam trans have always been good to me I've never ever been disrespected by either of these two agencies.

103

01:25:15.150 --> 01:25:25.230

aleta dupree, she, her: But, yet I am concerned about the hate that I hear coming from the podium The anti Sam trans hates The anti caltrain hates.

104

01:25:25.710 --> 01:25:39.330

aleta dupree, she, her: Can we protect the good name of caltrain and Sam trans, this is the people's railroad and I want to feel safe in our meetings, especially in person meetings that come up.

105

01:25:40.050 --> 01:25:49.140

aleta dupree, she, her: We don't always agree, but I always speak to you, with respect, and I take by responsibility speaking before you very seriously.

106

01:25:49.830 --> 01:26:04.950

aleta dupree, she, her: Because respectful and reason conversation is what counts the most I asked that you not forget the voices of respect and reason, that is how I approach you I'm a person, just as much thank you.

107

01:26:06.330 --> 01:26:08.010

Dev Davis: Thank you next speaker is rolling.

108

01:26:12.300 --> 01:26:19.830

Roland audio: So thank you, Madam, Chair has not planned on speaking, however alone and check out brought up a couple of good points.

109

01:26:20.640 --> 01:26:33.270

Roland audio: Now, the first point that the one brought up about the way we go about during mega protests it's not sustainable, we can carry on like this and I'm actually in the middle of writing a letter to MTC.

110

01:26:34.680 --> 01:26:46.710

Roland audio: That follows up the announcement, a few days ago that the Google tower in Austin is essentially being delivered slap bang in the middle of the pandemic.

111

01:26:47.190 --> 01:26:59.100

Roland audio: Three months early are repeat what I say, three months early and below budget and I'm certain we can learn from this so I'm going to suggest to MTC that they invite the Google team.

112

01:26:59.670 --> 01:27:10.140

Roland audio: and give a presentation explaining how did this and whether this would actually be possible in California or on Texas.

113

01:27:10.980 --> 01:27:17.370

Roland audio: Now, with regards to the point that Jeff counter made up of granny because I've complained about this.

114

01:27:17.940 --> 01:27:32.640

Roland audio: Multiple times I've got the same issue as Jeff and I'm sure, a lot of other people do we try to rewind archived videos, the solution is very simple, use the YouTube live stream feature in zoom.

115

01:27:33.690 --> 01:27:53.340

Roland audio: And at that point in time, people can watch the meetings live oh and, by the way they will they will get closed captioning and in any language and there will be able to view the meeting archive as soon as the meeting ends and I hope that we can move forward with a suggestion, thank you.

116

01:27:55.710 --> 01:27:56.310

Dev Davis: Thank you.

117

01:27:58.260 --> 01:27:59.400

We might have one more hand.

118

01:28:00.930 --> 01:28:01.650

Dev Davis: idina 11.

119

01:28:05.580 --> 01:28:16.710

Adina Levin: Good morning board members edina 11 with friends of caltrain would like to support what the other members of the public have said in encouraging.

120

01:28:17.640 --> 01:28:37.830

Adina Levin: staff to fix or replace the granick has videos they work much less well than the videos used on many other agencies and public bodies, so please do fix that so that the video playback can be easily watched Thank you.

121

01:28:40.260 --> 01:28:53.970

Dev Davis: Thank you signal their hands will move on to item six that consent calendar do any board members want any consent item calendar consent calendar items to be considered separately director g.

122

01:28:55.140 --> 01:29:05.610

Jeff Gee: Sure Davis I'd like to recuse myself or items six m, as previously stated, with regard to item three being closed session Okay, we.

123

01:29:05.940 --> 01:29:19.440

Dev Davis: Will we will vote on that item separately, we will take comments from the public altogether for the consent calendar item, if I have no other items from the board that needs to be considered separately.

124

01:29:21.000 --> 01:29:24.480

Dev Davis: Okay, going to public comment Roland.

125

01:29:27.090 --> 01:29:30.990

Roland audio: Thank you, Madam chair and very briefly, I want to bring your attention couple of items.

126

01:29:32.040 --> 01:29:44.100

Roland audio: The actually coincidentally in math the Redwood city project is missing from the capital project quarterly status report, and I believe we're spend at least.

127

01:29:44.580 --> 01:29:55.380

Roland audio: \$200,000 on the uncle or consultants and we branch eventually up to half a million dollars, so far, so that needs to be rectified I'll be writing to directors moodle.

128

01:29:57.690 --> 01:30:15.570

Roland audio: The the burlingame great separation project, quite frankly, this needs to come back to committee and people explaining to us exactly what they're doing down day, whether they got any plans for passing tracks and the level Bowling and if not, why not.

129

01:30:17.130 --> 01:30:25.950

Roland audio: I wrote to you about the situation with what's going on with Pacific gas and electric I think the most important thing to learn from the pmc report.

130

01:30:26.430 --> 01:30:41.370

Roland audio: Is our Fiji any as actually refusing to make the temporary connection that would allow us to start you know some kind of testing in a zone for, and they will not enable that temporary connection until you sign the agreement.

131

01:30:43.320 --> 01:30:45.690

Roland audio: I wrote to you about.

132

01:30:47.640 --> 01:30:52.740

Roland audio: You know the report with the chief chief financial officer, I hope that you can read the letter.

133

01:30:56.490 --> 01:31:08.850

Roland audio: yeah Okay, well, I am I mean we've been day once again my suggestion day is will caltrain to completely bailout out of downtown with with CT and start focusing.

134

01:31:10.950 --> 01:31:19.590

Roland audio: You know, further south and then provide the critical comic DVD the bottom rail and that completes my remarks Madam chair, thank you.

135

01:31:21.270 --> 01:31:24.120

Dev Davis: Thank you back to my colleague structure stone.

136

01:31:26.190 --> 01:31:26.730

Roland audio: Thank you.

137

01:31:26.790 --> 01:31:28.980

Charles Stone: I just had a quick question on be.

138

01:31:30.030 --> 01:31:31.650

Charles Stone: Given the things seem to be.

139

01:31:32.760 --> 01:31:42.510

Charles Stone: consistently inconsistent with regard to cove it have we gotten any feedback relatively recently from area employers, especially the big employers about return to work.

140

01:31:43.140 --> 01:31:53.160

Charles Stone: With the with the delta variant and uncertainty hi I think I read something new, just two days ago about several big employers now saying they're going to put off the return to work.

141

01:31:56.670 --> 01:32:02.040

Michelle Bouchard: director stone, if you will allow me to consult with staff, I will get back to you on that, by.

142

01:32:02.640 --> 01:32:03.360

Charles Stone: Mine Thank you.

143

01:32:03.720 --> 01:32:06.450

Michelle Bouchard: Sir highly variable.

144

01:32:08.070 --> 01:32:08.490

Michelle Bouchard: Thank you.

145

01:32:12.360 --> 01:32:17.850

Dev Davis: All right, I will entertain a motion for all items on the consent calendar, except item m.

146

01:32:18.810 --> 01:32:20.070

Cindy Chavez: moved chavis.

147

01:32:22.440 --> 01:32:23.070

Monique Zmuda.: Second.

148

01:32:24.060 --> 01:32:26.640

Dev Davis: Thank you Dora can we have the role, please.

149

01:32:27.990 --> 01:32:28.890  
Dora Seamans: Dr Chavez.

150  
01:32:29.460 --> 01:32:31.380  
Dora Seamans: Yes, Director g.

151  
01:32:31.650 --> 01:32:33.450  
Dora Seamans: Yes, Director.

152  
01:32:36.420 --> 01:32:36.960  
Dave Pine: Yes.

153  
01:32:38.160 --> 01:32:39.090  
Dora Seamans: Dr stone.

154  
01:32:39.720 --> 01:32:40.230  
l.

155  
01:32:41.610 --> 01:32:42.480  
Dora Seamans: vector walton.

156  
01:32:43.260 --> 01:32:43.620  
l.

157  
01:32:45.000 --> 01:32:45.450  
Dora Seamans: directors.

158  
01:32:46.380 --> 01:32:46.800  
l.

159  
01:32:47.940 --> 01:32:48.990  
Dora Seamans: Was chair him under.

160  
01:32:49.710 --> 01:32:50.100  
Steve Heminger: My.

161  
01:32:50.880 --> 01:32:52.860  
Dev Davis: chair Davis yes.

162  
01:32:53.490 --> 01:32:58.530  
Dev Davis: wishing you Thank you and now for item and.

163  
01:33:01.080 --> 01:33:02.010  
Cindy Chavez: i'll move approval.

164  
01:33:03.810 --> 01:33:08.580  
Dev Davis: Thank you, and this is the one Dora that director G will be recused from.

165  
01:33:09.270 --> 01:33:09.780  
Nobody.

166  
01:33:10.920 --> 01:33:13.080  
Dora Seamans: director Chavez yes.

167  
01:33:15.570 --> 01:33:16.140  
Dave Pine: Yes.

168  
01:33:17.070 --> 01:33:18.030  
Dora Seamans: Mr stone.

169  
01:33:19.650 --> 01:33:20.580  
Dora Seamans: director walton.

170  
01:33:21.180 --> 01:33:21.960

Yes.

171  
01:33:23.910 --> 01:33:24.300  
Monique Zmuda.: I.

172  
01:33:25.050 --> 01:33:25.980  
Dora Seamans: Vice chair him under.

173  
01:33:26.550 --> 01:33:30.420  
Dora Seamans: My care Davis yes mission Carrie.

174  
01:33:31.260 --> 01:33:38.820  
Dev Davis: Thank you, moving on to item seven to do it on real estate update Sebastian or Brian I'm not sure who's kicking it off.

175  
01:33:41.490 --> 01:33:42.990  
Michelle Bouchard: Sebastian Thank you.

176  
01:33:44.370 --> 01:33:53.670  
Sebastian Petty: Good morning chair Davis I'll kick this one off, very briefly, while we get the presentation pulled up, so this is a significant item for us.

177  
01:33:54.210 --> 01:33:59.790  
Sebastian Petty: As I think the Board is aware there's substantial property ownership by Caltrain in the dirt on station area.

178  
01:34:00.330 --> 01:34:12.360  
Sebastian Petty: And I believe is the Board is also aware, the staff accountant has been doing a lot of work with our partners at the city of San Jose with BTA with high speed rail and MTC around the future of dirt on station.

179  
01:34:12.930 --> 01:34:19.440  
Sebastian Petty: And so we felt that it was important to keep the board informed on what we're also doing on the property side in terms of the steps we're.

180  
01:34:19.800 --> 01:34:24.390  
Sebastian Petty: Getting to take to look at development potential on some of our proposals around the station.

181  
01:34:24.870 --> 01:34:36.540  
Sebastian Petty: And so I'll turn it over to Brian Fitzpatrick and our consultant who's assisting us with this Aaron X men and all of us will be available to answer questions as they emerge as we go through the presentation.

182  
01:34:37.650 --> 01:34:49.230  
Brian Fitzpatrick: Great thanks Sebastian Sebastian did noted we've put together a team for this site and our lead for that team is a consultant we brought on by the name of Aaron and.

183  
01:34:50.010 --> 01:34:57.930  
Brian Fitzpatrick: Aaron accident and Aaron is a former Community development director for a number of cities along the peninsula and he's really helping us.

184  
01:34:58.320 --> 01:35:08.970  
Brian Fitzpatrick: do some entitlement coordination with the city of San Jose so as we go through this presentation I'm going to kind of kick it off with orienting us and talking about our property.

185  
01:35:09.810 --> 01:35:17.070  
Brian Fitzpatrick: Aaron is going to move into a couple of planning efforts that have been going on in the area and then I'm going to wind it up sort of talking about next steps.

186  
01:35:17.400 --> 01:35:25.170  
Brian Fitzpatrick: From a real estate perspective so as we get into this presentation we're about to move to the next slide that are going to be a number of.

187  
01:35:25.800 --> 01:35:34.980  
Brian Fitzpatrick: maps, but what we want to let you know is that there have been a number of efforts going on in the San Jose area, led by the city.

188  
01:35:35.490 --> 01:35:46.650  
Brian Fitzpatrick: That focus on both what the well is going to look like in the future and the city is looking at this from a comprehensive perspective they're looking at it with regard to high speed rail.

189  
01:35:47.130 --> 01:35:53.010  
Brian Fitzpatrick: they're looking at it with regard to our tenant railroads like up, they are also looking at it.

190  
01:35:53.790 --> 01:35:58.250  
Brian Fitzpatrick: With regard to the other commuter railroads ace and others that go into the center's a station.

191  
01:35:58.770 --> 01:36:06.480  
Brian Fitzpatrick: And so there's an effort that we're going to talk about called the dirt on integrated station concept plan, when you think of that think infrastructure.



192

01:36:07.110 --> 01:36:18.900

Brian Fitzpatrick: there's also the dirt on station area plan the D SAP when you think of D SAP think of the city setting the tone for how they want development to happen.

193

01:36:19.200 --> 01:36:32.490

Brian Fitzpatrick: In an area around the station so I'm saying that up front as we move forward disk infrastructure D SAP land planning, I think, is a key component to move ahead so Aaron if you could move to the next slide here.

194

01:36:33.300 --> 01:36:46.140

Brian Fitzpatrick: um I've got about three slides that are going to orient you to where we are, but the slide you're looking at right now is an overhead aerial view of the dirt on station area.

195

01:36:46.650 --> 01:37:02.010

Brian Fitzpatrick: The big white circle that you see at the top middle of your slide is the arena in San Jose right across the street from that to what I would call railroad South down your page is to do it on station.

196

01:37:02.220 --> 01:37:14.670

Dev Davis: Can we um I'm having a little trouble seeing because we're seeing the preview slide and then there's also a pop up that says live captions and subtitles whoever sharing their screen, can they change the display settings.

197

01:37:15.210 --> 01:37:15.840

Brian Fitzpatrick: There we go.

198

01:37:16.170 --> 01:37:18.570

Aaron Aknin: yeah that's me one, second, please.

199

01:37:20.610 --> 01:37:21.510

Aaron Aknin: Give me a moment.

200

01:37:23.910 --> 01:37:25.530

Dev Davis: it's just hard to see what word.

201

01:37:25.560 --> 01:37:26.820

Dev Davis: yeah not there.

202

01:37:29.190 --> 01:37:33.150

Brian Fitzpatrick: Yet, and these maps are important, give us a second here and we'll get it going.

203

01:37:35.580 --> 01:37:37.920

Aaron Aknin: Brian can you actually see if you could share on your end.

204

01:37:38.160 --> 01:37:46.080

Brian Fitzpatrick: yeah let me see if I can share on my end, I have the same presentation up on my screen let's see how this works thanks everybody for your patience.

205

01:37:50.100 --> 01:37:52.290

Brian Fitzpatrick: Is that looking a little bit better director Davis.

206

01:37:53.790 --> 01:37:54.270

Dev Davis: Yes.

207

01:37:54.690 --> 01:38:02.610

Brian Fitzpatrick: Okay, so this is the first slide we went to now I'm going to talk and move the slides at the same time, so that see if I can handle that.

208

01:38:03.360 --> 01:38:10.650

Brian Fitzpatrick: I'm next page, this is a slide we were on I'm going to show you that this is the caltrain right of way right here.

209

01:38:10.980 --> 01:38:19.830

Brian Fitzpatrick: This is the direct on station area I'm going to focus in on this in a second but from a big picture, the top of your screen is railroad north.

210

01:38:20.250 --> 01:38:35.010

Brian Fitzpatrick: The bottom of your screen is railroad South the compaq arena is right here across the street down your page from the compaq arena is the caltrain station and I'm going to circumscribe that with my mouse right now.

211

01:38:36.090 --> 01:38:47.760

Brian Fitzpatrick: The area in red that you see is the property that we're talking about I'm going to go to the next slide and focus in on this area, a little bit more, so you can see it a little bit better.

212

01:38:49.440 --> 01:39:05.370

Brian Fitzpatrick: See here Okay, so now I apologize, we reoriented you in a different way compaq arena here railroad north of the Left railroad south to the right the property that we're talking about right here is this parking lot.

213

01:39:06.480 --> 01:39:14.910

Brian Fitzpatrick: That is right, above the lot where we have a bus transit area, the dirt on historic station building is right here.

214

01:39:16.410 --> 01:39:25.290

Brian Fitzpatrick: parking for caltrain is in this area again when we go above this kato street a lot we're talking about is the 3.1 acres here.

215

01:39:25.830 --> 01:39:39.450

Brian Fitzpatrick: Right to the railroad south of that is a V ETA on property anybody who's been out here we'll see that this lot that's comprised of the caltrain and vt a lot functions is one.

216

01:39:40.080 --> 01:39:47.760

Brian Fitzpatrick: Similar media fair similar different things, but it's owned by two different entities, so the lot we're talking about is right here.

217

01:39:49.470 --> 01:39:58.830

Brian Fitzpatrick: One more thing to note coming down through this lot right in this general area in the middle, is the vga light rail system, you can see it in light blue.

218

01:39:59.310 --> 01:40:14.670

Brian Fitzpatrick: comes down through the middle of this three acre lot comes under the parking lot and the transit Center and comes under our railroad and comes up parallel to caltrain, on the other side of the tracks So those are the main features that you need to understand here.

219

01:40:16.590 --> 01:40:26.070

Brian Fitzpatrick: Last drawing I'm going to show you is again a little bit more focused I apologize, all these drawings are oriented differently they've come from a number of different places.

220

01:40:26.430 --> 01:40:47.040

Brian Fitzpatrick: But this is the focus on this site dear it on station caltrain rail hey hill street this site, the key here to understand about our site is around the infrastructure planning that's happened in this area happens on a lot of caltrain property, the caltrain property is.

221

01:40:48.780 --> 01:40:59.130

Brian Fitzpatrick: outside of K hill street, in other words, everything below K hill street or that caltrain property is being considered for a future rail infrastructure this site.

222

01:40:59.790 --> 01:41:11.730

Brian Fitzpatrick: outside of K hill it's a three acre site, I called a pure development site, we need to worry about access, we need to worry about connectivity but there's not going to be any real infrastructure identified on this property.

223

01:41:14.190 --> 01:41:24.060

Brian Fitzpatrick: The last piece of context here, you may recall, when we did our real quarter use policy where we basically talked about different parts of the caltrain right of way.

224

01:41:24.510 --> 01:41:38.190

Brian Fitzpatrick: That we're going to be used in different manners and other words we wanted to make sure that everything needed for caltrain expansion and infrastructure didn't become available for other things such as development, etc, etc.

225

01:41:39.210 --> 01:41:50.340

Brian Fitzpatrick: In the arca the Ralph quarter use policy, this was designated zone for which was a special zone put in San Jose and San Francisco in this area.

226

01:41:51.030 --> 01:41:59.550

Brian Fitzpatrick: The the special designation was set forward because we said, if there is a large scale planning process ongoing at the time.

227

01:42:00.210 --> 01:42:05.760

Brian Fitzpatrick: That we would wait for the results of that planning process to play out before we made decisions about our property.

228

01:42:06.300 --> 01:42:16.290

Brian Fitzpatrick: So here in San Jose inside mentioned before, there is this disk process which is defined what the real wants to be in this area when it expands.

229

01:42:16.830 --> 01:42:28.320

Brian Fitzpatrick: And that disk process basically says below K I street caltrain property should be preserved for a future infrastructure above K hill street that property is fine to develop.

230

01:42:29.070 --> 01:42:41.490

Brian Fitzpatrick: Which means, then it goes into the other city process that Aaron is going to talk to you about called the de SAC process and that's the deer it on station area plan what that plan does is that the city sets.

231

01:42:41.910 --> 01:42:45.780

Brian Fitzpatrick: Its goals and objectives for a 260 plus acre.

232

01:42:46.680 --> 01:42:55.650

Brian Fitzpatrick: Area of property privately and publicly owned owned by a number of different property owners in an entire area trying to create a neighborhood with dirt on it's the focus.

233

01:42:55.920 --> 01:43:03.060

Brian Fitzpatrick: And this new transit station as really the hub our properties right in the middle of that and aaron's going to talk about that.

234

01:43:07.140 --> 01:43:17.430

Aaron Aknin: Oh, thank you, Brian and good morning everyone Eric Atkins as Brian mentioned the primary land use planning process that was going on in the deer don area.

235

01:43:18.030 --> 01:43:24.090

Aaron Aknin: Was the amended the Oregon stationary of plan, this is a plan that was originally adopted in 2014.

236

01:43:24.330 --> 01:43:32.280

Aaron Aknin: And for a number of reasons, the city looked at it again and made some major amendments The first was that Google has a large Development proposed there.

237

01:43:32.640 --> 01:43:44.070

Aaron Aknin: That development along with the distaff amendments were approved in May about three four months ago, and this was after over two years of Community input and engagement.

238

01:43:44.850 --> 01:43:54.450

Aaron Aknin: As Brian mentioned the deer don area as an entire neighborhood with a really good mix of housing office retail and hotel uses allowed under the plan.

239

01:43:54.720 --> 01:44:03.750

Aaron Aknin: The plan also adopted equity considerations and as all touching and another slide affordable housing was really thought through in detail in their implementation plan.

240

01:44:04.350 --> 01:44:17.880

Aaron Aknin: So, probably the key for our for the caltrain parcel is the bottom left hand bubble, which says caltrain parcels they have a designation of employment commercial this hasn't changed this is the same as the.

241

01:44:18.930 --> 01:44:24.660

Aaron Aknin: De SAC the same has the general plan that was adopted a decade ago, and while there is.

242

01:44:25.080 --> 01:44:32.700

Aaron Aknin: Thousands of housing units allow throughout the year dawn and encouraged throughout the year don station area plan this particular parcel.

243

01:44:33.390 --> 01:44:43.200

Aaron Aknin: zone for a commercial uses all over the heights the floor areas and a lot of the development standards increased substantially throughout the direct on area next slide please.

244

01:44:46.800 --> 01:44:57.120

Aaron Aknin: As you can see in this slide that shows the slides important for two reasons number one there are caps for development in the overall the Oregon area, this includes residential.

245

01:44:57.360 --> 01:45:09.030

Aaron Aknin: office and retail and, as you will see outside the downtown rest, which is google's development there's room for about 7000 housing units and about 6.4 million square feet.

246

01:45:09.180 --> 01:45:18.990

Aaron Aknin: of office space now while that seems like a lot of office space that's probably only about five to seven developments overall that can eat up all of that CAP room.

247

01:45:19.650 --> 01:45:30.000

Aaron Aknin: And once you get past the initial CAP it becomes much harder from an entitlement standpoint and from an environmental review standpoint to get a project approved next slide.

248

01:45:32.070 --> 01:45:40.530

Aaron Aknin: affordable housing, of course, is important to the board as well as the city of San Jose there was affordable how a very detailed affordable housing the implementation plan.

249

01:45:40.950 --> 01:45:50.670

Aaron Aknin: adopted along with the deer don stationary a plan there's a 25% affordability target throughout both within the Google development but throughout to Dr don area.

250

01:45:51.120 --> 01:46:02.670

Aaron Aknin: And a separate action in 2020 the city of San Jose adopted a commercial linkage between \$12 a square foot, which will be applied to commercial square footage and if you.

251

01:46:03.150 --> 01:46:13.230

Aaron Aknin: Do the math for our parcels you'll see from future slides that comes to up to about 12 to \$13 million that would be put directly into affordable housing within the deer don area.

252

01:46:13.560 --> 01:46:29.070

Aaron Aknin: And as you can see, the text at the bottom is actually a copy in place from the affordable housing implementation plan that says, specifically commercial lincoln's fees that are earned from the deer don area will go into affordable housing within the same planning area next slide please.

253

01:46:31.620 --> 01:46:45.240

Aaron Aknin: Brian also touched on disc the disc planning process will also impact this parcel and be an ongoing conversation with the other disc partners bta high speed rail and the city of San Jose.

254

01:46:45.810 --> 01:46:57.000

Aaron Aknin: We continue to talk to them to particular aspects to our development that are impacted by this process is a making sure that there's active grant ground floor uses that contribute to.

255

01:46:57.810 --> 01:47:13.170

Aaron Aknin: pedestrian activity in the deer don area, the second is having public Plaza so that when people leave and go to the dairy don area that there is large clauses outside and another thing we should notice connectivity both to the deer don station.

256

01:47:13.890 --> 01:47:17.190

Aaron Aknin: and also to the upcoming Bart station next slide.

257

01:47:19.140 --> 01:47:30.330

Aaron Aknin: So here is our first slide showing a concept proposal overall the plan we've hired Perkins and will as an on call through are on call contract, along with Eric.

258

01:47:30.780 --> 01:47:37.350

Aaron Aknin: They put together these preliminary plans that we will be submitting to the city in September overall calling for about.

259

01:47:37.950 --> 01:47:44.010

Aaron Aknin: 1.1 million square feet of office space about 30,000 square feet of active ground floor uses.

260

01:47:44.640 --> 01:47:50.850

Aaron Aknin: And also you'll see from this slide almost an acre of public Plaza in open space that would open in the deer don area.

261

01:47:51.690 --> 01:48:00.480

Aaron Aknin: there's other architectural features like having an arcade that that goes through the side, where they will be coffee shops and other retailers that can.

262

01:48:01.110 --> 01:48:13.470

Aaron Aknin: that the public can access during certain hours, the plan right now calls for 710 underground parking spaces, this is part about the same ratio of the Google development is park.

263

01:48:13.920 --> 01:48:26.190

Aaron Aknin: Obviously, we want to right size parking for this, this is a transit oriented development, so you don't want too much parking but you also want the right amount of parking that this is leasable space in the long run next slide.

264

01:48:29.550 --> 01:48:44.700

Aaron Aknin: And here is an elevation Obviously, these are very conceptual and this is will be submitted to the city for both city and Community feedback the buildings reads the height maximum of 265 feet, overall, which is 16 stories.

265

01:48:45.540 --> 01:48:56.490

Aaron Aknin: The highest were raised as part of the descent process based on change based on changes to the airport high imitations and these would reach the Max heights overall next slide.

266

01:48:58.080 --> 01:49:02.190

Aaron Aknin: So I'll turn it back to Brian now to cover the real estate process.

267

01:49:02.760 --> 01:49:16.830

Brian Fitzpatrick: Right and I'm wondering if maybe there's an opportunity at this point to stop and see if there any questions about what Aaron talked about I think one thing I'd like to highlight before we talk about the next steps here.

268

01:49:17.340 --> 01:49:22.680

Brian Fitzpatrick: would be we are engaging in the D SAP process that the city has put together.

269

01:49:23.310 --> 01:49:36.870

Brian Fitzpatrick: To ensure that our property will get it's appropriate amount of allocation under this CAP that has been set, and so one of the things that we want to do is, we want to act quickly and swiftly.

270

01:49:37.350 --> 01:49:50.010

Brian Fitzpatrick: get our property in under the CAP, so that the space that's been allocated to this entire area, a subsection of that can be allocated to us that's how we go about creating value in this face and that's the the.

271

01:49:51.030 --> 01:50:04.830

Brian Fitzpatrick: process that we want to go through in a second I'm going to talk about what happens afterward, but I just want to see if there's been a lot of content we've talked about I'd like to make sure that we are baseline and see if there any questions before I talk about next steps.

272

01:50:06.150 --> 01:50:11.130

Dev Davis: How many of my colleagues have clarifying questions for Brian or Aaron.

273

01:50:14.340 --> 01:50:23.250

Dev Davis: I missed the I have one I missed the total square footage for the 265 feet 16 storey buildings.

274

01:50:23.730 --> 01:50:32.490

Aaron Aknin: Sure, is just north of 1.1 million square feet of office and about 30,000 square feet of retail and other active ground floor uses.

275

01:50:36.000 --> 01:50:36.420

Thank you.

276

01:50:37.980 --> 01:50:41.760

Dev Davis: I see no hands, so we can continue great Thank you um.

277

01:50:41.910 --> 01:50:54.600

Brian Fitzpatrick: So what we are doing right now, as noted is we're trying to effectively entitle our property we're trying to get the appropriate amount of square foot footage entitled to our property, which is what creates value.

278

01:50:54.990 --> 01:51:04.980

Brian Fitzpatrick: When land has development approvals on it obviously that that creates value to that land so after we do that, that.

279

01:51:05.460 --> 01:51:17.070

Brian Fitzpatrick: We would then suggest that real estate, we would engage in a real estate process, we would seek to find a private sector development partner again after planning entitlements.

280

01:51:17.670 --> 01:51:22.170

Brian Fitzpatrick: Typically, the way we would structure, a business deal would be that caltrain and a partner.

281

01:51:22.590 --> 01:51:38.370

Brian Fitzpatrick: would enter into a long term ground lease This is where a partner owns the buildings and improvements and caltrain owns the land, so the development partner takes on all the development risk the financing risk the Managing owning and building the risk caltrain owns the land.

282

01:51:39.510 --> 01:51:50.250

Brian Fitzpatrick: And we get a fair return on the land and typically we will structure our deals, where we collect rent based on the success of the development and what I mean by that is.

283

01:51:50.640 --> 01:51:58.410

Brian Fitzpatrick: We expected the development that is near not only this close to real, but this close to real that that the public sector is putting.

284

01:51:58.830 --> 01:52:10.020

Brian Fitzpatrick: A lot of investment in we're going to have much more robust multifaceted service coming from this area because of the public dollars as that happened the land value is going to increase.

285

01:52:10.500 --> 01:52:26.520

Brian Fitzpatrick: We think that the Agency should benefit from that because we're the one creating the increase in the land value so when we would structure, a deal we would structure it where we would collect rent based on the success of development development does better caltrain does better.

286

01:52:27.540 --> 01:52:38.400

Brian Fitzpatrick: Now last slide here that I think the key here is there going to be multiple board checking points during the real estate entitlement process and the real estate process itself.

287

01:52:39.000 --> 01:52:48.090

Brian Fitzpatrick: Once we submit this application into the city, we expect that we're going to get input from the city we're going to modify our plans and then it will be submitted for formal board review.

288

01:52:49.080 --> 01:52:59.070

Brian Fitzpatrick: We will be checking in with the board at strategic points along there, but the key will be you know before we engage in any rfp process to select the developer.

289

01:52:59.340 --> 01:53:08.730

Brian Fitzpatrick: We will engage the board likely in a closed session, where we would talk about what our goals and objectives are for the site, and I would envision those goals and objectives.

290

01:53:09.060 --> 01:53:17.580

Brian Fitzpatrick: would be both along the lines of transit connectivity and along the lines of a business deal the outline of which I provided to you before.

291

01:53:18.120 --> 01:53:29.760

Brian Fitzpatrick: um so you know this process is starting now, but there will be a number of of you know, opportunities for us to calibrate before we take any large next steps.

292

01:53:30.990 --> 01:53:32.940

Brian Fitzpatrick: So, again.

293

01:53:34.260 --> 01:53:38.790

Brian Fitzpatrick: Any questions input direction that's what we're looking for here.

294

01:53:40.440 --> 01:53:44.910

Dev Davis: When I go to the public first unless Steve unless you have just a clarifying question.

295

01:53:45.960 --> 01:53:50.940

Steve Heminger: I do in there quick Brian do you have any estimate of the rental income.

296

01:53:52.410 --> 01:53:59.160

Brian Fitzpatrick: So I want to be a little bit director hamburger I want to be a little bit i'm a.

297

01:54:00.510 --> 01:54:13.920

Brian Fitzpatrick: Conservative on that because, until the city really improves how much you know we can develop on this site and until we get a chance to assess you know, the current market at that time, I want to be a little bit bit.

298

01:54:15.750 --> 01:54:31.140

Brian Fitzpatrick: cautious about making any public pronouncements I would say that you know this development site is about four times bigger than what we've been able to do anywhere else on the on the on the peninsula and we would expect it that you know structured.

299

01:54:32.610 --> 01:54:37.740

Brian Fitzpatrick: correctly, you know this, this will be a significant income producing investment for the agency.

300

01:54:39.330 --> 01:54:40.770

Steve Heminger: And you won't give me a number.

301

01:54:43.530 --> 01:54:47.040

Brian Fitzpatrick: Like I could I could ballpark it but i'm again i'm a little lower.

302

01:54:47.550 --> 01:54:53.490

Steve Heminger: yeah that's all i'm looking for is it 10 million 100,000,100 billion, what is it, so I think.

303

01:54:53.520 --> 01:55:10.620

Brian Fitzpatrick: land values we're talking something in the range of mid double figures you know 50 \$60 million worth of land value yearly values we're probably talking somewhere in the mid single digits for to sex a year.

304

01:55:11.160 --> 01:55:21.810

Steve Heminger: Okay that's helpful, the other question is I use it you sort of characterized It is as if if the development does better we do better.

305

01:55:22.260 --> 01:55:33.390

Steve Heminger: I is the converse true as well, that if the development doesn't do as well as we thought we're going to suffer a loss an income or are we going to have some base below we don't fall that's a great question.

306

01:55:33.690 --> 01:55:49.590

Brian Fitzpatrick: And the simple answer is yes, there will be a base below we don't where we don't fall and those will all be a variety of moving parts, but yeah we will set a base our base will continually increase, and then we will participate in.

307

01:55:51.330 --> 01:56:01.590

Brian Fitzpatrick: Revenue above and beyond that base so The bottom line is if they do better than expected, will do better than expected, if they do worse than expected, we have a floor that we can't go below.

308

01:56:03.060 --> 01:56:03.780

Steve Heminger: Okay, thank you.

309

01:56:06.450 --> 01:56:07.230

Dev Davis: actors and middle.

310

01:56:08.070 --> 01:56:29.010

Monique Zmuda: My questions are in the same vein, relative to timing and are you thinking long term 10 years 99 years how often would reset you may not have answers to those, but I just like to get an idea of the length of time, we would be in this business yep.

311

01:56:29.070 --> 01:56:39.090

Brian Fitzpatrick: Absolutely, so when when this process is done, we will be coming to close session and we'll be having some intense discussions about those but as a broad base.

312

01:56:39.480 --> 01:56:45.330

Brian Fitzpatrick: Any development lisa's is going to be, you know more than 55 years less than 99.

313

01:56:46.080 --> 01:56:51.960

Brian Fitzpatrick: likely you're going to be looking at probably about a 6070 maybe up to 90 year least.

314

01:56:52.260 --> 01:57:01.620

Brian Fitzpatrick: Typically, we would structure it with a couple options at the end so other transactions we've done we've gone 65 year leases with a couple options that make it go forward.

315

01:57:02.160 --> 01:57:19.080

Brian Fitzpatrick: um and then with regard to the base rent as a general rule, without getting into too many details typically what you would do would be you would set a base rent you would increase that base rent based on you know, a CPI or other document or other.

316

01:57:20.190 --> 01:57:31.410

Brian Fitzpatrick: indices, and then you would have regular reappraisal of that base rent and you would have, as I was talking to director hamburger about the ability to.

317

01:57:32.040 --> 01:57:38.430

Brian Fitzpatrick: collect a certain percentage of the gross rents collected, which is sort of your participation in the success you set a floor.

318

01:57:38.850 --> 01:57:50.760

Brian Fitzpatrick: That floor inflates that flood jumps to market after a certain amount of time, maybe once or twice during the lease and then you have a participation in the success of a project that's how we typically would do a deal.

319

01:57:52.110 --> 01:57:52.500  
Think.

320  
01:57:53.760 --> 01:58:02.940

Monique Zmuda: This will then I think also set a base for future negotiations and projects so it's important that we get it right, the first time.

321  
01:58:03.840 --> 01:58:15.300

Brian Fitzpatrick: I agree, I agree, and we've really brought on a great team right now we've got errands leading the team, but we have a multidisciplinary teams through architecture land use planning.

322  
01:58:16.050 --> 01:58:25.590

Brian Fitzpatrick: And and and real estate finance, so I think we're going to have you know the the the team, we need to put something together that's worthy of a of a site of this order of magnitude.

323  
01:58:26.640 --> 01:58:27.060

Monique Zmuda: Thank you.

324  
01:58:28.740 --> 01:58:31.680

Dev Davis: Thank you will go to members of the public versus Roland.

325  
01:58:37.140 --> 01:58:45.900

Roland audio: back you might say so I'm going to try to be respectful of my friend Lisa The pre announced engaging the Center and bashing.

326  
01:58:47.430 --> 01:59:01.080

Roland audio: But somebody pushing a lot here so first of all I do suppose going to the time zone process to establish a fair market value is, as we develop as go about it and typically once they go the entitlement and then move on.

327  
01:59:01.830 --> 01:59:08.400

Roland audio: But, quite frankly, and establishing market value would never have been an issue with Google.

328  
01:59:09.540 --> 01:59:15.720

Roland audio: So, first of all I like to remind the vote that Google, have you spent the better part of the last two years.

329  
01:59:16.650 --> 01:59:29.640

Roland audio: Actually treaters developing original guidelines, over and above anything, the city has ever done and the last thing that we want is for some outsiders to bargain with something that is inappropriate for the surrounding contact.

330  
01:59:31.140 --> 01:59:38.430

Roland audio: The next thing is that the other seven acres that include the historic depot landmark.

331  
01:59:39.900 --> 01:59:51.390

Roland audio: As somehow supposed to be replaced by a bunch of bands bunch of tracks now put it to you it's physically impossible for distracts to even get out of the rose to the law of and and to the south.

332  
01:59:51.870 --> 02:00:01.830

Roland audio: Without having massive impact on Google properties earmarked for affordable housing or brand new developments on Stockton heirloom so I'll put it to you that this will never.

333  
02:00:03.330 --> 02:00:03.930

Roland audio: happen.

334  
02:00:05.490 --> 02:00:16.260

Roland audio: And we need, we need to take a different approach and what I would suggest is when we actually start seriously combining the other seven acres with the three acres.

335  
02:00:16.500 --> 02:00:29.340

Roland audio: and potentially quite frankly vacating K and if we don't want down there we don't want any kind of traffic between the central zone and the station itself that for people is not forecast so.

336  
02:00:30.750 --> 02:00:40.650

Roland audio: Moving forward at the end of the day, I do believe, once we get that done, we could potentially generate region of \$300 million for sorely needed capital projects, thank you.

337  
02:00:43.920 --> 02:00:45.270

Dev Davis: next speaker is the leader dupree.

338  
02:00:48.870 --> 02:00:49.350

Roland audio: Thank you.

339  
02:00:49.830 --> 02:00:52.050

aleta dupree, she, her: Shared Jeff Davis the Members leave it up for the.

340  
02:00:52.050 --> 02:00:52.950

aleta dupree, she, her: record she and her.

341

02:00:53.550 --> 02:00:59.160

aleta dupree, she, her: hope you can hear me i'm eating in a restaurant I can't claim to be an expert on dairy don.

342

02:01:00.330 --> 02:01:12.990

aleta dupree, she, her: But, especially walking down the street not seeing presentation, but I asked that you indulge me my two minutes anyway, so I think what I look for in building a rail station.

343

02:01:14.430 --> 02:01:24.180

aleta dupree, she, her: Is a couple of things i'm actually right near the Denver Union station development, which I think is really the premier.

344

02:01:25.320 --> 02:01:37.290

aleta dupree, she, her: idea of a transit oriented intermodal developed as eight railroad tracks super Amtrak but no platform, six of them for high platforms for the electric Denver commuter rail.

345

02:01:38.040 --> 02:01:50.520

aleta dupree, she, her: And a bus station and a light rail station and it's very walkable and the preservation of start station house, so this Denver project really speaks in mind.

346

02:01:50.910 --> 02:01:58.650

aleta dupree, she, her: it's steeped in tradition, mindful of history and relevant to the future, so we have to have capacity.

347

02:01:59.370 --> 02:02:19.320

aleta dupree, she, her: And I want us to have housings and hotels other places where people can sleep and eat so you don't have to be traveling around all over the place, and I obviously I favor mixed use, because if people can walk to work from their housing and walk to their transportation.

348

02:02:20.700 --> 02:02:29.010

aleta dupree, she, her: Then we don't have so much congestion going on our world, so I don't know if any of you are familiar with Denver and its.

349

02:02:30.420 --> 02:02:41.310

aleta dupree, she, her: Development and certainly it's not just a really nice about mission academic sense, but every time I see it, i'm reminded of john Denver and rocky mountain time.

350

02:02:41.940 --> 02:02:52.710

aleta dupree, she, her: And we build a development to get people thinking about inspirational thing I can't help that I like the music with john Denver, but I do, and thanks for indulging me appreciate it.

351

02:02:53.640 --> 02:02:55.380

Dev Davis: Thank you next speaker has been.

352

02:02:56.460 --> 02:02:57.180

Dev Davis: unleashed.

353

02:02:59.310 --> 02:03:08.010

Ben Leech - Preservation Action Council of San Jose: Thank you good morning chair Davis and directors Ben leach Executive Director of the preservation action Council of San Jose as you are no doubt aware.

354

02:03:09.000 --> 02:03:16.620

Ben Leech - Preservation Action Council of San Jose: JP be is the owner and primary steward of San jose's beloved landmark geared on station, the station.

355

02:03:17.580 --> 02:03:23.610

Ben Leech - Preservation Action Council of San Jose: befitting its historic and architectural stature the station and its surrounding support structures were listed on the national register.

356

02:03:23.940 --> 02:03:36.060

Ben Leech - Preservation Action Council of San Jose: of historic places in 1993 designated to San Jose city landmark in 94 and is protected by a legally binding preservation covenant with the South Bay historical railroad society.

357

02:03:36.780 --> 02:03:49.650

Ben Leech - Preservation Action Council of San Jose: Each of these designations is intended to ensure that the station is protected from demolition or or adverse alteration, and that it remains an integral part of San jose's urban fabric for current and future generations.

358

02:03:50.160 --> 02:04:03.390

Ben Leech - Preservation Action Council of San Jose: Despite these protections though pakis Jay is extremely concerned about the lack of clarity on preservation plans for the station, both in the D SAP and disk plans that were referred to in the presentation.

359

02:04:04.050 --> 02:04:16.410

Ben Leech - Preservation Action Council of San Jose: To date, no assurances have been made by any stakeholders that the preservation of the historic depot will be a guiding priority and the redevelopment plans of the area, and this is simply unacceptable.

360

02:04:17.190 --> 02:04:29.490

Ben Leech - Preservation Action Council of San Jose: While we recognize that planned expansions will require modernization that modernization should and must include the preservation and adaptive reuse of the existing station.

361

02:04:30.090 --> 02:04:40.440

Ben Leech - Preservation Action Council of San Jose: This effort will obviously require careful planning, but this planning needs to happen in tandem with the rest of the element plans, not after those plans are already set in stone.



362

02:04:41.100 --> 02:04:47.310

Ben Leech - Preservation Action Council of San Jose: it's For this reason we are strongly opposed to proceeding with any conceptual redevelopment plans for these parcels.

363

02:04:47.730 --> 02:04:54.540

Ben Leech - Preservation Action Council of San Jose: Because they're important pieces in that puzzle and and, in closing, we just want to remind the group that.

364

02:04:54.930 --> 02:05:06.360

Ben Leech - Preservation Action Council of San Jose: New York City made a huge mistake when it demolish penn station 19 63,000 mistake that very few other cities have dared to make sense San Jose should not do the same thing, thank you.

365

02:05:09.300 --> 02:05:12.210

Dev Davis: Thank you next speaker is Jeff Carter.

366

02:05:16.260 --> 02:05:19.590

Jeff Carter: Yes, good morning, thank you for the report.

367

02:05:20.940 --> 02:05:25.230

Jeff Carter: appreciate the previous all previous public comments.

368

02:05:26.670 --> 02:05:37.320

Jeff Carter: And you know, my concern is, and I think it's been addressed is that whatever development goes on down here is does not impact.

369

02:05:37.980 --> 02:05:57.510

Jeff Carter: caltrain operations and caltrain expansion, because that's very important that that caltrain can you know achieve the the the dream of the business plan in you know handle hundred thousand to 200,000 ridership per day.

370

02:05:59.400 --> 02:06:00.270

Jeff Carter: You know the.

371

02:06:02.100 --> 02:06:22.890

Jeff Carter: Also, you know I I really do share the concern about the historic preservation of the station building that needs to be you know kept where it is and and not altered his previous speaker mentioned, because it's a historic landmark and it's.

372

02:06:24.090 --> 02:06:36.120

Jeff Carter: been here for since 1935, I believe, so we need to make sure that that station does not get destroyed or moved or what have you.

373

02:06:37.050 --> 02:06:58.020

Jeff Carter: Then, lastly, it looks like you know it will affect parking for caltrain now, while I am not a big fan of cars driving and parking I'm also a realist, I understand that people are not going to take transit or walk or bike to the station, so there does need to be adequate parking for people.

374

02:06:59.040 --> 02:07:05.160

Jeff Carter: To come and use caltrain with which you know would encourage ridership Thank you.

375

02:07:07.230 --> 02:07:08.760

Dev Davis: Thank you next speaker is vaughn.

376

02:07:11.940 --> 02:07:12.240

Vaughn: yeah.

377

02:07:13.980 --> 02:07:19.080

Vaughn: going to get come to this from like preservation of the species type of thing we do have a climate.

378

02:07:20.010 --> 02:07:36.060

Vaughn: issue going on and it's it's probably going to happen, a lot faster than even the scientists said well it's definitely happening faster than scientists said 40 years ago and they keep saying it's happening beyond what their models had shown we're approaching the end of their models.

379

02:07:37.080 --> 02:07:46.470

Vaughn: To population of the United States is declining, the birth rate is declining and that's normal for as come from countries and as people become wealthier.

380

02:07:47.190 --> 02:08:02.250

Vaughn: And the population of California is declining, the only thing going for building up building up a city like San Jose is that the population that is here is going to mostly cities and stuff like that.

381

02:08:04.710 --> 02:08:10.590

Vaughn: Google does an awful lot of study on these type of things they do it for their energy management and all that kind of stuff in their.

382

02:08:11.160 --> 02:08:19.650

Vaughn: Development systems they look at everything in a very deep way and take in all considerations and they have a lot of money to do whatever they need to do.

383

02:08:21.060 --> 02:08:27.780

Vaughn: But in and I grew up in sunnyvale when they used to be farmland or orchards and i've seen it change.

384

02:08:28.650 --> 02:08:35.550

Vaughn: San Jose is obviously changing and will change more but it's going to change beyond anything anybody on this phone call.

385

02:08:36.090 --> 02:08:54.960

Vaughn: If it's successful is going to change beyond anything anybody on this phone call can anticipate you look at the the Beijing station it's about the size of the international terminal at the sfo airport and it has 70 platforms 35 platforms 70 tracks.

386

02:08:56.940 --> 02:09:03.780

Vaughn: Presumably, you can San Jose will never get to be the size of Beijing, but you need to plan for the future and.

387

02:09:04.380 --> 02:09:15.840

Vaughn: If the governor gets recalled, or if the Republicans take over the Senator House all this funding for all this stuff is going to go away instantly practically you need to plan better, I think, thank you.

388

02:09:17.160 --> 02:09:30.480

Dev Davis: Thank you i'm before I turn to my colleagues, I just want to give Sebastian and opportunity to respond to the pack sj comment and the concerns about preservation of the stork depot.

389

02:09:31.170 --> 02:09:47.610

Sebastian Petty: yeah absolutely Thank you sure Davis, I did want to speak directly to those concerns, and so I think the first thing to say, would be that caltrain is very well aware of its obligations and the status of the station, as are the other partner agencies that are working on the disk Program.

390

02:09:48.480 --> 02:09:50.190

Sebastian Petty: This program is a.

391

02:09:50.760 --> 02:10:05.640

Sebastian Petty: Huge complex of projects and while there's been significant work done on it today, it is still in the early stages, there is ongoing work to continue to develop the plans for that station and that work will absolutely.

392

02:10:06.270 --> 02:10:17.850

Sebastian Petty: focus in on what options are available around the preservation of the station and how it can be integrated with the changing station going forward so I just wanted to be very explicit on that i'm aware that.

393

02:10:18.300 --> 02:10:23.130

Sebastian Petty: there's there's been some frustration and from some folks that that those.

394

02:10:23.790 --> 02:10:37.560

Sebastian Petty: options have yet to be made explicit, I really do want to share the public, we understand the obligation, we are working on it will be part of the process going forward That being said, I think we also want to draw the distinction that what we're talking about.

395

02:10:38.940 --> 02:10:55.110

Sebastian Petty: Today, in terms of potential development moving forward on a separate set of parcels in the area we do view as a separate issue we're looking to develop in a way that that property in a way that is fully in accordance with the guidelines that the city has set forth.

396

02:10:56.340 --> 02:11:07.140

Sebastian Petty: We are quite confident that those properties are out of the zone where rail infrastructure and passenger support facilities, would be to be moved and so that's.

397

02:11:08.430 --> 02:11:14.280

Sebastian Petty: Again, very much acknowledging the issue but but also stand up what we're looking at here today is a bit distant.

398

02:11:16.320 --> 02:11:19.050

Dev Davis: Thank you Sebastian Dr Chavez.

399

02:11:20.250 --> 02:11:29.160

Cindy Chavez: Thank you, and I want to just say how much I appreciate the strategy that's gone in from our staff on the on the approach i'm very excited about it.

400

02:11:30.000 --> 02:11:41.130

Cindy Chavez: Two issues that I want to raise one is, I am very supportive of us doing what we can relative to adaptive reuse of the the.

401

02:11:41.760 --> 02:11:50.880

Cindy Chavez: The historic dirt on station I I do look at San Jose and feel like at one point we just did our very best to be something else and.

402

02:11:51.240 --> 02:12:08.310

Cindy Chavez: In the process, lost a lot of our history and our roots and there are so few gems left that they really need to be protected and I I do want to make sure that that is we're thinking about our role here that we're mindful of that the second issue that I want to raise is that I.

403

02:12:09.390 --> 02:12:19.920

Cindy Chavez: You know, there are a lot of partners that are working together on this process and that's wonderful and also challenging and I want to make sure that as.

404

02:12:21.390 --> 02:12:35.820

Cindy Chavez: As caltrain is thinking about its role that our partner agencies, especially agent an agency like bta that is one of the partners for this agency that we're making sure that we're collaborating as it relates to.

405

02:12:36.150 --> 02:12:42.510

Cindy Chavez: Any sorts of negotiation so we're not robbing from Peter to pay Paul, and I know you all are mindful of that.

406

02:12:43.290 --> 02:12:58.830

Cindy Chavez: I feel like in some of the earlier presentations not now, but some of the earlier presentations I felt like we were competing and we just need to remember that these are all public dollars and when we're using public assets and public resources that we we don't.

407

02:13:00.750 --> 02:13:10.770

Cindy Chavez: We don't unnecessarily cost ourselves money, whether it's from pocket bta or pocket caltrain so that's just one other thing I wanted to raise.

408

02:13:12.030 --> 02:13:15.420

Cindy Chavez: My last The last issue I just want to acknowledge, is that.

409

02:13:17.160 --> 02:13:23.160

Cindy Chavez: I really you know this development is over such a long period of time.

410

02:13:24.060 --> 02:13:34.950

Cindy Chavez: And, and I wanted to acknowledge the leadership that deb that you've had here, so your view of this is probably going to be, I mean it's certainly more expanded the mind.

411

02:13:35.730 --> 02:13:47.670

Cindy Chavez: But I think, as we think about negotiations that building in triggers for inaction are going to be very critical for us as a property owner and.

412

02:13:49.500 --> 02:14:08.760

Cindy Chavez: and making sure there's a way that that that that we are protected from anybody squatting without developing outside of the development timeline that that is one of my biggest worries about the horizon here is how all of that will be coordinated and how.

413

02:14:09.840 --> 02:14:23.130

Cindy Chavez: How that would protections are there going to be for property owners, as well as frankly for the communities around there because of the length of development so as this comes back those triggers are going to be very important for me thank you.

414

02:14:25.290 --> 02:14:26.070

Dev Davis: for having me humdinger.

415

02:14:27.270 --> 02:14:32.760

Steve Heminger: Thank you, Madam, Chair, I wanted to return briefly to the preservation question and.

416

02:14:33.990 --> 02:14:44.040

Steve Heminger: You know the the comparison to penn station in New York i'm not sure is entirely APP because that facility was vast and dera don is.

417

02:14:44.640 --> 02:14:54.420

Steve Heminger: much smaller and I worry more about it sort of being lost in a forest of tall buildings, even if it's preserved on its presence site.

418

02:14:54.960 --> 02:15:09.420

Steve Heminger: Can you try to give us a sense Sebastian of what kind of ongoing conversation is occurring about that question of scale, whether even the preservation statutes referred to the context.

419

02:15:10.530 --> 02:15:15.690

Steve Heminger: of a building or just the building itself and maybe if you could just.

420

02:15:16.710 --> 02:15:25.020

Steve Heminger: I don't I know it's preliminary but just paint a sort of visual picture of what what the dear done station looks like 20 years from now.

421

02:15:28.680 --> 02:15:36.240

Sebastian Petty: So so i'm not going to be able to answer all of those questions for you, and I think what we can do is commit to getting back to you on some of them, I will.

422

02:15:36.780 --> 02:15:47.070

Sebastian Petty: say just very clearly, and I think Aaron laid this out well that they're really been to intersecting processes here one is the descent process which has been a city lead process to.

423

02:15:47.940 --> 02:16:00.330

Sebastian Petty: plan for the land use of surrounding the station and then there's been the disk process which has been focused on the future of the station itself and the the associated transportation infrastructure feeding into that.

424

02:16:01.410 --> 02:16:18.300

Sebastian Petty: The extent that we've looked at the historic issue has really been more in the latter camp around the future of the station and, as I live there's ongoing work currently to understand what options might be there to adaptive reuse the station.

425

02:16:20.070 --> 02:16:27.330

Sebastian Petty: What what what the obligations are and and how we may be able to approach the station building going forward.

426

02:16:28.260 --> 02:16:40.920

Sebastian Petty: So I realize it's a very unsatisfying answer your question will get more back to you, but I don't have ready today to paint a picture of you what the dirt on area could look like will come back to you with the marvels.

427

02:16:42.600 --> 02:16:43.800

Steve Heminger: Okay, I look forward to that.

428

02:16:44.130 --> 02:16:54.090

Brian Fitzpatrick: Does it add some color to it to say, maybe two things I think that might be helpful right which is the Covenant does talk about the context of the station.

429

02:16:54.600 --> 02:17:04.800

Brian Fitzpatrick: And, most of the successful re uses of historic elements that that I've seen that I've read about don't really involve.

430

02:17:05.700 --> 02:17:14.970

Brian Fitzpatrick: What you're afraid of right director hamburger which is sort of we take the building and we make it like a little museum off to the side, surrounded by a bunch of big buildings, the successful.

431

02:17:15.690 --> 02:17:21.510

Brian Fitzpatrick: Developments integrate a station like that into what you bring to the table that's new.

432

02:17:21.990 --> 02:17:29.010

Brian Fitzpatrick: And so, when Sebastian says that this happens in the context of disk, which is the infrastructure work I think it's very important to.

433

02:17:29.460 --> 02:17:39.960

Brian Fitzpatrick: To for us to all think that that's where it is going to happen at that that disk work that's that's not yet plan that is plan, but not yet designed and a successful.

434

02:17:40.710 --> 02:17:50.310

Brian Fitzpatrick: Relocation will integrate that station as a component of a larger station and make it an active space, so this disk work that's going to happen in the future.

435

02:17:50.580 --> 02:17:59.670

Brian Fitzpatrick: I think, is where the rubber meets the road if we're going to be successful in this and, rather than just stick it on some parcels off to the side and be done with it so.

436

02:17:59.970 --> 02:18:10.020

Brian Fitzpatrick: You know and we're just not at that point yet, but we are very aware of both the covenants and our want and the city's want to make that a viable component.

437

02:18:16.980 --> 02:18:18.840

Dev Davis: yep anything further Director or.

438

02:18:19.830 --> 02:18:37.290

Steve Heminger: No, it just brings up the point I know today's focus of the focus of today's presentation was on a couple of parcels that we own that might be developed and as Brian just indicated, the kind of development that will occur with respect to dear don is entirely different.

439

02:18:38.490 --> 02:18:39.810

Steve Heminger: But I do think.

440

02:18:40.860 --> 02:18:52.080

Steve Heminger: At some point just intellectually it'd be helpful to join these disparate elements that that the JP be owns and influences and has members from.

441

02:18:53.220 --> 02:18:55.110

Steve Heminger: and get sort of a unified.

442

02:18:56.370 --> 02:19:03.480

Steve Heminger: presentation on what the whole thing looks like and how our obligations vary depending upon the parcel.

443

02:19:05.250 --> 02:19:22.890

Sebastian Petty: yeah director hemming or we've provided updates in the past on the disk program and certainly plan to do so in the future, and so I think is one of those comes up, which should be sometime in the next few months will will certainly make sure to address the questions are asking provides.

444

02:19:23.970 --> 02:19:39.120

Steve Heminger: Well, and it sounds to me as well that this disk and the other acronym I mean they both are going to have enormous influence on that that part of San Jose and it'd be good, I think, for us to see those two streams together.

445

02:19:40.290 --> 02:19:44.610

Steve Heminger: Not you know one one day, and the other 110 weeks from now.

446

02:19:47.220 --> 02:19:52.620

Dev Davis: I agree, Director having her and I've been steeped in this since the beginning of my term in 2017.

447

02:19:53.430 --> 02:19:54.210  
Steve Heminger: I brought you here.

448

02:19:55.530 --> 02:20:04.830  
Dev Davis: There is a lot of detail there it's it's not only my role as cows caltrain but it's also the area that I represent in in San Jose as well, so.

449

02:20:05.760 --> 02:20:21.780  
Dev Davis: Having a unified view is not been easy, but I think in the next few months we'll have a better sense of each of the things each of the components, now that downtown West has passed through Council so they have a kind of a more.

450

02:20:23.130 --> 02:20:31.710  
Dev Davis: detailed plan of that development that Google is driving, which is a subset of the descent, the dirt on station area plan.

451

02:20:32.880 --> 02:20:33.900  
Dev Davis: Which is where.

452

02:20:34.080 --> 02:20:36.930  
Dev Davis: The caltrain parcels that we've been talking about today.

453

02:20:36.930 --> 02:20:37.830  
Dev Davis: fall into.

454

02:20:39.030 --> 02:20:53.280  
Dev Davis: And I think it Sebastian can correct me if I'm wrong, but the disk process, which is about the station and the infrastructure has also advanced and will advance in the next couple of months to a place where we can have a more unified view.

455

02:20:53.550 --> 02:20:56.970  
Dev Davis: Although I will not say we have a unified timeline, unfortunately.

456

02:20:59.790 --> 02:21:00.600  
Steve Heminger: Thank you, Madam chair.

457

02:21:00.930 --> 02:21:06.600  
Dev Davis: I hope that gives you some more color, are there any other questions or comments from the board.

458

02:21:08.190 --> 02:21:21.150  
Dev Davis: Seeing none, this is an information item, so we can move on to item eight, which is the proclamation declaring September railroad safety and Suicide Prevention month I just have a few comments about this item.

459

02:21:22.680 --> 02:21:31.260  
Dev Davis: This reef this proclamation reaffirms our caltrans commitment to provide safe and efficient train service between San Francisco and gilroy.

460

02:21:31.560 --> 02:21:41.610  
Dev Davis: It is our opportunity to highlight the promotion and advancement of safety and prevention on the right of way through enhanced safety measures and increased public awareness.

461

02:21:42.300 --> 02:21:56.970  
Dev Davis: While we know that safety is a clear priority for the Rail Agency, we do know that also unfortunately 70% of the deaths that occur on the caltrain corridor are ruled suicides by the local their local coroner's offices.

462

02:21:59.640 --> 02:22:11.010  
Dev Davis: And so caltrain coordinates with regional mental health, as well as suicide and prevention and awareness organizations, because we want to help eliminate the stigma associated.

463

02:22:11.280 --> 02:22:18.390  
Dev Davis: With seeking help for depression or mental illness, to try to prevent these types of suicides and frankly all suicides.

464

02:22:20.280 --> 02:22:29.970  
Dev Davis: This year, to date, caltrain has experienced approximately 11 incidents along the rail corridor, including both pedestrian fatalities, as well as a fatal vehicle strike.

465

02:22:30.510 --> 02:22:40.320  
Dev Davis: The proclamation reiterates the three e's education engineering and enforcement of our ongoing don't short cut life.

466

02:22:40.590 --> 02:22:49.980  
Dev Davis: Rail Safety campaign, which is in partnership with the national operation with national operation lifesaver and California operation lifesaver.

467

02:22:50.610 --> 02:23:03.450  
Dev Davis: So at this time I can introduce tasha Bartholomew caltrans manager of communications, who will share some real safety and suicide prevention activities that that caltrain has planned for the month.

468

02:23:04.560 --> 02:23:04.890  
Dev Davis: asha.

469

02:23:05.730 --> 02:23:15.750  
Tasha Bartholomew: Thank you sure Davis and good morning board members so as charity, as mentioned i'm tasha Bartholomew i'm sure many of you board members here, for me, usually.

470

02:23:16.920 --> 02:23:21.180  
Tasha Bartholomew: In matt such a good way when we have incidents, but when I inform you of things that are happening.

471

02:23:21.840 --> 02:23:31.560  
Tasha Bartholomew: um but I did want to share with you some of the things that we are doing for real safety month this year i'm happy that we're going to be doing some new things because.

472

02:23:32.160 --> 02:23:40.230  
Tasha Bartholomew: Due to co bit last year we weren't able to do as many activities as we normally do, but this year, we do have some things that are happening so during Sep tember.

473

02:23:40.500 --> 02:23:54.840  
Tasha Bartholomew: caltrain will be pushing out real a key messaging through our website social media and traditional media, to ensure that our writers residents and other stakeholders are aware of how to stay safe, while walking or driving near the train tracks or visiting one of our many states.

474

02:23:56.010 --> 02:24:01.500  
Tasha Bartholomew: caltrain will also be promoting agency created real safety videos in addition to promoting.

475

02:24:01.830 --> 02:24:09.360  
Tasha Bartholomew: Rail Safety and Suicide Prevention messaging on our various social media platforms throughout the month using hashtag caltrain safe.

476

02:24:09.690 --> 02:24:22.290  
Tasha Bartholomew: And hashtag real safety, so I hope that you know, as you all are following us on our social media our various social media platforms that you all are either retweeting or re sharing some of our safety messages throughout the month.

477

02:24:23.790 --> 02:24:35.910  
Tasha Bartholomew: On September 17 at 10am caltrain will be hosting a ribbon cutting event at the new hillsdale caltrains station to celebrate the completion of the 25th avenue grade separation project in San Mateo.

478

02:24:36.390 --> 02:24:47.910  
Tasha Bartholomew: And I don't need to go into you know the good thing all the great things about grades separations but you all, should have a placeholder on your calendars and the official invitation will be going out to you all tomorrow.

479

02:24:49.380 --> 02:24:58.440  
Tasha Bartholomew: And I also want to share that I personally will continue to serve on operation lifesavers national advisory council and represent caltrain, which is the only commuter rail, road.

480

02:24:58.740 --> 02:25:08.100  
Tasha Bartholomew: nationwide represented represented on this advisory council so for those that aren't aware of what operation lifesaver is it's a national nonprofit public.

481

02:25:08.490 --> 02:25:15.180  
Tasha Bartholomew: Safety education and awareness organization that's dedicated to reducing collisions fatalities.

482

02:25:15.540 --> 02:25:25.440  
Tasha Bartholomew: and injuries and great crossings, as well as trespassing on or near railroad tracks and i'm proud to say that i've been involved with operation lifesaver since I joined caltrain 15 years ago.

483

02:25:26.310 --> 02:25:35.790  
Tasha Bartholomew: As a member of operation lifesavers national Advisory Council i've created or help create and Edit all of the outreach materials materials that have use nationwide.

484

02:25:36.240 --> 02:25:52.950  
Tasha Bartholomew: For real safety presentations and education so each year the national Advisory Council is responsible for coming up with new projects using FDA and fri funding for real safety education and i'm extremely grateful to be a part of that process and work with encountering that way.

485

02:25:54.270 --> 02:25:56.610  
Tasha Bartholomew: And also later this month we will be.

486

02:25:57.210 --> 02:26:08.610  
Tasha Bartholomew: will be there have been discussions that we will have a real safety episode on our new instagram live show called cal chats it hasn't debuted yet it's supposed to debut on September 10 with our very own Michelle bouchard.

487

02:26:09.000 --> 02:26:19.500  
Tasha Bartholomew: As the first guest, but we have had conversations about having a real safety aspect later in the month as real estate the week lines down, but we go from.

488

02:26:20.760 --> 02:26:26.520  
Tasha Bartholomew: I will, I think it would be on September 24 and, although this isn't occurring until after real safety month.

489

02:26:27.030 --> 02:26:35.880

Tasha Bartholomew: caltrans electrification team is expecting segments, or between Santa Clara and taming stations to be powered sometime later this year.

490

02:26:36.300 --> 02:26:50.400

Tasha Bartholomew: And in preparation of the first electrified segment caltrain is planning to conduct some outreach later this fall to ensure that our writers and other stakeholders are aware of the safety components of the new system, and although we don't have any.

491

02:26:50.550 --> 02:26:51.210

Huge progress.

492

02:26:52.350 --> 02:27:01.320

Tasha Bartholomew: as it relates to suicide prevention efforts I did we will be sharing messaging on our social media, but I didn't want to share some of the things that we have done.

493

02:27:01.800 --> 02:27:11.310

Tasha Bartholomew: Over the years, including forming Community partnerships with different organizations such as crisis text line project safety net.

494

02:27:11.970 --> 02:27:22.650

Tasha Bartholomew: The Santa Clara county Suicide Prevention Advisory Committee and the San Mateo county Suicide Prevention committee we've installed 250 Suicide Prevention signs at stations.

495

02:27:23.190 --> 02:27:35.250

Tasha Bartholomew: We have a dedicated Suicide Prevention resource page on our countering website we've raised over \$25,000 for the American foundation for Suicide Prevention out of the darkness walks.

496

02:27:35.850 --> 02:27:43.920

Tasha Bartholomew: And we've also sponsored symposiums and film festivals, as it relates to Suicide Prevention and we also held a.

497

02:27:44.940 --> 02:27:54.300

Tasha Bartholomew: meteor Roundtable a number of years ago, not that long ago, but to educate news outlets about the importance of responsible reporting, as it relates to intentional deaths.

498

02:27:54.900 --> 02:28:06.150

Tasha Bartholomew: Road so we've done a lot of work over the years and there's still much more work to be done, I caltrain I, I just want to say that safety is our highest priority, while we recognize that September.

499

02:28:07.290 --> 02:28:12.450

Tasha Bartholomew: As real safety of Suicide Prevention month our commitment to safety is a year round effort.

500

02:28:12.900 --> 02:28:25.950

Tasha Bartholomew: And caltrain also is dedicated to continually identifying options and resources around our tracks with those experiencing mental health crisis to reduce the number of intentional two miles, so this is the report and I'm happy to take any.

501

02:28:28.170 --> 02:28:44.430

Michelle Bouchard: picture Davis if I could before we take questions um first of all I want to say that tasha is sort of representative of the commitment that every caltrain and taz the employee.

502

02:28:45.630 --> 02:28:54.780

Michelle Bouchard: You know it's the commitment that we all make to safety first around the railroad but you know I I can't say enough about tasha has.

503

02:28:56.130 --> 02:29:08.850

Michelle Bouchard: You know, basically her sustained participation and her leadership on these issues and the organization and you know we're just so lucky to have such a committed individual who really does.

504

02:29:09.360 --> 02:29:18.210

Michelle Bouchard: continue to fly the flag and really you know supports all of us to do better in this regard, so I really do just want to say that tasha so thank you very much.

505

02:29:19.950 --> 02:29:31.230

Dev Davis: Thank you and thank you tasha for serving on the operation lifesaver advisory council and think that's fantastic, and it does speak to your commitment into our commitment as a railroad to safety.

506

02:29:34.170 --> 02:29:37.890

Dev Davis: I'm going to go to the public, now the first speaker is a way to do pre.

507

02:29:41.940 --> 02:29:46.050

aleta dupree, she, her: I'm like you shared that Davis the Members, the lead to do free for the record sheet and.

508

02:29:47.130 --> 02:29:53.400

aleta dupree, she, her: This is very important, and having written on railroad for over 50 years.

509

02:29:54.450 --> 02:30:12.660

aleta dupree, she, her: Railway safety is very important to me, and we have to have a heightened awareness across our system when people get injured for die on railroads it affects many profoundly.

510

02:30:13.710 --> 02:30:23.040

aleta dupree, she, her: And I hope that I'm never on a train that is involved in a fatality or injury.

511

02:30:24.120 --> 02:30:27.300

aleta dupree, she, her: because it affects all of us for foundlings.

512

02:30:28.410 --> 02:30:28.710

aleta dupree, she, her: and

513

02:30:30.690 --> 02:30:45.390

aleta dupree, she, her: As far as well before I go into the next thing not only should we be aware of suicide and vehicle accident and to be able to help people to understand the dangers of trying to beat signs on cross that.

514

02:30:47.040 --> 02:30:58.500

aleta dupree, she, her: I enlighten you also to an issue this happens in cities like New York of people being pushed to the tracks and how can we engage in awareness.

515

02:30:59.010 --> 02:31:13.110

aleta dupree, she, her: Of the dangers of being pushed onto a railroad tracks, so if you Google push to the tracks New York City subway there's some very disturbing stories about it, and now on to the next thing which is remember our veterans.

516

02:31:14.220 --> 02:31:17.760

aleta dupree, she, her: In the United States, an average of 20 veterans per day.

517

02:31:18.870 --> 02:31:23.310

aleta dupree, she, her: die of suicides and how many of those are her on railroad.

518

02:31:24.450 --> 02:31:35.370

aleta dupree, she, her: I think we need to be engaged with the veterans administration, especially when you have a lot of veterans coming home from Afghanistan I'm a veteran myself.

519

02:31:36.330 --> 02:31:45.090

aleta dupree, she, her: I don't know if he knows it, but I am I'm proud to be one thanks for doing the pledge of allegiance, this is very important to be a people's railroad Thank you.

520

02:31:46.020 --> 02:31:48.630

Dev Davis: Thank you next speaker is Roland.

521

02:31:55.290 --> 02:31:56.970

Roland audio: Can you hear me, Madam chair.

522

02:31:57.360 --> 02:31:58.470

Dev Davis: Yes, Hello.

523

02:31:58.980 --> 02:32:02.100

Roland audio: Okay, great I had to unmute myself so.

524

02:32:03.540 --> 02:32:12.720

Roland audio: Very briefly, well, like to do is touch on a different definition of the trees, which is engineering engineering and engineering.

525

02:32:14.100 --> 02:32:18.270

Roland audio: These are it's absolutely possible to establish a nexus between.

526

02:32:19.380 --> 02:32:25.200

Roland audio: engineering and both education and enforcement, but moving forward.

527

02:32:26.310 --> 02:32:45.150

Roland audio: What I personally tend to do is to show the bold specific examples of fall properly designed stations can avoid multiple fatalities, whether they are intentional or accidental Thank you.

528

02:32:47.310 --> 02:32:48.990

Dev Davis: Thank you next speakers Adrian brand.

529

02:32:52.530 --> 02:32:54.450

Adrian Brandt: Yes, thank you for the presentation on this.

530

02:32:55.890 --> 02:33:01.320

Adrian Brandt: subject, I just want to make a couple of observations, I have a personal connection to the subject is as.

531

02:33:01.830 --> 02:33:09.900

Adrian Brandt: an elementary school scared in menlo park and Nativity school a block away from the tracks a classmate of mine.



532

02:33:10.560 --> 02:33:21.300

Adrian Brandt: Was was hit and killed when I was thinking I can't remember see their third or fourth grade, and I, you know did see the aftermath, is quite dramatic.

533

02:33:21.960 --> 02:33:33.810

Adrian Brandt: She was trying to beat the train on her bicycle and, and that is an example of course and someone, and you know, trying to beat the train, but as the stuff that we're sharing earlier.

534

02:33:34.680 --> 02:33:43.230

Adrian Brandt: indicate, and my own survey of the statistics, I would venture about 90% of the pedestrian fatalities or suicide.

535

02:33:43.950 --> 02:33:52.800

Adrian Brandt: And that is not necessarily what I read classically called issue of safety that is a suicide issue and, as we know, it's a very difficult one.

536

02:33:53.220 --> 02:34:02.670

Adrian Brandt: All the signage that that has been put up you know, we did not used to have signage I don't want every year and added, but it was during a time when we have, I think, north of 20.

537

02:34:03.840 --> 02:34:11.820

Adrian Brandt: fatalities in one year and you know my observation is that great steps are great and a perfect vehicle vs auto.

538

02:34:12.570 --> 02:34:18.030

Adrian Brandt: Accidents but I unfortunately and Nice to say anything about their abilities prevent suicide.

539

02:34:18.990 --> 02:34:23.670

Adrian Brandt: There are numerous suicides all over the world, and until tree at stations.

540

02:34:24.210 --> 02:34:31.320

Adrian Brandt: And so the only system I've seen to really prevent suicide is what I've seen to the south Paulo and people mover systems around the world.

541

02:34:31.770 --> 02:34:41.190

Adrian Brandt: Where they are platform screen doors which makes pushing on two tracks you're calling on two tracks impossible because the train is essentially like an elevator car.

542

02:34:41.700 --> 02:34:53.940

Adrian Brandt: As you see, there for to the train Poles and and not until the train stops do the platform doors open and they line up with the train doors Sunday got there, but that means level boarding and fully great thanks.

543

02:34:56.520 --> 02:34:57.750

Dev Davis: next speaker is Jeff Carter.

544

02:35:02.430 --> 02:35:19.530

Jeff Carter: Thank you very much Jeff Carter I very much appreciate all the efforts of tasha and her team regarding safety and Suicide Prevention, this is very important and it's also unfortunate with suicides.

545

02:35:20.610 --> 02:35:25.560

Jeff Carter: it's hard to stop those sometimes but Adrian just made a good point about.

546

02:35:28.110 --> 02:35:46.980

Jeff Carter: Having platform screen doors which that's going to be an expense, but the main worth looking into but once again just very much appreciate the all the efforts at caltrain to to promote safety and help prevent suicide, thank you.

547

02:35:49.830 --> 02:35:52.530

Dev Davis: Thank you, turning back to my colleagues.

548

02:35:54.510 --> 02:35:58.710

Dev Davis: there any comments, if not looking for emotion, since it is a proclamation.

549

02:35:59.250 --> 02:36:01.020

Charles Stone: I'll happily oh.

550

02:36:01.050 --> 02:36:01.560

Second.

551

02:36:02.610 --> 02:36:04.230

Dev Davis: Thank you, Dr pine.

552

02:36:10.320 --> 02:36:10.680

Dev Davis: pine.

553

02:36:12.900 --> 02:36:23.880

Dave Pine: sees me I did have one observation or inquiry for passion, Michelle you know i've noticed that, when we communicate internally, and I think externally as well.

554

02:36:24.570 --> 02:36:37.680

Dave Pine: about these unfortunate incidents of suicide on our tracks we refer to the victims as trespassers and I wonder if that terminology is necessary, it certainly has a.

555

02:36:39.270 --> 02:36:47.490

Dave Pine: You know very negative connotation, and I would think they'd be difficult on the families involved and.

556

02:36:48.510 --> 02:36:51.600

Dave Pine: it's something that's crossed my mind, I wanted to raise with the staff.

557

02:36:53.550 --> 02:36:57.150

Michelle Bouchard: And i'll pick that up and.

558

02:36:58.410 --> 02:37:10.140

Michelle Bouchard: Rector pine actually there has been debate on how we characterize these incidents for four years, and we go back and forth We certainly want to be sensitive around this topic.

559

02:37:11.220 --> 02:37:21.150

Michelle Bouchard: I would say that there is another side of the argument that suggests that very, very much impacted or the crews and the engineers involved in the incidents that.

560

02:37:21.510 --> 02:37:29.310

Michelle Bouchard: You know don't anticipate that this will happen at all during their work day and so this is where we want to be absolutely certain.

561

02:37:29.730 --> 02:37:42.000

Michelle Bouchard: That everybody knows that the best way to be safe around the right of way is to stay out of the right way and so you certainly appreciate your sensitivity to that.

562

02:37:42.720 --> 02:38:03.360

Michelle Bouchard: it's I think it's an issue that we will be talking about going back and forth on and certainly director prime i'm happy to bring it up again, but I did want to present a side of the issue that often does not really get talked about, that is core to you know the railroad family.

563

02:38:04.950 --> 02:38:05.820

Dave Pine: Thank you for that.

564

02:38:06.900 --> 02:38:09.630

Dave Pine: perspective, I do think is worthy of continued discussion.

565

02:38:12.870 --> 02:38:13.410

Dev Davis: Thank you.

566

02:38:14.670 --> 02:38:15.990

Dev Davis: Sorry, can we have the role, please.

567

02:38:20.370 --> 02:38:20.850

Cindy Chavez: Yes.

568

02:38:22.860 --> 02:38:23.400

Jeff Gee: Yes.

569

02:38:25.500 --> 02:38:25.920

Dave Pine: Yes.

570

02:38:26.580 --> 02:38:27.570

Dora Seamans: director stone.

571

02:38:29.070 --> 02:38:29.970

Dora Seamans: about the walton.

572

02:38:30.720 --> 02:38:31.080

Yes.

573

02:38:33.810 --> 02:38:34.110

Monique Zmuda.: hi.

574

02:38:36.750 --> 02:38:37.050  
Steve Heminger: hi.

575  
02:38:39.090 --> 02:38:39.510  
Dev Davis: Yes.

576  
02:38:41.730 --> 02:38:48.870  
Dev Davis: Thank you, we will move on to reports, the first report is for from the citizens advisory committee, Brian.

577  
02:38:50.340 --> 02:39:06.930  
Brian Shaw: The sure Dave Morin directors, Brian shirt shirt and divided capturing to run the report for August 2021 meeting to meeting with hell online with a core all Members were President with a board action today all CAC physicians are now.

578  
02:39:08.070 --> 02:39:15.660  
Brian Shaw: But what comments at the beginning of the meeting included following a member of the public note of that and the new schedule that lady bullets do not pass anymore.

579  
02:39:16.440 --> 02:39:24.360  
Brian Shaw: and wonder why caltrain spend \$50 million on a show or more years ago they also suggested switching to go where a train to be going.

580  
02:39:25.320 --> 02:39:33.690  
Brian Shaw: Another member of the public commented on the pair system and express appreciation to this, the a fee for weighing in on the caltrain ferry system they noted.

581  
02:39:34.050 --> 02:39:43.830  
Brian Shaw: The regional Paris study has to luminary recommendation that will include some combination of free or reduced price transfers go anywhere transit passes.

582  
02:39:44.310 --> 02:39:52.440  
Brian Shaw: That are like a go pass across various trends system fair capping and possibly standardized regional they suggested the other.

583  
02:39:53.160 --> 02:40:00.120  
Brian Shaw: Agenda is for this gap in time to make a comment to the board through the comments at the beginning of the meeting include the following.

584  
02:40:00.540 --> 02:40:12.990  
Brian Shaw: SEC Member suggested caltrain during the mini high profile employers to make vaccinations mandatory and other CAC Member advise the Trinity to have legislation ad 14th on their radar.

585  
02:40:13.860 --> 02:40:22.830  
Brian Shaw: Public comments on the kitty comments are as follows the number, the public asked when will frontline employees or card vaccination or weekly covert testing.

586  
02:40:23.490 --> 02:40:28.950  
Brian Shaw: They remember the public stated that October would be too late to make a comment and regional fairly steady recommendations.

587  
02:40:29.430 --> 02:40:38.370  
Brian Shaw: For our comment to be relevant, they encourage the CAC to ask for a presentation in time to be able to grow, the comments the gtd before the decisions get made.

588  
02:40:39.060 --> 02:40:45.090  
Brian Shaw: The committee have a update from the California high speed rail project staff.

589  
02:40:45.810 --> 02:40:56.100  
Brian Shaw: Committee comments included the following a CSA Member wants to see the overall budget to bigger picture, where is the general schedule and Tom I the construction and ongoing efforts.

590  
02:40:56.640 --> 02:41:05.460  
Brian Shaw: Another car Member State is caltrain is truly changing all great crossing surface from Costa warning time to do a speech actors will increase downtime.

591  
02:41:06.210 --> 02:41:18.660  
Brian Shaw: Also research shows this approach does cause people to be tempted to drive around the gate and for that reason the benefit from the age, which prevent vehicle tribal wherever they stated that great separation is the ultimate solution.

592  
02:41:19.800 --> 02:41:28.980  
Brian Shaw: Public comments were as follows a member of the public house by high speed rail continues to support the option that has the surface parking even though there's another option available.

593  
02:41:29.490 --> 02:41:39.720  
Brian Shaw: surface parkings seem to be going in different directions, when the policies that county board has previously adopted in terms of favorite walking biking and trying to access to the station.

594  
02:41:40.290 --> 02:41:48.240  
Brian Shaw: high speed rail staff members of high speed rail is committed to working with all station cutie on working development and did all the plants around the station.

595  
02:41:49.080 --> 02:41:54.930

Brian Shaw: For any staff report there was a following kitty Comet a ch remember comments as the train to private.

596

02:41:55.620 --> 02:42:04.830

Brian Shaw: But we are looking for Russia to go up there also means the need for distance between people and that the special service for giant game trains feel particularly uncomfortable.

597

02:42:05.430 --> 02:42:11.610

Brian Shaw: They also complimented staff on the recovery time from the courage and vitality, especially during, especially the giants.

598

02:42:12.090 --> 02:42:18.030

Brian Shaw: was noted that the upcoming timetable change and added service should alleviate to train ceiling crowd.

599

02:42:18.780 --> 02:42:28.890

Brian Shaw: They remember the public seated they were glad to hear that there were special event service after concerts or they did not see special event services reflected on the website, other than for giant teams.

600

02:42:29.340 --> 02:42:38.040

Brian Shaw: That status at the website with the FDA soon another member of the public out with the timetable change, whether the police would go to six car train.

601

02:42:38.400 --> 02:42:49.620

Brian Shaw: To provide more elbow room staff stated that coaching with the five part training set so ever will provide more services than ever before, and, as things change staffers to paired to adjust quickly.

602

02:42:50.160 --> 02:43:05.490

Brian Shaw: For September the CAC is pulmonary said to hear an update I count on cars on tracks update on rail safety on and the South San Francisco station project where they're scheduled to meet on September 15 That concludes my report.

603

02:43:18.240 --> 02:43:18.420

Cindy Chavez: you're.

604

02:43:18.570 --> 02:43:19.140

James Harrison: Davis are.

605

02:43:19.530 --> 02:43:19.950

You.

606

02:43:21.840 --> 02:43:22.140

Dora Seamans: I.

607

02:43:22.170 --> 02:43:23.370

Dev Davis: Thought I unmuted.

608

02:43:23.430 --> 02:43:24.150

Dev Davis: Thank you.

609

02:43:26.490 --> 02:43:34.260

Dev Davis: I'll move on to my report, I would like to provide an update on the governance process, as you all know, we are working to adopt.

610

02:43:34.740 --> 02:43:44.940

Dev Davis: Recommendation about governance by the end of 2021 and to that and we held our fourth special meeting about governance on Friday August 20.

611

02:43:45.900 --> 02:43:59.700

Dev Davis: This was when the team presented the results of the financial and legal analyses of the self directed governance options so so excluding the regional options, since we have no way to analyze those yet.

612

02:44:00.240 --> 02:44:08.970

Dev Davis: And they also presented some findings about qualitative interviews that were completed with board members and other stakeholders over the summer.

613

02:44:10.020 --> 02:44:20.400

Dev Davis: After hearing the results of the analysis, the Board was able to have a robust discussion about the findings and self directed governance options, I want to thank the board for.

614

02:44:20.640 --> 02:44:30.060

Dev Davis: Such a productive meeting and for their participation, as well as the staff team that they're prepared and presented all the material discussed there was a lot of it.

615

02:44:30.690 --> 02:44:32.790

Dev Davis: It was a it was a long meeting, but it was a good one.

616

02:44:33.720 --> 02:44:45.990

Dev Davis: No decisions were made at the meeting on the 20th and we've asked the governance staff team to come back to refine some of the options for further discussion at our next special meeting, which will be held on Thursday September 30.

617

02:44:46.470 --> 02:45:04.680

Dev Davis: From 9am to 1pm after that meeting our sixth and for now final special meeting will be held on October 22 from one to 4:30pm and that's when we will revisit the regional discussion.

618

02:45:05.880 --> 02:45:16.530

Dev Davis: At our regular meeting in November, we will plan to discuss a draft recommendation for governance, with the adoption of the final recommendation plan for the December jpg meeting.

619

02:45:17.670 --> 02:45:25.050

Dev Davis: Finally, I would like to thank you all for the focus and attention that you are giving the governance process, this was.

620

02:45:25.500 --> 02:45:36.510

Dev Davis: Something that we promised in measure our our that we would do and so following through on our promises to the voters, is very important and I appreciate you all that we.

621

02:45:37.530 --> 02:45:49.560

Dev Davis: For for working on that so earnestly so that's it for my comments the next report is from director G about the local policymakers group meeting.

622

02:45:50.430 --> 02:45:58.710

Jeff Gee: A teacher Davis, the local policy maker group LP mg didn't meet last week on August 26 that detail summaries available on the website.

623

02:45:59.610 --> 02:46:08.190

Jeff Gee: But just some highlights 13 of the team members did attend the meeting, and there were two presentations by caltrain the first one was by Ted.

624

02:46:08.940 --> 02:46:26.130

Jeff Gee: Berg when who presented on the new caltrain schedule and the goals of the new schedule in the short term, and that we heard at our board meeting, as well as we heard public comment from and trying to expand the markets, especially with the.

625

02:46:27.690 --> 02:46:44.430

Jeff Gee: Non peak and weekend service more trains available, the second presentation was by Casey prompts and who talked about the ridership marketing efforts for the month of Sep tember that half of caltrain fairs and original all aboard Bay area transit campaign.

626

02:46:45.630 --> 02:46:55.290

Jeff Gee: or a nose presentations by high speed rail the last meeting and just some themes that came out of the Members about how the new service benefits low income writers.

627

02:46:55.830 --> 02:47:04.170

Jeff Gee: And if there are more steps that caltrain can take to reduce the barrier for those that may not traditionally been caltrain writers, or who can afford it.

628

02:47:05.340 --> 02:47:15.510

Jeff Gee: There was general appreciation for Members on the new schedule, particularly the midday and off peak service and a reminder and a request to make sure that the caltrain mobile APP.

629

02:47:16.830 --> 02:47:26.520

Jeff Gee: continues to include rock planning and ability to cross transit properties, so people can plan their trips, thank you, Dr Davis, for the opportunity report.

630

02:47:28.620 --> 02:47:33.870

Dev Davis: Thank you next is the report of the executive director Michelle.

631

02:47:37.110 --> 02:47:51.090

Michelle Bouchard: Good morning directors, I will be very brief, but I do want to highlight a few things my full report is in the packet, but we have some things that are that are quickly developing or progressing so first.

632

02:47:51.090 --> 02:47:51.420

Michelle Bouchard: I wanted to.

633

02:47:51.510 --> 02:48:01.710

Michelle Bouchard: Talk about state advocacy efforts and as a reminder, in July, the governor signed a budget bill that includes almost \$3 billion in new investments and transportation funding.

634

02:48:02.220 --> 02:48:15.810

Michelle Bouchard: This is continuing conditioned on the stimulus out simultaneous allocation of 4.2 billion in bond funding for the high speed rail project, so if both packages are not approved all funding will revert to the general fund.

635

02:48:17.190 --> 02:48:28.980

Michelle Bouchard: So this requires state legislative leadership to get together before September 10 to negotiate the final transportation package of one is going to be.

636

02:48:29.730 --> 02:48:41.490

Michelle Bouchard: negotiated so we have been working with the board members, our delegation, as well as both at the state and the federal level to help to.

637

02:48:41.910 --> 02:48:51.300

Michelle Bouchard: Not only support that transportation package and that negotiation, but also to advocate for electrification funding.

638

02:48:51.840 --> 02:49:01.110

Michelle Bouchard: We are seeking 100 million dollar earmark to support that project and so we're going to continue to keep the board updated.

639

02:49:01.710 --> 02:49:09.660

Michelle Bouchard: Right now it's it's in the balance, whether this is going to happen by the 10th and so for sure we'll keep you informed but.

640

02:49:10.470 --> 02:49:20.460

Michelle Bouchard: You know, definitely also also just want to give a specific shout out to our federal delegation, which includes senators Feinstein of India and representatives as shoe and sphere.

641

02:49:21.450 --> 02:49:36.240

Michelle Bouchard: As a note we also will be you know, continuing to keep tabs on federal funding for not only the electrification program but some of the initiatives coming out of the business plan tasha did mention the ribbon cutting.

642

02:49:38.970 --> 02:49:44.640

Michelle Bouchard: At the 25th avenue rate separation project we're super happy to have that eminent.

643

02:49:45.690 --> 02:49:49.590

Michelle Bouchard: It is a safety project that has so many other benefits.

644

02:49:50.910 --> 02:50:02.550

Michelle Bouchard: And then just really do want to reiterate, I am technologically not very adept but behind me you'll see our new schedule we're so proud to be able to.

645

02:50:02.850 --> 02:50:18.150

Michelle Bouchard: Bring the highest level of caltrain service back to the corridor we're really hoping to capture both returning riders and new riders with all sorts of peak and off peak markets being served.

646

02:50:18.930 --> 02:50:26.580

Michelle Bouchard: We really hope that coupling this with the 50% off discount for the month of September, we hope to kick start.

647

02:50:27.600 --> 02:50:43.770

Michelle Bouchard: Some additional ridership ridership that will be fully mast to ensure safety on board trains, we have a couple this with a pretty massive effort at marketing and advertising, both at the regional and local level, so.

648

02:50:44.640 --> 02:50:55.830

Michelle Bouchard: We I certainly have seen a lot of that advertising myself as I traveled from region so really happy also to bring back the baby bullet service.

649

02:50:56.280 --> 02:51:08.550

Michelle Bouchard: That that returning that service has been widely praised, I did want to address some issues that have been brought up related to the runtime of the baby bullet, which is at 66 minutes.

650

02:51:09.420 --> 02:51:20.250

Michelle Bouchard: wanted to advise that, while in the in the past, the very far past we have had baby bullet service with shorter runtime.

651

02:51:21.030 --> 02:51:29.040

Michelle Bouchard: What we found, first of all, that it was very difficult to have that service run reliably at those shorter run times.

652

02:51:29.370 --> 02:51:32.910

Michelle Bouchard: But also wanted to point out the the version of the bullet, we have out there.

653

02:51:33.270 --> 02:51:48.540

Michelle Bouchard: is running at the average time that the bullets ran at previous to the pandemic so really hoping that we bring some writers back as we brought back all of our grades of service and then, finally, just one more thing.

654

02:51:49.110 --> 02:52:00.450

Michelle Bouchard: September is Bay area transit month and, as part of those efforts there are events planned throughout the bay area, including a celebrate celebratory are our train.

655

02:52:01.320 --> 02:52:09.390

Michelle Bouchard: The measure our champions and supporters, let us know they're celebrating the victory on Sunday September 26 on train to 37.

656

02:52:10.290 --> 02:52:28.800

Michelle Bouchard: And it will be a moving celebration starting and dear it on station, again, I encourage folks to attend ride the train or come see us at the station, I will be writing to thank folks for their hard work for their releasing caltrain throughout the pandemic.

657

02:52:29.910 --> 02:52:41.280

Michelle Bouchard: And certainly to to thank all of the folks that supported the passage of measure are so that was slightly longer than I anticipated I thought that would be important to highlight those things.

658

02:52:41.610 --> 02:52:50.160

Michelle Bouchard: I do want to hand it over to John Fogy to briefly give an update on the electrification Program.

659

02:52:51.030 --> 02:53:08.250

Michelle Bouchard: This this there was a full some presentation provided at the whip lip subcommittee so his presentation here on the project progress will be slightly shorter than that, and it will be a verbal update John.

660

02:53:09.330 --> 02:53:15.540

John Funghi: Good morning board of directors, through the Chair John cooney calm on on electrification during the month of August.

661

02:53:16.050 --> 02:53:29.760

John Funghi: The installation of foundations continued at night with on track foundations installed in segment two using the Foundation train and off track foundations being on segment one in the San Francisco piece.

662

02:53:30.630 --> 02:53:38.580

John Funghi: As a result, I'm pleased to report that we completed a major milestone in August by completing all foundations in segment two.

663

02:53:39.960 --> 02:53:55.440

John Funghi: So all foundations now are installed south of South San Francisco we currently have 341 foundations left all in the San Francisco Brisbane section from the required total of.

664

02:53:56.040 --> 02:54:11.490

John Funghi: 3100 foundations and we anticipate completing all foundation work by the end of this year, overall, the stats are 89% of the foundations are done and 66% of the polls have been installed.

665

02:54:12.660 --> 02:54:25.080

John Funghi: The on track foundation equipment, otherwise known as the foundation train is currently re mobilizing to start installing on track foundations, with the train in segment one.

666

02:54:25.950 --> 02:54:39.780

John Funghi: This week with installation to start right after Labor day so segment one will have to two rigs one on track that night and then off track rigs to complete the remaining 341 foundations left.

667

02:54:41.310 --> 02:54:48.960

John Funghi: The follow on work is the installation of the ocs the Poles that can leverage and wires it's progressing as planned.

668

02:54:49.680 --> 02:55:08.460

John Funghi: bb is also initiating for the first time progressing the testing and feel of a tps to station, otherwise known as our traction power station facility number two in San Jose and preparation of the plan powering up of segment for by the end of November.

669

02:55:09.870 --> 02:55:21.540

John Funghi: we've also made progress in completing the paralleling stations we've set 25 kV enclosures and in six and seven, those are the stations in sunnyvale and TIM lan.

670

02:55:21.990 --> 02:55:29.820

John Funghi: They were delivered last week, and also the enclosure for the paralleling station Palo Alto what is planned to be delivered today.

671

02:55:30.840 --> 02:55:40.800

John Funghi: The infrastructure progress supports attaining and open ocs infrastructure completion from end to end by the second quarter of 2022.

672

02:55:42.750 --> 02:56:00.330

John Funghi: So regarding the signal system upgrade work we initiated post testing at CP shark and San Jose along with pre testing and planned for planted over in segments to at our CP Center in Mowbray and CP truedell in burlingame.

673

02:56:01.380 --> 02:56:11.790

John Funghi: Balfour also continues to install duck bank and support of the future signal system installation and is installed over 2600 linear feet of signal duck think.

674

02:56:13.650 --> 02:56:28.530

John Funghi: During the past month we've also continued our commercial discussions with our contractor bell for BT regarding the signal system grade crossing commercial issues, focusing in on the time related overhead expenses that bow for his request.

675

02:56:29.970 --> 02:56:44.430

John Funghi: To address their management costs to stay on the project longer to solely complete the great crossing and systems integration work from late when the infrastructural be completed too early 2024.

676

02:56:46.470 --> 02:56:55.260

John Funghi: Moving on, or train manufacturer stadler USA is still undergoing train set a dynamic type testing in Pueblo Colorado.

677

02:56:55.950 --> 02:57:02.550

John Funghi: that our first train sets performing very well with completion anticipated in early October.

678

02:57:03.330 --> 02:57:20.400

John Funghi: Train set number one is currently loaded with passenger weight on board, otherwise known as sandbags and waterfield containers to simulate revenue service and is currently scheduled to begin the electromagnetic interference, testing, otherwise known as EMI testing next week.

679

02:57:21.960 --> 02:57:35.010

John Funghi: As report to the board previously in June and July stadler has a jump in covert cases 10 to 15 over the over those last two months that they believe was attributed to the delta variant.

680

02:57:35.910 --> 02:57:48.240

John Funghi: The August figures have been successfully reduced to five total cases which is good news and the factory in salt lake is now open to essential travel and visitors.

681

02:57:49.320 --> 02:57:57.840

John Funghi: On the administrative side pcf has submitted the project remediation plan to high speed rail in accordance with our grant agreement with them.

682

02:57:58.230 --> 02:58:09.600

John Funghi: And we're currently working on the project recovery plan is requested by the Federal transit administration, so that completes my verbal presentation and I'm available to answer any questions you may have.

683

02:58:11.610 --> 02:58:15.420

Dev Davis: Thank you down look out to the public, first, the first color is a dina.

684

02:58:20.520 --> 02:58:32.730

Adina Levin: Good afternoon board members and hope that everyone is able to participate in Bay area transit month, this is something where.

685

02:58:33.960 --> 02:58:53.310

Adina Levin: People are encouraged to ride transit and particularly leaders encouraged to ride transit during the month of September and publicize it using the hashtag of transit month and hope that people can join at the platform we're on the train for the measure our our.

686

02:58:54.570 --> 02:59:01.080

Adina Levin: event on the 26th of September on Sunday and.

687

02:59:02.880 --> 02:59:11.910

Adina Levin: On a different topic following up to the CAC report.

688

02:59:13.590 --> 02:59:26.460

Adina Levin: This is regarding the CAC a wanting to be able to comment on the regional bear study the the and.

689

02:59:27.480 --> 02:59:39.060

Adina Levin: I am wearing a civic hat, the chair of the advisory body to the study and it's with that hat that I'm pretty keenly aware that the schedule of that study.

690

02:59:39.540 --> 02:59:44.640

Adina Levin: will have the detailed recommendations presented to our body on Sep tember 10.

691

02:59:45.240 --> 02:59:52.890

Adina Levin: To the fair integration task or September 20 and then in a road show at the transit boards between September 20 and October 18.

692

02:59:53.460 --> 03:00:03.420

Adina Levin: And so, logically, the date that that would come to the caltrain board would be the first Thursday in October and, therefore, if the CAC.

693

03:00:03.930 --> 03:00:11.370

Adina Levin: given us the ACS wish to comment on it that would make it their September meeting, so I do hope that is made available to that body to be able to.

694

03:00:12.150 --> 03:00:23.640

Adina Levin: do its duty in advising the caltrain board on that topic, and you know will may well have comments on that, once the detailed recommendations are available, but first to.

695

03:00:23.640 --> 03:00:23.910

Shamann Walton: Seeing.

696

03:00:24.600 --> 03:00:25.830

Adina Levin: The able to comment, thank you.

697

03:00:26.490 --> 03:00:28.530

Dev Davis: Thank you next speaker is a leader to pre.

698

03:00:32.010 --> 03:00:45.990

aleta dupree, she, her: Well, thank you, shared that Davis deleted the briefing record she and her hope you can hear me I'm on a bus and I'm wearing a mass keepsakes out here, I think it's a good report I'm appreciative of the work of the foundations.

699

03:00:47.220 --> 03:00:57.150

aleta dupree, she, her: Thank you to john for continuing to focus on this because we can't have a railroad with without foundations, and I wish people would.

700

03:00:57.570 --> 03:01:10.140

aleta dupree, she, her: talk more about foundation, so at least I'm not alone here john talking about it, too, so we just have to focus on that, and then we can go on to other things because there has to be a logical progression with I will.

701

03:01:10.170 --> 03:01:11.430

aleta dupree, she, her: finish this hotel rest.



702

03:01:12.600 --> 03:01:15.030  
aleta dupree, she, her: And i'm hoping to get back on the railroad soon.

703

03:01:19.230 --> 03:01:23.940  
aleta dupree, she, her: And so, so good work in that certainly all the other things are.

704

03:01:30.270 --> 03:01:31.680  
aleta dupree, she, her: Maybe it may.

705

03:01:42.570 --> 03:01:43.980  
Dev Davis: we're having trouble hearing you.

706

03:01:46.290 --> 03:01:46.920  
aleta dupree, she, her: I hope.

707

03:01:48.390 --> 03:01:56.670  
aleta dupree, she, her: i'll see people talking about green again i'm to race matters of safety, I think that we have a good team here to.

708

03:01:58.560 --> 03:02:09.480  
aleta dupree, she, her: get this work done so sorry I sound a bit muffled but Such is life when you ride buses will learn bass and zoom makes it happen and i'll stop there, thank you.

709

03:02:10.620 --> 03:02:12.150  
Dev Davis: Thank you next speakers Jeff Carter.

710

03:02:17.940 --> 03:02:21.810  
Jeff Carter: Thank you very much, thank you for the reports and everything.

711

03:02:22.950 --> 03:02:31.080  
Jeff Carter: I appreciate the progress of the Foundation installation it's great to see that.

712

03:02:32.490 --> 03:02:32.790  
Jeff Carter: i'm.

713

03:02:33.810 --> 03:02:34.140  
Jeff Carter: Quite.

714

03:02:35.190 --> 03:02:35.790  
Jeff Carter: Our leader.

715

03:02:36.840 --> 03:02:54.690  
Jeff Carter: You know I want to see this this railroad effect electrified as soon as possible, so this has been talking about this for 30 to 40 years so let's see if it can be you know, the more we can expedite the electrification and get the electric trains out here, the better.

716

03:02:56.010 --> 03:02:56.850  
Jeff Carter: I can't wait.

717

03:02:57.870 --> 03:03:05.190  
Jeff Carter: I really appreciate the the slide presentation 24 page slide presentation that's that's on there it.

718

03:03:06.630 --> 03:03:11.310  
Jeff Carter: gives a great overview and progress of the.

719

03:03:12.750 --> 03:03:15.720  
Jeff Carter: The catenary in etc.

720

03:03:16.830 --> 03:03:30.090  
Jeff Carter: I think, be nice to see a little bit more detail on the em you electric trains, but I really appreciate this because I think I asked for something like this in previous meetings and.

721

03:03:30.870 --> 03:03:44.760  
Jeff Carter: You know this is simple it gets to the point and people can you know look through it, and this, there should be a link to this slide presentation, right at the beginning of the of the.

722

03:03:45.960 --> 03:03:47.550  
Jeff Carter: The web the web page.

723

03:03:48.660 --> 03:04:04.110

Jeff Carter: So hopefully we'll see that you know, not to mention that the the monthly report that's 120 pages that's good too, but I think having the short and simple one for people to look through it's great and, lastly, one thing.

724

03:04:05.130 --> 03:04:24.390

Jeff Carter: I'd like to know if there's any upstate I know about comprehensive fair proposals that was talked about when Mr Hart and it was still here and really haven't heard anything I know we have the discount for September, but I thought there would be a.

725

03:04:25.440 --> 03:04:31.740

Jeff Carter: An update or something on comprehensive fair changes due soon, thank you.

726

03:04:34.140 --> 03:04:36.000

Dev Davis: next speaker is Roland.

727

03:04:52.680 --> 03:05:09.690

Roland audio: Thank you for the am use my time, Seamus officiated couple of things i'd like to touch on so first of all, some of you may have seen a shoe a pra the current seating our the seating capacity during peak.

728

03:05:11.220 --> 03:05:15.750

Roland audio: And the reason I issued that pra is that some of you may recall.

729

03:05:16.890 --> 03:05:30.120

Roland audio: Prior to us getting these generous funding from the Federal transit administration, we have to make a commitment to increase the power, the seating capacity by a minimum of 10%.

730

03:05:31.560 --> 03:05:34.140

Roland audio: After spending north of \$2 billion.

731

03:05:35.640 --> 03:05:41.580

Roland audio: The situation right now is that we've actually decreased capacity by 40% for two reasons.

732

03:05:42.540 --> 03:05:56.970

Roland audio: First of all, there's a train missing so that's 20% right day that you add insult to injury to train lines have been shortened from 65 cars that needs to be addressed, now the command miss will shop made about.

733

03:05:58.110 --> 03:06:09.240

Roland audio: reliably or shorter runs between sign of the San Francisco that goes to the heart of this discussion we are having with this 25 year missing.

734

03:06:10.980 --> 03:06:15.300

Roland audio: Mid peninsula passing capacity just out of Redwood city.

735

03:06:16.230 --> 03:06:25.320

Roland audio: Once you get that done well actually before we get it done just watching modeling and see what happens to the timetables and i'll be going to some more tangible the same exactly what the problems with.

736

03:06:25.860 --> 03:06:34.980

Roland audio: Last command is on signaling, as you know, I shoot the era and baton back in January, they are serious issues with the timings of.

737

03:06:35.640 --> 03:06:50.550

Roland audio: Virginia and also resembles a with a gate warnings, being a to north of three minutes versus 35 seconds i'd like to see a monthly report on every great crossing timing every month of the weekly Committee, thank you.

738

03:06:53.310 --> 03:06:55.020

Dev Davis: Thank you next speaker is vaughn.

739

03:06:57.300 --> 03:06:57.600

Roland audio: yeah.

740

03:06:57.870 --> 03:06:59.100

Vaughn: This is kind of off the wall, but.

741

03:06:59.880 --> 03:07:00.900

Roland audio: Does the.

742

03:07:01.290 --> 03:07:02.670

Vaughn: Staff maintain.

743

03:07:03.480 --> 03:07:05.580

Vaughn: Have any idea how many new.

744

03:07:07.680 --> 03:07:17.610

Vaughn: Electric traction employees have been added from the local area I mean workforce development on say solar energy, and all that kind of stuff dependent on.

745

03:07:18.120 --> 03:07:26.430

Vaughn: Bigger much bigger force, since we need four to five times as much renewable energy than we currently have in order to survive for the next 30 years.

746

03:07:27.600 --> 03:07:29.760

Vaughn: Otherwise we owe a lot of these plans.

747

03:07:32.610 --> 03:07:45.480

Vaughn: Bay area and the link 21 and stuff will never come to to be but workforce development is important and there's local people, not all of whom go to universities and stuff like that that.

748

03:07:47.010 --> 03:07:54.930

Vaughn: could have been trained during this process, is there any way to track that or track it in the future, see how many people.

749

03:07:55.890 --> 03:08:04.830

Vaughn: You know, have been trained to be able to do electric traction stuff because one of the big Another good thing is one of the big problems with doing rail is.

750

03:08:05.370 --> 03:08:13.470

Vaughn: there's not very many Vale type of people in the United States there's thousands of paving companies and stuff like that, for the roads and.

751

03:08:14.400 --> 03:08:23.790

Vaughn: Especially in California, the Labor unions essentially drive what gets done and them and the developers, so the bigger staff, you have the more train people that can do that kind of thing.

752

03:08:24.240 --> 03:08:27.480

Vaughn: Especially like the capital quarter someday that should be fully electrified.

753

03:08:28.080 --> 03:08:42.870

Vaughn: probably more important than spending \$6 billion for six miles in San Jose probably more beneficial to San Jose than anybody else but where's the workforce development they keep track of it is something you can keep track of or make note of, or that kind of thing, thank you.

754

03:08:46.140 --> 03:08:47.220

Dev Davis: next speakers Adrian.

755

03:08:54.690 --> 03:08:55.590

Adrian Brandt: I wanted to.

756

03:08:57.150 --> 03:09:00.270

Adrian Brandt: make a suggestion that we are prepared.

757

03:09:01.980 --> 03:09:20.310

Adrian Brandt: Further delays the program, especially with that top project rest of the dual fee check, otherwise known as signaling issue in our risk register if that continues to dry out our ability to start running electrically past 2024.

758

03:09:21.510 --> 03:09:25.740

Adrian Brandt: I do think it would be a worthwhile of being prepared for sort of a.

759

03:09:27.510 --> 03:09:32.340

Adrian Brandt: Plan B and plan B, whereby our existing diesel fleet.

760

03:09:33.660 --> 03:09:38.670

Adrian Brandt: can be connected to the em years and cold them, as you know, unpaid and train sets.

761

03:09:39.840 --> 03:09:49.050

Adrian Brandt: You know, from a from a power perspective, this should totally be workable and I know that there are some adapter connectors in the in the contract so.

762

03:09:49.800 --> 03:09:57.000

Adrian Brandt: But it's my understanding that you know, maybe some testing has to occur or whatever to get to make sure that that all.

763

03:09:57.480 --> 03:10:03.780

Adrian Brandt: worked out copacetic ahead of time, so that's not something can be decided last minute, but my thought is that if we have.

764

03:10:04.350 --> 03:10:16.080

Adrian Brandt: Any deliveries coming in and our existing fleet and we're kind of in the space crunch, and I think the public and the board all of us to be anxious to start writing the new equipment.

765

03:10:16.860 --> 03:10:29.010

Adrian Brandt: There is no reason why we can't run diesel's under the wires it's just countering is already planning to do with gilroy trains and all those em us behind these locomotive until all the.

766

03:10:30.780 --> 03:10:45.150

Adrian Brandt: kids can be crashed i's dotted etc and get the final approvals for the great crossing system and all the signaling issues so that's that's something I think that needs to occur now and not later be investigated thanks.

767

03:10:47.400 --> 03:10:48.180

Dev Davis: Thank you.

768

03:10:49.980 --> 03:10:59.430

Dev Davis: that's it for reports will move on to item 10 options for apb and committee meetings, after the expiration of the governor's executive order James.

769

03:11:00.450 --> 03:11:02.640

James Harrison: Thanks Jared Davis, let me share my screen.

770

03:11:21.150 --> 03:11:30.930

James Harrison: Alright, good afternoon everyone we'd like to briefly update the board about the current status of the state's open government laws.

771

03:11:31.590 --> 03:11:44.850

James Harrison: discuss options for future board and committee meetings to inform our work on a proposal for future meetings to be presented to the board at its October meeting.

772

03:11:45.390 --> 03:12:01.140

James Harrison: And then we'd also like to ask the board to delegate authority to the Chair to determine how the October board meeting should be conducted in light of uncertainty, both about the state of the law, as well as covert.

773

03:12:02.730 --> 03:12:17.970

James Harrison: So, as you all know, the governor issued an executive order fairly early on during the pandemic suspending that brown act requirements that order was extended once but now is due to expire on September 30.

774

03:12:19.080 --> 03:12:19.860

James Harrison: Of this month.

775

03:12:21.000 --> 03:12:24.930

James Harrison: Given the current conditions it's possible that the order may be extended.

776

03:12:26.310 --> 03:12:38.040

James Harrison: It's, also the case that earlier this week the legislature amended a bill that would authorize local agencies to continue to re meet meet remotely.

777

03:12:38.640 --> 03:13:00.480

James Harrison: During a declared state of emergency that bill is now an urgency bill, meaning that if the legislature were to pass it and the governor were to sign it by October 10th it would take effect immediately so it's fair to say there is some significant uncertainty about.

778

03:13:01.650 --> 03:13:21.690

James Harrison: What the open government laws will look like, by the time the board next meets in early October I just a quick note that the Finance Committee and the lip lip committee are scheduled to meet before September 30 so they will continue to meet remotely under the existing executive order.

779

03:13:22.710 --> 03:13:34.650

James Harrison: So if either the executive order is extended or if the legislature passes a B 361 authorizing the JP be to continue to meet remotely it can do so.

780

03:13:35.160 --> 03:13:43.620

James Harrison: If the executive order expires, and if the legislature doesn't pass the bill, then the brown act requirements will apply immediately.

781

03:13:44.100 --> 03:13:51.120

James Harrison: And the GP will often have to offer a physical location, from which directors and members of the public can participate.

782

03:13:51.840 --> 03:14:02.460

James Harrison: As you all, probably remember from pre coven days the brown act as authorized remote participation, provided that a majority of Members participate from within the three counties.

783

03:14:03.240 --> 03:14:12.660

James Harrison: That the address of remote sites is included on the agenda and that remote sites are a da compliant and accessible to the public throughout the meeting.

784

03:14:14.340 --> 03:14:27.450

James Harrison: For future meetings that JP has to determine whether to allow directors to continue to participate remotely and whether to allow members of the public to participate, both in person, as well as remotely.

785

03:14:28.920 --> 03:14:38.070

James Harrison: In terms of remote participation by the Directors the brown act permits directors to participate remotely provided the criteria I mentioned above are satisfied.

786

03:14:39.030 --> 03:14:50.940

James Harrison: That JP has used telephonic participation as a means to allow Members to participate remotely in the past, which is of course feasible but present some technical audio issues.

787

03:14:51.660 --> 03:15:00.930

James Harrison: zoom participation is also technically feasible, there is a large monitor in the auditorium in San Carlos that could display.

788

03:15:01.950 --> 03:15:12.240

James Harrison: Images of Members who are participating remotely, but it has not yet been tested and it does raise some practical issues remote participation by members of the public.

789

03:15:13.350 --> 03:15:27.870

James Harrison: is authorized by the brown Act, which allows publication ceased to offer greater access, then, is required by law, and it is also technically feasible but presents some practical issues, including the order in which public comments are taken.

790

03:15:29.040 --> 03:15:36.600

James Harrison: In terms of future meetings, there are three options and a few sub options, first the board could.

791

03:15:37.560 --> 03:15:47.880

James Harrison: require that directors and members of the public participate in person, a second option would be hybrid meetings with directors participating in person.

792

03:15:48.720 --> 03:16:00.030

James Harrison: and members of the public participating remotely and in person, and then a third option would involve hybrid meetings with both in person and remote options for both directors and members of the public.

793

03:16:01.200 --> 03:16:03.780

James Harrison: There are three sub options under Option three.

794

03:16:04.830 --> 03:16:19.290

James Harrison: One possibility would be for the JP be to offer three physical locations, one in each county with directors participating from those notice locations and members of the public, either participating in person or remotely.

795

03:16:20.640 --> 03:16:33.480

James Harrison: Second, alternative would be to allow directors to continue participate remotely as needed to the extent they have scheduling conflicts and allow the public to participate in person or remotely.

796

03:16:33.930 --> 03:16:50.160

James Harrison: And then the final option or alternative under Option three would be to allow directors to participate remotely on a limited basis, for example, a limited number of directors per meeting and to allow the public to participate, both in person or remotely.

797

03:16:51.900 --> 03:17:09.990

James Harrison: We would like to request that the board authorized the Chair to determine how to handle the October JP be meeting and light of evolving circumstances and we will plan to bring a policy for the board's consideration regarding future meetings at the board's October meeting.

798

03:17:11.070 --> 03:17:13.740

James Harrison: And with that I will turn it back to your chair Davis.

799

03:17:16.050 --> 03:17:20.640

Dev Davis: Thank you will go to members of the public first first speaker is Jeff Carter.

800

03:17:24.840 --> 03:17:30.750

Jeff Carter: Okay, thank you very much, I very much in support of allowing.

801

03:17:31.830 --> 03:17:43.200

Jeff Carter: members of the public to participate, either in person or remotely I think it, it allows for more public participation and and.

802

03:17:44.790 --> 03:17:47.670

Jeff Carter: You know better, better transparency.

803

03:17:49.230 --> 03:17:50.700

Jeff Carter: The you know.

804

03:17:52.350 --> 03:18:07.380

Jeff Carter: In myself, you know, under the current remote participation, I can you know participate in the meeting, but not have to take the whole day off from work I only would only need to you know do part of the day off work.

805

03:18:08.220 --> 03:18:25.410

Jeff Carter: Whereas having go to San Carlos means taking the whole day off, you know, so I think it is much better for the public to be able to participate either remotely or in person, and I hope that the Board will.

806

03:18:26.550 --> 03:18:29.880

Jeff Carter: Adopt that policy for the future, thank you.

807

03:18:32.640 --> 03:18:35.460

Dev Davis: Thank you next speaker is.

808

03:18:35.490 --> 03:18:37.980  
Dean 11.

809

03:18:41.430 --> 03:18:45.930  
Adina Levin: Good afternoon board members, the Dean 11 with friends of caltrain wanted to.

810

03:18:46.620 --> 03:18:58.470  
Adina Levin: support what the previous speaker said in encouraging this board to continue to enable members of the public to make public comment via zoom and via dial in.

811

03:18:58.980 --> 03:19:13.710  
Adina Levin: This is something that a good number of members of the board are already doing in their own cities where the city of San Jose is continuing to allow zoom.

812

03:19:14.970 --> 03:19:24.930  
Adina Levin: or online public comment, the city of sunnyvale is doing so, the city of Redwood city is doing so, you know, possibly more our other transit agencies are.

813

03:19:25.620 --> 03:19:42.270  
Adina Levin: The Bart board is going to continue to allow for zoom it for online public comment AC transit is doing a six month pilot, this is something that does really enable.

814

03:19:43.380 --> 03:20:01.920  
Adina Levin: members of the public to participate, without having to take time off from work and to travel for a long time and sit for hours in San Carlos so would strongly encourage you to continue this for them to the public, thank you.

815

03:20:05.340 --> 03:20:07.800  
Dev Davis: Thank you, our next speaker is a leader to pray.

816

03:20:28.350 --> 03:20:29.640  
Dev Davis: Alina we've lost you.

817

03:20:39.390 --> 03:20:39.870  
Okay.

818

03:20:42.420 --> 03:20:42.840  
Roland audio: Oh.

819

03:20:42.960 --> 03:20:43.740  
aleta dupree, she, her: I bird.

820

03:20:44.820 --> 03:20:45.270  
aleta dupree, she, her: approach.

821

03:20:46.800 --> 03:20:47.520  
Roland audio: i'm on a boss.

822

03:20:47.550 --> 03:20:48.780  
aleta dupree, she, her: Somebody Johnny.

823

03:20:50.790 --> 03:20:52.260  
Dora Seamans: Please let me move to the park.

824

03:20:56.520 --> 03:21:00.450  
Dev Davis: Alina we can't hear you will come back to you rolling go ahead.

825

03:21:01.440 --> 03:21:10.620  
Roland audio: Thank you, thank you, Madam, Chair so first of all, I really hope that the vote will immediately take up so one of the of the table.

826

03:21:11.670 --> 03:21:15.240  
Roland audio: Now, with regards to the remote locations.

827

03:21:16.320 --> 03:21:26.250  
Roland audio: I would like to remind these bold that the geographical Center of the San Francisco to Giro line is in sunnyvale not in San Carlos.

828

03:21:27.030 --> 03:21:39.990  
Roland audio: And that the former mayor, chairman of the board and Mayor of gearoid had to spend the night in the hotel every time there was a board meeting in San Carlos.

829

03:21:40.710 --> 03:21:48.120

Roland audio: The moving forward we've got to start thinking about how capital credo goes about transacting it's both meetings.

830

03:21:48.690 --> 03:22:04.500

Roland audio: And how it's physically impossible for everybody to be in the same location when alignments and 70 miles long in our case it's obviously shoulder, but we need you know remote locations in in sensible errors, not in centralized place Thank you.

831

03:22:06.600 --> 03:22:08.340

Dev Davis: Thank you next speakers Adrian brand.

832

03:22:11.250 --> 03:22:12.540

Adrian Brandt: just trying to add my voice to.

833

03:22:12.540 --> 03:22:18.810

Adrian Brandt: The chorus so you've heard it often by now, but also from the perspective of a CAC Member.

834

03:22:19.470 --> 03:22:29.040

Adrian Brandt: it's particularly onerous with the you know thinner evening service and people having to take care of families and do whatever it is they do even, I think.

835

03:22:29.850 --> 03:22:47.910

Adrian Brandt: For our body as well, in addition, of course, your meetings I strongly urge you to preserve at the very least, the option of public park remote public participation, but also for our membership, you know the actual committee members and the alternate.

836

03:22:49.110 --> 03:22:58.350

Adrian Brandt: You know it's it's a it's it's onerous to come for some of them from quite a distance I'm fortunate I'm close to San Carlos so it's not such a big deal but.

837

03:22:59.580 --> 03:23:05.820

Adrian Brandt: This is something that I think really needs to continue if there's anything that good that came out of coven.

838

03:23:06.720 --> 03:23:12.870

Adrian Brandt: I think that this is this can and should be one of them is the ability of more people to participate, without.

839

03:23:13.530 --> 03:23:25.590

Adrian Brandt: As Jeff Carter said needing to take an entire day off where you know which very few were able to do willing or able to do so, I think we're we're the beneficiaries of much better public participation and comment and.

840

03:23:26.250 --> 03:23:32.730

Adrian Brandt: So I encourage you to at least at the very least, preserve the ability to public participate remotely Thank you.

841

03:23:33.930 --> 03:23:36.360

Dev Davis: Thank you we're gonna try a leader to create again.

842

03:23:40.950 --> 03:23:49.890

aleta dupree, she, her: All right, thank you, oh, you can hear me what an adventure doing public comment from a bus lemon john Denver, you know I'm grateful for the zoom.

843

03:23:58.920 --> 03:24:03.480

aleta dupree, she, her: And I fully spoke director staff and I never know where I'm gonna be.

844

03:24:18.090 --> 03:24:22.410

Dev Davis: Okay, we lost her again, I think we got the gist she likes the remote.

845

03:24:22.440 --> 03:24:22.920

option.

846

03:24:26.160 --> 03:24:28.290

Dev Davis: leader, we can't hear you sorry.

847

03:24:29.670 --> 03:24:30.900

Dev Davis: we'll go back to the board.

848

03:24:34.230 --> 03:24:34.950

Dev Davis: comments.

849

03:24:37.860 --> 03:24:52.020

Dev Davis: So just to be clear we're going to have a larger discussion in October, about the options that that James presented what we're just asking for today, especially because we're running short on time is just to.

850

03:24:53.670 --> 03:25:12.660

Dev Davis: To give authorization for for me to make the call if the executive order is not extended, I will say that, unless anyone has a really strong feeling if the executive order is extended will stay on zoom for for one more month i'm very concerned about the delta variant and.

851

03:25:13.710 --> 03:25:25.380

Dev Davis: I think we have some technical issues that we want to work out if we want to do, hybrid meetings which I think we heard very clearly from the public that they at least want the option for.

852

03:25:26.190 --> 03:25:34.590

Dev Davis: To zoom in remote for the public, so there'll be some only to be some time for that, if we if we end up going to a hybrid.

853

03:25:35.190 --> 03:25:39.060

Cindy Chavez: I would move approval to have to give it leave it in your hands.

854

03:25:39.630 --> 03:25:43.500

Charles Stone: Thank you i'll second that but if I could have 15 seconds for comment I love it.

855

03:25:43.950 --> 03:25:44.940

Dev Davis: Sure director stone.

856

03:25:45.480 --> 03:25:55.530

Charles Stone: I just want to say you know the meetings get longer when we have virtual comment, and I still support it it's the right thing to do, for transparency purposes, but to the folks in sacramento, many of whom used to work in local government.

857

03:25:55.830 --> 03:26:01.470

Charles Stone: And no longer have to deal with some of the restraints and constraints that we do ask that they remember what it's like and.

858

03:26:01.920 --> 03:26:13.230

Charles Stone: Finally, tackle the issue of how our attendance at these meetings is handled virtually and make it a little easier for us to if if these these coven emergency orders are going to thank you.

859

03:26:14.640 --> 03:26:15.990

Dev Davis: To that end, there is.

860

03:26:16.320 --> 03:26:26.700

Dev Davis: The bill going forward and I can't remember the the number, you are welcome to reach out to your delegation, as we have at the city of San Jose about our preferences, so I.

861

03:26:27.990 --> 03:26:28.920

Charles Stone: mean obviously.

862

03:26:29.250 --> 03:26:31.470

Dev Davis: let's make that known huh.

863

03:26:31.590 --> 03:26:34.410

Charles Stone: yeah Alex leave legislation is how much yeah I have, thank you.

864

03:26:34.830 --> 03:26:35.970

Dev Davis: Great thanks.

865

03:26:37.260 --> 03:26:38.430

Dev Davis: Any other discussion.

866

03:26:40.170 --> 03:26:41.610

Dev Davis: door I think we're ready for the role.

867

03:26:42.900 --> 03:26:43.800

Dora Seamans: Official this.

868

03:26:44.100 --> 03:26:44.580

Yes.

869

03:26:45.630 --> 03:26:48.420

Dora Seamans: director G is absent director pine.

870

03:26:49.110 --> 03:26:49.620

Yes.

871

03:26:50.640 --> 03:26:51.570

Dora Seamans: director stone.



872

03:26:53.100 --> 03:26:53.490  
Charles Stone: I.

873

03:26:55.410 --> 03:26:58.650  
Dora Seamans: need director walton is also absent.

874

03:27:00.390 --> 03:27:00.840  
Dora Seamans: directors.

875

03:27:01.740 --> 03:27:02.130  
I.

876

03:27:03.210 --> 03:27:04.290  
Dora Seamans: Vice chair hamburger.

877

03:27:04.740 --> 03:27:05.040  
Oh.

878

03:27:06.060 --> 03:27:06.840  
Dora Seamans: Sure Davis.

879

03:27:07.620 --> 03:27:21.540  
Dev Davis: Yes, she carries Thank you but we'll move on to our last item of note vaccine vaccination and testing policy status as an information item Michelle or James.

880

03:27:21.660 --> 03:27:22.350  
Dev Davis: Michelle you want to keep.

881

03:27:23.040 --> 03:27:32.220  
Michelle Bouchard: yeah, so I will hand it over to James very quickly, but this is in response it's in a response to that request from a board members but.

882

03:27:32.820 --> 03:27:42.870  
Michelle Bouchard: You know, honestly, this is something that we have been working on it is something that we are going to continue to work on it's a quickly evolving issue.

883

03:27:43.500 --> 03:28:00.300  
Michelle Bouchard: In in many different venues not not the least of which is is transportation, there are different approaches, we definitely want to hit this from the legal approach of James is going to give a presentation on that and then, if there are questions or you need.

884

03:28:02.340 --> 03:28:08.490  
Michelle Bouchard: amplification of certain practical or operational considerations i'm happy to answer your questions, James.

885

03:28:09.300 --> 03:28:11.160  
James Harrison: especial Let me share my screen.

886

03:28:23.370 --> 03:28:33.360  
James Harrison: Alright, as Michelle said we've done some work both examining the current status of vaccination efforts, as well as existing law.

887

03:28:34.020 --> 03:28:41.520  
James Harrison: In terms of the scope of the GPS authority and wanted to briefly report back to the board, obviously the coven 19 pandemic continues to.

888

03:28:41.970 --> 03:28:53.730  
James Harrison: have a significant impact on caltrans operations and the communities, we serve as has been noted the delta variant is of particular concern is led to a significant rise in cases.

889

03:28:54.510 --> 03:29:05.100  
James Harrison: At the same time, a vaccination coverage remains inconsistent across the region, although the barrier has done better than most, there are a few.

890

03:29:05.940 --> 03:29:19.200  
James Harrison: things that have been clarified recently both the eeoc and the California department of fair employment and housing have issued guidance making clear that employers may require that their employees be vaccinated.

891

03:29:19.620 --> 03:29:29.850  
James Harrison: Provided that they have exemptions for medical conditions and sincerely held religious beliefs in addition federal state, and some local governments.

892

03:29:30.360 --> 03:29:41.430  
James Harrison: have implemented vaccine mandates for their employees at the federal level, the Federal Government has required that federal employees.

893

03:29:42.060 --> 03:29:57.090

James Harrison: be vaccinated or submit to regular testing, in addition, the Federal Government has required that employees of contractors who work on site at federal facilities comply with the.

894

03:29:57.600 --> 03:30:04.860

James Harrison: same guidelines either they show proof of vaccination, or they submit to regular testing to be clear.

895

03:30:05.460 --> 03:30:13.680

James Harrison: This is not a mandate that federal contractors require their employees to be vaccinated whether or not.

896

03:30:14.340 --> 03:30:23.970

James Harrison: contractors require employees to be vaccinated continues to be in the employers discretion, this is a site access requirement imposed by the Federal Government.

897

03:30:24.900 --> 03:30:36.030

James Harrison: And track employees have to show proof of vaccination by November one or submit to weekly testing Amtrak is also in the process of developing a policy for onsite contractors.

898

03:30:36.630 --> 03:30:46.530

James Harrison: at the local level, Bart has required that its employees either show proof of vaccination or continue to wear masks at all times, while on Bart property.

899

03:30:46.950 --> 03:30:58.230

James Harrison: Employees who show proof of vaccination are entitled to two days of paid time off the city and county of San Francisco has required that all city employees be fully vaccinated.

900

03:30:59.340 --> 03:31:10.560

James Harrison: No later than 10 weeks after the FDA gives final approval to at least one code 19 vaccine which occurred last week, this applies to employees of SF mta.

901

03:31:11.250 --> 03:31:19.680

James Harrison: Santa Clara county has gone the furthest by requiring employees to be vaccinated by Sep Sep tember 30th unless they've requested an exemption.

902

03:31:20.340 --> 03:31:26.250

James Harrison: The county is also required that its contractors be banned from county work sites and.

903

03:31:27.150 --> 03:31:33.960

James Harrison: indicated that they could be barred from supplying services to the county if they fail to comply with the county's vaccination requirements.

904

03:31:34.410 --> 03:31:45.630

James Harrison: San Mateo county to date has not yet adopted a vaccination policy these policies have ranged a variety of legal and other issues.

905

03:31:46.620 --> 03:32:05.610

James Harrison: Some of the vaccination mandates have led to both litigation and public protest recently a federal District Court dismissed a case challenging a mandate for hospital employees in Texas, there are also issues relating to represented employees.

906

03:32:06.810 --> 03:32:13.410

James Harrison: The Public Employees retirement board recently issued an opinion advising that uc could mandate.

907

03:32:13.980 --> 03:32:26.160

James Harrison: Vaccination for its represented employees, provided that the university negotiates with its bargaining units regarding the consequences for failure to comply with a vaccine mandate.

908

03:32:26.940 --> 03:32:37.440

James Harrison: These kinds of policies also raise privacy concerns relating to the storage of health related data and information concerning the justification for exemptions.

909

03:32:38.070 --> 03:32:53.550

James Harrison: With respect to contractors it's generally understood that employers have the ability to impose restrictions for health and safety reasons, on access to their own work sites and that these restrictions can be.

910

03:32:54.840 --> 03:33:13.080

James Harrison: Applied to contractors who work on site, but whether or not employers have the authority to mandate that the contractors employees be vaccinated is really a matter of the contract between the employer and the contractor.

911

03:33:14.490 --> 03:33:16.860

James Harrison: The JP be as Michelle said, has has.

912

03:33:18.030 --> 03:33:29.400

James Harrison: made numerous efforts to promote safety and vaccination, including from the outset, implementing a mask mandate to protect writers, public safety officers and tazio employees.

913

03:33:29.820 --> 03:33:41.340

James Harrison: The JP has all so sponsored events to promote vaccinations, along with tanase hundreds of Sam trans fantasy employees were vaccinated at clinics held at dairy don.

914

03:33:41.760 --> 03:33:58.410

James Harrison: and North base Sam trans has offered incentives to its employees, including paid time off to obtain a vaccination tas he has done the same thing, and recently reinstated this incentive program to encourage that its employees obtained vaccinations.

915

03:33:59.610 --> 03:34:09.840

James Harrison: In terms of future efforts that JP be is working with Sam trans to implement a policy requiring that its employees and contractors who worked in.

916

03:34:10.590 --> 03:34:31.980

James Harrison: Sam trans facilities submit proof of vaccination or to us or submit to regular testing the JP is also working with kasi to implement a vaccination policy currently 65% of tosses employees are vaccinated including 73% of conductors.

917

03:34:33.630 --> 03:34:46.950

James Harrison: The JP bs contractors policies on coven 19 vaccination requirements vary widely we did a survey of contractors who employ whose employees either.

918

03:34:47.370 --> 03:35:01.590

James Harrison: work at caltrain facilities or who work on JP capital projects, only seven of the contractors have that vaccination policies requiring either proof of vaccination or regular testing.

919

03:35:02.220 --> 03:35:10.860

James Harrison: For those contractors who keep track of vaccination rates those varied from a low of 43% to a high of 100%.

920

03:35:11.460 --> 03:35:27.960

James Harrison: But to be clear we're continuing to work with all of our contractors to encourage them to implement vaccination or vaccination and testing policies in order to promote safety generally and with that sure Davis, I will turn it back to you.

921

03:35:33.120 --> 03:35:35.100

Dev Davis: Well, go to the public first Adrian brand.

922

03:35:47.640 --> 03:36:02.580

Adrian Brand: Oh sorry I was not now i'm unmuted i'll start again i'm shocked to see that over a quarter of caltrain conductors I saw the slides correctly are not vaccinated at this very late date well into the delta variant.

923

03:36:03.960 --> 03:36:10.980

Adrian Brand: Part of the code crisis, and here we are trying to lori writers back, and you know, we want to be able to.

924

03:36:12.180 --> 03:36:21.330

Adrian Brand: Honestly brag that I think we want to be able to honestly brag that all of our customer facing contacting staff are vaccinated and i'm.

925

03:36:22.650 --> 03:36:27.960

Adrian Brand: i'm just very dismayed I think that this is at the very least anyone that contacts.

926

03:36:29.250 --> 03:36:37.800

Adrian Brand: And interacts with customers on the trains needs to be vaccinated absolutely period and that that can't happen soon enough and I think.

927

03:36:39.750 --> 03:36:46.890

Adrian Brand: That needs to be taken care of right away those people, I would prefer the you know not be working until they get back to me so thanks.

928

03:36:49.560 --> 03:36:50.550

Dev Davis: Thanks speakers Roland.

929

03:36:53.460 --> 03:37:01.770

Roland audio: Thank you very briefly, I like to differentiate between riders and actual you know employees operators.

930

03:37:03.150 --> 03:37:11.940

Roland audio: I believe that they expecting proof of vaccination to use transit it's probably not a reasonable exception exception.

931

03:37:12.600 --> 03:37:30.210

Roland audio: But masking to be reading rigidly and forth, with a strict no mask know right policy now moving on to the point that he made about the 27% of the content that's not being vaccinated I just like to remind the board.

932

03:37:31.320 --> 03:37:37.140

Roland audio: That the tsa is responsible for safety on transit.

933

03:37:38.520 --> 03:37:40.260

Roland audio: And that's a single fine.

934

03:37:41.460 --> 03:37:46.650

Roland audio: runs to \$13,500 Thank you.

935

03:37:49.980 --> 03:37:50.130

Dev Davis: speakers.

936  
03:37:50.160 --> 03:37:50.490  
On.

937  
03:37:53.910 --> 03:38:03.360  
Vaughn: yeah I've been following this for a year and a half, with the MIT technology review download type of thing and they they go over this.

938  
03:38:05.100 --> 03:38:10.980  
Vaughn: Fruit and for six months, almost predominantly and every article everywhere in the world type of thing.

939  
03:38:12.570 --> 03:38:18.150  
Vaughn: I think, to be realistic and not always the messenger doom.

940  
03:38:19.320 --> 03:38:27.540  
Vaughn: We have no handle on this and we're supposedly the most sophisticated country in the world and the Chinese crackdown and they have no handle on this.

941  
03:38:28.890 --> 03:38:33.000  
Vaughn: It should be mandatory vaccination for coming out and public.

942  
03:38:34.080 --> 03:38:38.640  
Vaughn: The delta variant came from the introduction in the India, which is a different.

943  
03:38:41.100 --> 03:38:52.560  
Vaughn: area entirely from the United States and it's different measure the growth in have in the future, the population of the world is going to be in Africa and they haven't even started getting vaccinated yet.

944  
03:38:54.540 --> 03:39:01.320  
Vaughn: I think this is going to probably be with us, probably for the next 40 years, probably the rest of my life anyways.

945  
03:39:02.520 --> 03:39:05.250  
Vaughn: We just have to you know fess up you know.

946  
03:39:06.630 --> 03:39:13.290  
Vaughn: Somebody commits a crime we take them out of the society we put them in jail or something somebody walking around killing people by breathing on them.

947  
03:39:14.010 --> 03:39:30.900  
Vaughn: it's going to be the same thing and there's going to be more variance, we have to be ready for one day there's a new one in South Africa that they are afraid of is bypassed the the antibody Defense that the current vaccine provides they're still testing it.

948  
03:39:32.610 --> 03:39:48.240  
Vaughn: We just need to the basket vaccinations, have to be forced to have to be required for everything and get used to it and keep up the vaccination technique, to be able to get people vaccinated on a regular basis we don't have a choice, this is this life and death, thank you.

949  
03:39:50.340 --> 03:39:54.150  
Dev Davis: Thank you we're turning to my colleagues oh there's one more hand up.

950  
03:39:56.370 --> 03:39:56.820  
Dev Davis: me not.

951  
03:39:59.220 --> 03:40:00.060  
Dev Davis: To my colleagues.

952  
03:40:05.220 --> 03:40:06.480  
Dev Davis: I'm answer questions.

953  
03:40:07.650 --> 03:40:08.520  
Dev Davis: director having her.

954  
03:40:09.450 --> 03:40:20.940  
Steve Heminger: Thank you, Madam, Chair just to note that the San Francisco and Santa Clara policies, as I understand them from the presentation both have deadlines by which something has to happen.

955  
03:40:21.690 --> 03:40:28.710  
Steve Heminger: And yet, in in James's presentation, the operative phrase is working with we're working with a lot of people to do something.

956  
03:40:29.820 --> 03:40:34.740  
Steve Heminger: So my question is why shouldn't we just adopt a policy that has a deadline.

957

03:40:40.530 --> 03:40:53.850

Michelle Bouchard: If I'm a director henninger we are working towards a deadline on the the mandatory testing and vaccination policy, I will say this, we are going, we need to.

958

03:40:55.110 --> 03:41:03.030

Michelle Bouchard: I need to reiterate the practicality, then of moving forward from there, which is very much our intent to do moving forward from there to work with.

959

03:41:03.690 --> 03:41:18.330

Michelle Bouchard: The 80% of the represented folks on property that work for taxi, all of whom are a member of one of 11 national unions, and so we are going to be digging into that.

960

03:41:18.990 --> 03:41:26.730

Michelle Bouchard: But we certainly do have a deadline, with respect to getting all of the details nailed down for the testing and vaccination policy.

961

03:41:28.530 --> 03:41:31.380

Steve Heminger: James did you mention that Amtrak has a policy.

962

03:41:34.800 --> 03:41:42.330

James Harrison: director hamburger Amtrak has a policy for its own employees it's in the process of developing a policy for contractors, it has not yet implemented it.

963

03:41:42.480 --> 03:41:53.160

Steve Heminger: And Michelle is there overlap between the Amtrak unions and the unions, the tas these people, I mean, in other words, somebody broken this ground for us already.

964

03:41:53.490 --> 03:42:07.380

Michelle Bouchard: Yes, yes, and in fact Amtrak we they you know they've got like no no joke 17 pages of guidance that we're going to create from to implement this policy, and so the answer is yes.

965

03:42:08.880 --> 03:42:16.980

Michelle Bouchard: And we just need to make sure that you know we're doing it, with the support of the folks here and not creating an environment.

966

03:42:17.910 --> 03:42:29.730

Michelle Bouchard: Where we have a flight of employees, so we really just got to balance our approach to it, and I understand that this is potentially not the same approach that has been taken in San Francisco.

967

03:42:30.090 --> 03:42:35.430

Michelle Bouchard: But I think I think we do have a good approach and we're trying to work collaboratively with taxi on.

968

03:42:37.320 --> 03:42:42.870

Steve Heminger: Well, and one other difference with San Francisco perhaps is, I believe mayor breed.

969

03:42:43.920 --> 03:42:57.270

Steve Heminger: implemented that regulation on her own with with her executive authority is it your plan to have this board adopt the policy or do you feel empowered to adopt one yourself and carry it out.

970

03:43:00.000 --> 03:43:01.410

Michelle Bouchard: um I.

971

03:43:03.000 --> 03:43:07.440

Michelle Bouchard: My intent was to implement the the work rules.

972

03:43:08.910 --> 03:43:20.040

Michelle Bouchard: Through working through taxi who's the employer of these folks and advise the board of what we had implemented understanding the advice and direction of what the board wants.

973

03:43:21.900 --> 03:43:31.620

Steve Heminger: Well I'll just conclude by saying I'm comfortable with that and I, I think I know you're moving quickly but speed is of the essence, with this issue.

974

03:43:34.350 --> 03:43:34.740

Michelle Bouchard: agree.

975

03:43:35.850 --> 03:43:36.660

Dev Davis: directors moodle.

976

03:43:37.980 --> 03:43:47.340

Monique Zmuda.: And my questions were very similar to that of on director hamburger in terms of timing and the sooner the better, I also think that.

977

03:43:48.030 --> 03:44:07.140

Monique Zmuda.: You are getting input from us at this meeting is important so that you can then just move forward and to the extent that we can develop a timetable and a deadline for a full vaccination of all of our employees, whether they be direct employees or contractors.

978

03:44:09.120 --> 03:44:18.210

Monique Zmuda: The better everyone will be, and so I would support a very strong and quick policy relative to testing and vaccination.

979

03:44:21.090 --> 03:44:35.940

Dev Davis: Thank you, Michelle I have a question, given that all caltrain employees are actually Sam trans employees, does that mean that caltrain itself cannot require its employees to be vaccinated.

980

03:44:40.920 --> 03:45:00.780

Michelle Bouchard: So, so the administrative employees are going to be complying with a Sam trans requirement, which is a testing and vaccination program that is being rolled out, so the so the administrative employees are complying at minimum with Sam trans policy.

981

03:45:02.820 --> 03:45:12.900

Michelle Bouchard: I will say James and I have spoken about, you know what it what it would mean to have different policies applied, and I think what we need to do is consider the fact that you know.

982

03:45:13.860 --> 03:45:26.160

Michelle Bouchard: Safety is paramount and I believe that we just need to continue to work collaboratively with our our primary contractor tessie to ensure that we get the most stringent policy in place that we can.

983

03:45:27.600 --> 03:45:27.990

Dev Davis: Okay.

984

03:45:28.770 --> 03:45:29.190

Michelle Bouchard: Go ahead.

985

03:45:29.880 --> 03:45:35.910

Dev Davis: I was just going to ask about the Sam trans is there a deadline, with their vaccination and testing.

986

03:45:37.680 --> 03:45:39.480

Michelle Bouchard: So it.

987

03:45:40.500 --> 03:45:47.730

Michelle Bouchard: There is, and I will need to get back to the board on what that is okay.

988

03:45:49.230 --> 03:46:03.840

Dev Davis: But we have the we have the ability, you have the ability, right now to require a contractors on site to be vaccinated or to submit to regular testing or just to be vaccinated.

989

03:46:04.770 --> 03:46:14.850

Michelle Bouchard: We have been we have been working with tassie on implementing that so we're collecting information right now we're encouraging the as James said.

990

03:46:15.810 --> 03:46:29.760

Michelle Bouchard: The monetary incentives, we had been doing that, before Tashi as well aware of our intention to implement the vaccination mandatory vaccination or testing program and I want to, I want to.

991

03:46:30.330 --> 03:46:40.620

Michelle Bouchard: give voice to director Hendrix characterization it's a mandatory testing program that you can opt out from by getting vaccinated.

992

03:46:41.640 --> 03:46:49.440

Michelle Bouchard: We have 75% vaccinated we're going to continue to push forward but yes, I have the authority right now and we've started the process.

993

03:46:49.830 --> 03:46:59.130

Dev Davis: Okay, do we have any recourse for the contractors who are working on capital projects to.

994

03:47:00.150 --> 03:47:16.440

Dev Davis: I understand we don't have recourse to require their employees to be vaccinated but if there is work slowest or stoppage because of covert cases because they did not require vaccination do we have any financial recourse there.

995

03:47:20.970 --> 03:47:33.570

Dev Davis: I'm not interested in paying for additional time they refuse to put in place, what we know are the most stringent health requirements and safety requirements.

996

03:47:34.350 --> 03:47:52.050

Michelle Bouchard: understood um I, I will say this, and I can't I can't speak to all of the contracts, so I probably shouldn't speculate I believe that we do have certain language in our contracts that happened to protect us from that and, most of our capital construction.

997

03:47:53.250 --> 03:47:57.570

Michelle Bouchard: is low bid, but of course and and fixed price.

998

03:47:58.590 --> 03:48:07.860

Michelle Bouchard: So it's, not to say that we haven't gotten planes for it, but I believe we do have language that would that would serve in our favor to defend against them.

999

03:48:09.360 --> 03:48:13.770

Dev Davis: Okay, good I think that's really important especially going forward.

1000

03:48:15.060 --> 03:48:19.860

Dev Davis: As one public comment or said we we know we have to live with us for quite some time.

1001

03:48:21.090 --> 03:48:27.120

Dev Davis: And, given the given the recent history on potential epidemics, we.

1002

03:48:29.640 --> 03:48:31.800

Dev Davis: We don't know that this is the last one.

1003

03:48:33.000 --> 03:48:37.920

Dev Davis: So I think it's it's good to have that kind of requirement in there on a regular basis.

1004

03:48:38.370 --> 03:48:49.230

Michelle Bouchard: we're going straight from vaccinations into booster booster program right so that's consider this to be our reality for the next one right.

1005

03:48:49.860 --> 03:48:54.960

Dev Davis: All right, thank you do any of my colleagues have any other questions or comments.

1006

03:48:57.900 --> 03:49:11.070

Dev Davis: Right seeing none and seeing the late our the correspondence item 12 is in us on the website so you should have all capability of that are there any board member requests.

1007

03:49:12.120 --> 03:49:12.900

Dev Davis: directors Meta.

1008

03:49:14.220 --> 03:49:21.960

Monique Zmuda.: Yes, at the Finance Committee, we had a discussion about certain contracts and we were asking about.

1009

03:49:22.740 --> 03:49:37.830

Monique Zmuda.: The cm be, as it is working with the agency in order to approve contract amendments and to understand the reasons why some of the contracts need additional money or or a tie, on a schedule.

1010

03:49:38.130 --> 03:49:47.850

Monique Zmuda.: And suggestion was made that the CB either do a presentation in depth presentation to either the Finance Committee or to the full board at a.

1011

03:49:48.870 --> 03:50:05.340

Monique Zmuda.: meeting soon, so that we all understand what their responsibilities are and the kind of work that they do on our behalf to to question and to understand some of the overruns that may occur, and so I would like to be sure that that is done in the very near future.

1012

03:50:06.180 --> 03:50:13.890

Dev Davis: Thank you, I think it would be beneficial for the entire board to have a change management board informational item okay appreciate that.

1013

03:50:15.600 --> 03:50:21.210

Dev Davis: Alright, our next regular meeting is Thursday October 7 at 9am.

1014

03:50:22.710 --> 03:50:27.150

Dev Davis: Potentially via zoom we shall see this meeting is adjourned, thank you.

1015

03:50:28.230 --> 03:50:28.650

Michelle Bouchard: Thank you.