



# Memorandum

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**TO:** Honorable Mayor &  
City Council

**FROM:** Toni J. Taber, CMC  
City Clerk

**SUBJECT:** The Public Record  
August 6, 2020 – August 13, 2020

**DATE:** August 19, 2020

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## **ITEMS FILED FOR THE PUBLIC RECORD**

### **Letters from Boards, Commissions, and Committees**

#### **Letters from the Public**

1. California High-Speed Rail Authority – Public Notice of Change to Public Review Period.
2. Caltrain News, dated August 6, 2020, regarding Caltrain Board Votes for Revenue Measure.
3. Letter from Blair Beekman, dated August 13, 2020, regarding CPUC Public Meeting. August 6, 2020. Public Comment.
4. Letter from Mary Helen Doherty, dated August 12, 2020, regarding Public Engagement Process for SJ City Council Meetings.
5. Letter from Shadeh Shirazi, dated August 13, 2020, regarding Rent Moratorium.

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Toni J. Taber, CMC  
City Clerk


**CALIFORNIA High-Speed Rail Authority**
**San Francisco to San Jose Project Section**
**Draft Environmental Impact Report/Environmental Impact Statement**
**PUBLIC NOTICE OF CHANGE TO PUBLIC REVIEW PERIOD**

The San Francisco to San Jose Project Section Draft EIR/EIS public review period will now end on **September 9, 2020**. For more information, visit the Authority website ([www.hsr.ca.gov](http://www.hsr.ca.gov)) or call (800) 435-8670.

The California High-Speed Rail Authority (Authority) is notifying you that the public review period for the San Francisco to San Jose Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) has been extended to now end on September 9, 2020.

The Draft EIR/EIS was originally made available for a minimum 45-day public review beginning on July 10, 2020, and ending on August 24, 2020, pursuant to the California Environmental Quality Act and National Environmental Policy Act. The Authority has decided to extend the comment period so that it will now end on September 9, 2020, in response to agency and stakeholder requests in consideration of limitations caused by the novel coronavirus pandemic. The comment period is now July 10, 2020 to and including September 9, 2020. Comments must be received electronically or postmarked on or before September 9, 2020. An online public hearing will be held August 19, 2020, from 3:00 pm to 8:00 p.m. To join, go to <https://us02web.zoom.us/j/82619794385> or dial 1-669-900-9128, Webinar ID: 826 1979 4385#. For information, visit [www.hsr.ca.gov](http://www.hsr.ca.gov) or call (800) 435-8670. Si necesita ayuda para traducir o interpretar esta carta, hay personal que habla español está disponible para ayudarlo. Sírvase llamar al (800) 435-8670. 如果您需要有人幫助您翻譯或口譯本信函，會說中文的工作人員將會幫助您。請撥打 (800) 435-8670。 Nếu bạn cần trợ giúp phiên dịch hoặc diễn giải bức thư này, nhân viên nói tiếng Việt sẽ có sẵn để hỗ trợ bạn. Vui lòng gọi (800) 435-8670. Kung kailangan mo ng tulong upang isalin ang liham na ito sa wikang bukod sa Ingles, mangyaring tumawag sa (800) 435-8670.

California High-Speed Rail Authority  
100 Paseo de San Antonio, Suite 206  
San Jose, CA 95113

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San Jose  
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San Jose, CA 95113-1905



**From:** Dan Lieberman <[REDACTED]>  
**Sent:** Thursday, August 6, 2020 2:47 PM  
**To:** City Clerk <[REDACTED]>  
**Subject:** NEWS: Caltrain Board Votes for Revenue Measure

[External Email]



August 6, 2020

Media Contact: Dan Lieberman, 650.622.2492

### **Caltrain Board Votes for Revenue Measure**

The Caltrain Board of Directors unanimously voted to place a 1/8 cent sales tax on the November 3, 2020 ballot. The measure would provide Caltrain with a long-sought dedicated revenue source, preserving service that thousands of riders continue to depend on during the pandemic, and ensuring that the system will have the resources it needs to maintain and expand operations following the launch of electrified service in 2022. Funds from the measure would also be invested in a set of equity policies to make the system more affordable and accessible to communities throughout the corridor.

The rail agency had received more than 70% of its funding from fare box revenue, but this has been severely reduced in recent months due to ridership decline from the coronavirus (COVID-19) pandemic. Despite not having a dedicated funding source, the system has become the seventh largest commuter railroad in the country, the largest carrier of bikes of any American transit system, as well as nation's most efficient railroad. The pandemic has made it clear that Caltrain will require a more diverse set of revenues to survive the impacts of the pandemic and to grow to meet the region's demands. Caltrain's dependence on fare revenue is not a reliable means of supporting a system of Caltrain's size and importance. Prior to the pandemic, Caltrain's average weekday ridership was 65,000 passengers. Since the shelter-in-place orders were issued, Caltrain ridership has dipped by 95%.

Currently, Caltrain service is supported by Federal pandemic relief funding provided by the CARES Act, but those funds are not expected to last through the end of the year. Without new sources of funding, or a significant increase in ridership Caltrain would need to reduce or suspend service altogether.

Recent public opinion research show that the ballot measure could be approved by voters if supported by a broad coalition leading up to the November election. The measure requires approval from two-thirds of voters in order to pass. A June 2020 poll of likely voters showed that nearly two-thirds of voters support the measure and that support increases to above 70% when voters are made aware of the benefits that would be funded by the revenues.

"Caltrain provides a critical service that thousands of riders depend on and will be vital to the recovery of our economy," said Board Chair Dave Pine. "Voters will have the opportunity to keep the service strong both during this time of crisis, and in the decades ahead."

The tax measure was made possible by legislation (SB 797) passed by State Senator Jerry Hill. The legislation allows the Caltrain Board of Directors to place a measure on the ballot in all three

counties, provided that the transportation agency and board of supervisors in each county concurs. The Santa Clara Valley Transportation Authority (VTA) and San Francisco Board of Supervisors are expected to vote on the matter by the end of the week. All other boards have unanimously authorized the measure to be placed on the ballot.

While the tax measure would support Caltrain during the pandemic, it also will be instrumental for the expansion of electrified service. The [Caltrain Electrification](#) project has already been funded. This measure would allow for a massive expansion of service, with models showing that the service could accommodate up to 300% of its previous peak by 2040. Fully taking advantage of electrification will require greater investment in the system, by running more trains more frequently both during and outside of peak hours. Caltrain is also seeking to make the system more equitable through the [Framework for Equity, Connectivity, Recovery and Growth](#), which will require further investment. Caltrain is currently participating in the MTC's means-based fare program offering a 50% fare discount, and has been developing strategies to make the expanded service more available to all.

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*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.*

*Follow Caltrain on [Facebook](#) and [Twitter](#).*

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

**Re: Blair Beekman. CPUC Public Meeting. August 6, 2020. Public Comment.**

Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

Thu 8/13/2020 12:19 PM

To: b. beekman [REDACTED] >

Thanks Mr. Beekman.

**Rules and Open Government Committee Agendas**

City of San José | Office of the City Clerk

200 East Santa Clara St. – Tower 14th Fl.

San José, CA 95113-1905

Phone 408.535.1275 | Fax 408.292.6207

[rulescommitteeagenda@sanjoseca.gov](mailto:rulescommitteeagenda@sanjoseca.gov)

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**From:** b. beekman [REDACTED]

**Sent:** Wednesday, August 12, 2020 5:34 PM

**To:** Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

**Subject:** Blair Beekman. CPUC Public Meeting. August 6, 2020. Public Comment.

[External Email]

Dear Cpuc,

With this being, the 75th anniversary, of the atom bomb, falling on Hiroshima & Nagasaki, Japan.

A reminder, that these times of Covid-19, may be grim. But the ideas & work of people, from everyday community & local govt., can be very caring & compassionate.

And that ideas are developing well, to understand the depth of this pandemic, with the issues, of rent forgiveness for tenants, and mortgage forgiveness for owners.

And the important definitions, in how to begin to re-open our future.

Along with the simple questions, of how can our future, long term social planning ideas, be based on the concepts, of not hurting, mass numbers of people, in order to accomplish, long-term, societal ideas, plans, & goals.

As there has been, an increasing amount, of what simply can be called, state-sponsored, violence, terrorism, and extremism, over the past 20 years.

This issue must be addressed, in how to move forward, as a society. And out of this Covid-19 pandemic.

And, in how to work towards, more genuine ideas, of long term, positive sustainability, for the future, of this Earth.

As I spoke at CPUC public comment, at the end of June, please consider, how local tech. accountability guidelines, legal precedents, and open democratic practices, from the ACLU, and certain depts., within the state of Ca., and even the U.N. -

are specifically meant to address, from the local perspective - ideas of peace, and how to end, continual war, and its shock doctrine practices.

Guidelines & legal precedents, to help everyday people, and local govt, together, learn how to create, more open, responsible technology, surveillance, and data collection policies, for its local community.

These are the ideas, of more open, better democratic practices, at the local level, that can work towards, peace and long term community sustainability

For individual cities, at the local level, across the country, to work on these issues, can eventually make for, better reasoned, peaceful, important asks & demands, at the national and int'l level.

And even of, the U.N. and WHO, where many of these initial ideas, possibly come from.

These accountability guidelines, can work in many forms, within the local community.

Technology guidelines & legal precedents, are based on, civil rights and civil protection ideas.

And how everyday individuals, and all levels of govt. can more easily work together, to help define, good institutional standards, & practices, for our future.

These are the ideas of empowerment. So everyday people, can be able to talk with, all different levels of govt.

This can help develop ideas, of both, equality and equity, for a community.

It is also how govt, can better understand itself. As openness, can bring, better democratic practices, organization & efficiency.

Better openness and accountability ideas, can easily relate to concepts, of social responsibility, and a better reasoned care, to not harm other human beings, and life on this planet.

Based on, humanistic, peaceful ideas, many have been working towards, for years, decades, centuries, and aeons, at the local level.

And that, an intl. govt./corporate shock doctrine culture, needs to better understand, at this time.

sincerely,  
blair beekman

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**From:** Mary Helen Doherty <[REDACTED]>  
**Sent:** Wednesday, August 12, 2020 12:13 PM  
**To:** City Clerk <[REDACTED]>  
**Subject:** Public Engagement Process for SJ City Council Meetings

[External Email]

Dear Ms. Taber,

I want to express our thanks again for all the work you've done to date in response to Councilmember Peralez's transmittal re: **Improvements to the Public Engagement Process**. Yesterday's City Council meeting was productive and we look forward to continued improvements.

As it relates to improvements, I was challenged by the size of the spreadsheet that lists the agenda item and votes by each member as it's happening. I wasn't able to increase the size of the document myself and hope you can display a larger version so that it's readable.

Again, thank you for your commitment to public engagement!

Mary Helen Doherty  
Resident, District 3

**From:** Shadeh Shirazi <[REDACTED]>  
**Sent:** Thursday, August 13, 2020 11:19 AM  
**To:** Agendadesk <[REDACTED]>  
**Subject:** Rent Moratorium

[External Email]

Mayor Liccardo,

How much longer does the city plan to extend the eviction moratorium??

I have a tenant who has now missed 5 months of rent which equates to \$17,500 and the city/county keeps extending it.

All my calls and texts to the tenant go ignored.

The city only cares about tenants and is leaving landlords in the hole.

I hope the city knows that they are kicking the can down the road with this leading to tons of foreclosures and evictions whenever this thing ends if ever.

I don't understand how it was unconstitutional to give free rent but this moratorium that will never be paid back is allowed.

I have tried to remain clam but I am outraged!!

Regards,  
Shadeh Shirazi