



JPB Board of Directors  
Meeting of February 4, 2021

Correspondence as of January 29, 2021

# Subject

- 1 SFCTA Agenda item #13 Downtown Rail Extension
- 2 Expansion Beyond SF

**From:** [Roland Lebrun](#)  
**To:** [Transportation Authority](#)  
**Cc:** [MTC Commission](#); [CHSRA Board](#); [Board \(@caltrain.com\)](#); [Nila Gonzales](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#); [TJPA CAC](#)  
**Subject:** SFCTA Agenda item #13 Downtown Rail Extension  
**Date:** Monday, January 25, 2021 2:35:55 AM

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Dear Chair Mandelman and Commissioners,

While I appreciate the TJPA's consideration of phasing multiple aspects of the project as currently proposed, there has been no progress in the last 20 years addressing the following issues:

- Lack of a plausible connection with the next Transbay crossing (LINK21)
- Lack of a plausible connection with the existing Caltrain tracks at 16th Street
- Lack of a plausible connection with BART and/or MUNI light rail
- Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by **making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay**
- Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings
- **Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard**

I therefore believe that **now is the last and final call** for revisiting the 7th Street alignment to address the above issues as follows:

- Advancing a design connecting the Transit Center to the Embarcadero seawall **without ANY condemnations**
- Restoration of the full 1,500-foot train box capacity without the addition of a \$400M train box extension
- Advancing a design that fully integrates the PAX as an extension of the DTX and eliminates any significant surface impacts north of Townsend Street
- Advancing a 7th Street/UCSF station concept that integrates Caltrain, High Speed Rail, Capitol Corridor and BART connections in a single structure connected via light rail (N & T extensions) to the Arena, the Ballpark, Central SOMA and Chinatown
- Advancing a phased design for the 7th Street station passing tracks (total 4 tracks) to eliminate the need for a third track between Townsend and the Transit Center

Given that a study of the above solutions would be within the City's (not the TJPA's) purview, please consider issuing a change order to the existing PAX initiation contract with a commensurate increase in contract capacity (currently \$1M).

Last but not least, I believe that there is sufficient regional nexus in the above proposal for MTC and/or the High Speed Rail Authority to fully match the existing PAX initiation contract thereby increasing the contract capacity to \$2M-\$3M.

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

CC

MTC Commissioners  
CHSRA Board of Directors  
Caltrain Board  
TJPA Board of Directors  
SFCTA CAC  
Caltrain CAC  
TJPA CAC

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**From:** [William Condon](#)  
**To:** [Public Comment](#)  
**Subject:** Expansion Beyond SF  
**Date:** Wednesday, January 27, 2021 9:17:26 AM

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Good Morning,

Please consider plans for expansion beyond the trans bay transit center. I understand that it is decades away in terms of planning but I think it would be imperative that CAHSR continue to Sacramento and Caltrain continues north to connect with the SMART train. I understand that this would require extensive tunneling and federal funds but a single train from Cloverdale to Monterey should be the goal over the next 25 years.

Very Respectfully,  
William T. Condon

Sent from my iPhone

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