



JPB Board of Directors
Meeting of July 1, 2021

Correspondence as of June 11, 2021

Subject

- 1 May 19th Caltrain CAC video and slides
- 2 Peninsula Station Apartments Petition
- 3 Item 15: Update on the Pennsylvania Avenue Extension Project
- 4 Item 11: Operations Analysis for the Downtown Rail Extension (DTX) project

From: Roland Lebrun <ccss@msn.com>
Sent: Saturday, June 5, 2021 2:36 PM
To: Board (@caltrain.com)
Cc: MTC Commission; SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]; Baltao, Elaine [board.secretary@vta.org]; Brian Shaw; Nicholas Josefowitz
Subject: May 19th Caltrain CAC video and slides

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

Dear Caltrain Board,

Please refer to the May 19th CAC agenda

(https://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/CAC/Agendas/2018/2021-05-19+JPB+CAC+Agenda.pdf) and provide the following information pursuant to Government Code §6250 et seq:

- 1) A copy of the monthly Caltrain ridership recovery slide Mr. Joe Navarro showed to the CAC during item 9. Staff Report .
- 2) A copy of the 5/19 CAC meeting video (missing from the video archives page: <https://www.caltrain.com/about/bod/video.html>.)

Thank you in advance for your prompt attention to these requests.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
MTC PAC
SFCTA CAC
Caltrain CAC
VTA CAC

From: Low, Lori
Sent: Tuesday, June 8, 2021 4:14 PM
To: jameeb2001@yahoo.com; communityrelationscommission@cityofsanmateo.org; Public Comment; citycouncil@cityofsanmateo.org; Pine, Dave [dpine@smcgov.org]; PlanningCommission@cityofsanmateo.org; Board (@caltrain.com)
Cc: azizamami@hotmail.com; Barnard, Robert; Kleiber, Andy; Kellie Benz
Subject: RE: Petition and letter from Peninsula Station Apartments complaint concerning train and new train station [Action Item] Meeting request

Dear Residents of Peninsula Station,

Thank you for reaching out. The new Hillsdale Station is part of the 25th Avenue Grade Separation Project to improve safety for pedestrians, cyclists, and motorists; reduce horn noise by eliminating nearby at-grade crossings; and alleviate local east-west traffic congestion in San Mateo. We are happy to work with the City of San Mateo and Mid Pen Housing staff to arrange a meeting with you and your neighbors to hear your concerns. It is our hope to find a date in July that works for everyone. Thank you.

Best,
Lori

From: Brazie'r Jame'e <jameeb2001@yahoo.com>
Sent: Sunday, June 6, 2021 4:07 PM
To: communityrelationscommission@cityofsanmateo.org; Public Comment <PublicComment@samtrans.com>; citycouncil@cityofsanmateo.org; Pine, Dave [dpine@smcgov.org] <dpine@smcgov.org>; PlanningCommission@cityofsanmateo.org; Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: azizamami@hotmail.com
Subject: Petition and letter from Peninsula Station Apartments complaint concerning train and new train station [Action Item] Meeting request

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

Dear Board of Directors et al

We the residents of Peninsula Station Apartments, located at 2901 S. El Camino Real, San Mateo, CA. 94401 next door to Michaels. We have been living here since September 2010. We have gone before the city council to support Michaels taking over next door to us. But we have never supported Caltrains actions because the plans that Caltrain had in store for our community were detrimental to our health and well-being.

When Caltrain decided to dig into the ground pounding from 12 midnight until morning our protest were met with only "Sorry for the inconvenience". It took months before you finished the work and we could have the lights off of our building and the noise disrupting our sleep while shaking our building finally stop.

Now your project has opened a new station right next to our building with no regard for residents that live here. We can't open our balcony doors for the loud noise and dust. The noise of the horns, the loud announcements and engines. When the station was at Hillsdale it was by businesses, but now your practically on top of our apartment building without a sound wall or any regard for the people who live here. The station is level with our windows and window of the train now open into our homes, so we have no privacy. This occurs all day, from early morning to late at night. We have families we want to grow healthy not stressed and sickly from noise pollution and debris.

We are requesting that the San Mateo City Council, MidPen Housing, and the Board of Directors and the Management of Caltrain meet with us in person or on a special video conference so that we can vocalize our concerns and hear your proposed solutions. In the meantime, We demand the following:

- The trains to stop blowing their horns
- The announcements to reduced significantly in volume
- A quieter engine to be used on the trains

We expect that the city of San Mateo, MidPen Management, Caltrain Corporate Officers, Engineers, and the Board of Directors to meet with us. We expect your organizations to respect to our rights to the peaceful enjoyment of our homes.

Please respond with a schedule of several dates and times so we can negotiate the most convenient time for this meeting to accommodate all parties.

Best regards,

The Residents of Peninsula Station

"Tao is precious and not to be passed on, unless the student is sincere and compassionate towards human suffering"

by: Huang Di Nei Jing Su Wen, chapter 4 Truth from the Golden Chamber

Peninsula Station Residents
2901 S. El Camino Real
San Mateo, CA. 94403

May 6, 2021

Dear Board of Directors et al

We the residents of Peninsula Station Apartments, located at 2901 S. El Camino Real, San Mateo, CA. 94401 next door to Michaels. We have been living here since September 2010. We have gone before the city council to support Michaels taking over next door to us. But we have never supported Caltrains actions because the plans that Caltrain had in store for our community were detrimental to our health and well-being.

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- The announcements to reduced significantly in volume
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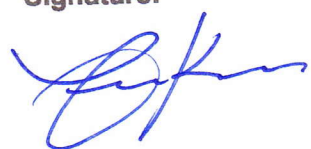
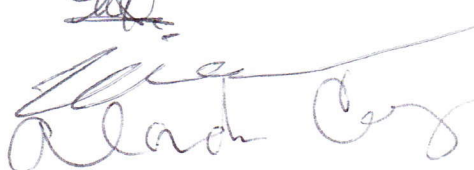

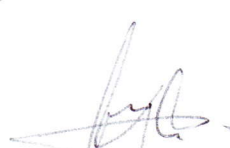


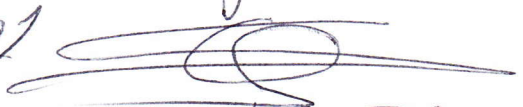

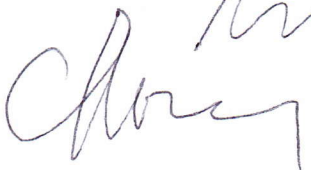
We expect that the city of San Mateo, MidPen Management, Caltrain Corporate Officers, Engineers, and the Board of Directors to meet with us. We expect your organizations to respect to our rights to the peaceful enjoyment of our homes.

Please respond with a schedule of several dates and times so we can negotiate the most convenient time for this meeting to accommodate all parties.

Best regards,

The Residents of Peninsula Station

Enclosed: Residents Signature Endorsement of Letter

Name:	Unit Number:	Signature:
TRICIA LAHO	409	
MURBEN ZACU	407	R.Z.L.
Andrea Setna	306	Signature
Naheda Shehadeh	205	
Alondra Cruz	108	
Jiayu Gu	408	
Signature HON 223	406	
IRENE SANCHEZ	208	Irene Sanchez
Vicki Peterson	208	
Nancy Ruspil	204	Nancy Ruspil
Aziza Marchfour	106	
DR. JAME'E BRAZIER	403	Dr. Jamee Brazier
Suleyman HIGIR	407	
Gabriela Reyes	410	Signature
Sandra Monzón	410	Signature
Verónica Vasquez	411	Veronica Vasquez
Hipolita Sanchez		
ISSA Allal	105	

We the undersigned Residents of Peninsula Station Apartments endorse the letter addressing the issues with the train station and its detrimental affects on our family's lives, peaceful enjoyment of our homes and privacy. We demand action and want to meet with the various organization to voice our complaints and hear the proposed Solutions. { See attached Letter }

210. Qiang Ma	
307	
# 102 Fatema Mandou	
#101 mahdee shehadeh	
#301 KARM mumsam	
#312 Sioma Pehoko	Sioma Pehoko
315 BERNARD KEBEDE	
103 Blair Johnson	
109 Giovanni Quine	
110 Rodriguez, Mike	
212 Shelvy Juarez	
Maria Lombera 211	
Karla Orellana 207	

We the undersigned Residents of Peninsula Station Apartments endorse the letter addressing the issues with the train station and its detrimental affects on our family's lives, peaceful enjoyment of our homes and privacy. We demand action and want to meet with the various organization to voice our complaints and hear the proposed Solutions. { See attached Letter }

DINA E CRUISE #303	Dinae M. Cruise
Nora Sabourjian 308	N. Sabourjian
Edmundo Arevalo 209	E Arevalo V
MARINA PALOMARES #312	Palomas
OSCAR EDUARDO Araujo SR. #311	Oscar
Estela Velasco #309	Estela Velasco
Ronald Zamora #409	Ronald Zamora
Evelyn Dilbertt #412	Evelyn Dilbertt
GAYLE VRIANO #111	Gayle Vriano
Claudia Chacon #201	Claudia Chacon
Jackie Ditty #304	Jackie Ditty
Dr. Jamee Krapf #403	Marica G. 217

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, June 7, 2021 1:32 PM
To: SFCTA Board Secretary
Cc: MTC Info; Board (@caltrain.com); Donald Pollitt; CHSRA Board; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]
Subject: Item #15: Update on the Pennsylvania Avenue Extension Project
Attachments: Item 15 Update on the Pennsylvania Avenue Extension Project.pdf

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

Dear Chair Mandelman and Commissioners,

Thank you for the opportunity to substantiate and elaborate on the comments I made at the May 26th CAC meeting.

Please find my comments attached for the record.

Sincerely,

Roland Lebrun

CC

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

Dear Chair Mandelman and Commissioners,

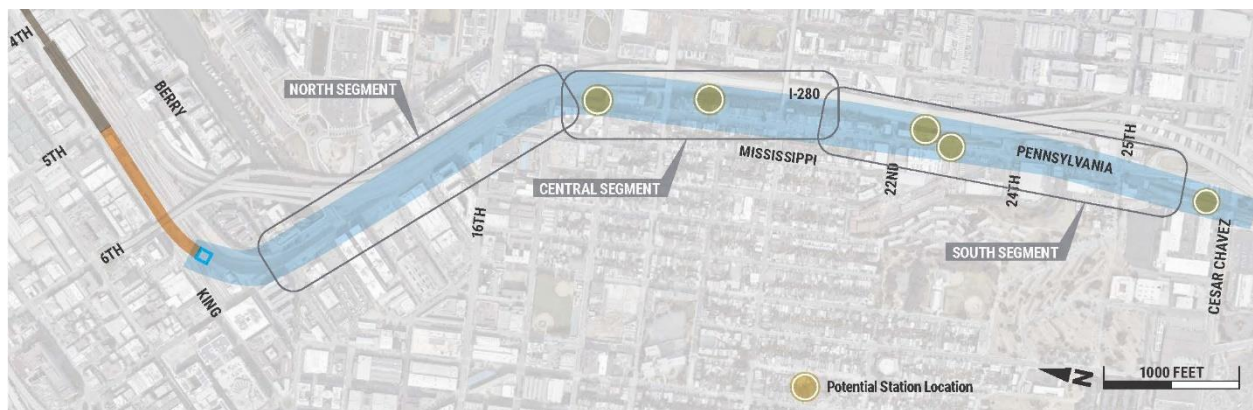
Thank you for the opportunity to substantiate and elaborate on the comments I made at the May 26th CAC meeting.

Please allow me to start by complementing Ms. Waldman and her team for the schedule (slide 6) which, unlike the infamous so-called “RAB” 5-year “Study”, proposes to make the PAX Pre-Environmental Study Final Report available for review in September.

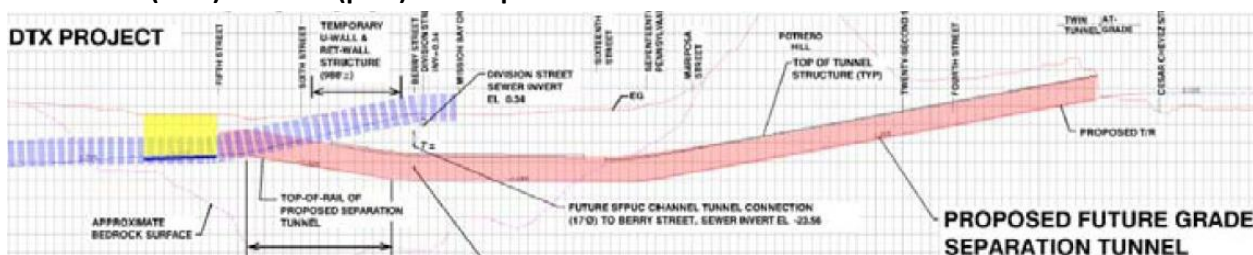
I was also pleased to find a plausible twin-bore tunnel profile with an external bore diameter of approximately 27 feet on slide 3.

The first issue for your consideration is the “Potential Station Locations” on slide 4 because, as seen below, the tunnel profile on slide 3 would result in platforms sloping at 2% or more and the amount of excavation under the Central Segment (tunnel #1) and South Segment (tunnel #2) would result in massive surface impacts and prohibitive costs. The “Potential Station Locations” also do not take into account that non-stopping trains must be able to pass through the station(s) at 80 MPH resulting in an overall length of excavation of approximately 1,300 feet (300-foot throat + 700-foot platform(s) + 300-foot throat). This leaves two Potential Station Locations: a \$100M elevated station above Cesar Chavez (between western tunnel #2 and Highway 280) and/or a \$400M underground multimodal station under the North Segment (7th Street between 16th and Townsend) with seamless transfers to MUNI buses, the T-3rd and N-line extensions, the Central subway and the future 16th Street/UCSF BART station.

Slide 4 Potential Station Locations



Slide 3 DTX (blue) and PAX (pink) tunnel profiles



PAX Alternatives (slide 7)

There are three issues with the discussion on this slide:

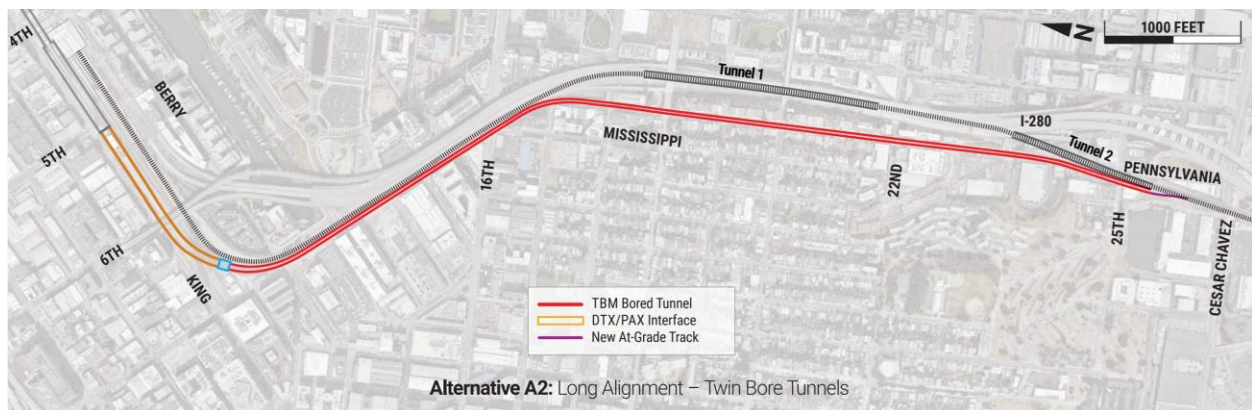
- 1) The primary discussion revolves around the relocation or modification of the 22nd Street station while ignoring the issue of sloping platforms as mentioned above.
- 2) There is no consideration of the nexus between the continued operation of the 4th & King railyard and the continued operation of the existing 22nd Street station, specifically that there will be no change to 22nd Street as long as Caltrain continues to provide service to the 4th & King railyard because passengers requiring access to the Cesar Chavez and/or 7th Street station(s) will board Transbay trains while passengers requiring access to the 22nd Street station will board trains terminating at 4th & King.
- 3) The third and final issue is that there is no consideration of phasing whereby Cesar Chavez could be constructed for initial Transbay operations and 7th Street could be constructed at a later date at which point Potrero Hill and the Central waterfront would be served by TWO Caltrain stations (Cesar Chavez to the South and 7th Street to the north) with 7th Street providing service to Mission Bay, including Oracle Park, the Chase Center and the future 4th & King railyard redevelopment.

Alternative A: Long Alignment (slide 8)

Alternative A1 (Single Bore tunnel) is prohibitively expensive (\$1B-\$2B) with a southern portal conflicting with the northern tip of the Cesar Chavez station. Additionally, the estimated 45-foot diameter single bore tunnel would require a minimum overburden of 40 feet (potentially more depending on soil conditions in the 7th Street/Berry area) which would result in top of rail (TOR) approximately 25-30 feet below the DTX tunnel profile as currently proposed.

Alternative A2 (Twin Bore Tunnel) is viable but has the following disadvantages:

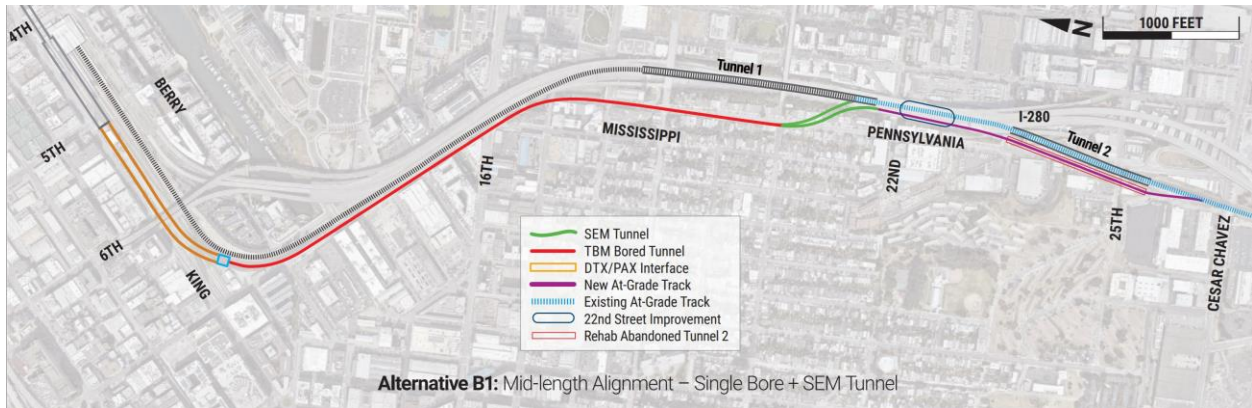
- Excessive tunnel length caused by the bypass of western tunnel #2 resulting in excessive costs caused by redundant tunneling (eliminated in the South Segment alignment in Alternative B2)
- Sharp curve at the junction of Pennsylvania Avenue and 7th Street



Alternative B: Mid-length Alignment (slide 9)

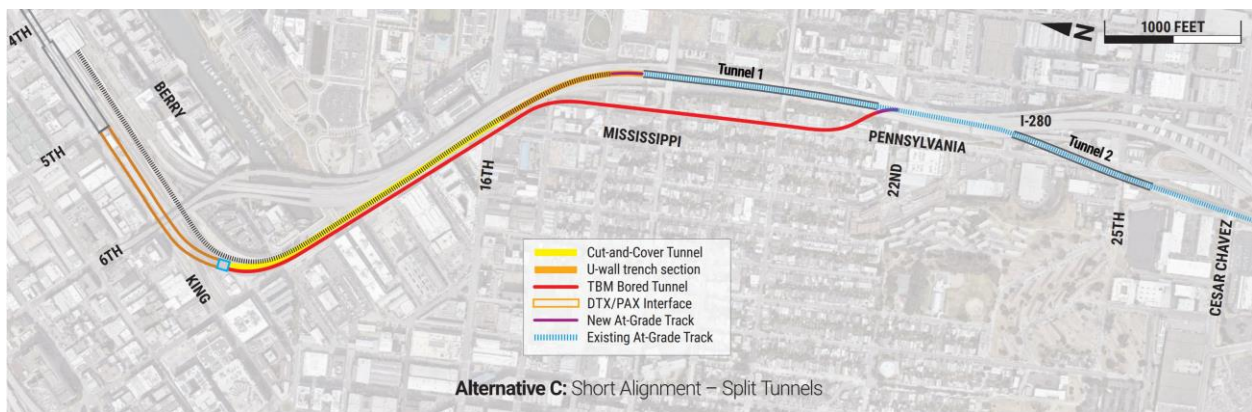
Alternative B1 (Single Bore Tunnel with SEM) has the same issues as Alternative A1 in the 7th Street/Berry area and is probably one of the worst alternatives in terms of constructability, surface impacts and costs.

Alternative B2 (Twin Bore Tunnel) is a superior solution because it has the potential to eliminate the SEM tunneling and continue north parallel to the 280 freeway (as envisioned by Southern Pacific) instead of making a sharp westward curve to align with Pennsylvania Avenue.



Alternative C Short Alignment

This is the worst of all alternatives because the cut & cover tunnel would interrupt Caltrain operations to 4th & King for a minimum of two years. Additionally, a cut & cover tunnel under the SSIP is not constructible and the distance between the bored tunnel and the existing tunnel #1 would result in unnecessarily long cross-passages whose construction is likely to compromise the structural integrity of tunnel #1.



Conclusion:

Alternative B2 (twin bore tunnel starting immediately north of 23rd Street approximately 150 feet north of the western tunnel #2 entrance) is the correct alternative with the following changes (south to north):

- 1) The connection to the existing Caltrain tracks is relocated further south (immediately north of the Jerrold bridge): <https://calhsr.com/wp-content/uploads/2010/02/02-TCCM-200-B.pdf>
- 2) The Cesar Chavez station is located to the west of the existing Caltrain tracks
- 3) The alignment continues through western tunnel #2
- 4) The PAX portal headwall is relocated to 100 feet north of 23rd Street: <https://calhsr.com/wp-content/uploads/2010/02/01-TCCM-200-B.pdf>
- 5) Tunnel boring follows the Caltrain subsurface easements acquired from Southern Pacific

Respectfully submitted for your consideration.

Sincerely,

Roland Lebrun

From: Council-Jeff Gee <jgee@redwoodcity.org>
Sent: Wednesday, June 9, 2021 9:23 AM
To: Roland Lebrun; Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]; ngonzales@tjpa.org; Bouchard, Michelle
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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

Roland:

Thank you for your email. Acknowledging receipt.

Regards,

Jeff

Jeff Gee, Councilmember

City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064
650-483-7412
jgee@redwoodcity.org

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 9, 2021 3:53 AM
To: Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; SFCTA CAC; TJPA CAC; Caltrain CAC Secretary
Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Chair Gee,

The attached letter is intended to substantiate and elaborate on the comments I made about the DTX Operations Analysis following a similar presentation to the May 21st DTX Executive Steering Committee and the SFCTA's Executive Director's report at the May 25th Board Meeting:

"During public comment, Roland Lebrun thanked Director Chang for posting the Executive Director's Report on the website prior to the meeting. With regard to the Downtown Rail Extension (DTX), he said that the issue is not with the funding, but that the project has "fallen off the tracks." At the last Executive Steering Committee meeting, Mr. Lebrun said they discovered that high-speed rail platforms were proposed at 4th and Townsend and that was in conflict with Prop 1A, which has no high-speed rail platforms between Millbrae and Salesforce

Transit Center. He said this, in turn, causes congestion around the DTX, triggering the need for a third track which entails paying up to \$2 billion in extra costs. Mr. Lebrun noted that the Metropolitan Transportation Commission opined that there were three disconnected projects in the area: DTX, Link21 and the Pennsylvania Avenue Extension. He suggested that they de-fund DTX and pause to ensure harmonious planning between the three projects."

<https://www.sfcta.org/sites/default/files/2021-06/05%20May%2025%20Mins.pdf> (page 3)

Thank you in advance for your urgent attention to these issues.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
VTA Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC
VTA PAC
VTA CAC

Dear Chair Gee,

The intent of this letter is to highlight significant issues with the Operations Analysis performed by WSP/Parsons Brinckerhoff's Great British Railways (formerly "Network Rail") Rail Delivery Partner (RDP), specifically that the analysis, **contrary to existing legislation and various business plans**, inexplicably studied the operation of high speed trains stopping at dedicated platforms at the 4th & Townsend station. **This fatally flawed analysis subsequently resulted in a flawed recommendation for a 3-track DTX design.**

Background:

- 1) Streets & Highways Codes Section 2704.09 (d) mandates that ***"The total number of stations to be served by high-speed trains for all of the corridors described in subdivision (b) of Section 2704.04 shall not exceed 24."***:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=2704.09.&lawCode=SHC
- 2) **The 4th & Townsend station cannot possibly accommodate 1,400-foot HSR platforms:**
*"A pertinent example of Caltrain/HSRA interaction is the recent announcement by HSRA that it may shorten its platforms in order to reduce the initial capital cost of the system. Shortening the platforms and trains leaves open the possibility that demand will eventually exceed the reduced station capacity, **especially in the "bookend areas."**" We understand that the Authority will try to acquire the property needed for future extension of the platforms if needed.*

*An alternative potential response would be to use bi-level trains at the outset for HSRA service. We have recommended in past letters that the Authority consider adopting bi-level trains from the outset **because the loading platform level would be consistent with the lower level used by Caltrain and Metrolink (and ACE if there are joint operations in future)**. In our discussions, the Authority indicated that they will consider inputs from the new system operator (discussed below). We recommend that this issue be addressed carefully before HSRA commits itself to a rolling stock fleet design."*: <https://www.cahsrprg.com/wp-content/uploads/sites/15/2018/08/PRG-letter-of-7-Feb-2017-Reduced.pdf> (page 3)

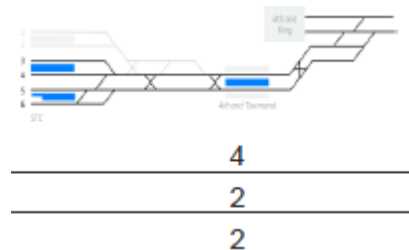
- 3) **Deutsche Bahn, the Authority's Early Train Operator (ETO) has no plans to provide HSR service at 4th & Townsend:** https://www.hsr.ca.gov/wp-content/uploads/docs/about/legislative_affairs/Central_Valley_and_Peninsula_Corridors_Operations_Financial_Plan_Study.pdf (page 194): **Figure 18-1: Blended Service Caltrain + HSR Servicing FOUR stations**

4) High speed rail platforms at 4th & Townsend would conflict with the Caltrain Business Plan



Recommendation:

Direct Caltrain to engage the services of Deutsche Bahn to study whether the following configuration can support 12 trains/hour/direction with or without passing tracks at 4th & Townsend.



Thank you in advance for your consideration.

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 10, 2021 5:10 PM
To: Gee, Jeff [jgee@redwoodcity.org]; Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]; ngonzales@tjpa.org; Bouchard, Michelle; CHSRA Board
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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

Dear Chair Gee,

This follow up email is intended to substantiate the comment I made that "*the Operations Analysis performed by WSP/Parsons Brinckerhoff's Great British Railways (formerly "Network Rail") Rail Delivery Partner (RDP) which studied the operation of high speed trains stopping at dedicated platforms at the 4th & Townsend station subsequently resulted in a **flawed recommendation for a 3-track DTX design.***"

"If International Services used Stratford International during the Games, it would reduce the station's capacity"

https://www.youtube.com/watch?v=TYm6Zbu_zmc&t=107s



Eurostar won't stop at Stratford International (25May10) - YouTube

Unsurprisingly, Eurostar will not be stopping their trains at the middle of nowhere site of Stratford to please the 2012 Olympics. Let local trains stop ther...

www.youtube.com



Sincerely,

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 10, 2021 4:45 PM
To: Council-Jeff Gee <jgee@redwoodcity.org>; Donald Pollitt <DTX@tjpa.org>
Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board <board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; TJPA CAC

<CAC@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; ngonzales@tjpa.org <ngonzales@tjpa.org>; Bouchard, Michelle <bouchardm@samtrans.com>; CHSRA Board <boardmembers@hsr.ca.gov>
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

Dear Chair Gee,

Thank you for the opportunity to address the Board on this issue earlier this morning.

This follow-up email is intended to substantiate and elaborate on the comment I made that "***A High Speed Train operator would NEVER consider providing service to a 4th & Townsend station as envisaged by the TJPA***", including an actual example of a \$300M HSR station in East London **7 miles outside St Pancras that has yet to see any service at its two dedicated HSR platforms 12 years after first opening.**

1) Prop1A (California Streets & Highways Codes Section 2704.09)

"The high-speed train system to be constructed pursuant to this chapter shall be designed to achieve the following characteristics:

(b) *Maximum nonstop service travel times for each corridor that shall not exceed the following:*

(3) ***San Francisco-San Jose: 30 minutes.***"

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.09.

2)"***There are 1 OR 2 international trains per hour in each direction that pass through without stopping.***"

https://en.wikipedia.org/wiki/Stratford_International_station#National_Rail



Stratford International station - Wikipedia

Stratford International is a National Rail station in Stratford and a separate Docklands Light Railway (DLR) station nearby, located in East Village in London and within the Greater London metropolitan area. Despite its name, no international services stop at the station; plans for it to be served by Eurostar trains never came to fruition. The National Rail platforms are, however, served by ...

en.wikipedia.org

2) <https://www.bbc.com/news/10154343>



Eurostar 'will not stop' at Stratford International - BBC News

A £210m station which was due to help bring in people from abroad to the London 2012 Olympic Games may never have an international service.

www.bbc.com

3) "Eurostar declined to comment on Stratford International's name because it doesn't operate there. Instead, it says, it's "focused on providing a **quick and competitive journey time between our destinations.**"

<https://londonist.com/london/transport/why-s-it-called-stratford-international-if-it-has-no-international-trains>



Why's It Called Stratford International If It Has No International Trains? | Londonist

Stratford International: 10 years without an international train. In December 2009, trains started calling at Stratford International station: an east London hub allowing rapid transit to St ...

londonist.com

-
-

https://youtu.be/TYm6Zbu_zmc?t=107



Eurostar won't stop at Stratford International (25May10)

Unsurprisingly, Eurostar will not be stopping their trains at the middle of nowhere site of Stratford to please the 2012 Olympics. Let local trains stop ther...

youtu.be

-
-

Sincerely,

Roland Lebrun

From: Council-Jeff Gee <jgee@redwoodcity.org>

Sent: Wednesday, June 9, 2021 9:23 AM

To: Roland Lebrun <ccss@msn.com>; Donald Pollitt <DTX@tjpa.org>

Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board <board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; TJPA CAC <CAC@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; ngonzales@tjpa.org <ngonzales@tjpa.org>; Bouchard, Michelle <bouchardm@samtrans.com>

Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

Roland:

Thank you for your email. Acknowledging receipt.

Regards,

Jeff

Jeff Gee, Councilmember

City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064
650-483-7412
jgee@redwoodcity.org

From: Roland Lebrun <ccss@msn.com>

Sent: Wednesday, June 9, 2021 3:53 AM

To: Donald Pollitt

Cc: MTC Info; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; SFCTA CAC; TJPA CAC; Caltrain CAC Secretary

Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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Dear Chair Gee,

The attached letter is intended to substantiate and elaborate on the comments I made about the DTX Operations Analysis following a similar presentation to the May 21st DTX Executive Steering Committee and the SFCTA's Executive Director's report at the May 25th Board Meeting:

"During public comment, Roland Lebrun thanked Director Chang for posting the Executive Director's Report on the website prior to the meeting. With regard to the Downtown Rail Extension (DTX), he said that the issue is not with the funding, but that the project has "fallen off the tracks." At the last Executive Steering Committee meeting, Mr. Lebrun said they discovered that high-speed rail platforms were proposed at 4th and Townsend and that was in conflict with Prop 1A, which has no high-speed rail platforms between Millbrae and Salesforce Transit Center. He said this, in turn, causes congestion around the DTX, triggering the need for a third track which entails paying up to \$2 billion in extra costs. Mr. Lebrun noted that the Metropolitan Transportation

Commission opined that there were three disconnected projects in the area: DTX, Link21 and the Pennsylvania Avenue Extension. He suggested that they de-fund DTX and pause to ensure harmonious planning between the three projects."

<https://www.sfcta.org/sites/default/files/2021-06/05%20May%2025%20Mins.pdf> (page 3)

Thank you in advance for your urgent attention to these issues.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
VTA Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC
VTA PAC
VTA CAC