JPB Board of Directors  
Meeting of February 4, 2021  

Correspondence as of January 29, 2021  

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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
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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