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SFCTA 10/18 Full Board Item 11 Public Comment Railyard Redevelopment

Roland Lebrun <ccss@msn.com>

Mon, Oct 17, 2022 at 1:19 PM

To: "Mandelman, Rafael (BOS)" <rafael.mandelman@sfgov.org>

Cc: SFCTA Board Secretary <clerk@sfcta.org>, SFCTA CAC <cac@sfcta.org>, Transbay Info <info@tjpa.org>, TJPA CAC <CAC@tjpa.org>, "MTABoard@SFMTA.com" <MTABoard@sfmta.com>, "cac@sfmta.com" <cac@sfmta.com>, Donald Pollitt <dtx@tjpa.org>

Dear Chair Mandelman and Commissioners,

I would like to share concerns with a comment made by Caltrain's Interim Chief Executive Officer during the Executive Director Report segment of the October 6th Caltrain Board meeting (https://samtrans.granicus.com/player/clip/941?view_id=3&redirect=true&h=09e9636512dd253227783c702ab44b71) as follows:

At 2.29.30 into the recording, Ms. Bouchard stated : "*We have been in partnership with Prologis for more than 10 years to take a look at what can be done in that area **to secure what would be a world-class terminal***".

This statement appears to be in contempt of a March 4th 2016 Court ruling (Sacramento Superior Court Case No. 34-2011-00113919-CU-WM-GDS attached for your convenience) which states (Page 15 lines 15-22)

15 "Section 2704.04, subdivision (b)(2) provides that "Phase 1 of the high-speed train project
16 is the corridor of the high-speed train system between San Francisco Transbay Terminal and
17 Los
18 Angeles Union Station and Anaheim." Subdivision (b)(3) identifies specific high-speed train
19 corridors, and lists, "(B) San Francisco Transbay Terminal to San Jose to Fresno." Subdivision
20 (a)
21 identifies that the purpose behind the Bond Act is "construction of a high-speed train system
22 that
23 connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim..."
24 **Consequently, it appears that the intent of the Bond Act was for the system to extend, in
San
Francisco, to the Transbay Terminal, not stop 1.3 miles short at a 4th and King Caltrain Station."**

Moving forward, please consider providing Ms. Bouchard with the following guidance:

1) In her capacity as DTX Executive Steering Committee Chair, maintain a laser-sharp focus on the expedited delivery of the PAX and the DTX, including 1,400-foot platforms at the Transit Center and a plausible connection to a future Transbay crossing.

2) Collaborate with Prologis on the expedited relocation of the 4th & King station to 5th Street (Phase I).


Respectfully presented for your consideration

Roland Lebrun

CC

TJPA Board of Directors
SFMTA Board of Directors
DTX Executive Steering Committee
SFCTA CAC
TJPA CAC
SFMTA CAC



 **Case No. 34-2011-00113919-CU-WM-GDS.pdf**
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