

**TRANSBAY JOINT POWERS AUTHORITY
BOARD OF DIRECTORS**

Resolution No. _____

WHEREAS, The Transbay Joint Powers Authority (TJPA) is responsible for the financing, design, development, construction, and operation of the Transbay Transit Center Project; and

WHEREAS, The Transit Center is planned to serve as the San Francisco terminus for the California High-Speed Rail system connecting northern and southern California; and

WHEREAS, The Transit Center is also planned to serve as the downtown San Francisco terminus for the Caltrain passenger rail system connecting the San Francisco Peninsula to downtown San Francisco; and

WHEREAS, The Transit Center is designed for an operational life of 100 years; and

WHEREAS, The California High Speed Rail Authority (CHSRA) currently estimates that the dwell time for High-Speed Rail trains at the Transit Center will be 40 minutes (30 minutes minimum) and the Peninsula Corridor Joint Powers Board (JPB) currently estimates that the dwell time for Caltrain trains at the Transit Center will be 15 minutes (12 minutes minimum); and

WHEREAS, The CHSRA's 2012 and 2014 Business Plans propose to incrementally develop the High-Speed Rail system utilizing a blended system approach (i.e., shared tracks rather than separate tracks for each system) that will coordinate the development and operations of its High-Speed Rail trains with Caltrain's existing passenger rail system; and

WHEREAS, In 2012, the TJPA, CHSRA, JPB and other public agencies entered a memorandum of understanding entitled "High Speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment Known as the Peninsula Corridor of the Statewide High-Speed Rail System" in which the parties agreed to "jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has it's [sic] northern terminus at the Transbay Transit Center in San Francisco"; and

WHEREAS, The blended system will require the Caltrain and High-Speed Rail systems to operate more efficiently as ridership levels increase; and

WHEREAS, Caltrain ridership sharply increased between 2010 and 2015 and is projected to continue to increase over time; and

WHEREAS, Developing Transit Center rail platforms with different boarding heights and to serve different rolling stock widths will restrict the operational flexibility of the Transit Center and the Caltrain and High-Speed Rail systems; and

WHEREAS, Developing Transit Center rail platforms with a common, level, boarding height and to serve a compatible rolling stock width will provide greater operational flexibility, which will result in more reliable transit service and allow the operators to better meet the full ridership demands of the Caltrain and High-Speed Rail blended system over time, as well as enhance passenger safety and convenience, and access for people with disabilities; and

WHEREAS, JPB will soon be procuring Electrical Multiple Unit (EMU) trainsets to serve Caltrain's modernized system; and

WHEREAS, JPB and CHSRA staff have identified a feasible strategy for EMU modifications that will not preclude the use of shared platforms with common boarding heights and compatible widths in the long-term; and

WHEREAS, The selection of a common platform height and compatible rolling stock width is impeded by California Public Utility Commission (CPUC) General Order 26-D, Section 3, which imposes side clearance requirements that do not reflect modern rail equipment and operations, and conflict with the Federal Americans with Disability Act (42 U.S.C. sec. 12101 et seq.) requirements for level boarding heights; and

WHEREAS, The operational flexibility of the Transit Center will be enhanced if dwell times for High-Speed Rail and Caltrain trains at the Transit Center are reduced; and

WHEREAS, The selection of a common platform height and compatible rolling stock width and the reduction of estimated dwell times would not cause new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report (March 2004); now, therefore, be it

RESOLVED, That the TJPA strongly encourages CHSRA and JPB to reach an agreement that would allow the Transbay Transit Center's three rail platforms to be designed and constructed with a common, level, boarding height and a compatible rolling stock width such that each platform is capable of being used by Caltrain and High-Speed Rail trains; and be it

FURTHER RESOLVED, That the TJPA appreciates JPB and CHSRA's cooperative efforts to date towards reaching this goal; and be it

FURTHER RESOLVED, That the TJPA strongly encourages JPB to approve EMU specifications that would not preclude the TJPA from designing and constructing the Transit Center's three rail platforms with a common, level, boarding height to serve a compatible rolling stock width such that each platform is capable of being used by Caltrain and High-Speed Rail trains; and be it

FURTHER RESOLVED, That the TJPA encourages JPB to consider a reduced dwell time for Caltrain trains at the Transit Center; and be it

FURTHER RESOLVED, That the TJPA encourages CHSRA to consider and take the steps necessary to achieve a reduced dwell time for High-Speed Rail trains at the Transit Center; and be it

FURTHER RESOLVED, That the TJPA encourages JPB and CHSRA to take all steps necessary to receive a CPUC waiver from requirements of General Order 26-D that conflict with Federal Americans with Disability Act requirements for level boarding heights.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of June 19, 2015.

Secretary, Transbay Joint Powers Authority