



JPB Board of Directors
Meeting of April 1, 2021

Correspondence as of March 12, 2021

Subject

- 1 Caltrain Letters supporting CA High-Speed Rail Project
- 2 Accelerated Platform Construction
- 3 Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension
- 4 Assembly Hearing on the HSR Business Plan



2021 BOARD OF DIRECTORS

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JIM HARTNETT
EXECUTIVE DIRECTOR

March 5, 2021

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1020 N Street, Rm 112
Sacramento, CA 95814

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee 3
Climate Crisis, Resources, Energy, and Transportation
State Capitol, Rm 6026
Sacramento, CA 95814

Dear Chair Friedman and Chair Bloom:

I am writing to express the Peninsula Corridor Joint Powers Board's (Caltrain) support for the plan to deliver the California High-Speed Rail Project described in the recently updated *Revised Draft 2020 Business Plan*, released on February 9, 2021.

Caltrain is the seventh largest and most efficiently run commuter rail system in the country. It spans 77.3 miles and 32 stations. Prior to the COVID-19 pandemic and associated disruption to transportation systems worldwide, there were 92 daily Caltrain trains with an average weekday ridership over 63,000.

Caltrain has a significant and long-standing relationship with the Authority. The Authority will be a future operator on the Caltrain-owned corridor and is an important partner in the funding and implementation of our ongoing Peninsula Corridor Electrification Project. The recently Caltrain Board-adopted *Long Range Service Vision for Caltrain* outlines our system's aspirations to grow while reaffirming our commitment to the Blended System and our communities, and our shared future with high-speed rail. To that end we look forward to the important planning work that must be embarked on between Caltrain and the Authority.

Initiating electric, high-speed rail in the Central Valley as proposed in the plan will ensure that the project is delivered as quickly and efficiently as possible. These building blocks in the Central Valley are an integral part of the system that will expand to both Northern and Southern California and connect the entire state. Finishing the segment in the Central Valley and beginning an interim operation will allow the technology to be demonstrated as we work with the Authority to upgrade our own corridor to accommodate increased regional travel demand and prepare for the introduction of high-speed service.

We are in agreement with the path proposed by the California High-Speed Rail Authority's *Revised Draft 2020 Business Plan* and look forward to working towards making that vision a reality. If you have any questions, please do not hesitate to contact me at 650-508-6221.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Hartnett", is written over a light blue horizontal line.

Jim Hartnett
Executive Director

Cc: Peninsula Corridor Joint Powers Board of Directors



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JIM HARTNETT
EXECUTIVE DIRECTOR

March 8, 2021

The Honorable Lena Gonzalez
Chair, Senate Transportation Committee
State Capitol, Room 2209
Sacramento, CA 95814

The Honorable Maria Elena Durazo
Chair, Senate Budget Subcommittee 5
Corrections, Public Safety, Judiciary, Labor and Transportation
State Capitol, Room 5019
Sacramento, CA 95814

Dear Chair Gonzalez and Chair Durazo:

I am writing to express the Peninsula Corridor Joint Powers Board's (Caltrain) support for the plan to deliver the California High-Speed Rail Project described in the recently updated *Revised Draft 2020 Business Plan*, released on February 9, 2021.

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Jim Hartnett
Executive Director

Cc: Peninsula Corridor Joint Powers Board of Directors

From: magtiblas@gmail.com
To: magtiblas@gmail.com
Subject: Accelerated Platform Construction - Patent Pending Railway Station Platform ADA Level Boarding and Universal ADA Level Boarding
Date: Sunday, March 7, 2021 5:00:28 PM

Dear All,

During 10 years I observed that mostly women using the elevators, thus probably their knees are more damaged by the 335mm vertical gap from the platform to train, particularly during deboarding.

I dedicate the Accelerated Platform Alteration for March 8, with the occasion of the International Women's Day.

Happy Women's Day!

<https://www.youtube.com/watch?v=flfS4ZJbX0k>

PS: Further detail in my 2020-11-28 email.

Regards,

Tibor

From: magtiblas@gmail.com <magtiblas@gmail.com>
Sent: November 28, 2020 9:23 PM
To: magtiblas@gmail.com
Subject: Patent Pending Railway Station Platform ADA Level Boarding and Universal ADA Level Boarding

Dear Sir or Madame,

I apologize if this email is not suitable for your direct expertise and I would appreciate forwarding it to the appropriate destination.

This paper describes a very efficient process of building 635mm or similar ADA or AODA Level Boarding platforms.

I am sending the filling with the anticipated trust of non disclosure.

During the last few years I spent most of my outside working hours to improve the alteration and/or construction process of the railway platforms:

1. The process maximises safety for passengers and construction workers, minimises the service impact, has no throughout work and has a minimal duration and cost.
2. The process will provide boarding at low and high platforms during the construction or alteration, without any train alteration and has no impact on future trains.
3. The work is mostly off-site prefabrication, with minimal on site installation during off-service hours.
4. The Universal Level Boarding is an additional process, which provides ADA Level Boarding for trains with different floor elevation.

In Canada the 457mm train step landing to the 127 mm platforms with an unacceptable 330mm raise.

In the US the 203mm platforms are a bit better, but far from the requirements of the Americans with Disabilities Act (ADA).

I obtained US Provisional Patent for the attached "Transition to Level Boarding and Universal ADA Level Boarding".

I am looking for companies interested to join me and help with my US Provisional patent with US and PCT patent filing and possible subsequent commercial application.

Similar efforts for multi platform transit hubs are not included, but available upon request.

I posted on "YouTube" under "ADA Level Boarding" 5 videos based on USPTO or Canadian Intellectual Property Office (CIPO) filings, steps of the evolution of the process. Few of the ideas were subsequently improved.

ADA Level Boarding in 3 minutes 2019-02-10

<https://www.youtube.com/watch?v=4ZxzJtMUw50>

ADA Level Boarding in 5 minutes 2019-02-06

<https://www.youtube.com/watch?v=VxDuhbPNbGE>

ADA Level Boarding in 6 minutes 2019-02-03

<https://youtu.be/Qj5SdF5DjLA>

ADA Level Boarding in 4 minutes 2019-01-27

<https://www.youtube.com/watch?v=2vAFLmpHW00>

ADA Level Boarding 2019-01-23 (33 minutes)

https://www.youtube.com/watch?v=KK5y1MkZ_-c

Regards,

Tibor Magyarosi, ing., Dipl.Ing., M.Eng., P.Eng.

magtiblas@gmail.com

1-647-619-8995

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Do not open attachments or click on links from unknown senders.

From: magtiblas@gmail.com
To: magtiblas@gmail.com
Cc: magtiblas@gmail.com
Subject: Accelerated Platform Construction - Patent Pending Railway Station Platform ADA Level Boarding and Universal ADA Level Boarding
Date: Thursday, March 11, 2021 1:16:56 PM
Attachments: [image001.png](#)

Dear Sir or Madame,

I apologize if this email is not suitable for your direct expertise and I would appreciate forwarding it to the appropriate destination.

The +/-~2.5% transversal gradient was not indicated on the drawings in the video, was only commented.

If the railway is limiting the transversal gradient for the final platform to 2%, the temporary platform during the transition period can be ~3%. The step is 178mm below the train floor. I hurry I omitted to include in the animation the brackets or self-locking brackets blocking the platform edge to 635mm.

Please read the November 28, 2020 9:23 PM and March 7, 2021 8:12 PM email with reference that the videos are based on USPTO or Canadian Intellectual Property Office (CIPO) filings, with Patent Pending status.

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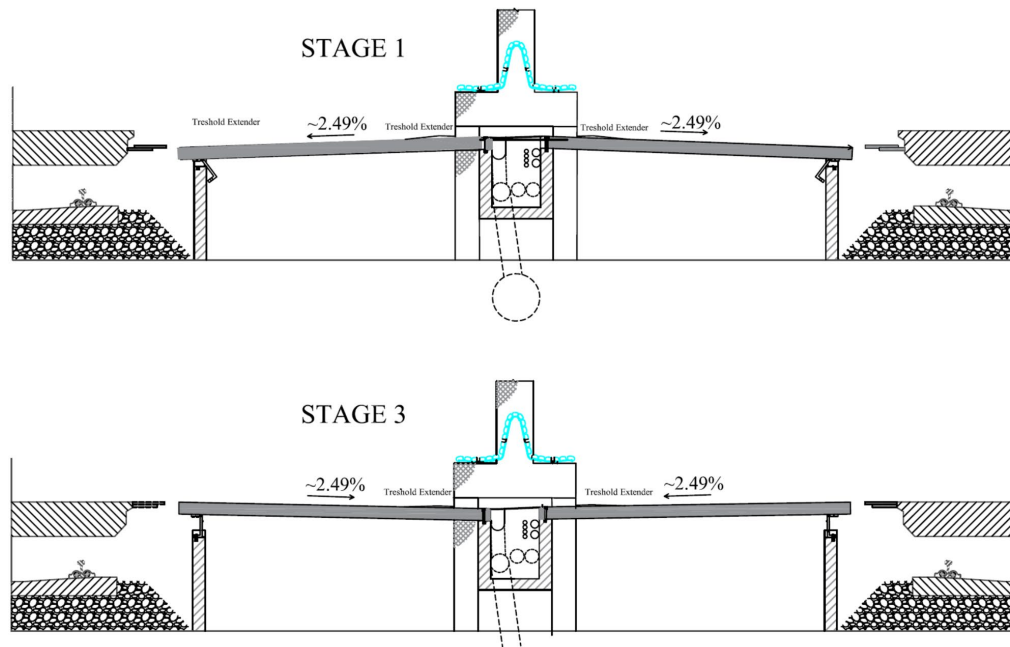
The link for the presentation: <https://www.youtube.com/watch?v=ffs4ZjbX0k>

Regards,

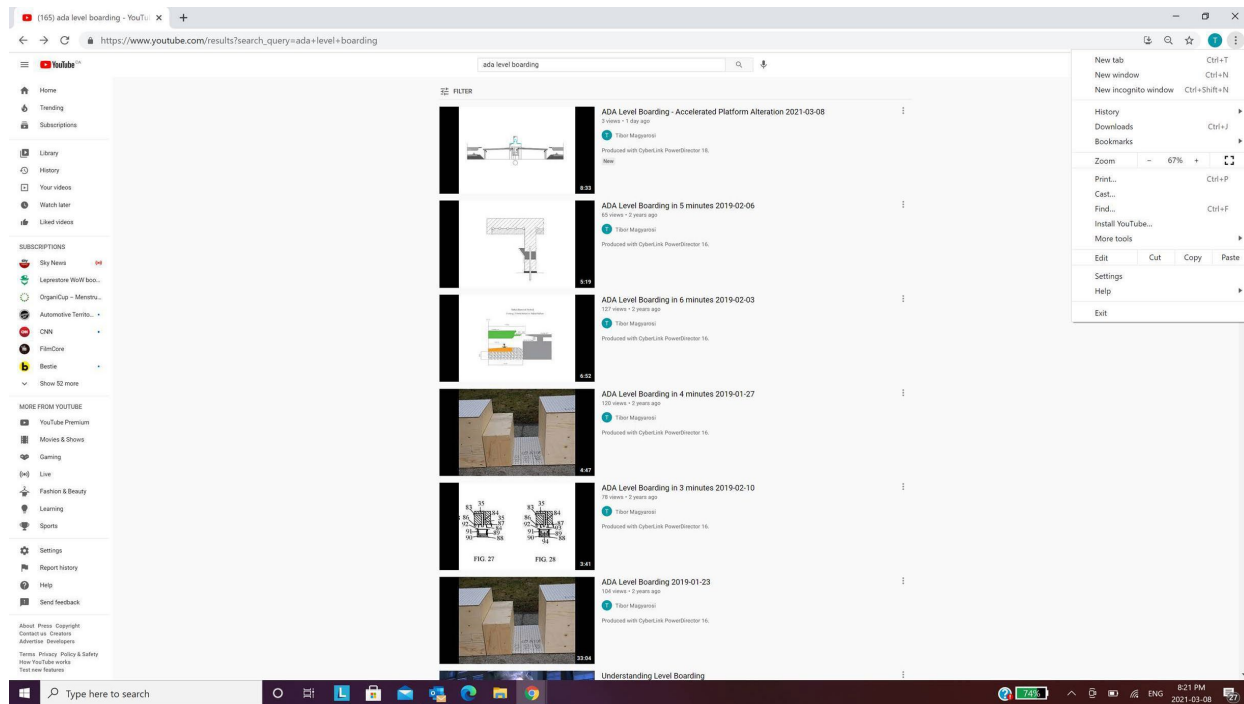
Tibor Magyarosi
magtiblas@gmail.com
647-619-8995

PS: 2 previous emails are included below.

The first, November 28, 2020 9:23 PM email including the USPTO filling can be provided upon request.



From: magtiblas@gmail.com <magtiblas@gmail.com>
Sent: March 8, 2021 8:31 PM
To: magtiblas@gmail.com
Subject: YouTube Search for "ADA Level Boarding" 2021-03-08



From: magtiblas@gmail.com <magtiblas@gmail.com>

Sent: March 7, 2021 8:12 PM

To: gshattles@dart.org; DavisS@scrra.net; MRTA.RAO@mbta.com

Subject: Accelerated Platform Construction - Patent Pending Railway Station Platform ADA Level Boarding and Universal ADA Level Boarding

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ADA Level Boarding in 4 minutes 2019-01-27

<https://www.youtube.com/watch?v=2vAFLmpHW00>

ADA Level Boarding 2019-01-23 (33 minutes)

https://www.youtube.com/watch?v=KK5y1MkZ_c

Regards,

Tibor Magyarosi, ing., Dipl.Ing., M.Eng., P.Eng.

magtiblas@gmail.com

1-647-619-8995

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From: [Lily Madjus Wu](mailto:Lily.Madjus.Wu)
To: jesse.koehler@sfcta.org
Cc: ccss@msn.com; info@mtc.ca.gov; boardmembers@hsr.ca.gov; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Nila Gonzales](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [TJPA CAC](#)
Subject: FW: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension
Date: Tuesday, March 9, 2021 6:12:30 PM
Attachments: [FINAL 022421 LeBrun Response.pdf](#)

Thank you for the email response to Mr. Lebrun, Jesse.

Thanks,
Im

Lily Madjus Wu
Communications and Legislative Affairs Manager
Transbay Joint Powers Authority
425 Mission Street, Suite 250
San Francisco, CA 94105
lmadjuswu@tjpa.org
415-597-4039
www.tjpa.org

 Please consider the environment before printing this message.

From: Jesse Koehler <jesse.koehler@sfcta.org>
Sent: Tuesday, March 9, 2021 10:16 AM
To: Lily Madjus Wu <lmadjuswu@tjpa.org>; Nila Gonzales <ngonzales@tjpa.org>
Cc: Stephen Polechronis <stephen.polechronis@sftunnelteam.com>
Subject: Fwd: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension

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----- Forwarded message -----

From: **Britney Milton** <britney.milton@sfcta.org>
Date: Mon, Mar 8, 2021 at 9:26 PM
Subject: Re: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension
To: Roland Lebrun <ccss@msn.com>
Cc: Jesse Koehler <jesse.koehler@sfcta.org>, Stephen Polechronis <stephen.polechronis@sftunnelteam.com>

Dear Mr. LeBrun:

Thank you for your correspondence to the SFCTA regarding the Downtown Rail Extension (DTX) project. Enclosed, please find a memorandum from the Transbay Joint Powers Authority regarding the issues raised in your email of January 25, 2021.

Thank you for your continued interest in the DTX project.

Regards,

Britney Milton

(she/her/hers)

Clerk of the Transportation Authority

Office: 415-522-4825

britney.milton@sfcta.org



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On Mon, Jan 25, 2021 at 10:50 AM Britney Milton <britney.milton@sfcta.org> wrote:

Good Morning All,

Please see below public comment relating to item #8 on tomorrow's Board agenda + Item #13 on Wednesday's CAC Agenda.

Thank you

Britney Milton

(she/her/hers)

Clerk of the Transportation Authority

Office: 415-522-4825

britney.milton@sfcta.org



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----- Forwarded message -----

From: **Roland Lebrun** <ccss@msn.com>

Date: Mon, Jan 25, 2021 at 2:35 AM

Subject: SFCTA Agenda item #13 Downtown Rail Extension

To: Transportation Authority <clerk@sfcta.org>

Cc: MTC Commission <info@mtc.ca.gov>, CHSRA Board <boardmembers@hsr.ca.gov>, Caltrain Board <board@caltrain.com>, Nila Gonzales <NGonzales@tjpa.org>, SFCTA CAC <cac@sfcta.org>, Caltrain CAC Secretary <cacsecretary@caltrain.com>, TJPA CAC <CAC@tjpa.org>

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: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, March 10, 2021 3:49 PM
To: BudgetSub4@asm.ca.gov; budgetsub3@asm.ca.gov
Cc: boardmembers@hsr.ca.gov; Baltao, Elaine [board.secretary@vta.org]; Board (@caltrain.com); MTC Info; SFCTA Board Secretary; SFCTA CAC; TIPA CAC; Donald Pollitt; DraftBP2020@hsr.ca.gov
Subject: Assembly Hearing on the HSR Business Plan

Good afternoon Chairs Friedman and Bloom,

My name is Roland Lebrun. I was born in Europe and moved to San Jose in 1986.
Here are my prepared remarks:

*The most effective way to achieve GHG reductions is to **transition freight and passenger rail off fossil fuels starting with densely populated urban areas.***

Every HSR country in the World started with rail electrification over half a century before building their first high speed line.

As an example, the French HSR network consists of over 10,000 miles of electrified tracks served by high-speed trains but only 1,500 miles of dedicated high speed lines, most of which bypass cities entirely (see below)

Please stop the High Speed Rail Authority from putting the cart before the horse.

Thank you.

Video showing a TGV sharing track with **electrified freight**: <https://youtu.be/iAgxWzGFekU?t=124>



Frets, Tgv & Ter - Lignes Le Mans-Tours et Le Mans-Paris le 05 05 2018

youtu.be

Video showing how the French planned their first high speed line (Paris to Lyon). **Please note how the line completely bypasses Dijon**: <https://youtu.be/eD13IXMwao?t=342>

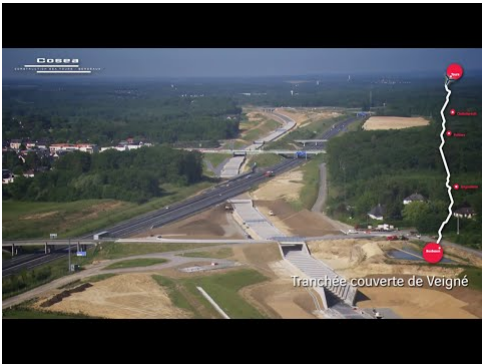


TGV AN 1. L'histoire de la première ligne à grande vitesse reliant Paris à Lyon en 1981

FR - EN (below) : Dans les années 1960, le train subit de plein fouet la concurrence de l'automobile et de l'avion, en pleine expansion. Mais la création en ...

[youtu.be](https://youtu.be/3BIF7j9DJvU?t=526)

LGV SEA flyover (**solid green line below**): <https://youtu.be/3BIF7j9DJvU?t=526>. Please note how the new high-speed line uses existing branches to connect to the Poitiers station **and how this was financed**: <https://www.eib.org/attachments/press/lgv-sud-europe-atlantique-en.pdf>

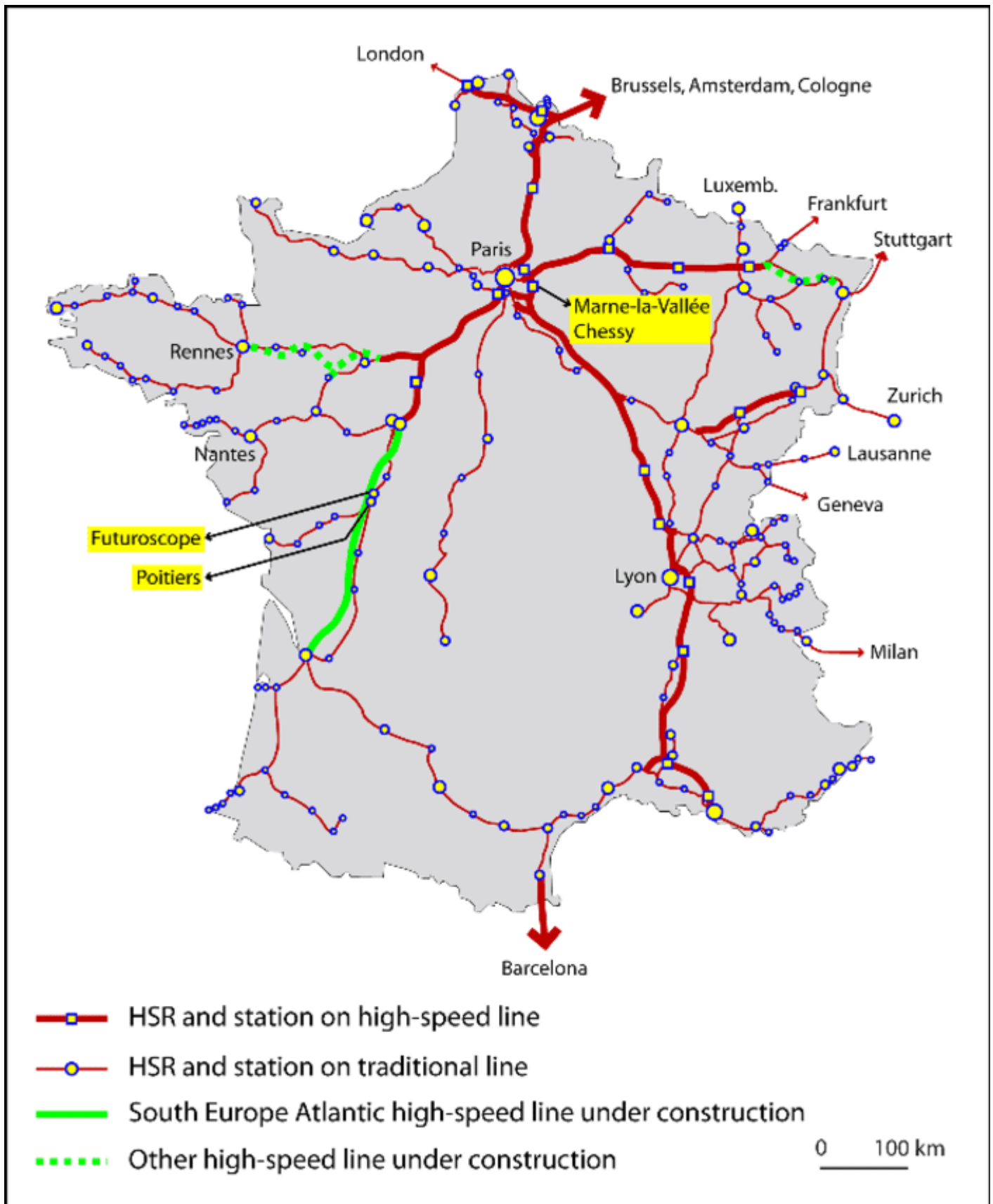


Survol de la LGV SEA Tours-Bordeaux - Juin 2015

Découvrez le dernier survol de la LGV SEA, réalisé en Juin 2015 (2 ans avant la mise en service) ! Suivez l'actualité sur :- Le site du concessionnaire LISEA...

[youtu.be](https://youtu.be/3BIF7j9DJvU?t=526)

Please note the small squares indicating that **there are only 16 stations on dedicated high speed lines in the entire French High speed Rail network**



CC

CHSRA Board of directors
MTC Commissioners

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

PS. I waited 3 hours to depose my verbal comments to the Joint Committees but somehow got dropped off the waiting list(?)