



JPB Board of Directors
Meeting of July 1, 2021

Correspondence as of June 18, 2021

Subject

- 1 Bayshore Station Redesign
- 2 DTX Operations Analysis

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#); [MTC Info](#); [Baltao, Elaine \[board.secretary@vta.org\]](#)
Subject: Bayshore station redesign
Date: Tuesday, June 15, 2021 3:08:37 AM
Attachments: [Bayshore Baylands DEIR Comments.pdf](#)

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Dear Caltrain Board,

Having recently received a response to my May 3rd FOIA for PCEP Program Management Oversight Committee (PMOC) reports released by the FTA since last September, I was shocked to discover the following information on page 14 of the March Report released on **April 27, 2021** and yet to be posted on the Caltrain web site(!).

Bayshore Property (Segment 1 South of tunnels)

*"This property is held by a foreign developer who is interested in completing a more comprehensive transaction that includes acquisition of other JPB property. The JPB has submitted its offer package to the developer's local representatives, who have asked for a second appraisal. The owner's representatives are arranging for the appraisal. Once the appraisal is complete and final terms are established, the transaction must be reviewed by the principals in China. **The JPB is projecting that completion of this transaction may take until June 2021.**"*

I am therefore requesting that the Board **direct Mr. Fitzpatrick to immediately suspend any pending or future real estate transactions until further notice** for the following reasons:

1) The PCEP is at least two years late: **we have a 2-year window to get land acquisitions/disposals/swaps right.**

2) Mr. Fitzpatrick and his team are apparently not aware of the attached Baylands EIR scoping comments, including a 2014 Bayshore station redesign which resolves multiple issues with the 2004 CTX design including:

- **Improved tunnel 4 approach**
- **Extensive mitigation of Caltrain/HSR traffic impacts on Brisbane in general and the future Baylands community in particular.**
- Seamless transfers between Caltrain, T-3rd extension and Geneva Harney BRT
- Ability to turn around 12 northbound Caltrain/HSR trains/hour in Brisbane in an emergency

- **Ability to turn around an additional 18 BART/Capitol Corridor trains when LINK21 opens**
- **Elimination of the proposed Brisbane HSR maintenance facility**

Recommendation:

Direct Mr. Fitzpatrick and his staff to reach out to VTA's Director of real estate and familiarize himself with a more transparent modus operandi whereby members of the public have sufficient information to identify potential conflicts and raise them to the Board's attention.

Examples:

- OCII sale of Transbay Block 5, a parcel which was directly in the path of the new Transbay tunnel
- 130 Stockton, a 6-story apartment block likely to cause significant challenges to construction phasing of the elevated Diridon station throat

Thank you in advance for your urgent attention to this matter.

Roland Lebrun

CC

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

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, March 20, 2020 9:47 PM
To: baylands@brisbane.ca.org <baylands@brisbane.ca.org>
Subject: Brisbane Baylands specific plan comments

Dear Mr Swiecki,

The intent of this email is to resubmit my 2014 DEIR comments (attached) and elaborate on the comments I made at the DEIR scoping meeting, with regards to doubling the length of the station, relocating it further south and raising the ground elevation by 20-30 feet while leaving the tracks at current grade: "*The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the*

impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench." <https://youtu.be/kCetcYwMMLg?t=167>

I am also attaching satellite imagery showing how a similar station (Stratford International) was built on the London-Paris high speed line by raising the elevation of an abandoned railyard by 30 feet with spoils from the high-speed tunnels: <https://youtu.be/LLUjCoNTI4E>

I hope that you find this information useful and that you will give it due consideration in the forthcoming draft EIR.

Sincerely,

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, January 24, 2014 7:31 AM
To: eir@ci.brisbane.ca.us <eir@ci.brisbane.ca.us>
Subject: Brisbane Baylands DEIR comments

Dear Mr. Swiecki,

Please find my comments attached.

Key points:

- Relocation of Bayshore station and tracks.
- 5-minute connections to the Transbay terminal.
- Improved connections to MUNI light rail, Geneva Avenue BRT and Schlage Lock.
- Improved rail service to Transbay (up to 6 additional trains/hour).
- Increased capacity (up to 2,000 passengers/train).
- Foundation for a 5-minute connection to SFO.

Sincerely,

Roland Lebrun.

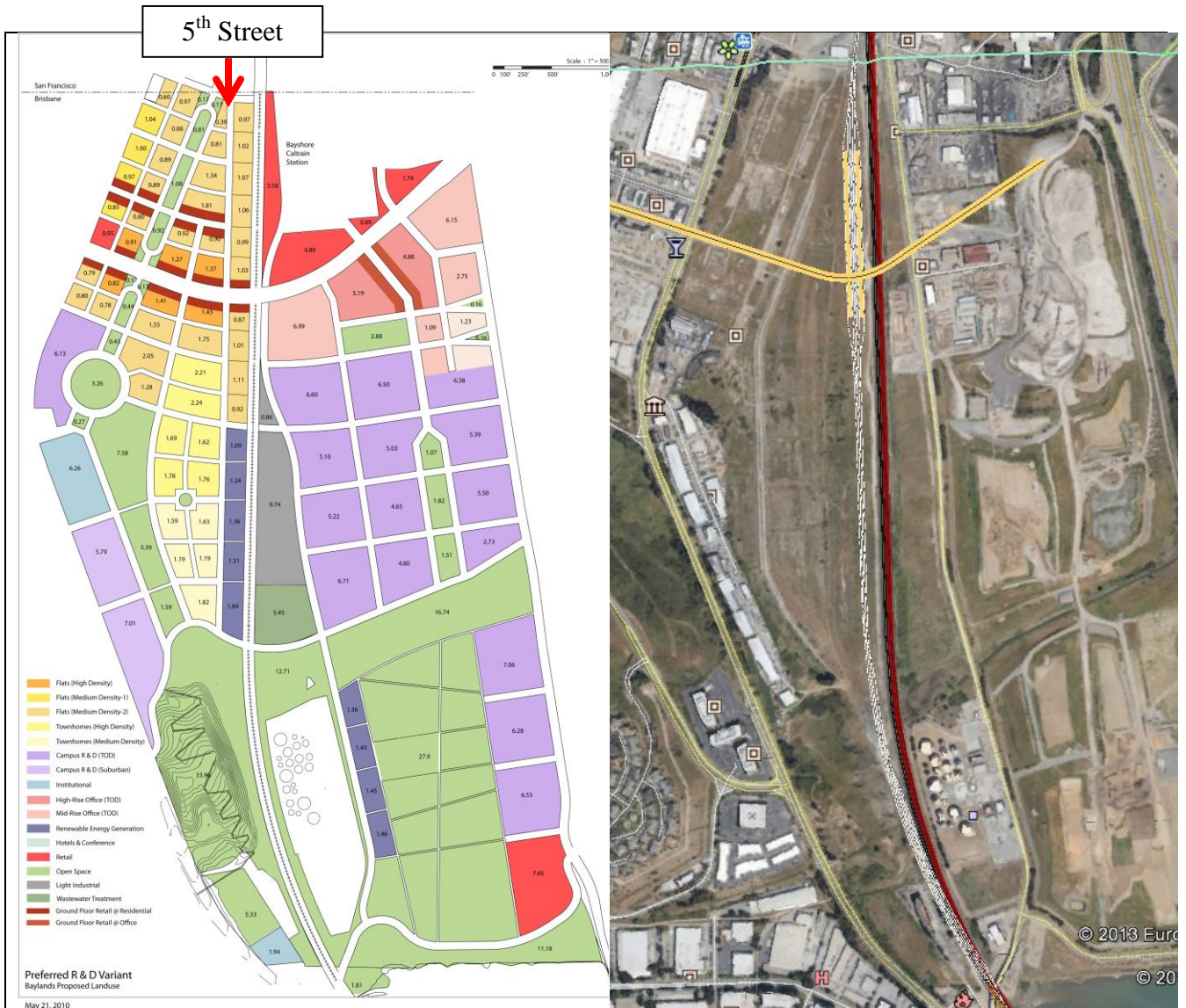
Roland Lebrun
ccss@msn.com
Brisbane Baylands Draft EIR
January 19 2014

Dear Mr. Swiecki,

Thank you for the opportunity to comment on the Brisbane Baylands Draft EIR.

While it is generally accepted that 200 MPH high speed trains will not appear in the Peninsula for at least another 20 years, plans for land use adjacent to the rail corridor should consider future higher speeds in the Peninsula with an eventual objective to connect San Jose to San Francisco in 30 minutes or less.

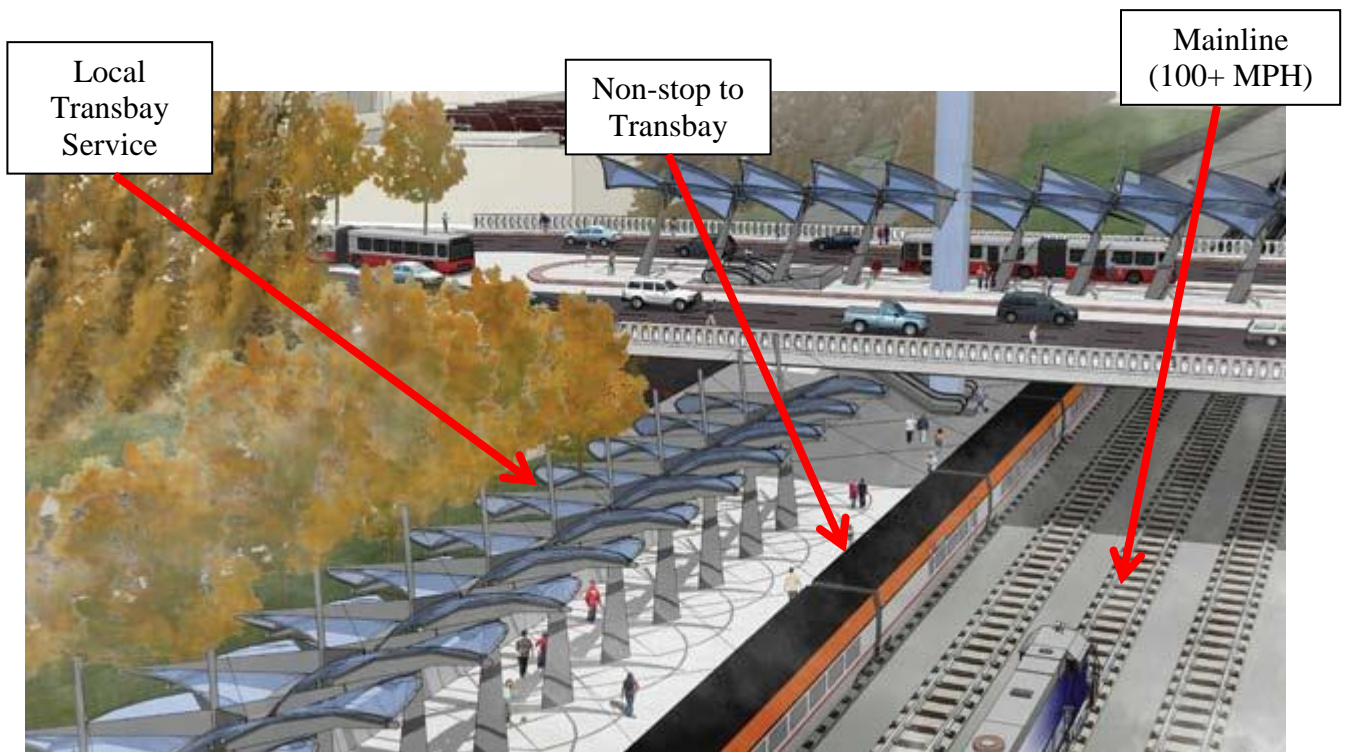
It is in this context that the DEIR should consider a new rail alignment capable of supporting speeds in excess of 100 MPH along the proposed future 5th Street.



The relocation of the tracks and the Bayshore station to the 5th Street alignment would also significantly enhance transfers between Caltrain and the proposed Muni T-Third light rail station on 5th Street.

The relocated Bayshore station would have two additional tracks to facilitate cross-platform transfers between Baby Bullets (5-minute non-stop to Transbay) and locals stopping at Oakdale, 22nd Street, Mission Bay and the Transbay Terminal. The additional station and turnaround tracks would support a capacity of 12 trains/hour between Brisbane and Transbay, 10-20 years ahead of the rest of the Peninsula (Policy 6-12).

The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench.



The proposed new alignment would have the following additional advantages:

- Faster, safer and more cost-effective construction of the relocated Bayshore station, including connections to MUNI light rail and Geneva Avenue BRT.
- No construction impacts on Caltrain service.
- Foundation for a future 5-minute connection to San Francisco International (Transbay to SFO in 10 minutes, including a one-minute stop in Brisbane).

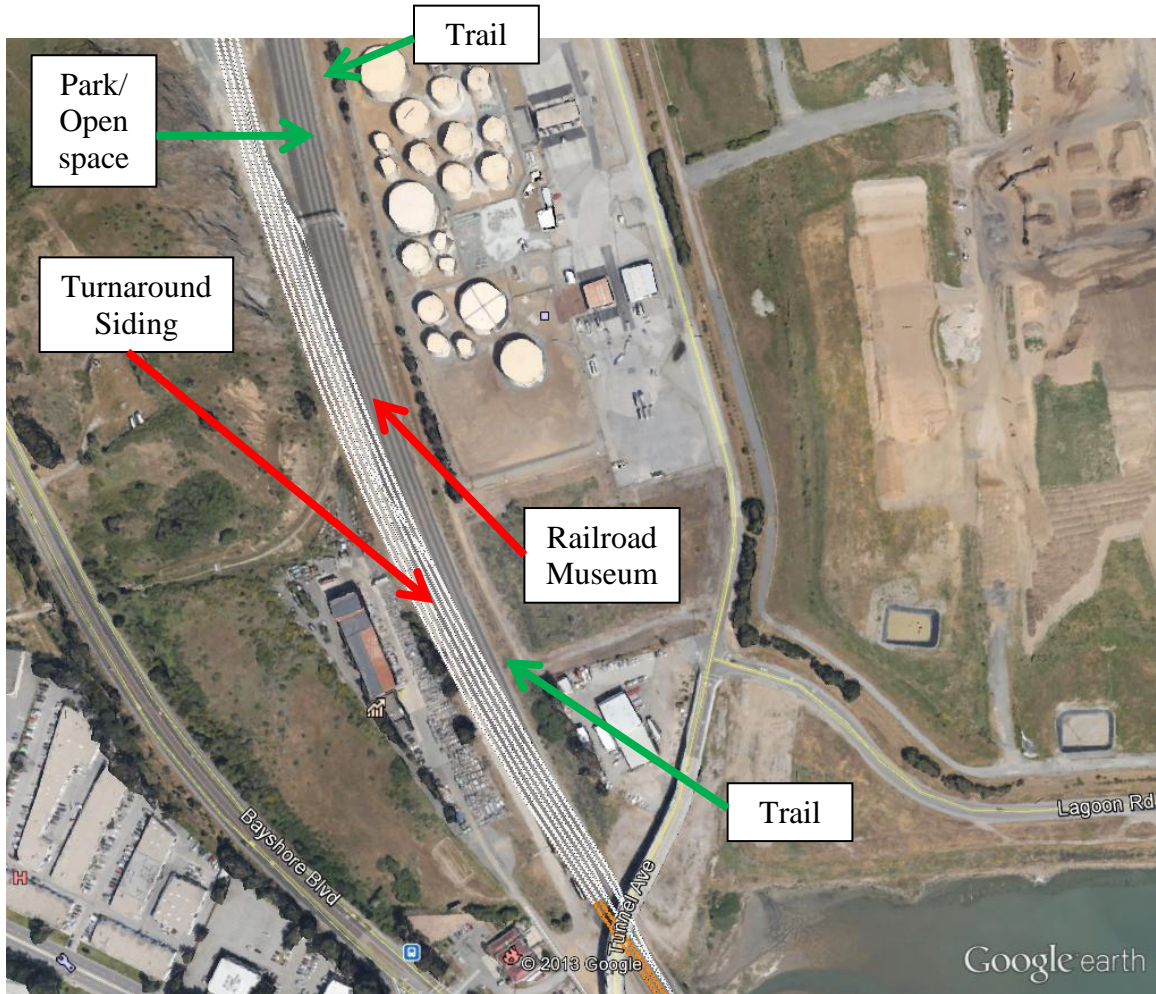
Platform lengths.

Please refer to "Platform Dimensions" on page 13 of Chapter 3 of the Caltrain Engineering Standards: <http://www.caltrain.com/assets/engineering/engineering-standards-2/criteria/CHAPTER3.pdf> : *"The standard platform length shall be 700 feet to accommodate a six (6) car train consist. Platform design shall consider or not preclude a possible expansion of platform length to 1000 feet"*

The DEIR should consider this 1,000-foot requirement because it would enable a Bayshore Caltrain station entrance at Beatty Avenue which is within walking distance of the Schlage Lock development. The DEIR should also consider extending the platforms south of Geneva Avenue to match Transbay's 1,330-foot platform lengths for two reasons: support for double-length Caltrain consists capable of transporting 2,000 passengers to/from special events in downtown San Francisco and/or Brisbane and the ability to disembark and turn around full-length HSR trains in case of an emergency between Brisbane and the Transbay terminal.



- Relocation of the mainline would also facilitate the repurposing of the existing tracks between Ice House Hill and the Kinder Morgan Energy Tank Farm into a siding yard and a location for the future railroad Museum while maintaining an opportunity for a linear park and trail connection between the siding yard and the Tank Farm. The siding yard could provide off-peak storage for up to 8 Caltrain consists as well as the ability to turnaround additional train service (up to 6 additional trains/hour between Bayshore and Transbay) over and above the proposed maximum six Caltrains/hour by 2019.



Thank you for considering these enhancements to this exciting project.

Sincerely,

Roland Lebrun

From: [Roland Lebrun](#)
To: [Donald Pollitt](#)
Cc: [SFCTA Board Secretary](#); [MTC Info](#); [Board \(@caltrain.com\)](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#); [TJPA CAC](#)
Subject: DTX Operations analysis
Date: Tuesday, June 15, 2021 4:21:15 AM
Attachments: [12 trains per hour with TWO tracks and three platform faces.pdf](#)
[2012 Olympics timetable \(Midnight to 1.30 AM\).pdf](#)

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

Dear Chair Gee,

The attached files substantiate and elaborate on the comment I made that London was able to operate 12 trains/hour in and out of St Pancras during the 2012 Olympics with **TWO tracks** and three platforms.

I hope you find this information useful.

Sincerely,

Roland Lebrun

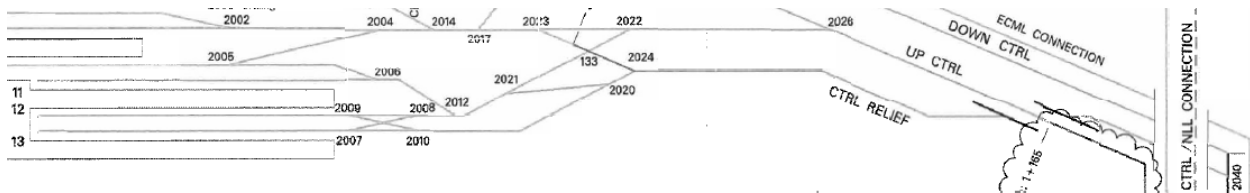
CC

SFCTA Commissioners
MTC Commissioners
Caltrain Board of Directors
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TJPA CAC

St Pancras aerial photography showing **TWO tracks** serving platforms 11-13 (bottom left)



St Pancras track schematic showing **TWO tracks** connecting platforms 11, 12 & 13 to the Channel Tunnel Rail Link (CTRL/HS1) twin-bore tunnels (UP=London; DOWN=Channel Tunnel)



Legend

CTRL Domestics						
S&T No	Turnout No	Standard Used RT or RLE	Type	Hand l/r	Speed	Comments
2009	200	RT	C 11T	r/h	40 km/h	Scissors
2010	201	RT	C 11T	l/h	40 km/h	Scissors
2007	202	RT	C 11T	l/h	40 km/h	Scissors
2008	203	RT	C 11T	l/h	40 km/h	Scissors
2006	204	RT	D 12.5	r/h	40 km/h	
2012	205	RT	D 9.5C	r/h	45 km/h	
2021	206	RT	D 9.5C	l/h	45 km/h	
2020	207	RT	D 9.5C	l/h	45 km/h	
2024	208	RT	D 9.5C	l/h	45 km/h	

Timetable showing **12 trains/hour/direction** between midnight and 1.00 AM (attached)

St Pancras International	15	dep	0002	0006	0011	0017	0021	0027	0032	0036	0041	0047	0051	0057
Stratford International	DLR	arr	0008	0012	0017	0023	0027	0033	0038	0042	0047	0053	0057	0103
Stratford International	DLR	dep	0012	0016	0020	0027	0030	0036	0042	0046	0050	0057	0100	0106
Ebbsfleet International		arr	0025	0029	0034	0040	0044	0050	0055	0059	0101	0110	0114	0118
Ebbsfleet International		dep	0001	0006	0011	0016	0021	0025	0031	0036	0041	0046	0051	0056
Stratford International	DLR	arr	0011	0016	0021	0026	0031	0035	0041	0046	0051	0056	0101	0106
Stratford International	DLR	dep	0015	0020	0025	0030	0035	0040	0045	0050	0055	0100	0105	0110
St Pancras International	16	arr	0021	0026	0031	0036	0041	0046	0051	0056	0101	0107	0111	0116

Platform 11,12 & 13 (identical to SFTC platforms 1-3)



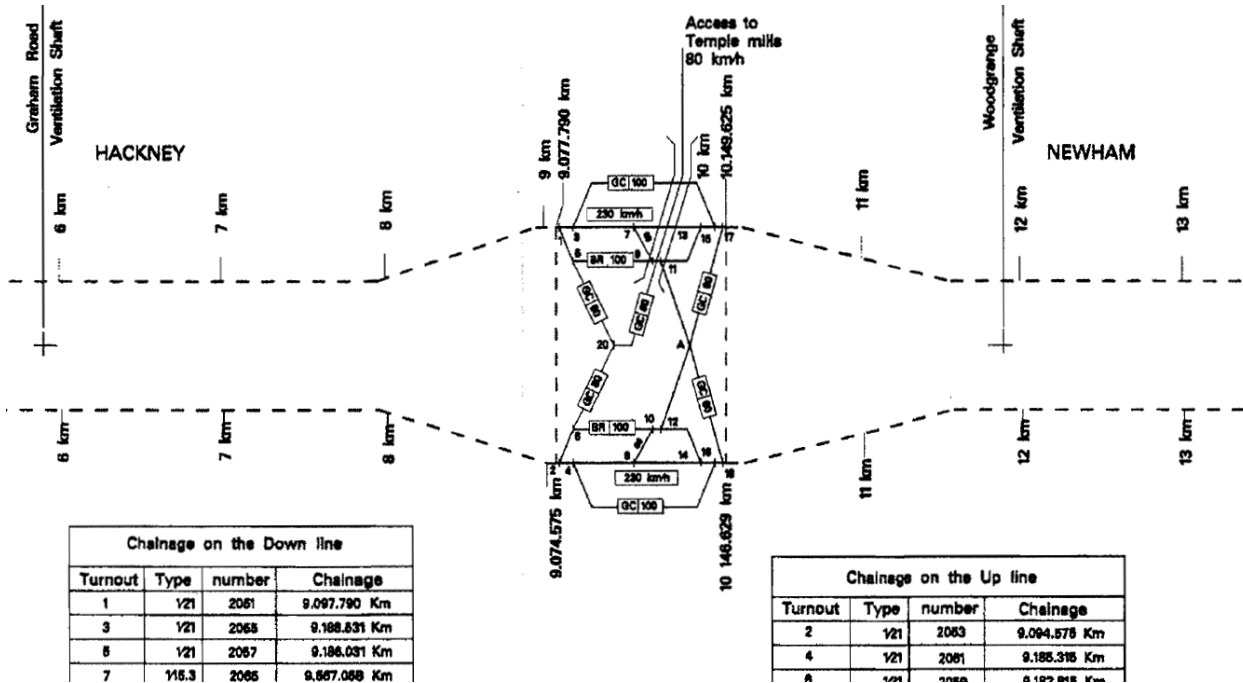
Departure board showing 8 trains/hour during peak rotating between platforms 11, 13 & 12. Please note the repeating pattern every 30 minutes including 15-minute slots for HSR traffic (2 trains/hour)



Arrivals board showing a maximum of TWO high-speed trains/hour.



Stratford International schematic showing CTRL/HS1 mainline (dotted) Maximum Authorized Speed (MAS) 230 KPH (143 MPH) and the platform tracks on either side MAS 100 kph (62 MPH)



			H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H										
St Pancras International	15	dep	0002	0006	0011	0017	0021	0027	0032	0036	0041	0047	0051	0057	0102	0106	0111	0117	0121	0127	0132	0138	0144	0155	0202	0232																								
Stratford International		DLR	arr	0008	0012	0017	0023	0027	0033	0038	0042	0047	0053	0057	0103	0108	0112	0117	0123	0127	0133	0138	0144	0150	0201	0208	0238																							
Stratford International		DLR	dep	0012	0016	0020	0027	0030	0036	0042	0046	0050	0057	0100	0106	0112	0116	0120	0126	0130	0136	0142	0148	0154	0204																									
Ebbsfleet International			arr	0025	0029	0034	0040	0044	0050	0055	0059	0101	0110	0114	0118	0125	0126	0133	0136	0144	0147	0155	0158	0204	0214																									
Ebbsfleet International			dep									0103			0120	0129	0135	0138		0149		0200	0205	0216																										
Gravesend	4		arr															0142						0220	0220																									
Strood	4		arr															0153								0230																								
Rochester	4		arr															0158							0220	0235																								
Chatham	4		arr															0200							0222	0237																								
Gillingham (Kent)	4		arr															0205							0227	0242																								
Rainham (Kent)	4		arr															0210							0232	0247																								
Sittingbourne	4		arr															0217							0239	0254																								
Faversham	2		arr															0226							0248	0303																								
Ashford International	3		arr								0129		0138		0149	0154						0207		0218																										

For guide to notes & symbols see page 2

◆ Does not run in the early hours of Friday 27 July but
WILL RUN in the early hours of Monday 13 August

		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H				
Ashford International	8	dep																																				
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Chatham	4	dep																																				
Rochester	4	dep																																				
Strood	2	dep																																				
Gravesend	4	dep																																				
Ebbsfleet International	4	arr																																				
Ebbsfleet International		dep	0001	0006	0011	0016	0021	0025	0031	0036	0041	0046	0051	0056	0102	0108	0115	0124	0132																			
Stratford International		DLR arr	0011	0016	0021	0026	0031	0035	0041	0046	0051	0056	0101	0106	0112	0118	0125	0134	0142																			
Stratford International		DLR dep	0015	0020	0025	0030	0035	0040	0045	0050	0055	0100	0105	0110	0116	0122	0129	0138	0146	0216	0246	0316	0346	0416	0446	0516												
St Pancras International	15	arr	0021	0026	0031	0036	0041	0046	0051	0056	0101	0107	0111	0116	0122	0128	0135	0145	0152	0222	0252	0322	0352	0422	0452	0522												

		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
		A	B	C	D	E																																
Ashford International	8	dep	0513	0543	0613	0633	0643	0713	0743	0813																												
Faversham	2	dep		0529		0558		0632		0704																												
Sittingbourne	4	dep		0537		0607		0640		0713																												
Rainham (Kent)	4	dep		0545		0615		0648		0721																												
Gillingham (Kent)	4	dep		0550		0620		0654		0726																												
Chatham	4	dep		0555		0624		0658		0730																												
Rochester	4	dep		0557		0627		0701		0733																												
Strood	2	dep		0602		0632																																
Gravesend	4	dep		0613		0643		0714																														
Ebbsfleet International	4	arr	0532	0602	0616	0632	0647	0702	0717	0732	0747				0802																							
Ebbsfleet International		dep	0533	0604	0623	0634	0641	0648	0654	0702	0709	0718	0725	0734	0740	0748	0755	0801	0809	0816	0823	0834	0840	0848	0855	0901												
Stratford International		DLR arr	0544	0614	0633	0645	0651	0659	0704	0712	0719	0729	0735	0745	0751	0759	0805	0812	0819	0826	0833	0845	0851	0858	0905	0912												
Stratford International		DLR dep	0544	0617	0637	0648	0655	0700	0708	0716	0723	0731	0737	0748	0755	0803	0809	0816	0823	0830	0837	0848	0855	0902	0909	0916												
St Pancras International	15	arr	0550	0623	0643	0655	0702	0707	0715	0722	0729	0737	0743	0755	0801	0809	0815	0822	0829	0836	0843	0855	0901	0908	0915	0922												

For guide to notes & symbols see page 2

◆ Does not run in the early hours of Friday 27 July but WILL RUN in the early hours of Monday 13 August

A From Ramsgate depart 0500. Also calls at Minster 0506.
 B From Broadstairs depart 0500. Also calls at Margate 0505 and Herne Bay 0517.
 C From Margate depart 0544. Also calls at Broadstairs 0549, Ramsgate 0555 and Canterbury West 0615

D From Broadstairs depart 0558. Also calls at Margate 0603, Birchington-on-Sea 0608, Herne Bay 0617 and Whitstable 0623.
 E From Broadstairs depart 0630. Also calls at Margate 0635, Birchington-on-Sea 0640, Herne Bay 0649 and Whitstable 0655