

JPB CAC

CORRESPONDENCE
AS OF

September 19, 2023

From: [Roland Lebrun](#)
To: madisondavis@brisbaneca.org
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Subject: Item H. CONFERENCE WITH LEGAL COUNSEL—PENDING LITIGATION
Date: Thursday, September 7, 2023 5:17:28 PM
Attachments: [Item H. CONFERENCE WITH LEGAL COUNSEL—PENDING LITIGATION.pdf](#)
[Brisbane Baylands DEIR Comments.pdf](#)

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Dear Mayor Davis,

Further to my recommendation to look at Brightline West's Light Maintenance Facilities to restore a modicum of common sense to the conversation, I am pleased to inform you that these facilities:

- Consist of 3 tracks with an option for 3 additional tracks at a later date
- Can be accommodated between Icehouse Hill and the existing tank farm as mentioned in my 2014 DEIR comments (attached)
- Do not require any modifications to the Tunnel Avenue overpass

I hope that you find this information useful and that it will assist you and your staff bring a rapid conclusion to this issue.

Sincerely,

Roland Lebrun

Brisbane Mayor and Council
Caltrain Board
SFCTA Board
Caltrain CAC
SFCTA CAC

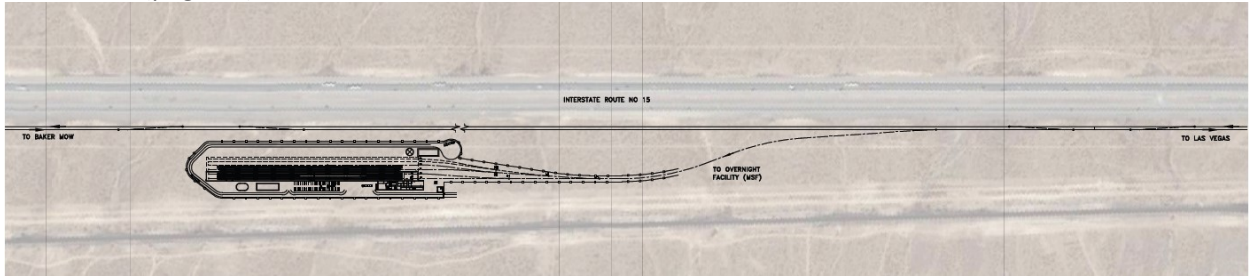
Dear Mayor Davis and Council,

Further to my comments about Brightline West's sensible approach to Light Maintenance Facilities (LMF), I am pleased to report that I was able to locate the relevant document on the FRA website (https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/2638/Appendix_A-4_MSF_Plans.pdf) which shows that the proposed alternatives being considered for the Las Vegas LMF align very closely with my 2014 Baylands DEIR comments (attached), specifically "*- 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.*"



There are 3 alternatives under consideration in Las Vegas:

Sloan Road (page 24)



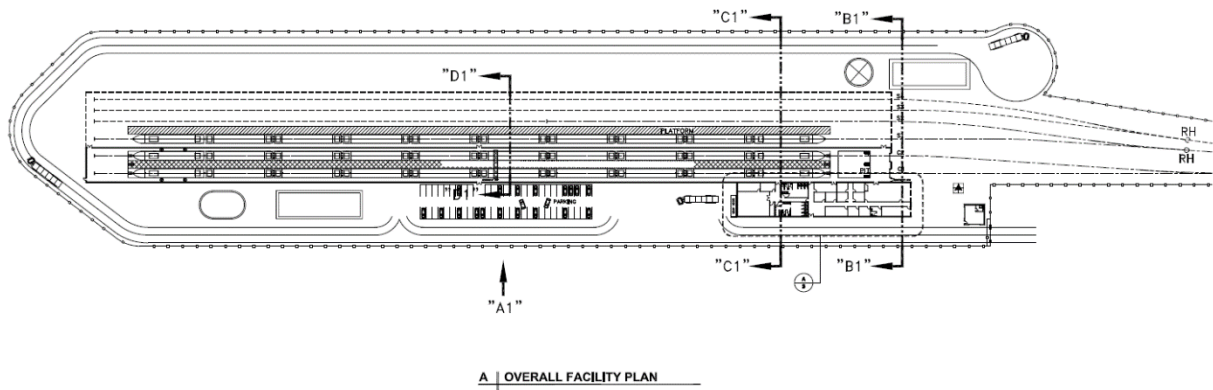
Robindale Avenue (Page 29)



Wigwam Avenue (page 35)



Each LMF consists of 3 tracks in the first phase followed by 3 additional storage tracks in a later phase:



I hope that you find this information useful and that it will help you and your staff bring a sense of reality to the High Speed Rail Authority and its consultants.

Sincerely,

Roland Lebrun

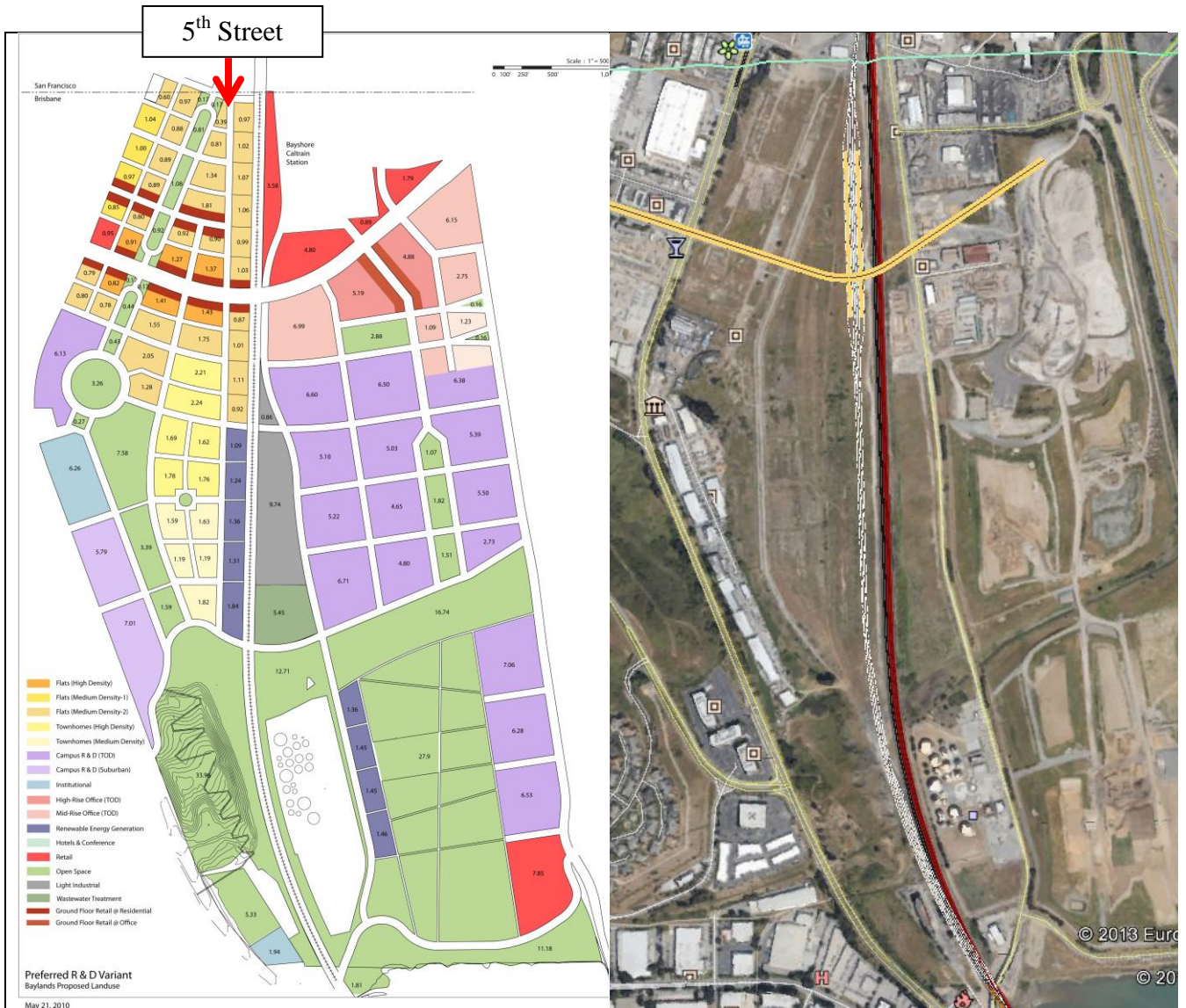
Roland Lebrun
ccss@msn.com
Brisbane Baylands Draft EIR
January 19 2014

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.

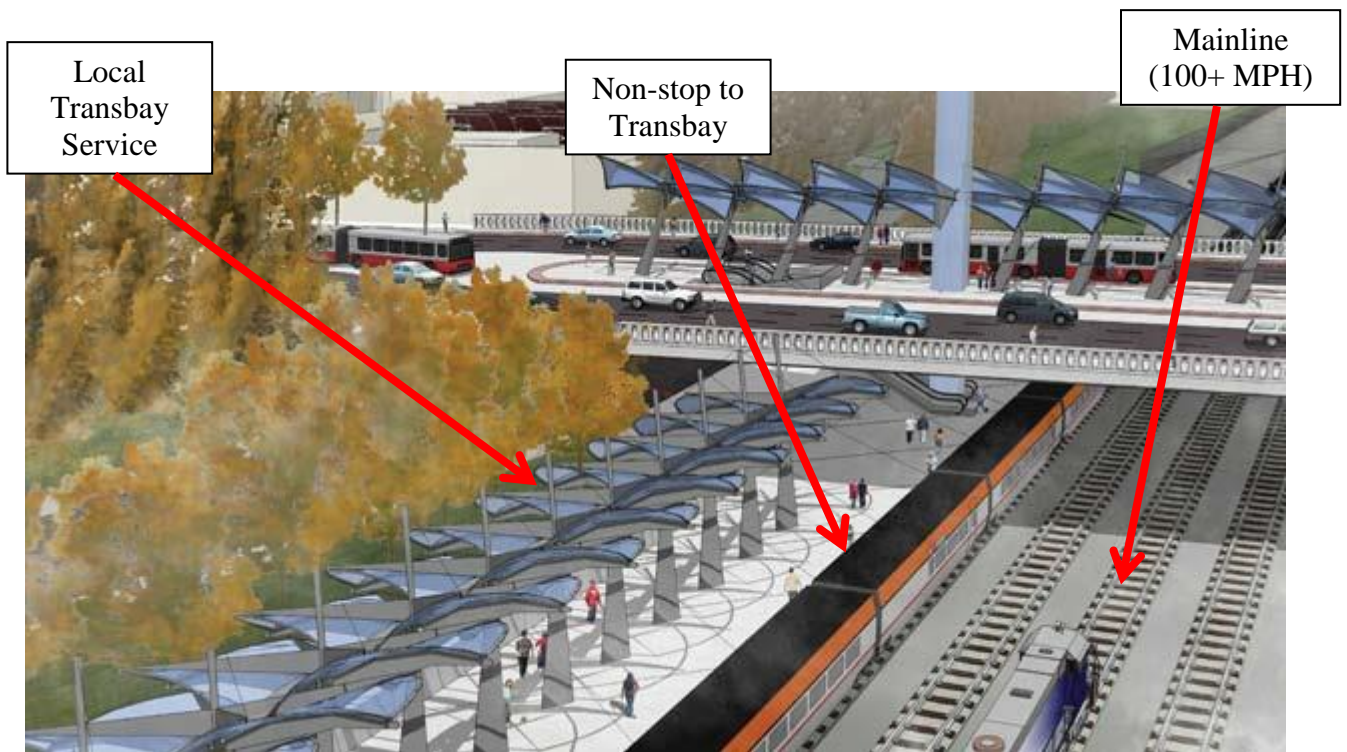
It is in this context that the DEIR should consider a new rail alignment capable of supporting speeds in excess of 100 MPH along the proposed future 5th Street.



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).

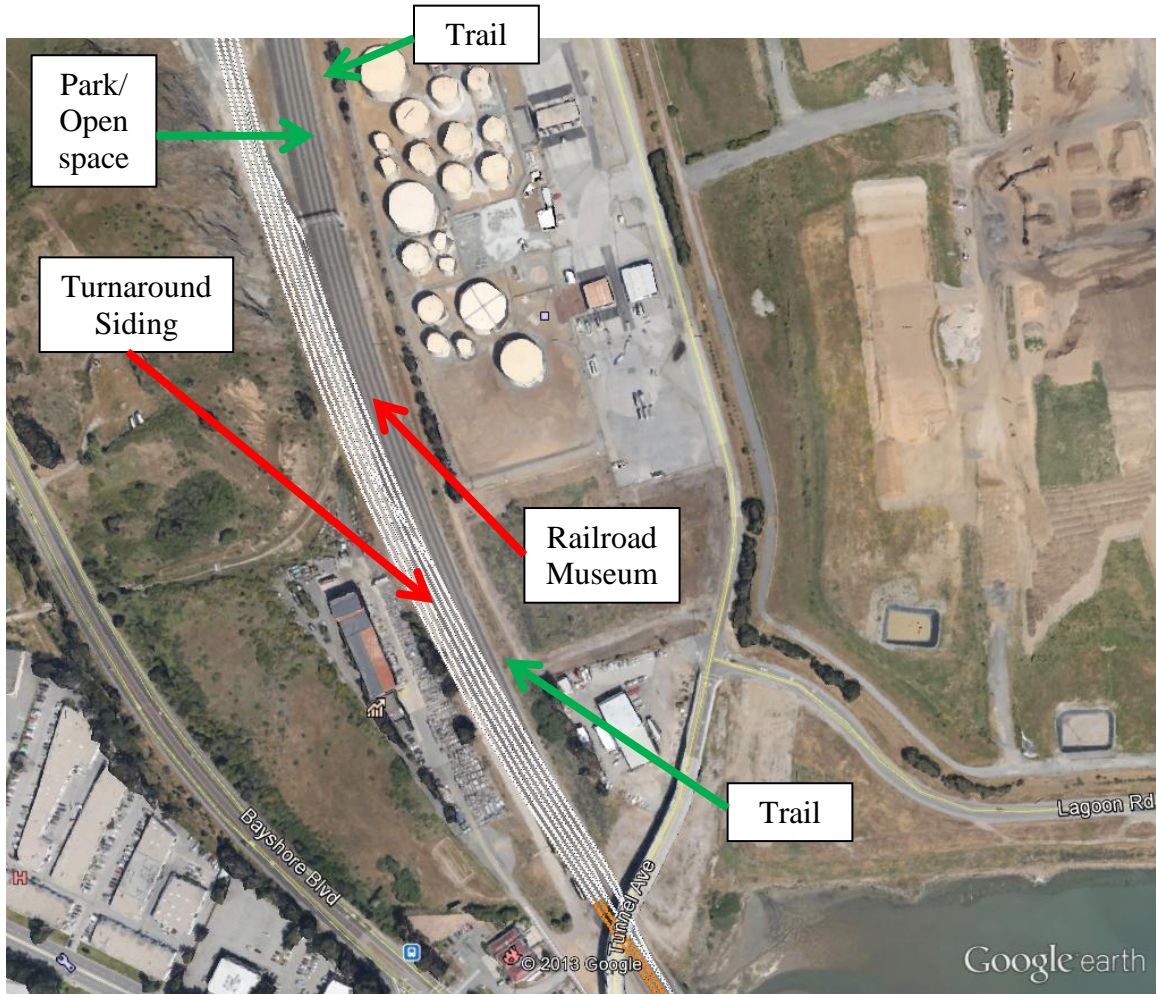
Platform lengths.

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