



JPB Board of Directors
Meeting of December 3, 2020

Correspondence as of December 2, 2020

Subject

- 1 AODA Level Boarding Platforms
- 2 Caltrain Funding District Inquiry
- 3 Transit COVID-Relief Package Support Letters

From: maqtiblas@gmail.com
To: maqtiblas@gmail.com
Subject: Patent Pending Railway Station Platform ADA Level Boarding and Universal ADA Level Boarding
Date: Saturday, November 28, 2020 6:22:58 PM
Attachments: [Level Boarding Transisiton and Universal ADA Level Boarding Inventor Specs Dwgs Tibor Magyarosi.pdf](#)

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

From: [N. Machida](#)
To: [Public Comment](#)
Subject: Caltrain Funding District
Date: Sunday, November 29, 2020 10:23:30 PM

Who voted on Measure RR?

Was it the entirety of SF, SM, and SC counties? Or are the lines different?



November 23, 2020

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Feinstein,

On behalf of the undersigned Bay Area public transportation operators and the Metropolitan Transportation Commission, we are writing to provide an update on our urgent funding needs and share our strong support for the \$32 billion for public transit that was included in the updated HEROES Act. As proposed, the HEROES Act would provide the Bay Area with an additional \$1.2 billion in formula funding, plus the opportunity to apply for other emergency relief funds. These resources are critical to avoiding painful layoffs and service reductions that the region’s operators have either already approved, but have yet to take effect, or are in the midst of discussing, the most immediate being the layoff of 146 staff that are scheduled to take effect at the Golden Gate Bridge, Highway and Transportation District in early January. While transit ridership is starting to grow, reaching about 25 percent of normal in September, fare revenue is still down about 90 percent, resulting in a loss of over \$100 million/month compared to pre-COVID levels.

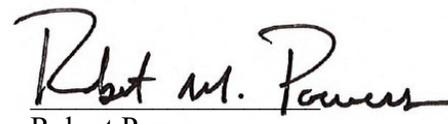
Meanwhile, the Bay Area’s transit operators are continuing to connect nurses, social service workers and grocery store employees to their jobs so they can carry out critical functions and connect residents without cars to essential services. While this is the essential role that transit plays today, it will also play a critical part of the Bay Area’s recovery, ensuring that our highways don’t end up in gridlock once we reach the other side of the pandemic. Already, Bay Bridge traffic is back to 85 percent of normal. When offices reopen across the region, enticing commuters back to transit will be critical to keeping our roadways moving and our tailpipe emissions in check.

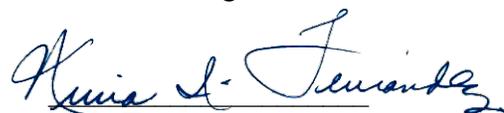
Without additional funding from Congress, the deeper service cuts and layoffs that were avoided by the CARES Act will be inevitable and risk long-term damage to our region’s ability to meet our mobility, social equity and climate goals. We are so grateful for your steadfast support during this national crisis and respectfully ask that you continue to ensure that transit is included in any COVID-relief package. If we can answer any questions or be of assistance in any way, please contact MTC’s Manager of Government Relations, Rebecca Long (rlong@bayareametro.gov or 510-504-7914).

Sincerely,


Alix A. Bockelman
Deputy Executive Director, MTC


Jeffrey Tumlin
Director of Transportation, S.F. MTA


Robert Powers
General Manager, BART


Nuria Fernandez
General Manager, Santa Clara VTA



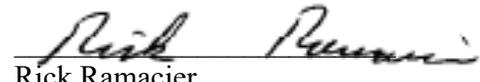
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Stacey Mortensen
Executive Director, Altamont Corridor
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Commission)



Michael Tree
General Manager, Wheels



Nancy Whelan
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November 23, 2020

The Honorable Kamala Harris
United States Senate
112 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator/Vice President-Elect Harris,

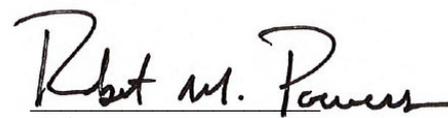
On behalf of the undersigned Bay Area public transportation operators and the Metropolitan Transportation Commission, we would first like to offer our heartfelt congratulations to you and President-Elect Biden on your election victory. Additionally, we would like to provide an update on our urgent funding needs and share our strong support for the \$32 billion for public transit that was included in the updated HEROES Act. As proposed, the HEROES Act would provide the Bay Area with an additional \$1.2 billion in formula funding, plus the opportunity to apply for other emergency relief funds. These resources are critical to avoiding painful layoffs and service reductions that the region’s operators have either already approved, but have yet to take effect, or are in the midst of discussing, the most immediate being the layoff of 146 staff that are scheduled to take effect at the Golden Gate Bridge, Highway and Transportation District in early January. While transit ridership is starting to grow, reaching about 25 percent of normal in September, fare revenue is still down about 90 percent, resulting in a loss of over \$100 million/month compared to pre-COVID levels.

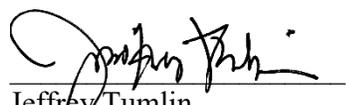
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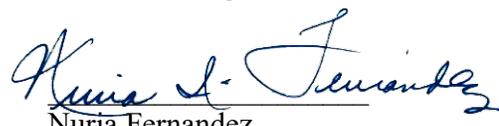
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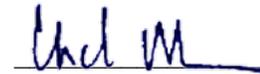
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Stacey Mortensen
Executive Director, Altamont Corridor
Express (San Joaquin Regional Rail
Commission)



Nancy Whelan
General Manager, Marin Transit



November 20, 2020

The Honorable Nancy Pelosi
Speaker of the U.S. House of Representatives
1236 Longworth House Office Building
Washington, D.C. 20515

Dear Speaker Pelosi,

On behalf of the undersigned Bay Area public transportation operators and the Metropolitan Transportation Commission, we are writing to thank you again for your continued advocacy on behalf of public transit in the ongoing COVID-19 relief negotiations and update you on our urgent funding needs. We strongly support the \$32 billion included in the updated HEROES Act, which would provide the Bay Area with an additional \$1.2 billion in formula funding, plus the opportunity to apply for other emergency relief funds. These resources are critical to avoiding painful layoffs and service reductions that the region's operators have either already approved, but have yet to take effect, or are in the midst of discussing, the most immediate being the layoff of 146 staff that are scheduled to take effect at the Golden Gate Bridge, Highway and Transportation District in early January. While transit ridership is starting to grow, reaching about 25 percent of normal in September, fare revenue is still down about 90 percent, resulting in a loss of over \$100 million/month compared to pre-COVID levels.

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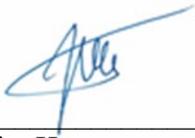
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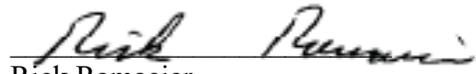
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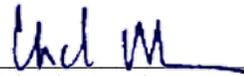
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