JPB Board of Directors  
Meeting of October 7, 2021  

Correspondence as of October 1, 2021

<table>
<thead>
<tr>
<th>#</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dwell Time at Stations</td>
</tr>
<tr>
<td>2</td>
<td>VTA - Government Code Section 6253</td>
</tr>
<tr>
<td>3</td>
<td>Noise at 4th and King</td>
</tr>
</tbody>
</table>
Scott Yarbrough
San Francisco
Dear VTA Board,

Please refer to the attached screen shots proving that the 3 meetings WERE recorded and start an immediate investigation of the following individuals as to the whereabouts of the requested recordings:

**Kimley Horn**

- Joe Clayton
- Doug Moody
- Erica Roecks

**VTA**

- Gretchen Baisa

Thank you in advance for your immediate attention to this request.

Roland Lebrun

CC

MTC Commissioners
BART Board of Directors
Caltrain Board of Directors
VTA PAC
VTA CAC
Caltrain CAC
Your California Public Records Act request below was forwarded to my attention. This is a timely notice of determination pursuant to Government Code Section 6253(c).

VTA staff diligently searched for records responsive to your request. Our search resulted in no responsive records. Your request will now be marked as “complete”. Should you have any questions, please feel free to contact me.

Jessica Rodriguez
Paralegal
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927
Phone: 408-321-7561

From: Roland Lebrun <css@msn.com>
Sent: Friday, September 24, 2021 1:08 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: [EXTERNAL] BART CWG Zoom video archives

Dear VTA Board,

Please provide copies of the following Zoom video archives pursuant to Government Code §6250 et seq.

- September 21 Downtown BART CWG
- September 22 28th Street BART CWG
- September 23 Santa Clara BART CWG

Thank you in advance for your prompt response to this request.

Roland Lebrun
Transit Oriented Communities Strategy Study
(Street "Playbook")
Finalized 2019
- Vibrant, mixed-use, income, pedestrian-friendly
- Recommendations: New plans, policies, funding, and
structure investments
- "moves" needed to establish
- useful TOC

DRAFT as of 9/22/21 – FOR DISCUSSION ONLY  65
BSVII Progressive Design Build Process

Phase 1
- Progressive Design Build Contractor to collaborate with VTA, City of San Jose, and the community
- Advance preconstruction activities (10% to 90%)
- Preconstruction activities, such as any additional geotechnical work and utility relocation
- Early work items such as Tunnel Boring Machine portal preparation and temporary power

Phase 2
- Progressive Design Build Contractor to provide proposal including construction cost, schedule, and risk mitigation proposals
- Complete design
- Progress construction to completion

DRAFT as of 9/23/21 – FOR DISCUSSION ONLY 22
You don't often get email from chad.hedstrom@gmail.com. Learn why this is important

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

So, off topic, glad you finally fired John Funghi, that was an absolute disaster. You guys even had a chart each month to shame him into getting the foundations done faster, and I'm pretty sure they slowed down. He's going to have cost you untold millions in revenue and cost overages. Let's get that on the public record. It's a real shame that guy is still in charge of the central subway.

Ok, excessive train idling. I'm sure this is a familiar topic at this point. As a homeowner and a parent of a young (11 months next week) child I'm concerned about the noise coming from the train yard.

Obviously, it's a train yard, these are high-horse power trains. We get that. These are diesel engines that idle between 800 and 3200rpm, roughly

It's 2am (double check the time stamp on this email) is it absolutely necessary to run the train at fast idle (2200 rpm+) ? There's at least an 80% increase in volume when you fast idle these trains. Sitting on my couch right now listening to this thing dang near redlining. I'd guess you're also effectively doubling the wear and tear on the engine, not to mention wasting an enormous amount of fuel + tremendous amount of Very Localized air pollution. So financial cost, plus environmental cost. Not great.

Two things

1) why do you keep putting these trains on platform 12? Just print out a big sign, put it on dispatch's desk that says "don't put trains on platform 12". How hard is this. You have four empty platforms right now
2) are your maintenance guys just starting the engine and going home? And then they're collecting overtime? Are they covering for morning crew? What's the point of fast idling a train at 2am Pacific time? Very suspicious. Nobody is looking into this? Who's supervising these timecards. I think you have some time card fraud happening, as the trains are warmed up and ready to go 8+ hours before they leave the station. Makes you think.

Also, hi to the director of operations, I guess you started telling dispatch to not idle trains overnight, overall, it's been a wild success, I haven't made an email complaint in a while, but the overnight idling has picked up again. Not sure what's happening, please look into this. I do check in to the community feedback video calls periodically and heard you were looking into it, and I did notice a big improvement. But, starting to see serious degradation of attention to noise pollution in the last 45-60 days. Please address

Thank you

Chad Hedstrom
Resident across the street from 4th and King Station, living with your excessive noise