



JPB Board of Directors
Meeting of October 7, 2021

Correspondence as of October 1, 2021

Subject

- 1 Dwell Time at Stations
- 2 VTA - Government Code Section 6253
- 3 Noise at 4th and King

From: [Scott Yarbrough](#)
To: [Board \(@caltrain.com\)](#)
Subject: Dwell time at stations
Date: Thursday, September 30, 2021 4:47:25 PM

You don't often get email from yarbrough.scott@gmail.com. [Learn why this is important](#)

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

Please ask conductors to leave Caltrain doors open while trains are dwelling on platforms, and adhere to scheduled departure times.

For the fourth time in a month, I have had the experience of Caltrain leaving the station before it's scheduled departure time. This afternoon, train 707 arrived early, dwelled at University Ave station in Palo Alto for 78 second before closing the doors and continuing to dwell on the platform for an additional 28 seconds before leaving at 4:20, prior to the scheduled departure time of 4:21. The conductors repeated this scenario in Redwood City, closing the doors and dwelling while still at the platform and departing at 4:27 instead of the posted 4:28 time.

Multiple trains in both north and southbound directions have had the same issue this month, where dwell times have ranged from 18 seconds to 115 seconds. Oddly, the San Carlos station has been where I have observed the most consistently long dwell times when early morning departures of southbound trains before the scheduled departure times at stations north of San Carlos result in trains waiting for minutes at the San Carlos platform with neither waiting passengers boarding nor passengers disembarking.

Reliability of service is critical with the new schedule, as an early departure of trains that close doors and fail to permit passengers to board while dwelling up to an additional 30 second before leaving early results in missed appointments and late work arrival since the local train options do not provide a timely alternative.

Scott Yarbrough
San Francisco

From: [Roland Lebrun](#)
To: [Baltao, Elaine \[board.secretary@vta.org\]](#)
Cc: [MTC Info](#); [BART Board](#); [Board \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Violation of Government Code Section 6253 (3 counts)
Date: Friday, October 1, 2021 2:11:08 AM
Attachments: [image001.png](#)
[28th Street presentation.bmp](#)
[Santa Clara Presentation.png](#)

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

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

From: Rodriguez, Jessica <Jessica.Rodriguez@vta.org>
Sent: Thursday, September 30, 2021 11:04 AM
To: Roland Lebrun <ccss@msn.com>
Cc: VTA Board Secretary <Board.Secretary@vta.org>
Subject: RE: BART CWG Zoom video archives

Dear Mr. Lebrun,

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 <ccss@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 Community Strategies

Transit Oriented Communities Strategy Study

Street “Playbook”) dated 2019

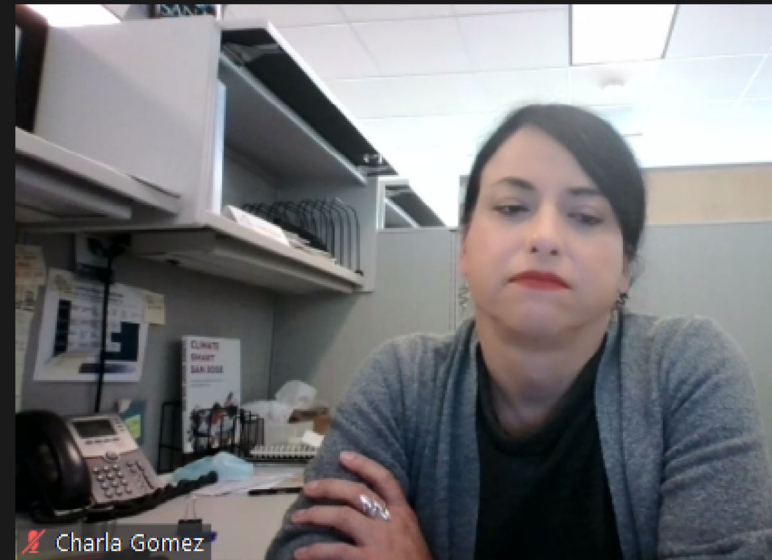
Vibrant, mixed-use, income, pedestrian-

Recommendations: New plans, funding, and structure investments

“moves” needed to establish successful TOC



DRAFT as of 9/22/21 – FOR DISCUSSION ONLY 65



Charla Gomez



Jessie O'Malley Solis

Recording You are viewing Kristen Mel BSVII External AI...s screen Question and Answer


BSVII Progressive Design Build Process

Phase 1

- Progressive Design Build Contractor to collaborate with VTA, City of San José, and the community
- Advance preconstruction design (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

Question and Answer

All questions (4) My questions (4)

R Roland (You) 04:08 PM
The green line was also fully restored last week :-)
👍 This question has been answered live

R Roland (You) 04:11 PM
Where is the City Hall/SJSU entrance approved in the 2007 Final EIR?

R Roland (You) 04:13 PM
Why did you issue the RFP BEFORE receiving the letter of intent from the FTA?

R Roland (You) 04:15 PM
The forecasted ridership for Milpitas & Berryessa was over 22,000/day. Current ridership is 1,000...

Type your question here

Unless you submit anonymously, the account owner, host, and panelists will be able to see who you are, your contact information (if you're logged in or you provided it), and your question — and can share them with apps and others.
If your question is selected, it will be visible to all attendees.

Who can see your questions?

From: [Chad Hedstrom](#)
To: [Public Comment](#)
Subject: Noise at 4th and King
Date: Friday, October 1, 2021 2:17:43 AM

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