

From: VTA Board Secretary
Sent: Friday, August 16, 2024 5:25 PM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: VTA Correspondence: Week Ending 8/16/24

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
David Dearborn, Member of the Public	BART Phase II
Members of the Public	Opposing VTA's Layout of the 28 th St. Little Portugal BART Station
Doug Rice, Member of the Public	RHV Lead Presentation

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



Conserve paper. Think before you print.

From: David D
Sent: Saturday, August 10, 2024 10:17 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Cc: Grace Hase- Mercury News <ghase@bayareanewsgroup.com>; Daniel Borenstein <dborenstein@bayareanewsgroup.com>
Subject: [EXTERNAL] BSVII and \$5.1B

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Madam Secretary,

Please deliver this to board members and AG and post it as public comment for the next Oversight Committee meeting.

Thank you,

David Dearborn

To: BSVII Oversight Committee

cc: Board AG

Directors

Subj: Bridging the gap — in service sooner

Dear Committee Members,

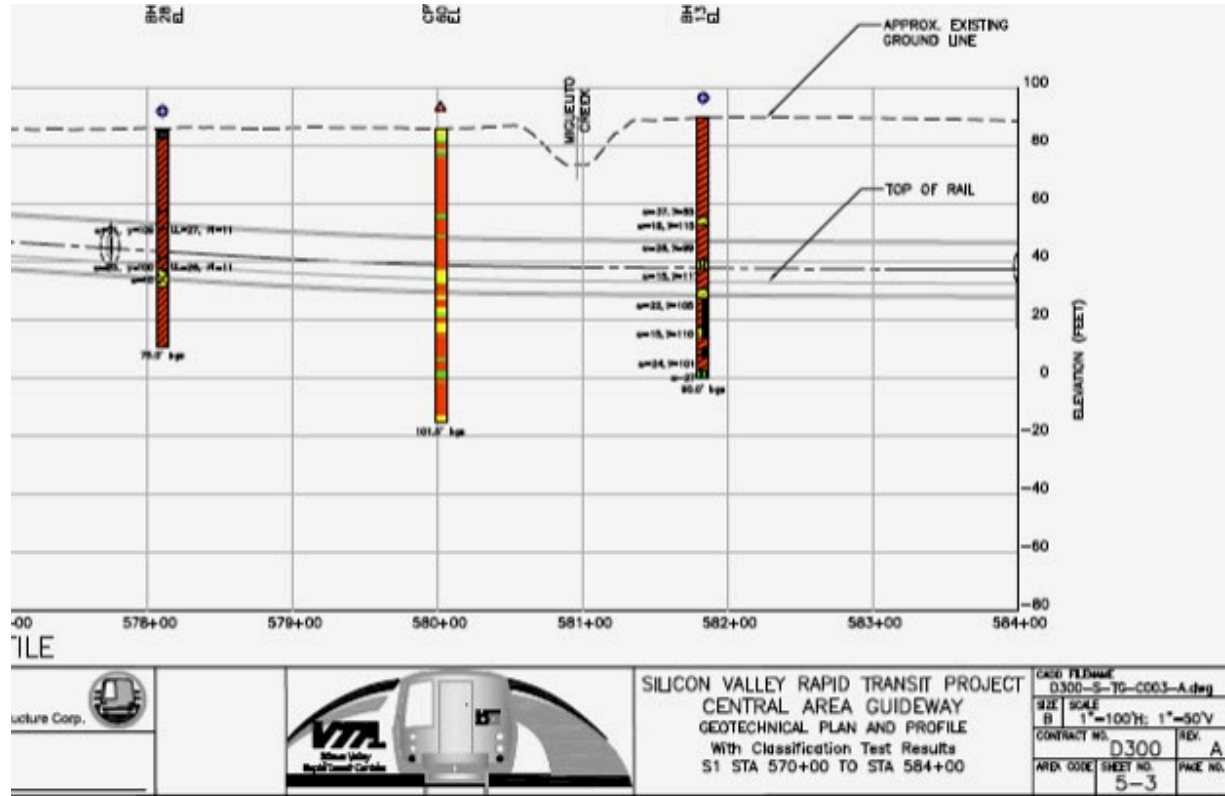
TBMs used from Limmo Peninsula, near Canning Town, to Victoria Dock Portal London are 23.88-ft dia.



VTA's SVRT twin bore tunnels are 20.0-ft dia.. 30% less volume or muck to remove.

Portals of the VTA SVRT twin bore are less than 50% depth and ramp length; <40% excavation and materials.

Smaller BART tunnels in VTA SVRT 2008 document are 20.00 feet dia. (~4-ft smaller than in London)



Central Area Guideway Geotechnical Data Report – Phase Two 65% Engineering Design Investigation

https://www.tunnel-online.info/en/artikel/tunnel_Crossrail_TBM_Ellie_finished_journey_at_Victoria_Dock_Portal-2223558.html



We, members of the public are not SME, or subject matter experts, but information above leads us to wonder why are being asked to pay more and wait longer for what was designed and approved long ago.

A N D Please... don't tell me about "**no new technologies**" to save blowing up downtown. We know about cut-n-cover and mining technologies used for decades in the UK, Canada, EU and elsewhere.

Respectfully,

David Dearborn

From: David D

Sent: Saturday, August 3, 2024 9:16 AM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: [EXTERNAL] BART Phase II - Please deliver all Board members and post as Public Comment for the August BSVII Oversight Meeting

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Game on !!! Pardon the sports metaphor... ball over the net; serve returned with enough spin (\$\$) to deliver the project; but with spin on the ball it's time to see how VTA will play it.

FTA wisely put it back in VTA's lap with funding sufficient to deliver a safe, efficient, long lasting project, or milk local taxpayers for a complex, risk laden, less safe and more costly design which VTA, consultants, contractors and suppliers can sell for \$12.7+ Billion.

FTA's job is NOT to dictate design, but to fund transit.

40% and \$5.1B will do that with today's designs, technologies, materials and proven construction processes. FTA knows this.

Based on the case for common sense twin bore design, informing the press and engaging the public and letting voters and taxpayers find center gravity on this highly complex, political matter puts the ball back in our court to inform and engage the public.

This project is BART through SJ for SJ, and growth and economic viability of SJ. Wasting time, money and political currency on the single bore only hurts downtown and San Jose.

It's up to SJ to demand an efficient, proven, safe, twin bore BART compatible design through downtown.

"Mayor Pete" and Fed will not take sides. Letting the Mayor(s) and local electeds sort this out with enough Federal support to do it right is one thing. Now it's up to local elected officials and appointed VTA board members.

Game on !

David Dearborn

From: David D

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To: VTA Board Secretary <Board.Secretary@vta.org>

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Game on !

David Dearborn

-----Original Message-----

From: BART Transit Village Advocates <wordpress@barttva.org>

Sent: Thursday, August 15, 2024 9:44 PM

To: davidevieira@gmail.com; district1@sanjoseca.gov; district3@sanjoseca.gov; district6@sanjoseca.gov; district9@sanjoseca.gov; Chavez, Cindy <cindy.chavez@bos.sccgov.org>; VTA Board Secretary <Board.Secretary@vta.org>; mayor@sanjoseca.gov

Subject: [EXTERNAL] I oppose VTA's layout of the 28th St/Little Portugal BART Station

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Dear VTA Board Members,

I oppose VTA's layout of the 28th St/Little Portugal BART Station because it wastes 20,000 sq. ft. of ground level real estate on a building housing the machines that support the station entrance building. Previous layouts had the machine room underground. A 20,000 sq. ft. building is 30% BIGGER than the biggest Trader Joe's! Don't waste this valuable real estate on a machine room. Please direct VTA's BART Silicon Valley Phase II staff to move the machines back underground where they belong and to honor the community's vision for the plaza as depicted in the current Five Wounds Urban Village Plan (2022).

Sincerely,

Jorge Ferreira

95116

You may not use my contact information for any purpose other than to respond to my concern regarding the subject above, nor may you share my address with any other organization(s) or individual(s).

-----Original Message-----

From: BART Transit Village Advocates

Sent: Friday, August 16, 2024 5:21 AM

To: davidevieira@gmail.com; district1@sanjoseca.gov; district3@sanjoseca.gov; district6@sanjoseca.gov; district9@sanjoseca.gov; Chavez, Cindy <cindy.chavez@bos.sccgov.org>; VTA Board Secretary <Board.Secretary@vta.org>; mayor@sanjoseca.gov

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Sincerely,

Christine Sellers

95116

You may not use my contact information for any purpose other than to respond to my concern regarding the subject above, nor may you share my address with any other organization(s) or individual(s).

From: fl370machpt80@gmail.com
Sent: Friday, August 9, 2024 8:53 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: [EXTERNAL] RHV Lead Presentation

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Please provide to the Board members as a public submission.

Doug Rice

Sent from my iPad

Reid Hillview Airport Airborne Lead

**Bay Area Air Quality Management District (BAAQMD)
Data Analysis**

Presentation by Douglas Rice - CalPilots Regional Vice-President

Data/Statistical Analysis by Stephen McHenry

The Santa Clara County Airport Commission has had a standing item on the agenda for over a year requesting a report from the Bay Area Air Quality Management District (BAAQMD). BAAQMD has not responded and no report (written or verbal) has been received.

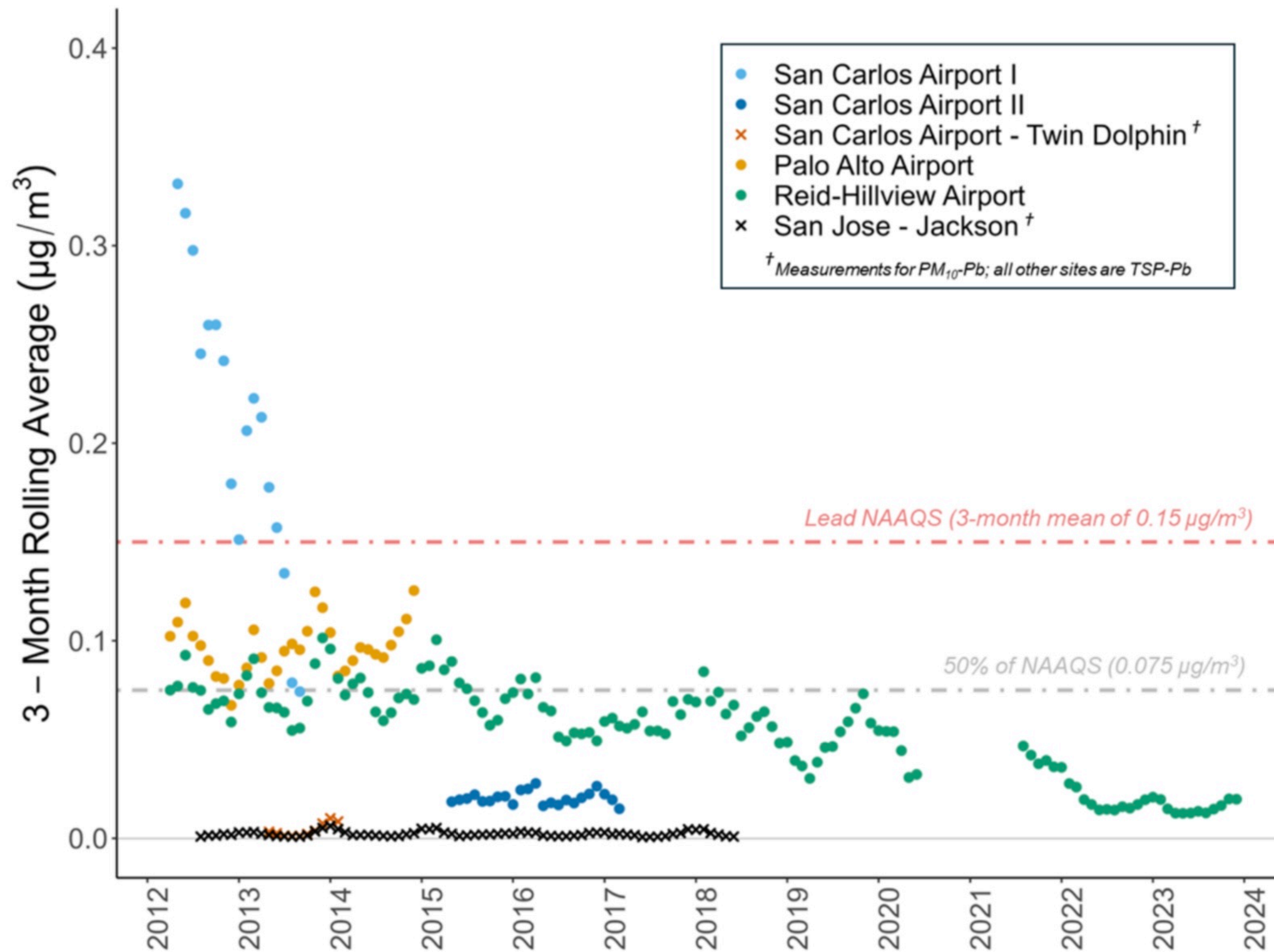
July, 2023 - CalPilots made a California Public Records Request (CPRA) for information regarding Airborne Lead Levels from BAAQMD PRCA monitoring sites.

March, 2024 - At San Martin Airport, I engaged with a BAAQMD technician working on the San Martin Airport monitoring site seeking assistance in getting a response from BAAQMD.

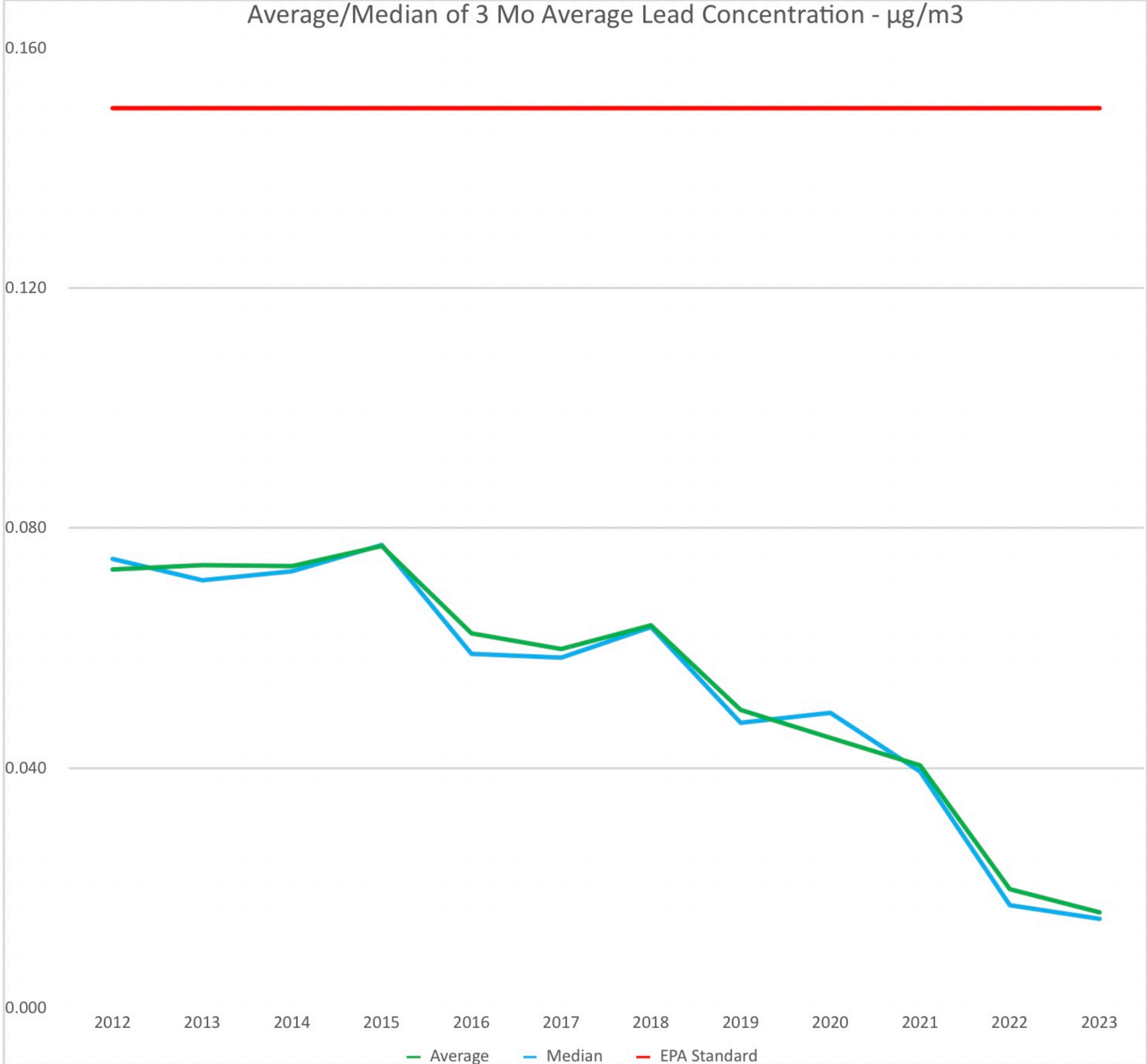
June, 2024 - CalPilots sent a letter to the BAAQMD Executive Director advising him of our prior request and the unusable response. We requested that BAAQMD provide data in a usable form.

July, 2024 - BAAQMD provided a spreadsheet containing usable data for Reid Hillview Airport for the years 2012 to 2023 as well as miscellaneous data from other monitoring sites.

3-Month Rolling Average Lead Concentrations : 2012 – 2023



Average/Median of 3 Mo Average Lead Concentration - $\mu\text{g}/\text{m}^3$

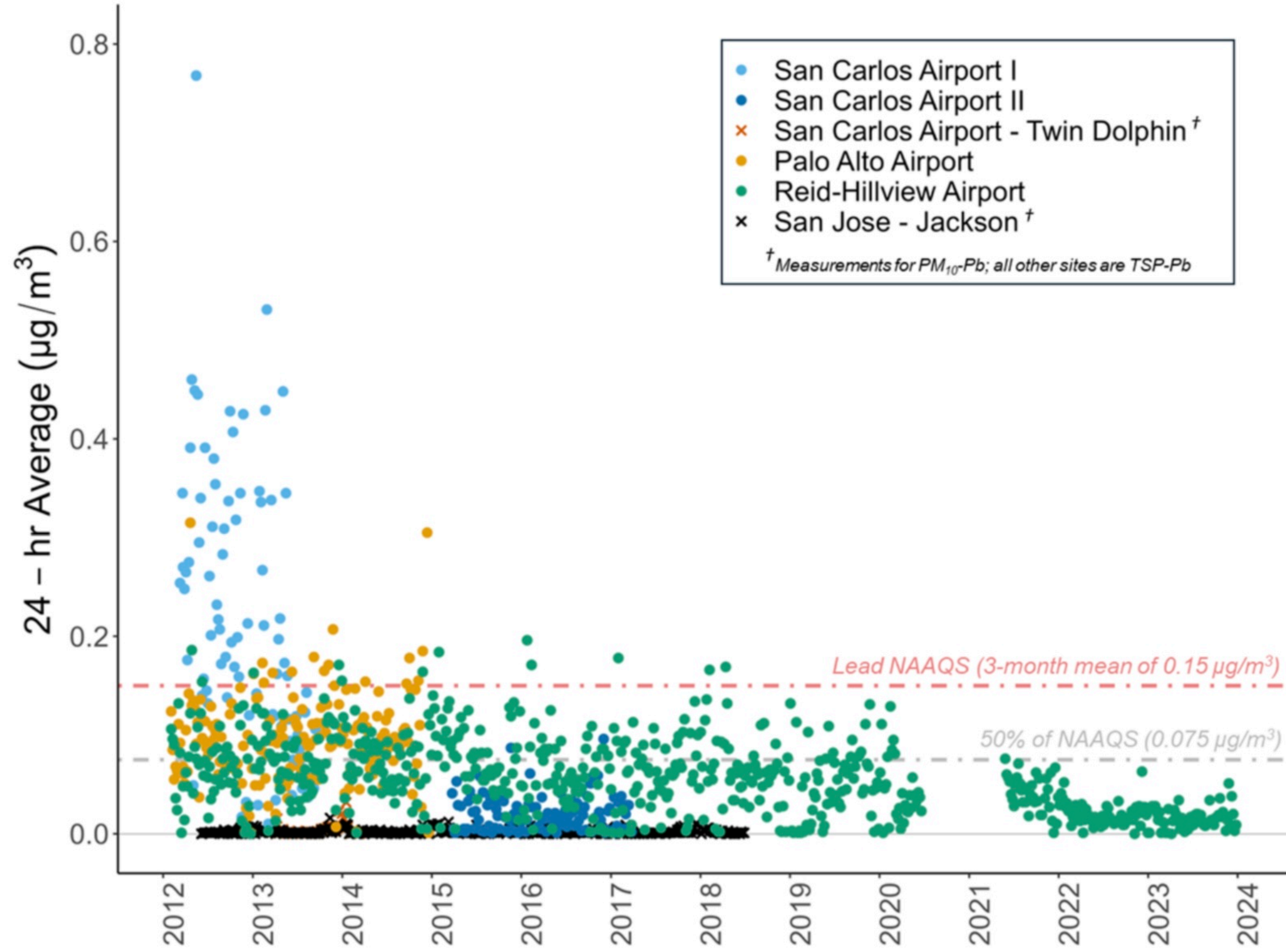


Airport	Measurement #	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Reid-Hillview Airport	1		0.163	0.118	0.14	0.049	0.045	0.103	0.132	0.062		0.029	0.001
Reid-Hillview Airport	2		0.066	0.036	0.127	0.048	0.001	0.068	0.003	0.111		0.041	0.028
Reid-Hillview Airport	3		0.127	0.108	0.099	0.024	0.107	0.014	0.001	0.001		0.036	0.025
Reid-Hillview Airport	4		0.089	0.059	0.079	0.015	0.021	0.115	0.113	0.046		0.052	0.028
Reid-Hillview Airport	5		0.065	0.021	0.184	0.196	0.094	0.136	0.001	0.094		0.027	0.02
Reid-Hillview Airport	6		0.073	0.068	0.006	0.036	0.178	0.053	0.003	0.078		0.031	0.014
Reid-Hillview Airport	7		0.122	0.055	0.116	0.088	0.001	0.166	0.001	0.006		0.023	0.022
Reid-Hillview Airport	8		0.122	0.081	0.095	0.171	0.083	0.065	0.048	0.129		0.024	0.001
Reid-Hillview Airport	9		0.094	0.125	0.068	0.004	0.024	0.055	0.002	0.085		0.008	0.012
Reid-Hillview Airport	10		0.109	0.001	0.104	0.112	0.092	0.071	0.057	0.095		0.017	0.011
Reid-Hillview Airport	11		0.003	0.063	0.127	0.049	0.094	0.005	0.009	0.081		0.019	0.001
Reid-Hillview Airport	12		0.081	0.091	0.134	0.019	0.062	0.094	0.103	0.02		0.029	0.001
Reid-Hillview Airport	13		0.1	0.079	0.088	0.082	0.064	0.002	0.004	0.015		0.02	0.025
Reid-Hillview Airport	14		0.076	0.107	0.094	0.097	0.002	0.002	0.01	0.026		0.02	0
Reid-Hillview Airport	15		0.073	0.076	0.08	0.074	0.009	0.093	0.024	0.005		0.013	0.013
Reid-Hillview Airport	16		0.013	0.094	0.005	0.086	0.113	0.025	0.041	0.041		0.03	0.024
Reid-Hillview Airport	17		0.077	0.09	0.077	0.083	0.042	0.091	0.037	0.011		0.001	0.02
Reid-Hillview Airport	18		0.055	0.057	0.098	0.05	0.082	0.169	0.061	0.029		0.014	0.013
Reid-Hillview Airport	19		0.045	0.083	0.103	0.086	0.048	0.132	0.054	0.023		0.025	0.034
Reid-Hillview Airport	20		0.063	0.103	0.118	0.125	0.07	0.086	0.074	0.022		0.02	0.005
Reid-Hillview Airport	21		0.121	0.044	0.107	0.005	0.031	0.054	0.018	0.039		0.015	0.016
Reid-Hillview Airport	22		0.078	0.092	0.058	0.051	0.076	0.062	0.002	0.026		0.015	0.013
Reid-Hillview Airport	23		0.089	0.065	0.045	0.086	0.09	0.034	0.008	0.057		0.013	0.002
Reid-Hillview Airport	24		0.061	0.084	0.125	0.059	0.004	0.034	0.076	0.039		0.006	0.01
Reid-Hillview Airport	25		0.059	0.089	0.058	0.043	0.067	0.061	0.03	0.028		0.017	0.004
Reid-Hillview Airport	26		0.033	0.071	0.078	0.068	0.067	0.07	0.109	0.034	0.076	0.012	0.006
Reid-Hillview Airport	27		0.023	0.041	0.076	0.094	0.062	0.068	0.042	0.042	0.06	0.01	0.017
Reid-Hillview Airport	28		0.087	0.062	0.082	0.045	0.027	0.047	0.032	0.037	0.057	0.013	0.015
Reid-Hillview Airport	29		0.092	0.052	0.066	0.033	0.039	0.048	0.082	0.023	0.053	0.007	0.009
Reid-Hillview Airport	30		0.094	0.08	0.035	0.053	0.107	0.031	0.072	0.018	0.04	0.018	0.019
Reid-Hillview Airport	31		0.057	0.093	0.081	0.027	0.091	0.059	0.039		0.035	0.009	0.02
Reid-Hillview Airport	32		0.033	0.044	0.105	0.035	0.063	0.064	0.055		0.028	0.014	0.02
Reid-Hillview Airport	33		0.024	0.045	0.082	0.058	0.053	0.067	0.031	0.048	0.028	0.028	0.015
Reid-Hillview Airport	34		0.056	0.055	0.054	0.062	0.045	0.027	0.027	0.057	0.026	0.019	
Reid-Hillview Airport	35		0.05	0.043	0.054	0.051	0.006	0.054	0.043	0.071	0.017	0.011	
Reid-Hillview Airport	36		0.065	0.031	0.061	0.027	0.043	0.052	0.063	0.051	0.013	0.013	0.009
Reid-Hillview Airport	37		0.037	0.053	0.082	0.043	0.054	0.079	0.07	0.044	0.013	0.013	0.008
Reid-Hillview Airport	38		0.078	0.087	0.065	0.055	0.086	0.07	0.045	0.032	0.01	0.011	
Reid-Hillview Airport	39		0.05	0.056	0.059	0.042	0.037	0.064	0.061	0.047	0.013	0.011	
Reid-Hillview Airport	40		0.04	0.08	0.044	0.046	0.041	0.06	0.066	0.032	0.012	0.034	
Reid-Hillview Airport	41		0.043	0.043	0.039	0.046	0.062	0.034	0.078	0.046	0.033	0.014	
Reid-Hillview Airport	42		0.072	0.1	0.062	0.067	0.021	0.11	0.095	0.018	0.015	0.013	
Reid-Hillview Airport	43		0.065	0.053	0.067	0.057	0.059	0.048	0.056	0.04	0.019	0.009	
Reid-Hillview Airport	44		0.071	0.069	0.067	0.086	0.061	0.112	0.068	0.049	0.009	0.016	
Reid-Hillview Airport	45		0.096	0.102	0.044	0.099	0.07	0.062	0.078	0.037	0.009	0.019	
Reid-Hillview Airport	46		0.063	0.137	0.044	0.037	0.092	0.017	0.08	0.032	0.015	0.036	
Reid-Hillview Airport	47		0.07	0.083	0.053	0.002	0.099	0.052	0.083	0.062	0.013	0.017	
Reid-Hillview Airport	48		0.056	0.022	0.017	0.109	0.071	0.065	0.041	0.033	0.015	0.022	
Reid-Hillview Airport	49		0.137	0.061	0.041	0.015	0.067	0.059	0.045	0.056	0.017	0.018	
Reid-Hillview Airport	50		0.071	0.089	0.128	0.062	0.103	0.065	0.111	0.019	0.023	0.003	
Reid-Hillview Airport	51		0.113	0.03	0.119	0.078	0.116	0.064	0.071	0.019	0.014	0.014	
Reid-Hillview Airport	52		0.118	0.088	0.061	0.05	0.003	0.091	0.068	0.036	0	0.051	
Reid-Hillview Airport	53		0.116	0.05	0.133	0.004	0.007	0.071	0.131	0.056	0.027	0.009	
Reid-Hillview Airport	54		0.096	0.005	0.076	0.006	0.015	0.027	0.018	0.045	0.02	0.038	
Reid-Hillview Airport	55		0.113	0.164	0.087	0.086	0.102	0.003	0.044	0.027	0.028	0.02	
Reid-Hillview Airport	56		0.111	0.018	0.014	0.086	0.053	0.002	0.002	0.062	0.008	0.003	
Reid-Hillview Airport	57		0.024	0.056	0.124	0.002	0.06	0.028	0.046	0.013	0.063	0.009	
Reid-Hillview Airport	58		0.097	0.005		0.079	0.134	0.063	0.052	0.001	0.027		
Reid-Hillview Airport	59		0.171	0.121		0.066	0.079	0.002	0.005	0.067	0.027		
Reid-Hillview Airport	60		0.095	0.11			0.1	0.077		0.01	0.019		
Reid-Hillview Airport	61		0.155	0.08			0.046	0.054		0.037	0.001		

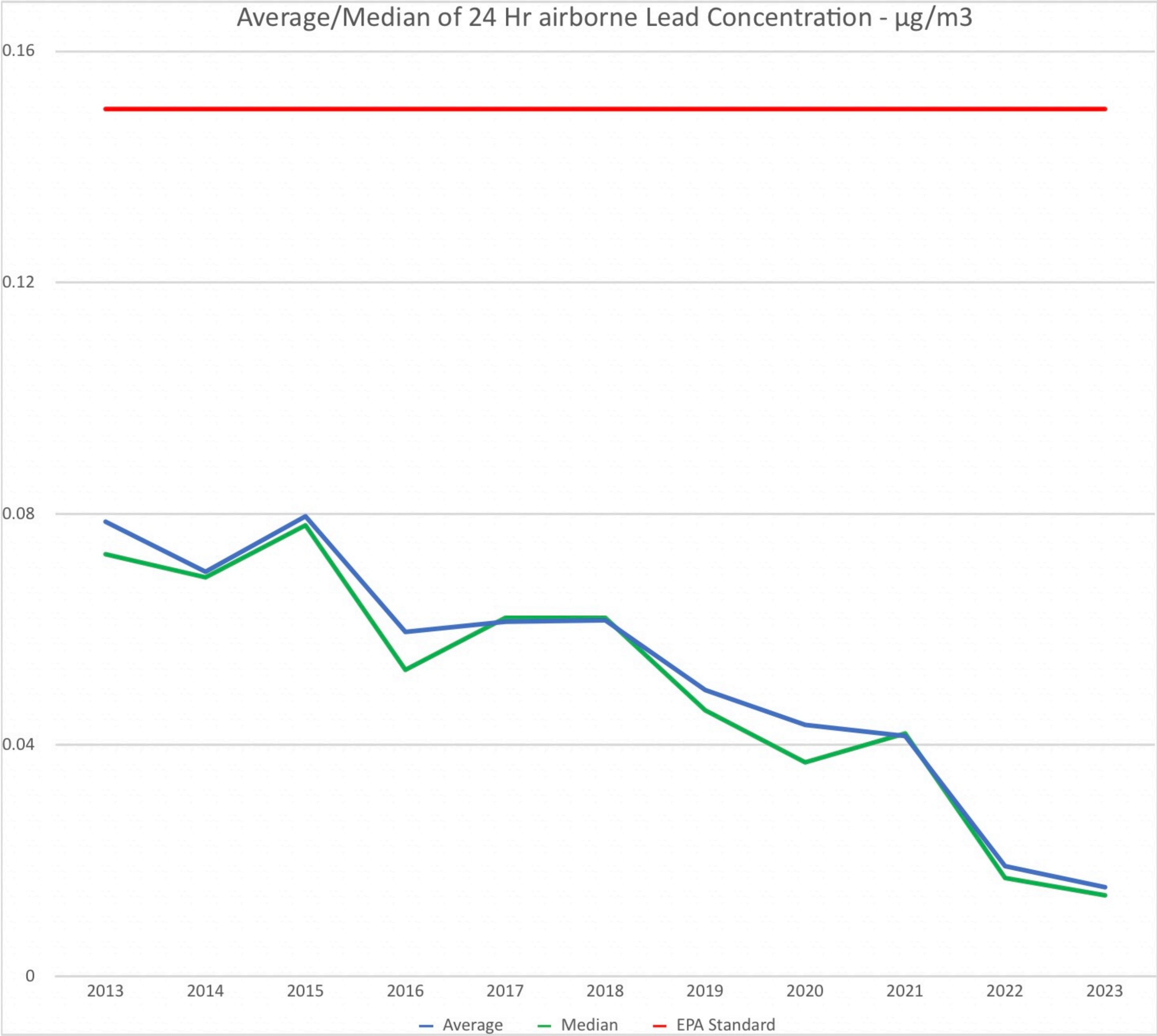
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Median 0.073 0.069 0.078 0.053 0.062 0.062 0.046 0.037 0.042 0.017 0.014

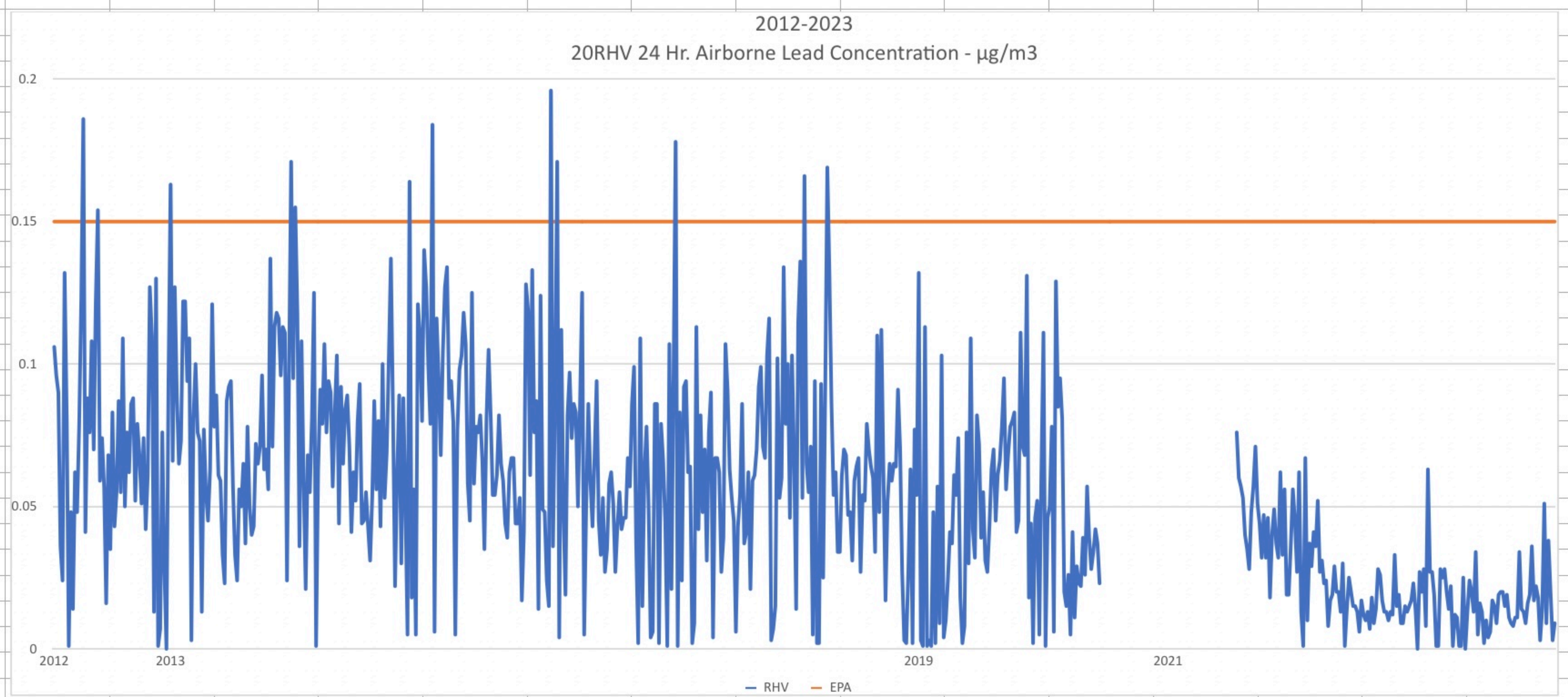
24-hr Average Lead Concentrations : 2012 – 2023



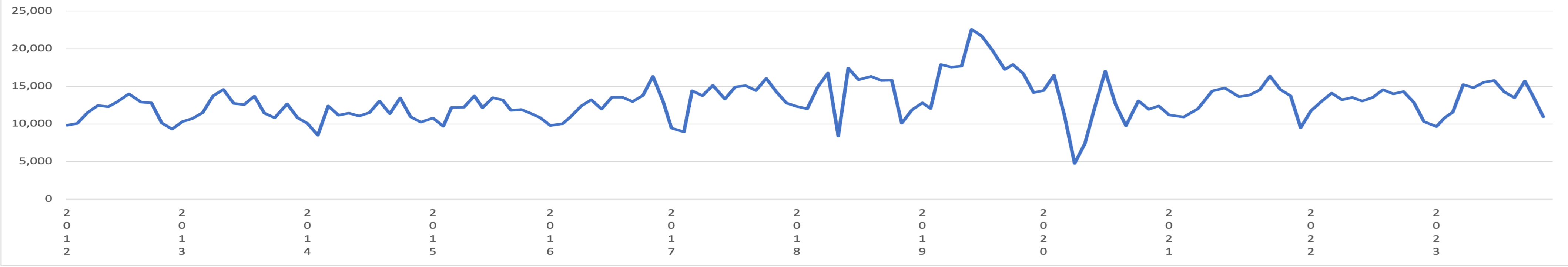
Average/Median of 24 Hr airborne Lead Concentration - $\mu\text{g}/\text{m}^3$



2012-2023
20RHV 24 Hr. Airborne Lead Concentration - $\mu\text{g}/\text{m}^3$



Operations



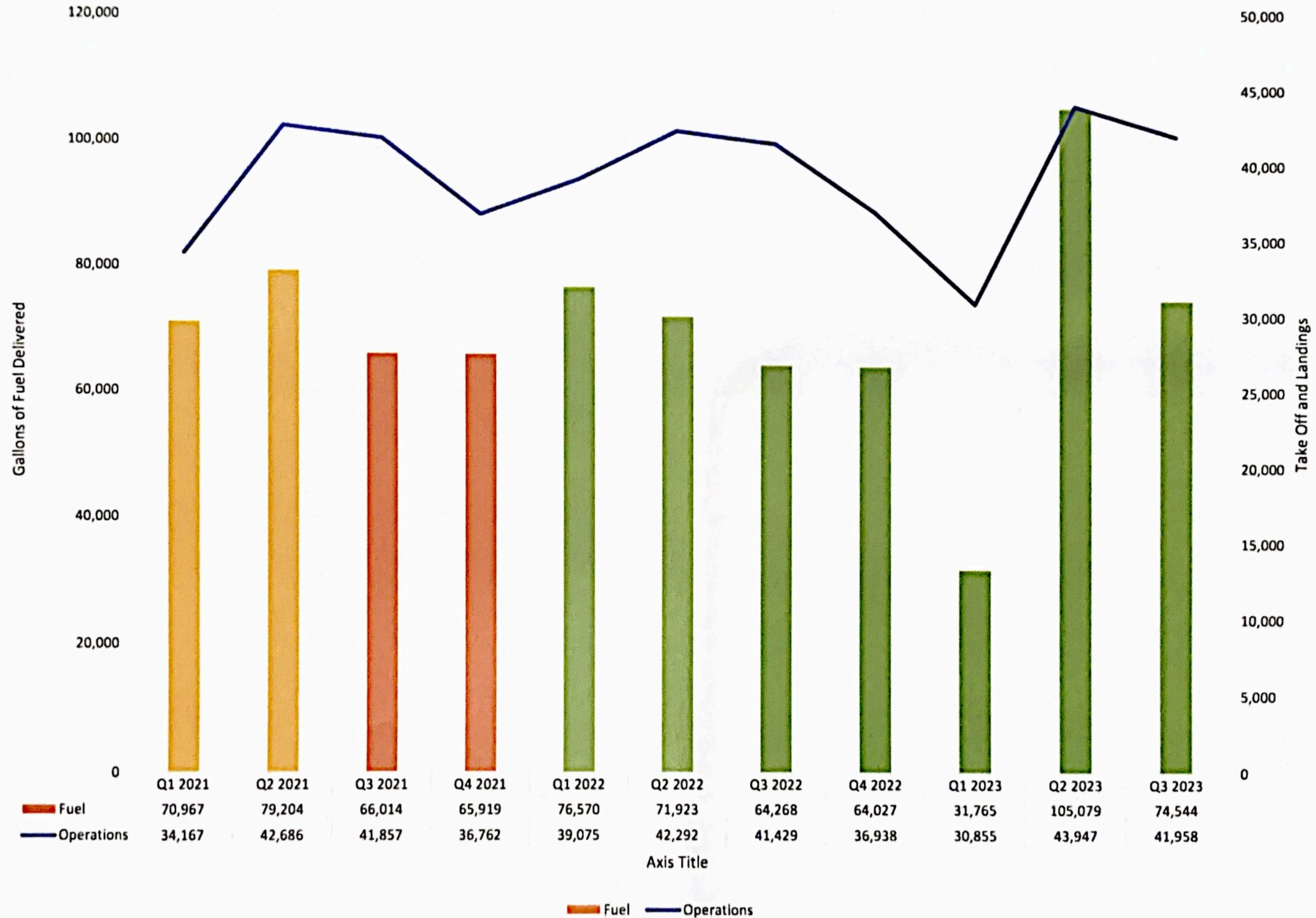
2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	3	4	5	6	7	8	9	0	1	2	2	2	3

Reid-Hillview Airport Operations and AvGas Delivery

January to July 2021 are 100LL Fuel

August to December 2021 include both UL94 & 100LL Fuel

2022 and 2023 are only UL94



Conclusions:

Lead Levels have been declining since mid-2018 - 20 months before the Pandemic and almost 4 years before Unleaded Fuel Sales began. The reason for this is unclear.

Reid Hillview Flight Operations peaked in 2018 at 208,000 but remain close to 160,000 Takeoffs and Landings per Year

Current Airborne Lead Levels are less than one-tenth of EPA Standards