

# Peninsula Rail 2000 Staying on Track

www.rail2000.org No. 99-1 August 1999

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## BART-to-San Jose advocated

### Is \$3 billion worth it?

In the past few months, multi-billion dollar BART extension proposals in both San Mateo and Santa Clara Counties have gained momentum. What is going on? Are these BART extensions worth the cost and will they ever be built?

The article below this one describes the recent BART proposal in San Mateo County. This article looks at the current Fremont-San Jose BART extension proposal.

Since 1983 Peninsula Rail 2000 has advocated the upgrade of existing rail lines. PR2000 has argued that expanding existing rail services such as Caltrain, ACE (San Jose-Stockton commuter rail), and the Capitols (San Jose-Oakland-Sacramento) is more cost-effective than the construction of new rail lines. Service can be initiated or expanded very quickly because the tracks—and in many cases, stations—already exist.

In contrast, BART extensions were promised to serve eastern Alameda and Contra Costa Counties for over 20 years, and were only recently built. Those counties and San Francisco still have priority for further extensions because they comprise the BART district and have been paying taxes to cover BART's expenses since the 1960s.

(An exception to these priorities is the extension to SFO airport in San Mateo County which was supported by San Francisco and regional consensus. But in return San Mateo County had to cover \$200 million of the East Bay extension costs.)

In the late '80s early '90s San Mateo County and the Metropolitan Transportation Commission recognized the merit of upgrading Caltrain and supported the extension of Caltrain to downtown San Francisco and a direct connection between Caltrain and the SFO airport AirTrain shuttle (then

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## BART-to-Menlo Park plan falters

### Officials push BART through San Mateo County

Earlier this year, a proposal was launched to extend BART 15 miles beyond the Millbrae station, currently under construction, to Menlo Park via U.S. 101, the Bayshore Freeway.

Key proponents were Tom Huening, now San Mateo County Controller, former County Supervisor, and Denise de Ville, CEO of SAMCEDA, the San Mateo County Economic Development Association.

On July 14, local newspapers reported that the campaign to qualify two ballot measures advocating the proposed BART extension had been called off. The news followed a meeting held between campaign committee members and critics of the BART extension proposal, county Supervisors Mike Nevin and Jerry Hill.

The campaign had just begun circulating petitions to collect signatures to place two initiatives on the

county's March 2000 ballot. One initiative would have increased the sales tax 1/2 cent to 8.75%, making it the highest in California. The other initiative would have advised the county to spend the revenue from this 1/2-cent tax on extending BART through San Mateo County. The language of the initiative was not specific about where a future BART extension should go.

Cost estimates for the extension have ranged from \$1.5 billion to well over \$2 billion. (San Mateo County and BART officials contended that a \$2.5 billion figure is more likely to be accurate. This is well over twice the cost of upgrading Caltrain all the way from San Francisco to San Jose to capacity and frequency comparable to BART.)

Extension proponents envisioned an elevated

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## What is Peninsula Rail 2000?

PR2000 is a 17-year-old, all-volunteer transit consumer group working to promote an upgraded and expanded Caltrain system to serve the San Francisco Peninsula and San Jose-East Bay corridors. Our goals include increasing Caltrain frequency from the present commuter service to transit level (comparable to BART and light rail: 20 hour/day, seven days/week), converting Caltrain from diesel to electric propulsion, extending it to downtown San Francisco, expanding ACE and Amtrak Capitol train service in the East Bay, and building the proposed high speed rail line between the Bay Area and Southern California.

Board of directors: Adrian Brandt, President (Redwood City); Sylvia Gregory (San Bruno); Richard Mlynarik (San Francisco); Margaret Okuzumi (Sunnyvale); Russell Reagan (San Francisco); Paul Wendt (Belmont). See [www.rail2000.org](http://www.rail2000.org) for contact info.

## Staying on Track, No. 99-1, August 1999

Staying on Track, a publication of Peninsula Rail 2000, is back after a long hiatus. We encourage your contributions. Articles and letters should be submitted no later than the last day of the month for consideration for the next newsletter. E-mail to [russellr@sfsu.edu](mailto:russellr@sfsu.edu), [okuzumi@cepheid.com](mailto:okuzumi@cepheid.com), or fax to (408) 732-8712.

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## A Word from Our Board Members

*by Margaret Okuzumi*

Lots of stuff is happening here at PR2000 and in transportation decisions in our larger community. Major news in the last month has included a proposed BART extension down highway 101 to Menlo Park, decisions on the routing of high speed rail, and a call for extending BART to San Jose from Fremont.

People are so fed up with congestion that politicians, taking the heat, are eager to press on with decisions. Decisions that are imposed on us may or may not be good for the future of fast, convenient rail service on the Peninsula.

As never before, the need is urgent for groups like Peninsula Rail 2000 to develop and present a new vision for rail service in the Bay Area. Instead of passively letting others make the decisions for us, we need to be pro-active in presenting that vision to politicians, business people and the general public.

A few of our members have been working on presenting this new vision. See the back page of this newsletter for member Clem Tillier's image of the electrified "Bay Express" train.

Board members have been thinking about how to make our organization more pro-active. For those of you who missed our general meeting in July, we



*Kaitilin Gaffney of Greenbelt Alliance speaks at pro-Caltrain press conference in San Jose on April 29. Also in photo, from right to left, are Irvin Dawid (Sierra Club and PR2000), SJ Mercury-News reporter Gary Richards, Bill Michel (Sierra Club and PR2000), David Coale (Bay Area Action). Photos by Rachel Peterson, Urban Ecology.*

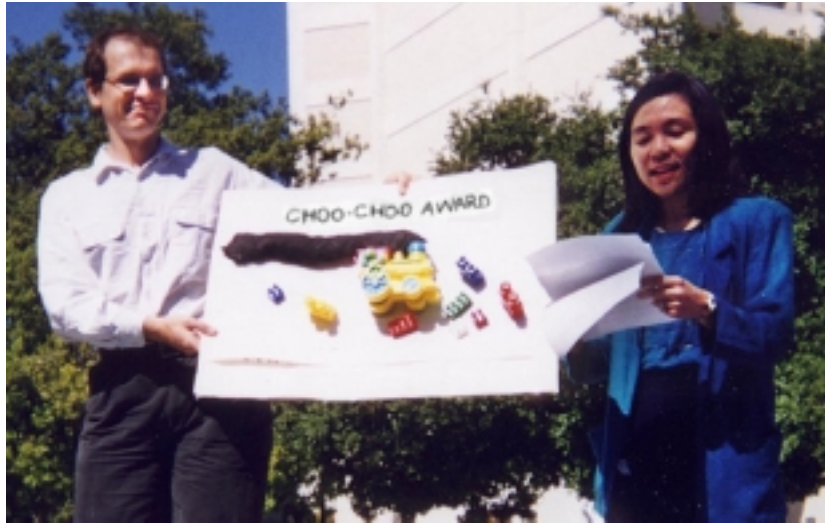
## Volunteers Needed!

Peninsula Rail 2000 needs volunteers who have the following skills:

- Marketing
- Presentation
- Analytical/business skills
- Lobbying skills
- Graphic design
- Rail systems knowledge

But the most important qualification is your enthusiasm to help us get our message out to decision makers and the general public. We'll even train you in some cases. We need help publicizing PR2000's positions at Caltrain special events; with surveying the public for receptiveness to our vision, giving public presentations, lobbying politicians and business leaders, writing letters, handing out flyers—you name it. 2-10 hours of your volunteer time a month is worth more to us than money (though we need money!) and makes a bigger impact.

Help the Peninsula/South Bay get the improved rail service it deserves. To find out more specifically how you can help, call Margaret Okuzumi at (408) 541-4191 x257 or e-mail [okuzumi@cepheid.com](mailto:okuzumi@cepheid.com). Thanks.



*PR2000 board members Richard Mlynarik and Margaret Okuzumi present the Choo-Choo award to the Caltrain Joint Powers Board. This mock ceremony showing displeasure with the JPB's lack of commitment to electrification occurred as part of a press conference about Caltrain funding. Participants asked the Metropolitan Transportation Commission to fund Caltrain's capital shortfall as MTC had done for BART. MTC staff had recommended diverting funds designated for the Caltrain's downtown SF extension. Participants also asked the JPB to make electrification the top priority of Caltrain's Rapid Rail plan. The event was organized by the Bay Area Transportation and Land Use Coalition prior to a special MTC meeting of in San Jose on April 29.*

## From Our Board Members ...continued

tried an experiment, changing the meeting format. Usually we have announcements, a speaker presents on a topic, and then we have Q & A afterward.

After the usual meeting announcements, we split into three groups:

- Caltrain improvements group, primarily technically oriented and intended to feed technical info/facts to the other groups.
- Political strategies group whose purpose is to meet with decision makers, decide endorsements, and figure out political strategy up and down the Peninsula.
- Media/outreach group to disseminate information to the outside world through press releases, letters to the editor, presentations to neighborhood groups, internet, etc.

Many people had doubts as to how well the format would work. However by most accounts, the meeting was a success. Many good ideas were

shared and enthusiasm generated. We will be trying this meeting format every once in a while in the future.

The political strategies group settled on focusing on two major tasks: compiling a list of major political, business, and civic leaders who have influenced the course of Caltrain and studying how the JPB is organized. The improvements group generated a long list of areas in which fact sheets should be prepared. The media/outreach group discussed making linkages to various constituencies.

We are off to a good start, but much more is needed to follow up so that Peninsula Rail 2000 will be effective. We need for more members to get involved. If you are interested in joining or in chairing a particular committee please call Margaret Okuzumi at (408) 541-4191 x257.

*Margaret Okuzumi is Peninsula Rail 2000's newest elected board member.*



## BART to San Jose? ...from page 1

known as the airport people mover). The Joint Powers Board responsible for Caltrain made plans to electrify the system by 1996. Electrification would make Caltrain cleaner, quieter, cheaper to operate, enable more frequent service, and it would improve operating performance and reliability.

Caltrain electrification cost estimates range from \$190 million to \$375 million. The Menlo Park BART extension is estimated to cost \$2.5 billion, and a San Jose-Fremont extension \$3 billion. These may even be conservative estimates.

In 1992 and 1993, Santa Clara County recognized that extending BART from Fremont to Santa Clara would be too costly and backed down from participating in such a project. Instead the county placed priority on light rail or commuter rail (the same technology as Caltrain), as the mode for a future extension to Fremont/Union City.

Plans for such an extension faltered for four years due to a court ruling against the 1992 Measure A half-cent transportation sales tax. \$52 million for San Jose-Union City commuter rail proposal was included in the Measure A/B half-cent sales tax passed by voters in 1996. (This tax was upheld by the State Supreme Court last year.)

Last Fall, Altamont Commuter Express (ACE) initiated service from Stockton, Livermore, and Pleasanton to serve the Fremont-San Jose corridor with two weekday round trips. Since 1991, Amtrak's Capitol trains have operated three daily round trips between San Jose, Oakland and Sacramento via Fremont.

Despite the long lead times and staggering costs of BART extensions, and compelling advantages to expanding existing rail services, BART extensions have continued to be favored. Political support in San Mateo and Santa Clara Counties for southern BART extensions tends to resurface every few years.

For some years now, mayor Ron Gonzales of San Jose and mayor Gus Morrison of Fremont have supported extending BART south from its current Fremont terminus. Gonzales, who became mayor in last November's election, has been a believer in BART to San Jose for many years.

In the late '80s and early '90s studies were conducted to determine the best alignment for BART into downtown San Jose. These plans were scrapped in 1992 due to disagreements between Santa Clara County and BART officials over funding. A major sticking point was that because Santa Clara County was not a member of the BART district providing tax revenue since BART began collecting taxes, it owed a "buy-in" fee which might be \$1 billion or more.

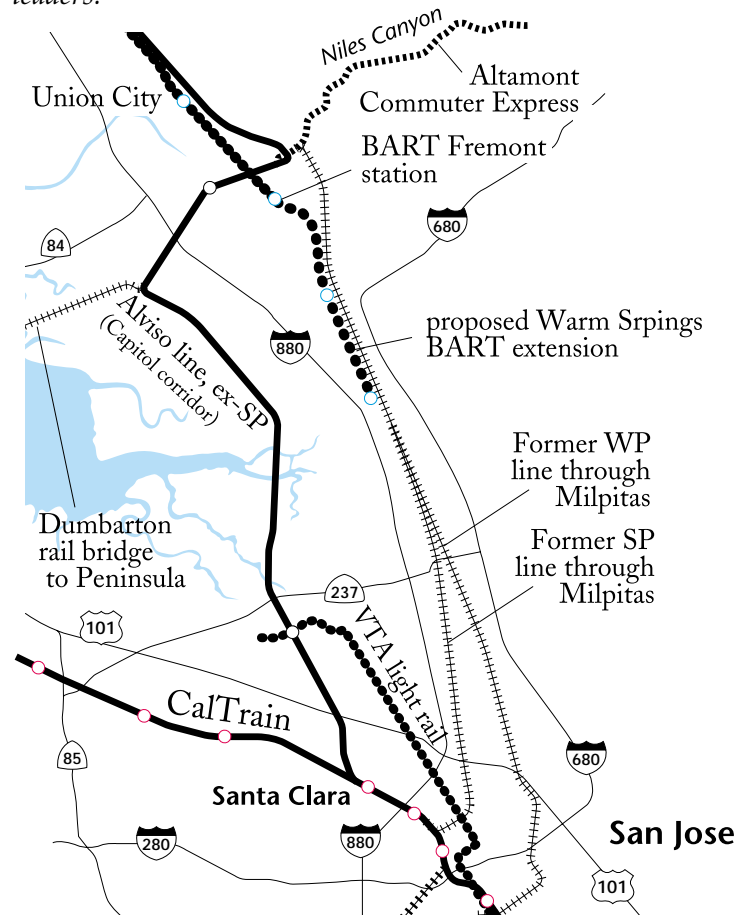
This summer Gonzales, Morrison, and Alameda County and BART officials dusted off plans for the \$3 billion Fremont-San Jose BART extension. Local

leaders and the public typically support BART extensions until details about local funding sources and likely construction impacts are publicized.

For example, the proposal in San Mateo County in June and July to extend BART to Menlo Park generated stiff opposition from local officials as well as from BART officials. Among other factors, the proposal included a ballot measure for a half-cent sales tax increase, as well as specific details of the extension's alignment. BART officials opposed the plan because BART is already challenged to secure funding for the SFO/Millbrae extension and rehabilitation of its current system.

Will Gonzales and other BART-to-San Jose supporters present a serious plan to raise county funds for the required local contribution to this \$3 billion project? If they do, rail advocates are concerned that it would jeopardize the proposed Measure A/B commuter rail to Union City. BART construction impacts, especially in downtown San Jose, are also likely to generate opposition.

*Peninsula Rail 2000 and other grassroots organizations have argued that upgraded, standard gauge rail service (such as the "Bay Express" pictured on the back page) could provide service comparable to BART sooner and for a fraction of the cost, because it would build incrementally on existing passenger train service. We are seeking volunteers (see page 3) to help promote this proposal to the public and local government and business leaders.*



# Calendar of events

**Monday, August 9, 7:05-8:30 PM**

## **Peninsula Rail 2000 meeting to discuss Caltrain construction and rehabilitation projects**

Caltrain JPB engineering staffers **Darrel Maxey** and **Kate Leiga** will speak at the August Peninsula Rail 2000 meeting.

Questions and concerns have been raised about the design and advisability of ongoing and planned rehabilitation and construction projects along the Caltrain right of way. After a brief overview of the projects, the presenters will hold a "question and answer" session for meeting attendees. This will allow Caltrain observers and engineering staff to learn about and respond to each other's questions and concerns.

The meeting begins and ends so that arrival and departure via Caltrain from the north or south is convenient. An optional \$7 buffet-style soup, salad and sandwich dinner is available.

Upcoming PR2000 meetings: Monday, September 13; Monday, October 11. Call (650) 961-4493 for updates, or see our web site: [www.rail2000.org](http://www.rail2000.org).

**Wednesday, August 11**

**SamTrans public hearing on proposed for bus route changes** effective summer 2000. 2 PM at the SamTrans headquarters, 1250 San Carlos Avenue in San Carlos. SamTrans will hold additional community meetings to explain its August 1999 changes and help people adjust their commutes.

**Saturday, August 14**

### **Activists' Skills Workshop**

Sponsored by San Francisco Bicycle Coalition. 312 Sutter St., #500 @ Grant, San Francisco, 10 am-4 PM Free (Bring money for lunch) This free, day long workshop will help you to become a more effective activist, no matter what your political passion. Hear advice from experts on how to lobby politicians effectively, how to get your message heard through the media, how to strategize to get what you want, and more. Join local experts—including media pros, proven lobbyists, and political strategists—for this hands-on event. Please RSVP to Leah at 415-431-BIKE, x-2

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*Map on facing page:* Rail routes between San Jose and Union City. Mayor Gus Morrison of Fremont advocates the Warm Springs BART extension in his city. VTA favors the SP Milpitas line for its proposed commuter rail service which would be funded by Santa Clara County Measures A/B. The Alviso line is already used by ACE and the Amtrak Capitols.

## **Member responds to "BART Myopia"**

*The following letter appeared in the Monday, July 12 Palo Alto Daily News, in response to a previous letter supporting a BART extension to Menlo Park:*

Preston Brown of Menlo Park suffers from an unfortunately common ailment: BART myopia.

The proposed extension of BART to Menlo Park is possibly the most costly and inefficient solution to bringing high-capacity rail transit through San Mateo.

While there is no question that the Bay should be ringed with high-capacity rail transit, doing it with BART is a losing proposition.

Cheaper solutions exist that have BART beat in speed, comfort, frequency and throughput. Need an example? Ride on the Paris RER.

SamTrans itself already figures it will cost an astronomical (almost comical?) \$170 million per mile for the Menlo extension. While that may be a bargain compared to the \$220 million per mile cost of the Millbrae extension, it is about *five* times more expensive on a per-mile basis than equivalent systems being built in Europe.

That is why San Mateo County residents like Preston Brown should forget about BART and demand a standard, state of the art, high-capacity rail system.

Such a system can incrementally replace the woefully inadequate Caltrain and take full advantage of an existing (and paid for) rail transit corridor with incredible untapped potential.

It is myopic and unrealistic to automatically equate quality rail transit with BART. Rather than pursue the pipe dream of BART to San Jose, let us put our resources towards a standard, state of the art, high-capacity rail system that serves the entire Peninsula.

Clem Tillier, Mountain View

## **Please fill out member survey**

We want to hear from all of our members. A one-page survey was distributed at the July PR2000 member meeting, and is being mailed to all members with the August newsletters.

Please take a few minutes to fill out the survey and fax it in to (408) 732-8712, mail it to PR2000 (see address on back page), or bring it with you to our August 9 meeting in San Carlos. Thanks.

# Rail service to Monterey County Planned

(based on a July 15 article in the San Jose Mercury-News)

On July 14 Gov. Gray Davis signed SB 886 to establish new passenger rail service to Monterey County. Sponsored by state Sen. Bruce McPherson, R-Santa Cruz, SB 886 enables the Transportation Agency for Monterey County (TAMC) to contract with Caltrans and Amtrak to initiate passenger service for tourists from San Francisco and San Jose to the Monterey Peninsula.

Plans call for one daily round trip beginning next year or in 2001. The proposed round-trip fare is \$30. Trains would terminate in Seaside, a few miles north of Monterey. The running time would be two hours, 45 minutes. One train would be used. With one train, it would be possible to operate an additional round trip once more funding became available.

distance from San Jose to Monterey.

TAMC also will need to identify the equipment that will be used and come up with \$5 million in initial operating subsidies. State funding in next



*The Spanish-designed Talgo train made a demonstration run on June 12 from San Francisco to Fort Ord in Monterey County. The Talgo has a passive tilt design which enables it to travel faster around curves. Talgos designed for Amtrak now serve the Northwest corridor between Eugene, Oregon, Seattle and Vancouver, B.C. The Talgo train pictured here on display at Fort Ord is slated for service between L.A. and Las Vegas (photos by Russell Reagan).*

The state has set aside \$17 million to help fund rail service sponsored by TAMC, Caltrans and Amtrak. Monterey County officials are required to pursue a firm plan for rail service by next year in order to keep control of the funds. County officials already have received \$450,000 for preliminary work.

One of the hurdles to implementing service is to reach an agreement with Union Pacific, which controls a large segment of the rail route: the entire

year's budget may be sought for this. TAMC plans to use either the "California cars" now used on the Capitol trains, or a Talgo train like the one operated on the demonstration ride on June 12 and pictured on this page.

TAMC also is interested in an extension of two Caltrain round trips at commute times from Gilroy to Salinas. Four weekday round trips currently serve Gilroy. Some of the \$17 million could be used for this project, if county officials favor it.

## BART-to-Menlo Park plan ...from page 1

BART line along the median of the Bayshore Freeway with four stations south of Millbrae at the following locations along the freeway: San Mateo, Belmont/San Carlos, Redwood City, and Menlo Park near Willow Road or Marsh Road.

They also envisioned a connection to Caltrain just south of Marsh Road in Menlo Park, via a branch line off the Caltrain's line. No service is yet provided on this branch line which connects to the Dumbarton rail bridge to Fremont. A Caltrain extension via this line to the East Bay was not included in the SAMCEDA proposal.

(A map of the proposed route can be found at [www.rail2000.org/pr2000/samceda-bart.html](http://www.rail2000.org/pr2000/samceda-bart.html))

### The plot thickens

The proposal was opposed by BART directors James Fang and Dan Richard. The City of Menlo Park at the end of June passed a resolution against it. San Mateo County Supervisors Mike Nevin and Jerry Hill were two leading critics of the proposal.

Fang and Richard wrote to Huening and de Ville that BART's "plate is full." They, like Nevin and Hill, expressed concerns that the timing of the initiative threatened funding for the BART's Millbrae/SFO extension and other priorities such as system-wide renovation and seismic retrofit programs.

Two disturbing revelations undermined the credibility of the proponents of the BART extension to Menlo Park:

First, The San Mateo County Transportation Authority engineers arrived at \$2.5 billion for the cost of the project—\$1 billion higher than what proponents claimed. Soon it was learned that the \$1.5 billion cost figure was a "back-of-the-envelope" calculation by an engineer formerly with the Millbrae/SFO extension project. Contrary to de Ville's statements, it was not a calculation by a bona-fide BART engineer.

Second, neither ballot measure circulated by SAMCEDA contained any mention of the Millbrae-to-Menlo Park routing. It only specified "a BART extension through San Mateo County...." In the July 6 edition of the San Mateo County Times, columnist John Horgan noted that the proposed tax increase also would open up an additional source of funds for the Millbrae/SFO extension. The latter project now faces at least a \$300 million funding shortfall. According to Horgan, Huening acknowledged that the initiative was worded this way to address potential funding needs of the Millbrae/SFO project.

Furthermore, the tax initiative, unlike other such tax proposals, would have had an indefinite lifespan. It contained no "sunset clause."

### The denouement

Business leaders evidently lost confidence in de Ville and SAMCEDA. County supervisors voted to withhold the county's annual \$5,000 dues to the association, pending a promise that none of the money would be spent on any political activities or campaigns.

A major effort of SAMCEDA was the Economic Vitality Partnership (EVP), an alliance of business and local government financed by equal donations from the county, the cities and the SAMCEDA. EVP was established to attract business to the county. Its emphasis is now changing to address the housing and transportation crunches in the county due to economic growth.

Jerry Hill, citing discomfort with the way de Ville and her staff were managing the partnership, announced that the EVP will move out of the association's offices in San Mateo, and that SAMCEDA staff would no longer work on it.

The EVP will now, however, operate independently and will be overseen by a steering committee comprised of area civic and business leaders. According to Nevin, the EVP will spend one year examining the issues of traffic and mass transit in the county and will hold public hearings in order to solicit public input.

County Supervisor Mike Nevin has emerged as an important player in this current effort to define the future of transportation in San Mateo County. Even though Nevin serves on the Joint Powers Board which runs Caltrain, he has not consistently supported Caltrain upgrades. He publicly stated that he prefers Caltrain's right of way for a future Peninsula BART alignment.

In March Nevin supported a \$72 million loan from SamTrans to BART to cover escalating costs of the Millbrae/SFO extension. Caltrain supporters strongly opposed this bailout, and questioned whether SamTrans ever would be repaid. It is a fair assumption that Nevin has been concerned about the repayment. This may have been a factor in his opposition to the BART-to-Menlo Park initiatives.

***What You Can Do:** Upgrading Caltrain offers a superior alternative to the automobile. If we choose instead to wait for a BART extension someday, the general sales-tax-paying, congestion-weary public will suffer the consequences. Peninsula Rail 2000 needs help from members to present our vision for rail on the Peninsula now and sell it to business leaders and decision makers.*

*We are demanding that representatives from transit advocacy groups be included in the Economic Vitality Partnership meetings. Also we need to generate a large turnout of supporters when public hearings are held. We need your volunteer energies to help with planning, lobbying and outreach. Please contact Margaret Okuzumi at (408) 541-4191 x257.*

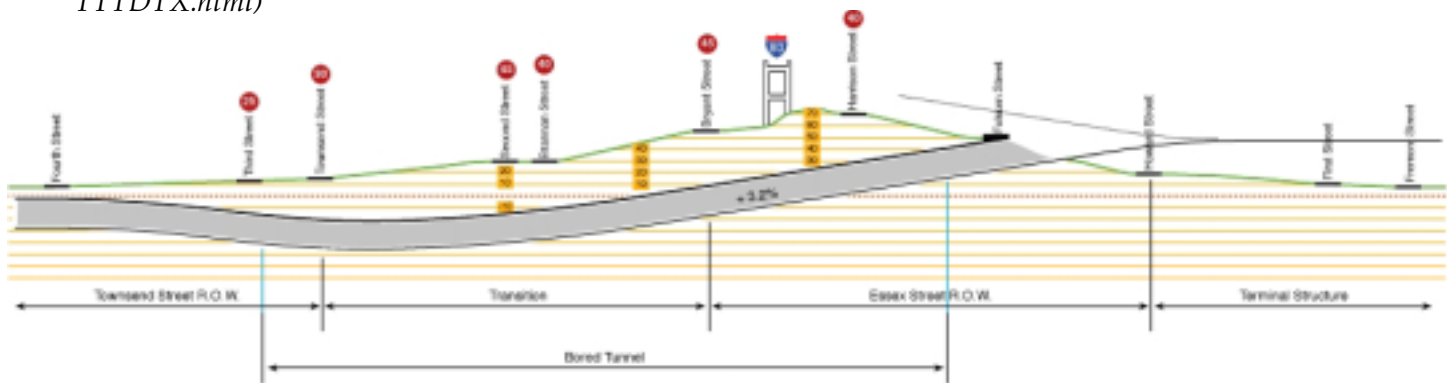


# SF Caltrain Extension Campaign Seeks Donations

The Caltrain-to-downtown ballot initiative will appear on this November's San Francisco ballot. It is an ordinance that would make it official city policy to extend Caltrain to downtown. It also would require that city officials and agencies seek the necessary funding to build the project. It specifies potential funding sources, but does not require that any specific funding source be used. It also prohibits the city and its agencies from making any decision that allows construction that would obstruct the right-of-way needed to build the extension or the rail terminal at First and Mission Streets.

As a direct result of qualification of the citizen's initiative for this November's ballot, the Mayor and the Board of Supervisors in March enacted legislation which supports the Caltrain extension and related projects including making the Transbay

*Tunnel under Rincon Hill proposed for the Caltrain SF extension (see [www.arch21.org/A21DTX/TTTDTX.html](http://www.arch21.org/A21DTX/TTTDTX.html))*



## Conservatives should favor quality transit, report says

A new study by the conservative Free Congress Foundation and the American Public Transit Association finds that high quality rail transit can compete effectively with the car for work and recreational trips. Citing examples of transit success around the country, authors Paul Weyrich and William Lind counter arguments commonly used by conservative groups who oppose transit.

The unlikely transit advocates note that transit's effectiveness is often wrongly measured as total trips on public transportation. Instead, the authors propose the value of transit should be calculated in transit competitive trips, or trips utilizing high quality transit. The study also documents trends in increasing transit use among middle and upper income suburbanites to substantiate their argument that public transit is a conservative interest.

To read the report, visit [www.apta.com/info](http://www.apta.com/info).

Terminal at First and Mission Streets the Bay Area's rail/transit hub. This reversed the city's previous policy.

However until very recently, Caltrain and its proposed downtown extension had been all but ignored by San Francisco elected officials. Considering the events over the past several years, another reversal of policy could easily occur, hence the need for the SF Caltrain initiative.

The S.F. downtown extension campaign needs your financial support! Help us achieve a strong electoral mandate for extending Caltrain to the Transbay Terminal in San Francisco this November! Contributions can be made in care of Peninsula Rail 2000. Make checks out to Peninsula Rail 2000 and write in the memo line: "FOR DTX CAMPAIGN." (For any contribution of \$100 or more, we are required to record your name, address, your employer, and your employer's address. Please include this information as appropriate.) Thanks.

## Visit PR2000 on the web New at [www.rail2000.org](http://www.rail2000.org)

Much more information can be found on PR2000's web site, including many back issue articles from this newsletter, and maps of rail proposals. Here are some highlights of recent additions to the contents:

- Description of the recent proposal to extend BART to Menlo Park, with a map of the proposed alignment, links to several newspaper articles, and critique: [www.rail2000.org/pr2000/samceda-bart.html](http://www.rail2000.org/pr2000/samceda-bart.html)
- "Losing our way to the airport," a critique of the planning and decisions behind BART's Millbrae/SFO extension now under construction (also appeared in Public Affairs Report, published by the Institute of Governmental Studies), by PR2000 member Peter Lydon: [www.rail2000.org/pr2000/lydon7-99.html](http://www.rail2000.org/pr2000/lydon7-99.html)
- Caltrain's Rapid Rail plan, proposed electrification, and other Caltrain developments. Details the events surrounding the approval of the Rapid Rail plan in May: [www.rail2000.org/issueupdate.html](http://www.rail2000.org/issueupdate.html)





# Yes! I support improving Caltrain and Regional Transit!

I support PR2000's efforts to promote a regional transit system by upgrading Caltrain to BART-level service and extending it to downtown San Francisco, improving connections between buses, trains, and other transit modes, and establishing commuter rail between the East Bay and San Jose.

**I'm enclosing a contribution to help fund PR2000's programs.**

9908ST

*Mail to the address below, or call our 24-hour message/newsline for more information: 650-961-4493*

**Peninsula Rail 2000  
3921 East Bayshore Road  
Palo Alto, CA 94303**

Voting membership levels:

- \$15 Student/low income
- \$35 Regular
- \$50 Sponsor
- \$75 Sponsor
- \$100 Patron
- \$250 President's club
- \$ \_\_\_\_\_ Other

**I can help by:**

- Phoning or writing local politicians when you tell me about an important transportation issue
- Volunteering two hours a month (or more)

We welcome all contributions.

Voting memberships start at \$15 or \$35, as applicable.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (day) \_\_\_\_\_ (eve.) \_\_\_\_\_

E-mail \_\_\_\_\_



## Caltrain rider update

### \$5 weekend fares

Caltrain will charge \$5 instead of \$9 for its weekend passes from July 30 through Oct. 31 to compensate for inconvenience during construction (see article below). In addition to being valid for unlimited rides on Saturday and Sunday, the Weekend Pass also will be valid on Friday Trains 84, 85, 86, 87, 89 and 90.

### Bus Substitution in San Francisco on Weekends

*(from Caltrain press release, July 19, 1999)*

Caltrain will not operate direct train service to or from San Francisco stations starting Friday evening, July 30, and continuing for 11 weekends, until Oct. 10.

Caltrain will provide two express bus routes, one bridging the San Francisco & South San Francisco stations, and the other bridging the 22nd Street & South San Francisco stations. The buses will accommodate wheelchairs and bicycles. The ride for passengers traveling to and from San Francisco will increase by approximately 10 minutes. Due to vital

track work in two train tunnels in San Francisco, Caltrain cannot operate trains through the work areas.

During the tunnel closure, trains will continue to serve the Bayshore station from the south, however, arrival and departure times will be adjusted by 10 minutes.

Passengers wishing to travel between the San Francisco (Fourth and King streets) and 22nd Street stations should take Muni Line 15. For service between the San Francisco and Bayshore stations, Line 15 also provides the best alternative.

Caltrain will operate on its regular weekend timetable between the South San Francisco and Tamien stations.

Special timetables for Friday evening and weekend travel between July 30 and Oct. 10 soon will be available at staffed stations or by calling 1.800.660.4287. Caltrain also will post the timetable at [www.caltrain.com](http://www.caltrain.com).

## Come to Peninsula Rail 2000 meetings!

**Next meeting: Monday, August 9, 7:05-8:30 PM:**

### **“Caltrain construction and rehabilitation projects”**

Caltrain JPB engineering staffers **Darrel Maxey** and **Kate Leiga** will speak at the August Peninsula Rail 2000 meeting and hold a question and answer session on current Caltrain projects. For more details, please see page 5.

Each month we feature a presentation by a transit expert or official. Meetings are held on the second Monday of the month, at the Depot Cafe in the San

Carlos Caltrain Station. Meetings begin at 7:05 PM and end at 8:30. Meetings begin and end so that arrival and departure via Caltrain from the north or south is convenient. An optional \$7 buffet-style soup, salad and sandwich dinner is available.

Next meetings: Monday, August 9; Monday, September 13; Monday, October 11.  
Call (650) 961-4493 for updates, or see our web site: [www.rail2000.org](http://www.rail2000.org).

### **Peninsula Rail 2000**

*3921 East Bayshore Road  
Palo Alto, CA 94303*

forwarding and address  
correction requested

**We envision a cost-effective rail system for the Peninsula and San Jose–East Bay: Upgrade Caltrain to a quiet, fast, frequent, electric transit level service.**

Photo image manipulation by Clem Tillier.

