

Staying on Track

Peninsula Rail 2000

www.rail2000.org No. 2000-3 August 2000

Caltrain, ACE to Add More Service

On August 3, Caltrain confirmed that it will add more ten more weekday and four additional weekend trains starting September 24. While the new schedules have not been publicly announced, the word is that

- midday one-hour gaps will now have trains running every 30 minutes
- there will be additional Saturday early morning northbound service
- most two-hour gaps on Saturdays will become 1-hour gaps

Weekend roundtrips to Gilroy (two on Saturday and two on Sunday) are planned for a 3-month experimental run by VTA starting Nov. 18.

Contact the Caltrain JPB (see page 3 of our newsletter) with your ideas as to the most useful times to add another five weekday round-trips.

ACE announced at its Aug. 3 San Joaquin Regional Rail Commission meeting that a third full-route ACE train will begin service in approximately mid-October (not counting the current Pleasanton turn-back train).

ACE also announced that a 4th train is planned to begin service in the summer of 2001. But ACE has not finished negotiations with UP for the 3rd train, nor have they found a site to store the train equipment in San Jose.

Caltrain Baby Bullet Service

Thanks to the initiative of Sen. Jackie Speier, D-San Mateo, Caltrain will receive funding to implement an express "baby bullet" service between San Jose and San Francisco.

The express service involves construction of a third track along portions of Caltrain's right-of-way and is expected to halve the amount of time it takes to go between SJ and SF. Gov. Gray Davis set aside \$127 million in this year's budget for the project, which is scheduled to be completed in 2003.

Santa Clara County Sales Tax on November Ballot

On Aug. 9, the Santa Clara County Valley Transportation Authority (VTA), over objections by many environmental, transit, and community activists, approved a 30-year special transportation sales tax for the November ballot, which would require a two-thirds vote by voters to pass.

The special tax would pay for transit only, since VTA does not have authority to issue a tax that would pay for road projects. However, VTA staff issued a memo stating that if the tax were passed, approximately \$2 billion in federal and state funds could be shifted to road and highway projects. The measure, based on VTA's preliminary Valley Transportation Draft Expenditure 2020 Plan (VTP 2020) allocates over \$2 billion to build and operate a BART extension from Fremont to San Jose.

Environmental, transit, and community activists asserted that the plan was developed without adequate financial scrutiny and public input. They objected to the fact that the VTP 2020 plan provided inad-

equately monies for pedestrian safety improvements (to fix no more than five dangerous intersections in the next thirty years), and that insufficient funds were provided for increasing bus and shuttle service and for improvements to Caltrain. They charged that the transportation plan was piecemeal, would not relieve congestion, would cause greater air pollution and environmental damage, and that it was socially inequitable. Seniors, those with disabilities, and low-income people would be among those hardest hit by poor bus service and higher fares, claimed the activists.

Furthermore, the extremely costly BART extension would take over ten years to build, is incompatible with future modern rail service across the Dumbarton bridge or to Monterey, and doesn't connect the bulk of job, commercial and residential areas while siphoning money away from other projects that would. The activists

See Sales Tax, p. 3

Promised feature articles on the the ABC's of MTC and Dumbarton Rail have been postponed to the next newsletter, pending further information.

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Peninsula Rail 2000 Hires Executive Director

As of June, Peninsula Rail 2000 now has an executive director! We extend a warm welcome to Margaret Okuzumi, who served on our board this past year. Margaret brings tremendous enthusiasm and energy to the organization, as well as an array of skills related to the operation of non-profit, grassroots groups. This is a significant step for PR2000 and will enable us to be more effective in advocating for modern, regional rail transit.

New Board Members

Congratulations to Andy Chow, Paul Wendt, and Richard Mlynarik who were elected to two-year terms on the Peninsula Rail 2000 board in June. Sylvia Gregory was also appointed to fill a vacancy on the board after Margaret Okuzumi became executive director. We welcome the talent and energy that these individuals contribute to our organization.

San Francisco Transbay Terminal News

After more than a year of meetings to hash out the transportation requirements for a Transbay Terminal in San Francisco, a glittering \$890 million project has been unveiled.

The new Terminal would create a new multi-modal transit interchange, accommodating Caltrain, AC Transit, Muni, Golden Gate Transit, SamTrans, Greyhound and other operators well into the next century. It features an underground station ready for the arrival of Caltrain and future High Speed Rail services. It is estimated that development of surrounding parcels of land could finance about half of the project cost, but that leaves more than \$400 million to be financed by some combination of taxes and tolls.

Unfortunately the Metropolitan Transportation Commission, the regional body that doles out funds for the region, has offered only \$9.5 million for the project so far, and costs for tunnelling the Caltrain tracks from the existing terminal to the new site are not included.

Letters to MTC are needed to encourage them to put up more funds and show public support for this major regional transportation hub. More news on this in our next newsletter and at our October meeting.

Caltrain ROW: Two Counties to Finally Pay Up?

Peter Cipolla, the Valley Transportation Authority's General Manager, mentioned at the Aug. 2 Santa Clara County/VTA workshop that he was very close to working out the final details for VTA [Santa Clara County] to repay Samtrans for their share of the 1992 Caltrain right of way purchase from Southern Pacific Railroad. It is reported that San Francisco will make good on its debt to San Mateo County as well.

Let's hope that this will refocus San Mateo County leaders such as Mike Nevin and Jerry Hill away from the ROW issues and onto the real business of improving Caltrain.

Caltrain Speeds Up New Doors

Caltrain crews have been working on reducing the amount of time it takes to open and on the new cars. While they are still slow, Caltrain staff hope that the seconds saved will speed up boarding and improve on-time performance.

Ticket Vending Machines Being Phased In

New ticket vending machines have appeared at many stations. Although not open for public use yet (and lacking signs saying such), they are expected to be put

in service within the next two months and are being testing by Caltrain staff.

The on-board ticket purchase policies will continue to be in effect for at least six months while the new ticket machines are phased in, at which point Caltrain will switch completely to a Proof-of-Payment (POP) collection method. Riders will be expected to have purchased their tickets before boarding the train or else pay a penalty, similar to how the light rail in Santa Clara County and San Francisco is operated. This is expected to speed up ticket collection and improve farebox recovery.

Losing our way to the Airport?

At the August 3 Caltrain Joint Powers Board meeting, Caltrain CFO John Ficarra gave a presentation on what Caltrain staff have been doing to improve on-time performance, which has reached new lows in recent months — down to as few as 35% of trains arriving at terminals within 5 minutes of schedule— as ridership has increased.

Considerable attention was devoted to those factors that slow down boarding. While the Caltrain car design fiasco, with its entryway steps, malfunctioning wheelchair lifts, and now slow doors is largely to blame, staff pointed to factors such as loading of bicycles, loading of wheelchairs, and loading of baggage by people headed to the airport. But isn't the point of the trains to match the requirements of passengers using them, rather than asking customers to conform to the equipment?

Mr. Ficarra made reference to a possible future restriction on baggage to speed up boarding—"just like the airlines do". He later stated that a baggage restriction policy was aimed at commercial carriers who may try to load ten pieces of luggage. However, we submit that Caltrain, in pointing the blame at riders, is neglecting to focus on equipment design that would serve the riders, not make their lives difficult.

To his credit, Caltrain Executive Director Mike Scanlon did state that Caltrain is looking into modifying cars to have specially-designed "baggage" cars to better accommodate travelers headed to the San Francisco or San Jose airports. How this will square with the increasing crowdedness and standing-room-only Caltrain services remains to be seen.

Staying on Track, No. 2000-3, August 2000

Staying on Track is a publication of Peninsula Rail 2000, a 501(c)4 non-profit group. We encourage your contributions. Articles and letters should be submitted by e-mail to russellr@bikerider.com, okuzumi@silcon.com, or fax to (408) 732-8712.

Rail Tours a Success

The Rail Tours by Peninsula Rail 2000 on July 15 and July 22 got rave reviews from attendees. The whirlwind tours from Redwood City through the East Bay and east San Jose gave people a chance to see firsthand how we can create a real regional rail network for the Silicon Valley. Special thanks to tour leaders Andy Chow, James Swofford of the Pacific Locomotive Association, and Margaret Okuzumi for their able leadership.

One participant, VTA planner John Ristow, wrote us the following thank you note: "...I found the tour to be extremely educational and entertaining. I really learned a lot about rail history, opportunities and challenges facing all of us in improving the passenger rail system in Silicon Valley. I was very impressed with your knowledge, preparation and research into rail transportation issues."

For those of you who missed them, we'll be sponsoring several tours this fall.♣



James Swofford entertains tour attendees with railroading knowledge and folklore.

Quote for the Month--

"The reason urbanism works is that people have a certain urbanity. After the earthquake somebody said, why can't Santa Cruz be more like Paris? I said, because we're not Parisians. We don't know how to live that way, or build that way, or plan that way. What was so beautiful about Paris was that it was built before there were elevators, and then they built seven stories high." - Mark Primack, former Santa Cruz Zoning Board member

Did you know?

- **That a Coalition of transit, social justice, and environmental groups, including the Sierra Club, Greenbelt Alliance, the AARP, the Latino Issues Forum, the GI Forum, ACORN, Peninsula Rail 2000, RailPAC, and the Interfaith Council united to oppose the BART tax?**
- **That the sales tax plan would not provide near-term traffic relief, and that there are numerous questions about whether it would provide any long-term traffic relief?**
- **That a world-class regional rail network seamlessly connecting Salinas, Sacramento and the Silicon Valley could be built faster, provide service sooner, and be cheaper than BART?**
- **That the BART plan would actually WORSEN congestion in Santa Clara County and hit low-income workers the hardest, with poor service and higher fares?**
- **That rushing a plan onto the ballot now is actually a terrible idea, and completely unnecessary in terms of receiving matching state and federal funds?**

Read more about it at www.transcoalition.org & see www.rail2000.org/maps/compare.gif

Sales Tax, continued from page 1

asked the VTA Board to work with the county and the public to develop a financially-responsible plan that would serve the entire county with a regionally-integrated network of world-class transit.

The day before, Santa Clara County Supervisors Blanca Alvarado and Jim Beall held firm under relentless pressure from corporate interests at the County Board of Supervisors meeting, maintaining that the county needed a better-studied, financially-sound plan in order to relieve congestion in the county for the next twenty-odd years. They presented a bold plan of action to set up a community planning process to put an integrated affordable housing and transportation tax onto the ballot in 2002, but this plan was bottled up in committee at that meeting by supervisors McHugh, Simitian, and Gage.

No Money for Other Projects

The County Executive released a

memo on July 31 showing that if BART is to be completed within 10 years, practically zero funds would be available to other projects until the year 2015. BART bonding costs would range from \$700 to \$900 million, which would have to be taken from other projects. The lower bonding costs would take monies from all other projects until 2011. The higher bonding costs would allow up to \$85 million to be made available to other projects sooner, but ultimately an additional \$200 million would have to be cut from other projects. The Executive reminded the supervisors that issuing bonds before the year 2006 would be inadvisable due to legal complications.

Alarming, a single BART cost overrun (the BART extension to Millbrae has a cost overrun of over \$800 million to date), could wipe out all remaining funds for other projects. This could mean no money for other projects until 2031 if voters committed to building BART.

The Bay Area Transportation and Land
See Sales Tax, p. 4 3

FAQ - Is Bart Faster than Caltrain?

Answer: No, while this is a common perception due to BART's smooth electric acceleration and deceleration, Caltrain and BART travel at roughly the same overall average speed, about 36 mph including station stops. While a lot of factors are involved, an electrified and modernized Caltrain and other conventional trains could travel much faster than BART. Furthermore, BART cannot run express trains without adding significantly more to its already obscenely high expense.

Caltrain Committee Seeks Volunteers

Caltrain is accepting applications from Santa Clara County residents to fill one volunteer position on its Citizens Advisory Committee.

The CAC is composed of nine representatives from various segments of the community and acts in an advisory capacity to the tri-county Caltrain policy board. Responsibilities include providing input on the needs of current and potential transit users.

Applications are available on-line at www.caltrain.com, at staffed Caltrain stations, the San Mateo County Transit District, 1250 San Carlos Ave., second floor, in San Carlos, or by calling 650.508.6269. The deadline for submitting applications is Friday, August 18, 2000.

The CAC meets on the third Wednesday of each month at 6 p.m. at SamTrans' central office in San Carlos, one block west of the San Carlos Caltrain Station. All meetings are open to the public.

Union City/Fremont/San Jose Rail Locomotives On Order

At the VTA board meeting on Aug. 3, the board approved the staff recommendation to buy five F59 locomotives for \$13 million (\$2.6 million each). Apparently, these could be used by Caltrain until VTA is ready to use them for the Union City-SJ rail service. This service, which runs from the Union City BART station through Fremont, Warm Springs, and East San Jose, is scheduled to begin in 2003.

The VTA rushed to buy the locomotives since the cost will go up after the new FRA/EPA regulations on locomotive emissions kick in.

VTA approved a Bombardier car order for up to 40 cars. The VTA plans to order about 17 cars for the UC-SJ service, and 15 cars for the Caltrain Baby Bullet service. In the future, an additional eight cars may be purchased for ACE, Caltrain or perhaps even Dumbarton rail.

See www.rail2000.org/sj-eastbay/ for more info.

Sales Tax, continued

from page 3

Use Coalition released several reports in recent weeks. Besides "What's the Rush?" and "No Justice, No Tax" (available on the website www.transcoalition.org), the Coalition released a document, "VTA Plan Just Doesn't Add Up," detailing how, using the County's own numbers, BART's construction costs are expected to exceed \$5 billion, and more likely, \$7 billion. VTA has also admitted that even with a 30-year tax dedicated to transit, that they would run out of operating funds and would need to impose an additional tax within 12 years.

Not Even Enough Money for BART

Even with the special VTA tax extended another ten years to become a 30-year plan from the initial 20-year plan, thereby collecting another \$2.2 billion in sales taxes, VTA staff declared that yet another tax would have to be approved by voters before 2012 to provide sufficient operating funds for BART and other transit services. Additionally, the VTA Board and staff acknowledged that no monies for BART system "buy-in" fees, traditionally paid by all counties who join the BART district, were being included in the tax.

The Bay Area Transportation and Land Use Coalition provided further documentation showing that \$530 million in federal New Rail Starts monies required to complete the BART project, which the VTA plan assumes Santa Clara County will obtain, is highly unlikely to materialize. The federal program is tremendously oversubscribed, with enough projects around the country to empty its coffers for the next fifty years. Should the Bay Area succeed in obtaining any more federal funds, these would go to the eight-mile BART to San Francisco Airport/Millbrae extension, which has a more than \$1 billion cost overrun to date and which is still not completed after eight years.

We Can Do Better

Peninsula Rail 2000 and RailPAC put forth a vision of a real Silicon Valley Rail network that could carry many more people and be built sooner, cheaper, and better than BART.

The five to seven thousand million dollar, 21-mile BART extension would benefit 20,000 - 40,000 people (or 40,000 - 80,000 riders, as each round-trip counts as two riders) twenty years from now, with service not available for 10+ years. The higher ridership figure assumes that much of downtown San Jose would be torn down and rebuilt with 20-story skyscrapers, a highly unlikely scenario given that most of San Jose's buildings are currently less than 10 stories high and given general neighborhood resistance to such development.

A regional rail network, connecting San Francisco, Salinas, Stockton, Sacramento and the entire Silicon Valley (Dumbarton rail, ACE, Caltrain, Union City commuter rail) would serve many times that number of people and could be constructed at a fraction of the cost of BART and in half the time, using existing rail

See Sales Tax, p. 6

Calendar of Rail Transit Meetings

Union City - Fremont - South Bay Commuter Rail

Fremont/South Bay Commuter Rail Project Policy Advisory Board Meeting

Wednesday, Aug. 16, 4PM

Conference Room room 106 or 102A at San Jose City Hall, 801 N. 1st St.

VRTA's Union City-Fremont- SJ Rail - Public Meetings

For more information, call Suzanne Tam at VTA, tel# (408) 321-5744

If you would like your comments to be included in the next steps of the project, please submit them to VTA by October 1, 2000. You will have other opportunities to comment throughout the project's progress.

Please address written comments to:

Suzanne Tam

VTA-Planning & Programming

3331 North First Street, Building B

San Jose, CA 95134-1906

or e-mail: fremont.southbay@vta.org

or fax: (408) 955-9765

TDD only: (408) 321-2330

Or log on to: www.vta.org

• San Jose

Monday, August 21 6:00 - 8:00 PM

Fire Training Center - Multi-purpose Room

255 South Montgomery St.

This location is within walking distance of the San Jose

Diridon Station and VTA bus lines 23, 24, 63, 64, 65, 68, 81, 85, and 180.

• Milpitas

Tuesday, August 22 6:00 - 8:00 PM

Embassy Suites

901 East Calaveras Boulevard

This location is within walking distance of VTA bus line 70

• Fremont

Monday, Aug. 28 6:00 - 8:00 PM

Fremont Main Library - Fukaya A & B Conference Room

2400 Stevenson Blvd.

This location is within walking distance of AC Transit bus lines 24 and 30.

• Union City

Tuesday, Aug. 29 6:00 - 8:00 PM

Kennedy Community Center - Assembly Hall

1333 Decoto Rd, Union City

This location is within walking distance of the Union City BART Station and AC Transit bus lines 21, 26, and 29.

Palo Alto Intermodal Train Station study (planned redesign of Palo Alto Caltrain station)

Wednesday, August 23, from 10 am to noon

Palo Alto City Council Conference Room

This meeting will review the alternate picked from revised alternatives presented at the August 7th City Council Study Session at City Hall. For more info, contact Maryanne Welton, project manager, Rob Wellington Quigley, FAIA, (650) 328-8030 or the Palo Alto planning department.

Caltrain Joint Powers Board Meeting

Thursday, September 7, 2000 at 10 AM

1250 San Carlos Avenue, 2nd Floor

one block west of the San Carlos Caltrain Station. Also accessible by SamTrans bus routes 390, 391 295, 261 and KX

Caltrain JPB Citizens Advisory Committee Meeting

Meets regularly on the third Wednesday of the month at 6 pm.

Date, time and place may change. Contact SamTrans at (650) 508-620 to confirm info.

Caltrain Electrification in 2006! Public Meetings

Sept. 6, 6 to 8 PM, San Carlos Library

Sept. 13, 6 to 8 PM, Santa Clara Univ. Benson Memorial Center

Sept. 14, 4 to 6 PM, San Francisco County Office, 600 Townsend @ 7th St.

A September 7 meeting in Morgan Hill at "Joy Utopia" - formerly the "Good Food Co." was being rescheduled due to conflicts with the Santa Clara County VTA meeting. Call Caltrain at (650) 508-6248 or check their website at www.caltrain.com to confirm dates and locations.

South Bay Community Transportation Forum

Saturday, Sept. 9 10:00 AM to 1:30 PM

Sponsored by the Bay Area Transportation and Land Use Coalition

Come join with fellow residents shaping a sane transportation and land use plan for the Silicon Valley region.

As of press time, this event location is at the United Way Building, 1922 The Alameda, San Jose

see www.transcoalition.org to confirm location as the date approaches. Please RSVP to Kim Strickland at (408) 984-2285.

Car-Free Month

September is car-free month. See <http://www.bclu.org/carfreemonth/> for additional events around the Bay Area.

Wednesday, September 13 — Remember Bliss: 101st anniversary of the first person killed by automobile in North America.

Gather at 6:30 PM on the steps of the Metropolitan Transportation Commission (MTC) to expose their role in creating car dependency and death by automobile. MTC is located across the street from the Lake Merritt BART station in Oakland.

<http://www.rememberbliss.org/>

Thursday, September 21 — WORLD CAR-FREE DAY!!!

<http://www.carbusters.ecn.cz/>

Sales Tax, continued

from page 4
infrastructure.

The regional rail network would enable commuters to ride smooth, comfortable, and modern express trains to their destinations throughout the Bay Area, often without having to change trains. To give some examples, a commuter from Gilroy could travel to Union City or the Tasman Light Rail, a commuter from Oakland or Fremont could travel to Palo Alto, Mountain View or Sunnyvale, or a commuter from Redwood City could travel to Milpitas by taking a single train. See the graphic which illustrates this at www.rail2000.org/maps/compare.gif

Nor would the network be like the current Caltrain. The system would be modernized and provide amenities like laptop plug-ins, and rival the rail networks in Tokyo or Paris in quality.

Not only would a substantial amount of world-class rail transit be provided sooner, providing much needed relief to our region, the rail groups' plan reserves funds to improve bus service, provide good bicycle access everywhere, maintain roads and repair potholes, provide good and safe pedestrian access, provide well-integrated housing that is affordable to many more folks, and preserve open space.

A lot could be accomplished with the \$6 thousand million dollars now at stake, or perhaps very little, depending on who drives the vision for the future of the county and the region.

Thanks to Our Volunteers!

A big thank you to the several hundred of you who spoke out at public meetings, passed out flyers, and wrote letters to officials in recent weeks. Particularly noteworthy volunteers include Toby Williams of Palo Alto, Tom Laye of Gilroy, Debbie Hernandez of Morgan Hill, and committee members Vaughn Wolffe, Andy Chow, David Coale, Alex Eulenberg, Irvin Dawid, Fadi Saba, and Margaret Okuzumi. Thanks also to the BATLUC staff, especially Kim Strickland, to Stuart Cohen of the Transportation Choices Forum, and to Clem Tillier and Richard Mlynarik for working on graphics.

Memorable speeches were made at the public meetings by Kevin Standlee of Mountain View ("Quick, sign on the dotted line, don't think about it, you've got a rebate!") and Michael Graff of Fremont (with his "Cisco oops!" speech, highlighting how BART doesn't directly serve any of the large planned or existing Cisco developments). With humor and wit, Kevin and Michael made their points well and livened up the long meetings.

Our work has only just begun. A huge struggle with the Santa Clara VTA board lies ahead before we can realize our vision for terrific transit throughout the greater Silicon Valley region. Ron Gonzales, Sunnyvale councilmember Manuel Valerio, and other city councilmembers on the VTA board are expected to hinder progress in the next few years.

Peninsula Rail 2000 believes it would be naive to support BART as transit just for the sake of supporting transit. BART projects have always had huge cost overruns and taken much longer to complete than promised. We'll pay a severe price in

Help Us Defeat the BART Tax!

BART contractors are expected to pour massive amounts of money into the Santa Clara County campaign, as they stand to gain at least \$5 billion dollars from this project. While some politicians argue that our prosperity can pay for everything, including BART, transit advocates from other counties who know all too well how much of a bottomless money pit BART is, and how it has damaged other transit, are very worried.

Our Coalition of environmental, transit, and community groups needs massive fundraising to help get our message out to the public. Send checks to Peninsula Rail 2000 c/o "stop BART campaign".

air pollution and congestion by shortchanging other critical transit projects that would provide superior service. But if we succeed in stopping BART for the next year or so, we'll start to build what will become a modern train and bus network to serve the greater Silicon Valley, starting with the Union City-San Jose rail, and the evidence against BART will be overwhelming.

Now is the time to become sophisticated about who your city council members are and make informed choices in the November elections. Local city councilmembers who serve on the VTA board are our greatest stumbling block, the least informed about the possibilities and the most committed to the pork-barrel road projects their city public works directors devised to include in the VTP 2020 plan. Only local city residents have any sway with these councilmembers.

So keep an eye on your local council, and keep those letters coming! Check your local city website for council contact info.

Volunteers needed for many tasks!

If you work for a major Silicon Valley firm, we need for you to lobby your commute coordinator and CEO for a sane transportation plan. Contact Margaret Okuzumi at (650) 417-2571 or (408) 732-8712 if you would like to help out with this campaign and need materials, or send email to okuzumi@silcon.com.

Other skills and contributions of talent and resources that we need include:

- fundraising
- publicity/advertising
- media/public relations
- web design/graphics
- low-cost printing services
- non-profit accounting
- money for all of the above



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.

20003ST

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

☆\$35 Regular ☆\$50 Sponsor ☆\$100 Patron ☆\$250 President's club ☆\$_____ Other

☆ \$15 Student/low income We are supported entirely by member contributions. Voting memberships start at \$15 or \$35, as applicable. As we engage in lobbying, dues are not tax-deductible at this time.

Name _____

Address _____

City/State _____ Zip _____

Phone (day) _____ (eve.) _____

E-mail _____

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)

Mail to the address below, or call our 24-hour message/newsline for more information: 650-417-2571

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



Want to Improve Caltrain? Who to Call, After You Call Us

The agency in charge of administering Caltrain is the Peninsula Corridor Joint Powers Board, often abbreviated as [PC] JPB

Peninsula Corridor Joint Powers Board
PO Box 3006
San Carlos, CA 94070-1306
fax# 650.508.6281

Correspondence sent to the full Joint Powers Board is copied to all board members and becomes part of the official record.

The JPB meets on the first Thursday of the month at 10 AM at 1250 San Carlos Ave., 2 blocks west of the San Carlos Caltrain station.

The JPB consists of three representatives from each of the three counties.

San Mateo County reps are:

Mike Nevin, appointed by County Board of Supervisors
Stephen M. Schmidt, City of Menlo Park, appointed by City Selection Committee

Arthur Lloyd, appointed by San Mateo County Transit District

Santa Clara County reps are:

John L. McLemore, City of Santa Clara, appointed by Santa Clara County cities' representatives

Charlotte Powers, City of San Jose, appointed by Santa Clara VTA

Manuel Valerio, City of Sunnyvale, appointed by Santa Clara VTA

San Francisco County reps are:

Michael Burns, appointed by S.F. Public Transportation Commission

Maria Ayerdi, appointed by SF Mayor Brown

Tom Ammiano, appointed by SF County Board of Supervisors

Santa Clara County VTA

Valley Transportation Authority (VTA) Board consists of 12 members and 5 alternates

GROUP 1 CITIES

City of San Jose
Cindy Chavez
Ron Gonzales
Margie Matthews
Charlotte Powers
Alice Woody
Linda J. LeZotte, Alternate

GROUP 2 CITIES

City of Mountain View
Nancy Noe
City of Palo Alto
Sandy Eakins, Alternate
City of Santa Clara
Judy Nadler
City of Sunnyvale
Manuel Valerio

GROUP 3 CITIES

City of Campbell
Jane P. Kennedy, Alternate
City of Monte Sereno
Jack Lucas

GROUP 4 CITIES

City of Gilroy
Thomas Springer, Alternate
City of Morgan Hill
Dennis Kennedy

GROUP 5

County of Santa Clara
Blanca Alvarado
Peter McHugh
Jim Beall, Jr., Alternate
Ex-Officio (non-voting)
Metropolitan Transportation Commission
Jim Beall, Jr.
John McLemore

Meets the first Thursday of the month @6:00 p.m. at 70 West Hedding Street, San Jose

Please send VTA correspondence to:

Office of the Board Secretary
Santa Clara VTA
3331 North First Street, Building B-2
San Jose, CA 95134-1906
Fax (408) 955-0891
Tel (408) 321-5680

Santa Clara County Board of Supervisors

County Board of Supervisors, County Government Center, East Wing, 70 West Hedding St., San Jose 95110

Don Gage, District 1 tel# (408) 299-3273, Fax: (408) 298-8460 San Martin office: (408)686-8742 or (408)683-4115
Blanca Alvarado, Dist. 2 tel# (408) 299-2040, Fax: (408) 295-8642

Pete McHugh, Dist.3 tel# (408) 299-2443, Fax: (408) 298-6637

Jim Beall, Dist. 4, tel# (408) 299-3924, Fax: (408) 299-2038

Joe Simitian, Dist. 5, tel# (408) 299-2323, Phone: (650) 965-8737 Fax: (408) 280-0418

To find out who your representatives are, Santa Clara County residents can call the Registrar of Voters at (408)298-7400. see website at <http://claraweb.co.santa-clara.ca.us/bos/boshome.htm> for more details

Peninsula Rail 2000 Upcoming Meetings

Monday, August 14, 6:45 PM

Mike Scanlon, Executive Director, Caltrain

Mr. Scanlon heads Caltrain, SamTrans, and the San Mateo County Transportation Authority. A transplant from Broward County, Florida, he's been in his difficult position for about nine months. Come to ask him the tough questions and find out what his plans are to make Caltrain a world-class service, and how we can help.

Each month we feature a presentation by a transit expert or official, or we hold a discussion on our current efforts to improve rail service. Newcomers are welcome!

- ✓ Meetings are held on the second Monday of the month, at the Depot Cafe in the San Carlos Caltrain Station. Meetings begin at 6:45 PM and end at 8:30, and is timed for convenient arrival and departure via Caltrain from the north or south. An optional \$7 buffet-style soup, salad and sandwich dinner is available. A portion of the dinner fee covers the cost of the use of the room.

Peninsula Rail 2000 is an 18-year old, all-volunteer, entirely member-supported transit group working to promote the creation of a modern rail network to serve the greater Silicon Valley region.

Our goals include the conversion of Caltrain from diesel to electric propulsion to increase speed & reliability and decrease noise, pollution and costs; increasing Caltrain frequency to at least once every ten minutes at peak times and every half-hour at non-peak times; extending Caltrain to downtown San Francisco; connection of Caltrain to Dumbarton and Union City-Fremont-San Jose rail, expanding ACE and Amtrak Capitol train service in the East Bay, and

What an electrified Caltrain could look like in a few years.



building the proposed high speed rail line between the Bay Area and Southern California.

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

Seen our web site lately? Thanks especially to our hardworking webmaster Russell Reagan, we've got a great website with lots of useful info. See especially <http://www.rail2000.org/bart-tax> and the comparison table about the new Schuylkill line in Philadelphia. Thanks also to Alex Eulenberg and Clem Tillier, who has volunteered to help keep our website up-to-date while Russell works on his masters' thesis.

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forwarding and address
correction requested