

BayRail Alliance Staying on Track

<http://www.bayrailalliance.org>

No. 2004-1

June-July 2004



Transbay Terminal EIR Approved

Transit advocates testified passionately before the San Francisco Redevelopment Agency (SFRA) on April 20 and a joint meeting of the San Francisco Planning Commission (SFPC) and Peninsula Corridor Joint Powers Board (JPB) on April 22, urging certification of the Environmental Impact Report (EIR) for the Transbay Terminal project.

The Project would extend the Caltrain line to a rebuilt and expanded Transbay Terminal at First and Mission Streets downtown to provide direct service to

the city center and to provide more convenient connections to many transit lines. It has long been a high priority for BayRail Alliance and many other transit and land use advocacy groups.

There are several significant funding sources. Regional Measure 2, approved by voters in March 2004, provides \$150 million for capital costs and \$3 million per year (increasing 3.5% per year) for terminal operating costs. San Francisco's Proposition K sales tax, which voters approved in November 2003, includes \$270 million for the Project.

Once certain conditions are met, the state will be transferring land owned by Caltrans to the SFRA to make the project possible. Tax increments and proceeds from the sale of some of these parcels will help to finance Project construction, providing improved operations and needed capacity for AC Transit, Golden Gate Transit, and other bus operators.

The EIR was certified unanimously by all three government bodies: SFRA, SFPC and JPB. Following the SFPC hearing, the Transbay Joint Powers Authority (TJPA) authorized the Project, fi-

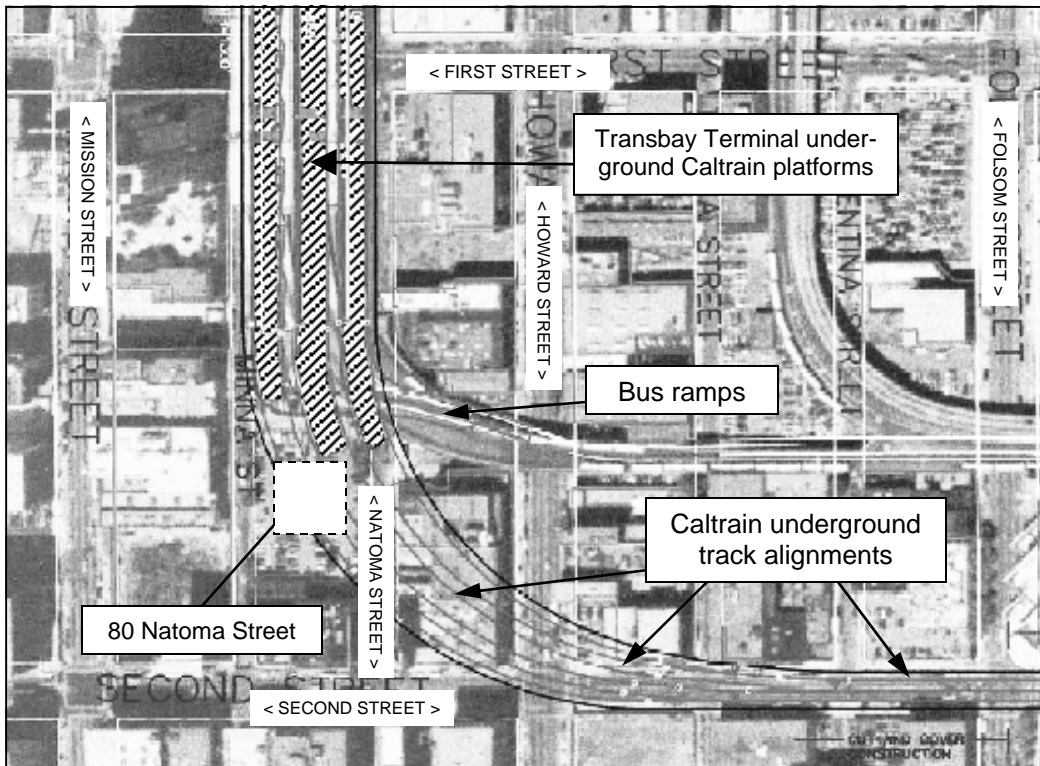
nally clearing the way for this historic and necessary transportation hub to move forward.

What should have been cause for celebration, however, was clouded by last-minute amendments introduced by Michael Burns of the TJPA and an apparent behind-the-scenes attempt by San Francisco Mayor Gavin Newsom to kill the Project.

The mayor appears to be in cahoots with a developer, Jack Myers, of a proposed "80 Natoma Street" development, a high-rise building with a foundation that would block the path of the proposed underground Caltrain alignment (see aerial photo).

Fortunately, AC Transit director Greg Harper and SF Supervisor Chris Daly moved to eliminate some of the worst aspects of the amendments that Burns introduced. The TJPA resolution urges an agreement with the developers, though the engineering feasibility of re-routing tracks around the site is slim and the financial impact is unknown. Eminent domain (condemnation and seizure) of the property is an

continued — see Transbay, p.3



This aerial view (from environmental study documents) shows the proposed Transbay Terminal underground Caltrain approach track alignments, and how the foundation of the "80 Natoma Street" high-rise development would interfere with the Caltrain approaches to the terminal.

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Staying on Track

The newsletter of BayRail Alliance*, an all-volunteer, all member-supported rail transit advocacy group for the greater San Francisco Bay Area.

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* formerly Peninsula Rail 2000

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BayRail Alliance is a twenty-year-old all-volunteer, member-supported advocacy group for rail transit in the San Francisco Bay Area. It was founded under the name Peninsula Rail 2000.

We are focused on achieving improvements to conventional rail systems to create a unified, coordinated Bay Area transit network.

While these improvements are technically feasible, most require overcoming political hurdles to implement.

Projects we support include the Caltrain San Francisco Downtown Extension and new Transbay Terminal, Caltrain Electrification, Dumbarton Rail, increased ACE service, and high-speed between the Bay Area, the Central Valley and Southern California.

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BayRail Alliance

Santa Clara County Transportation Plan – who decides?

By Margaret Okuzumi

A day of reckoning for Caltrain electrification is coming, and we need your help. Santa Clara County officials will soon be forced to make hard choices regarding the future of transportation in the Valley, and if they choose wrongly, we may never see Caltrain electrified in Santa Clara County.

The Santa Clara Valley Transportation Authority (VTA) is responsible for transit operations in Santa Clara County. VTA contributes funds to Caltrain in addition to running the VTA bus and light rail system. VTA is also the Congestion Management Agency (CMA) for Santa Clara County, responsible for much of the county's transportation infrastructure, including local roads, expressways and bicycle facilities, landscaping, graffiti removal, etc.

In addition to deciding how local funds (mostly derived from local sales taxes and contributions from the cities) will be spent, VTA receives state and federal funds through the Metropolitan Transportation Commission (MTC).

MTC is in the process of developing a Bay Area-wide "T2030" Plan. The federal government requires them to develop such a plan as a condition of receiving federal highway and transit funds. The plan specifies how every transportation dollar in the region will be spent through the year 2030, both for specific projects and also broader program categories like "Safe Routes to School" which funds things like crosswalks and bike lanes. To help MTC put its plan together, VTA was supposed to submit a plan for Santa Clara County, by the end of April. This plan, called VTP 2030, includes all transportation projects planned for the county by the year 2030.

While all sorts of projects are being put into the plan, it is not intended to be a wish list of everything anyone could possibly want. The Plan is supposed to be "financially-constrained", or in other words, the amount of money needed to implement the plan is intended to be equal to the total amount of money VTA expects to have.

However, what's happened is that VTA, in an attempt to appease all the political interests involved, has put together essentially a wish list. The draft transit plan before VTA requires at least \$2 billion more than what VTA expects to receive. If one includes bonding costs required to build the BART line, the financial picture becomes much worse.

A little background: the Santa Clara County Measure A sales tax plan, approved by voters in Nov. 2000, was a 30-year program, beginning in the year 2006 and ending in 2036. Over the life of the 30-year measure, the half-cent sales tax is projected to bring in about \$4 billion, all for public transit. However, the total list of projects in Measure A requires at least \$6 billion in local funds. This was a known problem back in 2000 when Measure A was on the ballot. At the time VTA gave wildly optimistic financial projections to the public. BayRail Alliance fought against this deception but did not prevail at that time.

So, VTA has a huge political problem. MTC requires VTA to declare which projects make the pre-2030 cut. The various VTA board members have differing priorities and all want their favorite projects built before 2030, rather than later. Then throw in the fact that, even if the financial cut-off is in 2036 instead of 2030, the whole Measure A transit program has at least a \$2 billion shortfall. Some projects will have to drop off the list anyway. But

no one wants to declare that any projects need to be cut.

VTA staff sought to get around this political problem in three ways. First, they completely ignored the problem that the tax will only collect \$4 billion in sales tax revenues by 2036. After all, they reason, that's a long time, and who knows, another dot-com boom could occur and be sustained over many years and bring in a \$2 billion windfall. Or not.

Second, VTA pretended that MTC would let VTA make the year 2036, instead of 2030, the cut-off for the plan, so that they could count extra revenue in those years for the project list, and submit a longer project list without identifying what projects would not be built.

Finally, VTA conveniently ignored finance costs that would be incurred if they tried to accelerate the construction of projects by issuing bonds. That's like putting together a plan to buy a house with a 30-year loan and pretending that you won't have to pay any interest, just the principal. The VTA plan ignores financing costs to avoid identifying a \$3 billion total shortfall and to avoid requiring board members to make contentious public decisions about what VTA's transit priorities are going to be.

Even so, the VTA board was required to make choices. VTA staff proposed making Caltrain electrification the very last priority, to be built sometime after the year 2036 with unidentified funding. After hearing protest from some members of the VTA board and various cities, they moved electrification up the priority list to fall within the 2036 plan, and moved funding Zero Emission Buses and the construction of additional, unidentified light rail extensions to the post-2036 line.

Continued – see Santa Clara, p.4

Santa Clara from p.2

Caltrain electrification, however, is still slated for after the year 2030. A partial Downtown East Valley (DTEV) corridor project was moved ahead of the BART project.

The biggest single problem is that the BART to San Jose extension eats up at least half of the expected Measure A funds. If one includes bond financing costs, that figure goes up to more than 75% of the \$4 billion that Measure A will collect. BART is expensive because it is a non-standard design, has an expensive ticketing infrastructure, and other quirks. These make it more expensive to build, operate and maintain compared to more standard electric railway systems used worldwide.

Beyond the total cost, a memo by VTA's CFO showed that VTA lacks sufficient cash flow to finance the BART project. Even if VTA received all of the state and federal monies they are seeking for the project, and even if they borrowed the maximum amount of money that anyone might be willing to lend to them, they would incur impossible deficits of up to \$2 billion if they attempted to build BART (a copy of the memo and accompanying spreadsheets can be found at <http://www.bayrailalliance.org/vta>).

In other words, if VTA tries to build the BART extension and makes that project its top priority, it will be unable financially to complete *any* transit project promised in Measure A, including BART. If DTEV is made first priority, and BART second, VTA will still hardly be able to complete any projects.

So, that leads us to the present issue. We strongly believe that for \$4 billion the county should be able to obtain a lot of high-quality transit improvements, such as Caltrain electrification, Bus Rapid Transit, real-time transit schedule information, new Dumbarton rail service, improvements to ACE rail and local bus service, and so forth. BayRail thinks that Michael

Kiesling's proposal for high-speed rail to be built across the Altamont Pass and into San Jose would allow ACE to be upgraded to provide higher-quality service to the corridor using state monies instead of local Measure A monies. Investing in all these improvements will improve transit throughout the county. Sinking every dime into a one single-purpose BART line serves only a small portion of the population at unacceptable cost.

Moreover, the Altamont plan would provide higher-quality, more convenient and, we think, more popular service for the East Bay commuter market, because it will provide the faster and more direct express train service that people want.

Unfortunately, certain politicians have staked their political careers on bringing BART to San Jose, freely spending tax funds in order to pump up their political careers. Some feel that it's just a matter of getting voters to approve more taxes. BayRail calculated, however, that even an additional quarter-cent sales tax would not be enough to completely solve the cash flow problem, and that even an additional half-cent tax will not ensure sufficient funds for the entire Measure A project list. We think it's unlikely that voters will approve another half-cent sales tax solely for transit. It would make our sales taxes the highest in the state.

There appears to have been significant miscommunication between VTA and MTC, that VTA thought MTC would accept VTA's expanded 2030 plan. But MTC cannot without violating federal regulations. We expect MTC to reject VTA's 2030 plan (which includes projects through 2036) and to ask VTA to resubmit a financially-constrained plan ending in 2030.

If and when MTC forces the issue with VTA, BayRail Alliance will have a huge fight on our hands. The fight will be about which projects VTA commits to funding by 2030.

To us, the choice is clear. Drop the BART project, and most of VTA's financial problems are solved. Keep the BART project, and we'll get almost nothing to show for our \$4 billion-plus expenditure 30 years hence, except, perhaps, a big, unfinished hole in the ground.

Dropping the BART project will al-

low for the best transit plan to be developed for Santa Clara County. It's the most geographically equitable, since San Jose would still get its DTEV project. It would allow VTA to stop slashing its bus and light rail service and making fares unaffordable. VTA would be able to fund the express transit services and amenities it needs to make public transit convenient, attractive, and competitive with the automobile. And, it would not sacrifice mobility in the I-880 and I-680 corridors, if those other more cost-effective transit investments are made.

That's where you come in. If you care about the future of public transit in Santa Clara County, you need to weigh in NOW. Attend the VTA board meetings. Raise hell with your local city councilmembers. Write a letter to the editor of the *Mercury News*. Let the politicians know what your priorities are in as public a fashion as possible.

The VTA board needs to see that it's not just me, or BayRail Alliance who care about the outcome of these decisions. The MoveOn slogan is true. "Democracy is not a spectator sport." Participate!

If you sit on the sidelines, a handful of misguided San Jose politicians will decide the future of transit in Santa Clara County, and Caltrain electrification, among other worthy projects, will fall by the wayside. The politicians who understand the issue and who want to do the right thing need our vocal and visible support.

We need your help to lobby, to attend meetings, and to spread the word. If you'd like to know more about how to take action, email me at okuzumi@silcon.com, check our website for updates, or call me

ACE tickets now sold at San Jose Diridon

ACE has started to sell tickets in the afternoon in San Jose station. They are sold by a fare enforcement officer stationed adjacent to the ACE ticket validator, located in the hallway outside the station lobby, just north of the newsstand. If you have questions about the new location, please call 1-800-411-RAIL.

New Bayview Caltrain station planned

The San Francisco County Transportation Authority is holding a series of community workshops for a new Bayview Caltrain station at Oakdale Avenue to replace the current Paul Avenue station.

Proponents of the new station say that it would provide better connections to Muni buses and the Third Street Light Rail, and would better serve the Bayview town center.

The first workshop on the proposed new station was held on April 27. Subsequent workshops are scheduled for June 29 and August 31 from 6 to 8 p.m. at the Southeast Community Facility on 1800 Oakdale Ave.

BayRail members in action

Congratulations to BayRail Alliance board member Patrick Moore, who convinced Caltrain to include an improved route map in the new schedules that will be available soon. The eye-catching map will make it easier for new riders to understand what connecting public transit is available at the various Caltrain stations, although to Patrick's great disappointment, specific bus route numbers have not been included as he suggested.

Staying on Track is Back

Thank you for your patience while our newsletter staff was in transition. We plan to resume our bi-monthly publishing schedule beginning with this issue. Many thanks to volunteers Sam Little, Stephanie Do and Ryan Hoover. Additional volunteers are encouraged and welcomed. If you'd like to help out in any way, please e-mail Sam Little, at sglws03@attglobal.net or Ryan Hoover at RyanHoov@aol.com.

QUOTE OF THE MONTH

"Congestion is still going to be a real problem as long as we insist on taking 2,000 to 4,000 pounds of plastic and metal with us wherever we go." — LA MTA CEO Roger Snoble

BayRail Celebrates 20th Anniversary

BayRail Alliance celebrated its 20th anniversary on January 31, at Fanny and Alexander Restaurant in Palo Alto. BayRail started around 1982 as Peninsula Rail 2000 (PR2000), but was renamed BayRail Alliance in 2001, since the year 2000 had come and gone. Most of the founding members attended, and shared their views on how far we've come in 20-plus years.

The Caltrain downtown SF extension was a centerpiece of PR2000's proposals in the early '80s. However, the path towards its realization has been long, and often torturous. Founder Tony Bruzzone shared his enthusiasm about current progress on the project. "We are now closer than we've ever been" — a sentiment shared by other founders

and members in attendance. Maria Ayerdi, project manager for the extension, received a warm welcome and gave a brief presentation.

Founding President Ron Kilcoyne described early attempts to interest prominent elected officials, in hopes that one of them might champion PR2000's vision for Caltrain's potential. At that time, no local agency existed to own and operate the trains and then-owner Southern Pacific had wanted out of the commute rail service for years.

Ron explained that he and the other founders ran out of steam, discouraged by a lack of official interest in the proposals needed to carry them through. Ever since, PR2000 has kept going thanks to successive waves of newcomers who have led the group.



Ron Kilcoyne, first president of Peninsula Rail 2000, talks about the early days of the organization at BayRail Alliance's 20th celebration.



Above: L-to-r., founding members Norm Rolfe and John Holtzclaw, DTX project manager Maria Ayerdi, Irvin Dawid and Russell Reagan at BayRail 20th dinner.



Caltrain Baby Bullet equipment debut, September 2003 — Margaret Okuzumi

California High-Speed Rail project lacks funding for EIR, ballot bond measure likely to be delayed

The California High-Speed Rail (CHSR) Authority, in charge of planning the system, needs \$720,000 to complete its environmental impact study and report. However, the CA Department of Finance won't authorize a higher budget to cover the cost of completing the EIR.

The 700-mile, \$30 billion project was to get started in September 2002 when former Gov. Gray Davis signed legislation for an almost \$10 billion bond measure on this coming November 2004 ballot. The bonds would cover about 50% of the costs to build the San Francisco-Los Angeles portion through the San Joaquin Valley. The remaining money was supposed to come from federal funds and/or private investors.

But California is hit by the worst budget deficit in its history. Voters approved a \$15 billion bond measure in March to help alleviate the cash shortage. Supporters of CHSR fear that voters won't be inclined to approve the \$10 billion rail bonds in November. Now there are disagreements over whether the meas-

ure should be put on the ballot in 2006 or 2008. Schwarzenegger's administration supports legislation for delay until 2008, saying that other transportation projects have higher priority.

A delay until 2008 will inevitably raise costs and necessitate revisions or upgrades to environmental studies. Also, potential routes and station sites might no longer be available, having been developed for other purposes. The final date for adding or deleting measures for the November ballot is June 24.

In addition to budget issues, there is dissension over where the route into the Bay Area should be. Bay-Rail supports the Altamont Pass routing along I-580 while a group of developers, who see dollar signs in routing the line over Pacheco Pass to Gilroy, seem to be influencing project planners to favor that route.

The best route is where the population density is. The system will have to accommodate an expected population growth of about 24 million people by 2040.

Housing, shops, offices going up along BART's new Peninsula corridor

Peninsula communities and private developers are working on multi-use complexes adjacent to and near the BART corridor between South San Francisco (SFF) and Millbrae.

Millbrae plans for storefronts along El Camino Real and other new developments along El Camino Real and tree-lined streets for pedestrians to and from the new BART-Caltrain station.

Plans also call for a high-density residential development, new stores and pedestrian-friendly walkways, ample underground parking and easy movement between downtown Millbrae and the station.

A new condominium development called 88 South Broadway in Millbrae will have 105 units plus 8,000 square feet of retail space.

Northwest of the station, Millbrae and a private developer are talking about building movie theaters, housing, offices, and a

hotel with 7,500 square feet of retail space, nearly a million sq.ft. of office space and 600-700 housing units.

San Bruno expects the opening of the 300-unit Crossings apartment complex with retail space, a 500-room hotel, and senior housing. The complex is next to the San Bruno BART station. Tanforan Shopping Center, also within walking distance, will include a new 20-screen theater complex.

San Bruno says BART won't help its project (even though it's right next-door!) but Millbrae is definitely designing its projects as all-purpose residential-business-retail centers with easy access to Caltrain and BART.

High-density housing developments are going up along the BART corridor between SSF and Colma. Some of that housing is earmarked as low income.

Stores, strip malls and housing in these new developments are all within walking distance of BART in the SSF-Colma corridor.

SamTrans and BART reach accord — new schedules proposed

BART and SamTrans have reached a new agreement, temporarily resolving a dispute over the cost of operating the BART extension to Millbrae and SFO. BART had threatened to sue SamTrans after it withheld payments, when costs to operate the extension skyrocketed to \$22 million per year, much higher than the maximum of \$6 million that was initially agreed to. Low ridership has been a problem for the extension.

As part of the agreement, BART will stop running trains directly between Millbrae and San Bruno, and all trains to Millbrae will be routed through SFO. As a result, Millbrae will receive more frequent service than at present, but it will take longer to go between Millbrae and San Francisco. The new BART schedules reportedly will go into effect sometime in mid-August.



Editor's note on BART to SFO

On April 24, I took BART from Millbrae to Civic Center to testify at the TransBay Terminal EIR hearings in SF City Hall.

Later, I rode BART back to SFO to catch a late "red-eye" flight to Ohio. Very few people boarded this train at any of the stations between Civic Center and SFO. A young Japanese couple were the only other people in my car and they departed at SFO's International Terminal.

Reportedly, direct service from Millbrae to SF will not be available after mid-August, due to a new agreement between BART and SamTrans to route all trains through SFO. — Ryan Hoover

BayRail Alliance Website

www.bayrailalliance.org

BayRail Alliance

Proposed State budget would hurt rail transit and traffic congestion

Up to 60 transportation projects face up to five-year delays while highway overcrowding worsens if California's worst-ever state budget as proposed by Governor Schwarzenegger, is passed.

His budget transfers almost \$2 billion in transportation funds to the general fund by suspending Proposition 42, approved by voters in 2002. This is on top of more than \$2 billion already transferred away from transportation by former Gov. Davis.

The proposal would end the Transportation Congestion Relief Program of 181 projects to be funded by Prop. 42, which voters approved in 2002 and which devotes sales taxes paid on gasoline to both highway and transit (bus and rail) improvements.

Three Bay Area rail projects could suffer from the lower budget; SF MUNI's 3rd Street light-rail extension, Caltrain's Baby Bullet express operation, and the BART-to-Oakland Airport light rail line.

Caltrain's capital improvements for Baby Bullet trains are essentially finished, but JPB will face problems getting operating funds to sustain both Bullet and overall higher service frequency.

Additional capital projects, Four tracks from San Jose to SF, grade separations, electrification and additional station upgrades are still pending.

It is estimated that suspending Prop. 42 for five years could cost the State an additional \$4. billion in wasted time and the extra fuel burned on packed highways.

Caltrain and Viacom agree to trial rolling billboard program

Caltrain JPB reached an agreement with advertising company, Viacom Outdoor Group to wrap three train-sets in advertising. The ads are expected to bring Caltrain much-needed cash of \$30,000 per month or \$360,000 per year to help cover operating expenses.

The ads are applied as pressure-sensitive, removable-adhesive vinyl that is shrink wrapped over the cars. The ads will be repeated on three five-car consists of the older gallery coaches. They won't be applied to the new Baby Bullet equipment.

Caltrain ridership has fallen from about 35,000 daily on weekdays to around 27,000 since the "dot.com" meltdown in 2000. State funding for transit has

also declined. Last July, Caltrain cut its 80 trains per day down to 76 to alleviate mounting deficits.

The current agreement calls for the advertiser to get 15% of revenue, and the remaining 85% will be split between Caltrain and Viacom. Viacom also rents space on billboards, inside BART trains and at bus shelters.

According to Caltrain spokesperson Jayme Maltbie Kunz, Caltrain's annual operating budget is \$70 million, and that if the trial program is a success, more trains could be wrapped in ads. "Every dollar counts," she said.

Swiss Federal Railways has put ads on their electric locomotives for the past ten years, bringing in much-appreciated train operating funds.



Staying on Track

SOT2004-1

YES! I support improving Caltrain and Regional Transit!

I support BayRail Alliance's efforts to promote a regional transit system by upgrading Caltrain and extending it to downtown San Francisco, improving connections between buses, trains, and other transit modes, and establishing a High Speed Rail system connecting the Bay Area and Southern California.

I am enclosing a contribution to help fund BayRail Alliance's programs.

- \$35 Regular
 \$50 Sponsor
 \$100 Patron
 \$250 President's Club
 \$ _____ Other
 \$15 Student/low income

- New member
 Renewal of membership

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.

I can help by:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone (Day): _____ Phone (Evening): _____

Email: _____

- Calling or writing local public officials when you tell me about important transportation issues.
 Volunteering two hours a month (or more)

Mail to the address listed on the back, or contact us toll free at: 1(866)267-8024

Caltrain capital upgrades completed since July 2002

Caltrain suspended weekend service for 23 months starting in July 2002 in order to complete track and signal construction—to allow Baby Bullet trains—with the least overall time impact. In that time, the following projects were completed:

South San Francisco and Bayshore to Brisbane: four tracks with high-speed crossovers and CTC signal upgrades.

New Bayshore station: four tracks, pedestrian overpass and outside boarding platforms.

Millbrae station with "across the platform" connection to BART.

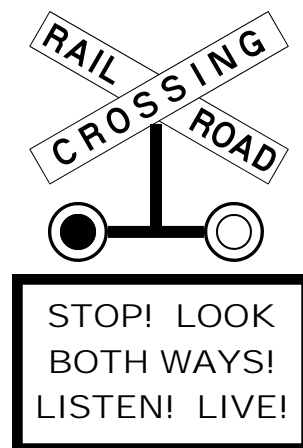
Redwood City: four tracks with concrete ties and high-speed crossovers; CTC signal upgrades.

Atherton to Mountain View: track upgraded with new wooden ties and ribbon rail; signal upgrades.

Sunnyvale to San Jose: four tracks with concrete ties high-speed crossovers; signal upgrades done.

New Lawrence station: platforms, parking lot, shuttle stops and ADA accessible pedestrian underpass—only touch-ups remain to be done.

The remaining CTX upgrades can be completed without major disruption to Caltrain's new daily and weekend operation schedule.



RECENT BAYRAIL ALLIANCE GENERAL MEETINGS

March 20: Executive Director Margaret Okuzumi talked about her recent experiences lobbying on behalf of BayRail at the American Public Transportation Association's Legislative Conference in Washington, DC, March 7-10. She presented practical tips for achieving maximum impact in talking with legislators in support of transit.

April 15: Margaret held a brainstorming session to get BayRail members thinking about what they'd like the organization to advocate and accomplish. Topics discussed and listed include:

- Transit systems coordinating and integrating schedules, fares, and ticketing, e.g. Translink.
- Cost-effective rail transit solu-

tions, such as using existing rights-of-way rather than expensive dedicated infrastructures, e.g. BART).

- Land use considerations that combine and promote the interests of the greatest numbers, combining business, affordable housing, and shopping around transit stations instead of continued sprawl.

May 20: We held a lively discus-

sion about the Caltrain electrification EIR. The purpose was to pose general questions on the goals and environmental and social impacts of the project. We welcomed five newcomers to the meeting and invited their participation.

Note: The June 17 meeting will be moved up to 7-8:30 pm to align with new Caltrain schedules effective June 5.

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CALENDAR OF BAYRAIL ALLIANCE GENERAL MEETINGS & EVENTS

BayRail Alliance General Meetings

Held every 3rd Thursday evening, 7:00 - 8:30 p.m., timed
 to accommodate new Caltrain schedules effective June 5.

Location:

SamTrans Auditorium (second floor)
 1250 San Carlos Avenue
 San Carlos, CA 94070-1306

1250 is on the north side of street, two blocks west from
 the San Carlos Caltrain station / Depot Cafe. 1250 is the
 largest office building on the street — it also houses a
 bank on its east side. Sign in with the receptionist and get
 a visitor's badge.

Dinner: We no longer arrange to provide meals at the gen-
 eral meetings, but you may bring food into the auditorium.
 There are several eat-in and carry-out restaurants in the
 immediate vicinity of 1250 San Carlos Ave.

Next General Meetings:

Thursday, June 17, 2004, 7 p.m. Regional rail authority.

Thursday, July 15, 2004, 7 p.m. Topic to be announced.

Meeting dates, topics, and locations are subject to change
 without notice. For the latest information, visit our Web
 site at <http://www.bayrailalliance.org>.

Other Regional Rail Transit Oriented Groups' Meetings, Open to the Public

Peninsula Corridor Joint Powers Board (Caltrain JPB)

Meetings 1st Thursday, 10:00 a.m., Next meeting: June 3
 Location: 1250 San Carlos Ave, San Carlos, CA 94070-1306
 Phone: (650) 508-6200 Web: <http://www.caltrain.com>
 Fax: (650) 508-6281 email: webctcr@samtrans.com

Caltrain Citizens Advisory Committee (CAC)

Meetings 3rd Wednesday, 6:00 p.m.
 Location: 1250 San Carlos Ave, San Carlos, CA 94070-1306
 Phone: (650) 508-6200 email: cacsecretary@caltrain.com,
 send email to the address above to submit items for the agenda.
 Web: http://www.caltrain.com/info_cac.html

Transportation and Land Use Coalition (TALC)

Meetings 3rd Wednesday, 5:00-7:30 p.m., Next meeting: June 16
 Location: Sierra Club Offices, 85 2nd Street (near Mission
 Street), San Francisco, CA. Pizza and salad dinner provided.
 Directions: From the Montgomery Street BART station, proceed
 east on Market to 2nd St., then right. Sierra Club is on left side of
 2nd Street, just before Mission St.
 Web: <http://www.transcoalition.org>