

Peninsula Rail 2000 Staying on Track

www.rail2000.org

No. 99-2 September 1999

Caltrain JPB Member Nevin Would Scuttle Caltrain

On a recent "Peninsula This Week" cable TV program in San Mateo County hosted by Bob Marks and SF Chronicle "Peninsula Insider" columnist Mark Simon, San Mateo County Supervisor Mike Nevin suggested that Caltrain's right-of-way (ROW) should be used for a BART extension.

"Our right of way, our jewel, the El Camino Real, the Caltrain/SP right of way is the answer—I believe—[from] a cost perspective. [You're] asking about the buy-in to BART...we own the right of way. It's a lot easier than going out 101," said Nevin. "As far as I'm [sitting] on the Board of Supervisors, I see the

potential of bringing that line, that right of way, to its fullest potential during my time."

Since 1983, Peninsula Rail 2000 has advocated for upgrading Caltrain to a first-class rapid transit line, including the conversion from diesel to electric power. PR2000 has maintained that this would permit service, frequency and capacity better than BART for less than \$1 billion for the approximately 50-mile length of Caltrain. In contrast, the eight-mile BART extension from Colma to Millbrae is estimated to cost \$1.5 billion. Caltrain upgrade costs are based on similar rail lines in the eastern US and abroad.

Nevin, a member of the Caltrain Joint Powers Board, the SamTrans board and also chair of the Bay Area Air Quality Management District Board, called electrification of Caltrain a "big buzz word" and stated that any improvements to the Caltrain line should

be used to position it for future use by BART.

"Electrification has nothing to do with speed ... or efficiency of the line. The only reason for electrification, in my opinion, would be, if in fact, Caltrain at some time or another, went to downtown San Francisco ... the only real gain is about 5 minutes savings in time and speed to get from San Jose to San Francisco," stated Nevin.

CalTrain advocates maintain that electrification in conjunction with other improvements could reduce the duration of the express commute from San Jose to San Francisco by at least 20 minutes. Even a 5-minute time savings would result in at least 29 person-years of commuter time savings per year at current ridership levels, or an estimated \$12.8 million in human productivity per year.

In addition, proponents of Caltrain electrification maintain that converting the diesel

See NEVIN, p. 2

BART Extension Shell Game

SamTrans Bus Service Cut Back

(based on Aug. 1 & Aug. 25 articles in the Redwood City Independent, and Aug. 9 article in the S.F. Chronicle)

The Coalition for a One-Stop Terminal has accused SamTrans of diverting funds to the BART San Francisco Airport project to the detriment of the county bus system. COST, a grassroots coalition with which PR2000 has been affiliated, has been a critic of the excesses of the BART extension.

Shortly after SamTrans approved a \$72 million interest-free 20-year loan to BART, SamTrans cut 18 of its 83 bus routes and altered 52 other routes. SamTrans is also con-

See DIVERSION, p. 4

VTA-Caltrain Meeting Scheduled for Sept. 14

In response to criticism over the wide gap between the locations of the two public meetings in Palo Alto and Morgan Hill, VTA has scheduled a third public meeting in San Jose for Tuesday, September 14, 6-8pm, at the Fire Training Center, 255 So. Montgomery St.

The meetings cover the planned expenditures of \$76 million in Santa Clara County Measure A/B funds for Caltrain. Since the total costs of the entire list of Measure A/B projects now being proposed exceed the monies available, the meetings are being held to help determine funding priorities.

At the well-attended public meeting on August 30 in Palo Alto City Council chambers,

the most commonly expressed sentiment by the public was a strong preference for more frequent and better train service, including more reverse commute service (southbound morning and northbound evening service).

"We don't care about fancy new tiles in brand new stations" said one speaker. "We want better train service!" At the August 31 meeting in Morgan Hill, the major concerns expressed focused on lack of track maintenance and adding service in the reverse commute direction and on weekends.

Santa Clara County voters had been wooed with talk of increased frequencies of up to 100

See VTA, p. 6

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 for contact info.

Staying on Track, No. 99-2, September 1999

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 no later than the last day of the month for consideration for the next newsletter. E-mail to russellr@sfsu.edu, okuzumi@cepheid.com, or fax to (408) 732-8712.

Nevin Pushes BART

from page 1

trains to electric propulsion would result in reduced operating and maintenance costs, increased reliability, less air pollution, quieter operation, and better public image of the Caltrain line.

Nevin alluded to BART line requirements for full grade separations along its entire length as a determining factor in prioritizing improvements to Caltrain. "We have to first of all fix that line, fix that right of way, for whatever mass transit of the future goes down that line. We need to continue to grade separate, to

make it safer, to make traffic move faster, quicker, east-west...All the dollars we're spending on Caltrain so far, and all the dollars that will be spent on Caltrain, can't be wasted dollars—they have to be dollars that can go into either system when the time comes to make that [BART or Caltrain] decision...I think the time will come when that decision is gonna be before us, and I think it's gonna be sooner than people think," said Nevin.

Furthermore, Nevin suggested that BART would be likely to replace Caltrain if voters approve \$23 billion in taxes for high speed rail, or if

"We'll become the highest tax payers in the state—in the future—if in fact, you join us in this effort"--Nevin

the Burton transportation bonds are approved.

"I think that the initiatives that we talk about the ballot, the Burton initiative, with those kinds of dollars...I think the opportunity [is] in the east bay..." said Nevin, alluding to his talks with San Jose mayor Ron Gonzales and Alameda County supervisor Scott Haggerty on proposals to extend BART to the South Bay. "If we get lucky, and if the

taxpayers of California vote for a half-cent sales tax—statewide—and put up \$23 billion dollars, they're coming down our right of way...The bullet train, the high speed rail, is going to dictate the future of our right of

way and is going to pay for all those things that need to be done to poise us for a mass transit future in this county...the grade separations, for example, that I'm speaking about, we're doing in Belmont and San Carlos, and we're trying to get done throughout the whole system...we're going to have one system on that right of way, plus a bullet train, if that passes."

As a County Supervisor, Nevin has invested a lot of energy into the SFO-BART extension. In his capacity as a SamTrans director, Nevin approved an extra \$72 million no-interest loan from SamTrans to BART

See NEVIN, page 4

The Time to Act is Now

A Word from Our Board Members

by Margaret Okuzumi

"I think the time will come when that decision is gonna be before us, and I think it's gonna be sooner than people think."

Transit advocates all over should be motivated to action when they read these chilling words by Mike Nevin.

If you've ever wondered why it's been so difficult to get improvements made to Caltrain so that it provides service comparable to BART at a fraction of its cost, several articles in this issue of Staying on Track will shed light on this matter.

Straight from the horse's mouth, read in our lead story how Caltrain Joint Powers Board director Mike Nevin has been maneuvering to replace Caltrain with BART, using his simultaneous influence as a San Mateo County Supervisor, as a SamTrans director and as a Caltrain JPB director, and using public monies for his lobbying efforts. Already we

are seeing the effects: greatly reduced SamTrans bus service, frittering away of Caltrain funds on projects unrelated to what riders want the most—increased frequency and reliability of train service—and huge diversions of funds to BART which increase the public debt without comparable return in service to taxpayers.

Put two and two together with other shenanigans by SamTrans, and we have confirmation of what Caltrain watchers have known for some time—forces are actively at work to undermine Caltrain, using public monies against the public interest for the sake of political gain. If we are to have any hope of improving it, Caltrain staff must be divorced from SamTrans staff.

We should heed the above quoted words by Mike Nevin, because the stars are quickly moving into alignment for more costly, disruptive BART extensions in lieu of more quickly-implemented, cost-effective, Paris RER-style state-of-the-art rail for the greater Silicon Valley:

—Mike Nevin's newly formed Economic Vitality Partnership (EVP) is progressing full speed to create a consensus for BART on the Caltrain

See ALERT, page 6

New Caltrain Car Arrives in SF

(based on Aug. 6 article in the San Mateo County Times)

The first of 20 new Caltrain passenger cars arrived at Pier 80 in San Francisco in early August.

The prototype railcar from Japanese manufacturer Sumitomo will be used as a model for the 19 other cars, which will be assembled at Pier 80, said Caltrain spokeswoman Rita Haskin.

She said the new cars will look similar on the outside to the 73 existing double-decker cars in Caltrain's fleet, but have an upgraded interior and suspension. The improvements include a smoother ride, bigger restrooms, on-board wheelchair lifts, and a classier interior with high-back seats, individual reading lights and outlets for laptop computers.

The first cars from the \$39.7 million order should go into service in September or October, with all 20 in service by mid-2000.

"They'll be spread throughout the fleet because we need to have one for each train for the wheelchair lifts," Haskin said. Six of the new cars will be cab cars, with stations for the engineers on the San Francisco-bound trains that are "pushed" by their locomotives. All the cab cars will have room for 24 bicycles.

[*Editor's note:* See <http://www.rail2000.org/winter98/railcarltr12-97.html> for a critique on the Caltrain JPB's choice of railcar design, and lengthy process of railcar procurement. These cars are 3-4 years overdue. The JPB says that other stock will be taken out of service for rehab as the new cars are put into service. Therefore until this rehab work is completed, there will be no net gain in Caltrain's equipment pool. The JPB has not stated how long the rehab will take.]

For one idea of what SCVTA should be running today between Gilroy, San Jose and Union City, see picture on back page.

Caltrain Bike Car Pulled from Service

The August 31 collision between a Caltrain and a Coca-Cola trailer in south San Jose resulted in one of Caltrain's cab cars (commonly known as the bike car) being taken out of service for an indefinite period until it can be repaired. According to SamTrans, as of Sept. 9, the following 5 car trains will have only 1 bike car:

Sept. 9 - 39, 50, 71, 76

Sept. 10 - 27, 32, 75, 80

Sept. 11 - 153, 146, 163, 166

Sept. 12 - 253, 246, 263, 266

Sept. 13 - 23, 28, 65, 70, 85, 86

Sept. 14 - 29, 34, 55, 58

Sept. 15 - Repeat sequence of Sept. 9

Sept. 16 - Repeat sequence of Sept. 10, etc.



Subscribe to the Caltrain-Bikes Email List!

To subscribe, send an email to majordomo@cyclimg.org with the following text in the body of your message:
subscribe caltrain-bikes
end

BART Airport Line Construction Causes Cracks in Parking Garage

(based on August 12 article in San Francisco Chronicle)

Work on the San Bruno BART station was halted abruptly when cracks were discovered in a multistory parking garage behind Tanforan Park Shopping Center. The garage, located a few feet from where a deep trench was being dug, was found to have sunk as much as 1.6 inches.

Although work at the San Bruno BART station stopped July 2, BART officials insisted on August 11 that the problems will not delay

See **GARAGE**, page 5

Diverse Coalition Articulates Smart Growth Vision for Bay Area

The Bay Area Land Use and Transportation Coalition, of which Peninsula Rail 2000 is a member, recently unveiled a campaign to promote radical changes in the transportation investments and land use patterns of the nine county Bay Area region. The Coalition is made up of over 50 organizations concerned with economic prosperity, social equity and environmental conservation.

The Coalition kicked off its campaign with the release of a report entitled "Warning Signs" which calls on Bay Area governments, planning agencies, and others to reverse the cycle of building costly, low density development on the ever-expanding suburban fringe.

According to the report, the current MTC regional plan is "planning for failure". The MTC plan would result in regional traffic congestion in the Bay Area increasing by 249% from 1990 levels by the year 2020, with 200,000 acres of open space lost to development. Over 1000 miles of highway expansion would have to be built (between 1990 and 2020) to provide access to increasingly separated jobs, housing, and leisure activities.

"Warning Signs" also cautions that continuing to follow this type of growth pattern will further exacerbate social inequities. Spending in the draft Regional Transportation Plan developed by the Metropolitan Transportation Commission (MTC) will provide access to only 2,866 additional jobs for lower income communities that rely on transit while

See **WARNING SIGNS**, page 4

Light-Rail Extension Gets Promise of \$26.7 Million

(based on August 6 article in San Francisco Chronicle)

The Federal Transit Administration has awarded \$26.7 million to the Santa Clara Valley Transportation District for the Tasman West light-rail extension, according to Sen. Barbara Boxer. The money is part of the \$182.75 million promised by the federal government in a full-funding agreement that Boxer helped obtain in 1996.

Scheduled to open in December, Tasman Corridor West will be the county's east-west light-rail line, connecting the cities of San Jose, Santa Clara, Sunnyvale and Mountain View.

Boxer projects that the light-rail extension will serve more than 7,000 commuters a day, along a corridor estimated to have 180,000 jobs by the year 2005.

NEVIN, continued

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to fund part of the \$348 million shortfall that resulted from cost overruns for the Airport extension project. When the Caltrain JPB voted to approve Caltrain's Rapid Rail plan this past May, Nevin voted against a motion to make electrification a top priority in the plan.

Nevin indicated that the real goal of his recently formed "Economic Vitality Partnership" was to build a political consensus for BART, and that SamTrans bus routes changes were implemented so as to boost potential BART ridership. "What I'm going to attempt to do with this EVP committee is to...ah...give us credit for moving BART as we have...We're changing our SamTrans system to become a shuttle system to mass transit, to now-existing Caltrain, and then when BART does go to the airport. We're changing that south-north traffic that you see on the El Camino, buses going back and forth, and moving people out of the hills of the Peninsula and into mass transit. We're doing a lot of things as we're reconstructing that line so it's not like we're sitting around and all of the sudden a miracle is go-

ing to happen out of this EVP group."

Asked about the importance of business support in the previous BART-SFO-Millbrae extension initiative, Nevin said, "Let's be fair about this. This was paid for by SAMCEDA...happened to be paid for partially by the taxpayers of San Mateo County, and the cities and counties [sic] participate in SAMCEDA. But there was [sic] just a few businesses, and there was not nearly enough business, and, and our objective here will [be] to bring business to the plate...to come to the plate here, that we'll do our job, and we'll look at a half-cent sales tax, and we'll become the highest tax payers in the state—in the future—if in fact, you join us in this effort." Recently SamTrans sponsored a Foster City Chamber of Commerce breakfast on this issue.

Nevin was interviewed along with political pollster Bryan Godbe. This edition of "Peninsula This Week" was broadcast on TCI Cable Channel 8 in San Mateo County on Friday, August 8, 1999. The full transcript of the program is available on PR2000's web site at <http://www.rail2000.org/alert/nevin8-99.html>.

DIVERSION OF FUNDS CHARGED

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sidering eliminating express bus service to San Francisco once the BART-Millbrae extension is completed.

The cutbacks have angered bus drivers who assert that the new, longer routes have arduous and impossible-to-meet schedules, lengthening the working day to 10 hours or more as drivers attempt to complete their routes.

The cutbacks have also posed a hardship to riders who must walk farther to stops. SamTrans phone lines have been flooded with calls by riders who are irate that buses have not been able to run on time under the new schedules. Ridership has dropped by 15%.

If the \$72 million principal of the loan to BART is not repaid until the end of the life of the bond, 20 years, the debt service could amount to as much as \$43,550,000. The likelihood of BART turning a profit and being able to repay the debt in that time period is very small. That amount, complains COST, has not been publicly included as part of the debt burden to be absorbed by San Mateo County.

SamTrans, which receives more than \$80 million of its \$117 million in annual revenue from sales taxes, has earmarked \$408 million to BART to build a station in Colma and extend the line to the San Francisco airport. The San Mateo County Transportation Authority has \$172 million earmarked for Caltrain improvements from San Mateo County's Measure A half-cent sales tax passed in June 1988.

If transit resources have been reallocated elsewhere, according to Bruce Balshone of COST, such a "shell game" may jeopardize federal funding necessary for both BART and Caltrain, which also receives funds from SamTrans.

In particular, COST representatives have accused SamTrans of violating federal regulations which preclude transit operators from cutting back on mass transit service in one area while receiving federal funds to improve another service.

SamTrans Changes

SamTrans is offering discounts to attract riders to its new schedule. For more information, call (800) 660-4287 or visit its Web site at www.samtrans.org.

Caltrain-SFO Shuttle Service May Grow

(based on August 12 article in the San Mateo County Times)

San Francisco International Airport officials may increase the frequency of the shuttle service from the Caltrain station in Millbrae to the airport.

The airport's landside operations office is looking into running the shuttle every 10 to 15 minutes, said the airport's supervisor of operations, Mike McCarrow. This way, riders won't have to worry about missing their connections if their trains are a little late, McCarrow said.

McCarrow said he didn't know if the weekend schedules also would be changed.

The Caltrain shuttle is only a short-term approach to getting passengers to the airport until the BART extension to the airport is completed. "Once the BART train comes, this whole shuttle will go away," McCarrow said.

See <http://transitinfo.org/cgi-bin/sched?C=CX&R=SFO> for shuttle route and schedule info.

(Editors' note: If the Caltrain-SFO shuttle is eliminated, there will no longer be a free transfer to get to the airport. Passengers will have to purchase a BART ticket, and domestic travelers will have to transfer again to the airport's AirTrain shuttle to reach most destinations in the airport. BART's SFO station is being built adjacent to the new international terminal, away from the domestic terminals. Air travelers to the latter terminals rely on local transit at the ends of their journeys to a much greater extent than do international travelers.

We don't really know for sure when the BART extension to Millbrae will be completed. Officials always talk about it as if there's no doubt it will be, though the funding is not there. But in any case, the BART connection, which will have cost on the order of \$300 to \$400 million to go the extra distance to Millbrae, will be inferior to the present shuttle, which unlike BART goes directly to all terminals and major worksites.)

Check Out the PR2000 Web site!

<http://www.rail2000.org>
for maps, graphs, and the latest happenings

Do Better Than BART

(a slightly abbreviated version of this letter appeared in the *SF Mercury News* on August 31)

I don't blame the general public for being eager to extend BART around the bay. What I do object to is politicians using this sentiment to advance their own political standing, to the detriment of good public transportation.

People who have studied this issue know that the \$3 billion proposed for the approximately 17-mile BART extension to San Jose could be better spent on creating world-class rail service for a much larger Silicon Valley region.

With the right leadership, \$3 billion could buy us not just one, but ALL of the following transit services, in a shorter timeframe than would be required for a BART extension:

- an all amenities 10-minute peak interval passenger rail serving the very same Warm Springs/Milpitas corridor being touted for

GARAGE continued

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completion of the \$1.5 billion BART extension to San Francisco International Airport.

"It is our position that we are on schedule," said BART spokesman Dave Madden. "BART's position is that neither the station nor the project will be delayed because of this."

However, BART officials acknowledged the project, which is scheduled to open by New Year's Day 2002, could face delays if a proposed construction remedy does not work.

The cost of repairing the garage and stabilizing the ground has not been determined. BART officials said they believe the contractor is responsible, not taxpayers.

Editor's note: The SF Chronicle's reporting on the BART Millbrae/SFO extension usually has been slanted to conform to BART's public relations spin on the events. For several years, BART PR has portrayed this project as if it were a "done deal" which is progressing smoothly and on schedule. In their coverage of the project, the major dailies often fail to mention that Congress has refused to award more than a small fraction of the \$750 million promised to the project in 1997, or that Congress this year decided to freeze all federal funding for the project until BART answers tough questions about financial issues and presents a new financial plan."

BART, with some express trains going directly to the Livermore Valley or even to Sacramento (BART lines cannot run express trains)

- direct, speedy transit from the East Bay to the Menlo Park/Redwood City area through the Dumbarton Rail Crossing

- a modernized, speedy, electrified Caltrain running every 10 or 20 minutes, as desired, linking downtown San Francisco to Gilroy, with additional service options to Salinas and Monterey.

- electrified ACE trains running every twenty minutes from Stockton to Santa Clara/San Jose during peak hours

To be able to spare the air and leave road rage behind, we need convenient, flexible, and high-quality transportation options. A variety of service routes and patterns are possible and necessary for the Silicon Valley.

It would be a mistake to fixate on expensive, inflexible, and outdated BART technology. Elsewhere, high quality rail service is being built faster for a fraction of BART's cost. We need true political leadership calling for an objective cost-benefit analysis of the options available, emphasizing performance and service, to choose the best solutions to our region's transportation problems.

-Margaret Okuzumi

Peninsula Rail 2000 Board member

WARNING SIGNS continued

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an additional 34,847 jobs will become available to those driving single occupancy vehicles.

"Warning Signs" outlines a series of concrete actions that could be taken in the Bay Area to avoid the nightmare of increasing traffic congestion, the loss of unique and beautiful Bay Area lands, and socially destructive development patterns. These steps include:

- 1) Planning Regionally for Smart Growth - this includes integrating the planning efforts of Bay Area agencies and local governments as well as reducing the fiscalization of land use and the competition between local governments for sales taxes

- 2) Promote Livable, Walkable Communities - by encouraging compact, mixed-use development, directing development into existing urban areas, and creating pedestrian-friendly streets

- 3) Provide Real Transportation Choices - by developing an excellent public transit sys-

Do You Work For These Top Companies?

Adaptec, Inc.

Adobe Systems Incorporated

Alza Corporation

AMD, Inc.

Amdahl Corporation

Arthur Andersen LLP

Aspect Telecommunications

AT&T

Browning-Ferris Industries

Cisco Systems, Inc.

General Electric

Hewlett-Packard Company

IBM Corporation

Intel Corporation

Linear Technology Corp.

Lockheed Martin Missiles & Space

LSI Logic Corp.

National Semiconductor

NEC Electronics, Inc.

Outreach

Owens Corning

Pacific Bell

Philips Semiconductors

Raychem Corporation

San Jose State University

Serendipity Land Yachts

Siemens Business Communications

Systems, Inc.

Silicon Graphics

Stanford University

Sun Microsystems Inc.

TRW

Varian Associates, Inc.

If so, PR2000 would like to talk to you about how you can help advocate for better rail transit in the Silicon Valley. Please call Margaret at (408) 541-4191 x257. Thank you.

tem, improving local bus service, and making travel safer and easier for pedestrians and bicyclists

- 4) Ensure that Social Equity is Addressed - this includes improving public transit in communities that rely on this service and increasing funding and incentives for affordable housing

- 5) Get the Price Right - by reducing subsidies for automobile travel and reflecting the true cost of driving to society and the environment

For more information on the Bay Area Transportation and Land Use Coalition or for the full text of "Warning Signs", please visit [<http://www.priven.sf.ca.us/coalition/>].

SF Prop. H: Caltrain to downtown!

Peninsula Rail 2000 has sponsored a paid argument in the San Francisco voter handbook urging "Yes" votes on Proposition H in November.

If approved, Proposition H would make it official San Francisco policy to extend Caltrain to the Transbay Terminal. It also would require that city officials and agencies seek the necessary funding to build the project.

Proposition H would also prohibit 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.

Thus far, over twenty-five organizations, including Rescue Muni, have endorsed the initiative. However, the Yes on H campaign is still far from reaching its fundraising goals and needs your financial support. Donations should be sent to "Better Transit Alliance" at 700 Church St., #313, San Francisco 94114. Please include your address, occupation, and the name of your employer if you are contributing \$100 or more.

Local Elections

Peninsula Rail 2000 is planning to interview local candidates for political office in a joint effort with cycling and pedestrian activists and the Sierra Club for the purpose of determining endorsements.

We need your help to cover the entire San Mateo and Santa Clara Counties. If you can help us set up interviews or would like to help interview candidates in your city or county, please contact Margaret Okuzumi at (408) 541-4191 x257.

PR2000 Member Running for Political Office

Michael Barber, a Peninsula Rail 2000 member, is running for a seat on the Burlingame School Board this November. He welcomes your campaign support.

PR2000 President to be on TV

PR2000 president Adrian Brandt will appear on the TV show "Border Crossings" hosted by Palo Alto planning commissioner Owen Byrd. The show was about mid-peninsula land use and transportation.

The other guests were Steven Schmidt (Menlo Park City Council, JPB & SamTrans board member), Dena Mossar (Palo Alto City Council), and Duane Bay (East Palo Alto City Council).

The one-hour show will air on Cable Co-op Ch 6 on Wed., Sept. 8 at 10 pm, and Wed. Sept. 15 at 10pm, and on Cable Co-op Ch 77 on Sun., Sept. 5 at 7:05 pm.

Cable Co-op serves Menlo Park, Atherton, Palo Alto, East Palo Alto, Saratoga, Los Altos, San Jose and Campbell.

VTA TO HOLD THIRD PUBLIC MEETING

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trains/day if Measures A and B were approved. Increased Caltrain frequencies were among the improvements promised to county voters if Measures A and B were approved. Currently, a frequency increase to 88 trains per day from the current 68 within Santa Clara County (Palo Alto and south) is under consideration.

Color copies of proposed station construction projects were provided for each station in Santa Clara County, while no copies of proposed increases in frequency were provided.

Written comments will be accepted if received by September 16, 1999. Comments may be faxed to (408) 955-9765 or emailed to caltrain.measure.a@vta.org. For more information, contact Lisa Ives at VTA, tel#(408)321-5744 or email lisa.ives@vta.org.

ALERT

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right-of-way.

-San Jose mayor Ron Gonzales, along with Fremont mayor Gus Morrison, has made a BART extension from Fremont to San Jose a top priority of his administration.

-Potential funding from \$8 billion+ in Burton transportation bonds threatens to result in hastily-created 20-year transportation plans by local jurisdictions which will foist high-name recognition BART extensions onto voters unaware of the much less costly alternatives, in order to take advantage of the one-time 50% majority sales tax approval opportunity. If SCA3 is passed by the California Assembly, these plans will be initiated and finalized in short order, since SCA3 requires plans to be completed by next April in order to be eligible for funds. The San Jose Mercury News and the Silicon Valley Manufacturers' Group have been lobbying heavily for the passage of this legislation.

-All of these forces have a lot more money and power than groups like Peninsula Rail 2000 in influencing voters.

The good news is that we are aware of all of the above and still have a chance to do something about it. Influential groups like the Sierra Club are likewise aware of the issues and supportive of our positions. And public and political support for BART technology has not galvanized yet. Despite the corrupting influence of money in politics, this country is still a democracy where grassroots groups championing for just cause sometimes succeed. PR2000's dedication to this cause, along with its allies was able to help sway the JPB vote in favor of electrification last May.

We still have a chance to educate the public and to expose the EVP for the sham that it is, before it gains further influence and authority. But we must act now, on several fronts. Every day that we delay in presenting our vision to the general public and to political and business leaders, our task becomes harder.

We need your help, as you can see from the articles in this month's Staying on Track. From TV show production to publicity to graphic design to interviewing candidates for political office (even songwriting!), we are sure to have some interesting activity that would benefit from your talents and skills. If you can volunteer even two hours next month to help PR2000, please call me at (408) 541-4191 x257.



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.

Voting membership levels:

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

We welcome all contributions.

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

9909ST

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: 650-961-4493

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

Name _____

Address _____

City/State _____ Zip _____

Phone (day) _____ (eve.) _____

E-mail _____

PR2000 to Produce TV Show

Peninsula Rail 2000 is a member of the Common Ground Video Coalition. Since 1992, this entirely volunteer-run coalition has enabled community groups to get their message across in a talk-show format TV program. The coalition has produced 128 shows which air regularly on local access cable channels. A copy of each program is also available at the Peninsula Conservation Center Library.

On Monday, September 27, 1999, Peninsula Rail 2000 will produce a program on the Fremont-San Jose BART rail connection issue. We will present some of the more cost-effective and flexible alternatives available to connect the East Bay to the Peninsula and South Bay.

Please watch for our show on September 27th and in the week following. Common Ground normally airs on cable in:

- Palo Alto/Menlo Park area: Mondays on Ch 6 @ 10 PM; every other Friday on Ch 77 @ 7:35 PM
- Saratoga: Fridays on Ch 6 @ 5:30 PM, every other Wed. @ 8 PM
- Mountain View: Tuesdays on Ch 6 @ 4:30 PM
- Los Altos: Wednesdays on Ch 26 @ 10 PM
- San Jose, Campbell: every other Thursday on Ch 15A @ 4 PM

There is a small chance the shows will air at the times above on channels other than the ones listed due to the recent takeover by AT&T of TCI.

If you are interested in environmental issues or TV production please consider volunteering for the Common Ground Video Coalition. Volunteers will be trained to do camera work, lighting, sound, etc. For more information please call Margaret Okuzumi at (408) 541-4191 x257. You can also check out Common Ground on the web at <http://www.hbe.org/cgvt/>

Calendar of Events

Monday, September 13, 7:05-8:30 pm

Peninsula Rail 2000 meeting to discuss alternatives to the Fremont BART extension. San Carlos Depot Cafe at the Caltrain station in San Carlos.

Tuesday, September 14, 6-8 pm, San Jose

VTA public meeting on Caltrain Measure A/B expenditures. At the Fire Training Center, 255 So. Montgomery St. (near Park Av, walking distance from San Jose Diridon Station).

Tuesday, September 21, 12:30 pm, San Francisco

SEMINAR: "Sales Tax Competition and the Fiscalization of Land Use," featuring Public Policy Institute of California staff Paul Lewis and Elisa Barbour. San Francisco Planning and Urban Research (SPUR) offices, 312 Sutter Street, 5th floor, SF. More info: 415.781.8726 or <http://www.spur.org>.

Monday, September 27, 10 pm, Palo Alto/Menlo Park

PR2000 TV program on Fremont BART extension alternatives to air. See adjacent article for additional broadcast locations and times.

Thursday, October 7, 10 am, San Carlos

Caltrain Peninsula Corridor JPB meeting at SamTrans headquarters, 1250 San Carlos Avenue.



Come to Peninsula Rail 2000 meetings!

Monday, September 13, 7:05-8:30 PM

“Fremont - Silicon Valley Rail Service Proposals”

Peninsula Rail 2000 members Andy Chow and Michael Kiesling will present their ideas on rail transit connecting the East Bay and South Bay as alternatives to the \$3 billion BART extension from Fremont to San Jose.

Come to learn about possibilities for connecting the East Bay to the Silicon Valley through the Dumbarton rail bridge to Menlo Park/Redwood City and three existing north-south rail lines between Fremont and Santa Clara/San Jose, to provide the best service for the most people

in a timely and cost-effective manner. Newcomers are welcome!

Meetings are held on the second Monday of the month, at the Depot Cafe in the San Carlos Caltrain Station. The meeting is timed to allow convenient arrival and departure via Caltrain in either direction. An optional \$7 buffet-style soup, salad and sandwich dinner is available.

Next meetings: Monday, September 13; Monday, October 11; Monday, November 8. Call (650) 961-4493 for updates, or see our web site: <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. Even without electrification, here's what could be running today on the Fremont-San Jose corridor on currently existing tracks:

