

Peninsula Rail 2000 Staying on Track

www.rail2000.org No. 99-4 November 1999

Caltrain Plan Faces Criticism

VTA Plan Would Create More Parking Lots, not More Trains

A plan by the Santa Clara County Valley Transportation Authority outlining Measure A/B sales tax expenditures for Caltrain was criticized by county supervisors last Tuesday.

The text of Measure A, approved by Santa Clara County voters in November '96, called for "improving Caltrain rail service by adding

trains and improving facilities" from San Jose to Palo Alto, and from San Jose to Gilroy.

Despite the large amount of public input received in the three public hearings on this matter, not a penny of the \$82 million in the VTA plan for Measure A/B funds is going toward adding trains.

Instead, the VTA is proposing to add one train in each direction per year, only on weekdays, and not using Measure A/B funds, up to 80 trips/week in six years. This provides no additional service beyond what was committed by the VTA to the Caltrain Joint Powers Board in the Short Range Transit plan that was just recently approved.

Rather than spending money to run more trains, VTA is proposing using \$3 million for a parking garage in Sunnyvale as well as other millions for parking expansions in Palo Alto, Santa Clara, San Jose, and a number of other stations in the south county area.

"This is a slap in the face to voters & Caltrain riders, and it is against the wording and intent of Measure A that was approved by voters," said Margaret Okuzumi, testifying on behalf of Peninsula Rail 2000, a transit riders' advocacy group. "These Measure A/B funds were meant to improve train service, not to provide redevelopment money to provide park-

See Measure A/B, p. 2

A History of Bad Planning Costs CalTrain Riders Time, Money and Convenience

Since taking over CalTrain in 1992 the Peninsula Corridor Joint Powers Board (JPB) has not made any significant capital investments or improvements to CalTrain. While increasing the number of trains per weekday from 54 to 68 performing some trackage maintenance and cosmetic station upgrades, none of these improvements by the JPB have led to faster trains, smoother ride, adequate frequency or better on time performance.

While lack of adequate funding is often cited, the real reason for lack of capital improvements by the JPB is bad planning and the failure to aggressively pursue available funds. MTC Resolution 1876 was a regional agreement that federal funds coming into the region would be split for the two high priority projects. Funds named New Rail Starts money was to go to BART/SFO, and Rail Moderniza-

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Loop Proposal Would Provide East Bay/ Peninsula/South Bay Rail Service

Anyone who's driven on highways 880, 680, 237 or 101 during the rush hour in the peak direction, or even in the reverse commute direction, has seen the cars crawl along or even come to a standstill on those highways, particularly from Montague all the way to Mission Blvd and the approaches to the Dumbarton and San Mateo bridges.

Is the situation hopeless?

Some Peninsula Rail 2000 members, examining existing resources, have developed the following proposals for rail service connecting the South Bay and the Peninsula with the East Bay:

One proposal calls for a new rail service in a loop connecting Union City and Newark to Menlo Park and Redwood City across a revitalized Dumbarton rail bridge, Santa Clara and San Jose along the Caltrain tracks, then reconnecting to Union City via the Alviso line.

This proposed service would loop in both directions, from Union City toward Menlo

Park and from Union City toward San Jose. Diesel trains for this service as well as additional ACE service from Stockton, Tracy, and Livermore and the proposed Warm Springs Corridor service would come from electrifying Caltrain to Gilroy.

This route would allow people to avoid the automobile congestion on the approaches to the Dumbarton Bridge and remove thousands of cars from University Ave in Palo Alto. With 23 diesels from the Caltrain line the loop service could run trains every 20 minutes during peak times and 30 minutes in off-peak times in addition to providing additional ACE service. One factor limiting additional ACE service is lack of funding for additional trains.

Overall, this loop option would cost \$120 million to begin service. More trains and upgrades could be added as funding became available for a project total of about \$330 million. Train frequency between Santa Clara,

See Loop, p. 3

ENDORSEMENTS FOR NOVEMBER ELECTION

Peninsula Rail 2000 endorses the following candidates for the November 2 election:

Burlingame: Jerry Deal and Cathy Baylock for city council, Michael Barber for school board.

Palo Alto: for the council 4-year seats, Dena Mossar, Judy Kleinberg, Nancy Lyttle, Bern Beecham. For the 2-year seat: no position

San Francisco: **DON'T FORGET TO VOTE YES ON PROP H, AND TELL ALL YOUR FRIENDS TO DO LIKEWISE!**

To help out with the endorsement process in these or other cities in the future, or for general inquiries, please contact Margaret Okuzumi at (408) 732-8712.

Peninsula Rail 2000 contributes to Yes On H Campaign

Thanks to your contributions, PR2000 recently wrote a \$900 check to the Yes on H campaign to extend the Caltrain line to the Transbay terminal in downtown San Francisco. To date, Peninsula Rail 2000 has contributed more than \$1300 to the campaign.

If ballot initiative H is approved, it would become official San Francisco policy to extend Caltrain to downtown next to the Transbay Terminal. City officials and agencies would be required to seek the necessary funding to build the extension. Initiative H specifies potential funding sources, but does not require that any specific funding source be used. It also prohibits the city and its agencies from allowing construction that would obstruct the right-of-way needed to build the extension or the rail terminal at First and Mission Streets.

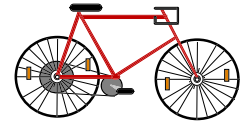
Thus far, forty civic organizations, including Rescue Muni, have endorsed the initiative. However, the S.E. downtown extension campaign needs your financial support! Contributions can be made in care of Peninsula Rail 2000. Make checks out to Peninsula Rail 2000 and write in the memo line: "FOR DTX CAMPAIGN." Thanks.

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.

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



Measure A/B

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ing for Sunnyvale's downtown Murphy St. restaurants."

Okuzumi also challenged the \$6.1 million Palo Alto turnback and suggested that rather than incremental increases to train frequency, it would be better to add more trains to fill all the hour-long gaps at once. "It's less confusing to riders than adding one train a year."

Supervisors Pete McHugh and Jim Beall pointed out that the measure text calls for "adding trains" and questioned why few trains were being added.

"I don't believe in funding more parking garages instead of adding train service...at the expense of adding rolling stock, is that what the voters told us to do? I'm very concerned about it...[we need] rolling stock and additional actual trains," said a visibly angry Beall.

Supervisor Simitian added, "I'm concerned that if the increase in train service is so incremental so as to be unnoticeable—we get lost in the incrementalism."

The plan is on the agenda for the VTA board meeting on Dec. 9 (see calendar on p. 6). If passed by the VTA, the plan will come before the County Board of Supervisors for final approval.

If you are a Santa Clara County resident, please use the contact list on page 7 of this newsletter to express your views on how Caltrain Measure A/B monies should be spent. Decisionmakers should be contacted as soon as possible.

Peninsula Rail 2000 has long held the view that electrification of the Caltrain line should be a top priority along with necessary track repair and track reconfiguration for faster, smoother, and more frequent trains. If electrification of Caltrain were made the top priority of these monies, in 2-4 years we could run 96 trains/week (trains every five minutes in the peak and every half hour in the off-peak), improving service and generating revenue for needed station improvements. It would also save VTA money by providing diesel trains for additional ACE service and Warm Springs Corridor train service.

If you can help pass out flyers to alert riders to this issue, please call Margaret Okuzumi at 408.732.8712.

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. 99-4, November 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@silcon.com, or fax to (408) 732-8712.

Loop

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San Jose and Redwood City would be greatly increased.

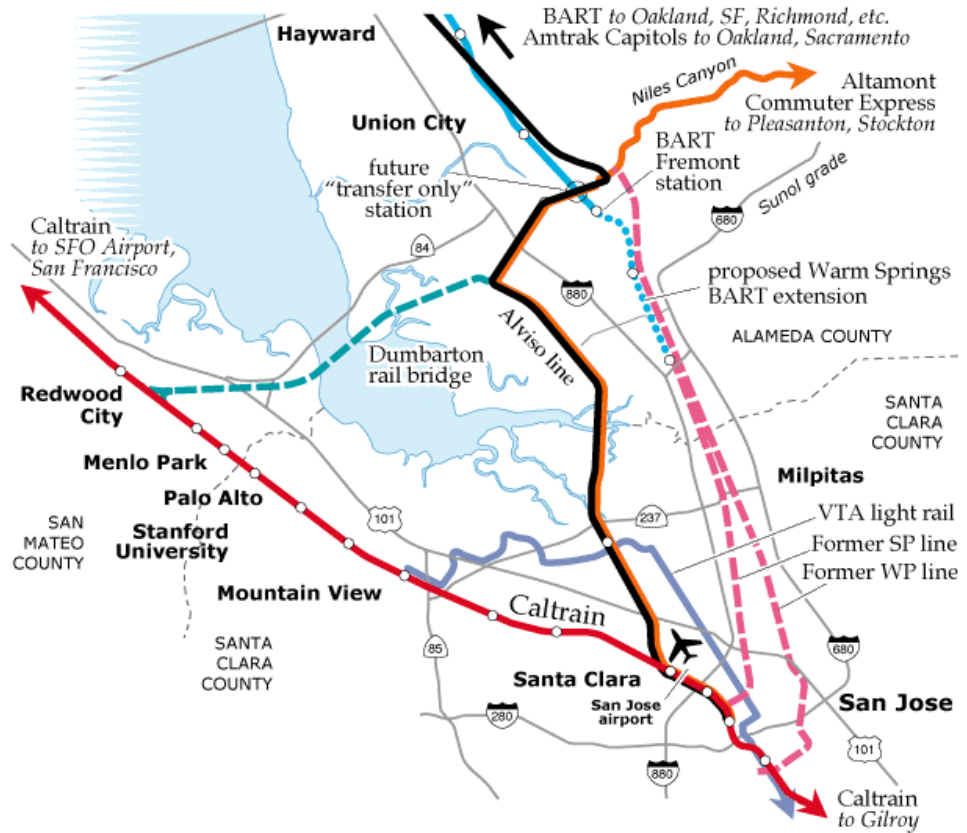
This loop service would service the most congested areas on 101, 880, 680, and 237 in Santa Clara, San Mateo and Alameda counties. It is also important to note that traffic across the San Mateo bridge is also coming from San Joaquin and East Alameda to the mid-Peninsula. These same commuters could use expanded ACE with express trains across the Dumbarton that go north of Redwood City, or else cross platform transfer to CalTrain.

South county commuters from Gilroy could cross platform transfer at Santa Clara and reach the North First/Great America business parks including the new Sun facility at Agnew.

Variations on the above proposals are also possible, such as making the Dumbarton loop return through the ex-WP line instead of the Alviso line, etc. However, the Alviso line provides more direct access to the bulk of Silicon Valley jobs. In addition, the wetlands in Alviso would benefit from raising the tracks on a causeway elevated above the current ground level, permitting free tidal flows which are currently impeded and removing creosote leakage to the wetlands.

For the same \$560 million that is being planned for the Warm Springs Bart extension, this proposed Peninsula-East Bay-South Bay Loop would handle more passengers and service a greater area than the proposed \$4 billion Fremont BART to San Jose extension. Because it makes wise use of existing resources and infrastructure, this Loop service could be up and running within two years for the more established projects and five for the others. Extensive construction required for BART would postpone commencement of Warm Springs service for at least a decade and would not be able to provide express service without building another track, nearly doubling its \$4 billion cost.

Comparable frequencies can be provided using standard state-of-the-art rail technology, so that we don't need to pay for expensive BART to get the service that the Silicon Valley needs and wants. Standard rail technology provides express train service and higher seating capacity, as well as more flexible, superior, yet cheaper designs.



For both the Loop service and the Warm Springs corridor service, there should be an opportunity to build more housing near these stations instead of making people drive long distances to get to these stores and office parks. Development policies have been lopsided, forcing people to commute long distances through heavy congestion.

One reason for the congestion is that commuters who can't afford large houses on the Peninsula and in the South Bay choose to get up at 3 and 4 am to drive to the South Bay from Tracy and Manteca. But the greater reason is the tremendous amount of commercial development occurring along 880 from Union City to 101.

Almost every empty lot between Union City and 101 is expected to be filled with office parks and retail centers within the next 15 years. The new Pacific Commons commercial center between Auto Mall Parkway and Fremont Boulevard is expected to add 100,000 cars alone, doubling traffic on I-880. The County says it will cost \$2.5 billion over the next 10 years alone to widen parts of Interstate 880, rebuild a half-dozen interchanges in the Santa Clara Valley and extend light rail to East San Jose, and that this will still not be able to keep up with the demand.

The Silicon Valley Manufacturing Group

and the Metropolitan Transportation Commission is also looking into the possibility of providing more express buses on that 880 corridor. That may be cost-effective, but unless buses get their own lanes they may not be able to move quickly through traffic so there won't be strong incentives for people to take them.

We have existing rail resources right now that we can take advantage of. We have some viable rail solutions to the congestion on freeways which will help to spare the air, allow a pleasant commute, and service the booming economy of the Silicon Valley—all within a two to five year timeframe, but only if we build the political will for it.

If you are interested in making this vision a reality, please attend our next general meeting on November 8 (see back page).

- We welcome your help in presenting ideas like these to politicians and decisionmakers.

- We could always use your help in other ways, whether it's to pass out flyers, newsletters, write letters, or phone people about action alerts, or other organizational needs.

If interested in volunteering, contact Margaret Okuzumi at (408) 732-8712.

HISTORY, continued

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tion funds were to go toward the CalTrain electrification and extension to downtown (DTX) San Francisco. By including unfeasible and unnecessarily expensive alternatives in the DTX Study, the project was delayed and eventually shot down.

Rail Modernization funds that came into the region that could have used for electrification and upgrade of CalTrain were instead used for BART and MUNI railcars. A few years back, outgoing MTC liaison to the JPB, Jane Baker, Mayor of San Mateo, noted the failure of JPB staff to adequately pursue funding from the MTC. State and local funds from Prop. 116(1990) that were made available for purchasing new railcars, locomotives, fixing trackage and signaling and building a maintenance facility are still largely unspent.

The failure of the JPB to pursue significant capital improvements has been harmful to Caltrain. The lack of a maintenance facility increases operating costs as heavy maintenance is contracted out to distant sites at increased cost and with additional delays. Bad track causes poor ride quality and slower speeds. Outdated signaling requires more maintenance. The lack of additional railcars reduces the ability to provide more service to respond to the growth in ridership and latent demand. Additionally, now that the older railcars are being sent off for midlife overhaul, the lack of the new cars will require cutbacks in seating capacity or additional operating costs for leasing replacement cars.

In the time since the state funds have become available other passenger railroads in the state have take delivery of their full complement of railcars. The Capitol Corridor, San Diegans and San Joaquins have received more than 50 new cars. The ACE commuter service from Stockton to San Jose has received 9 cars. Metrolink has not only started brand new service but has placed and received their second order of railcars. CalTrain has received just one car, and not until just this past month. This car, like those to follow have 20 fewer seats than the existing ones and is of inferior design to

those ordered by other transit agencies.

The Rapid Rail Program (RRP) was meant to replace the DTX Study. Despite a vote by the JPB last May to make electrification a top priority of the Rapid Rail plan, this plan too delays electrification and trackage upgrades that will provide faster and more efficient rail service. Instead, cosmetic stations enhancements and more parking are planned to be completed sooner. The track and signaling projects are spread over 10 years. Electrification is put off for 6 years. Under the best of circumstances electrification should take 2 years. Instead, the JPB will spend the next 18 months simply doing the preliminary design. Over the last 6 years and currently, East Coast railroads have orders for new electric locomotives. Because of delays CalTrain cannot share the cost and time savings that joint purchase would provide.

The acquisition of 3 new locomotives and 20 additional railcars should allow much more additional frequency. However, the RRP allows only 2 additional trains (one trip in each direction) per year. A 96-train schedule would provide for the current peak level service, including expresses, and 1/2 hour offpeak. At this rate, it will be 14 years before we see at least adequate service.

The largest growth in ridership is going to the Silicon Valley from San Francisco, so-called reverse-peak commute. Additionally the current schedule has 14 trains with 11 expresses into San Francisco in the morning and 11 trains with only 2 expresses into the Silicon Valley in the morning. JPB poor planning adds 4 trains to the SF commute and only 2 more expresses to the Silicon Valley. San Franciscans and Silicon Valley commuters will continue to receive inferior service.

The RRP contains projects to add turnback track at Palo Alto and Millbrae so trains can be turned back south. This is to add more frequency in Santa Clara County only. Using the same money to electrify sooner and buy more cars would accomplish the same increase in frequency but include San Franciscans along the CalTrain route.

Express your support for Caltrain!
Contact the decisionmakers listed on page 7 of this newsletter. Ask them to use Caltrain monies to electrify Caltrain so that we can run faster and much more frequent trains within the next 2-4 years. For more info, come to the next general meeting or check out our website at www.rail2000.org

Report Finds Road Construction Projects Not Worth Wait Construction delays can erase future time savings

A new report finds that motorists can lose more time in road construction delays than they will save in years of driving on the newly "improved" road. The national report, Road Work Ahead: Is Construction Worth the Wait? by the Surface Transportation Policy Project, uses case studies to examine whether road expansion projects are ultimately worth the wait for drivers.

The study found that construction delays can be so long, and the time savings from the expanded road so small, that it can take years for commuters to break even. In the case of the Springfield Interchange reconstruction outside of Washington DC, commuters are projected to never make up the time that they will lose during the eight years of construction. Drivers now sitting through the construction of I-15 in Salt Lake City are not expected to break even on their time investment until 2010, eight years after the project is completed.

Ten years after completion, congestion is expected to rise to pre-construction levels due to drivers attracted by the additional highway space.

The report says traditional transportation planning leaves the perspective of individual drivers out of the road building equation. As a result, projects may meet the goal of increasing the number of cars on the road while doing little to improve the commute of those driving now.

The STPP report recommends that transportation officials tell citizens how road building plans will affect their commute, and that construction delays be taken into account in calculating the benefits of roads. It also suggests methods to reduce congestion delays. The report includes case studies of road projects in Tennessee, Virginia, New Jersey, and Utah.

The full report is available at www.transact.org.

Check Out the PR2000 Web site!

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

MTC Faces Lawsuit

On Friday, September 17, TRANSDEF, the Transportation Solutions Defense and Education Fund, a Bay Area environmental group, filed formal notice of its intent to sue the Metropolitan Transportation Commission (MTC), the agency that distributes all transportation funding in the Bay Area. TRANSDEF will sue under a provision of the Federal Clean Air Act that enables citizens to enforce commitments to clean up the air.

The Clean Air Act was enacted in the 1970's because of the recognition that air pollution caused serious health problems. Since then, air pollution has been implicated in the widespread incidence of asthma and other respiratory ailments. Because Bay Area residents were experiencing unhealthy levels of ozone air pollution in the early 1980's, local agencies agreed to a plan to reduce emissions.

As part of that plan, MTC committed in 1982 to assist transit systems to increase their ridership by 15%. This program was designed to lower emissions by having more people use transit. MTC has ignored this commitment ever since losing a similar suit by the Sierra Club in 1992. Transit ridership is now lower than it was when MTC pledged to increase ridership 15 years ago.

By law, MTC must fulfill past commitments before it can use federal transportation funds on new projects. In the past few years, the Bay Area has suffered more exceedences and violations of air quality standards.

Despite the U.S. EPA's citing the region for excessive ozone pollution, improving air quality is still not a priority for MTC. TRANSDEF's suit is intended to change that. It will rely on Congress's decision that federal transportation funds may not be spent in communities which have air pollution problems and which are failing to fulfill previous air pollution control commitments. Having MTC live up to its past commitments will also help urban transit systems, which are suffering cut-backs and poor service due to underfunding.

MTC has disproportionately denied the benefits of federal transportation funding to communities comprised of lower income and minority persons, many of whom are unable to afford private autos. These communities are often exposed to more air pollution than the general population.

TRANSDEF will seek to force MTC to improve the region's air quality by having MTC enable transit systems to carry a larger proportion of Bay Area residents.

A re-prioritization of funding will also improve the fairness of the share of federal transportation benefits received by lower income and minority groups in the region. If MTC fails to correct these problems within 60 days, TRANSDEF will file suit, seeking a court order directing MTC to fulfill its commitment to Bay Area air quality, health and transit service.

TRANSDEF would very much appreciate your support for its litigation. They have no paid staff and minimal overhead. Your **fully tax-deductible** contributions will go solely to their legal costs.

Contact David Schonbrunn,
tel # (415) 380-8600
Transportation Solutions Defense
and Education Fund
16 Monte Cimas Avenue
Mill Valley, CA 94941



New San Mateo County "Transit Czar"

(based on Tuesday, September 28, 1999 in the San Francisco Chronicle)

San Mateo County officials have selected Michael Scanlon to oversee SamTrans bus service, Caltrain and the San Mateo County Transportation Authority, to succeed Gerald Haugh who is retiring November 1. Scanlon was the unanimous choice after a nationwide search that screened more than 70 candidates.

Scanlon comes to the Peninsula from Florida, where since 1993 he has been the director of Broward County Transit. He plans to live in San Mateo and promised to ride SamTrans and Caltrain to talk to passengers and get a feel for the systems.

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) 732-8712. Thank you.

With ridership slowly declining to 60,000 each weekday, SamTrans last month overhauled its bus routes for the first time in nearly 25 years. Meanwhile, the bus service has invested more than \$400 million to extend the BART line to San Francisco International Airport, angering some riders who claim that the agency looks like it wants to get out of the bus business.

Caltrain is experiencing a surge in ridership, but the three-county joint powers board that governs the San Francisco-to-Gilroy line has been split over such planning issues as replacing diesel locomotives with electric-powered ones. Scanlon will oversee the day-to-day operations of Caltrain.

Calendar of Important Transportation Meetings

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

Thursday, December 2 at 10 a.m.

(normally scheduled for first Thursday of the month. Call JPB tel. # listed on page 7 for info)

Public Hearing, Capitol Corridor Light Rail Project

Thursday, December 2,

6:30 p.m. Exhibits - 7:00 p.m. Hearing begins

The proposed project is a 3.5 mile extension of the light rail system along Capitol Avenue between Camino Del Rey, and Capitol Expressway in San Jose. Significant effects of the project described in the environmental document are:

- loss of a substantial portion of on-street parking
- potential construction noise impacts
- potential loss of a historic barn

To obtain a copy of the draft environmental impact and technical reports call VTA, Environmental Analysis at (408) 321-5789. Email comments to capitol.comments@vta.org or write to Julie Klingmann, Environmental Analysis Dept., VTA, 3331 North First Street, San Jose, CA 95134-1906. Copies are available for review at the Dr. Martin Luther King Jr. Library, Milpitas Community Library, Berryessa Library, Educational Park Library, Hillview Library and the VTA Community Outreach Office at 2011 Capitol Ave. Written comments should be submitted between Nov. 5 and December 20.

Dumbarton Corridor Task Force

Thursday, December 9, 8:30 a.m. at Elo Touch Systems, 6500 Kaiser Drive, Fremont (off Paseo Padre near the Dumbarton bridge toll booths)

Bay Area Transportation Blueprint for the 21st Century MTC Public Workshops

Come see what transportation possibilities may lie ahead and help shape a strategic vision for your county and the San Francisco Bay Region in the next century. see <http://www.mtc.ca.gov/> for Blueprint details, and for info on workshops in other counties.

Alameda County

Monday, November 8, 1999, 7 p.m. - 9 p.m., Joseph P. Bort MetroCenter (Auditorium), 101 Eighth Street, Oakland

Santa Clara County

Monday, November 15, 1999, 7 p.m. - 9 p.m., City of Santa Clara Council Chambers, 1500 Warburton Avenue, Santa Clara (Workshop will be televised on local cable television.)

San Mateo County

Thursday, December 9, 1999, 6 p.m. - 7 p.m., San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos (Workshop will be held prior to C/CAG board

meeting, which starts at 7 p.m.)

San Francisco

Tuesday, December 14, 1999, 7 p.m. - 8:30 p.m., San Francisco County Transportation Authority (25th Floor), 100 Van Ness Avenue, San Francisco

VTA Board Meeting, Caltrain Measure A/B Plan on Agenda

Thursday, Dec. 9, 6 p.m., Board of Supervisors' Chambers, County Government Center, 70 W. Hedding St., San Jose. You can check Board agendas on the web at http://webd.com/ta/agenda_minutes_list.ncl

*****Please tell decisionmakers to reject any plan that does not put the needs of transit riders first.**

Tell them we want

- pedestrian-friendly station design with improved bus and shuttle service and bicycle facilities

- electrification of Caltrain for more frequent trains so that voters who approved half-cent sales taxes can obtain a train service that is speedy, cleaner, much more frequent and cost-efficient in 4 years time.

If you can attend the meeting, please bring a sign 8" x 11" or larger that says, "MORE, BETTER TRAINS NOW" or whatever related wording you want, and/or be prepared to make a 1- or 2-minute public comment.

If you can't attend, or even if you can, please send a written comment:

See p. 7 of this newsletter for fax# and mailing addresses

- OR -

email your comments addressed to:

"The VTA Board, the County Board of Supervisors and the Peninsula Corridor Joint Powers Board", at the following email addresses: blanca.alvarado@bos.co.santa-clara.ca.us; don.gage@bos.co.scl.ca.us; james.beall@bos.co.santa-clara.ca.us; joe.simitian@bos.co.scl.ca.us; peter.mchugh@bos.co.santa-clara.ca.us; ridingd@samtrans.com; board.secretary@vta.org; okuzumi@silcon.com

For more information, please read PR2000's proposal for the use of Santa Clara County VTA Caltrain funds at <http://www.rail2000.org>

County Board of Supervisors Meeting, Caltrain Measure A/B Plan to be on agenda, January 2000

Please check the PR2000 website for updates or call the County Clerk for more information at tel# (408) 299-4321. Meeting to be held at the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, SJ



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.

99011ST

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**

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)

Name _____

Address _____

City/State _____ Zip _____

Phone (day) _____ (eve.) _____

E-mail _____

Contacting Caltrain Decisionmakers

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:

- Jim Lawson, City of Milpitas, appointed by Santa Clara VTA
- 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

San Francisco County reps are:

- Leslie Katz, appointed by County Board of Supervisors
- Michael Burns, appointed by S.F. Public Transportation Commission
- Maria Ayerdi, appointed by SF Mayor Brown

Santa Clara County Caltrain Measure A/B Fund Decisionmakers

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

GROUP 1 CITIES	GROUP 2 CITIES	GROUP 3 CITIES
City of San Jose	City of Los Altos	City of Campbell
Ron Gonzales	Francis LaPoll	Jane P. Kennedy,
Margie Matthews	City of Palo Alto	Alternate
Cindy Chavez	Sandy Eakins	City of Monte Sereno
Charlotte Powers	City of Santa Clara	Jack Lucas
Alice Woody	Judy Nadler	GROUP 4 CITIES
Linda J. LeZotte, Alternate	City of Sunnyvale	City of Milpitas
	Manuel Valerio, Alternate	Jim Lawson
		City of Morgan Hill
		Dennis Kennedy, Alternate
		GROUP 5, County of Santa Clara
		Peter McHugh
		Blanca Alvarado
		Jim Beall, Jr., Alternate

Please address VTA correspondence c/o:
Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B-2
San Jose, CA 95134-1906
Fax (408) 955-0891, Tel (408) 321-5680

Once the plan is approved by the full VTA board, it then goes before the full County Board of Supervisors for approval:

- 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 rep is, 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



Next Peninsula Rail 2000 meeting Monday, December 13, 7:05-8:30 PM “Caltrain Funding and Priorities: Part 2”

Here is your chance to exchange ideas on how to improve the train 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 avail-

able.

Next meetings: Monday, December 13; Monday, January 10, Monday, February 14. 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: modernize Caltrain to a quiet, fast, frequent, electric transit level service. Here's what could be running in 2-4 years, if only we asked:

