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Statewide High Speed Rail Plan Getting up to Speed

The plan to link the Bay Area, Sacramento, and Southern California with 220 mph trains is beginning to see significant progress. For the first time, Governor Davis has pledged strong support for the plan.

If built, the proposed 700-mile, \$25-33 billion system would be the largest single public works project in California history by three times, according to Rod Diridon, Sr., the recently appointed chair

of the California High Speed Rail Authority (HSRA) board of directors. Trains would zip between downtown San Francisco and downtown Los Angeles in two and a half hours, offering faster door-to-door trip times than flying.

Environmental groups, such as the Sierra Club, see HSR as a potential alternative



Flashback to 1993: Rod Diridon, current chair of the California High Speed Rail Authority, speaking on the occasion of touring German ICE train stopped in San Francisco in 1993. (photo: Russell Reagan)

to air travel which would reduce the need for airport expansion. A shift of many travelers from air to rail would result in the elimination of many short distance flights within California. Advocates argue that this would free up takeoff and landing slots at airports for more lucrative longer distance continental

[See **Getting up to Speed**, page 2]

ON THE TOPIC... From the Executive Director

by Margaret Okuzumi

Sometimes in the advocacy business, it's hard to know just how effective you are. These past several months have shown us that all our hard work and relationship building is paying off in numerous ways.

On Caltrain Weekend Shutdown...

We're pleased that Caltrain brought the weekend shutdown proposal before the Caltrain Citizens Advisory Committee (CAC), allowing the public to give input on the matter early on in the process. Under the CTX project, Caltrain will be shutting down service on weekends for about 22 months, so that Caltrain can complete the construction of express tracks to enable the new super express service to start in the Fall of 2003. Many people have understandably expressed concern and outrage over the prospect of no weekend train service for such a long time. However, the weekend shutdown was preferred by the CAC as well as by yours truly, when compared to scenarios that called for heavy construction on the railroad seven nights a week.

Caltrain had proposed, as an alternative to the weekend shutdown, switching the service to single track starting at 7 PM on weeknights. This would have made it difficult for commuters to work late or attend evening meetings such as our own (see back page for upcoming BayRail meetings). In ad-

[See **On The Topic**, page 4]

BayRail to VTA: Safety 1st at Stations

Santa Clara County Valley Transportation Authority (VTA) recently held public meetings on changes to its plan for Caltrain improvements within the county. VTA is revising the plan partly due to declining revenue from the Measure A/B sales tax approved by county voters in 1996. Members of the public, including BayRail Alliance members, attended the meetings to provide feedback on VTA's plan.

In the three meetings, held in Mountain View, San Jose and Morgan Hill in late January, VTA proposed that the remaining Measure A/B funds for Caltrain be spent on new bus facilities and expanded parking at stations between Palo Alto and Santa Clara. Because of the Caltrain "Baby Bullet" project, which requires stations to accommodate four tracks, VTA also had to redo or shelve upgrade plans for some stations. VTA had planned pedestrian underpasses and

platform improvements with room for only two tracks. "[VTA is trying] the best to sort it through," VTA staff Jim Lightbody said in regards to making its plan compatible with other Caltrain plans, including electrification.

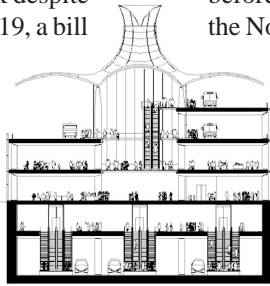
Between San Jose and Gilroy, VTA is negotiating with Union Pacific, the owner of the tracks, to allow more service. So far, UP has allowed VTA to add one additional round trip between San Jose and Gilroy sometime this year. In the meantime, VTA has begun constructing a second track from Tamien Station to Capitol Station. VTA argues that this construction is necessary before it can add more trains to and from Gilroy.

In addition, VTA plans to build outside boarding platforms at stations between Tamien and Gilroy in conjunction with double tracking--if and when such construction takes place. On the other hand, the proposed

[See **VTA**, page 4]

Negotiation for Transbay Terminal Land Transfer Continues

The Caltrain downtown San Francisco extension project is still on track despite Governor Davis's veto of AB 1419, a bill which would have transferred the Transbay Terminal property from Caltrans to the City of San Francisco. The land transfer is an essential step towards building the extension. In his veto message in October, the Governor declared his support for the project, and negotiations between the City of San Francisco and Caltrans are progressing. "Letters from concerned riders helped us put pressure on the Davis administration to move this project forward," said BayRail Executive Director Margaret Okuzumi. "Transbay project officials expect



a deal on the land transfer to be worked out before May, and certainly no later than the November election."

Okuzumi cited overwhelming grassroots support last Fall as key to elevating the status of the Caltrain/Transbay project to the list of projects with funding priority in both the Regional Transportation Plan and Regional Transit Expansion Policy. With the project's inclusion in MTC's list, and with negotiations underway to transfer the property, San Francisco officials expect construction of the first phase of the

Transbay Terminal project to start late next year. "Your support was priceless. Without it the Transbay Terminal project might have ended up on the chopping block in the regional plan last Fall," Okuzumi said.

However, Caltrain and Transbay Terminal proponents see the current budget shortfalls at the local, state, and federal governments as possible threats. The slow economy, as well as other expenditure priorities, have prompted massive cutbacks in transportation funding. Assuming that all the needed funding is found, proponents optimistically expect the new Transbay Terminal, along with Caltrain Downtown Extension, to be completed in 2008.

Palo Alto Station Project Update

The conceptual plan for a new, bustling, welcoming, and amenity-filled station at University Avenue will go before the Palo Alto City Council on March 4. If approved, the city will seek state and federal funding for the project and perform studies and engineering work to required build the project.

The new design, among other benefits, will make it easier for people to walk and bike between the Palo Alto station, downtown, the Stanford campus and Shopping Center. Over 3000 people a day use the Palo Alto station, the second highest ridership on the Caltrain line (after the San Francisco 4th & King station). With the new Caltrain express service, that number is expected to double.

However, some council members reportedly have reservations about the need for this ambitious project, as well as concerns about its cost. Proponents for the station argue that the station could be constructed in phases if all of the money cannot be located right away.

BayRail encourages Palo Alto residents to attend the city council meeting on March 4 and to contact councilmembers beforehand to express support for this project. "The Palo Alto station will be a model for other cities to learn that Caltrain stations don't have to be desolate, isolated, and inconvenient places," said BayRail executive director Margaret Okuzumi.

Amtrak in Trouble

Congress is currently debating the future of Amtrak. Complete restructuring and elimination of all overnight long haul trains including the Coast Starlight are likely prospects this year. Rail proponents argue that Amtrak, like other transportation modes, requires ongoing federal subsidies. While Congress in September approved a \$15 billion bailout for the airline industry with little

debate, they have kept Amtrak on a starvation budget for several years. Acting Amtrak chairman Michael Dukakis advocates a major increase in federal subsidies for intercity rail, to a level equivalent to 5% of that for aviation and highways. BayRail encourages those concerned about this issue to join the National Association of Rail Passengers at www.narprail.org. Also visit BayRail's web site at www.bayrailalliance.org/amtrak for more on what you can do to save Amtrak.

Davis Fully Funds High Speed Rail Study

[Getting up to Speed, from page 1] and international flights, and thereby reduce the need for airport expansion.

Historically, the first major impediment to progress for HSR has been simply a lack of awareness by the public, government, and business leaders. HSRA board chair Rod Diridon, now the undisputed "chief advocate" of HSR, has helped to secure Governor Davis' support. Due to the energy crisis which impacted the state budget, Governor Davis cut funding for the project last year. However, in January he allocated the full amount requested for ongoing preliminary environmental and engineering studies in his proposed budget for 2002-03.

Even with the growing political and grassroots support, advocates are cautiously optimistic. At the national level, the hijackings of September 11 and the subsequent grounding of all commercial flights lent urgency to HSR proposals already underway. Three bills that would fund HSR were working their way through Congress at the time. Despite bipartisan support, none of these made it to a floor vote before the end

of last year's legislative session. Now all eyes are on Congress to decide the fate of Amtrak, after the announcement that Amtrak needs a major funding boost to keep long distance trains running.

Also, given the prospect that HSR could reduce the demand for air travel, HSR advocates expect active opposition from some "short hop" airlines such as Southwest. In 1994, largely due to pressure from Southwest Airlines, Texas dropped plans for HSR. In Florida, Governor Jeb Bush killed plans for HSR, which were well underway in early 1999. However, voters in Florida reversed this decision in November 2000, when they approved an amendment to the state constitution requiring that HSR construction begin by 2003.

The HSRA in California plans to make final route selections in early 2003, which will enable them to begin securing right-of-way property. The HSRA tentatively plans a statewide ballot initiative for 2004 specifying some method of funding for HSR. Their last statewide poll, conducted before September 11, found that voters supported HSR by a two-to-one margin.

HSRA Selects Caltrain Route

At the High Speed Rail Authority meeting in Bakersfield last November, some key decisions were made to narrow the scope of the environmental and engineering studies. The HSRA board voted to adopt the HSRA staff recommendation of standard steel-wheel, steel-rail technology, allowing HSR to share tracks with conventional trains, as well as the use of the Caltrain's planned express tracks on the Peninsula.

HSRA plans call for trains to operate no faster than 120 mph along the Caltrain corridor once all grade crossings have been eliminated. Until that occurs, trains would be restricted to even slower speeds. HSR would reach its top speed of 220 mph in rural areas and in the Central Valley.

The decision by HSRA effectively ended any further debate about standard rail versus magnetic levitation (maglev) technology. Standard rail HSR technology is well established and has served travelers in Europe and Japan for decades. Since the 1980s, this technology has progressed from top speeds of 170 mph to 220 mph in revenue service. While maglev is capable of speeds over 300 mph, it has yet to prove itself for

practical, widespread usage.

The HSRA's decision to use Caltrain alignment on the Peninsula also eliminated the option of using the median of US 101. Studies by HSRA concluded that the latter alternative would be much more costly than sharing tracks with Caltrain. Consultants found that the lack of space in the freeway median would necessitate an aerial structure along the length of the freeway, high enough to clear existing overpasses.

Though the HSRA board voted unanimously with little debate on this item, BayRail Alliance considered the decision a victory. BayRail has strongly advocated that the proposed HSR system be compatible with Caltrain. Caltrain and HSR sharing tracks will require that Caltrain be electrified. Furthermore, says BayRail board member Russell Reagan, "It makes political support for upgrading Caltrain, and possibly connecting conventional rail lines, all the more certain."

What you can do to support HSR?

1. Join CAHSR e-mail subscriber list: www.yahoogle.com/group/CAHSR
2. Attend meetings related to HSR, see back page for details.

Caltrain Projects a Regional Priority

On December 19, the Metropolitan Transportation Commission (MTC) approved the 2001 Regional Transportation Plan (RTP), along with a companion Regional Transit Expansion Policy (RTEP). The RTP, which is updated every three years, describes how \$82 billion will be spent over the next 25 years. The RTEP, a successor to a similar policy adopted in 1988, specifies the development of new transit projects.

Caltrain upgrades such as electrification and the downtown extension to a rebuilt Transbay Terminal fared well over many highway and transit projects considered by MTC. Both Caltrain projects are listed in the priority category (Track 1 in the RTP and Tier 1 in the RTEP). Projects in the priority category are earmarked for state and federal funding that the Bay Area expects to receive over the next 25 years.

A major Caltrain project left out of the priority category is the extension of service across the Dumbarton rail bridge to Union City. Despite local sales tax funds appropriated to this project by San Mateo, Santa Clara, and Alameda counties, the three

counties have not yet agreed on how to cover operating costs, and therefore failed to meet MTC's requirements for inclusion of the project in Track 1/Tier 1. However, the RTP and RTEP stipulate that the Dumbarton rail project would attain funding priority once the three counties reached an agreement on operating costs.

The priority status for Caltrain upgrades was not assured initially. When MTC released the draft version of RTP and RTEP last August, the Caltrain downtown extension and the reconstruction of the Transbay Terminal were listed as separate projects and were not included in Track 1/Tier 1 of RTP and RTEP. Project advocates argued that since the Caltrain extension could not be completed without the new terminal, the two should be treated as one project. In addition, advocates found the draft RTEP did not meet MTC's own criteria, which gives priority to the projects remaining from the 1988 regional agreement for rail projects, Resolution 1876. The Caltrain downtown extension and the BART extension to Warm Springs

[See MTC, page 5]

Staying on Track Q and A High Speed Rail

How soon will HSR begin service?

The California High Speed Rail Authority (HSRA) plans call for service to begin 10 to 15 years from now, assuming no major setbacks. Most likely the proposed 700-mile HSR system will open in stages. The HSRA may decide to build the San Jose-Los Angeles segment first, and then use the operating profit from carrying passengers on that segment to help finance the construction of the remaining legs of the system.

How frequently will HSR run?

The HSRA's business plan, based on ridership projections, describes five grades of service that would be offered by 2020. Simultaneous operation of all grades of service includes hourly to half-hourly service frequency for each grade during the daytime. There is little doubt that the system has high ridership potential. Northern-Southern California (counting flights between all Bay Area and greater LA area airports) is by far the world's busiest air travel corridor. HSR has been running and profitable overseas mostly in corridors with lower travel volumes than California's north-south corridor.

Will security precautions for HSR travel be necessary as with air travel?

Because rail is much less susceptible to acts of terrorism, HSR travel requires less extensive security measures. Therefore, HSR travelers do not face the slow airport-style check-in procedures prior to boarding. Trains cannot be hijacked the way airliners can. When terrorists detonated a bomb on a French TGV train, the line resumed service within hours.

--Russell Reagan

Capitol Corridor Expands Free Bus Transfer Program

Passengers on the Amtrak Capitol Corridor may now transfer free to County Connection buses at the Martinez Station. This transfer arrangement augments the existing free transfer privileges from the Capitol Corridor to AC Transit and Sacramento Regional Transit available since last May. Free coupons good for two local bus rides on AC Transit are available from Capitol train conductors. Also Capitol passengers may purchase BART tickets onboard at a 20% discount.

ON THE TOPIC... From the Executive Director

[On the Topic, from page 1]

dition, the seven-night-a-week scenario would have prolonged construction, cost more, posed more safety risks to workers and riders, and caused much more disruption to neighbors living adjacent to the Caltrain line.

We successfully demanded that Caltrain make provisions for regular substitute bus service, in view of the unpredictable, up-to-30-minute train delays riders experienced during the 1999-2001 Ponderosa Project. During that period, single-tracking on weekends was the norm.

An express bus is now planned to run with stops in San Jose, Palo Alto, Hillsdale, San Francisco/4th & King, and possibly, the Transbay Terminal at 1st & Mission. In addition, there will be special bus service for Giants games. The service will be operated using SamTrans buses at first. Then after the kinks are worked out, Caltrain plans to contract out the service to private operators to free up bus capacity for football games starting in August. The weekend shutdown is planned to commence this May.

Caltrain is working out the final details and will be releasing them to the public some time in March. Caltrain staff have continued to bring important decisions to the Caltrain CAC in a timely fashion. We encourage you to approach the CAC with your ideas and concerns. The dates and location of CAC meetings are listed on the back page.

We're excited also that the Caltrain board in recent months has appointed some new, highly competent members of the public to the CAC. Relationships that we have built up over time with key decisionmakers are reaping dividends. Also we are pleased that Caltrain has honored our request, strongly conveyed to SamTrans/Caltrain CEO Mike Scanlon early in his tenure, to give the CAC a greater voice in Caltrain decisions.

On Proposition 42...

Concerning funding, BayRail Alliance recommends a "Yes" vote on Prop. 42 on March 5, but with some caveats. Along with our friends at the Surface Transportation Policy Project, we'd like for California Senate Bill 1262 (Torlakson) to pass as well. SB 1262 would correct some of the problems of Prop. 42, by requiring distribution of State Transportation Improvement Plan (STIP, generally used for roads and highways) monies to be tied with smart land use incentives. Unfor-

BayRail: Safety 1st at Caltrain Stations

[VTA, from page 1]

Coyote Valley station, to be located between Blossom Hill and Morgan Hill stations, is postponed for the next few years because Cisco also has postponed its office development in the area.

Due to BayRail's effort, about 30 Caltrain riders showed up to voice their opinions at the meeting in Mountain View. Margaret Okuzumi, BayRail's Executive Director, said that the revised plan between Palo Alto and San Jose still did not give priority to safety-related station improvements, such as outside boarding platforms and pedestrian underpasses at California Avenue and Santa Clara. These stations currently present a safety hazard due to the narrow central platforms between the tracks. Unsafe stations also impact train service, especially the planned Baby Bullet service, because these stations only allow one train to pass through the station at a time.

BayRail's concern is magnified by the economic recession. Last year between June and September, the sales tax revenue in the county plunged more than 20% from the same period in 2000. As the result of the unexpected decline, the remaining Measure A/B projects that have yet to start construction will have to be reviewed and reprioritized due to lower funding levels. So far, other than the parking garage at the Sunnyvale station and transit center in Gilroy, most of the Caltrain-related Measure A/B projects are in

fortunately, Torlakson reportedly won't push his bill through until after the March election. The bill would apply to STIP monies whether or not Prop. 42 passes. We're not entirely happy with Prop. 42, but there is a clear need for more transit funding. Even if Prop. 42 passes, the state projects a shortfall of billions of dollars for transportation projects during the next 30 years.

On the Santa Clara County Measure B Caltrain Program...

As of this writing it's too early to know for sure yet, but it seems that our efforts to influence Santa Clara County's Caltrain plan are making headway. I'd like to thank the many volunteers who attended the meetings, wrote email, and helped to pass out flyers alerting riders, especially Roger and Joan Holland, David Coale, Irvin Dawid, Patrick Moore, Andy Chow and Francis Wong. We'll find out in March if the VTA produces a plan

the design stage. "Our top priority is to ensure that those funds go to making trains faster and more frequent, and making stations safer and more pedestrian friendly--not to other so-called Caltrain improvements," Okuzumi said.

In 1999 BayRail Alliance, under its former name Peninsula Rail 2000, launched a grassroots effort to revise the previous VTA Measure A/B plan for Caltrain. At the time, VTA recommended giving top priority to the parking garage at Sunnyvale station, considered by transit advocates to be cost-ineffective and unsafe for pedestrians and bicyclists. VTA had also planned to fund two new trains every year until the expiration of the tax in 2006. This was well below the promise by the Measure A/B campaign in 1996 to increase service to 86 daily trains.

After an unsuccessful attempt to persuade the VTA board to provide funding for more trains sooner, Peninsula Rail 2000 and concerned Caltrain riders appealed to the Santa Clara County Board of Supervisors. As a result, in 2000 and 2001, a total of 12 trains were added. However, these efforts did not succeed in prioritizing other much needed Caltrain improvements over the Sunnyvale parking garage.

After the current round of public meetings, VTA plans to submit the revised Caltrain improvement plan to VTA's Board of Directors, and then to the Board of Supervisors for approval in April.

that emphasizes pedestrian access and safety at stations, especially at California Avenue and Santa Clara stations, and prioritizes fixing stations so that Caltrain will be able to run faster and more frequently.

On Helping BayRail...

We can always use some more organizational help with a variety of tasks. In particular, we invite individuals with membership development or fundraising expertise to contact us about helping to grow the organization. We welcome your ideas on these matters, as well as help with distributing and mailing our newsletters.

Your contributions of money and time help us to be in the right place at the right time. This greatly increases our effectiveness and chances of success. If you're interested in volunteering, please contact me by phoning (408) 732-8712 or by email at okuzumi@silcon.com

MOVING ON...

In memoriam: Bill Scholz

Bill Scholz, a resident of Escalon, San Joaquin County, passed away in January at the age of 66. His greatest passion, his wife Rosemary told the Modesto Bee, was trains. Bill saw the need for commuter rail service from the Central Valley to the Bay Area.

Along with San Joaquin County Supervisor Bob Cabral, Bill pushed for the creation of the Altamont Commuter Express rail line. Their dream came true in 1998, when the train began service with two daily round trips between Stockton and San Jose via the Altamont Pass. Bill served on the San Joaquin Valley Rail Committee and formed the Altamont PASSengers Coalition which predated the formation of the agency which runs the ACE trains. Bill and ACE Executive Director Stacey Mortensen made the trip to San Carlos to discuss these efforts for a Peninsula Rail 2000 meeting in 1996. Bill also served as president of the Train Riders Association of California for two years.

In February 2001, the San Joaquin Council of Governments honored Bill for his efforts. Rail advocates of the Bay Area and California also honor his substantial contributions toward initiating Northern

California's newest commuter rail service. We will miss him.

Brian Stanke leaves BayRail

BayRail Alliance board member Brian Stanke departed in early February for Romania to work as a Peace Corps volunteer. Brian joined the board last summer as the lone member residing in the East Bay.

In October, Brian began working as Project Manager for Odyssey 20/20, a Sacramento organization that facilitates cooperation among transit agencies and pro-transit groups like BayRail from all over California to increase their political effectiveness. Brian's contributions to BayRail include drafting policy statements and helping to persuade the Metropolitan Transportation Commission (MTC) to give funding priority to Caltrain upgrades. He also helped to lobby Governor Davis' staff to urge the Governor to sign the AB 1419 Transbay Terminal legislation. While working with Odyssey he also has helped in the ongoing campaign to put high speed rail on the fast track.

We enjoyed working with you, Brian, and we wish you the best of luck in your future endeavors.

Regional Priority

[MTC, from page 3]

are the only two unbuilt projects from the 1988 agreement.

After the release of the draft RTP and RTEP, the cost of electrification increased significantly due to the enlarged scope of the project. Caltrain staff included additional rolling stock and electrification of express tracks into the project. The added cost of these threatened the project's priority status with MTC. However, Caltrain staff also identified potential federal clean air funding, thereby maintaining the status of Track 1/ Tier 1 project.

BayRail Alliance believes that grassroots pressure played a critical role in MTC's decision to give priority to Caltrain upgrades. MTC's summary of the public comments received from around the Bay Area indicated an overwhelming number of comments in favor of the Transbay Terminal/Caltrain SF extension project. "Once again, the combined actions of lots of ordinary citizens, who took a few minutes to send an email, fill out a web form, or make a phone call, has provided us an extraordinary political victory," said BayRail executive director Margaret Okuzumi.



Staying on Track

SOT2002-1



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.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Email: _____

I can help by:

- 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 at: (650) 417-2571

CALENDAR OF EVENTS

BayRail Alliance General Meeting

March 11 - 6:30pm: Speaker: Gene Skoropowski, Amtrak's Capitol Corridor
 April 8 - 6:30pm: Speaker: Dan McNamara, Train Riders Association of California

Caltrain Joint Powers Board Meeting

March 7, April 4 - 10:00am

Caltrain Citizens Advisory Committee Meeting

March 20, April 17 - 6:00pm

Location for BayRail Alliance General Meetings:

Round Table Pizza,
 1225 El Camino Real, Menlo Park,
 near the Menlo Park Caltrain station

Location for Caltrain JPB and CAC meetings:

SamTrans administrative office,
 1250 San Carlos Avenue, San Carlos,
 one block west from San Carlos Caltrain station

Other events:

March 4: 4:00pm-6:00pm Caltrain Meeting on upcoming schedule change
 Locations: San Francisco Caltrain Station, SamTrans administrative office in San Carlos, and San Jose Diridon Station

March 4: Palo Alto City Council meeting on Palo Alto Caltrain Station.

March 5: Election Day

March 20: 9:30am California High Speed Rail Authority meeting
 Location: Hiram Johnson State Building Auditorium
 455 Golden Gate Avenue, San Francisco

March 23: 10:00am-1:30pm Bay Area Transportation and Land Use Coalition Summit
 Location: Laney College in Oakland, near Lake Merritt BART

March 28: 6:00pm-8:30pm Meeting of GoHSR, a high speed rail advocacy group
 Location: Sierra Club, 3rd floor, 85 2nd Street, San Francisco

March 30: Operation of a special steam excursion train on the Caltrain line

Meeting dates and topics are subjected to change without notice.
 For latest information, visit <http://www.bayrailalliance.org>.

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Executive Editor: Andy Chow

Copy Editor: Russell Reagan

Meetings on Caltrain Schedule Change

Caltrain is seeking input on proposed changes to its train timetable, which would take effect in May.

Caltrain proposes to adjust departure times on northbound morning Trains 23 through 29 and southbound evening Trains 76 through 86. Additionally, Caltrain is accepting comments regarding the temporary elimination of weekend service for the duration of Caltrain construction.

Drop-in meetings for riders to comment on the schedule changes will be held March 4 from 4 pm to 6 pm at San Francisco Caltrain Station, at SamTrans administrative office in San Carlos, and at San Jose Diridon Station.

Written comments are being accepted through March 11 and should be sent to Caltrain Operations Manager, P.O. Box 3006, San Carlos, CA 94070-1306. Comments also may be submitted to Caltrain at 1-800-660-4287 or 650-508-6448 (TDD only) or via e-mail: timetablecomments@caltrain.com.

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forwarding and address correction requested



BayRail Alliance, formerly Peninsula Rail 2000, is a 20-year old, all-volunteer, entirely member-supported transit group working to promote the creation of a modern rail network to serve the greater Bay Area region.

Our goals include: converting Caltrain from diesel to electric propulsion; increasing Caltrain frequency to at least once every ten minutes at peak times and every half-hour at off-peak times; extending Caltrain to downtown San Francisco and to the East Bay via the Dumbarton Rail Bridge; expanding ACE and Amtrak Capitol Corridor; and building the proposed high speed rail line connecting the Bay Area and Southern California.