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Davis signs High Speed Rail bond, voters will decide in 2004

On September 19, Governor Davis signed SB1856, an important step toward bringing high speed rail (HSR) to California. SB1856, a \$9.95 billion general obligation bond measure authored by Senator Jim Costa (D-Fresno), would cover half the cost of the 400-mile HSR starter line between San Francisco and Los Angeles. The measure will appear on the ballot in November 2004 and will require a simple majority vote to pass.

SB1856, the Safe, Reliable High-Speed Train Bond Act for the 21st Century, enjoyed strong support from both houses in the legislature. The Senate approved it 27-6, and the Assembly followed suit, in a 59-16 vote.

Of the bond proceeds generated under SB1856, \$9 billion would help fund the initial San Francisco-Los Angeles HSR line. In the event of a funding surplus for the initial system, any of the \$9 billion portion left over could fund extensions to Sacramento, Oakland, or San Diego. The remaining \$950 million in the package would fund other urban and intercity rail systems throughout the state.

When the bill was introduced in February, the plan included \$6 billion for an initial HSR line between San Jose and Los Angeles. Then, Senator Jackie Speier (D-Hillsborough) succeeded in adding \$3 billion to the bill, to fund the extension of the initial

[See **Bond**, page 7]

BayRail hosts "What Does High Speed Rail Mean for the Bay Area?"



(Above) Forum audience listens to a panel discussion moderated by BayRail executive director Margaret Okuzumi at San Jose State University Morris Dailey Auditorium. See Page 3 for the report. (Photo: Eyedin Zonobi)

Caltrain releases SF Downtown Extension/Transbay Terminal EIR

By Dan Krause

A significant milestone has been reached with the recent release of the Draft Environmental Impact Report (DEIR) for the Caltrain extension to a new Transbay Terminal. The project is one of BayRail Alliance's top transit priorities.

In 1997, a previous DEIR for the project was released to the public. However that year, Mayor Willie Brown opposed the project (he changed his position the following year) and it did not move forward. After voters approved Proposition H in 1999 and the concerned agencies completed the Transbay Terminal Study in 2000, the project again moved forward.

The present DEIR has been rewritten to reflect a new concept for the Transbay Terminal integrating regional bus and rail facilities. It also has added intensive transit-oriented development as a major component of the project.

The DEIR evaluates the entire project

by splitting it into three main components: 1) reconstruction the Transbay Terminal, 2) extension of Caltrain 1.3 miles from the current 4th and King station to the new Terminal, and 3) transit-oriented development that would occur around the new Terminal.

Reconstruction of the Transbay Terminal

The new Transbay Terminal, which would replace the existing terminal at the same location, is designed to accommodate Caltrain, the Baby Bullet trains, and future California High Speed Rail. In addition, the new Terminal would serve as a major hub for local and regional buses, including Muni, AC Transit, Golden Gate Transit, SamTrans, and Greyhound. To serve bus and rail patrons, the project includes substantial retail development on the concourse level of the Terminal.

The DEIR includes two alternatives for the design of the Terminal for consideration. In the "West Ramp" alternative, the existing

[See **DTX**, page 4]

From the Editor's Desk

The last few months were nonstop busy for many BayRail Alliance board members and volunteers. We successfully co-hosted the High Speed Rail Forum at San Jose State University. Putting together a forum of this size was quite a feat for a grassroots organization like BayRail Alliance. This forum presented representatives from the business, environmental, and labor constituencies along with key officials and transportation experts. The great majority of the audience feedback has been very positive.

This forum would not have happened without the dedication of many individuals, and I couldn't have thanked them more. Margaret Okuzumi, our executive director, played an important role by raising the necessary funds and securing speakers. Patrick Moore, BayRail member and Sierra Club Transportation Committee co-chair, helped us to promote the event and arranged for Senator Jim Costa to serve as the keynote speaker of the forum. Other key BayRail volunteers included Davis Fields, Sam Little, Francis Wong, Jim Stallman, John Carpenter, Ryan Hoover, and Steve Van Pelt.

We must not forget the contributions from our partner, Tau Delta Phi. Representatives from BayRail and Tau Delta Phi worked in collaboration to plan the forum from day one. Anne Moreno, the treasurer of Tau Delta Phi, helped with the refreshments and shared her valuable event-planning knowledge with the rest of the forum committee. Other key volunteers from Tau Delta Phi included Joseph Frankina, Jason Rogers, Will Solano, and Celeste Pezzolo.

Beyond the hosting organizations, I would like to thank Leslee Hamilton of Mineta Transportation Institute at San Jose State University, as well as the members of the SJSU chapter of Alpha Phi Omega. Finally, I would like to express my gratitude to our financial sponsors. They are Bombardier Transportation, DMJM+HARRIS, HDR, Parsons Brinckerhoff, Earthtech, IBI Group, Parsons Corporation, Talgo, the Mineta Transportation Institute, the Office of Supervisor Jim Beall, the Rail Passenger Association of California, Sierra Club California, and SJSU Associated Students [See **Editor**, page 6]

Fares set for BART extension to SFO

In August the boards at SamTrans and BART approved the operating plan and fare structure for BART's extension to Millbrae and SFO Airport. The extension was set to begin service in January 2003. However, once the extension opens to passengers, the free shuttle between Millbrae and SFO will cease to operate, and Caltrain riders will have to pay a \$1.50 BART fare to make the connection.

The adopted operating plan would extend BART's Pittsburg/Bay Point service to Millbrae and its Dublin/Pleasanton service to SFO. Also it would also establish a new BART shuttle service between SFO and Millbrae. By extending two core lines from Colma, both Millbrae and SFO stations will have a 15-minute frequency during weekdays and 20-minute frequency at night and on Sundays. On September 9, BART changed its schedule system-wide in preparation for these service extensions.

The fare structure approved by BART and SamTrans for the extension was based on BART's distance-based fare formula plus a \$1.00 surcharge to be collected by SamTrans for service within San Mateo County (from Daly City south). An additional \$1.50 surcharge will be added to all fares to and from SFO. However, the SamTrans board voted not to assess the \$1.00 SamTrans surcharge for travel between San Mateo

County BART stations and SFO, in the interest of encouraging transit use.

SamTrans staff have stated the end of a free Caltrain-SFO connection was a result from a comprehensive agreement made between the BART, SamTrans, and the Airport in the mid-90s. This agreement did specify potential free service for all passengers between SFO and Millbrae. However, it also allowed the Airport to impose a surcharge that would apply to all airport riders. SFO has opted to impose the \$1.50 surcharge to help pay for construction of the airport BART station located adjacent to the international terminal.

BayRail Alliance is presently advocating a timed connection between Caltrain and BART, as well as a "one ticket ride" for all riders (besides Translink users) making the Caltrain-SFO connection in either direction. This would to eliminate the inconvenience of the additional ticket purchase at Millbrae.

Examples of approved fares:

Millbrae-Montgomery: \$3.35
 SFO-Montgomery: \$4.75
 SFO-Pittsburg/Bay Point: \$6.90
 SFO-Colma: \$3.05
 SFO-Millbrae: \$1.50

Source: SamTrans 8/14 board packet

Caltrain capital projects update

North CTX

Since Caltrain suspended weekend train service in July, major construction has occurred in Millbrae and in San Francisco, as a part of the North CTX construction project. In Millbrae the southbound Caltrain platform is complete at the new BART/Caltrain station and old tracks have been replaced north of the new station.

In San Francisco construction crews have replaced tracks at the curve just south of the 4th and King station. The track replacement in the area is designed to accommodate a new grade crossing between Townsend Street and the existing 16th Street crossing.

South CTX

The project, to add passing tracks further south, was advertised for bids in late August and set November 12 as the bid

opening date. Caltrain expects to award bids at its December board meeting and to start construction next January.

South CTX includes the reconstruction of Lawrence station and the addition of two express tracks at the station. The construction also would install CTC signaling between Redwood City and Santa Clara.

Electrification

An internal draft of the electrification environmental impact report (EIR) has been released to the Federal Transit Administration (FTA) for review. Once FTA approves the document, it will be released for public review. This is expected to occur by the end of the year.

Caltrain staff has yet to determine exactly how to build the project. The baseline assumption has been the traditional method [See **Projects**, page 6]

Senator Costa speaks at 9/25 High Speed Rail Forum



(Above) California High Speed Rail Authority sets up a display in the lobby.

(Below) Forum volunteers welcome a guest at the entrance to the auditorium



On the early evening of September 25, ushers greeted students, officials, the media, and other members of the public as they entered the Morris Dailey Auditorium at San Jose State University to take part of a forum titled "What does High Speed Rail Mean for the Bay Area?" The forum was co-hosted by BayRail Alliance and Tau Delta Phi, an honor student organization at San Jose State University.

(Below) Caltrain vice-chair and Santa Clara City Council member John McLemore addresses the audience.



The forum began with a warm welcome by Joseph Frankina of Tau Delta Phi, Chief Ric Abeyta of SJSU, and San Jose Mayor Ron Gonzales. After the introduction, Dan Leavitt, deputy director of the California High Speed Rail Authority, presented the proposed high speed rail system. Afterwards, Caltrain JPB vice chair John McLemore and the keynote speaker, Senator Jim Costa, addressed the audience.



After a short break, the forum continued with a panel discussion over the prospects and impacts of the proposed high speed rail system. BayRail executive director Margaret Okuzumi also moderated a Q&A session with the panelists using questions submitted by the audience.



(Above left) Senator Jim Costa, the author of SB1856, is the keynote speaker of the forum.

(Left) Celeste Pezzolo, a volunteer, serves refreshments to the attendees.

(Above) Panelists, from left to right, are: Lucia Stewart of Bombardier Transportation, John Holtzclaw of Sierra Club, Steve Colman of San Jose State University, Catherine M. Tompkison-Graham of Silicon Valley Manufacturing Group, Neil Struthers of Santa Clara and San Benito Counties Building and Construction Trades Council, and Mehdi Morshed of California High Speed Rail Authority.

Comments are sought for the Caltrain

[DTX, from page 1]

loop ramp would be demolished and then replaced by a double-deck ramp from the Bay Bridge to the west side of the Terminal between 1st and 2nd Streets. Buses from the Bay Bridge would enter the top-level of the Terminal on the upper ramp. Once inside, the buses would then make a U-Turn within the Terminal structure and exit on the bottom ramp back to the bridge. Under this alternative, the land occupied by the eastern section of the loop ramp would be freed up.

The "Loop Ramp" alternative, on the other hand, would completely rebuild the loop ramps from the Bay Bridge in a configuration similar to the existing ramps. Buses would simply enter on the east ramp and exit the west ramp, passing through the Terminal, as is the practice today.

Caltrain Downtown Extension

The extension of Caltrain to downtown has been a priority for BayRail Alliance since the organization's inception as Peninsula Rail 2000 20 years ago. This exciting extension would begin with a new subway station adjacent to the current terminal under Townsend Street between 4th and 5th Streets. The project also includes reconstruction of surface tracks at the 4th and King station and a new train storage yard just to the west.

From the new subway station, the tracks would continue under Townsend Street and the curve northward to an alignment under 2nd Street. The subway could be constructed with either the cut-and-cover or tunneling method. In the DEIR, there are two alternatives for how the trains would enter the terminal.

Under the "2nd Street to Main" alternative, all tracks would curve east from 2nd Street and enter directly under the footprint of the new Terminal. There would be two trail tracks curving back south to go under Main Street.

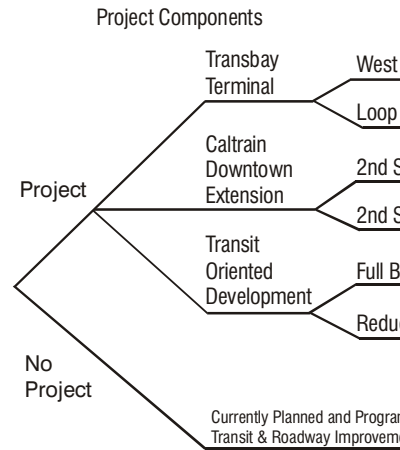
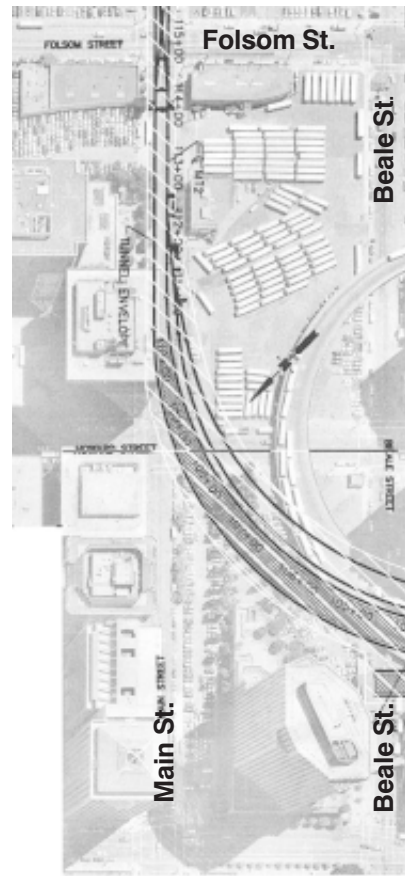
Under the "2nd Street to Mission" alternative, some trains would enter the Terminal directly under the footprint of the Terminal. They would use four stub-end tracks and two center platforms. In addition, there would be two tracks that split off at the west end of the Terminal going northeast toward Mission Street with two side platforms. The additional tracks would then extend east under Mission Street for four blocks almost to the Embarcadero, near the edge of the Bay.

Both of these alternatives include the option to build an underground pedestrian walkway along Fremont Street from the Transbay Terminal to the Embarcadero BART/Muni Metro Station. Also, in the future, the tail tracks could be extended to Oakland under San Francisco Bay.

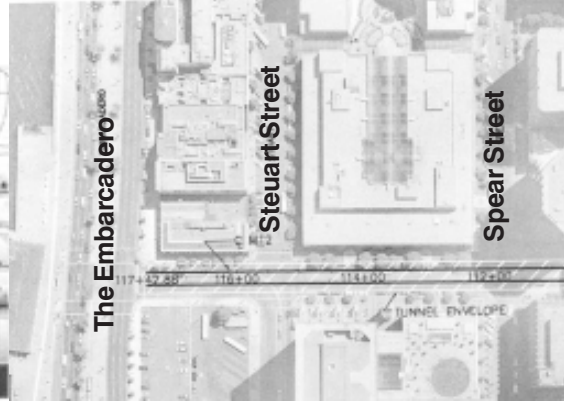
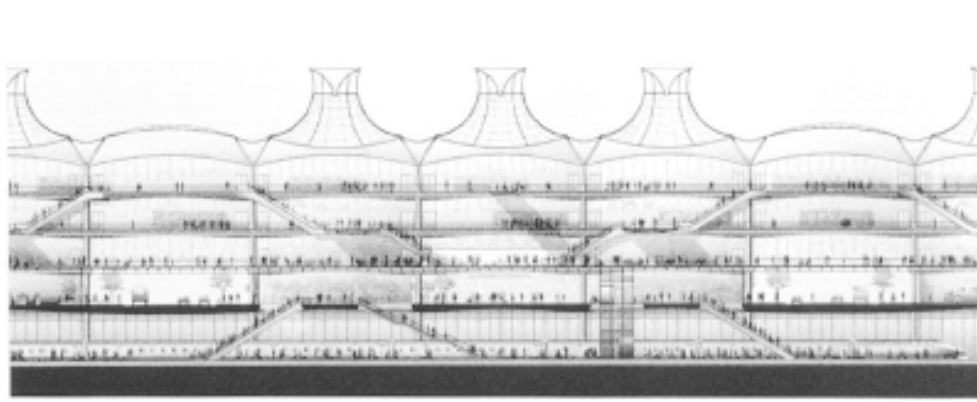
Transit-Oriented Development

The third component of the project is the creation of a Redevelopment Area, which would allow for a high-density transit-oriented development around the new Terminal. The development is essential because it would help pay for the first two components of the project.

The DEIR describes two alternatives for the intensity of development around the Terminal. The "Full Build-Out" alternative would include about 7.6 million square feet of mixed-use development, including space for offices, retail, a hotel, and 4,667 units



(Above) Decision chart of the project. Source: San Francisco Transbay Terminal



Caltrain Underground Platforms at Transbay Terminal

n Extension/Transbay Terminal DEIR

of housing.

The "Reduced Scope" alternate would not include any office development, reduce the size of the proposed hotel and retail spaces and reduce the number of housing units to 3,430. This would produce a total of about 4.7 million square feet of development.

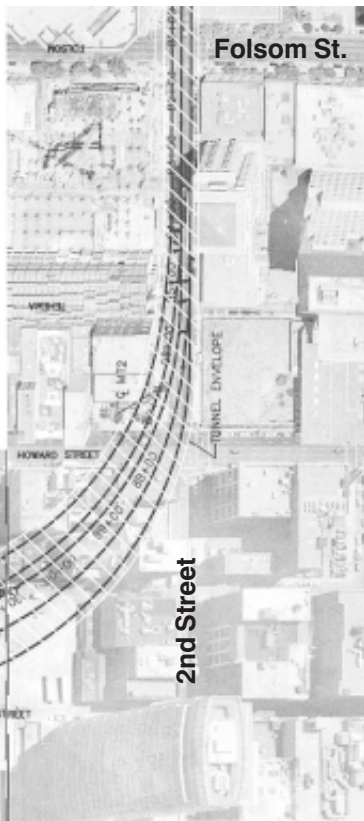
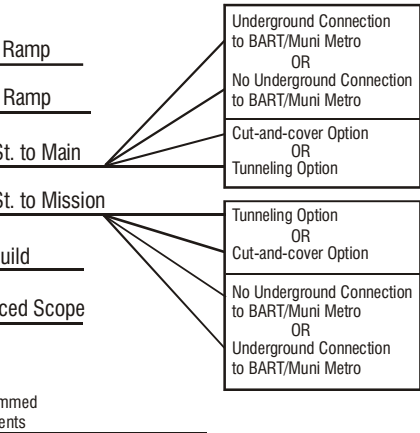
The BayRail Alliance Board of Directors is currently studying the alternatives of this essential project, and plans to comment on the document before the deadline on November 25. We encourage BayRail members to become involved in this process. The DEIR is available for viewing online at

<http://www.ci.sf.ca.us/tjpa/documents/drafeir.htm> and two public meetings about the project are scheduled for November 12 and 13.

Written comments from the public are due no later than November 25 and should be submitted to:

Paul E. Maltzer, Environmental Review Officer
 San Francisco Planning Department
 1660 Mission Street, Suite 500
 San Francisco, CA 94103

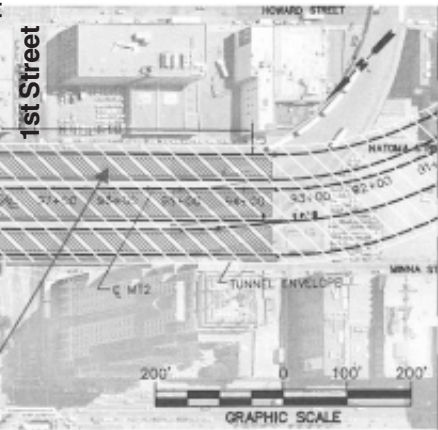
After the public comment period, the Caltrain Joint Powers Board and San Francisco plan to select a locally preferred alternative. The chosen alternative will then be studied in depth for the Final Environmental Impact Report.



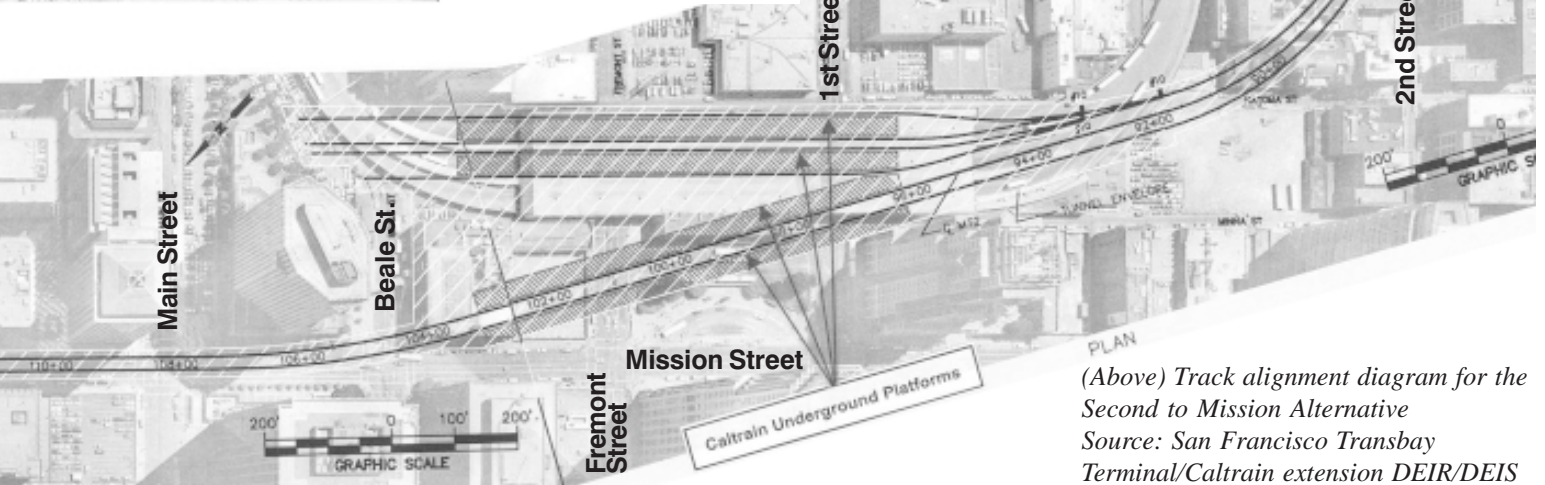
Dates and locations of Caltrain Extension/Transbay Terminal public hearings:

Date: Tuesday, November 12, 2002
 Time: 5:00 p.m.
 Place: City Hall – Legislative Chambers
 1 Dr. Carlton B. Goodlett Place
 San Francisco

Date: Wednesday, Nov. 13th, 2002
 Time: 7:00 pm (Open House starts at 6:30 pm)
 Place: 1250 San Carlos Avenue, 2nd Floor Auditorium
 San Carlos



(Left) Track alignment diagram for the Second to Main Alternative
 Source: San Francisco Transbay Terminal/Caltrain extension DEIR/DEIS



(Above) Track alignment diagram for the Second to Mission Alternative
 Source: San Francisco Transbay Terminal/Caltrain extension DEIR/DEIS

Capitol Corridor embarks on service expansion

On October 27, Amtrak's Capitol Corridor added an additional round trip between Oakland and Sacramento. This brings the total up to 10 weekday round trips. The Capitol Corridor also has embarked on a capital improvement program to enhance service between Oakland and San Jose.

This service increase contrasts with service reductions resulting from the economic slump at other local transit agencies. While uncertainties loom over the future of Amtrak, the Capitol Corridor is enjoying increasing ridership and state funding. Amtrak officials have cited the Capitol Corridor as a

model for new state/Amtrak partnerships for intercity rail service. Regarding the Capitol Corridor, Amtrak president David Gunn recently remarked, "You're doing it right. It's an example that should be followed by the rest of the country."

Capitol Corridor service is currently limited to four round trips between Oakland and San Jose on weekdays. To increase service, Amtrak recently began a series of improvements between the East Bay and San Jose. A new station will be constructed near the existing Coliseum/Oakland Airport BART station, where Amtrak passengers will be able to board the AirBART shuttle to reach the Oakland Airport. The improvement program also includes a new platform at Fremont Centerville station, as well as an additional track between Santa Clara and San Jose. Amtrak hopes to add at least three new round trips to San Jose as a result of these improvements.

From the Editor's Desk

[Editor, from page 2]

Transportation Solutions.

The forum has achieved our common goal to educate members of the public about the proposed high speed rail system in California, and it provided an environment for dialogue between the decision makers and the public. Thank you for all of the support.

VTA Electrification Funding

During the summer, while our minds were focusing on the high speed rail forum, suddenly an urgent item came up that required our immediate attention. VTA threatened to cut funding from the Caltrain electrification project due to their budget problems.

Fortunately, that problem has been resolved, at least for now. John McLemore, a Santa Clara County representative on the Caltrain board and MTC, helped set up an alternative funding arrangement using the "RABA" fund allocated by MTC. The RABA fund, totaling \$12 million, should help fund the necessary engineering and environmental clearance work for the next two years in preparation for construction. When the proposal was presented to the Caltrain JPB at its July meeting, Manuel Valerio from Sunnyvale was the lone JPB member voting against the funding arrangement. He argued that VTA had other priorities. Valerio's opposition to electrification did not surprise us. Nonetheless we were dismayed by his lack of support for a project that would result in faster trains and cleaner air for his constituents.

Level boarding

One passenger-pleasing feature that is lacking from the Caltrain system, unlike other systems such as BART, Muni Metro, and even VTA light rail, is level boarding. With level boarding, passengers no longer would have to negotiate steps and wheelchair users would just roll in and out of the rail cars. Level boarding not only would help the disabled,

but also speed up train service by cutting dwell time, the time needed for boarding and off-boarding at stations.

Providing level boarding is an important investment. Even if Caltrain raised its acceleration and maximum speed significantly, all that time savings could be offset by the time needed to use the lift to enable one wheelchair user to board.

How to achieve level boarding? Conventional rail systems on the East Coast have provided level boarding with high level platforms for decades. In California however, the Public Utilities Commission (PUC) placed a general order to require a greater setback for any structure over eight inches above the track, thus forbidding the use of high platforms like those on East Coast railroads. The general order was issued to protect freight rail workers who could be riding on the sides of freight cars.

We learned from discussion with PUC rail officials at our October general meeting that citizens can apply for a waiver of the general order if the proposed change does not compromise safety, the major concern of the PUC. The application process could go faster if no involved party raises any objection. Therefore it seems that level boarding is a worthwhile goal for BayRail to pursue in light of the significant benefits it provides.

The key question before proceeding is how high the platform should be, and what special arrangements should be made to handle non-standard rail cars. The single deck cars, galleries, new Baby Bullet cars, and the California cars all have different floor height. If you build the platform too high then it cannot serve some trains. If it is too low then some trains will not have level boarding. It is something that needs to be examined before going to the PUC, because I doubt that PUC will issue a blanket waiver.

--Andy Chow

Caltrain capital projects update

[Projects, from page 2]

to design and build the project separately, but Caltrain Executive Director Mike Scanlon recently stated that Caltrain is considering design-build and perhaps design-build-operate-maintain. These would integrate the various project phases for potential cost savings.

Baby Bullet Cars

As we reported in the last Staying On Track, the first five of the Baby Bullet cars have finally gone into service. For the three days when San Francisco hosted the World Series, the new cars were operated as a special baseball train serving those games. The new railcars received positive reviews by passengers for their smooth rides and low-floor access.

After the World Series, the new train has continued to operate daily on a midday round trip. Currently the cab car of the new train can carry only 16 bicycles. Caltrain staff plans to add another bike car adjacent to the cab car to increase the capacity to 32 bikes. Caltrain intends to use the baby bullet cars for regular service until the bypass tracks are built and express service begins in 2004.

New bus service offers access from Monterey County to Caltrain

On September 6, Monterey Salinas Transit (MST) introduced new weekday express bus service to Caltrain, offering commuters from the Monterey area a car free commute into the Bay Area. In addition, travelers from the Bay Area can take advantage of the new bus service for an overnight getaway in Monterey.

The express bus service, called Caltrain Fast Track, includes two routes serving Monterey and Salinas. Route 25 starts from the Monterey Transit Plaza, with stops in Marina, Castroville, and Prunedale. Route 26 starts from the Salinas Transit Center, with stops in the Northridge Center and Prunedale. From Prunedale, both routes continue north to Gilroy Caltrain station, where the bus trips in the morning and evening are time-connected with Caltrain departures and arrivals.

Caltrain Fast Track express bus service is considered by many to be the first step to extend rail service to Monterey County.

Currently the Transportation Agency for Monterey County (TAMC) is studying the Caltrain extension to Salinas as well as a new intercity rail service between San Francisco and Monterey. While the Caltrain extension is primarily targeted to serve Monterey County commuters heading to the Silicon Valley, the new intercity rail service would serve visitors between San Francisco and Monterey, both popular tourist destinations. In 1999, TAMC and Amtrak ran a demonstration train from San Francisco to Fort Ord near Monterey using tilting rail cars made by Talgo.

TAMC recently held meetings with Union Pacific officials to discuss trackage rights as well as the purchase of the Monterey branch line between Fort Ord and Castroville for the proposed intercity rail service. TAMC plans to initiate two weekday roundtrips for the Caltrain extension in 2005, as well as two weekday roundtrips and three weekend roundtrips for the SF-Monterey intercity train service in 2006.

Voters will decide on High Speed Rail bond in 2004

[Bond, from page 1] system from San Jose to San Francisco via the Caltrain line. The bill also specified the Transbay Terminal as the San Francisco terminus of the system. Days before approval by the legislature, the additional \$950 million for other rail systems was added to the package.

If the voters approve the HSR bond in 2004, the California High Speed Rail Authority still must secure additional matching funds from federal and local sources before any construction can begin. SB1856 contains a restriction that funds from the bond measure cannot pay more than half of the construction costs of the system. As soon as the project is fully funded, the High Speed Rail Authority estimates that the initial system could start carrying passengers in ten years.



Staying on Track

SOT2002-4



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

November 18 - 6:30pm: Speaker: Forrest Williams, Chair of ACE
 December 9 - 6:30pm: Topic: to be announced

Caltrain Joint Powers Board Meeting

December 5 - 10:00am

Caltrain Citizens Advisory Committee Meeting

November 20, December 18 - 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:

November 12: 5:00pm Caltrain Downtown Extension/Transbay Terminal public meeting
 Location: City Hall - Legislative Chambers
 1 Dr. Carlton B. Goodlett Place, San Francisco
 November 13: 6:30pm Caltrain Downtown Extension/Transbay Terminal public meeting
 Location: 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos
 November 30, December 1: Caltrain "Train for Tots" holiday train
 Meeting dates, topics, and locations are subject to change without notice.
 For latest information, visit <http://www.bayrailalliance.org>.

Staying on Track

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Submissions:

We welcome submissions via email. Please include your name and phone number, and send your submissions to ac-netj@altavista.net. We especially encourage submissions that include information on what interested readers can do and any photographs or other graphics.

Meeting date changed!

New date: November 18

BayRail Alliance General Meeting
Speaker: Forrest Williams, chair of ACE

The Honorable Forrest Williams, a San Jose Councilperson representing District 2 (Santa Teresa/Edenvale area), is the chair of the Altamont Commuter Express Joint Powers Authority. In addition, he is a member of the Capitol Corridor JPB, the Santa Clara VTA Board, and the VTA Caltrain Policy Advisory Board. Mr. Williams is also the chair of San Jose's Economic Development and Environment Committee.

San Mateo County Transportation Authority Citizens Advisory Committee has openings

We strongly encourage you to apply if have time and interest. All applicants must be residents of San Mateo County. Applications are available on the Internet at <http://www.smcta.com>.

BayRail Alliance Board of Directors:

John Tseng (President)
 Andy Chow (Vice president)
 Sylvia Gregory
 Daniel Krause (Treasurer)
 Russell Reagan (Secretary)
 Paul Wendt

Executive Director:

Margaret Okuzumi



3921 East Bayshore Road
Palo Alto, CA 94303

e-mail: info@bayrailalliance.org
<http://www.bayrailalliance.org>

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.