



JPB Board of Directors  
Meeting of December 5, 2019

(November 7, 2019 Meeting Cancelled)

Correspondence as of October 18, 2019

#    Subject

1.    Bay Area Transportation Working Group Newsletter 10/10/2019
2.    Caltrain Fully Elevated Grade Separations (FEGS): Save \$11B,  
Attractive, Better SF Stations

**From:** [Bay Area Transportation Working Group](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** [RESENDING] BATWG Newsletter - October 2019  
**Date:** Tuesday, October 15, 2019 1:45:59 PM

View this email in your browser



---

## BATWG Newsletter

### Issue No. 18, October 10, 2019

**The Bay Area Transportation Working Group (BATWG)** is an all volunteer organization formed in 2012 to keep up with and respond to ongoing Bay Area transportation issues and events. Our primary objective is to find ways of easing regional traffic congestion by improving the reliability and general appeal of the Region's passenger rail and bus systems. BATWG is dedicated to working with like-minded groups to bring about these needed changes. To learn more about BATWG, please go to [www.batwgblog.com](http://www.batwgblog.com).

**Save the Date:** BATWG meetings occur on the third Thursday of the month from 10 a.m. to noon. The next meeting will be on Thursday, **October 17, 2019**. You may participate either in person or by telephone. To receive our meeting Agendas please contact us at [BATWGNewsletter@gmail.com](mailto:BATWGNewsletter@gmail.com).

### Donate Online

Joining or donating to BATWG is easier than ever! Just open the BATWG website, [www.batwgblog.com](http://www.batwgblog.com), find the donate button and follow the on-line instructions. If you have any trouble let us know.

---

## NO on AB 1487 Coalition Letter to Governor Newsom

October 10, 2019

**NO on AB 1487 COALITION**  
c/o Law Offices of Jason A. Bezis  
3661-B Mosswood Drive Lafayette, CA 94549-3509  
(925) 708-7073 [Bezis4Law@gmail.com](mailto:Bezis4Law@gmail.com)

September 25, 2019

The Honorable Gavin Newsom  
Governor of California  
1303 10th Street, Suite 11 73  
Sacramento, CA 95814

**Re: Recommendation to Veto AB 1487 with Message to Legislature to First Enact Reforms of MTC**

Dear Governor Newsom:

This office represents a coalition of organizations, including the Bay Area Transportation Working Group (BATWG), which urge you to veto AB 1487 with a message to the Legislature to investigate the structure, activities and effectiveness of the Metropolitan Transportation Commission (MTC) and to enact necessary reforms of MTC first. MTC is ill-suited to govern a "Housing Finance Authority."

AB1487 would give significant new power and taxing authority to a "Transportation Commission" that is not qualified to handle housing. Every four years, the eighteen voting MTC commissioners are "selected for their special familiarity with the problems and issues in the field of transportation." Government Code §66504. The new four-year term began in February 2019. The selection process did not include 'housing.'

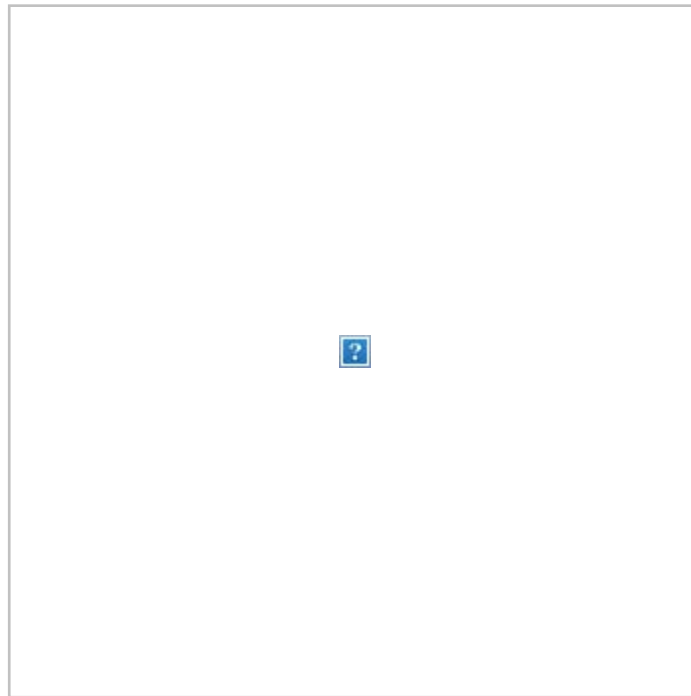
The MTC commissioner selection process is opaque and undemocratic. Our coalition found legal irregularities in seven of the Bay Area's nine counties in the 2018-19 selection process. In many cases, commissioners were appointed with literally nothing in writing: no application, no statement of qualifications, not even an e-mail requesting appointment. The Brown Act violations are too numerous to discuss herein. MTC sent letters to many jurisdictions that explicitly asked them to re-appoint the incumbent. In one case, a 32-year incumbent was re-appointed to another four-year term during a six-minute "special meeting" held in the backroom of an Italian restaurant four days before the November election.

Click [here](#) to read more.

---

**Getting Serious about the Market Street Subway**

October 10, 2019



*New York subway train*

As has been pointed out before in these pages, the Muni level of the Market Street subway is currently operating at less than half its peak-period passenger-carrying capacity. This is because 20 years ago, instead of coupling the one and two-car trains operating along the Avenues (namely the K, L, M, J, N trains) into longer trains suitable for subway operation, the Muni gave up on the coupling. So now it operates one and two car trains in the subway as well as on the Avenues, therefore sending many fewer LRV's through the tunnel than needed during peak commute periods.

In an attempt to counteract the resulting overcrowding, the SFMTA tries to push as many of its short "trains" into and through the subway as possible. This has not worked. Continue [reading](#).

---

## **Valley Link Political Juggernaut**

September 10, 2019

Valley Link seems to be advancing quickly, once again proving that political push seldom relates to validity and cost effectiveness.

Valley Link is a train project and, provided they make sense, BATWG normally supports train projects. In this case, a new, partially single-tracked passenger rail line would extend from BART's existing East Dublin Station eastward through the Alameda Hills to Mantro in San Joaquin County, a distance of 40 miles. The line would be built to standard U.S. mainline specifications and require a projected \$26.7 billion to operate. Its proponents project that, as a result of Valley Link, BART's ridership would increase by 3.8 million riders a day by 2040. Given the already jammed peak-period conditions in the central part of the BART system, even this tiny increase would not be not good news for BART riders.

*More Mobility for Everyone?*



Nor would Valley Link be of much use to the unhappy auto-commuters habitually bogged down with I-580 traffic which, according to Caltrans was, as of 2016, already buffered with a staggering 214,000 trips a day in both directions. Moreover, that number has significantly increased since 2009 and is projected to reach at least 350,000 trips a day by 2040. The Valley Link promoters say their project would attract 28,100 riders a day by 2040. The very small number of commuters who would switch from auto to rail would have little if any discernible effect on I-580 traffic. Given the Bay Area's current approach to its regional transportation problems, I-580 users can look forward to increasingly oppressive I-580 backups far into the future. Continue reading [here](#).

---

**Read the latest BTWG posts [here](#)**

---

**Join or Donate Today**

BATWG's annual membership fee is \$20 a year. To join, please either come to a meeting or mail a check made out to BATWG to [3001 Ashbrook Court, Oakland, CA 94601](#). Contributions in any amount are gratefully accepted.

Click to [edit Email Preferences](#) or [Unsubscribe](#) from this list.

BATWG  
Oakland  
3001 Ashbrook Court  
Oakland, CA 94601 - US



**From:** [mike@mikeforster.us](mailto:mike@mikeforster.us)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [mike@mikeforster.us](mailto:mike@mikeforster.us)  
**Subject:** Caltrain Fully Elevated Grade Separations (FEGS): Save \$11B, Attractive, Better SF Stations  
**Date:** Wednesday, October 16, 2019 10:41:35 AM  
**Attachments:** [Caltrain FEGS - Mike Forster - v2.1 2019 10 14.pdf](#)  
**Importance:** High

---

Caltrain Fully Elevated Grade Separations: Save \$11B, Attractive, Better SF Stations  
Mike Forster - [www.mikeforster.us](http://www.mikeforster.us) [mike@mikeforster.us](mailto:mike@mikeforster.us) Version 2.1 - October 2019

[Author's Note:

The previous document, Caltrain 2.0 - Elevated v1, presented an idealistic description of what could have been.

This Caltrain Fully Elevated Grade Separations (FEGS) v2.1 is a more practical approach that makes fuller use of the latest Caltrain estimates, and builds upon and fits into the infrastructure that exists: many miles already grade-separated crossing and existing roadway overpasses.]

=====

October 16, 2019

- Board of Directors, Peninsula Corridor Joint Powers Board

- Board Members:

- Implementing fully elevated grade separations (FEGS) for Caltrain could accomplish the benefits listed below. Please see the attachment or visit [www.mikeforster.us](http://www.mikeforster.us) for a white paper detailing the analysis supporting these benefits.

- Thank you.

- Mike Forster, Palo Alto, [mike@mikeforster.us](mailto:mike@mikeforster.us), 650 464 9425  
SPUR Member

=====

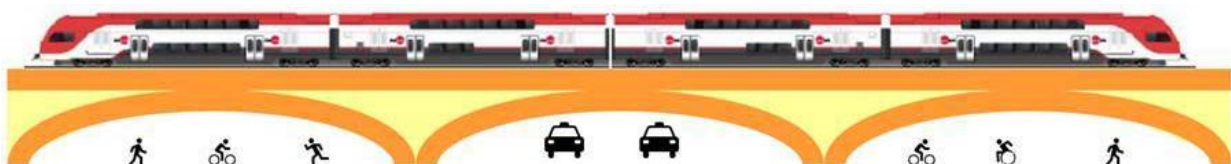


Figure 1: Electrified Caltrain fully elevated over roadways and a pedestrian-bike pathway. Caltrain Stadler Kiss image from Caltrain: <https://twitter.com/caltrain/status/870330342820823041>; viaduct image by Mike Forster

- 1 **Total Cost: \$12.7B and completed within 2 years.**  
Saving more than \$11B over \$24.6B current estimates including underground DTX.
- 2 **Attractive elevated grade separations** in sections from Gilroy to SF.

Including support for freight and nostalgic / holiday traffic.

- 3 **Better service to high traffic stations** along 3rd and 2nd Streets in San Francisco: Bayview, Arena / UCSF, Giants Park, and Montgomery BART / STC.
- 4 **14+ miles of pedestrian-bike pathway and park** under the elevated tracks.
- 5 **Enhances resilience against rising sea levels.**
- 6 **A 21st century showcase of American infrastructure success.**
- 7 **Conclusion: Caltrain FECS - A Better Approach than Lowering Roadways.**

Appendix 1: **Construction Cost Basis - No More Than \$50M per mile**

Appendix 2: **Attractive Elevated Railway Viaducts**