

include somewhere in the range of \$200 million a year in direct subsidy to the regional agencies for facilities and capacity that are of no use to Amtrak.) Bring SEPTA's and NJT's track rents up to true market rates and the train congestion will abate in a big hurry. And to the extent that Amtrak itself contributes to train congestion, it is largely its own operating practices that are responsible. Amtrak does not need to send four or more short (5-6 car), more than half-empty, NEC trains up the corridor in peak hours when two longer (10-car) trains would suffice, and STILL have sub-50% load factors...

[2013 Steel Wheels Conference, October 5th](#)



2013 Steel Wheels Conference Joint RailPAC-NARP members meeting

Saturday, October 5, 2013
Port of San Francisco Community Room
Pier 40 • Embarcadero, San Francisco

10:30 am-3:00 pm with a break for lunch (*not provided*)

Doors Open 10:00 am

RailPAC members business meeting 3:00 pm

2013 Conference Program Includes

High Speed Rail – Dan Richard, CHSRA

Northern California Regional Rail – Dan Leavitt, SJVJPA

Caltrain Modernization – Marian Lee, PCJPB

Amtrak and the National Network – Robert Stewart, Chairman, NARP

[Orange County Transportation Authority gets the LOSSAN Administration Contract](#)

By Noel T. Braymer

The three agencies competing for the contract were MTS, the San Diego Metropolitan Transit System which operates the San Diego Trolley Light Rail service,... OCTA, or Orange County Transportation Authority controls almost all road construction, ...as well as ownership of non-BNSF LOSSAN trackage in Orange County. The third agency was LA Metro which like OCTA controls both road and railroad construction in Los Angeles...

[Community Leaders Rally Support for Caltrain](#)

August 23, 2013

A broad coalition of the region's most prominent elected officials and community leaders is rallying in support of Caltrain's \$20 million request for federal funding to help electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of the Peninsula commuter rail service.

[Caltrain broken down in South SF](#)

KTVU Aug 23, 2013

A Caltrain has broken down at the South San Francisco station and trains are being single-tracked around

it, a spokeswoman said Friday evening. The rail commission owns and operates the Altamont Corridor Express train connecting Stockton to San Jose.

[ACE train operator on endangered funding list](#)

Stockton Record- Aug 22, 2013

STOCKTON - The San Joaquin Regional Rail Commission is one of 15 transit agencies under review by Moody's Investors Services for a possible downgrade in its credit rating.

[Labor Day travel projected to hit five-year high](#)

latimes.com Aug 20, 2013

The motor travel organization, in its annual outlook, projected that 34.1 million Americans will take trips of 50 miles or more from home during the upcoming holiday period. That is up 4.2% from a year ago, with travel by both car and air rising.

Again I ask, where is the expanded holiday service using equipment which will be idle because many people will not be working on Monday? People travel for more reasons besides commuting!
NB

[As Union Station makes changes, will they consider the people who use it?](#)

LA.STREETSBLOG.ORG Aug 21, 2013

On rather short notice, approximately one week ago, Los Angeles Metro announced major changes to the way Union Station will be allowed to be used during the overnight hours of 1am to 4am.

[Plan to Convert Roads to Gravel Begins Despite Pushback](#)

Texas Tribune-Aug 20, 2013

The sharp increase in heavy traffic from a historic oil boom has damaged many farm-to-market roads in South and East Texas. The damage related to energy development has become so extensive that state and local authorities lack the funding to make all the repairs. Last month, the Texas Department of Transportation announced plans to convert more than 80 miles of paved roads to gravel...

Efforts to increase taxes on the companies that are profiting from the energy boom to cover the road repair costs failed to gain traction. TxDOT said repairing and maintaining the oil field roads into the future will cost about \$1 billion a year in additional funding. emphasis added NB

[Exclusive: Goldman Sachs' inside track on the US oil-by-rail boom](#)

Reuters-Aug 20, 2013

Through a previously unreported minority investment in a small, privately held Texas-based firm called U.S. Development Group (USD) in 2007, Goldman Sachs has played a leading role in financing the expansion of nearly a dozen specialized terminals that can quickly load and unload massive, mile-long trains carrying crude oil and ethanol across the United States.

[Are Natural Gas Market Fundamentals About to Change?](#)

The Motley Fool Aug 20, 2013

Unconventional, or shale, natural gas production has driven the market to a position of oversupply in recent years. US shale gas production increased sixfold to 265 billion cubic meters last year from 75 billion in 2007. Five years after hitting a low of roughly \$2.00 per mcf in 2008, natural gas prices are still weak, trading at approximately \$3.50.

Some experts say that there are signs that this production boom will slow down and that natural gas prices are preparing to rise. Let's explore two items that help back this case. Both relate to the supply side of the market.

- 1) The decline rate (rate at which a well's production declines) on unconventional wells is very steep.
- 2) Shale reserve estimates are being reduced.