

Priced out of much of Los Angeles, young professionals are zeroing on several neighborhoods around USC and to the west, as the expanding Expo light rail line delivers new residents to the area. Communities such as Jefferson Park, Leimert Park and West Adams are attracting buyers — and investors — seeking their relative affordability, location between the Westside and downtown Los Angeles,

[BART bus service starts Thursday](#)

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Starting Thursday Manteca commuters can catch a bus connecting with BART service in Dublin at the Manteca Transit Station.



To reduce pedestrian congestion at LAUS, the last gates and the arrivals/departure board has been removed from the Waiting Room side of the tunnel to the platforms. Photo by Noel T. Braymer

We Get Emails

Re: Pets on Amtrak

Some members of a dog-owning group I belong to would like to make positive comments about allowing dogs on Amtrak. I too would like the option to bring my dogs with me on Amtrak.

Who could they best direct their comments to?

Axel Vogt

This project is limited to one train so far, which includes a fee to allow you to put your pet under your seat in a cage. Many transit agencies allow pets as long as the pet is caged and in your procession, for no extra. Amtrak is being dragged into this unwillingly. Service animals are a different question since it is against the law to restrict their use in public. What makes this

complicated is there are no regulations over what is a service animal and no authority regulates service animals. You can't even question a person if they claim their animal is a service animal by law. My suggestion would be to contact members of Congress to express your support of these efforts. Amtrak listens to the people who controls their funding. NB

Re: Dumbarton Rail Bridge Support

The Alameda County Measure B sales tax measure would have raised \$8 billion over a 30 year period. The measure included several highly controversial provisions including one that would have caused the added 1/2 cent transportation sales tax to remain in effect in "perpetuity". Moreover, the total amount of Measure B money allocated to the Dumbarton Rail Project was only \$120 million. I doubt that even the Director of MTC would seriously contend that a 1.5% allocation to the Dumbarton project was the cause of the measure's failure to pass.

One other thought. You suggest that the Bay Rail Alliance blamed the loss of Dumbarton Rail on the failure of Alameda County Measure B-1 to pass. If so they had it wrong. Since the Dumbarton Rail line would benefit San Francisco County, San Mateo County and San Joaquin County as well as Alameda County, it is clearly a regional project. Despite this, MTC....being MTC.....sees no need to sponsor it. A strong regional body would have become the sponsor of the project and subsequently sought appropriate contributions from the benefiting counties, as well as from the State and federal governments. MTC did not do this.

It is neither logical or appropriate to cite the 2012 defeat of Alameda County Measure B-1 with its 1.5% funding allocation to Dumbarton Rail as the reason for pushing that vital project onto the back burner. The responsibility for the extensive delay, or perhaps demise, of Dumbarton Rail falls squarely on MTC and only on MTC.

Jerry Cauthen

Opinions expressed in this newsletter are those of the authors and not necessarily those of the Rail Passenger Association of California.

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You can send your comments to me at nbraymer@railpac.org

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For information about RailPAC, contact the Membership Office

Write:

Rail Passenger Association of California

1017 L Street, PMB-217

Sacramento, CA95814-3805

Email us at info@railpac.org