

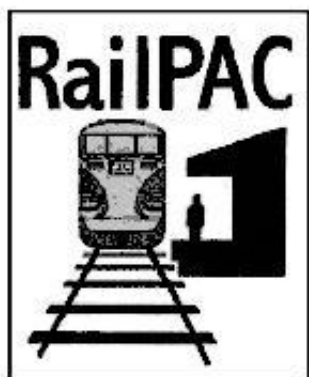
Subject: LAUS run-through tracks by 2020! More passenger train for Florida,Expanded Pictures of the Month!
From: Rail Passenger Association of California (noelnoelt@cox.net)
To: ntbraymer@yahoo.com;
Date: Monday, June 2, 2014 9:30 AM

RailPAC Weekly E-Newsletter for June 2, 2014

Edited by Noel T. Braymer

Feel free to forward copies of this E-Newsletter to your friends or someone who can use this information.

If you would like to subscribe to the E-Newsletter just send me your name and email address to nbraymer@railpac.org



Rail Passenger Association of California
www.railpac.org
Traffic? Gas Pains? We need more Trains!



Wetlands: this is the view from the train of the Los Peñasquitos Lagoon which the trains tracks goes through between Del Mar and Sorrento Valley in San Diego. There are plans to soon replace 4 old wooden trestle rail bridges through the Lagoon with concrete bridges which will be built higher and better able to cope with flooding. There are no plans to double track in this sensitive environmental area. This will wait until a double tracked tunnel through Del Mar can also be built. Photo by Noel T. Braymer

[Union Station to get \\$350 million in track upgrades](#)

Los Angeles Times-May 27, 2014

The Southern California Regional Interconnector Project is designed to benefit travelers by installing four sections of track that will enable Amtrak and Metrolink trains to run straight through the terminal, eliminating the 15 to 20 minutes it now takes to enter and exit the station at its lone north entrance. All tracks now dead-end in the terminal area....

Metro officials say the project will result in flexible scheduling, the addition of express service, lower costs for railroads, and additional track for storing engines and cars closer to the terminal....

Construction is scheduled to begin in 2017 and be completed in late 2019 or early 2020....

"This will be a game changer for intercity and regional rail in Southern California," said Paul Dyson, chairman of the Burbank Transportation Commission and president of the Rail Passenger Assn. of California and Nevada, a nonprofit advocacy organization. "The good news is that it makes better use of existing rail cars and locomotives, train crew hours and fuel, lowering the operating costs of both Metrolink and Amtrak."

[Reflections on Union Station: an essay by William D. Estrada](#)

The Source May 27, 2014

Los Angeles Union Station: A Portal Through Time

The Union Station site is located in the oldest and most historic section of the city, adjacent to the Old

Plaza and the Los Angeles River. It is also within close proximity to the site of the ancient Tongva/Gabrieleño Native American village, which informed Governor Felipe de Neve's decision to locate the pueblo in 1781.

[Valley rail supporters discuss more trains, more stations](#)

Fresno Bee-May 27, 2014

But here's some of what might happen when the Authority gets power and experience:

One, and possibly two, additional daily trains could be added to the San Joaquin corridor. There now are six daily trains.

Fresno might get its first train that starts the day here.

There might be new stops in places such as Berkeley and Elk Grove -- and north Fresno, if the demand is there.

New locomotives and bi-level passenger cars will be bought.

Transit-oriented development will be encouraged around stations.

Some place in the Valley could get a maintenance yard and the good jobs that go with it.

[Caught on camera: Train slams into semi-truck near Chowchilla](#)

KFSN-TV-May 26, 2014

The collision happened shortly before 5 p.m. on Vista Avenue near Highway 99. The nearly mile-long Union Pacific train was carrying hundreds of military vehicles, mostly Stryker armored personnel carriers. Labels on the vehicles indicated they were being shipped from Ft. Lewis, Washington, to Fort Irwin, California, in the Mojave Desert.

[Philadelphia 30th Street Station redevelopment planning under way](#)

RailwayAge Magazine - May 29, 2014

“With master planning efforts currently being advanced in Washington, DC, Baltimore, New York, Chicago, and now Philadelphia, Amtrak is poised to turn congested and tired rail stations into the centerpieces of thriving urban neighborhoods that appeal to the millennial and baby boomer generations. As these populations continue to flock to cities to live, work, and play, they are demanding walkable communities with vibrant arts and cultural institutions and access to transportation hubs such as 30th Street Station.”

[Time to support Amtrak's Gateway solution](#)

NJBIZ-May 29, 2014

Why is this an issue for New Jersey businesses? Besides the fact that tunnel-related delays spill into major New Jersey employment centers such as Jersey City and Newark, the state won't be able to call itself a bedroom community for those high-powered Manhattan office jobs if the only way in is an exorbitantly high toll to cross the George Washington Bridge. Those residents help fuel plenty of other jobs in a variety of service industries, which doesn't seem like much, unless you consider the state's bleak jobs picture.

So why is Amtrak involved in this local matter? Shouldn't this be a job for the New York/New Jersey Port Authority? NB

[Sen. Inhofe backs Heartland Flyer extension](#)

RailwayAge Magazine-May 27, 2014

Oklahoma's senior U.S. Senator, James Inhofe, has endorsed a proposal to extend Amtrak's Heartland Flyer north of Oklahoma City into Kansas, to connect with Amtrak's long-distance Southwest Chief.

[Indiana marks start of \\$71 million upgrade to freight, Amtrak lines](#)

Progressive Rail Roding- May 30, 2014

The project calls for improving track at seven locations on NS' Chicago Line and one on Amtrak's Michigan Line. NS will install universal crossovers at five locations and construct a third mainline track at three locations, according to an Indiana Department of Transportation press release.

[Americans' Car Ownership, Driving In Steep Decline](#)

Huffington Post-May 31, 2014

After rising almost continuously since World War II, driving by U.S. households has declined nearly 10 percent since 2004, with a start before the Great Recession suggesting economics is not the only cause. "There's something more fundamental going on," says Michael Sivak of the University of Michigan Transportation Research Institute.

[RailPAC member rides the Silver Star](#)

Trip Report and PHOTOS by Anthony Lee, RailPAC Associate Director

After spending a couple of days at the Magic Kingdom and Epcot Center at Disney World as well as Universal Studios Florida in Orlando, I decided to take the Amtrak's Silver Service Silver Star instead of driving home. This is my first time riding the Silver Star; I have ridden the Silver Meteor several times. Before proceeding to the Amtrak/Sun Rail Station in Orlando I had breakfast at the world largest McDonald's Restaurant which has a bowling alley.

[All Aboard Florida unveils new details about service](#)

Local 10-May 28, 2014

Video News Story

A private company is stepping up to provide a service the government could not -- an express passenger train from Miami to Orlando.

[Miami-Orlando train executives unveil plans for massive downtown ...](#)

MiamiHerald.com-May 28, 2014

All Aboard Florida revealed plans Wednesday for the flagship station of its proposed cross-state passenger-train service, a shimmering, four-block-long labyrinth of shops, restaurant, offices and, oh yes, tracks, perched on a floating platform in downtown Miami.

[Miami airport transit hub on the way to bringing planes, trains ...](#)

MiamiHerald.com-May 27, 2014

Connecting all major transportation services in Miami-Dade County in a single hub is the central goal of MIC planners. Those transportation modes include airplanes, rental cars, intercity and local bus services, as well as commuter, heavy-rail and long-distance trains.

The transportation hub is not technically part of Miami International Airport, but serves as a satellite terminal because it is just east of the airfield and a few blocks from LeJeune Road. It is also connected to the airport via an automated train known as the MIA Mover. The mover allows arriving airline passengers to use the MIC to get to the car rental center or trains and buses — without ever having to step outside the hub area.

[Sunrail's side effects: Improvements, more trains in Ocala](#)

Ocala - May 30, 2014

SunRail has had an eventful first month. The commuter train serving the Orlando area pulled in nearly 11,000 riders a day during the free-ride phase at the beginning of the month; the average of nearly 4,600 paid passengers who boarded each day last week doubled the ridership projections state transportation officials made a couple years ago when the project first launched;

[Serco wins 15-year Caledonian Sleeper franchise](#)

Railway Gazette International-May 29, 2014

UK: Serco has won a 15-year franchise to operate the Caledonian Sleeper service between London and various Scottish destinations from April 2015, replacing incumbent FirstGroup.

At present, two trains operate in each directions on six nights per week; a 'lowland' service connecting London Euston with Edinburgh and Glasgow Central, and a 'highland' service linking London Euston with Inverness, Aberdeen and Fort William. The trains are currently operated as part of FirstGroup's ScotRail franchise, and represent 2% of franchise revenue.

[More reliable trains unveiled for Swansea to Paddington rail route](#)

Southwales Evening Post-May 30, 2014

Work is underway on the first of hundreds of new bullet-style carriages in Japan for Great Western trains at a cost of almost £6 billion.

Extra seats and more space aim to tackle what many passengers call an overcrowding crisis.

[Govia wins Thameslink, Southern & Great Northern rail franchise](#)

Railway Gazette International-May 25, 2014

UK: The Department of Transport announced on May 23 that it had selected Govia to operate the future Thameslink, Southern & Great Northern passenger franchise.

Covering regional and commuter services into London in an area bounded by King's Lynn, Cambridge, Peterborough, Bedford, Southampton, Brighton and Ashford, TSGN will be the UK's largest franchise in terms of passenger numbers, trains, revenue and staff, with the current operations carrying 273m passengers/year, having 6 500 staff and generating passenger revenue of £1.3bn.

[Ontario Pension Fund Mulls Investing in UK's High Speed Rail Project](#)

Wall Street Journal May 29, 2014

LONDON—Ontario's teachers may invest in a controversial new high-speed rail line connecting London and the north of England through their CAD141 billion pension fund, the fund's chief executive said Thursday.

The Ontario Teachers' Pension Plan, which invests on behalf of 307,000 working and retired teachers, already owns a stake in the high-speed rail link that connects London's St. Pancras International station to the Channel Tunnel, and is interested in financing more U.K. infrastructure projects.

[New Via Rail CEO vows to improve service, reduce dependence on taxpayer funds](#)

Montreal Gazette-May 28, 2014

MONTREAL - Improved service for consumers and reduced dependence on taxpayer dollars is the mantra at Via Rail, judging by its annual public meeting webcast where its new president was front-and-centre to hammer home its intentions.

Yves Desjardins-Siciliano took the Crown-owned passenger rail carrier's top job on May 11 after Foreign Minister John Baird publicly demanded the head of his predecessor.

[GE, Siemens defend rival plans for France's Alstom](#)

Reuters Canada-May 27, 2014

PARIS (Reuters) - General Electric (GE.N: Quote) and Siemens defended rival proposals to buy the power arm of Alstom (ALSO.PA: Quote) on Tuesday, both assuring France that its prized engineering firm would emerge strengthened, including in its remaining transport business.

[Luxury train of rail lovers to visit Portland in the fall](#)

Press Herald-May 27, 2014

A train from Chicago pulling 30 vintage private rail cars will roll into Portland in September for the annual gathering of some of the nation's most passionate and well-heeled rail fans.

[RailPAC rail PHOTOS of the month \(May, 2014\)](#)

Here are this month's photos by RailPAC photographers. Click on each photo to see it full size!

Contributions to this page are welcome. Send your jpeg rail photos to Russ Jackson, RailPAC Photo Editor, at info@railpac.org.

THIS MONTH WE ARE SHOWING TEN (10!!) PHOTOS

[Rail contractor seeks hauling businesses](#)

Fresno Business Journal-May 27, 2014

Tutor Perini/Zachry/Parsons is seeking companies to haul away demolition material as it prepares to build the first stretch of high-speed rail through the Central Valley.

The joint venture has put out dozens of bids for work since being approved to design and construct the first 30-mile section of the rail system from Madera to Fresno.

[Bakersfield pastor concerned about proposed high-speed rail route](#)

KERO-TV 23-May 29, 2014

Mark Harrison, Pastor of the First Free Will Baptist Church on East California Avenue, told 23ABC that he won't be losing his church to the project, but he is still worried about a proposed route that is several hundred feet from the church.

[Kashkari Battles for Footing in Calif. Governor's Race](#)

RealClearPolitics - May 30, 2014

Kashkari has also focused much of his campaign on the state's wayward high-speed rail project, which he calls "the crazy train" and a "monument to Jerry Brown." He has vowed to immediately kill the project upon taking office.

Most of the opposition to High Speed Rail is rooted in old fashion partisan politics in the hope to weaken both Obama and Brown. While High Speed Rail may not be the most popular issue, it doesn't seem to be helping Kashkari attract voters or to hurt Brown. NB

[Dan Walters: 'Cap-and-trade' fee spending looms as major conflict](#)

Sacramento Bee May 22, 2014

The conflict was aired Thursday as an Assembly budget subcommittee voted to replace Brown's cap-and-trade plan with a much different, \$1 billion version limited to just one year.

While it would allow the fees to be used for the bullet train, it would have to compete with other state projects before an obscure state agency called the Strategic Growth Council.

However, the Assembly plan also would give Brown the power to seek a \$20 billion federal loan and float a \$20 billion revenue bond issue to finance the train, tapping cap-and-trade funds to repay the loans.

Congress has authorized up to \$35 billion dollars the government can lend for Rail Projects. So far the only applicant was for the HSR project Las Vegas to California. There is no question that High Speed Rail will be funded in Sacramento. The question is how to spread the money to fund other projects: that's politics! NB

[Big gas price hike coming, oil industry group warns](#)

Sacramento Business Journal - May 23, 2014

The price at the pump for state industry and consumers is expected to go up by as much as 15 cents a gallon in about six months, oil industry groups warned Friday, attributable to California's bid to lower carbon emissions....**(i.e Cap and Trade)NB**

"This could result in a \$25 to \$50 a month increase in fuel costs for many consumers," said Scott Lipton, a spokesman for the campaign and a grassroots organizer for the California Independent Oil Marketers Association. "That's a big hit to the people that can least afford it."

The price of oil jumps up and down 15 cents or more all the time. Are they really that concerned about their customers? NB

[Is there a Future Shipping Oil by Rail?](#)

By Noel T. Braymer

In the last 3 years there has been a dramatic increase in the amount of oil shipped by rail in this country. This new market has been eagerly embraced by the rail industry which naturally is looking for more business. But this has come at a price. The combination of last year's harsh winter and the growth in oil train traffic created major congestion on parts of the rail network. This caused delays for many shippers as well as for passenger trains.

[Why Do These Tank Cars Carrying Oil Keep Blowing Up?](#)

Mother Jones-May 27, 2014

The original DOT-111 tank car was designed in the 1960s. Its safety flaws were pointed out in the early '90s, but more than 200,000 are still in service, with about 78,000 carrying crude oil and other flammable liquids. The DOT-111 tank car's design flaws "create an unacceptable public risk," Deborah Hersman, then chair of the National Transportation Safety Board, testified at a Senate hearing in April.

[BNSF unit trains up: Single cars still slow](#)

Prairie Business-May 28, 2014

FARGO, N.D. — Burlington Northern Santa Fe Railway is reporting some improvement on delays in agricultural shipments on unit trains and mixed results on single cars.

In other words, the Empire Builder is still in trouble. NB

[SMART gets \\$20 million for Larkspur ferry connection](#)

North Bay Business Journal-May 28, 2014

SMART is currently planning to begin service on a nearly 40-mile segment between Santa Rosa and San Rafael, a stretch expected to account for the majority of passenger volume in the system. Yet the Larkspur extension remains a priority, with those MTC funds raising the likelihood for additional federal grants and the possibility of a ferry connection at or near the expected start of rail service in 2016.

[Some Sacramento commuters switch to light rail to avoid Fix50 traffic](#)

Merced Sun-Star-May 28, 2014

Agency officials – who say they hope the project prompts some commuters to switch to rail service permanently – said they have seen an increase in ridership in both phases of the project. The percentage increase since the current phase kicked off Tuesday is not yet known, Regional Transit spokeswoman Alane Masui said, but Shun follows the roughly 2,500 additional commuters using light rail during the first portion of road work in April.

[Younger and wealthier, Caltrain riders opt out of traffic](#)

Silicon Valley Business Journal-May 28, 2014

Caltrain ridership is booming, its riders are younger and wealthier, and they're ditching their cars in favor of using bicycles and their feet to make it from the station to their destination. That's according to a duo of new reports documenting ridership and demographic trends on the roughly 50-mile system.

[Caltrain ridership reaches all-time high](#)

abc7news.com - May 29, 2014

This growth is spread out to all but one station in the Caltrain system. All three counties, Santa Clara County, San Mateo County and San Francisco County saw increases. The latest passenger survey shows the top reasons why people hop aboard are to avoid traffic, save money and reduce stress.

[Centuries old-remains found in dig for BART extension](#)

KTVU San Francisco-May 30, 2014

Crews working for the Santa Clara Valley Transportation Authority unearthed the human bones and relics while moving gas, oil, fiber optic electric and other utility lines in October 2012, VTA spokeswoman Bernice Alaniz said.

The county medical examiner's office was notified and analysts eventually determined the bones of 17 Native American and tribal artifacts had been buried there for more than 200 years, Alaniz said.

[LA Transit: Breaking Down the Enemies, the Lawsuits and the Future](#)

PublicCEO.com-May 29, 2014

One recurring theme of your book is that politics, not ridership or cost-effectiveness, often determines rail priorities in Los Angeles.

What would happen is that the staff and politicians would figure out where the density was and sketch out a map of the best routes. But then, once you started from that base, you ended up with political compromises that ended up twisting it. They just ended up getting gerrymandered, and the best lines weren't always chosen over some of the more under-performing lines.

[The Myth of the Magic Bus: The Weird Politics and Persistently Strange Logic Behind the Orange Line](#)

StreetBlog LA May 27, 2014

The Orange Line is celebrated as a transit success story in the press. Ridership exceeded expectations almost from the day it opened in 2005. It peaked around 29,000 daily passengers. At rush hour, demand exceeds capacity. This is something that busway supporters boast about.

They should stop boasting....

And what's really disturbing is they actually spent enough money to build rail. The point of BRT is that by converting existing lanes into bus-only lanes, you get great transit improvements with minimal investments. But the Orange Line originally was a train line, leftover from Los Angeles's historic transit system. Ripping out the old tracks on Chandler and paving it over for the original phase of the Orange Line cost \$324 million, or \$23 million per mile.

The answer to this question is politics. The original plan was to build light rail to connect with the Red Line Subway on what is now the Orange Line Busway. This was stopped by one religious congregation which worshiped near the right of way. They would not compromise and were well organized and insistent. They had the local politicians scared and killed the light rail project. A few years over the objections of this congregation the busway was built. One of these days LA Metro will get around to doing it right and extend the Red Line on the Orange Line. NB

[RIVERSIDE: Metrolink train to LA delayed by weapons scare](#)

Press-Enterprise (blog)-May 30, 2014

Metrolink's Riverside line train 406 to Los Angeles' Union Station was delayed up to 45 minutes Friday afternoon, May 30, by a report of a man with a gun near the railroad tracks.

[Traffic management projects could relieve bottlenecks on 210 Freeway](#)

Inland Valley Daily Bulletin-May 28, 2014

When two trucks collided on the 210 Freeway in Pasadena last month, not only was traffic backed up to Glendale, but the Metro Gold Line couldn't travel beyond Lake Avenue because the power supply pole had melted from the truck fire.

The gridlock clogged the 210, 134, 2 and 10 freeways, jammed surface streets in Pasadena and dumped hundreds of unhappy train riders onto Metro buses.

Future Service Plans

CORRIDOR	WEEKDAY TRIPS	
	EXISTING	2020
Capitol Corridor		
Sacramento-Auburn	2	4
Oakland-Sacramento	30	30
Oakland-San Jose	14	22
San Joaquin	12	16-22
Pacific Surfliner	22	26
Emerging Corridors		
Coast Daylight	0	2
Coachella Valley	0	4
Capitol Corridor Extension to Salinas	0	4

Service expansions on the emerging CIPR corridors will connect northern and southern California and reach population centers on the Central Coast and in the Coachella Valley that are not currently accessible via intercity passenger rail services. Taken together, these corridors are expected to carry up to 400,000 passengers annually.

To make this service expansion happen, CIPR needs more than just new cars—we also must upgrade the state's aging rail infrastructure. CIPR has developed a program that will modernize our intercity rail network, increasing capacity, performance, safety and efficiency for passengers and freight rail.

Each CIPR corridor identified a 10-year capital improvement program with nearly \$4 billion in projects for new trains, station improvements, and track capacity projects that will improve mobility, create jobs, benefit goods movement, and complement future high-speed rail service. Most importantly, these near-term upgrades will not only pay off in immediate service improvements—they are also a down payment on the intercity rail system of the future.

Estimated Ten-Year Capital Programs

CORRIDOR	10-YEAR CAPITAL PROGRAM
Pacific Surfliner	\$1,565 M
Capitol Corridor	\$952 M
San Joaquin	\$725 M
Emerging Corridors	\$650 M
TOTAL STATEWIDE	\$3,892 M

CIPR stands for California Intercity Passenger Rail.

We Get Emails

Re: Off-peak ridership on Metrolink

Why the big crowd coming from the Orange County line to downtown LA on a late Saturday afternoon?
Yorkman Lowe

This picture was on a Friday afternoon. People travel in all direction most of the day. Some of these people work in Orange County and live in Los Angeles County. Some people like the woman in front of me buying tickets in Oceanside were transferring to another Metrolink train. The woman in front of me was going from Oceanside to Lancaster. Some of the people were just traveling to visit friends and family or going back home on a late afternoon. With at least 14 million people served by Metrolink, there are lots of people with lots of possible trips to chose from. NB

Re: Expo Line extension to Santa Monica

I enjoy your weekly RailPAC newsletters, and have something to add to the question about the Expo Line's construction progress, as co-chair of [Friends 4 Expo Transit](#), author of our website, and participant on the Transit Coalition's discussion board about Expo's construction progress. Our best estimate is the Expo Authority will complete construction before the middle of next year, to be followed by Metro's pre-revenue testing. Likely opening will be late in 2015. A complication is availability of enough new Kinkisharyo LRVs for operations.
Darrell Clarke

Re: Article "US officials cut estimate of recoverable Monterey Shale oil by 96% "

Regarding the article on shale oil/gas quantity estimates, please remember that the same type estimate was

made regarding conventional oil extraction nearly 40 years ago. The prediction then was that we would completely run out of oil in the 1990's.

The assumption that everyone missed, or ignored, was that the prediction was based upon two things that constantly change: existing technology and cost. As you shift those factors the end result also shifts.

Fred Strong

No one in their right mind ever said we would run out of oil in the 1990's. In 1956 Dr. King Hubbert, a respected Petroleum Geologist working for Shell Oil predicted that sometime around 2000 the world would reach "Peak Oil" or maximum oil production then there would be a slow but steady decline in production. This has happened as of 2005. Hubbert also predicted in 1956 that American Oil Production would Peak between 1965 and 1971. American Oil Production Peaked in 1970.

In the near future oil will become increasingly more expensive to produce while alternative energy costs continue to decline. Also as oil production declines there could be spot shortages of oil in the future similar to what happened in the 1970's. Simple economics will reduce the demand for oil as people take advantage of cheaper alternatives. NB

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

The RailPAC Mission: Passenger Rail advocacy, Publications...both print and electronic, Representation at regional meetings, and Rail education.

Join us! More memberships increase our strength in presenting the case for rail to policymakers at all levels!

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

For those who would like an additional copy of the eNewsletter with plain text (minus photos and graphics) just email me at nbraymer@railpac.org with your name and email address. NB

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