

**Subject:** OMG! LA Times now supports High Speed Rail! More trains coming to SoCal.

**From:** Rail Passenger Association of California (noelnoelt@cox.net)

**To:** ntbraymer@yahoo.com;

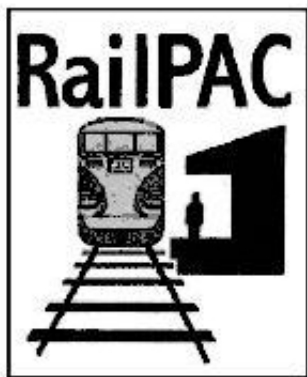
**Date:** Monday, July 7, 2014 9:30 AM

## **RailPAC Weekly E-Newsletter for July 7, 2014**

**Edited by Noel T. Braymer**

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**Rail Passenger Association of California**  
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**Traffic? Gas Pains? We need more Trains!**



A view for once of the front of the future High Speed Rail station and nearly finished Anaheim Regional Transportation Intermodal Center or ARTIC. Photo by Noel T. Braymer

### [Burbank-Palmdale segment added to bullet train timetable](#)

Los Angeles Times-Jun 30, 2014

High-speed rail officials said they want to start a segment between Burbank and Palmdale in the next several years as they continue working on a 130-mile stretch of the line in the Central Valley. The revised approach could be formally adopted by the rail board as early as next month.

The move addresses a central political challenge faced by the project: criticism over starting construction in the rural Central Valley and delaying benefits for Southern California and Bay Area urban areas for more than a decade....

The authority estimates the cost of building the section from Palmdale to Los Angeles' Union Station at \$13.5 billion. So far, it does not have an estimate for the Palmdale to Burbank section.

### [Bullet Train Officials Wants to Start Work in LA County ASAP](#)

Curbed LA - July 1, 2014

...now the authority hopes to build the Palmdale-Burbank section somewhat concurrently with the Central Valley section ... There is still uncertainty over the exact route the train would take between the two cities; the authority is considering a request from LA County Supervisor Michael Antonovich to tunnel 15 miles under Soledad Pass. Bullet train officials are also looking at how to get to Union Station; one possibility is eight miles of tunnels leading to Downtown, but construction on the section to central LA won't happen for years, if not next decade.

**If the CHSRA plans to start service between Burbank and Merced by 2022, they will need to get to work on the segment from Burbank to Palmdale now. This project will take years of final planning, approvals and funding before construction can start . The construction in most of the San Joaquin Valley will likely be done before work can begin in Los Angeles County north of the San Fernando Valley. NB**

## [Editorial: Building LA County segment would accelerate bullet train project](#)

Los Angeles Times-Jul 6, 2014

The "train to nowhere" is beginning to look a bit more like a train to somewhere. Flush with \$250 million this year and the promise of billions more from the state's cap-and-trade program, the California High Speed Rail Authority has proposed accelerating plans to build the segment of the bullet train that will run through Los Angeles County. Officials intend to begin environmental analysis this summer on a train that could travel from Palmdale to Burbank in 15 minutes, even as construction continues on the first segment in the Central Valley. This is a good plan that could help legitimize the beleaguered project and could ultimately help get commuters out of their cars.

**Sounds like the Times just threw in the towel on their war against High Speed Rail . NB**

## [L.A. senator clarifies Valley 'tumbleweeds' comments on high-speed rail](#)

Fresno Bee-Jul 2, 2014

"I don't think it makes sense to lay down track in the middle of nowhere," DeLeón was quoted as saying. The column added that DeLeón "supports the concept of high-speed rail, but with the caveat that track-laying begin in the Los Angeles and San Francisco areas."

DeLeón was unavailable Wednesday to comment for this story. His staff this week clarified DeLeón's position on high-speed rail construction and offered apologies for his broad "out in the tumbleweeds" remarks.

## [Keeping California high-speed rail on track](#) Opinion » Guest Columns

San Francisco Examiner-Jul 1, 2014

The Chamber of Commerce, an early supporter of high-speed rail, applauds the governor and state lawmakers for wisely investing in California's future by ensuring that 25 percent of all cap-and-trade revenue -- an amount forecasted to reach as much as \$3 billion to \$5 billion in the coming years -- is directed toward high-speed rail. This funding mechanism, which recognizes the positive impacts the project will have on greenhouse-gas emission reduction, will deliver \$250 million to the high-speed rail system this year and is expected to jump-start construction on new parts of the project.

## [Fontana steel company wins contract on first leg of high-speed rail ...](#)

San Bernardino Sun-Jul 5, 2014

Martinez Steel, a 19-year-old family-owned company here, has been hired by the California High Speed Rail Authority to provide and install concrete reinforced rebar for the first 29-mile leg of the project from Madera County to Fresno County.

## [First regional, then high-speed rail](#)

Tracy Press-Jul 6, 2014

While I was in Europe on my recent vacation trip, I rode the rails on several occasions, and the best ride was a sleek, fast German ICE (Inter City Express) train.

ICE is the German equivalent of high-speed rail, although on most routes, the speed doesn't reach high-speed levels.

## ['Made in China' high-speed trains going global](#)

Deutsche Welle-Jul 4, 2014

Chinese high-speed train makers are increasingly selling their products to Western countries. Experts say the established European firms in the sector urgently need to develop strategies to counter the competition.

**China also offers financing for High Speed Rail. NB**

## [Antonovich Celebrates Opening of Intermodal Transit Center at Burbank Airport](#)

SCVNEWS.com-Jun 29, 2014

Through a public-private partnership with the Burbank-Glendale-Pasadena Airport Authority, the MTA and local bus agencies, Metrolink and Caltrans, this facility will soon be connected to all the train service that runs through the area including:

- \* 31 daily Metrolink trains to Ventura County and
- \* 10 daily Amtrak trains
- \* 30 daily Metrolink trains to Lancaster
- \* Metrolink and Amtrak trains from Orange County, San Bernardino County, and Riverside County using the future "Run-Through Tracks" at Union Station known as "Scrip" — the Southern California Regional Interconnector Project.

Open to the public in January 2015, the Hollywood Way station will provide access to the million people who live along the Metrolink corridor between here and the Antelope Valley.

The Empire Bridge will connect the current train station on the south into this transportation center and on to the terminals and transportation center will also link many buses from different agencies into the airport.

**WOW! NB**

### [Here's the Brand New Transit Center at Bob Hope Airport](#)

Curbed LA-Jun 30, 2014

While LAX is barely starting to sort out its transit-to-terminal connection issues, Burbank's Bob Hope Airport has bent over backwards to help people get to the airport even more easily, reports KPCC. On Friday, it opened a brand new complex called the Regional Intermodal Transportation Center, which houses a massive rental car center (11 different companies), as well as an "elevated moving walkway" (aka people mover) that will ferry people into the terminals area. (The airport is already located just across the street from platforms shared by Metrolink and Amtrak trains, meaning that travelers can disembark, cross a street, and, after a short walk, be in the airport proper. Hang your head, LAX.)

### [Can We Connect Metrolink to LAX?](#)

**By Noel T. Braymer**

Recently Shawn Nelson, Chairman of the Orange County Transportation Authority called for closing the gap of about 2.5 miles between the end of LA Metro's Green Line (which by 2019 will connect with LAX) to the Norwalk/Santa Fe Springs Metrolink Station. No doubt LA Metro would agree, but would ask who is going pay to do this? As a comparison, the 2 mile Regional Connector rail transit tunnel, soon to be built in downtown Los Angeles with three stations for the Blue, Expo and Gold Lines will cost \$1.4 billion dollars.

### **Industry groups stir opposition to a cap-and-trade expansion they ...**

Modesto Bee-Jun 30, 2014

*Story no longer available on this site.*

In a conference call with oil industry analysts in late 2012, Mike Wirth, a Chevron Corp. executive, took stock of California's greenhouse gas reduction policies and warned that the state's plan to expand its controversial cap-and-trade program to vehicle fuels in 2015 would result in higher prices at the pump... Chevron's concerns were expressed by other oil companies at the time, part of a years-old debate between business interests and environmentalists over cap and trade. The carbon market is the centerpiece of Assembly Bill 32, the landmark greenhouse gas reduction legislation passed in 2006.

**Odd that fires and explosions at refineries often caused by poor maintenance or incompetence, always are followed by hikes in gas prices and revenue for the oil companies. NB**

### [Quebec town still recovering from train disaster](#)

kwwl.com-Jul 3, 2014



A year has passed since a runaway oil train slid quietly down a hill in the middle of the night and derailed in a series of explosions that obliterated a large swath of downtown Lac-Megantic, killing 47 people. Paved roads and new buildings remain a long way off in the fenced-off disaster zone. The damage to the surrounding river system hasn't been fully made public, and the environmental cleanup alone will cost at least \$200 million.



This is the view from the ARTIC station of the nearby Honda Center. Angel Stadium will also be walking distances for rail passenger when ARTIC opens. Photo by Noel T. Braymer

### [State initiates talks with Amtrak alternative](#)

Journal and Courier-Jul 1, 2014

Indiana and elected leaders of communities served by the Hoosier State passenger rail line have begun talks with Chicago-based Corridor Capital LLC to take on the line now operated by Amtrak, the Indiana Department of Transportation announced Monday.

### [Amtrak RFP seeks 28 next-gen HSR trainsets](#)

RailwayAge Magazine-Jul 2, 2014

Amtrak said Wednesday, July 2, 2014 it has officially issued its Request for Proposals (RFP) for up to 28 next-generation high speed trainsets to replace its current Acela Express equipment on the Northeast Corridor (NEC).

Amtrak expects the new gear to be "capable of meeting or exceeding current Acela trip-times on the existing NEC infrastructure," and added, "The new equipment is intended to have 40% more seats per train than current trainsets."

### [Late Amtrak train strands passengers in heat at downtown station](#)

Buffalo News-Jun 29, 2014

The train, scheduled to depart at 3:26 p.m., did not arrive until 6:04 p.m.

The delay meant passengers had to wait in temperatures in the mid-80s – without food, water or restrooms available. The passengers said the Amtrak employee at the station had no idea what was going on.

### [Passengers stuck on Amtrak train without bathroom, air conditioning](#)

wtvr.com-Jul 5, 2014

A CSX engine towed the train from Acca Yard to Staples Mill Station, arriving just after midnight on Sunday morning. There, a new engine was attached to the train cars to complete the trip to Newport News. The train departed after 1:00 a.m. on Sunday morning.

### [Amtrak Coliseum parking lot becomes a target for vandals](#)

KTVU San Francisco-Jul 2, 2014

OAKLAND, Calif. —

Commuters who park their vehicles in the parking lot of the Coliseum Station for Amtrak have been getting an unpleasant surprise.

Many say they're seeing an increasing number of cars being vandalized in the lot.

### [CTC allocates more than \\$113 million to rail-related projects](#)

Railway Track & Structures - Jun 30, 2014

The California Transportation Commission (CTC) has allocated \$510 million to 83 transportation projects, including upwards of \$113 million for rail-related projects.

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

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](mailto:info@railpac.org).

### [Trains vs. Trucks \(VIDEO\)](#)

The Huffington Post Jul 3, 2014

Given the predictability of a train's path, it may also surprise you that in 2013 alone there were 2,087 collisions at rail crossings across the country. Even though that figure is down considerably from the 1981 high of 9,461, it's still tragic and seemingly preventable.

### [Legislature Votes to Overturn Light Rail Ban in the Valley](#)

Post-Periodical-Jul 1, 2014

The bill, AB 577, sponsored by Assemblyman Adrin Nazarian ( D-Van Nuys), passed the Assembly and Senate without opposition. The Senate vote came Thursday, and the bill will now go to Gov. Jerry Brown for approval.

In 1991, state lawmakers passed the "Robbins bill" prohibiting the construction of any above-ground rail transit project along a 3.5-mile stretch from North Hollywood to Hazeltine Avenue. The legislation was largely in response to concerns about the safety of rail crossings for pedestrians.

### [Gold Line Foothill Extension Photo Tour: Iconic Gold Line Freeway Bridge](#)

Streetsblog Los Angeles Jul 1, 2014

In this third installment of our Foothill Gold Line photo tour series, we explore the Gold Line Foothill Extension's iconic bridge over the 210 Freeway, as well as a closer look at the line's other bridges.

### [Expo Extension is 60% Done and Should Be Finished in a Year](#)

Curbed Los Angeles Jun 30, 2014

Santa Monica might not be surprised with news that the Expo Line extension, which will hit Colorado Boulevard and Fourth Street when it's finished, is more than 60 percent complete, what with all the track already laid and construction workers swarming the streets.

### [MTA predicts less than one percent of LAX passengers will take train to LAX](#)

LA Weekly Jun 27, 2014

So how will people get to the airport in 2035? By car. According to the study, 57% will take personal vehicles, and another 33% will take taxis, limos or shared ride vans.

And the most popular public transit option in 2035? The good old Flyaway bus.

**One of the most successful Flyaway bus lines is from LAUS, but no rail service to LAX from there is planned, go figure. NB**

### [Five lessons U.S. transit systems should learn from London](#)

Citylab Jun 30, 2014

By the end of this decade, TfL expects to break even across its entire system—meaning it won't need any public subsidies for operations at all. (It will still require public support for major capital projects and some periodic maintenance.) TfL even plans to cover the cost of routes and services that lose money but provide valuable public services. So what makes TfL so efficient? We posed that question to Shashi Verma, TfL's director of customer experience, in the hopes of gleaned some wisdom from our friends across the pond. Since 2008, says Verma, TfL has made a "relentless push" to reduce operating costs while increasing revenue. Our chat revealed five big lessons for U.S. agencies to consider—with a recurring theme being that transit should operate more like a private business than a public service.

### [Making old new again: Union Station's comeback](#)

Los Angeles Register Jun 27, 2014

"People haven't seen this bronze and this copper work for 50 years," Pratt said of the chandeliers. With the help of a history consultant, Metro discovered that even the earliest color photographs showed the lamps were tarnished by the late 1950s.

### [Train crossing fix near Glendale-Los Angeles border on track](#)

Glendale News Press-Jul 1, 2014

The Broadway/Brazil Street crossing has been one of many headaches for Glendale officials who are under pressure to apply for a quiet zone in the San Fernando Corridor — which would prevent train engineers from blasting their horns nearly 100 times per day and appease residents of nearby Pelanconi Estates.

### [Metrolink to operate special holiday service on July 4](#)

The Source Jun 30, 2014

Reminder: If you're making travel plans for Friday, July 4, please consider that Metrolink will only be operating two special round-trip trains on the Antelope Valley Line. Regular service will resume on July 5. Here are the details from Metrolink:

### [Metrolink to offer new 91 Line weekend service, adjust San Bernardino Line](#)

The Source Jul 1, 2014

This Saturday, Inland Empire travelers will now have additional options to reach destinations in Orange and Los Angeles Counties, with Metrolink beginning new 91 Line weekend service. Four new trains will now run between Downtown Riverside and Los Angeles on both Saturdays and Sundays, with interim stops at the Riverside-La Sierra, North Main Corona, West Corona, Fullerton, Buena Park and Norwalk stations.

## [Local sales tax can stall impact of missing federal transportation ...](#)

89.3 KPCC-Jul 2, 2014

U. S. Transportation Secretary Anthony Foxx sent a letter to Caltrans, Metro, and other transportation agencies around the country, outlining what happens if Congress doesn't find a temporary fix to keep the Highway Trust Fund solvent. California could survive a temporary halt in federal tax dollars, but not for long.

## [Federal fund goes broke, forcing states to hit brakes on road projects](#)

USA TODAY - Jul 2, 2014

The U.S. Department of Transportation estimates that the highway account of the Highway Trust Fund, which allocated \$37 billion to the states for highway projects in the fiscal year that ends September 30, will run out of money in August unless Congress can come up with a solution before then. (The mass transit account of the fund is in slightly better shape, but not by much.)...

States received anywhere from 14.9 percent (New York) to 58.9 percent (Montana) of their total highway and transit funding from the federal government in fiscal year 2011, according to an analysis by the Pew Charitable Trusts (Pew funds Stateline). Nearly half the states (24) received a third or more of their highway and transit funding from federal sources.

## [A quick look at the Future of the San Joaquin's](#)

Compiled by Noel T. Braymer

Recently the board of the new San Joaquin Joint Powers Authority approved their first Business Plan for the San Joaquin Trains. There is a great deal of information in the 156 page packet which includes comments of the draft and the revised final draft of the Business Plan showing changes from the original draft. There are several interesting issues in the Business Plan. The Comet Cars are not popular with the Authority since they have higher operating costs and have problems running on time with slower passenger loading and unloading. They want more bi-level cars. The Authority is not thrilled with the idea of running express San Joaquins on the High Speed Rail tracks while HSR is waiting for electrified trains.

## [Assault of Caltrain conductors caught on tape](#)

abc7news.com - Jun 30, 2014

MOUNTAIN VIEW, Calif. (KGO) --

Stunning video of an attack on two Caltrain conductors in Mountain View helped investigators break the case -- thanks to social media.

"I got on the sheriff's office Twitter account and I put out a tweet and I said we're looking for this person, you might have video involved in a crime," said San Mateo County Sheriff's office Deputy Rebecca Rosenblatt.

## [Mountain View: Caltrain conductor involved in confrontation taken off duty](#)

Milpitas Post-Jul 2, 2014

A video shows the female passenger hitting a female conductor with a purse, first on a train, then continuing off the train at the San Antonio Caltrain Station in Mountain View.

Then a male conductor pushes the passenger. When he turns around, she hits him on the head with the purse. The male conductor pushed her to the ground.

ABC7 reports Caltrain will only say the conductor has been removed from work, but won't say why.

## [New Weekend Train Schedule Goes Into Effect Monday, July 28, 2014](#)

Capitol Corridor News July 3, 2014

New, Convenient Trains Serving Santa Clara/Great America Station for San Francisco 49ers Games at Levi's Stadium. On Monday, July 28, 2014, Capitol Corridor will implement a new weekend schedule.



Highlights include:...

### [South Bay Transit Officials Stage Dry Run For New Levi's Stadium](#)

CBS Local-Jul 2, 2014

SANTA CLARA (KPIX 5) — With the opening of Levi's Stadium in Santa Clara a few weeks away, the Santa Clara Valley Transportation Authority staged a so-called "transit test" to deliver fans to the new home of the San Francisco 49ers...

As part of Tuesday's scrimmage, VTA practiced getting passengers from Caltrain in Mountain View to light rail trains. Passengers crossed active tracks, and some were forced to buy a new ticket.

### **Proposed meeting, San Luis Obispo - Wednesday 13 August**

The LOSSAN and CRCC Boards will be having their joint meeting in San Luis Obispo on Thursday 14th, details to follow. We are wondering if RailPAC members and friends would be interested in an informal gathering on the Wednesday evening at the new San Luis Obispo Railroad Museum adjacent to the depot. Please let me know as soon as possible if you are interested. We are looking for sponsors for refreshments. There will be a minimum \$10 donation.

Please respond to [pdyson@railpac.org](mailto:pdyson@railpac.org).



This is the view from the train of fire damage from May at San Onofre State Beach Park in northern San Diego County. The fire jumped over the I-5 Freeway and railroad tracks!. Firefighters did a great job of containing the fire to just a few acres west of the freeway. Photo by Noel T. Braymer

## **We Get Emails**

**Re:Metro projects helping improve commuter rail service in San Fernando Valley**

I would like to provide a point of clarification to this headline and article; while the Metro-link commuter rail service will see improvements, the source of the State funds and the primary benefits to be attained with the Raymer to Bernson (Woodley to DeSoto) Double Track and the Van Nuys second platform are for improved intercity rail service.

Thank you

Bruce Roberts, Chief (Acting)

Caltrans Division of Rail

### **Re: Those pesky parking meters**

Thanks for the comments about those pesky parking meters at the Sacramento station. I wanted to pay for 7 days but only could get the machine to accept and charge my credit card for 2 days; fortunately, I was able to call the number on my receipt and add the extra 5 days. We rode the San Joaquin to Hanford and continued on down to San Diego later that week. We're home now and looking forward to riding "High Speed Rail" someday!

Keep up the good communications work.

Leonard Thomas

### **Re: San Francisco's Central Subway**

No one who actually has to ride the 30-Stockton bus could question this project through one of the most dense and auto-unfriendly neighborhoods in the nation. Ever since the Stockton Tunnel was stolen from the Municipal Railway and given to automobiles, it has quite literally been faster to walk to Chinatown than to take the bus. I was willing to oppose the subway, but only if the Stockton Tunnel was given back to Muni as a fully dedicated right-of-way with no competition from automobiles. This would have been a much cheaper way to obtain the benefits of the subway, but the city did not have the political stomach to take anything away from drivers, even if it wasn't built for them in the first place. Moreover, the Central Subway was Chinatown's political price for not opposing the removal of the Central Freeway along the waterfront. Removal of that eyesore has proven to be one of the best economic decisions this city has made, as once-dead portions of the city become attractive and productive, tax-paying neighborhoods. While a strong case can be made that subways under Geary and Van Ness should have come first, the cost of the Central Subway is a small price to pay getting rid of the Central Freeway.

Donald F. Robertson

### **Okay Jerry, your turn NB**

### **Re; Only Republicans can save the Long Distance Trains**

The Republican party has made it abundantly clear that they are not interested in saving Amtrak.

Therefore your statement that they are the ones who are going to have to save it is astounding.

Eric Cooper

### **Re; Only Republicans can save the Long Distance Trains**

I am a fairly staunch conservative Republican, I have always supported passenger rail on economic efficiency grounds. I know of no less efficient situation than a traffic jam

However, if you want Republicans to support rail maybe it would be a good idea if rail advocates didn't constantly vilify us.

Bob Reynolds

**You don't have to go to a Christmas Family reunion to discover that you can't get everyone to agree with each other all of the time. But people who don't always agree can agree when they share a common interest. Good transportation is in the interest of most people. It is central to a healthy economy, it brings family and friends together and people love to get out of the house and travel. When we have the Chamber of Commerce and conservative LA Supervisor Antonovich able to work with Governor Brown on rail issues, why can't Republicans take the lead**

**to save their Long Distance Trains? The people in Washington are suppose to represent the people in their districts. To quote myself "To accomplish any of these changes will require grass roots efforts from the many towns in the Heartland which have or want rail service and want improved and expanded rail passenger service. It is not enough to ask for more service. There has to be a plan to show how this can be done and the benefits of doing so must also be presented. States have long gone to Amtrak for more service and usually get an open palm instead of a helping hand. Members of Congress will have to be told what to do and how it can be done to get anything more than their sympathy." NB**

**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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Write:

Rail Passenger Association of California

1017 L Street, PMB-217

Sacramento, CA95814-3805

Email us at [info@railpac.org](mailto:info@railpac.org)

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