

**Subject:** Heartland Flyer leaving Amtrak? Boy we got emails this week!

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

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

**Date:** Monday, August 11, 2014 9:31 AM

## RailPAC Weekly E-Newsletter for August 11, 2014

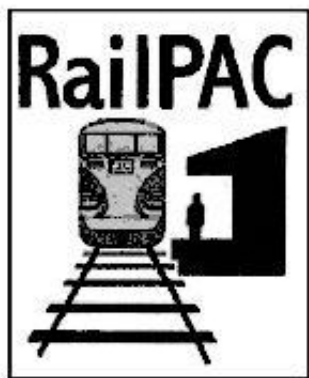
Edited by Noel T. Braymer

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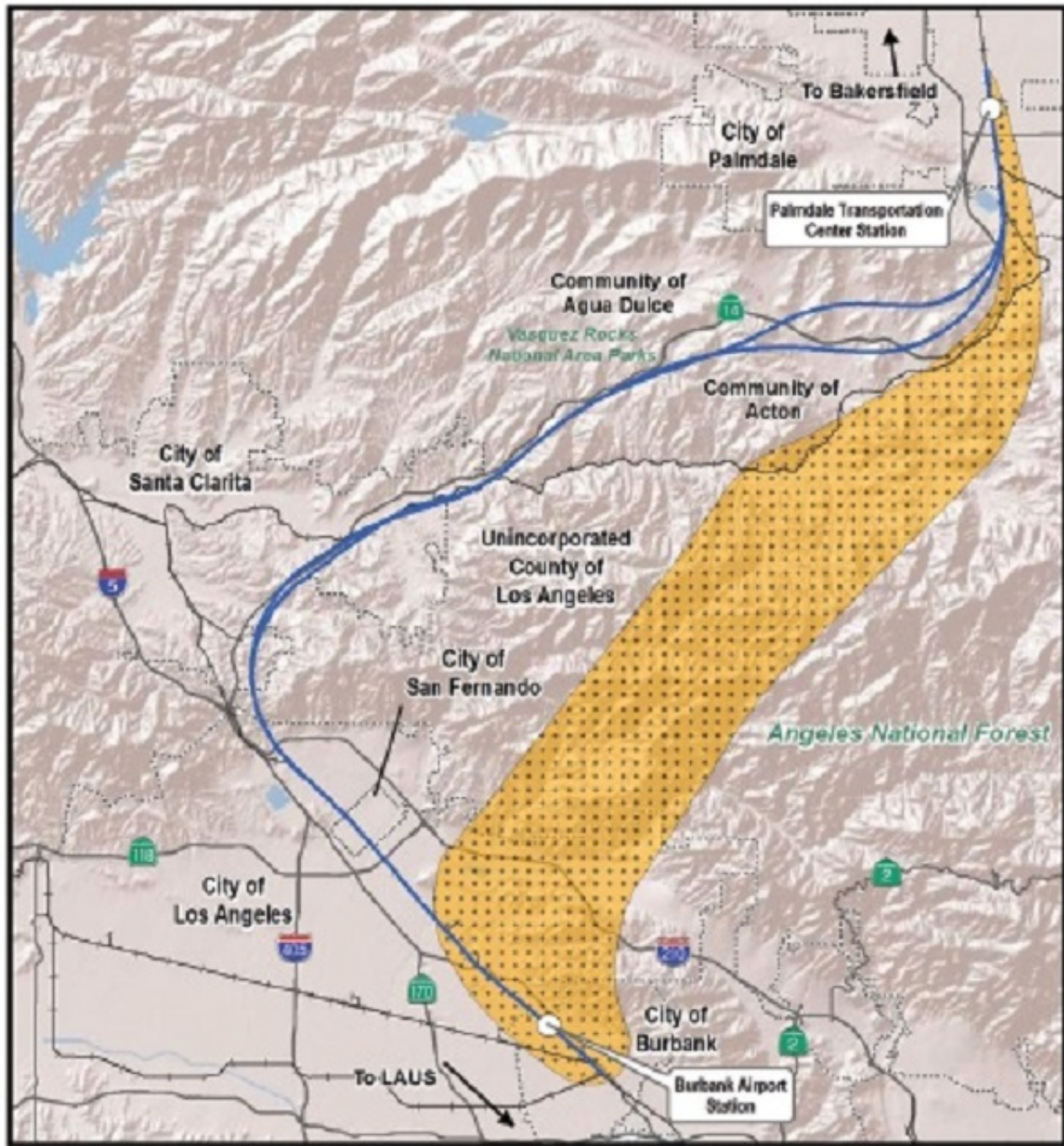
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**Membership increases our strength in presenting the case for rail to policymakers at all levels!**



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**Traffic? Gas Pains? We need more Trains!**



This graphic from the California High Speed Rail Authority shows the existing railroads, the current proposed route of the High Speed Rail alignment between Burbank and Palmdale and the general area of a possible shorter and faster route in a tunnel under the San Gabriel Mountains.

### [High-speed rail meeting draws concerned homeowners in Santa Clarita](#)

San Gabriel Valley Tribune - Aug 5, 2014

Many in attendance Tuesday were homeowners from Santa Clarita worried about one of two similar routes following the 14 Freeway taking their homes.

Sandra Kassai had just heard about the proposed bullet train from the real estate agent selling her home in Sand Canyon.

### [Pros and Cons of a Burbank-Palmdale Underground HSR Short Cut](#)

By Noel T. Braymer

After years of studies and public meetings when it seemed the California High Speed Rail Authority was

ready to make a final decision for the route between Burbank and Palmdale: they are studying a new route. This comes at the request of Los Angeles County Supervisor Michael Antonovich who's district includes this route for High Speed Rail.

### [CA House leader slams brakes on federal funding for high-speed rail](#)

Watchdog.org-Aug 6, 2014

High-speed rail has a new obstacle: new House Majority Leader Kevin McCarthy, R-Bakersfield. McCarthy, who has long opposed the plan, has announced that he'll block any new initiatives to direct federal funds toward the project.

### [California plans to move forward on bullet train project without more federal aid](#)

Uncover California - Aug 4, 2014

California will move forward on its ambitious high-speed bullet train from Los Angeles to San Francisco without seeking any additional aid from federal government, Democratic Gov. Jerry Brown said.

### [Give Your Input at Upcoming CA High Speed Rail Scoping Meetings](#)

Streetsblog Los Angeles Aug 7, 2014

The California High Speed Rail Authority (CAHSRA) is hosting a series of meetings to solicit input on two Los Angeles County sections of the statewide project...

August 31st is the deadline to submit scoping input for the EIR/EIS (Environmental Impact Report and Environmental Impact Study). This fall, the agency will present its scoping report to its board, then, through 2015, the agency will prepare its draft EIR/EIS, then prepare and certify final ones...

There are plenty more meetings: tonight in Palmdale, and upcoming at Union Station, and in Lake View Terrace, Sylmar, and Acton.

### [A Closer Look at the Chinese High Speed Rail Juggernaut](#)

Forbes-Aug 4, 2014

China is also conversing with 17 countries like Vietnam, Thailand, Singapore and Kazakhstan to lay HSR tracks with its own capital for the exchange of natural resources from them. Once implemented, the networks will establish rail's dominance in the freight modal share between Asia and Europe, as China does not want to move containers by ship in future (and have them accessed by Somalian pirates), rather sending these by rail to Europe, cutting the length of travel from the 35 to 45 days it takes by sea to 15 to 20 days.

**Looks like the Chinese didn't get the memos that you can't mix passengers and freight on High Speed Rail or that HSR would lead them to economic ruin. NB**

### [Private investors warming to California high-speed rail](#)

Sacramento Business Journal-Aug 5, 2014

"We would be very interested in participating in the competition for the construction and financing of California high-speed rail projects," reads part of a letter from AECOM, a major engineering firm. Other companies writing to bullet train planners include Grupo ACS, Sener, Vinci Concessions, Siemens, Railgrup, Sacyr, Acciona Concesiones and Astaldi SpA.

The California High-Speed Rail Authority said it expects more companies will step forward. "We fully expect this is just the first wave of private interest," said Ben Tripousis, the northern regional director of the High-Speed Rail Authority.

### [Kings County to appeal HSR ruling to state Supreme Court](#)

Visalia Times-Delta-Aug 9, 2014

California's Third District Court of Appeal reversed a Superior Court ruling last week that has, to date, halted the sale of Prop 1A state bonds to finance the bullet train. The court decision was a blow to

litigants from Kings County who vehemently oppose the project.

**It is unlikely the Supreme Court will take up this appeal. The Appeal's Court ruling was a unanimous decision by all three Justices. NB**

### [Environmental study on high-speed rail from Houston to Dallas begins](#)

Community Impact Newspaper-Aug 6, 2014

The Federal Railroad Administration and the Texas Department of Transportation have begun work on an environmental impact statement for the Texas Central Railway, a 240-mile high-speed rail system between Houston and Dallas.

### [Feds take first step in bringing high speed rail to Amtrak's Northeast Corridor](#)

News 12 New Jersey-Aug 6, 2014

Today, the head of the Federal Railroad Administration and Sen. Cory Booker announced the first step in bringing in high speed rail. The 23-mile stretch from Trenton to New Brunswick will be the first area in the country to install updated equipment for high speed, at a cost \$450 million. Billions more are needed to do the whole route...

The Trenton-to-New Brunswick portion of the project should be completed by 2017, and high speed rail service is expected to begin by 2023.

### [\\$11 Billion Later, High-Speed Rail Is Inching Along](#)

New York Times-Aug 6, 2014

WASHINGTON — High-speed rail was supposed to be President Obama's signature transportation project, but despite the administration spending nearly \$11 billion since 2009 to develop faster passenger trains, the projects have gone mostly nowhere and the United States still lags far behind Europe and China.

**The premise of this story is all the High Speed Rail money should have gone to the NEC. NB**

### [Amtrak Hands Out Doritos & Pizza After Train Leaves The Station Without Its Passengers](#)

The Consumerist - Aug 4, 2014

Despite the offerings of junk food, many passengers were still miffed at being abandoned, as most left two hours later on a local train. Many complained on Twitter, writing that it was odd that Amtrak didn't realize it was missing 200 or so ticketed passengers before leaving.

**Doritos and pizza! That's the NEC for you. Heck, you won't even be offered a cup a coffee when there is a screw up most of the time. NB**

### [Amtrak train delayed on the tracks for six hours](#)

19 Action News-Aug 4, 2014

ELYRIA, OH (WOIO) - Passengers on an Amtrak train heading to Cleveland from Chicago were stuck on the tracks for six hours Monday morning.

Amtrak officials say the train was stopped due to a suspected rules violation.

### [Amtrak: We're the best choice for operating the Heartland Flyer](#)

Wichita Business Journal (blog)-Aug 7, 2014

Amtrak officials are taking issue with the search for a new Heartland Flyer operator launched by the Texas and Oklahoma transportation departments.

### [Amtrak, the states, and the future of the short distance trains](#)

**MinnARP President's Column; Commentary by Andrew Selden**

*NOTE: Mr. Selden has been a frequent speaker at RailPAC Conferences*

The long, suffocating death-grip that Amtrak has had over America's intercity passenger rail service for the last 40 years may be starting to come undone. The agent of change driving this potential revolution is frustration among the state governments with the steady decline in the quality and quantity of service provided by Amtrak coupled with the constant escalation of prices charged by Amtrak in its never-ending quest for cash to subsidize the NEC.

### [Amtrak and trucking company blame each other for '11 crash](#)

Reno Gazette Journal-Aug 4, 2014

When a tractor-trailer driver drove north on U.S. 95, about 70 miles east of Reno, on June 24, 2011, he was warned that a rail crossing was ahead and a train was coming toward him, an Amtrak lawyer told jurors during his opening statement in a federal civil trial on Tuesday.

But a John Davis Trucking Co. lawyer said Union Pacific Railroad's warning system was not working properly, causing the driver to not see the train until the final seconds.

A second lawyer said the railroad companies tampered with evidence – a gate arm, video and data equipment – to make it look like the safety system worked when it did not.

### [Amtrak expanding pets-on-trains project](#)

The State Journal-Register-Aug 5, 2014

Amtrak and the Illinois Department of Transportation have announced they are adding the Chicago-Champaign-Carbondale route of the Illini and Saluki trains to a pilot project that allows people to bring pets with them.

### [Amtrak provides crude oil train details states had withheld](#)

Reading Eagle - Aug 4, 2014

WASHINGTON — Two loaded and two empty crude oil trains operate daily over Amtrak's Northeast Corridor in Maryland and Delaware, according a document submitted by the passenger railroad in response to a Freedom of Information Act request.

### [DOT: Rail insurance inadequate for oil train accidents](#)

Politico-Aug 6, 2014

Most freight railroad insurance policies couldn't begin to cover damage from a moderate oil train accident, much less a major disaster. And the Department of Transportation's own database of oil train incidents is flawed because some railroads and shippers provide incomplete information that far understates property damage.

Those conclusions come from a DOT analysis of its own rule proposed to address the series of troubling derailments across North America as shipments of oil by rail surge.

### [Crops shouldn't take a back seat to oil shipments](#)

Bellingham Herald - Aug 6, 2014

The surge of oil and coal rail cars traveling through the state is raising red flags that go beyond safety and environmental concerns.

Washington wheat farmers and those whose livelihoods depend on prompt grain shipments fear that they're being crowded off the rails – or at least delayed – by the push to transport more oil and coal, according to The Seattle Times. Farm shipments are being delayed by weeks, sometimes missing the ships they were supposed to be loaded onto.

### [Ranking the Top States for Infrastructure Jobs](#)

Brookings Institution (blog)-Aug 4, 2014

As Congress continues to kick the can down the road on repairing our nation's infrastructure, many states and metropolitan areas remain focused on developing sustainable long-term solutions to boost their

economies. Across the public and private sector, leaders have partnered to invest in our roads, ports and other key infrastructure systems, aiming to provide greater financial certainty for future projects and put more people back to work....

Combined, California and Texas have nearly 2.7 million infrastructure jobs, which exceeds the total for the bottom 27 states put together.

### **Meeting Notice: Joint Rail PAC/NARP Conference November 15, 2014 in Sacramento at the State Rail Museum! Start making plans now.**

### **Meeting Notice, San Luis Obispo - Wednesday 13 August 2014**

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).

# A Life Spent in Transportation: Board Member Arthur Lloyd

Art Lloyd became a champion of public transportation long before he joined the Caltrain Board of Directors.

As a young boy, riding street cars with his grandmother in San Francisco, he developed a passion for railroads that has spanned more than 60 years and a career that included yard clerk with the San Francisco & Napa Valley Railroad, founder and partner of the Sequoia Stage/Eastshore Lines bus system in Berkeley and working with the Western Pacific Railroad in San Francisco, promoting travel on its flagship train, the California Zephyr. He was onboard for her last run in 1969. He also held a series of increasingly prominent positions with Amtrak

So, when Lloyd became a member of the Caltrain board in 1992, he brought with him a wealth of knowledge and transportation expertise.

"Art's love for transit and railroads is infectious, genuine and reflects a life of leadership in the industry," said Mark Simon, Caltrain's executive officer of Public Affairs, adding, "As a source of historical and practical perspective, he was unparalleled."

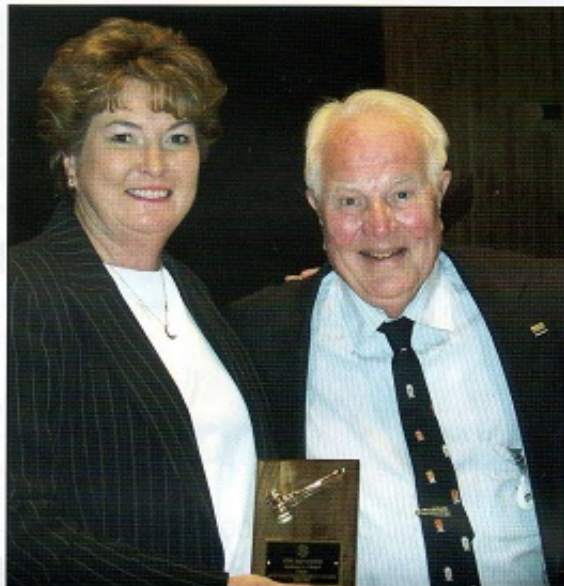
Fourth generation railroader and former Caltrain station supervisor LeeAnn Dickson

agrees. "We were always talking about my family history and just railroad history in general," said Dickson, who now works for the Federal Railroad Administration. "Once on the way to an Operation Lifesaver meeting, Art picked me up at Millbrae, and we drove to Sacramento

via the old Northwestern Pacific route. It was very cool to hear his narrative on the history of the route."

Last March, Lloyd retired from his post and was subsequently honored by the Peninsula Corridor Joint Powers Board with a resolution thanking him for his service.

"His service to Caltrain was invaluable and the changes that occurred during his tenure – Baby Bullet, the reinvention of the railroad, and the embrace of Operation Lifesaver – were the direct result of his continuing advocacy and his fearless willingness to face the future," said Simon.



Art Lloyd with JPB Board Member Adrienne Tissier

Caltrain Connection is produced by the Peninsula Corridor Joint Powers Board. Comments, questions, contributions and suggestions should be directed to:

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A write up about retiring Caltrains Board Member and RailPAC's own Art Lloyd in this month's "Caltrain Connection"

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

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 jpg rail photos to Russ Jackson, RailPAC Photo

Editor, at [info@railpac.org](mailto:info@railpac.org).

## [Cowboys roll along California countryside](#)

ESPN (blog)-Aug 7, 2014

SOMEWHERE NORTH OF LOS ANGELES – The Dallas Cowboys are taking an Amtrak train from their Oxnard, California, base for training camp to San Diego for Thursday's preseason opener against the San Diego Chargers.

The players, the coaching staff, several scouts, front-office personnel, athletic training staff, medical staff, equipment staff and video staff have packed into seven rail cars for the four-hour plus trip. This is the fourth time since 2008 the Cowboys have used the train for their preseason game against the Chargers.

## [All aboard Sacramento's Zombie Train](#)

Stuff.co.nz-Aug 4, 2014

Initial symptoms of the zombie infestation were subtle, barely evident as we boarded our dangerously exposed, open-air coach with roughly 50 other normal, uncontaminated humans, their heads surely screwed on straight.

Big, juicy, brain-filled heads.

In hindsight, the fact that this conveyance was dubbed the "Zombie Train" - operated by the folks who run the Sacramento River Train and a Wild West shootout ride along the same route - should have been a dead giveaway.



First departure of the morning at Bakersfield, Photo by Noel T. Braymer

## [VTA reconsidering transportation plan for Levi's Stadium](#)



KTVU San Francisco-Aug 5, 2014

On the positive side, VTA's express bus service to the stadium worked well and passengers also transferred smoothly from Caltrain trains to the light-rail station in Mountain View to get to the match, according to VTA officials.

But other light-rail riders had a more difficult time. Wait times for people trying to get on trains ranged from 15 minutes to an hour and was the worst after the match at the Great America station on Tasman Drive, Valles said.

Too many passengers at times crammed into the light-rail vehicles and "the cars would get packed," she said.

### [From Horses to Houses](#)

Multi-Housing News-Aug 6, 2014

Of the two projects, Bay Meadows is much further along. Construction is moving forward on the second and final phase of construction, with completion anticipated by 2018. Bay Meadows Phase Two includes 1,000 homes (10 percent affordable), five office buildings (750,000 square feet), 90,000 square feet of retail, and a private high school. Of the 83-acre site, 18 acres are set aside for parks. And the location is just a five-minute walk from a CalTrain commuter train station, making it ideal for workers traveling to the South Bay or San Francisco.

### [Caltrain sets capital budget](#)

RailwayAge Magazine-Aug 7, 2014

Caltrain's board of directors on August 6, 2014, approved a \$43.6 million capital budget that will provide funding for bridge repair work in San Mateo, new safety improvements on the rail system, and station modifications to accommodate longer trains.

### [To 'Save Menlo' – Save Caltrain](#)

The Almanac Online Aug 7, 2014

One of the curious aspects of the Save Menlo effort is its disconnect from regional planning and regional transit. Blocking office construction, its supporters say, benefits the community with a "shift in commuter traffic away from downtown Menlo Park," to quote the current Almanac.

Consider this "benefit." First, how many of these commuters are projected to be driving? There's a reason why offices near train stations are called "transit friendly." Surely Menlo Park can learn from the region. How many workers drive to offices near the Pleasant Hill BART station, for example?

### [New ID Cards to feature space for Caltrain GoPass sticker](#)

The Stanford Daily-Aug 6, 2014

Starting this month, Stanford ID Cards have a new look to conform to the updated wordmark and visual identity system. The card will feature a white space to the right of the Stanford "S" logo to allow space for Go Pass and Eco Pass stickers for those eligible.

The Go Pass allows unlimited travel on the Caltrain between all zones. The Eco Pass provides travel for five transit services—VTA buses, VTA light rail, Dumbarton Express, Highway 17 Express and Monterey-San Jose Express. Go Pass and Eco Pass are free to eligible hospital and University employees.

### [California Has Officially Ditched Car-Centric 'Level of Service'](#)

Streetsblog Los Angeles (blog)-Aug 7, 2014

Now, thanks to legislation passed last year and a yearlong effort by the Governor's Office of Planning and Research (OPR), California will no longer consider "bad" LOS a problem that needs fixing under the California Environmental Quality Act (CEQA). This won't just lead to good projects being approved more quickly and easily, but also to better mitigation measures for transportation impacts.

**[This article shows that road traffic peaked in California in 2007.NB](#)**

## [Santa Ana Council Approves Streetcar Route](#)

OC Register Aug 6, 2014

SANTA ANA – The City Council on Tuesday endorsed a streetcar route that goes through downtown's Fourth Street commerce district – a move that some longtime merchants fear will diminish the area's Latino influence and that other downtown stakeholders say will help boost economic development. In a unanimous 4-0 vote, the City Council approved a \$238 million streetcar option that would travel along Santa Ana Boulevard and Fourth Street. Mayor Pro Tem Sal Tinajero and council members Vincent Sarmiento and Roman Reyna were absent.

## [ARTIC announces The Lost Bean as its first tenant](#)

Orange County Breeze-Aug 4, 2014

ARTIC, opening in December 2014, will offer a unique variety of transit, dining, retail, and entertainment options in one convenient location. The Lost Bean is the first of six tenants to claim part of the 12,000 rentable square feet of retail space available within ARTIC.



This is the only access now at Anaheim to Katella Blvd. for train passengers. This requires several zig-zags to go under the platforms and end up in a large parking lot without sidewalks. To get to Katella either requires walking on the driveway from the parking lot or walking through the parking lot and getting through the wall of shrubs along the sidewalk on Katella. Despite this, it must be well used since there are many "holes" in the shrubbery wall cause by people walking between shrubs. Photo by Noel T. Braymer

## **We Get Email**

**Re: It's not just Switzerland.**

We visited the Czech Republic a few years ago and to our surprise found a train system that runs like clockwork. Even though the trains weren't particularly fast, we got around the country with amazing speed, with no delays whatsoever, and made every connection with time to spare.

Donald F. Robertson

San Francisco

**The key to fast rail travel is not top speeds, but higher average speeds. That is why it is important that transfers are kept to a minimum, that transfers be done quickly and that stations be in the center of major activity centers. You don't want to hurry up and then wait..NB**

### **Re: Oil Trains in California**

Just a note on an oil tanker train going west that preceded Capitol Corridor #536 last night. (Aug 4th) It arrived with a roar as the oil cars are noisy and the pitch from the brakes unpleasant. This went on for about 10 minutes and most of the waiting passengers tried to avoid the shrill noise. Much louder than a freight.

Geoff McLennan

### **Re: California High Speed Rail**

Well, you guys should be ecstatic with the recent court decision allowing the state to sell bonds to support the construction of the worthless rail system designed to destroy the Central Valley more than provide transportation. This should be extremely pleasing to gun opponent Sen. Fuckstein and her money grabbing paramour.

Bullet train? At least bullets have a useful purpose which is more than HSR will ever have. Oh gee, I forgot the useful purpose of packing money into Freakstein's hubby and his cohort's pockets. The State of California is in financial trouble and it is not the taxpayer's responsibility to support the builder's finances. I believe it is safe to say that this project will exceed the criminality of the Union Pacific's Credit Mobilier.

Also of note, the technology being considered for this Rube Goldberg contraption will be hopelessly outdated before it ever turns its first wheel. This doesn't take into account the stupidity of building the initial section South of Madera to some god forsaken place North of Bakersfield smelling like Long Beach. Whether you ever noticed or not, there are already three railroad lines running between the Bay Area and Lost Angeles. Upgrading one or more of those lines would cost less, although adversely affecting Di-Fi & Company's financial position, than this oversized toy train.

Hopefully, if this ever comes up for another statewide vote, hucksters like will get one good, swift, kick in the teeth.

Drew Jacksich

**I want first to point out that RailPAC is a non-partisan organization. Until recently it was generally accepted by most that transportation in general and passenger rail service in particular was a non-partisan issue. The legislation creating the California High Speed Rail Authority was signed by Republican Governor Pete Wilson in 1996. In 2008, Prop 1A which was approved by a majority of voters which allowed almost 10 billion dollars in bond funding for High Speed Rail was placed on the ballot by Republican Governor Arnold Schwarzenegger. Among the supporters of High Speed Rail include Republican Los Angeles County Supervisor Michael Antonovich, Republican Mayor of Fresno, Ashley Swarengin who is now a candidate for State Controller and many business groups including chamber of commerces. The Federal High Speed Rail program which is funding part of the California High Speed Rail project predated and was administered during the George W. Bush's Republican Administration. Republican Governors of Wisconsin (Thompson) and Florida (Crist) both applied for funding for High Speed Rail projects in their states which their successors later rejected.**

Only since 2009 has transportation and High Speed Passenger Rail service been cast as a highly partisan issue, along with many other facets of government. RailPAC has **CONDITIONALLY** supported the High Speed Rail project since the passage of Prop 1A. RailPAC reservations include concerns about the project being built economically, a desire to see direct service to more California cities and that other rail passenger services that will be needed to feed the future High Speed Rail trunk not be underfunded because of High Speed Rail construction.

No one would claim that the California High Speed Rail Projects is perfect. No project is perfect. But given the political and demographic realities of California, it is unlikely that if the current project was scrapped and we started over with a new effort that the final results of this new project would look much different or be any cheaper than the current one. Given inflation and the near record low interest rates for borrowing money, now is the best time to build High Speed Rail to save money. For passenger rail service to have a major impact in California we need a high capacity trunk line along the length of the State to connect it.

We need a state trunk passenger railroad which is not affected by the traffic problems, or hindered by the whims of the private freight railroads. High levels of passenger rail service is incompatible with current rail freight traffic. Plus new faster alignments are needed between the San Fernando Valley and Bakersfield and Fresno to the Bay Area for time competitive rail passenger travel. The population of California is around 40 million now and growing. Building new roads is not a good option (who wants a freeway in their backyard?) and airlines are turning away from short-haul flights for more profitable longer distance flights to use the limited gates and runways in the State.

Fear has long been used to gain power and win elections. There has been a great increase in the attempt to use fear in the last 6 years in highly partisan politics. An example of this is the attempt to derail High Speed Rail in California. Much of this has been aimed as an issue to weaken support for current Democratic Governor Jerry Brown. How well has this worked? Almost alone of other governors running for re-election this year, Brown has a healthy lead over any challenger. He has had the good fortune to be governor with balanced budgets, a current budget surplus and recent job growth. So how deep is the public outrage against High Speed Rail in California? Highly over-rated, in 2012 and this year the voters were asked to sign a petition to place a ballot measure to overturn Prop 1A and kill the High Speed Rail project. Both times so few voters signed this petition that the backers didn't even bother to turn the petitions in to the Secretary of State to qualify for the ballot.

At the heart of the fear campaign to kill passenger rail service in general and High Speed Rail service in particular, are loud allegations that High Speed Rail are hopeless money losers and will bring economic ruin to any State that builds them. But at no time are any examples given of a country with High Speed Rail service that has suffered economically because of building High Speed Rail. The reason for this is simple, there are no countries that have suffered from building High Speed Rail. One of the few countries not making money now with High Speed Rail is Taiwan. They have a beautiful and very popular High Speed Rail service. But they overbuilt it and it went over budget which is keeping the service from breaking even. But while Spain has cut back High Speed Rail construction because economic problems, their High Speed Rail service operates at a profit and is a bright spot of its economy. The Japanese railroads and High Speed Trains operate at a profit, and the original High Speed Rail Line's capital was paid off years ago. The same is true of France and it's original High Speed Line's capital costs. High Speed Trains operate at a profit around Europe and around the world, particularly in China.

**So will the California High Speed Trains mean another government bureaucracy to operate these trains? No, private companies will have to bid to win the contract to operated these trains. So how much will this costs California? Nothing, the winning company will have to PAY the most money to the State to win the franchise to make money running passenger trains in California. This is the way it is done in many places with High Speed Rail service. NB**

### **Re: More Surfliner Stations needed in Ventura County**

One oddity to the Pacific Surfliner schedule is that the two evening southbound trains out of the Santa Barbara don't both make stops in Moorpark and Camarillo. Train 790, which leaves SBA about 4pm, skips Camarillo and stops in Moorpark. The later train 796 (which I'm sitting on at the moment) leaves SBA around 7pm and stops in Camarillo but skips Moorpark.

These two stations are the primary stations for the Thousand Oaks area, which is pretty populous (and where I live). I have a flexible work schedule, so even though there aren't any trains into/out of Santa Barbara at ideal commute times I can take train 761 in to work and these two trains home. But I have to choose in the morning which time I want to come home -- if it's earlier, I have to catch 761 in Moorpark so that I can take 790 home. If it's later, I have to go to Camarillo instead ... and there's no changing my mind once I head north.

It would really make both of these trains much more usable to Thousand Oaks and surrounding communities if, at a minimum, both trains stopped at one or the other station. Ideally both would stop at both stations, of course. (And if 790 could run the same schedule that 1790 runs on the weekends -- and which it used to run -- it would be a \*much\* better commuter's ride home from Santa Barbara, but that might be too much to ask.)

I think long ago I wrote to Amtrak and CalTrans asking about this schedule quirk, but heard nothing back. Do you think the new LOSSAN board would at least look into the matter?

Thanks,

Andy MacKay

**I suggest you first contact Bryan MacDonald of the Ventura County Transportation Commission. He is the Ventura County Board member on the LOSSAN Board. His alternate is Jon Sharkey also of the Ventura County Transportation Commission. Both of them can tell you more of the issues that might be preventing this than I can. Also they are the first step to selling such an idea.**

**One thing I learned a long time ago is that is generally a waste of time to promote ideas to a bureaucracy. Unless someone in authority approves funding and gives them a green light they won't risk getting into trouble and having their budget cut. The best place to sell ideas are with the politicians who usually sit on the boards of government agencies. Going to board meetings and getting to know the members of the board of a county transportation commission or LOSSAN and speaking at the public comments time is a way to get your ideas across. It is often a slow process. A big problem getting anything done north of Los Angeles is the railroad is generally owned by the UP and they are not interested in expansion or improvements of passenger rail service. 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](mailto:nbraymer@railpac.org)

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