

Subject:	Chinese competing for Ca HSR work X-Train detour to Mojave to LV?
From:	Rail Passenger Association of California (noelnoelt@cox.net)
To:	ntbraymer@yahoo.com;
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RailPAC Weekly E-Newsletter for October 27, 2014

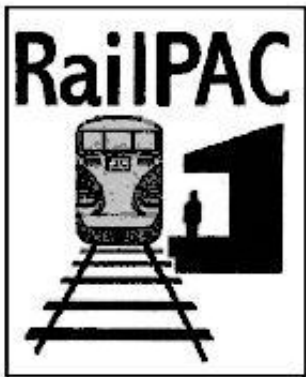
Edited by Noel T. Braymer

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



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



This is the start of a new mile segment of double track just north of the Sorrento Valley Coaster station which will be connected to the rail line between October 25-26. Photo by Noel T. Braymer

Construction to Impact Rail Service in October Complete Rail Closure October 25 -26

The weekend of October 25-26 will see rail service interruptions along the Coastal rail corridor from Oceanside to San Diego:

COASTER: No COASTER service will be provided.

AMTRAK – Amtrak trains will not operate between Oceanside and San Diego including the six select Amtrak ‘Rail 2 Rail’ trains that serve all eight COASTER stations. Amtrak passengers in possession of a valid fare will be granted access to NCTD BREEZE Route 101 at no additional charge.

METROLINK: Metrolink trains will not be affected.

During the weekend of October 25 and 26, the San Diego Association of Governments (SANDAG), and TASI will advance necessary construction work at three sites along the Coastal rail corridor in order to improve rider experience. Those sites are; the San Dieguito River Bridge; between Sorrento Valley Rd. and Miramar Rd., and between Taylor St. and Washington St.

[China Wants To Sell High-Speed Trains To California](#)

Business Insider -Oct 21, 2014

SHANGHAI (Reuters) - State-backed China CNR Corporation is making a pitch to sell its high-speed trains to California, signaling China's growing export ambitions for such technology after building the world's longest network in just seven years.

It marks the first concrete attempt by China to sell high-speed locomotives abroad and establish itself as a credible rival to sector leaders such as Germany's Siemens, Canada's Bombardier and Japan's Kawasaki.

[Second Chinese high-speed train maker to bid in California's tender](#)

E&T magazine - Oct 23, 2014

China South Locomotive & Rolling Stock Corporation (CSR) will enter the competition to supply high-speed trains for the newly built rail link in California.

CSR's domestic rival China Northern Railways (CNR) has already submitted its expression of interest in the first Chinese attempt to export its high-speed train technology developed during the construction of the country's 12,000 high-speed rail network, which is currently the largest in the world.

The two Chinese companies will likely compete against some of the world's top train manufacturers including Germany's Siemens and Japan's Kawasaki,

[Siemens responds to call to build high-speed rail](#)

Sacramento Business Journal Oct 24, 2014

Siemens Industry Inc. is one of 10 global train manufacturers that have expressed interest in building high-speed rail cars and engines in the state, the California High-Speed Rail Authority announced on Thursday.

[Is it Full Speed Ahead Now for California High Speed Rail?](#)

By Noel T. Braymer

This October 15th the California State Supreme Court upheld the ruling of an Appellate Court releasing Prop 1A Bond funds for construction in the San Joaquin Valley for High Speed Rail. By a vote of 6 to 1 the State Supreme Court decided not to take up this case for review. The Appellate Court's overturning the ruling of Judge Kenny in this case was predicted over a year ago by the California High Speed Rail Authority and the Brown Administration. With the Bond Money cleared for use, it can be used with Federal Funding now being spent as the State's share of matching funds. High Speed Rail construction is now cleared to build between Bakersfield and Merced.

[Proposed routes for Dallas-Houston high-speed rail revealed](#)

Dallas Morning News-Oct 22, 2014

The 240-mile project, which could be the first high-speed rail line in America, is expected to get people between the two cities in 90 minutes. If funding is secured and federal approval granted, the train could be running by 2021...

That downtown station would make it easier for Texas Central to achieve a chief goal for the project: tying in to existing public transit at both end points. Dallas City Council members Lee Kleinman and Vonciel Jones Hill lobbied for Union Station to serve as the North Texas terminus. Union Station serves two Dallas Area Rapid Transit light-rail lines, an Amtrak line and the TRE passenger train that connects Dallas and Fort Worth.

What appears to be planned is a high speed shuttle without intermediate stations in the suburban areas of these 2 Metro areas or direct service to Forth Worth. NB

[Amtrak's largest, most effective, and least subsidized services, the long distance trains and how to save them](#)

Commentary and a trip report by Andrew C. Selden

NOTE: Mr. Selden is President of MinnARP, and is the newly elected President of URPA. He will be a speaker at the RailPAC November 15, 2014 Conference in Sacramento.

The challenge of operating passenger trains, and in particular the higher revenue long distance trains (Amtrak's largest, most effective, and least subsidized services) on general purpose railroads appears to be more challenging, and more nuanced, a problem than many rail advocates perceive.

[New bridge to end bottleneck on Metra's Rock Island Line](#)

SouthtownStar - Oct 23, 2014

The Englewood flyover — a \$142 million project at 63rd and State streets funded largely with federal money — was finished last month and eliminated a crossing where the north-south Metra tracks met east-west tracks that carry freight and Amtrak trains.

[Construction to start on \\$100 million railroad underpass on Puente Avenue](#)

The San Gabriel Valley Tribune - Oct 22, 2013

“With this project, we won’t have to wait 15 minutes in line for the train to pass,” said Los Angeles County Supervisor-elect Hilda Solis. “Sometimes we can’t wait for Washington to move... This is a wise investment for taxpayers.”...

“Los Angeles County sales tax measures for transportation are contributing more than 40 percent of ACE program funding,” noted L.A. County Metro CEO Art Leahy. “We are pleased to be part of this ongoing partnership.”

There was no Federal Funding for this project. NB

[HISTORY OF AMTRAK and what has happened since 1971](#)

Commentary by Anthony Haswell, Vice President, Arizona Rail Passenger Association

Mr. Haswell is the founding father of NARP. He lives in Tucson, Arizona.

So where is Amtrak today and where is it going? Its current performance is not inspiring. Unfortunately trains on most Amtrak routes are slower than comparable trains of 1941 and have a mediocre on-time performance. On-board services are inferior to those of many years ago. Outside of the Northeast Corridor, major improvements are being planned and driven at the state level – e. g., the high-speed projects in California and Illinois – while Amtrak seems content to “keep ‘em rolling” and make no waves.

[Amtrak Considers Selling Real Estate for Development](#)

Bloomberg-Oct 23, 2014

Amtrak will consider selling or leasing real estate it owns in New York, Washington, Baltimore, Chicago and Philadelphia as part of a plan to raise money, the U.S. passenger rail operator’s chairman said.

[Amtrak weighing development of massive Queens rail yard](#)

Capital New York-Oct 23, 2014

Amtrak is considering developing Sunnyside Yards in Queens as part of a nationwide evaluation of its real estate portfolio and could turn to investors as early as next spring to find partners willing to explore potential uses for those properties, the company’s chairman, Anthony Coscia, said Thursday.

[Two states see slow start for fast trains between Raleigh and Richmond](#)

News & Observer-Oct 23, 2014

A planned 163-mile route from Raleigh to Richmond would bring North Carolina nearly two hours closer to Washington, D.C., and points north, with trains that could run as fast as 110 mph on a track 35 miles shorter than the current Amtrak path through Rocky Mount. But it would cost an estimated \$4 billion to lay new rails over much of the route, and to build 100 new bridges needed to run the tracks under or over all the roads that cross them now.

[Newbern may soon get expanded Amtrak routes](#)

WBBJ-TV-Oct 24, 2014

NEWBERN, Tenn. -- New Amtrak routes may soon be available in West Tennessee...

"One of the day trains will run from Chicago to Carbondale, Ill. then return back to Carbondale," Newbern Mayor Olen Parker said. "Then the third train will run from Memphis to New Orleans then back to Memphis."

[MN Man Arrested With 17 Lbs. Of Marijuana On Amtrak](#)

CBS Local - Oct 20, 2014

HAVRE, Mont. (AP) – An Amtrak passenger from Minneapolis has been arrested after a search of his luggage turned up 17 pounds of marijuana, 14 pounds of marijuana-infused edibles and some hashish.

[Ebola scare at Jackson's bus and train station proven false alarm](#)

Mississippi News Now - Oct 19, 2014

Another witness we spoke to, who did not want to be identified, is a La. resident who was leaving Jackson via Amtrak and heading back to New Orleans on Sunday.

The man told us, "When I showed up, I wasn't allowed inside the Amtrak station. People came out and said the station was closed because someone had been exposed to Ebola."

The man said the train was scheduled to be late.

"An announcement was later made that the train wasn't going to stop in Jackson at all," the man said.

"I'm guessing because no one knew for sure," the man added.

The man said he'll have to find another way back to New Orleans.

[X Train begins engineering of proposed western alignment for L.A.-to-Vegas route](#)

Progressive Railroading Oct 23, 2014

"We have spent the last year re-tooling our efforts to run the X Train service between Los Angeles and Las Vegas, and based on the findings of UNLV's Rail Engineering Group, have concluded that the route from L.A. to Mojave to Barstow to Las Vegas would avoid the rail traffic of the Cajon Pass," said X Train Chief Executive Officer Michael Barron.

[Judge awards Yolo County rail company an additional \\$13.1 million](#)

Sacramento Bee-Oct 25, 2014

A Sacramento federal judge has found the conduct of a railroad firm so bad in its acquisition of a contract with McClellan Business Park that it should be punished even beyond a jury's resounding verdicts earlier this year.

U.S. District Judge Troy L. Nunley has ordered an additional \$13.1 million in exemplary damages added to the \$39.6 million in compensatory and punitive damages the jury decided Patriot Rail Corp. of Jacksonville, Fla., must pay Sierra Railroad Co. of Yolo County.

[Lawsuit Derails Oil Shipments by Train for the First Time in California](#)

AllGov-Oct 23, 2014

Upon review, there will not be transfers from trains to trucks in Sacramento of what is believed to be highly volatile Bakken crude oil without a full environmental report.

InterState Oil Co. announced Wednesday it is handing back a permit from the Sacramento Metropolitan Air Quality Management District (AQMD) and will stop offloading the oil at its facility on the former McClellan Air Force Base as of November 7.

[Rail industry support follows Rep. Denham's ascent in House](#)

TheNewsTribune.com-Oct 26, 2014

WASHINGTON — In two years, Rep. Jeff Denham of California has gone from a Republican backbencher to a key subcommittee chairman and in a league with higher-ranking and senior members of Congress when it comes to financial support from the railroad industry.

Denham, who barely received anything from railroads in his last two House campaigns, now ranks fourth out of the top five recipients of rail industry money in Congress.

[Good jobs no longer an afterthought in awarding lavish transit contracts](#)

Al Jazeera America - Oct 21, 2014

There is about \$5.4 billion in transportation spending in the pipeline in the U.S. each year over the next

decade, and a new national coalition is leveraging these taxpayer dollars to generate jobs in the U.S. Jobs to Move America, the brainchild of the Los Angeles Alliance for a New Economy (LAANE), is garnering support across the nation. Community, faith, labor and civil rights leaders have joined forces with academic, philanthropic and environmental groups to push companies competing for lucrative transportation contracts to put some of that money back in the U.S. economy.

[BART Beefs Up Service for World Series](#)

NBC Bay Area-Oct 19, 2014

With World Series hysteria hitting the Bay Area, BART officials are getting ready for record-setting crowds.

Ridership reached 462,242 Thursday- the fourth largest crowd in the authority's history - as fans headed to AT&T Park to cheer on the Giants in their National League Championship win. BART officials are expecting 400,000 to 500,000 people during the World Series.



[Annual Steel Wheels Conference](#)

Steel Wheels in California- Saturday, November 15th
California State Railroad Museum Auditorium, Sacramento

[Register Today](#)

Members: \$35 / Non-members: \$45

Keynote Speaker

California Assembly Member Dickinson

Here's your chance to meet the new NARP President Jim Mathews.

NARP Chairman Robert Stewart

Dan Levitz, San Joaquin SJPA and SJRRC

Andrew Selden, President, URPA

Chad Edison, California, Deputy Secretary for Transportation

CHSRA - to be announced Siemens -Building Trains in Sacramento

[Save 15% on Amtrak travel to Sacramento](#)

[Rail Trip to the Walt Disney Family Museum](#)

MiceChat-Oct 19, 2014

Our adventure departed from Los Angeles Union Station at 10:30 on Friday morning, starting off with beverages for everyone. Animation veteran Ken Mitchrone joined us, sharing tales (and storyboards) of some of his work at Pixar as well as many other animation productions, including The Lego Movie, Monsters, Inc. and Toy Story 2. Soon enough we were at Oxnard, where we followed the Pacific coast for the next 113 miles. Great scenery and fantastic weather made for a wonderful ride.

[No winners in this MTA train wreck](#)

Los Angeles Times-Oct 19, 2014

It's hard to find winners in the meltdown that occurred last week at the Metropolitan Transportation Authority. A Japanese rail car manufacturing company trying to build a plant in Palmdale announced it was tired of fighting a union-supported environmental challenge and instead would build its plant in another state. The union that took on the company lost the chance to organize hundreds of new workers. Palmdale, which is still struggling to shake off the recession, lost out on an influx of good jobs. And California doubled down on its reputation as a place too messy to do business.

[Lack of parking drives many away from mass transit](#)

Los Angeles Times - Oct 21, 2014

Half of Metro's 80 rail stations have no parking. And at the stops where there are spaces, riders frequently complain that there aren't nearly enough. In North Hollywood, where the Red Line subway ends, the MTA estimates that it loses as many as 1,500 riders a day because the parking lot fills up by 7:30 a.m.

[Times, ABC 7 and Metro's parking stories are wrong and misleading](#)

Streetsblog L.A. Oct 22, 2014

Let me first note that lots and lots of people ride Metro buses and trains. About 1.5 million every weekday. There's no "low ridership" issue here. Especially during rush hour, buses and trains are standing room only.

The vast majority of these Metro riders do not park. According to Metro's on-board surveys, more than 80 percent of transit riders arrive by walking. Fewer than 4 percent drive and park. Even when excluding buses, just looking at the Metro rail system, only about 15 percent of riders drive and park. That is roughly 1 in 7.

[New CA Database Shows How Much Parking Costs and How Little It's Used](#)

Streetsblog L.A. Oct 17, 2014

As Professor Donald Shoup, UCLA's "parking guru," explained in a paper: Providing too much parking encourages driving, thus contributing to congestion, and discourages walking and bicycling (unless you love walking across hot expanses of pavement to your store).

Plus, building parking is expensive. Emphasis added NB

[Basics: the math of park-n-ride](#)

Human Transit Oct 23, 2014

This is a good time for a post about the basic math of Park-and-Ride.
Really great transit generates high land value around stations.

Free parking presumes low land value around stations.

It's a contradiction. When a transit agency provides free or underpriced parking at a station where the land value signals that there is a higher use, it is subsidizing motorists in two ways...

[By a Wide Margin, Americans Favor Transit Expansion Over New Roads](#)

Streetsblog USA Oct 23, 2014

If only our nation's spending priorities more closely tracked public opinion: A new poll from ABC News and the Washington Post finds that when presented with the choice, Americans would rather spend transportation resources expanding transit than widening roads.

[Hot, stagnant weather in 2014 blamed for more bad air days in the Southland](#)

Los Angeles Times Oct 22, 2014

Hot, stagnant weather in Southern California pushed smog levels above federal health standards on 94 days in 2014, up from 88 day last year, regional pollution regulators said.

[Metro Board approves Union Station Master Plan, allowing near-term projects to go forward](#)

The Source Oct 23, 2014

The Los Angeles County Metropolitan Transportation Authority Board of Directors today approved actions to officially move the Union Station Master Plan, an ambitious long-range roadmap for L.A.'s single largest public transit hub, from planning to implementation.

[Final 'e-clip' marks completion of track work for Gold Line Foothill Extension!](#)

The Source Oct 19, 2014

A big milestone for the Gold Line Foothill Extension project on Saturday: the final piece of track was installed on the 11.5-mile line that will extend the Gold Line from its terminus in eastern Pasadena to the Azusa/Glendora border. The project includes six new stations in downtown Arcadia, Monrovia, Duarte, Irwindale, downtown Azusa and adjacent to Citrus College and the Rosedale development.

[Officials advocate Stanislaus transportation tax](#)

Merced Sun-Star-Oct 22, 2014

But there was a focus on planes, trains and automobiles and the need for Stanislaus County to raise its sales tax to fund transportation projects...

Such a proposal is expected to go before Stanislaus voters in November 2016. Similar tax-increase measures were on 2006 and 2008 ballots, but those failed to win the two-thirds majority support needed. The push to win approval next time apparently has begun.

[Business, City Hall must work together for transit success](#)

San Francisco Examiner-Oct 22, 2014

We must act now -- with the business community and local government working in tandem on creative solutions -- to make robust investments in our transportation infrastructure while also managing demand in smart new ways that connect travelers with what they expect from a world-class city. Infrastructure investment also means jobs -- studies estimate that for each \$1 billion invested, 13,000 direct and indirect jobs are created or sustained.

[A First Look at San Francisco's Transbay District](#)

7x7-Oct 21, 2014

If you believe the hype, Transbay District (the roughly 20-block area bordered by Second, Folsom, Main, and Mission Streets) will be the best thing to ever happen to San Francisco. If the final stages of planning go off without a hitch, something rarely achieved for a project so massive, this insta-neighborhood will be

so hot that you'll want to live there—or at least hang out at the restaurants and parks slated to be built.

[Caltrain's Electrification Could Dramatically Reshape Palo Alto's ..](#)

.CBS Local-Oct 22, 2014

PALO ALTO (KCBS) – As Caltrain becomes electrified, sometime in 2019, the city is looking for ways to separate the train tracks from roadways, cars, bikes and pedestrians. One option is to place roads under the train tracks, but Mayor Nancy Shepherd says that would require the acquisition of over 30 parcels of land.

[Elecnor, Cobra short-listed for Caltrain Modernization Program](#)

Railway Track & Structures-Oct 23, 2014

Elecnor, in a joint venture with Cobra, has been short-listed for the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization Program in California. The project worth nearly \$1.23 billion and scheduled to be implemented by 2019.



What's wrong with this picture? This is the Sorrento Valley Coaster Station in the late afternoon during rush hours. A northbound Coaster is seen in the background approaching the station. The red lights are flashing at the pedestrian crossing for the approaching train between the platforms. But, there are 2 people walking in front of the locomotive in the crossing. Photo by Noel T. Braymer

We Get Emails

Re:Kalamth Falls Truway bus service

From Amtrak.

"Thanks for forwarding. The station cannot open earlier as it is a split-shift station. The bus schedule is set by ODOT and the Shuttle to connect with Greyhound, the Medford airport (now that KFS lost its service) and Amtrak so there is little leeway for adjustments there. The bus depot stays open until Amtrak opens. It is up to the passengers to solve the food problem but there are places to eat within a 10-15 minute walk."

Ed Von Nordeck

Re: Victorville and Ca HSR

There is great potential for combining Las Vegas high speed rail and California high speed rail at Victorville. While it is somewhat “over the horizon” at this point in time, the concept is something for RailPAC to champion as California’s high-speed system reaches operational status. My suggested phasing would be as follows:

- 1.) Upon completion of the link between Madera and San Jose, begin operation of selected frequencies from Northern California to Victorville. This would provide early one-seat service to a station within easy driving distance of the Inland Empire. Given the Inland Empire’s suburban development patterns, auto access to the rail system in conjunction with enhanced with Thruway bus service to key cities would not be as large a barrier as it might seem, and could be expected to develop about 50% of the ridership of direct service;
- 2.) Consider San Diego – Victorville and as a key Phase II CHSRA project, building north from San Diego to Victorville as the first link. Combining the major San Diego – Northern California and San Diego – Las Vegas markets on the same route would ensure large ridership and revenues and be likely to attract major private funding for construction. This would also provide earlier direct service from San Diego/Inland Empire to Northern California. The route west to Los Angeles, completing the through route Los Angeles to San Diego, would follow on and would also provide an alternative route for Las Vegas high speed rail serving the Pomona and San Gabriel Valleys;
- 3.) Construction of this network (including an in-service link with the San Diego metro area) would provide strong momentum, connectivity and a strong financial foundation for the longer distance route to Phoenix and Tucson.

Steve Roberts

Opinions expressed in this enewsletter 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.

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

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