

Subject:	Amtrak to Vegas?ARTIC opens Dec 13.Transbay funding problems, LA is dense!
From:	Rail Passenger Association of California (noelnoelt@cox.net)
To:	ntbraymer@yahoo.com;
Date:	Monday, September 29, 2014 9:31 AM

RailPAC Weekly E-Newsletter for September 29, 2014

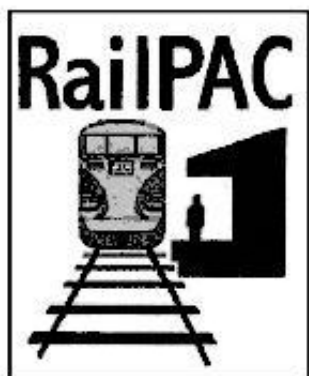
Edited by Noel T. Braymer

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

**If you'd like to see expanded and improved Rail Passenger Service-
[Join Us!](#)**

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!

Project	Cost (Millions)	Source(s)
Near-Term (2013 to 2015)		
Pico Rivera to Santa Fe Springs third main track (Los Angeles to Fullerton third main track, Segment 7)	\$37.50	HSIPR (ARRA) Proposition 1B (Intercity Rail Improvement)
La Mirada to Valley View third main track (Los Angeles to Fullerton third main track, Segment 8)	\$30.50	Proposition 1B (Intercity Rail Improvement)
State College Boulevard/Howell Street SCRRA crossing grade separation (Anaheim)	\$82.00	Proposition 1B (Trade Corridors Improvement Fund) Southern California Potential Early Investment Projects
New passing siding between Laguna Niguel/Mission Viejo Station and San Juan Capistrano Station (La Zanja)	\$26.80	SCAG RTP in the FTIP LOSSAN Corridorwide Strategic Implementation Plan (Final Report)
San Clemente Beach Trail grade crossing improvements	\$4.50	Proposition 1B (Highway-Railroad Crossing Safety Account) Proposition 11B Local funds CRIS
Positive Train Control (San Onofre to San Diego)	\$88.00	HSIPR (PRIIA) Proposition 1A
CP San Onofre to CP Pulgas second main track (Phase 1)	\$38.00	STIP Proposition 1B (Intercity Rail Improvement)
Oceanside through tracks	\$19.50	HSIPR (ARRA) LOSSAN Corridorwide Strategic Implementation Plan (Final Report)
Poinsettia Station improvements	\$13.00	LOSSAN Corridorwide Strategic Implementation Plan (Final Report)
CP Cardiff to CP Craven second main track (San Elijo Lagoon)	\$76.10	LOSSAN Corridorwide Strategic Implementation Plan (Final Report)
Solana Beach Station parking expansion	\$27.00	San Diego-LOSSAN Corridor Project Prioritization Analysis (Final Project Report)
Los Penasquitos Lagoon bridge replacements	\$24.00	San Diego-LOSSAN Corridor Project Prioritization Analysis (Final Project Report)
Sorrento Valley double track	\$33.00	San Diego-LOSSAN Corridor Project Prioritization Analysis (Final Project Report)
CP Elvira to CP Morena double track	\$90.50	HSIPR (PRIIA) San Diego-LOSSAN Corridor Project Prioritization Analysis (Final Project Report) Southern California Potential Early Investment Projects

This chart is from a report written by consultants for Caltrans in May of 2013 about the LOSSAN Corridor from Los Angeles to San Diego. This is a list of the construction projects expected to be built by 2016.

[New Renderings for Union Station Renovation](#)

Downtown News Sep 19, 2014

The Metropolitan Transportation Authority's master plan to renovate 75-year-old Union Station will be reviewed for final approvals by its Board of Directors on Thursday, Oct. 2. In the meantime, Metro has released updated renderings of what that transformation, led by Gruen Associates and Grimshaw Architects, might look like.

[Metro's Union Station master plan a significant shift](#)

Los Angeles Times-Sep 26, 2014

With landscape architect Mia Lehrer, the architects have proposed a new civic plaza — what they call a "forecourt" — at the foot of the building, filling the area between the building and Alameda Street and replacing a surface parking lot. Renderings show an attractively paved open space ringed by benches and cafe tables — and little shade.

The plan also calls for remaking Alameda itself as it runs in front of the station, making it easier for pedestrians and cyclists to navigate. Complicating this goal, the city's existing plan for Alameda actually anticipates widening the street to make room for the heavier car traffic produced by a busier Union Station.

[Transbay transit hub plan imperiled](#)

RailwayAge Magazine - Sep 24, 2014

Aggressive plans for San Francisco's Transbay Transit Center, which include accommodations for improved Caltrain service and a terminus for California high speed rail, are in jeopardy as developers and city officials have reached an impasse.

[Uncertainty over deal for developer funding of Caltrain extension](#)

SFGate-Sep 22, 2014

The deal arose after developers balked at the rising costs of the project and accused the city of increasing the amount of property taxes they would have to pay to make up for those soaring figures. City officials countered that the tax rates agreed on years ago haven't actually changed — and that developers are simply the victims of a booming real estate market that has pushed up property values and therefore the taxes they owe. They also noted that the property values have increased in part because the city agreed to waive its zoning laws and increase the height and density of the projects in the area.

[ARTIC Grand Opening Celebration Set for December 13](#)

LaughingPlace.com-Sep 24, 2014

ARTIC – the Anaheim Regional Transportation Intermodal Center – will soon open its doors, signifying the future of transportation is here and now in Orange County.

Mark your calendars for Saturday, December 13 for a day filled with music, food, educational tours, information from the transportation providers, and more. This family friendly event will be open to the public and all are invited to attend.

The iconic LEED-Platinum designed facility will be the first step on a journey like no other.

[Train noise irks hotel guests, city listens](#)

San Diego Union Tribune Sep 26, 2014

Earlier this month, the City Council voted to spend \$642,000 hiring RailPros Inc., an Irvine-based engineering firm, to develop construction plans and other documents to establish a "quiet zone" along Oceanside's coastal railroad corridor. Cities can establish quiet zones by making safety improvements to railroad intersections, reducing the need for trains to blow their horns.

['Yachts on rails' cruise into Maine](#)

Press Herald-Sep 22, 2014

The private owners of 26 vintage train cars arrive in Portland for their annual convention, some traveling in ornate luxury once enjoyed by U.S. presidents.

[Amtrak continues service disruption to ND cities](#)

Washington Times - Sep 23, 2014

MINOT, N.D. (AP) - Amtrak will continue to suspend westbound rail service from Fargo on its Empire Builder line and passengers traveling on to Grand Forks, Devils Lake and Rugby will have to complete

their journeys on buses.

[Amtrak Empire Builder detour continues](#)

Prairie Business-Sep 25, 2014

GRAND FORKS, N.D. - Amtrak's Empire Builder detour will continue at least until late this year through eastern North Dakota, the result of construction delays along BSNF Railway tracks.

Amtrak has been using chartered buses since May to make connections for westbound rail passengers traveling to and from stations in Grand Forks, Devils Lake and Rugby, N.D.

[Federal grants 'Game Changer' for Amtrak Southwest Chief](#)

Sangre de Cristo Chronicle-Sep 24, 2014

RATON – Senior Amtrak official Ray Lang called the efforts by the state of Kansas to procure federal grants “the game changer” in a meeting with the New Mexico State Transportation Commission Thursday (Sept. 18) in Raton....

Participating in the TIGER Grant program is a plan the state of New Mexico needs to consider if the Southwest Chief is to continue its route through southern Colorado and northeast New Mexico.

[Riding the Rails with a Newly Minted Amtrak Writer-in-Residence](#)

The Wire-Sep 24, 2014

After more than 16,000 applications, the much-talked about Amtrak Residency program announced today it had picked 24 writers to take long-distance routes across the country and get a chance to work on their projects on the rails.

The residents, ranging from a former clandestine agent for the CIA to a recent Broadway star, get a sleeper car, some scenery, a power outlet, and uninterrupted time to work on whatever piece of writing they choose.

[Romanticizing Rail Is No Way to Save Amtrak](#)

CityLab-Sep 25, 2014

The #AmtrakResidency program bolsters the notion that train travel is a ponderous luxury, not a useful public good.

[Amtrak: It's the people you meet](#)

Sioux Falls Argus Leader-Sep 21, 2014

One of the nice things about riding on Amtrak is the amount of room between rows of seats. Somebody tilting back does not end up in your lap, like riding in today's airplanes, where the overall experience is something akin to a pig heading for slaughter.

Another nice thing about Amtrak is the people you meet.

[Amtrak Seeks to Recoup Millions From Insurers for Sandy Losses](#)

Insurance Journal-Sep 25, 2014

Amtrak filed a lawsuit last week against more than a dozen insurers, claiming that the railroad operator is entitled to recoup additional proceeds for Superstorm Sandy losses from its insurers.

[Titus seeks support to revive Amtrak in Vegas](#)

Las Vegas Review-Journal Sep 21, 2014

WASHINGTON — With glitzier modes of passenger rail seemingly having fallen by the track, Rep. Dina Titus says Las Vegas should look into what it might take to restore conventional Amtrak service to Southern California...

Titus said she planned to meet with House Transportation Committee Chairman Bill Shuster, R-Pa., and to run the idea by Sen. Harry Reid, D-Nev., who might take some persuading.

Reid said this summer he is committed to high-speed rail, and Amtrak “is not high-speed rail.”... Reid instead backed the high-speed Desert Xpress whose investors included figures in the casino industry and longtime Reid friend Sig Rogich. But the project, later renamed Xpress West, has been unable to secure a \$5.5 billion federal loan. In recent interviews, Reid insisted XpressWest is not dead and he has discussed it with high-level members of the Obama administration.

[Restoration of the Desert Wind is needed now!](#)

Commentary by Anthony Lee, RailPAC Associate Director

At the recent congressional hearing regarding re-authorization of Amtrak, Congresswoman Diane Titus(D) of Las Vegas requested a another study regarding restoring passenger rail service to Las Vegas, which is good news. The best option of restoring passenger rail service is a daily connection to the California Zephyr at Denver via Ogden, UT and Cheyenne, WY and Greeley, CO with a cross platform connection with the California Zephyr at Provo, UT, and with a cross platform connection with a restored Pioneer service at Salt Lake City, UT. Getting a Los Angeles -Las Vegas only service, has not been successful and here are some historical examples:

[Capitol Corridor Monthly Report \(August, 2014\)](#)

Reported by David B. Kutrosky, Managing Director

Capitol Corridor Joint Powers Authority

Service Performance Overview

A total of 120,553 passengers rode Capitol Corridor trains in August, an uptick of 2.2% compared to August 2013 and marking the fifth consecutive month of ridership increases for the service.

[Stagnant in the polls, Kashkari will buy gas for supporters](#)

SFGate (blog) - Sep 24, 2014

A new poll shows Gov. Jerry Brown holding a commanding 54 percent to 33 percent lead among likely voters over Republican Neel Kashkari, who is trying to change the equation with an unusual tactic — buying gasoline for people who show up at a campaign event.

Project	Cost (Millions)	Source(s)
Mid-Term (2016 to 2020)		
Southern California Regional Interconnector Project (SCRIP) – LAUS run-through tracks	\$350.00	Southern California Potential Early Investment Projects
Hobart Flyover (UPRR/BNSF San Pedro Junction)	\$95.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
Hobart to Commerce fourth main track	\$25.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
Basta to Fullerton Junction fourth main track	\$100.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
Orangethorpe Avenue SCRRA crossing grade separation (Anaheim)	\$99.00	Proposition 1B (Trade Corridors Improvement Fund) Southern California Potential Early Investment Projects
Sycamore Street SCRRA crossing closure (Anaheim)	\$2.00	Southern California Potential Early Investment Projects
Broadway SCRRA crossing improvements (Anaheim)	\$5.00	Southern California Potential Early Investment Projects
Santa Ana Street SCRRA crossing closure (Anaheim)	\$2.00	Southern California Potential Early Investment Projects
South Street SCRRA crossing improvements (Anaheim)	\$5.00	Southern California Potential Early Investment Projects
Vermont Avenue SCRRA crossing improvements (Anaheim)	\$5.00	Southern California Potential Early Investment Projects
Orange County supplemental signal system (maximum speed 110 mph)	\$15.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
Santa Ana Station expansion		SCAG RTP in the FTIP
New CP on Metrolink Orange Subdivision at Fourth Street (MP 175.7), new powered No. 10 turnout to UPRR spur approximately 0.5 mile south of Santa Ana Station, and new powered derail on UPRR connecting track	\$4.00	SCAG RTP in the FTIP
Irvine Station improvements (auxiliary siding and platform, new holding track, and new crossover)	\$17.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
San Diego County cab signal system (maximum speed 110 mph)	\$4.00	California Passenger Rail System: 20-Year Improvement Plan Technical Report
San Diego County lagoon bridge replacements (btd)	\$20.00	Southern California Potential Early Investment Projects
San Diego County grade crossing safety improvements and future quiet zones	\$66.00	Southern California Potential Early Investment Projects
CP San Onofre to CP Pulgas second main track (Phase 2)	\$38.00	STIP Southern California Potential Early Investment Projects

These are projects between Los Angeles and San Diego that are expected to be built between 2016-2020.

[High Speed Rail: Don't Forget San Diego!](#)

By Noel T. Braymer

The earliest San Diego can hope now to get direct High Speed Rail service is sometime after 2029. By 2029 the planning of the California High Speed Rail Authority is for 500 miles of High Speed Rail service between Anaheim and San Francisco. San Diego is the second largest city in California. The population of San Diego's metropolitan area is over 3 million. Include the population for the metropolitan area of nearby Tijuana and there is almost 5 million now and the population is growing on both sides of the border. If you add Orange County which will be served only at its northern edge at Anaheim, that's another 3 million for around 8 million in Orange County and San Diego-Tijuana of people to connect with High Speed Rail. This compares to the metro population of the San Francisco Bay area which includes San Francisco, Oakland and San Jose at 7 million, which will have up to 4 High Speed Rail Stations compared

to the one at Anaheim..

[DB and SNCF extend cross-border high-speed rail partnership](#)

Global Rail News-Sep 23, 2014

The chief executives of Deutsche Bahn (DB) and SNCF have agreed to continue the joint operation of high-speed rail services between the two countries until 2020.

Signing a Memorandum of Understanding (MoU) at the InnoTrans 2014 trade fair in Berlin, DB's Rüdiger Grube and SNCF's Guillaume Pepy said they were pleased to continue the partnership, which was first established in 2007.

More than 10 million passengers have used services through the Alleo subsidiary since it launched seven years ago.

[Renfe to buy 30 new high-speed trains by 2018](#)

Global Rail News-Sep 25, 2014

As well as new trains, Pastor said that by 2018 the Spanish high-speed rail network will reach more people than ever before and be delivering its highest level of performance of the century.

[KTX: high-speed trains for the next decade](#)

International Railway Journal-Sep 25, 2014

KORAIL celebrated a milestone in Korea's high-speed rail story this April with the 10th anniversary of the launch of the highly-successful Korea Train Express (KTX) network. Since 2004 KTX has carried more than 414 million passengers and today Korail operates 232 KTX services a day carrying around 150,000 passengers. The high-speed network continues to expand and the Honam Line from Osong to Mokpo is expected to open at the beginning of 2016, substantially reducing journey times in the west of the country.

[High-speed rail faces tough climb over Tehachapis](#)

Bakersfield Californian-Sep 27, 2014

Thrown off their earlier route by concerns it would take out too many wind farms and a large cement plant, project engineers are now analyzing solutions critics say could break the project's budget or, just as bad, add too much travel time.

None of this is a deal-breaker, a spokeswoman for the California High-Speed Rail Authority said. She declined to go into details but insisted the agency will present a refined route over the Tehachapis within the next four to six months.

[I-11 money would be better spent on rail](#)

azcentral-Sep 27, 2013

The reality is that another link between the sixth- and 30th-largest cities in the nation is foolish while we lack a significant rail link with the second-largest city (Los Angeles) or the eighth (San Diego). Rather than waste a billion dollars or two on linking Phoenix to a city with little or no industry beyond tourism, let's consider linking to one of the largest economies in the world — California, where thousands of consumers await the goods that are produced here in Arizona.

[RailPAC Writes to CHSRA re Electrification, and the Response](#)

RailPAC President Paul Dyson wrote to the California High Speed Rail Authority AND other agencies re electrification. The Authority's Board Chairman Dan Richard replied to Mr. Dyson.

[Global shift to mass transit could save more than \\$100 trillion and 1,700 megatons of CO2](#)

UC Davis Sep 16, 2014

More than \$100 trillion in public and private spending could be saved between now and 2050 if the world

expands public transportation, walking and cycling in cities, according to a new report released by the University of California, Davis, and the Institute for Transportation and Development Policy. Additionally, reductions in carbon dioxide emissions reaching 1,700 megatons per year in 2050 could be achieved if this shift occurs.

[Economists Want More Spending on Roads and Bridges—Here's Why](#)

Businessweek-Sep 11, 2014

How much do economists like infrastructure spending? So much that precisely zero out of 44 disagreed with this proposition: “Because the U.S. has underspent on new projects, maintenance, or both, the federal government has an opportunity to increase average incomes by spending more on roads, railways, bridges and airports.”

[California oil train bill wins Gov. Jerry Brown's signature](#)

Sacramento Bee - Sep 25, 2014

California’s emergency responders will receive more information about trains carrying crude oil under legislation signed by Gov. Jerry Brown on Thursday.

[California officials challenge Benicia crude oil train plan](#)

Sacramento Bee-Sep 24, 2014

Brown administration officials say Benicia has underestimated the risk posed by oil trains planned to run through Sacramento and other parts of Northern California to the city’s Valero refinery, and is calling on the city to redo its safety analysis before allowing oil shipments to increase.

[End of the line for railroad conductors? Not so fast, unions say](#)

McClatchy Washington Bureau-Sep 27, 2014

WASHINGTON — How many people does it take to safely operate a freight train?

Two, say railroad labor unions, the Federal Railroad Administration and some members of Congress, arguing that having just one person in the cab of a locomotive was unsafe. They cite a series of deadly accidents involving trains with a solo engineer, including last year’s disaster in Lac-Megantic, Quebec, where 47 people were killed after an oil train jumped the tracks.

[COLUMN-Energy efficiency - bigger than shale: Kemp](#)

Opinion-Reuters Africa-Sep 23, 2014

The United States is experiencing the largest and most sustained drop in oil demand since the start of the petroleum era in 1859 thanks to improvements in efficiency and the switch to alternative fuels.

Quietly and almost unnoticed by most commentators, efficiency and fuel switching are making an even bigger contribution to the North American energy revolution than hydraulic fracturing and horizontal drilling.

Americans are also driving less and moving back to urban areas closer to jobs and services. NB

[Russia Risks Recession as Oil Drop Seen Squeezing Budget](#)

Bloomberg-Sep 25, 2014

Russia needs Urals, its main export crude blend, to trade at \$100 per barrel or higher to avoid a recession, according to 58 percent of respondents in a survey of 19 economists. Given the level of U.S. and European sanctions over Ukraine, at least 19 percent of analysts said the current price is sufficiently low to put Russia’s financial stability at risk.

The reduced demand for oil is happening around the world. NB



In 2000 the plan was to replace all low level equipment on the LOSSAN Corridor with the new double-deck Pacific Surfliner equipment. With faster loading about 2 minutes per station stop could be taken out of the schedule. That means with 7 intermediate stations at least 14 minutes could be pulled between San Diego and Los Angeles. But 14 years later because there are more Surfliner trains than there is Surfliner equipment, we have some of the old equipment still running, only it take more time now to run between San Diego and Los Angeles with this equipment than it did in 1977. Photo by Noel T. Braymer

[Millennials more likely to ride public transit than Baby Boomers ...](#)

The San Gabriel Valley Tribune-Sep 22, 2014

Transportation choices are widening the gap between the two generations. Already, Millennials show big differences from Baby Boomers at the same age. Millennials don't buy cars as frequently, they delay learning how to drive, they don't apply for credit cards as often and don't stay in the same jobs very long, survey results and other experts say.

The differences between the two generations should send a signal to transportation planners who may need to adjust to an emerging population group that will make up 50 percent of the workforce by 2020.

[Los Angeles Will Probably Be the Densest US City in 2025](#)

CURBED LA

Better start building housing, Los Angeles, because it's about to get dense(r) around here, say some new numbers out from Bloomberg (via Gizmodo), which predict that great LA will be the densest urban area in the US in 2025 with an estimated 6,450 people per square mile and a projected total population of nearly 15.7 million

[Long Dead Streetcars Still Shape L.A. Neighborhoods](#)

Zocalo Sep 23, 2014

As economists who study cities and local governments, we wanted to understand how cities evolve over the long run. The project was sparked in part by a conversation we had walking down Hollywood Boulevard with an architect friend who pointed out some still-visible influences of the streetcar. How much of a city's development can be explained by market forces? And how much is due to the long reach of the past?

[Metrolink runs USC Football Express from The OC for Saturday's game versus Beavers](#)

The Source Sep 25, 2014

The Orange County Transportation Authority (OCTA) is funding the special Metrolink train service to and from the Saturday night game. Orange County Line train 6507 will depart Oceanside at 3:15 p.m., making 11 convenient station stops before a 5:25 p.m. Union Station arrival...

From there, riders will transfer at no additional cost to Metro's light rail lines and arrive at the Coliseum within minutes, enjoying a hassle-free ride, while saving time and money on traffic and parking.

[Cajon Pass commuter: Will commuters ever have a rail option?](#)

Victorville Daily Press-Sep 26, 2014

"There isn't anything in our immediate plans or short-term plans" to develop a route from the Victor Valley into San Bernardino or Rancho Cucamonga, according to Metrolink's director of public affairs, Jeff Lustgarten.

"I don't think it's a demand issue as much as a funding issue," he said. "It would take a reasonable amount of funding (to make that a reality)."

Beyond funding, there is also the issue of rail line availability.

[Milpitas among top 50 small cities nationwide by Money Magazine](#)

Milpitas Post-Sep 26, 2014

The article credits big employers based in Milpitas such as Cisco, Flextronics and San Disk for the ranking, in addition to the light rail system that links Milpitas to San Jose, Mountain View and other centers for employment.

[SMART platform designs generate little fanfare](#)

Santa Rosa Press Democrat-Sep 24, 2014

City councils in Rohnert Park, Novato and San Rafael this month held public hearings on the preliminary designs, produced by infrastructure company AECOM. Some city officials say the platforms are more akin to a bus stop than the sort of classic rail station design that residents envisioned during community input sessions four years ago.

[1968 Promotional Video Shows Slick New Vision For Bay Area With BART](#)

CBS Local-Sep 25, 2014

Back in 1968, the transit system that thousands rely on everyday was still four years away and backers were making the final push to keep the project on the rails. A 1968 promotional video entitled "along the way" illustrates just what a massive undertaking the rail system was (complete with era-appropriate soundtrack).

[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.
Further speaker information to follow.

Save 15% on Amtrak travel to Sacramento



Traffic this summer on the I-5 north of downtown Los Angeles seen from an Amtrak Thruway bus. Photo by Noel T. Braymer

We Get Emails

Re:Chugging trains and media ignorance about trains

I was pleased to see Dick Spotwood's comment about the media's use of the term "chugging" when referring to a train's movement. As a retired engineer, it also really irritates me when the media refers to a train's operator as "the conductor". I've corrected a few journalists via email and I've also written the BLET, hoping they could notify various media outlets as to who operates the train. So far, I haven't noticed much change.

Mike Gondron

Re Alexander Freidman's email about jointed track

My understanding is track with evenly-spaced, joints would (or did) cause trains to galumph along the tracks, with the joints prone to sagging into the ballast or muck, the midpoint higher due to the continuous bearing and stiffness of the rails. It also would cause curves to go out of whack, to want to straighten from joint to joint. Whereas with standard practice, one rail is always continuous, keeping the curve smooth.

Ben Pease

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

If you are not a member, go to [RailPAC Membership...Join Us!](#) to get information about RailPAC and a FREE copy of our regular newsletter .

For information about RailPAC, contact the Membership Office

Write:

Rail Passenger Association of California

1017 L Street, PMB-217

Sacramento, CA95814-3805

Email us at info@railpac.org

Call at **(415) 7-TRACK-2**
(415) 787-2252

[Unsubscribe](#) from this list.

Copyright (C)Rail Passenger Association of California (RailPAC) All rights reserved.

[Forward](#) this email to a friend

[Update your profile](#)

MailChimp