
Subject: Did Amtrak lose 361 million or 1.27 billion last year?

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

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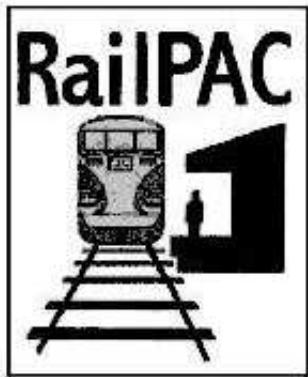
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RailPAC Weekly E-Newsletter for January 21, 2013

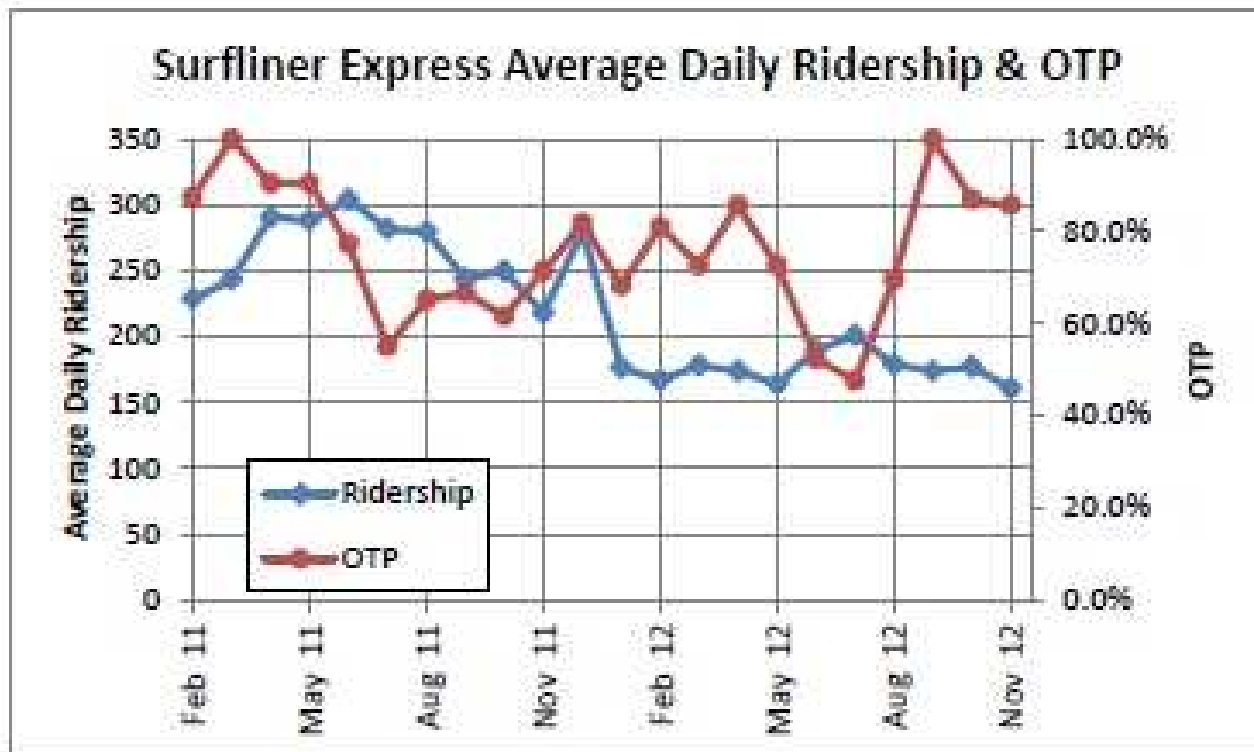
Edited by Noel T. Braymer

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



The Surfliner Express has been around since February of 2011. Ridership has continued to drop since then and is lower than the all stops service this express train replaced. In October 2012 ridership was 29 percent lower than October 2011. This experiment should end as soon as possible. What is needed is to reduce running times on ALL Surfliner Trains and run them on time. NB

[Rail authority gets OK to solicit 356 Valley parcels](#)

Fresno Bee-Jan 14, 2013

The state's Public Works Board on Monday cleared the way for the California High-Speed Rail Authority to begin negotiating for property in Fresno and Madera counties needed for high-speed train tracks.

[Suddenly, HSR seems to be solidly on track](#)

Bakersfield Californian-Jan 14, 2013

California high-speed rail has always been saddled with a vague aura of unlikelihood rooted in its quasi-sci-fi technology, a competing and persistent culture of automobility and the rail system's staggering price tag.

[Will ACE roll into Modesto? Feasibility study wins approval](#)

Modesto Bee- Jan 15, 2013

(ACE Executive Director Stacey) Mortensen expects the high-speed rail will parallel UP tracks, which, unlike the BNSF tracks, are along population centers. ACE trains would use the high-speed rails. But as an interim measure, Mortensen said, ACE would build its own line parallel to the UP line. That could cost \$170 million, according to a conceptional estimate... ACE could extend service to Modesto by 2022.

[What bullet train means for Stockton](#)

Stockton Record-Jan 18, 2013

High-speed rail may not reach Stockton for 10 years. Still, I'm curious just where through Stockton and San Joaquin County the bullet train will pass, and where in Stockton the station will be located.

This is not idle curiosity. The station will be an investment magnet. If downtown, it will be a genesis of

revival.

The tracks - well, the tracks are another story.

[California high-speed rail cost figures coming in, but no one will...](#)

Los Angeles Daily News - Jan 16, 2013

More than four years after California voters approved a bullet train, the biggest project in state history, sealed envelopes containing the actual cost for the first leg of the high-speed rail line will finally be hand-delivered to state offices this week.

But you won't see the bid prices yet -- and neither will the officials planning the project. They'll be filed away in sealed containers, with the supporting documents locked up in fireproof cabinets.

[Amtrak Joins California to Help Buy High-Speed Rail Gear](#)

Bloomberg - Jan 17, 2013

New trains might cost \$35 million to \$55 million each, Boardman said in Washington, declining to estimate the value of a contract....Congress has effectively cut off using federal money to fund California's rail project. Representative Jeff Denham, a California Republican and critic of the state project, was named this week as vice chairman of the rail subcommittee of the House Transportation and Infrastructure Committee.

[High-speed rail hopes to lay tracks overseas](#)

China Daily- Jan 17, 2013

Earlier last year, California's lower house approved financing for a new railway line that will link the cities of San Francisco and Los Angeles at an estimated cost of \$68 billion. China's Ministry of Railways had announced that Chinese companies would form a group to enter the bidding.

If a Chinese, Japanese or German group bids on operating and finishing the high speed rail project which could include financing part of the project, wouldn't they want final choice in selecting the trainsets? NB

[What the Southwest Chief Should Be](#)

Report by Noel T. Braymer

Imagine you are at the Albuquerque Train Station and you can catch a train there to Fresno or Denver, St Louis, Phoenix, Pittsburgh, Washington D.C. as well as Chicago and Los Angeles. How many "trains" would be needed to do this? Well 5 but they would all arrive at Albuquerque at the same time.

[Fred Harvey Cafe At Union Station Still Looking For Operator](#)

LA Observed Jan 15, 2013

One of the most potentially cool spots to open a restaurant in Los Angeles is indeed looking for an operator — still.

[BART Struggling To Meet Surging Demand](#)

San Francisco Chronicle Jan 13, 2013

The recovering economy, high gas prices and growing environmental consciousness are driving record ridership on BART. But the surge in riders - about three times the increase that was expected - could also bring problems if the transit district doesn't act to increase its capacity and rejuvenate its aging infrastructure.

[U.S. Chamber Chief Calls For Higher Gas Tax](#)

Governing Jan 10, 2013

The nation's top business advocate said Thursday it was time for the federal government to "quit fooling around" with funding the transportation trust that fuels many state and local infrastructure projects and

called for an increase in the gas tax.

[Reports Foresee Trillion-Dollar Spending Gap For U.S. Infrastructure](#)

Washington Post Jan 15, 2013

This week's bold warning on infrastructure comes weighted with the sort of price tag that seems abstract to many taxpayers in a nation where a financial bailout costs \$500 billion, a war is \$113 billion a year, the annual deficit runs to \$1 trillion and recent spending cuts amount to \$110 billion.

[Streetcar Out, Light Rail Or Busway In For Van Nuys Boulevard](#)

Curbed LA Jan 15, 2013

Metro's studies indicate the train will attract more than 37,000 daily riders a day, with the BRT not much behind with more than 33,000.

[Research: BRT Can Truly Be Pricier Than LRT](#)

Railway Age Jan 14, 2013

Eyebrows went even higher at the average costs we found for what we called "substantial" installation projects (5% or more of route length involving heavy civil works). In this comparison, LRT came out at \$79.8 million/mile, BRT at a whopping \$451.7 million/mile. We were asked to identify a single project costing that much.

[Death on the Tracks Nearly Doubles in 2012](#)

Patch.com- Jan 18, 2013

Of the 31 pedestrian-related deaths involving Metrolink trains in 2012, three happened on the Ventura County line: that compares to 16 in 2011.

[This New Hybrid Train Cuts Energy And Emissions By 25%](#)

Fast Company Exist

Consider this recent announcement from a German engineering company called MTU Friedrichshafen. Working with Germany's rail operator, Deutsche Bahn, the company has developed a hybrid locomotive that cuts energy use and carbon emissions by 25%. The system claws back kinetic energy that's normally lost during braking, converting it to electricity that's stored in a battery.

[LA Councilman Introduces Motion To Connect ONT To Metrolink System](#)

Inland Valley Daily Bulletin Jan 16, 2013

A Los Angeles councilman has introduced a motion to link downtown Los Angeles and L.A./Ontario International Airport via Metrolink, the region's commuter rail system.

Finally someone in authority making sense on connecting the airports economically! NB

[PERRIS: Planning commission approves Metrolink station](#)

Press-Enterprise- Jan 19, 2013

A Metrolink station planned for Perris passed an administrative hurdle and is headed for construction, officials said....Officials hope to issue construction contracts early this year and have trains running on the line in 2014, he said.

[Preserve the Railyards "Depot" site for an Intermodal District and Build Affordable Rental Units in the Railyards](#)

Commentary By Chuck Robuck, RailPAC Director, Sacramento, and former President, CC Riders

In the past, the City of Sacramento has proposed building BOTH an Arena and an Intermodal Transit Facility on the City-owned 13-acre parcel near the Historic Train Depot (AKA the "Depot" site).

There is clearly not enough space on this site to accommodate both projects.