
Subject: Caltrans says dump the Surfliner Express

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Date: Monday, February 11, 2013 9:30 AM

RailPAC Weekly E-Newsletter for February 11, 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!

New High-Speed Rail “Blended” System Concept

- CHSRA Revised 2012 Business Plan calls for “integrating or blending of California High-Speed Rail improvements with existing and upgraded rail systems”
- The State Rail Plan describes a blended system plan, early improvements, and incremental development of CHSR.



This is the map for the revised California State Rail Plan a draft of which is available for review and comment this month by the Public. This was billed as reflecting the changes coming from the recent approval by the legislature of the Blended High Speed Rail project with existing services. What is lacking in this State Rail Plan is a Plan! This is a report of many proposed State rail projects. But there is little about how these different parts fit together as a State Wide Rail System. What is lacking are summaries of what trains will run, how quickly to what stations and how often. For example of the 34 trains Metrolink and Surfliner trains expected to connect by 2025 with HSR in the San Fernando Valley there is only a footnote that explains that 14 will be Antelope Valley Trains, 7 extended Orange County Line Trains, 5 from the 91 Line from Riverside and 8 Surfliners extended from Los Angeles. This assumes construction of run-through tracks at LAUS. But there is little information about plans to build LAUS run-through tracks in this report or other changes being proposed for Metrolink and the Surfliners services after the constructions of run-through tracks. More to come next week on the details of this report NB

Table 10.1: Train Frequency Assumptions for Ridership and Revenue Forecasting

Route and Segment	Train Frequencies (Daily Round Trips)			
	2013 Baseline	Improved 2020	Improved 2025	Improved 2040
Bay Area & Northern San Joaquin Valley (Unified Service Operating Plan)				
<i>Capitol Corridor Route:</i> ¹³⁶				
Auburn – Oakland	1	2	2	2
Sacramento – Oakland	7	3 ¹³⁷	3 ^b	3 ^b
Sacramento – San Jose	7	11 ¹³⁸	11 ^c	11 ^c
<i>San Joaquin Route:</i>				
Sacramento – Bakersfield via San Joaquin Route	2	0	0	0
Sacramento – Bakersfield via HSR first construction section of the IOS ¹³⁹	0	2 – 5	0	0
Sacramento – Merced HSR ^{140,141}	0	0	10	10
Oakland – Bakersfield via San Joaquin Route	4	1	0	0
Oakland – Bakersfield via HSR first construction section of the IOS ^{d,142}	0	5 – 9	0	0
Oakland – Merced HSR via San Joaquin Route ^f	0	0	10	10
Stockton – Merced HSR via San Joaquin Route ^f	0	0	1	1
Madera – Bakersfield via San Joaquin Route ¹⁴³	0	2 – 5	3 – 6	3 – 6
Madera – Bakersfield via HSR first construction section of the IOS ^d	0	1	0	0
<i>ACE Route:</i>				
San Jose – Stockton via ACE Route	4	6	4	4
San Jose – Merced HSR via ACE & UPRR Route ¹⁴⁴	0	0	2	2
San Jose – Merced HSR via ACE & BNSF Route ^{f,145}	0	0	4	4

Route and Segment	Train Frequencies (Daily Round Trips)			
	2013 Baseline	Improved 2020	Improved 2025	Improved 2040
<i>Caltrain Route:</i>				
San Francisco – San Jose (Tamien), Baby Bullet	11	12	12	12
San Francisco – San Jose (Tamien), Limited Stop	20	24	24	24
San Francisco – San Jose (Tamien), Local	14	19	19	19
San Jose (Diridon) – Gilroy	3	3	3	3
High-Speed Rail Service				
Merced – San Fernando Valley	0	0	34	0
Merced – Los Angeles Union Station	0	0	0	22
San Jose – Los Angeles Union Station	0	0	0	12
San Francisco – Los Angeles Union Station	0	0	0	64
Southern California Connecting Services				
<i>Pacific Surfliner & Coast Daylight:</i>				
San Francisco – San Luis Obispo	0	1	1	2
San Luis Obispo – Los Angeles	2	2	3	4
Goleta – Los Angeles	3	4	3	3
Los Angeles-San Diego	11	12	18	18
COASTER and Metrolink Ventura & Orange County Lines: ¹³⁶				
Ventura ¹⁴⁶ – Los Angeles	10	10	10	10
Los Angeles – Irvine/Laguna Niguel	4.5	4.5	4.5	6.5
Los Angeles – Oceanside	5	4	1	2
Oceanside – San Diego	11	13	22	20
Los Angeles – San Diego (Metrolink - COASTER “through” commuter service)	0	2	5	5
Riverside – San Diego (Metrolink - COASTER “through” commuter service)	0	0	0	2
San Fernando Valley HSR – Los Angeles ¹⁴⁷ (via Metrolink & Pacific Surfliner)	0	0	34	0

[Administrative Draft California State Rail Plan 2013 \(PDF\)](#)

[California State Rail Plan Open House Events Begin in February 2013](#)

Sierra Sun Times- Feb 9, 2013

The first event will take place on Tuesday, February 12th from 4:30 PM-7:30 PM in Sacramento, CA at the California State Railroad Museum.

Re Amtrak Pacific Surfliner #599

Agenda Item #5

LOSSAN TAC

February 7, 2013

Express Train Review

February 2011 through October 2012

By Caltrans Division of Rail

with Data from Amtrak

February 5, 2013

SUMMARY

Ridership for the train in the express slot was predicted to drop with the initiation of express service, while revenue was predicted to increase due to additional higher-revenue tickets sold due to the attractiveness of shorter trip times in the remaining markets. This revenue increase has not been realized.

Ridership for some significant Rail2Rail markets was lost as was ridership at many intermediate city pairs that were lost, as well as the loss of the potential to connect to and from the dropped cities to specific Thruway buses and connections to other state corridors. The continuing downward trend in both ridership and revenue shows that the attractiveness of a shorter scheduled running time has failed to bring in significant additional riders to offset the revenue loss of markets no longer served.

The train in the slot immediately before the express slot shows relatively flat ridership and revenue change since the express train was initiated. The train in the slot after the express shows significant ridership and revenue increases during the same period. This suggests that many riders in the city pairs not served simply chose to travel one hour later.

CONCLUSION

This is the third trial of an “express” service on this corridor. The dropped stops were reinstated after a similar decrease in ridership in the earlier trials. The same declining pattern repeats with 2011 – 2013 express train. The corridor as a whole is overall holding steady on ridership and overall up on revenue during the period the express has been running. The express train is down severely in both ridership and revenue, with a continuing downward trend.

Caltrans believes that reinstating the three dropped stops and the associated 21 additional city pair markets for the train will increase both ridership and revenue for the train, bringing the train in line with, and adding to, the positive trend of the corridor as a whole, and giving those travel ling between the 21 lost city pairs an additional daily travel choice.

[Update: Approaching Winter Storm To Impact Amtrak Operations](#)

Service between New York and Boston canceled Friday afternoon

Friday, Feb. 8, 2013

9:15 a.m. ET

In preparation for the winter storm expected to affect the Northeast, Amtrak has reduced service on its Acela Express and Northeast Regional routes between New York and Boston starting on Friday, Feb. 8.

[Amtrak's New York To Boston Service Resumes](#)

CBS Local-Feb 10, 2013

Amtrak's Empire Service from New York to Albany has resumed a normal ... Amtrak crews are also working to make needed repairs to get ...

[Empty Amtrak train derailed in LA](#)

Sacramento Bee - Feb 3, 2013

In a brief statement, Amtrak said nobody was hurt when the northbound Coast Starlight train jumped the tracks shortly after 10:30 a.m. about a quarter mile east of Union Station. Amtrak described the train as "empty."...

Amtrak says its train to Oakland and Seattle scheduled to depart Union Station at 10:26 a.m. was running nearly two hours late.

What I'd like to know was why was the Starlight 2 hours late just getting to the platform at LAUS? NB

[Pittsburgh-to-Harrisburg Amtrak route may end](#)

Pittsburgh Post Gazette-Feb 3, 2013

One of Pittsburgh's two remaining Amtrak routes, the one serving Harrisburg, Philadelphia, New York and points in between, may be on the chopping block come October.

That's the deadline for Pennsylvania to decide whether to foot the estimated \$5.7 million bill for subsidizing the service, a cost currently paid by Amtrak.

This train's revenue to cost ratio would improve greatly if it were extended to Cleveland or better yet Chicago. But Pennsylvania shouldn't feel too bad, California's bill now for its 3 corridor trains from Amtrak is at 100 million dollars. This bill will go up too in October. NB

[Pro's and Con's of Replacing Amtrak](#)

Analysis by Noel T. Braymer

With changes coming this October to the billing for State supported trains run by Amtrak, California and the other States supporting Amtrak Trains are getting sticker shock. Congress which is forcing Amtrak to raise its prices is also considering allowing private companies to take over some of these Amtrak trains.

[BNSF, Amtrak and Sound Transit work with Washington DOT to ...](#)

Progressive Rail Rooding-Feb 6, 2013

Four partners involved in rail service and safety along a corridor between Seattle and Everett, Wash., late last month agreed to jointly determine the root causes and potential solutions to mudslides that caused a record number of Amtrak Cascades and Sounder service disruptions this winter.

[A high-speed train would help Palmdale grow and benefit Las Vegas](#)

VEGAS INC-by Richard Velotta- Feb 9, 2013

The city of Palmdale, Calif., recently hosted a diversity summit where Las Vegas business owners brainstormed strategies to win contracts for building XpressWest, the proposed high-speed train to Southern California.

[How High Speed Rail Could Transform The US By 2030, Map Of US ...](#)

International Business Times-Feb 6, 2013

Led by U.S. Department of Transportation Secretary Ray LaHood, the high-speed-rail association has released a plan that maps out a 17,000 mile national high-speed-rail system that would be built in four phases and be completed by 2030.

I wonder if promoters ever think about the problems of building a transcontinental HSR service? What are they going to do for rights of way? Don't count on the railroads cooperating. Freeways are a possibility in open country, but what about urban areas with high land and construction costs? Then what about stations and providing a feeder system to bring riders to and from new stations in cities with little transit? And then where are they going to find the people in this county who know how to build and run high speed passenger rail service? NB

[Expanding rail service from Coachella Valley to Los Angeles could ...](#)

The Desert Sun- Feb 9, 2013s

A two-hour and nearly effortless trip to the Coachella Valley could become a reality thanks to expanded intercity passenger rail service between Los Angeles and Indio. Local officials would like to see daily Amtrak rail service to the valley, a step up from the three-day-a-week service available now.

[Caltrain seeks new deal with high-speed rail](#)

San Mateo Daily Journal- Feb 6, 2013

Caltrain and the California High-Speed Rail Authority are crafting a new relationship that embraces the "blended system" on the Peninsula and ...

[San Bruno grade separation obstacles lead to price increase for ...](#)