

San Francisco Examiner- Feb 6, 2013

A confluence of events — including bad weather and tricky utility relocation plans — has increased the costs and pushed back the completion date of Caltrain's grade-separation project in San Bruno.

### [Metrolink to receive funding for low-emission Tier 4 locomotives](#)

RailwayAge Magazine (blog)-Feb 5, 2013

Southern California's Metrolink will receive funds from the Carl Moyer Program to procure up to 20 new low-emission Tier 4 locomotives.... As part of this contract, Metrolink will also work with AQMD in the development of a liquefied natural gas (LNG) locomotive

### [REGION: Contractor chosen for Metrolink project](#)

Press-Enterprise-Feb 6, 2013

Transportation officials have accepted a \$132 million build to build a Metrolink line to Perris that is the target of a lawsuit from an environmental group.

### [San Clemente pushing to quiet train horn noise](#)

OCRegister-Feb 7, 2013

Though San Clemente successfully quieted two railroad crossings through a federal program, the city wants to lower the volume of horns at seven other crossings using its own specially engineered system. But the city is embroiled in a legal proceeding pitting its "audible warning system" against the vehement opposition of Burlington Northern Santa Fe Railway and Amtrak.

### [Washington Tops Los Angeles As U.S. Leader In Traffic Gridlock](#)

Bloomberg Feb 7, 2013

The San Francisco-Oakland area tied with Los Angeles as the second-worst for wasted travel time, followed by the New York- Newark, New Jersey, area at 59 hours and metropolitan Boston at 53 hours, the study said.

### [One Of The Worst Mass Transit Commute Horror Stories You Will Ever Read](#)

The Atlantic: Cities Feb 1, 2013

WMATA's present and future reputation suffered a major setback on Wednesday night, after a fire near the Anacostia Metro station stranded multiple trains underground, without power, for several hours.

### [America's Highway Bill Coming Due](#)

Portland Press Herald Feb 3, 2013

In California, transportation officials estimate that 60% of the state's roads and a quarter of its bridges need to be repaired or replaced, at a projected cost of \$70 billion over a decade, some \$52 billion more than the available funds

### [New York expanding nation's biggest transit hub](#)

KTVN- Feb 7, 2013

NEW YORK (AP) - Sixteen stories below Grand Central Terminal, an army of workers is blasting through bedrock to create a new commuter rail concourse with more floor space than New Orleans' Superdome,...

### [Will Purple Line Construction Really Leave An Open Trench On Wilshire For 7 Years?](#)

Curbed LA Feb 6, 2013

It's been a while since we've had a skirmish in Beverly Hills's ongoing War on the Purple Line Extension. But there may be a war of words brewing between the Beverly Hills Courier and The Source, Metro's

house blog.

## [Deborah Hersman For Transportation Secretary? She Ducks Comment](#)

Christian Science Monitor Feb 6, 2013

Deborah Hersman, chair of the National Transportation Safety Board (NTSB), ducked requests to comment Wednesday on published reports that she is President Obama's leading candidate to replace Ray LaHood as Transportation secretary.

## We Get Emails

### **Re: Whats wrong with eliminating the I-280 viaduct by Caltrains**

Every passenger rail advocate in the Western United States should be outraged by the grandiose, ill-conceived "vision" of a San Francisco civic group (SPUR) and one of the Mayor's assistants to raze the north end of I-280.

It sounds good. After all, we know that freeways and densely built-up cities usually don't mix well. So, at first glance, the question might be: "Well, why not? Why not remove the portion of I-280 viaduct that extends northward from Potrero Hill?

For one thing, the industrial area just north of the hill is not the same as the waterfront of San Francisco or the panhandle of Golden Gate Park. Currently, I-280 proceeds from Potrero Hill at the border between the newly developed Mission Bay area and the Inner Mission District on a viaduct, where it is relatively unobtrusive and does little harm. More importantly, it's bought and paid for....in place and functioning....as a safe and convenient means of bypassing, and therefore not congesting, many San Francisco streets.

Most importantly, the viaduct sits above the main line railroad tracks leading into San Francisco from the South on which Caltrain runs 92 commuter trains a day. If the proposal to "bring the freeway to grade" were approved, it would force....at huge additional cost....the under grounding of a mile of the main line. Just as bad, it would trigger years of additional environmental clearance work, thereby running the risk of knocking the long-awaited Caltrain electrification and extension projects out of contention for badly needed New Starts grants.

And for what? What is it about a perpetually traffic-clogged six or eight lane surface arterial that makes it better than an a short, out-of-the-way stretch of overhead viaduct? One doesn't have to like freeways to see the folly of this particular brainstorm.

Gerald Cauthen, Oakland

### **Re: 20 minute connection to Ontario Airport**

This is the kind of silliness that politicians seem to like. The only way anything even resembling this speed would be after the "maybe someday" extension of the HSR spine via Riverside County to San Diego was in service. Depending on the routing chosen, a dedicated spur to Ontario might be required. To do it as an isolated project would be ridiculous. Very high speeds for such short distances never make economic sense because of the short elapsed time (when was the last time anyone even got from the parking lot to the gate in 20 minutes?) and the high percentage of time required for acceleration and deceleration and station speed restrictions. Metrolink is too slow and does not serve the terminal directly, so something in between is the only thing that might make sense in the short term. Straighten the route, eliminate slow running near LAUS, raise top speed to 90 mph under PTC, eliminate all but possibly one intermediate stop and serve the terminal directly in about 40-45 minutes as a ballpark goal. Would require switching to the former SP line in downtown Ontario or parallel construction for a few miles as done between Palmdale and Lancaster. Still a lot of expensive projects, but nothing like HSR. Just my opinion based on an approximate 45 mile route.

Ralph James

**What you are saying sounds like what Metrolink meant in their reply to City Councilman Rosendahl about his call for service in 20 minutes. NB**

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