
Subject: LAUS to Ontario Airport by rail at over 200 MPH?

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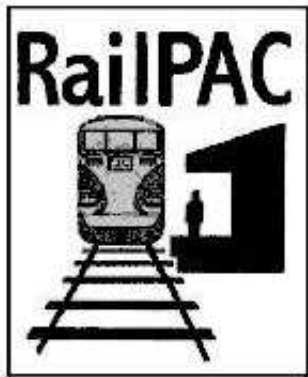
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RailPAC Weekly E-Newsletter for January 28, 2013

Edited by Noel T. Braymer

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If you would like to subscribe to the E-Newsletter just send me your name and email address to nbraymer@railpac.org



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

Bob Hope Airport Station at Hollywood Way

- Provides an important regional link.
- Closely linked to their Ground Access Study.
- Bob Hope Airport providing \$1.75M.



The second train station for Bob Hope Airport serving the Antelope Valley Line of Metrolink is just one of the projects in California adding rail connections to the airports.

[LA Subcommittee To Discuss Metrolink Connection To ONT](#)

Los Angeles Daily News Jan 22, 2013

Last week, Councilman Bill Rosendahl introduced a motion requesting that Mayor Antonio Villaraigosa's office and officials from Los Angeles World Airports work with Metrolink to consider options for connecting the Ontario airport to the rail line.

His motion also suggested there would be a 20-minute connection.

"At our current schedule, we will not be able to provide a 20-minute route," Metrolink spokesman Scott Johnson said.

A 20 minute trip on the 57 miles between downtown LA and Ontario Airport would be an average speed of about 170 miles per hour. NB

[Metro\(Air\)Link for Southern California?](#)

Analysis by Noel T. Braymer with photos

To have decent Ontario Airport rail passenger service would require building a new railroad next to the present UP tracks on the old SP Line from Los Angeles Union Station to Ontario... Metrolink has capacity problems now between LA and El Monte which is hemmed in for most of this segment in a narrow right of way for only one track in the middle of the I-10 Freeway. Additional express trains could be run through Alhambra on this old SP Line and share existing Metrolink stations at El Monte and Pomona,,. Such an upgraded passenger railroad could be used for additional Metrolink service and for the Inland Empire leg of future High Speed Rail service. It is unlikely that trains will run at over 200 miles per hour on this line or in any urban area. But speeds over 100 miles per hour with additional grade separation is quite possible.

[Firm Retained To Study Multi-Modal Transit Connections At Airport](#)

Burbank N Beyond Jan 15, 2013

The Burbank-Glendale-Pasadena Airport Authority has voted to approve retaining two firms, AECOM, Inc. and STV, Inc., to conduct studies focusing on improving multi-modal transit connections to and from Burbank Bob Hope Airport...

[Calif. rail: Funding needed eventually](#)

Politico-Jan 23, 2013

California's landmark high-speed rail line won't require cash from Congress for at least two years. But at some point, it will.

That's the message the California High-Speed Rail Authority's leadership team is sending to Washington about the massive \$68 billion project set to break ground this year.

So what is Plan B? NB

[California engineers question high-speed rail oversight](#)

San Jose Mercury News-Jan 21, 2013

SACRAMENTO -- As California prepares to embark on its largest public works project in decades, a union that represents state engineers is questioning whether all the construction work will be thoroughly scrutinized.

[Wong/Harris to oversee Valley high-speed rail build](#)

Fresno Bee-Jan 23, 2013

The California High-Speed Rail Authority has yet to select a contractor to build the first stretch of its proposed statewide line in Fresno and Madera counties.

But on Wednesday, the agency did hire Wong/Harris, a team of two companies, to oversee whoever is chosen for design and construction of the initial 23-mile segment this year.

[California still hasn't bought land for bullet train route](#)

Los Angeles Times-Jan 27, 2013

Construction of California's high-speed rail network is supposed to start in just six months, but the state hasn't acquired a single acre along the route and faces what officials are calling a challenging schedule to assemble hundreds of parcels needed in the Central Valley.

[LaHood Says He's Staying On As Transportation Secretary](#)

Bloomberg Jan 22, 2013

U.S. Transportation Secretary Ray LaHood said he will stay on for an indefinite period in President Barack Obama's second term.

[Power Problems Slowing Amtrak, NJ TRANSIT Rail Riders](#)

CBS Local- Jan 23, 2013

Amtrak service was temporarily suspended between Newark and New York City because of mechanical problems with the Portal Bridge.

[MARC, Amtrak service restored between DC, Baltimore](#)

Washington Post (blog)-Jan 25, 2013

MARC and Amtrak service has been restored between Baltimore and Washington after falling power wires halted train service for several hours ...

Owning a railroad like the NEC is expensive! NB

[Amtrak seeks funding for Penn Station master plan](#)

Baltimore Business Journal Jan 23, 2013

Amtrak is looking to secure financing to develop a master plan costing up to \$1.2 million for Penn Station in Baltimore.

The federally owned railroad company has committed \$400,000 in its 2013 fiscal budget for a Penn Station plan, said Amtrak spokeswoman Christina E. Leeds.

[Train Chartering's Private Rail Cars Presents the AMTRAK ..](#)

Albany Times Union-Jan 23, 2013

Private Rail Cars offers the AMTRAK conference car for delegate travel and meetings on routes that include New York, Boston, Washington DC ...

[Amtrak taps the states](#)

Boston Herald- Jan 27, 2013

Amtrak has agreements with at least 13 states to help pay for trains on 16 routes (eight involving two or three states), some seeing only one train a day and some several. Each deal is different. **This won't include having states on the NEC pay for the NEC where Amtrak has over half of its service and overhead which are indirectly charged to state supported trains . NB**

[A Business Analysis of the San Diego Metroliners](#)

By Andrew C. Selden

NOTE: This article appeared as the first article in the first issue of the "RailPAC Quarterly Review," in September, 1984. What Mr. Selden said then bears close resemblance to the situation facing the Amtrak "experiment" with a morning limited stop train on the same corridor in 2013. Mr. Selden is President of the Minnesota Rail Passenger Association, a frequent contributor to RailPAC publications and has spoken at RailPAC Conferences. Particular note should be taken of his suggestions at the end of the article.

The San Diego Metroliners are the fifth consecutive failure of a limited stop, limited purpose, "express" intercity passenger train in recent American history....

Rather than "substantially" increasing ridership and revenues as Amtrak predicted, the San Diego Metroliners have suffered material and continuing declines in ridership and revenue over the conventional trains they displaced. The Metroliners carry an average of 40 to 50 passengers per trip, less than busload quantities and clearly inadequate for a rail service.

[McDonnell wants Amtrak extended to Roanoke](#)

Lynchburg News and Advance-Jan 22, 2013

RICHMOND — Gov. Bob McDonnell proposes to fund an extension of passenger rail service from Lynchburg to Roanoke as part of the ...

[New Chamber Exec Stresses Amtrak Link](#)

Patch.com- Jan 23, 2013

The new chief executive officer of the Martinez Chamber of Commerce wants to do a better job of marketing Martinez as an Amtrak destination.

[MTC Awards \\$12.5M for SMART Connection to Santa Rosa Airport](#)

Patch.com-Jan 23, 2013

On Wednesday, the Metropolitan Transportation Commission finalized a \$12.5 million award in regional transportation funding for Phase 1 of the Sonoma Marin Area Rail Transit project, and that cash is going toward a four-mile extension from the North Santa Rosa station to the Charles M. Schulz Sonoma County Airport area.