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**Subject:** Can Freight help pay for HSR?

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

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**To:** ntbraymer@yahoo.com;

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**Date:** Monday, March 25, 2013 9:29 AM

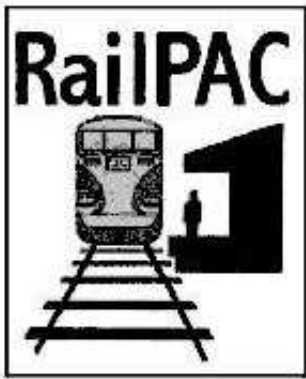
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## **RailPAC Weekly E-Newsletter for March 25, 2013**

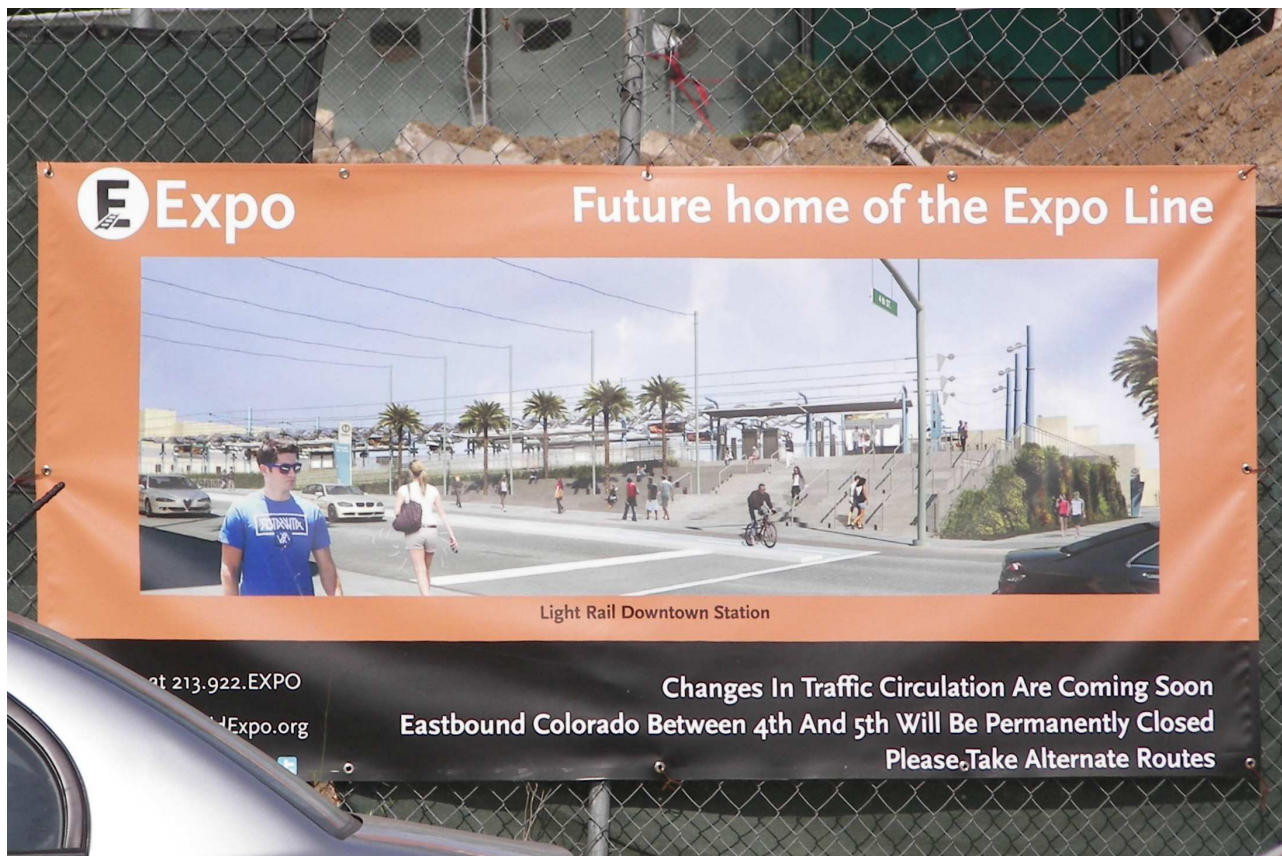
**Edited by Noel T. Braymer**

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**Rail Passenger Association of California**  
**[www.railpac.org](http://www.railpac.org)**  
**Traffic? Gas Pains? We need more Trains!**



This is a drawing of what the future terminal of the Expo Line in downtown Santa Monica will look like at the construction site in downtown Santa Monica. In about 2 years rail service will return to Santa Monica after an absence of over 60 years. Photo by Noel T. Braymer

### [State high-speed rail board approves two-track approach...](#)

San Jose Mercury News-Mar 18, 2013

At a special meeting Monday, the California High-Speed Rail Authority board approved an agreement that underscores its commitment to run the state's future bullet trains on Caltrain's two tracks between San Jose and San Francisco.

The memorandum of understanding also outlines a \$750 million modernization plan to electrify Caltrain's system so its trains can go faster and to install an advanced signal system.

The Peninsula Corridor Joint Powers Board signed off on the agreement March 7.

### [California High-Speed Rail Authority seeking \\$8.6B in taxpayer ...](#)

San Mateo Daily Journal-Mar 19, 2013

SACRAMENTO — The California High-Speed Rail Authority voted Monday to issue nearly \$8.6 billion in taxpayer-approved bonds to build the nation's first bullet train as the state rushes to begin construction in July.

Officials are now on track to sell \$3.7 billion of the bonds. That includes \$2.6 billion for high-speed rail and another \$1.1 billion for improving existing commuter rail systems in Northern and Southern California.

Lawmakers appropriated the \$3.7 billion last year, but the Legislature would have to act again to appropriate the remainder of the \$8.6 billion before the entire amount can be issued.

### [HSR workshop set for Wednesday in Fairmead](#)

Fresno Bee- Mar 19, 2013

The workshop by the California High-Speed Rail Authority will present information about the "Chowchilla Wye," the railroad term for a Y-shaped junction. The Chowchilla Wye is for high-speed train tracks

converging from Merced to the north, Fresno to the south and San Jose to the west. Multiple options are being considered for how and where the connections will be made.

### [Madera County residents get look at high-speed 'Wye' options](#)

Fresno Bee- Mar 20, 2013

FAIRMEAD -- What was once called a "spaghetti bowl" of 14 potential high-speed rail routes in and around Chowchilla has been narrowed to four, and residents got their first close-up look at how their town could be affected in a workshop Wednesday.

### [California High-Speed Rail Authority sued again](#)

San Mateo Daily Journal- Mar 19, 2013

A Central Valley farmer is suing the California High-Speed Rail Authority for breaking its promise to voters by committing Proposition 1A bond money for the so-called "blended system" on the Peninsula. Hanford farmer Jon Tos, Aaron Fukuda and Kings County filed briefs and declarations Friday for a trial set to begin May 31 in Sacramento County Superior Court...

Quentin Kopp, who previously served as chair of the rail authority, drafted the legislation in 1996 that actually created the California High-Speed Rail Authority, submitted a declaration against the rail authority's present course last week.

**Yawn, this will keep going on with new lawsuits from the same people popping up after old ones are dismissed. NB**

### [Anthony Orlando: Rejecting high-speed rail remains a huge fiasco](#)

Sun-Sentinel-Mar 22, 2013

Fifty years ago, this would have been a no-brainer. In the 1950s and the 1960s, politicians were dedicated to investing in new technology and staying one step ahead of the Soviet Union. It's no coincidence that economic growth was faster and more widespread in those days.

Back then, the federal government spent 2.6 percent of the nation's income on nonmilitary investment. In the last twenty years, it has averaged 1.8 percent per year. That difference of 0.8 percent may not seem like a lot, but it adds up to trillions of dollars that could have gone into research and development, education, and new infrastructure — and, if previous investments are any indication, would have yielded benefits many times higher than the costs.

As economist Eugene Steuerle put it, "We have a budget for a declining nation."

### [High-speed rail study finds that remote cities benefit from connection ...](#)

Phys.Org- Mar 20, 2013

. (Phys.org) —Bullet trains fuel real-estate booms, improve quality of life and create other unintended consequences by sharply reducing commute times from smaller cities to large megacities, economists from UCLA and China's Tsinghua University observed in a new study in China. A similar dynamic, they said, could play out as California builds its own high-speed rail system.

### [Should High Speed Rail Share the Tehachapsi?](#)

Analysis by Noel T. Braymer

The most expensive part of running any railroad is not above the rails but below the rails on the right of way. With any capital intensive investment the way to recoup the cost is to use it as much and generate the most income as possible. This is particularly true of High Speed Rail which will need very expensive civil engineering with long tunnels and viaducts. The key to building a High Speed Rail Passenger system in California is to connect Northern and Southern California. The most expensive and difficult part of doing this is through the mountains south of Bakersfield.

### [New Amtrak chairman vows to focus on efficiency](#)

The Star-Ledger - NJ.com-Mar 18, 2013

"Amtrak is focused on maintaining the Northeast Corridor and investing in it," Coscia said in a telephone.

"It's tremendous asset to all the states that are connected by it."

"We need a system that can handle more passengers and handle them efficiently, and the Gateway project is a critical project to do that,"

**OK if it is such an important asset to the states connected by it, how much of their money will go towards investing in it? Why are non-NEC States expected to pay to run trains? NB**

### [Corbett reaches deal to pay to maintain Amtrak route to Pittsburgh](#)

Tribune-Review-Mar 21, 2013

Tom Corbett said the state will pay \$3.8 million a year to subsidize Amtrak's Pennsylvanian route, a daily round-trip that provides the only ...

**California is already paying over \$30 million to run each of their existing State services and each produce much more revenue than the Pennsylvanian which should be extended to Cleveland increase revenue. NB**

### [Vt. track upgrades mean faster Amtrak times](#)

Huffington Post-Mar 18, 2013

MONTPELIER, Vt. — A series of upgrades to the railroad tracks means the Amtrak Vermonter is going to be traveling faster through the state.

### [Amtrak reaches new agreement with UTU](#)

Railway Track & Structures-Mar 20, 2013

The parties first began negotiations in 2010 and were initially unable to resolve their differences on the terms and conditions of a new contract.

### [Amtrak Denver losing passengers despite gains in other major US ...](#)

Denver Post- Mar 20, 2013

Two Amtrak routes roll through Colorado. The California Zephyr, which runs Chicago to Emeryville, Calif., and the Southwest Chief, which ...

**That happens when you lose Rail Passenger service with the loss of the Pioneer and Desert Wind. A Denver section for the Southwest Chief and extending the Zephyr to Los Angeles on the Coast Line would greatly increase ridership to Denver and Colorado and greatly increase Amtrak's revenues more than the cost of adding service. NB**

### [Wandering and Wondering](#)

San Jose Mercury News- Mar 19, 2013

RAIL RIDER

I just went riding the rails around California. The occasion was Amtrak's March 13 detour of the southbound Coast Starlight train due to planned trackwork at San Jose.

### [Sprinter brake problem found by chance](#)

U-T San Diego- Mar 20, 2013

Routine state inspections didn't spot the issue, which was revealed during a visit on another matter...

North County Transit District officials say that a maintenance contractor and a former district engineer knew about the uneven rotor wear for at least 18 months without informing superiors.

### [Emails And Interviews Offer Insight Into SPRINTER Shutdown](#)

KPBS-Mar 18, 2013

Before service began in March 2008, SPRINTER-manufacturer Siemens added additional brakes on the