

... on verge of completing final bridge at San Francisco Transbay Transit Center ... to eventually house Caltrain and the state's high-speed rail.

[Caltrain numbers keep surging: Transit agency set to approve \\$1.8 ...](#)

San Mateo Daily Journal-Apr 4, 2013

Ridership and farebox revenue continue to climb for Caltrain compared to previous years and the number of riders who use the system has ...

[Five Caltrain crossings on Peninsula set for safety upgrades](#)

San Francisco Examiner-Apr 2, 2013

Additionally, traffic signals at the intersections will be extended to coordinate with the longer gate-down times.

[Video: 5 tricks to riding Caltrain](#)

San Jose Mercury News- Apr 3, 2013

Caltrain commuter trains are getting more crowded, so Caltrain has released a video explaining how to ride the rails.

[Gilroy Caltrain Station Among Least Popular](#)

Patch.com- Apr 3, 2013

Caltrain announced Wednesday that ridership has grown to a record-breaking clip, but use of the service in Gilroy is much lower now than it was 10 years ago.

[Ruling On Metrolink More Complicated Than It Seemed](#)

Riverside Press-Enterprise Apr 1, 2013

What looked like a green light for the construction of a new Metrolink line last week is looking more like a yellow light this week

[Metrolink train collides with truck in LA; 13 hurt](#)

Post-Bulletin- Apr 6, 2013

Authorities say a Metrolink commuter train has collided with a dump truck in Los Angeles, leaving 13 people with minor injuries.

[Metro Board Prioritizes Connecting Bob Hope Airport With Public Transit](#)

Burbank Leader Mar 30, 2013

San Fernando Valley Council of Government members] also want the airport linked to the Red and Gold lines, providing easier access to Hollywood, downtown L.A. and Pasadena

[5900 Wilshire Gets The Shaft: Westside Subway Extension Begins This Week](#)

Los Angeles Magazine Apr 2, 2013

The L.A. Metro will be building an "exploratory shaft" of its soon to be new-and-improved Purple Line right next door to our building

[Slideshow: construction work on the Gold Line Foothill Extension project](#)

by Steve Hymon Apr 1, 2013

Construction on the Gold Line Foothill Extension has been well underway for some time; the project is extending the Gold Line from the Sierra Madre Villa station in eastern Pasadena for 11.5 miles to a station adjacent to Citrus College

[Metro offers Dodger Stadium express bus service from Union Station ...](#)

Pasadena Independent-Apr 1, 2013

Metro offers Dodger Stadium express bus service from Union Station to Dodger Stadium during regular season 2013 Dodger Games

[RailPAC PHOTOS of the Month \(March, 2013\)](#)

Here are 5 photos by RailPAC photographers. Click on each photo to see it full size! Contributions to this page each month are welcome. Send your jpg rail photos to RailPAC Photo Editor, at info@railpac.org

[Public Transportation Does Relieve Traffic Congestion, Just Not Everywhere](#)

The Atlantic: Cities Apr 1, 2013

By analyzing the impact of a Los Angeles transit strike in 2003, Anderson found that congestion did decrease considerably — but only on roads that paralleled heavy transit corridors.

[In California, Railroad Connection Spurs Industrial Growth](#)

World Property Channel-Apr 2, 2013

The resurgence of rail in the United States has helped turn around the industrial market in California's Inland Empire, one of the area's hardest ...

[DeFazio Tackles The Eternal Question...How To Fund The Highway Trust Fund?](#)

American Society Of Civil Engineers

One of the more recent proposals comes from Peter DeFazio (D-OR), the Ranking Member of the Highways and Transit subcommittee of the House Transportation and Infrastructure Committee and he does touch upon the federal gas tax.... According to DeFazio's office, tying the gas tax to the consumer price index would bring in about \$50 billion over 10 years, while tying it to the Department of Transportation's National Highway Cost Construction Index would yield \$150 billion over the same period. The resulting revenue would then be used to back the issuance of \$100 billion in bonds that would be paid off in 10 years.

[Infrastructure Bank Would Fund More Than Just Roads And Bridges](#)

Land Line Apr 1, 2013

President Obama's "Rebuild America Partnership" includes a national infrastructure bank that would fund a lot more than just roads and bridges. If it comes to fruition, an infrastructure bank would lend money for intermodal projects, ports, pipelines, power grids and schools.

Want to have Fun during National Train Day? Be a part of it! Represent RailPAC at your Local National Train Day event or help out at events at tables planned around California particularly at LA Union Station. For more information call RailPAC President Paul Dyson at 818-845-9599 or write at pauljdyson@yahoo.com

[National Train Day Events Announced for the Central Coast on May 11th](#)

Central Coast Railroad Festival to offer Three Family Excursions

San Luis Obispo Railroad Museum to offer a Free Sneak Preview at the SLO Freight House.

Further information on the Festival, including photos and schedules from past years, and an email notification sign up, can be found at www.cccrrf.com or by calling the Festival office at 805-773-4173 .

Further information on the San Luis Obispo Railroad Museum can be found at: www.slorm.com/

Due to scheduling conflicts the planned rail summit and RailPAC members meeting announced for May 17 has been postponed and will be rescheduled for a later date. Watch for an announcement in the coming weeks

Excerpts from a letter to reporter Michael Barone of the Washington Examiner from Andrew Selden, President of the Minnesota Association of Rail Passengers

The western trains ALL cover their variable and direct fixed costs of operations handily, but fail only to cover Amtrak's allocations of system fixed costs which exist irrespective of the fact or volume of long distance train operations. It is still the case also that Amtrak deliberately misallocates substantial shares of NEC fixed costs to long distance trains, including long distance trains in the west that never use the NEC. The purported "success" or "profitability" of the NEC is a BIG LIE because to make that claim (and to hide the NEC's staggering and growing annual losses), **Amtrak routinely mischaracterizes its infrastructure costs as "capital" items, as if that changes the fact that these costs are caused by and indispensable for the operation of trains in the NEC.** (emphasis added) Your column hinted at this, but failed to grasp the significance. Amtrak's claim is like a bankrupt airline claiming that it was "successful" or "profitable" without revealing that it was not charging against its revenues its landing fees, gate rentals, or heavy equipment maintenance, because those are "capital" costs. That would be a lie, and in the private sector a publicly-traded business that made such claims and its executives would be prosecuted for crimes.

Measured by GAAP (**Generally Accepted Accounting Principles**), Amtrak loses somewhere between \$600,000,000 to \$700,000,000 every year in the NEC, but only about \$200,000,000 in the long distance segment, where it produces 160% more transportation. Thus, its return on federal investment is probably six times (600%) higher in the long distance trains than in the NEC trains. Amtrak's tens of billions of dollars of "investment" into its NEC markets, including the more than \$3 billion sunk into the Acela program, have to date produced a negative rate of return on investment. Its annual loss on operations rose following the inauguration of Acela service 12 years ago, and has risen every year since.



Coast Starlight on famous Cuesta Grade Horseshoe Curve Photo Credit: Jim Radford

We Get Emails

Re: Denver-Cheyenne-Albuquerque Amtrak?

I saw your comment about the Denver Ridership declining. I like to know If there was ever any study or proposals about creating Amtrak Service from Denver to Cheyenne. And or even Denver to Albuquerque?