

new restaurant in L.A.'s largest transit hub.

[Summary of public comments on Union Station Master Plan draft alternatives](#)

Posted May 31, 2013 by Steve Hymon

The plan is seeking to improve Union Station for decades to come by making transit access easier and better using space at the facility. In addition, the plan is also trying to identify the best place to accommodate the high-speed rail project that is planned to connect Los Angeles and San Francisco.

[Long Beach Politician Pushing For A Cleaner, Safer Blue Line](#)

Curbed LA May 29, 2013

The Blue Line light rail--a workhorse of the city's Metro system, lugging 90,000 people between Downtown LA and downtown Long Beach every workday--doesn't have the best rep. Its bad PR is related to slow stretches of the line through LB, a not-great crash record, vandalism at stations, and a roaming swapmeet feel on board.

[Bay Meadows](#)

San Francisco Chronicle-May 29, 2013

Designed to address the growing market for accessible and responsible housing in the Bay Area and Silicon Valley, Bay Meadows is the new urban village between San Francisco and San Jose on the Caltrain line.

[BART restores full service temporarily for riders](#)

Contra Costa Times- May 31, 2013

OAKLAND, Calif.—Bay Area Rapid Transit officials say full service has been temporarily restored for thousands of commuters traveling between San Francisco and the East Bay following damage to a rail in the Transbay Tube.

[Streetcars Might Make A Comeback In Oakland](#)

East Bay Express May 24, 2013

Until 1958, Oakland had a system of streetcars that shuttled passengers from across the city to its Western edge, where they could catch ferries or commuter rail to San Francisco. Half a century later, streetcars may be coming back to Oakland.

[Are Public Roads Only For Cars and Trucks?](#)

By Noel T. Braymer

As I grew up I got the impression that Streetcars had to go because they disrupted auto traffic on busy city streets. Motorists often complained about the Streetcars. Was that really the problem?

[\\$1.1 Billion In Sandy Aid Announced For Transit Systems](#)

NJ.com May 23, 2013

The money is part of an overall package of \$3.7 billion in Sandy-related transit aid for the region, said Senators Robert Menendez and Frank Lautenberg, both Democrats. The money will pay for replacement or repair of equipment damaged or destroyed by the storm, as well as for improvements intended to avoid similar devastation and service outages in the future.

[NYC to Build Flood-Resistant Tunnel Connecting Penn Station](#)

The Epoch Times - May 30, 2013

U.S. Transportation Secretary Ray LaHood announced on May 30 in New York announcing \$185 million in Hurricane Sandy Relief funding that will allow work to begin on a new flood-resistant tunnel casement under the Hudson Yards, part of Amtrak's ...

[How Engineers Are Building A New Railroad Under New York City](#)

Wired May 27, 2013

The biggest public transit infrastructure effort in the US is almost completely invisible — unless you're 160 feet underground. The East Side Access project will connect the Long Island Railroad to New York's Grand Central Terminal via a massive tunnel under the East River

[Can New York's Penn Station Ever Be Great Again?](#)

The Atlantic: Cities May 31, 2013

Four architectural firms unveiled grand designs for a new Penn Station and Madison Square Garden at an event this week sponsored by the Municipal Art Society of New York. Whether any of the shiny dreams they floated has a chance of becoming reality is a wide-open question, but those in attendance seemed ready to push for a new vision of what is today a hideous and congested vortex at the heart of Manhattan

[TRANSPORTATION: Federal help needed with goods movement](#)

Press-Enterprise - May 30, 2013

Southern California transportation officials and industry leaders called for more federal dollars for freight movement projects at a special congressional hearing in San Bernardino on Thursday, May 30....

The 10 congressional representatives rode a BNSF train along the Alameda Corridor, on the same route traveled by freight trains carrying cargo from the ports through the Inland area.

[Many Don't Know How Much They Pay For Roads, Survey Finds](#)

Washington Post May 28, 2013

Forty percent of those who participated in an advocacy group's survey said they didn't know, and a quarter of all those surveyed estimated that they paid twice as much as the \$46 that the Federal Highway Administration said was the average monthly gas tax paid by households in 2011.

The Federal gas tax also pays for some rail transit projects not just new freeways. At 18.4 cents per gallon today this is unchanged since 1993. Because of inflation it will soon be back in real value to what it was when President Hoover signed the Federal gas tax into law in 1932 at a penny a gallon. What would inflation proof Federal gas taxes be to make them a sales tax based on a percentage of the price not a fixed price based on consumption. When gasoline prices go up then, tax revenues would go up too even if demand for gasoline goes down. NB

A Gateway to the Future

The Anaheim Regional Transportation Intermodal Center

Industry Day, 23 May 2013



ANAHEIM  TRANSIT. WHERE YOU WANT TO GO.

RailPAC President Paul Dyson and VP North Art Lloyd announce that the 2013 Meeting will be Saturday, October 5 in San Francisco! Save the date! Time, reservation info and speakers to be announced. Location: Port of San Francisco Community Room, Pier 40, Embarcadero, San Francisco, next to the ballpark.

We Get Email

Re: Metrolink proposed Fare Increase

An economic truism: less cost equals more sales. Love the trains,
Shelby Jean Kaplan, Economist

What is needed at Metrolink and other rail providers is Yield Management. Starting with the airlines, now hotels, rental cars and intercity bus companies offer discounts to increase occupancy when demand is lower but charging what the market will bear when demand is greater than supply. They do this because it greatly increases profits. Another lesson Metrolink and other rail service providers could learn from the airlines is hubbing and improved connections. It is not practical now without run-through tracks at LAUS during rush hour for Metrolink to have run-through trains, but it can be done on weekends and outside of rush hour. Amtrak does this now with the Surfliners between San Diego to Santa Barbara and San Luis Obispo. Running trains from Lancaster to Oceanside can have connections to San Diego on the Coaster. Such trains can provide beach service from the High Desert and bus connections to Disneyland, Knott's Berry Farm, Universal Studios and Magic Mountain. Combining trains from Ventura County to San Bernardino greatly expands the market for these trains, giving Bob Hope Airport connections to the San Gabriel Valley and connections to and from the Lancaster to Oceanside trains. All this

will increase revenues and ridership more than raising fares. NB

Opinions expressed in this newsletter are those of the authors and not necessarily those of the Rail Passenger Association of California.

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You can send your comments to me at nbraymer@railpac.org

For those who would like an additional copy of the eNewsletter with plain text (minus photos and graphics) just email me at nbraymer@railpac.org with your name and email address. NB

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