
Subject: More on SJ Comet cars, Metrolink fares up, ridership down & No BART Strike

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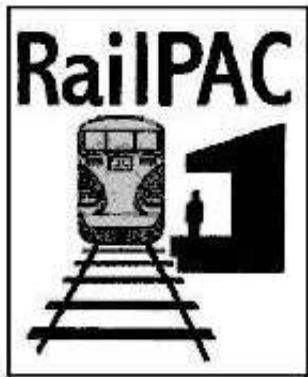
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RailPAC Weekly E-Newsletter for August 12, 2013

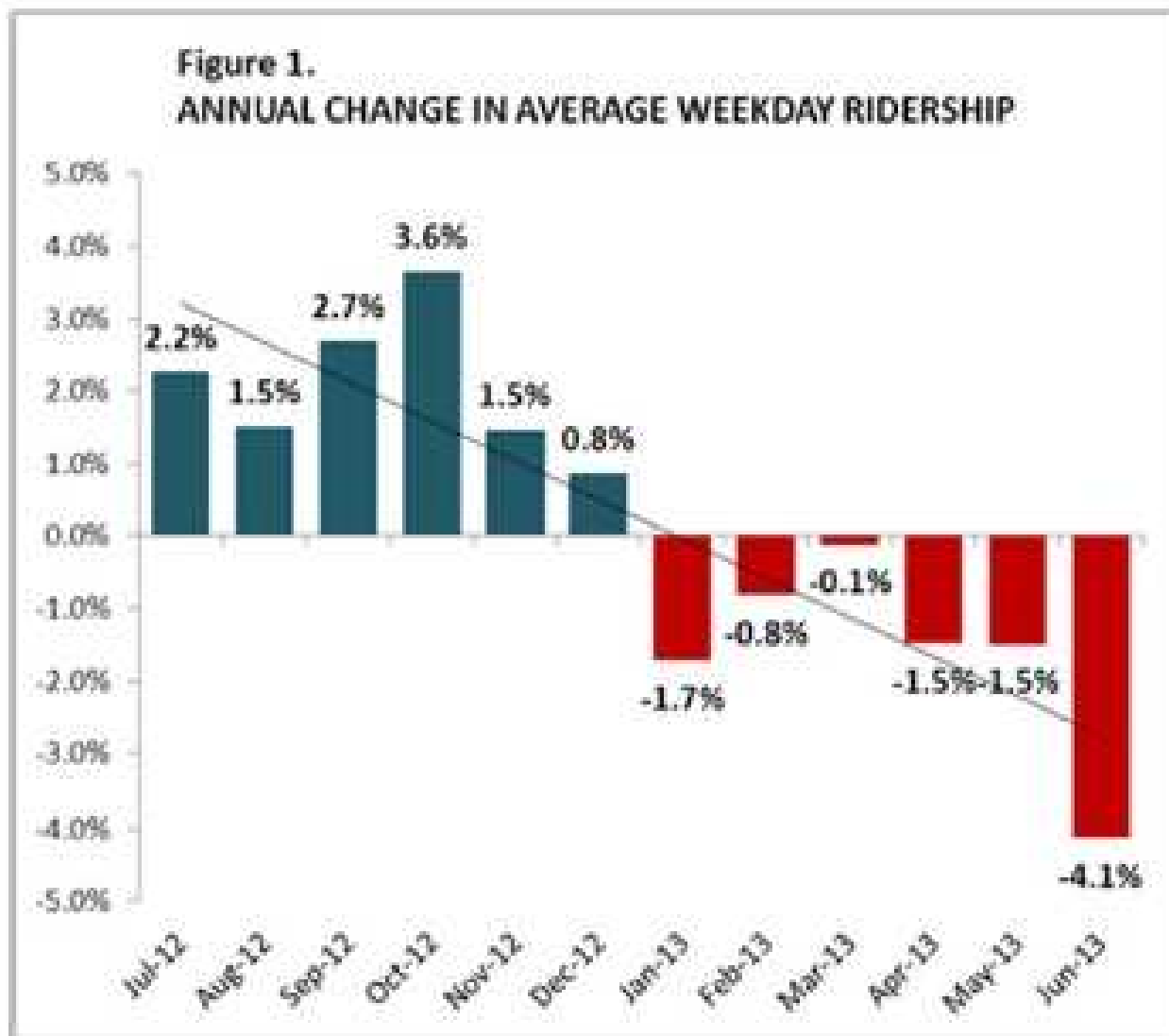
Edited by Noel T. Braymer

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



This Graphic from LOSSAN shows Metrolink ridership over the last year. Public announcements about the fare increase that went into effect on July 1st were made in June of this year. The biggest drop in ridership occurred just before the fare increase went into effect.

[Metrolink's Shrinking Ridership](#)

By Noel T. Braymer

Why is ridership declining on Metrolink? There are many reasons. Much of the rise in ridership recently in public transportation is directly the result of spikes in the price of gasoline and cost of driving a car. Since last year the price of gasoline has more or less stabilized and even dropped a little. People are also buying new more economical cars to replace their gas guzzlers. The recent fare increase by Metrolink hasn't helped either. Most of this decline in ridership is for commuters headed to Union Station.

[A year later, some still grumble over shifting of Sacramento train tracks](#)

Sacramento Bee-Aug 7, 2013

Kutrosky said Capitol Corridor train ridership has dropped 4 percent at the Sacramento station in the last year, some of it due to the longer walk ...

The Capitol Corridor has heavy commuter ridership in Sacramento which is very price and time sensitive. People can be fired if they are late too often for work. Commuters like most travelers are interested in convenience and economy. When either are missing passengers will find alternative transportation. NB

[Bus travel is picking up, aided by discount operators](#)

Philadelphia Inquirer Aug 8, 2013

Discount operators' success has catapulted the bus industry forward. Bus traffic grew 7.5 percent between the end of 2011 and 2012, a drastic change from the average decline of nearly 1.5 percent between 1960 and 1980 and nearly 3 percent between 1980 and 2006.

[BART strike: Opposing proposals released; two sides \\$100 million ...](#)

San Jose Mercury News- Aug 7, 2013

OAKLAND -- If there were any lingering doubts over whether a resolution to BART's labor dispute was coming soon, it was erased Wednesday ..

[BART, unions present their sides to panel investigating labor ...](#)

Progressive Rail Roding- Aug 8, 2013

Brown will consider the panel's report and then determine whether he will issue a 60-day cooling off period, which would maintain train service while negotiations continue, BART officials said.

[Gov. to seek cooling off period if no deal reached](#)

San Francisco Chronicle- Aug 10, 2013

SAN FRANCISCO (AP) — Gov. Jerry Brown said Friday he will seek a court-ordered, two-month cooling-off period if a contract dispute threatens to stall commuter trains in the San Francisco Bay Area. The announcement came as union leaders warned commuters that they were prepared to strike and shut down one of the nation's largest rail systems for the second time this summer if they don't reach an agreement on a new contract this weekend.

[BART strike 60-day ban ordered by judge, guaranteeing trains will roll](#)

San Jose Mercury News- Aug 11, 2013

SAN FRANCISCO -- A judge on Sunday officially ordered BART workers to stay on the job for the next 60 days, ensuring that the trains will roll ...

[BART Silicon Valley Berryessa Extension nets \\$40 million in state ...](#)

Progressive Rail Roding-Aug 9, 2013

The Bay Area Rapid Transit (BART) Silicon Valley project is a 16-mile extension of BART's system to San Jose, Milpitas and Santa Clara.

[Editorial: City should embrace train repair facility](#)

Sacramento Bee-Aug 6, 2013

The city of Sacramento should embrace this opportunity, not discourage it.

As The Bee's Hudson Sangree reported on Sunday, a new working railyard in the capital city would provide scores of good-paying, permanent, high-skill jobs.

[Lawyers shine light on Valley high-speed rail cases](#)

Fresno Bee- Aug 6, 2013

Bay Area attorneys doing battle against California's high-speed train project in the central San Joaquin Valley offered a look at the legal intricacies of the system Tuesday with Fresno's legal community.

[Bill would ease land use for high-speed rail](#)

San Jose Mercury News- Aug 8, 2013

The bill by Democratic Assemblywoman Bonnie Lowenthal, of Long Beach, allows rail officials to negotiate property access rights and sell excess land without getting approval from the state Department of General Services.

[Feds say environmental law does not apply to California high-speed ...](#)

Enterprise-Record- Aug 9, 2013

SACRAMENTO -- California's high-speed rail project is no longer subject to the state's rigorous environmental laws after a federal transportation board ruled that it has oversight of the project, the state attorney general's office argues in a brief filed Friday. ...

Opponents of the project could lose one of their most significant legal tools if a federal judge agrees with the state's argument. Critics of the rail line have repeatedly sued the state alleging violations of Environmental Quality Act.

[Lessons for California from Spain about Trains](#)

By Noel T. Braymer

Spain has over 1,800 miles of High Speed Rail Lines. What most of the headline writers don't realize is the Spanish train crash didn't happen on a High Speed Rail Line. This crash was on an old rail line built years ago and happened after the train had just left a faster rail route. No one puts a 50 mile an hour curve in the middle of a High Speed Rail Line.

[Trains may not have positive train control by 2015, Foxx says](#)

USA Today Aug 1, 2013

Transit systems face a 2015 deadline to install automatic equipment to halt trains that are speeding or disobeying signals, but Transportation Secretary Anthony Foxx acknowledged Thursday that it might be difficult for them to comply.

Safety officials have long sought the equipment to prevent collisions like the recent crash in Spain, where a speeding train derailed and killed 79 people. Investigators found the train was going 119 mph in a 50 mph zone, and that the conductor was on the phone just before the crash.