

Shale Gas and Oil is largely the result of "Fracking". This new fuel production have caused drops in the price of Natural Gas and Gasoline. But financial analysts have warned for some time that this production level is unsustainable and projections for future production unrealistic. Much of this production is highly leveraged financially and some analysts have considered this a financial bubble which will collapse before long. Time will tell but even if energy is unlimited we will have congested and deteriorating roads if we don't spend money to improve transportation. Future economic growth depends on good transportation and infrastructure. NB

[California freeways busiest in nation](#)

San Gabriel Valley Tribune Aug 19, 2013

The single busiest interstate in the nation was the 5 Freeway, recording 21.4 billion miles in California. The 10 Freeway and the 110 Harbor Freeway were the second and third most traveled in the nation, respectively. Last, but certainly not least, is the 405 Freeway, which was crowned the busiest interstate in any city in America averaging 379,000 vehicles each day.

[British group to test battery-powered emu](#)

IRJ Aug 19, 2013

WORK has started to create a prototype battery-powered emu which can operate beyond the catenary as way of extending the benefits of electric operation as Britain electrifies more of it national rail network.

Here is Megabus serving Los Angeles Union Station. What is interesting is their double deck buses have low floor loading that can reduce dwell times. Buses like this would be useful on Amtraks to connect to California's State supported trains and allow faster running times by connecting buses. Photos by Noel T. Braymer

We Get Emails

Re: Bus companies at train stations

Why do we let MegaBus use Amtrak or Metrolink stations?

This is a direct competitor. Could it be that they can't use Greyhound stations as they are also their competitor. They have no stations, thus lower costs. We should not be doing this, unless they are being charged to use the Amtrak or Metrolink facilities.

Mark Johnston

Most train stations in California today are part of larger transportation centers which are own and operated by local government similar to the way airports are operated. Just like airports where all airlines are welcomed at public airports so are all viable transportation services at local transportation centers. Greyhound is also closing many of their bus stations and using local

transportation centers or moving next to transit centers. Greyhound is on record saying they want to move into LAUS. This gives the public the maximum range of travel options and increases ridership on all services with better connections. With the level of travel demand today and rail passenger service now only carrying less than one percent of all travel in this country, I'm not worried about about a dozen or so buses a day carrying about 50 passenger a piece. We need to think about service improvement which will attract more new train riders on frequent trains carrying hundreds per train. NB

Re: Connecting at airports

There are some other cities that have public transit lines, with NO transfer needed to get between airports and Amtrak, although it may be a long trip.

Among those cities are Albuquerque, Spokane, and Pittsburgh. They are all served by a direct city bus line.

Also, Cleveland could get Amtrak service directly at its airport, as Amtrak's Lake Shore Limited and Capitol Limited both go by the airport west of the city. Local rail does connect between the airport and Amtrak, but a transfer is required at Tower City, between its Waterfront light rail and the Red line Rapid. Steve Crosmer

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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