
Subject: Colton Flyover Done at half price, how about a daily Sunset?

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

To: ntbraymer@yahoo.com;

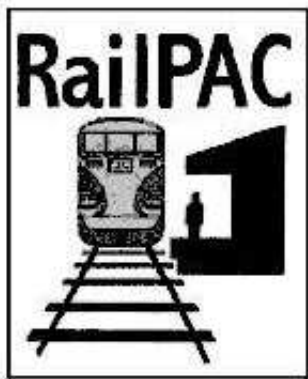
Date: Tuesday, September 3, 2013 9:30 AM

RailPAC Weekly E-Newsletter for September 3, 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!



Construction for a second track in San Diego near Sorrento Valley. This one mile extension of an existing siding leads into the canyon country and slow running north of downtown San Diego. The next leg will double track for 2 more miles through the canyons with a straighter and faster alignment to connect to existing double track. On just the LOSSAN Corridor between San Luis Obispo and San Diego the State has spend over \$1 billion dollars, local agencies over \$600 million and \$200 million from Amtrak. Photo by Noel T. Braymer

[Bay Bridge closure could mean traffic chaos](#)

San Jose Mercury News - Aug 27, 2013

The shutdown of the bridge, part of a \$6.4 billion project to replace the eastern span, begins at 8 p.m. Wednesday and could last until 5 a.m. Tuesday. That's two days longer than in past years -- and includes two weekdays, Thursday and Friday, when thousands of drivers may be heading to work or preparing to get out of town for the last weekend of summer.

The AAA predicts a 6 percent increase in the number of cars on state roads this weekend from a year ago. That's more than 3.9 million Californians traveling 50 miles or more from their homes.

What ever happened to the plan to rebuild the Dunbarton Rail Bridge to create passenger service from the East Bay to both San Francisco and San Jose? It would sure come in handy when BART or a road bridge is out of service and the rest of the year. NB

[Caltrans happy about Bay Bridge construction progress](#)

KTVU San Francisco- Aug 30, 2013

Meanwhile, Bay Area Rapid Transit ridership is at near-record levels going into the holiday weekend, as commuters shed their cars for trains in the bridge's absence.

BART spokesman Jim Allison said the system handled a little more than 475,000 riders on Thursday, eclipsing the previous No. 3 ridership record by about 30,000 riders.

[Caltrain, SamTrans to operate on Labor Day](#)

Palo Alto Online- Aug 30, 2013

Caltrain will operate 28 trains between San Jose and San Francisco along with four weekend baby bullets. A shuttle will be available between ...

[Metrolink offers Labor Day service on Antelope Valley Line](#)

Metrolink Aug 30, 2013

LOS ANGELES – Metrolink will suspend service on Monday, Sept. 2, in observance of Labor Day, with the exception of two round-trip trains on the Antelope Valley Line...

Due to necessary track maintenance, a bus bridge will be established between the Newhall and Sylmar/San Fernando Stations causing delays of more than an hour.

Regular weekday fares apply.

[California high-speed project is 'good news' for Central Valley firms ...](#)

Progressive Rail Roading- Aug 27, 2013

The California high-speed rail project is expected to result in \$560 billion in revenue for certified companies during the project's first and second phases, according to a foundation that advocates for minority-, women- and disabled-veteran-owned businesses.

[Kings Co. blocking high-speed rail soil work](#)

Fresno Business Journal- Aug 27, 2013

Kings County is a different story.

The memo continues that Kings County has refused to cooperate with such testing, saying the project does not comply with the county's general plan.

In order to comply with a recent Court Order all environmental impact reports have to be completed in the San Joaquin Valley by the California High Speed Authority. This ploy by Kings County is an obvious game to derail this project with no alternatives being offered for improved rail passenger service which would reduce local impacts. These same critics of the High Speed Rail Project harp about how behind schedule this project is as they do everything to delay it. This is more about partisan gridlock like we see in Washington and nothing about finding solutions for future rail passenger that most Californians can live with and use. NB

[Visalia might get its way on high-speed rail](#)

Visalia Times-Delta- Aug 31, 2013

The consultants' progress report says authority staff told URS, "In July 2013, further verbal direction was given to replace the Hanford West Bypass 2 Below-Grade Alternative with the Hanford East Alternative as part of the single PA (preferred alternative), and to explore options for adjusting that alignment to avoid or reduce impacts on the Baker Commodities facility."

The change of heart may be due to two factors: The engineers only lately became aware of the high water table on the west of Hanford route; **and secondly, never-say-die lobbying by the City of Visalia aimed at CHSRA board members themselves may have finally gotten their ear. Emphasis added, not everyone in the San Joaquin Valley is opposed to High Speed Rail. NB**

[WI Could Still Get Higher Speed Rail](#)

Minnesota is hatching a Twin Cities-to-Milwaukee-to-Chicago plan, putting Gov. Walker on the spot.

Urban Milwaukee Aug 27, 2013

Wisconsin Gov. Scott Walker famously refused the \$820 million in federal funds to create a 110 mile per hour rail connection from Milwaukee to Madison (extending the existing route from Chicago), and there's

little sign of that idea being revived. But there is increasing momentum to strengthen the rail connection between Chicago, Milwaukee and Twin Cities, with some of it even winning Walker's support.

Even better would be dedicated connections or direct service out of Chicago on this corridor to St. Louis and Detroit for starters. NB

[Why I am Thankful for California High Speed Rail](#)

By Noel T. Braymer

When the Prop 1A Bond Issue measure went before the voters in 2008, I was with the majority that voted for it. I don't regret my vote. I had no illusions that the High Speed Rail project would go smoothly or be built on schedule or according to plan. But I couldn't pass up the nearly 10 billion dollars in new capital for rail passenger construction.

[Chunyun: millions return home](#)

USC US-China Institute-Aug 26, 2013

Chunyun is considered the biggest annual collective exodus in the world. In 2006 alone, the number of train passengers exceeded China's population, transporting over 2 billion passengers around the country. This figure exceeds the number of passengers taken by UK in the entire year.

[World's Fastest Train Resumes Trials as Japan Plans New Line](#)

Skift-Aug 29, 2013

Central Japan Railway Co. plans to begin work on the 5.1 trillion yen (\$52 billion) maglev line between Tokyo and Nagoya as early as April.

This is a distance of 164 miles at a cost of over 300 million dollars a mile. Transportation infrastructure in an urban area isn't cheap! The railways of Japan are now all privately owned. NB

[Sen. Hill's High Speed Rail Bill Goes to Governor](#)

Patch.com- Aug 27, 2013

The legislation, which puts to rest concerns on the Peninsula that the California High-Speed Rail Authority may revisit a four-track option, is supported by a coalition of local governments, including the cities of Palo Alto, Atherton, Redwood City and San Carlos.

[Embezzler was hired by CA high-speed rail agency](#)

Sacramento Bee- Aug 29, 2013

Moore, who at the time was called Carey Renee Aceves, was working for the state Board of Equalization when she was arrested in 2007. She was in the process of being fired but resigned before the action became final and so no record of her crime was placed in her personnel file, The Sacramento Bee reported Thursday.

[2013 Steel Wheels Conference, October 5th](#)