
Subject: Setback for keep the Chief, Metrolink how has Positive Train Control and groundbreaking to Perris

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

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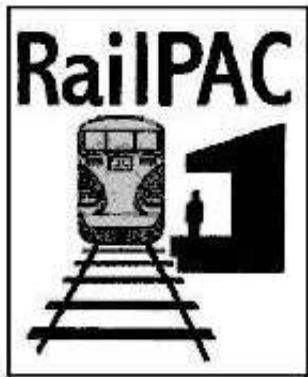
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RailPAC Weekly E-Newsletter for February 24, 2014

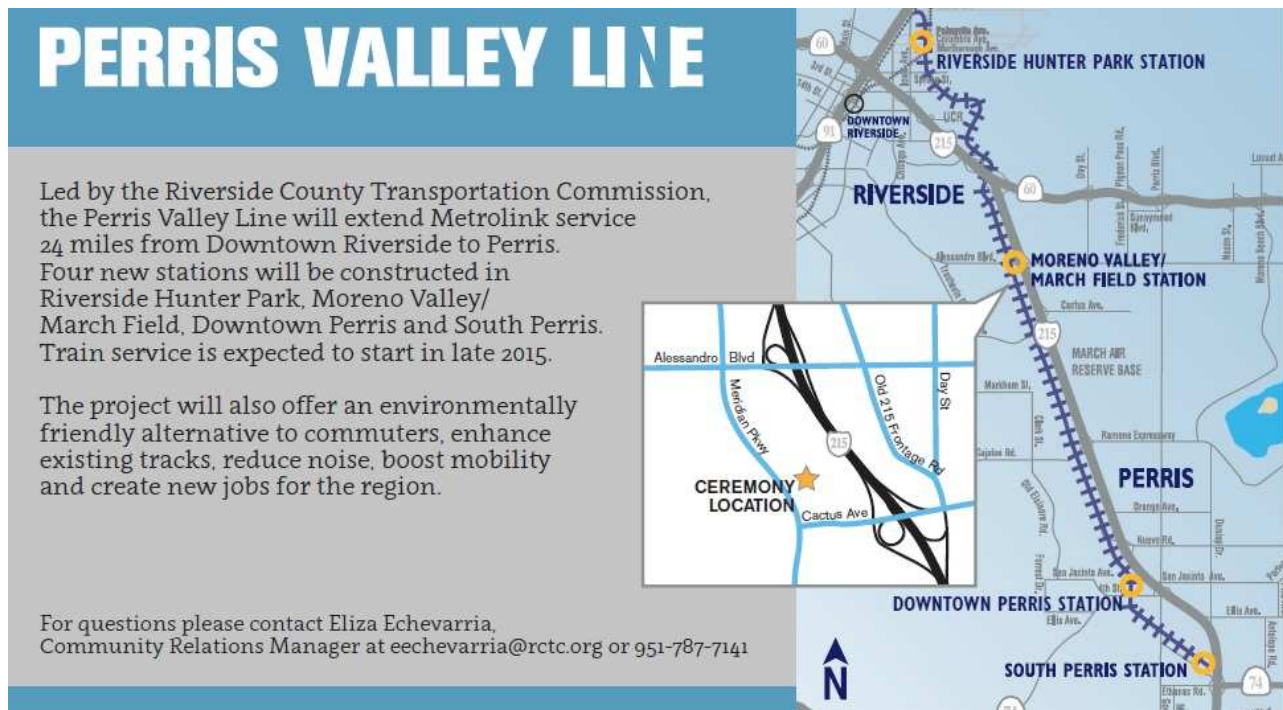
Edited by Noel T. Braymer

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



The groundbreaking for this extension of Metrolink was held on February 21, 2014.

[TRANSPORTATION: At long last, construction begins on Perris ...](#)

Press-Enterprise-Feb 21, 2014

The 24-mile Perris Valley Line won't be up and running until late 2015, but construction is underway. And more than 100 local, state and federal officials and business leaders gathered on Friday, Feb. 21 to celebrate that long-awaited milestone. At one point, several speakers noted, the \$248.3-million project appeared doomed.

[Metrolink Set To Debut Predictive Collision-Avoidance Technology](#)

CBS Local-Feb 17, 2014

Federal regulators have authorized Metrolink to utilize PTC technology on trains along the Metrolink 91 Line between Riverside-Downtown and just east of L.A. Union Station, the Orange County Line between Fullerton and just east of Union Station, and Inland Empire-Orange County Line between San Bernardino and east of Anaheim Canyon.

[Collision avoidance system now running on 3 Metrolink routes](#)

San Gabriel Valley Tribune-Feb 22, 2014

Inside one of three simulator rooms in a white trailer near Union Station, Magazin marvelled at the brand new safety system as he guided me through a computer setup more sophisticated than any video game I ever played.

[Metrolink begins PTC revenue service demonstration](#)

Railway Track & Structures-Feb 21, 2014

Metrolink has begun a Positive Train Control (PTC) revenue service demonstration (RSD) under the authority of BNSF in California. Metrolink operated PTC RSD on Orange County Line train 686 February 20, however, the first revenue service train to offer the technology was 91 Line train 700 February 17.

The FRA has authorized Metrolink to operate PTC RSD on BNSF territory using Wabtec's Interoperable Electronic Train Management System (I-ETMS)®.

[LA gets \\$670 million to link downtown trains](#)

San Jose Mercury News-Feb 20, 2014

LOS ANGELES—The light rail public transit system in Los Angeles is getting \$670 million to solve one of its most vexing design deficiencies: Train riders who want to travel from one side of downtown and out the other must transfer twice. On Thursday, federal officials are announcing they will give half of the money needed to complete a project that will let passengers pass under downtown without leaving their seats.

The "regional connector"—as the Los Angeles County Metropolitan Transportation Authority calls it—will tie together three existing light rail lines with a new tunnel and three new stations.

LA Metro says that, with federal money secured, major construction should begin later this year. If all goes well, the project would open in 2020.

[NM House OKs cost-sharing funding for Amtrak route](#)

The Denver Channel-Feb 18, 2014

A bill approved by the New Mexico House would use oil and gas revenue to pay the state's share of costs to keep Amtrak's Southwest Chief on its current route.

The House's vote Monday sends the bill to the Senate where its fate is uncertain.

[Cities on the Southwest Chief line want state support](#)

Newton Kansan-Feb 20, 2014

The loss of the Southwest Chief passenger rail line would cause a substantial disruption and loss of jobs, said representatives from cities facing an end-of-year deadline to secure a plan to improve or lose the line...

About 5,000 passengers per year use the depot in Dodge City despite the eastbound train arriving just after midnight and the westbound at 5 a.m. Another 7,000 use the line from Garden City. About 250,000 people ride the line each year.

[Session ends with no solution to save Southwest Chief route](#)

Santa Fe New Mexican.com-Feb 20, 2014

New Mexico's legislative session concluded Thursday without a commitment to fund the state's share of a proposed partnership to keep Amtrak's Southwest Chief running through the northern portion of the state beyond 2015.

[Amtrak is moving back soon to Denver Union Station](#)

Denver Business Journal-Feb 21, 2014

Amtrak has been using temporary facilities the last three years while the redevelopment of Union Station and its surrounding area into a modern rail and bus transportation center and hotel-restaurant-business complex has been underway.

[Engine problem leaves Amtrak passengers stranded in Old ...](#)

TheDay.com-Feb 19, 2014

Old Saybrook — Hundreds of Amtrak passengers headed to Boston were stuck near the Old Saybrook station for about 4½ hours Tuesday ... The 185 passengers on the train were transferred to a second Northeast Regional train, but that train, too, "became disabled with an engine problem of its own," Amtrak spokesman Craig Schulz said in an email.

[Amtrak train becomes disabled, leaving passengers stranded for hours](#)

WWMT-TV-Feb 19, 2014

Train 364 which departed from Chicago and was heading to Port Huron became disabled in Niles, according to Amtrak Spokesman Craig Schulz.

[Mudslides cancel some Sounder, Amtrak rail service](#)

The Seattle Times (blog)-Feb 17, 2014

There will be no Seattle-Everett passenger-train service on Sounder and Amtrak until early Wednesday.

[Warning: Amtrak trains will not arrive on schedule](#)

Great Falls Tribune-Feb 16, 2014

On a recent Tuesday afternoon, the westbound Amtrak pulled into the Willison, N.D., train station four hours after its scheduled 11 a.m. arrival. So far in 2014, that isn't unusual. In fact, four hours isn't really even that late. The Empire Builder route's on-time rate in January for the westbound train was 10.3 percent.

[Inside Amtrak's \(Absolutely Awesome\) Plan to Give Free Rides to Writers](#)

The Wire-Feb 21, 2014

Amtrak has begun offering "writers' residencies" to, well, writers – long roundtrip rides aboard Amtrak trains dedicated solely for the purpose of writing.

Yes but they won't get chocolate , flowers or newspapers ! NB

[After two big blunders, New Jersey Transit chief resigns](#)

Reuters - Feb 19, 2014

NEW YORK - New Jersey Transit's chief resigned after stumbles following the Super Bowl and Superstorm Sandy, the latest transportation official appointed by Governor Chris Christie to leave. James Weinstein, appointed by Christie in 2010 ...

[Temporary changes to rail service in North County](#)

KFMB News 8-Feb 19, 2014

On the weekends of March 1-2, and March 8-9, the NCTD's Coaster trains will run, but there will be no San Diego County stops for Amtrak or the Metrolink.

Rail work is scheduled at the Santa Margarita Bridge at Camp Pendleton, the Coast Boulevard crossing in Del Mar, the San Dieguito River Bridge and the area between Sorrento Valley and Miramar roads, according to the NCTD.



This is an early evening view this February from the new double track concrete bridge over the Santa Margarita River in Camp Pendleton. Looking to the east we can see that the old landmark steel truss bridge is now also gone. Photo by Noel T. Braymer

[Stanislaus Council of Governments to weigh putting transit tax on ..](#)

.Merced Sun-Star-Feb 18, 2014

If approved, the local transportation tax could generate \$456 million for potholes and other road maintenance. Another \$456 million would help build the North County Corridor north of Modesto and south of Riverbank and Oakdale, a south county corridor from Turlock to Patterson, and upgrades for Highway 132 from Modesto toward the Bay Area.

Smaller amounts could help extend Altamont Corridor Express rails, bringing East Bay passenger trains to Modesto and Turlock.

[Massive Oil-By-Rail Plan in East Bay Put on Hold](#)

East Bay Express-Feb 20, 2014

Pittsburg city government will go back to the drawing board for another round of environmental review on a controversial proposal to build a giant crude oil rail terminal near downtown.

[Train accidents stir worries about crude rail transport](#)

Manteca Bulletin-Feb 17, 2014

BILLINGS, Mont. (AP) — At least 10 times since 2008, freight trains hauling oil across North America have derailed and spilled significant quantities of crude, with most of the accidents touching off fires or catastrophic explosions.

The derailments released almost 3 million gallons of oil, nearly twice as much as the largest pipeline spill in the U.S. since at least 1986. And the deadliest wreck killed 47 people in the town of Lac-Megantic,

Quebec.

[Railroads agree to help prevent their oil trains from derailing and ...](#)

Salon-Feb 21, 2014

The Associated Press obtained a copy of the agreement between the U.S. Transportation Department and the Association of American Railroads Friday. It covers "wide-ranging voluntary safety measures" for oil trains, include things like slowing down when they pass through major cities, inspecting their tracks more often and ramping up their emergency response planning, which should all theoretically make horrific derailments, spills and explosions occur less frequently. The specifics, such as how the agreement will be enforced, are less clear.

[Railroads make their own moves to improve safety of crude oil trains](#)

Pittsburgh Post Gazette-Feb 20, 2014

On Thursday, BNSF, the nation's largest hauler of crude oil in trains, said it would purchase 5,000 new, better-protected tank cars exclusively for such shipments.

It's an unusual move by Fort Worth, Texas-based BNSF, owned by billionaire investor Warren Buffett. Railroads generally don't own tank cars; rather, shippers lease them from freight car manufacturers or financial institutions.

[Germany's Frankfurt-London high-speed rail link put on ice](#)

Reuters-Feb 18, 2014

Feb 18 (Reuters) - Germany's Deutsche Bahn has put on hold its high-speed Frankfurt-London rail project after delivery delays on Siemens' ICE trains and will focus now on routes to Brussels and Paris, a top manager at the state-owned firm said.

[Kawasaki Heavy to bid to supply trains for U.S. high-speed rail link](#)

The Japan Times-Feb 18, 2014

Kawasaki Heavy Industries Ltd. is planning to bid to supply a new generation of trains for Acela Express, Amtrak's main high-speed rail service linking Washington, D.C., New York and Boston, according to a company source.

[Federal authorities give bullet train agency more time to raise cash](#)

Los Angeles Times-Feb 21, 2014

California bullet train officials have been granted an extra three months to come up with funding to start meeting their obligations under a grant for the project, federal officials said Friday.

The deal was struck under a new state funding contribution plan in which the state would begin spending its own money starting July 1 rather than April 1.

[Group's high-speed rail ethics complaint against Valadao dismissed](#)

Fresno Bee-Feb 21, 2014

The House Ethics Committee last month dismissed the request.

Citizens for Responsibility and Ethics in Washington, or CREW, sent its request to the Office of Congressional Ethics after The Bee reported that several Valadao Dairy properties sit directly along one proposed high-speed rail route through Kings County, and that the family owns other parcels within a mile of two route options.

[Woman who stopped Amtrak bus after driver's heart attack speaks out](#)

KSBY San Luis Obispo News-Feb 20, 2014

"I was going to sit back, relax and listen to my music but when I got out my phone, we crashed and we fell and I was on all fours," said Alicia Marquez. "In my head I thought we got in a car accident."

Marquez doesn't feel like a hero but her quick actions that morning speak differently. Passengers say she sprung up, checked on the driver and made her move towards the wheel.

[Capitol Corridor's Expansion Plans](#)

By Noel T. Braymer

After years of planning, the Capitol Corridor hopes to soon start construction needed to extend service 68 miles south of San Jose to Salinas. It is hoped by 2018 to start with 2 round trips a day with expansion in the future to 6 round trips. As part of this extension of the Capitol Corridor, track improvements will also be needed between Oakland and San Jose. This will include double tracking of the line, new connections with BART and ACE as well as increasing the daily number of round trip trains between San Jose to Oakland from 7 round trips up to 11.

[Capitol Corridor Monthly Report \(January, 2014\)](#)

David B. Kutrosky, Managing Director

Capitol Corridor Joint Powers Authority

Select Committee on Passenger Rail (Senate and Assembly)

On January 22, 2014, the State Senate Rules Committee approved the formation of the Senate Select Committee on Passenger Rail. State Senator Hannah-Beth Jackson (D-Santa Barbara) has been appointed as Chair of the Select Committee with Senator Mark DeSaulnier, serving as Vice-Chair. Other committee members include Senator Marty Block, Senator Anthony Cannella, Senator Cathleen Galgiani, Senator Jerry Hill, Senator Carol Liu, and Senator Alex Padilla. The first hearing of the select committee is planned in Spring 2014. The Guiding Principles adopted by the CCJPA Board were used to help formulate the mission of the select committee, which will examine investment (from state and federal and local funds) to (1) continue the success of the state's IPR services and (2) ensure investment also supports an integrated passenger rail network of intercity, commuter and high speed trains.

[Caltrain still hasn't installed safety cameras inside train control cabs](#)

KTVU San Francisco-Feb 19, 2014

SAN FRANCISCO —Federal recommendations to improve rail safety in the wake of a fatal 2008 train accident in Southern California have largely gone ignored in the Bay Area, KTVU has learned.

[Palo Alto looks to spur Caltrain use among city workers](#)

Palo Alto Online-Feb 19, 2014

Employees would be able to swap parking permits for free Caltrain passes under new proposal

[Off the Grid grub](#)

San Jose Mercury News - Feb 19, 2014

A new weekly food truck market debuted in Menlo Park at the Caltrain station parking lot on Wednesday

[Fix San Francisco By Making It More Like Connecticut](#)

Business Insider Australia-Feb 18, 2014

The difference between Connecticut and Silicon Valley is mostly about differences in planning: Where the rail lines go, how often the trains run, and where homes and offices are located. These differences make it much more appealing to take the train from Manhattan to Connecticut than from San Francisco to Mountain View.

[Concord: Cleanup from BART derailment to last through Saturday](#)

San Jose Mercury News-Feb 22, 2014

CONCORD -- Cleanup was expected to continue through Saturday after an unloaded BART train departing the Concord station derailed shortly after 6:20 p.m. Friday, leaving cars strewn across two sets

of tracks and the train's lead car hanging off the edge of the elevated rails.

[BART restores full train service](#)

San Francisco Chronicle - Feb 23, 2014

(02-23) 08:01 PST CONCORD -- BART restored train service Sunday morning to three Contra Costa County stations cut off after an out-of-service train derailed Friday evening - ending the latest in a series of troubles vexing the Bay Area regional transit ...

[Free wi-fi now available on the Sprinter, in addition to the Coaster](#)

Mass Transit Magazine Feb 20, 2014

Passengers riding the Sprinter light-rail system are now able to connect to free Wi-Fi while on board the trains.

[Rail Crossing Among LA's "Most Dangerous" Could Close](#)

NBC Southern California-Feb 19, 2014

Transportation officials are reviewing several options for the future of the Doran Street crossing, which include closing it for good and getting it ready for high-speed rail.

An NBC4 I-Team investigation found that California leads the nation in fatal crashes at train crossings.

While the Doran Street crossing is considered among the most perilous in Los Angeles County, the most dangerous train crossing in the state is also situated in the Southland, where Nogales Street crosses the tracks in Rowland Heights.

[Metro Wants Overhaul For Possibly Explosive Glendale Crossing](#)

Curbed LA-Feb 18, 2014

If you've visited Golden Road Brewery in Glendale, you've probably passed through the janky, street-level Metrolink rail crossing where Doran Street meets San Fernando Road. But now Metro and the California High Speed Rail Authority might be collaborating on a plan to make these dangerous tracks, right on the Glendale-Los Angeles border, a little safer. The Doran Street crossing had previously been identified as having "the highest potential for disaster" of 312 surveyed, the LA Times reports,...

[The Next Great Airport-to-Downtown Rail Line](#)

City Watch-Feb 17, 2014

As with the Expo Line Rail Right of Way (ROW) purchased by Metro--along with other ROW's purchased by Metro in the 1980's and 1990's--the Harbor Subdivision ROW was and is an enormous opportunity to provide an alternative connection between large segments of Los Angeles County often difficult to quickly and easily access via our road/freeway system.

[Come Tour the Half Finished Gold Line](#)

Curbed LA Feb 14, 2014

The Gold Line Foothill extension, the light rail line's 11.5-mile eastward advance from Pasadena to Azusa, is now more than 50 percent complete. We got a tour of all the action on the line, which is packed with workers welding, hammering, and moving rail. Let's take it station by station:

CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 4.6
December 11-12, 2013
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PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)

Project/Description	Corridor	Funding Request
Procure New Rail Cars: ¹ Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
San Onofre to Palgas Double Track Project - Phase 1: ¹ Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
Northern California Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR fleet for passenger amenity, support of safety and security, and expand ADA compliance for on-train communications.	Capitol Corridor, San Joaquin	\$ 3,750,000
Raymer to Bernson Double Track: Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	\$ 16,800,000
Van Nuys North Platform Construct second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 34,300,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
SCRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
SUB-TOTAL ALL PROJECTS		\$ 392,157,000
Bond Insurance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 7,843,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).

2. Bond Insurance Cost is 2 percent of the Bond amount.

This is from a request last December by Caltrans to the California Transportation Commission to transfer some money budgeted from other projects to construction of double tracking in the San Fernando Valley on the Coast Line and for new platforms at Van Nuys. This was possible because these projects had come in under budget and the money saved was available for needed work in the San Fernando Valley.

We get Emails

Re: LA Purple Line Route

I would like to suggest that the Expo line already provides connectivity between downtown and Santa Monica and thus, the Purple Line "subway to the sea" is redundant. A better route might be to turn south after Westwood along Sepulveda with a station at the expo line for connectivity and then to ENTER LAX rather than connect to a people mover. To a casual observer it would appear that there might be room for elevated tracks in the center of the loop between the parking structures, perhaps with the tracks splitting and curving around the restaurant and control tower. Stations could be at terminals 1&7 and a stub end serving terminals 5,6,7 with pedestrian traffic connecting through the parking structures.

Thoughts?

David Ruhoff

Current plans for the Purple Line by LA Metro no longer has it going to Santa Monica. As it is with current funding it could take another 20 years or so to get the subway to Westwood. LAX management has never been excited about rail service to the airport. LAX management claims that there are problems with elevated structures at the terminals. The best bet to connect the Purple and Expo Lines with LAX and San Fernando Valley will be from attempts by LA Metro to build a rail line mostly in tunnels between the Van Nuys Train Station, the Purple, Expo and Crenshaw/ Green Lines connecting to LAX. LA Metro has \$1 billion dollars in voter approved funding for such a service. But it will need more money for this project which they hope to raise privately and pay off with revenue from new LAX service. NB

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