

Subject:	Metrolink leasing more Locos-Final end for Red Cars?-Caltrain apologizes to 900 passengers
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RailPAC Weekly E-Newsletter for September 28, 2015

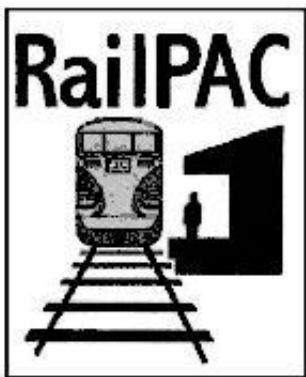
Edited by Noel T. Braymer

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Rail Passenger Association of California
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Traffic? Gas Pains? We need more Trains!



The view from above in San Francisco of the new Transbay Transit Center under construction down below. When finished, it will be the terminal for many cross bay buses, Caltrain and the California High Speed Rail service. Photo by Bruce C. Jenkins

[METROLINK: Board to consider shelving crash-resistant cabs](#)

Press-Enterprise-Sep 25, 2015

Faced with an unspecified problem with the type of train car that derailed in Oxnard in February, the Metrolink board will weigh Friday whether to spend an estimated \$19 million on leased locomotives or cut daily commuter rail service in six Southern California counties by about half...

“It’s all sort of shrouded in mystery,” said Paul Dyson, president of Rail Passengers Association of California and Nevada. “If it’s a safety issue, if it’s a serious safety issue, why are they still running them?”

[Metrolink: Will it lease locomotives or cut service?](#)

OCRegister-Sep 25, 2015

Leasing 40 locomotives from freight operator Burlington Northern Santa Fe Railway Co., Millhouse said, “is being considered to err on the side of conservatism.”

The Rotem cars would remain as passenger cars, with locomotives in front of them.

A staff report lays out an alternative of installing existing Metrolink locomotives in front of the Rotem cars. But lacking a sufficient number of locomotives, that option would require Metrolink to cut daily service from 165 trains to 80 or 90.

[Metrolink to lease locomotives amid cab car safety questions](#)

OCRegister-Sep 26, 2015

LOS ANGELES – The board of the Southern California commuter railroad voted unanimously Friday to spend an estimated \$19 million on leased locomotives as a stop-gap solution to an undisclosed problem with the type of cab car that derailed in Oxnard earlier this year.

[More condemnations ahead in Fresno, Valley for high-speed rail route](#)

Fresno Bee-Sep 22, 2015

The latest action brings to 282 the number of resolutions that the Public Works Board has adopted since December 2013, totaling more than 960 acres – either entire parcels or portions thereof – in Madera, Fresno, Kings and Tulare counties, home to the first stages of construction of the statewide project. The heads of the state's General Services, Transportation and Finance departments comprise the Public Works Board, which oversees the acquisition of land for state projects.

[High-Speed Rail Authority asks permission to drill under Angeles National Forest](#)

The San Gabriel Valley Tribune-Sep 25, 2015

The California High Speed Rail Authority has asked permission to test-drill deep beneath the Angeles National Forest to determine the feasibility of digging a rail tunnel through the rugged San Gabriel Mountains near Santa Clarita.

If allowed to perform its tests, the rail authority will drill down 900 feet to 2,500 feet below the surface in up to eight locations of the northwestern portion of the Angeles, a federally protected wilderness. Borings will only be allowed on existing forest roads, according to the U.S. Forest Service.

[High-speed rail takes Henry Perea to Spain](#)

Sacramento Bee-Sep 23, 2015

Post-session legislative travel season has arrived for California lawmakers, with Assemblyman Henry T. Perea, D-Fresno, heading to Spain this week for a high-speed rail study trip alongside business and labor representatives...

Joining Perea will be his father, Fresno County Supervisor Henry R. Perea, the head of the local Building and Construction Trades Council, the president of the Fresno County Economic Development Corporation, and representatives of other businesses and agricultural groups.

Attendees are paying their own way out of private funds while Assemblyman Perea will use campaign funds, his spokeswoman said. Term limits will force Perea out of his Assembly seat at the end of 2016.

[AVE high-speed rail network reaches Leon and Palencia](#)

Spanish News Today-Sep 22, 2015

The new AVE service will reduce the travelling time between Madrid and León by 45 minutes to two hours, while the trip to and from Palencia will take only 1 hour 20 minutes, twenty minutes less than hitherto...

The AVE high-speed rail network now serves more than 30 cities throughout Spain, with over 3,000 kilometres of track making it the second longest in the world, behind only that of China.

[New high-speed rail route may serve Arlington, DFW Airport](#)

Fort Worth Star Telegram-Sep 26, 2015

A proposed high-speed rail route cutting through Dallas-Fort Worth would go slower than previously planned but would include a station south of DFW Airport, according to a newly unveiled plan.

The proposal, which is being studied by a state-appointed commission, would bring passengers from downtown Fort Worth to Arlington along the Interstate 30 corridor, then cut north roughly along the Texas 360 corridor to the CentrePort-Dallas/Fort Worth Airport area. From there, rail passengers could connect with other transportation to the airport to catch flights.

[An unlikely saviour: China invests in America's high-speed rail](#)

The Economist Sep 23, 2015

“It definitely speaks to the fact that our government is dragging their feet,” says Andy Kunz, head of the US High Speed Rail Association.

Mr Kunz is happy to take the money where he can get it. And the American economy will benefit from

improved transportation infrastructure, regardless of funding source. Commuters, too, will appreciate the convenience of an 80-minute train ride from Victorville to Las Vegas, considering the drive can take up to four hours. Still, American industry is missing out. No one thinks the investment in the rail line will be a big money spinner for China Railway International USA. "Transportation isn't supposed to make money," says Mr Kunz. Instead, China is taking a strategic step to boost its own industry. After investing in more miles of new high-speed rail than any other country in the world, it has developed the engineering know-how to build tracks and trains—which it now hopes to export to overseas markets. The United States is one of more than 20 countries where China aims to build a market for its rail industry.

[Britain courts Chinese investors for high-speed rail line](#)

Deutsche Welle-Sep 24, 2015

UK Foreign Minister George Osborne has opened bidding on contracts to build a high-speed rail line connecting London and the north. Osborne is aiming to draw in Asian investors during a trip to China...The HS2 high-speed line aims to boost the economy in the Midlands and the north of England by linking the British capital initially with Birmingham and eventually expanding to Manchester and Leeds. The total value of the project is expected reach 43 billion pounds. The railway line, however, is still waiting for the final parliamentary approval.

[Indonesia reinitiates high-speed rail project bidding](#)

WantChinaTimes-Sep 25, 2015

Indonesia has reinitiated plans for its first high-speed rail train, after previously scrapping them in early September, snubbing bids from China and Japan, which competed for months to secure the promised US\$5 billion deal in the Southeast Asian nation, Shanghai-based The Paper reports, citing several Japanese media reports.

[Japan worried China will beat it to US high-speed rail projects](#)

WantChinaTimes-Sep 16, 2015

Central Japan Rail Company (JR-Central) had also submitted a tender for the project. While the Japanese bid was more competitive in terms of durability and the country's experience in operating high-speed rail systems, China's price made it a stronger competitor, the report said, citing sources familiar with the matter...

What concerns Japan most is that China's entry to the US rail industry will trigger a domino effect on several other high-speed rail projects in the US, including one to connect Los Angeles with San Francisco along the California coast, the paper said.

[DB ICx begins mainline testing](#)

International Railway Journal-Sep 25, 2015

HIGH-SPEED test running started on the German Rail (DB) network on September 25 of the first of a fleet of ICx trains being built by Siemens...

DB ordered 130 trains from Siemens in 2011 as part of a framework contract for up to 300 trains. The initial batch, comprising 85 12-car and 45 seven-car 230km/h trains, will be used to replace locomotive-hauled coaches dating from 1971 operating on Intercity and Eurocity services.

230 kilometers per hour is 143 miles per hour. NB



A view from the very large "Train Box" for the new Transbay Transit Center under construction for future service by Caltrain and California High Speed Rail in San Francisco. Photo by Bruce C. Jenkins

[Amtrak selects Alstom for Northeast Corridor train contract](#)

Railway Gazette International - Sep 23, 2015

On September 22 the Amtrak board approved the start of exclusive negotiations with Alstom for a contract to supply the next generation of trains for the Northeast Corridor between Washington DC, New York and Boston.

The contract for around 28 trainsets with an estimated value of \$2.5bn is expected to be finalised by the end of the year. Final approval of federal funding from the Railroad Rehabilitation & Improvement Financing programme is also required.

[20-minute delays on SEPTA Regional Rail, many tickets left on Amtrak, PATCO](#)

Philly.com - Sep 25, 2015

SEPTA Regional Rail lines are operating with 20-minute delays across the system due to some high volume from the World Meeting of Families attendees, a spokeswoman for the agency said.

But SEPTA, Amtrak, and PATCO train systems are all ready for the crush of riders expected Saturday and Sunday, officials at those agencies said Friday evening.

Amtrak and PATCO even have tickets still available for those last-minute papal planners. Amtrak has tickets available online for their Keystone and Northeast Corridor train lines. So buying a ticket and hopping on an Amtrak train in Trenton or Harrisburg will be as easy as going online and buying a pass.

[Amtrak ridership drops in Austin](#)

Austin Business Journal-Sep 21, 2015

According to the report, the Amtrak Texas Eagle has seen passenger levels drop to 32,951 boardings or deboardings in Austin in 2014. That averages out to about 90 passengers per day. The Texas Eagle route winds a southwesterly route between Chicago and Los Angeles. Regionally, it also has stops in Taylor, San Marcos and San Antonio.

[Disabled man sues Amtrak](#)

TXK Today-Sep 25, 2015

A disabled Texarkana man who claims he was humiliated when Amtrak staff refused to accommodate his disability during a train ride last year, is suing in federal court.

Bobby Cummings claims he had no choice but to urinate on himself during an August 2014 trip from Dallas to Texarkana because train attendants denied him a seat in the disability area and refused to help him to a bathroom.

[Among Amtrak's problems is a deplorable station in Pittsburgh](#)

Pittsburgh Post-Gazette -Sep 25, 2015

Brian O'Neill's column on Amtrak ("Addition of Amtrak Train Is Up in Air," Sept. 17) highlighted the appalling state of Amtrak train service to Pittsburgh, to say nothing of the embarrassing condition of the Amtrak station itself.

If it's the same station I visited in 1979, it sounds like it never recovered from the wreck of the PennCentral. But if you want a good transportation center, you need to do what we do in California: build it yourself. NB

[Rail users meeting in Cleveland look to expand routes, improve ...](#)

cleveland.com-Sep 24, 2015

Prendersgast, of the Cleveland-based All Aboard Ohio, said now could be a pivotal moment for expanding passenger rail in Ohio.

The Federal Railroad Administration told Congress in August that it will lead multi-state feasibility studies of expanding short-distance (less than 750 miles) and long-distance passenger rail service in the Southeast and the Midwest, including Ohio.

It represents the second push by FRA to make the country's rail lines interconnected and efficient across regions

The agency published the first multi-state plan in its history last October, looking at how to link emerging rail markets in Arizona, California, Colorado, Nevada, New Mexico and Utah.

The U.S. Senate, with bi-partisan support, recently passed a Surface Transportation Program reauthorization that has a provision that would permit using federal money for expanding long-distance passenger rail without a host state having to sponsor the expansion. The House is expected to consider its own version of the reauthorization bill in coming weeks. Emphasis added NB

[Amtrak adds Saturday night routes between Milwaukee and Chicago](#)

Progressive Rail Rooding-Sep 23, 2015

Amtrak has temporarily added more Saturday evening trips on its Hiawatha route between Milwaukee and Chicago.

From Oct. 3, 2015, through Jan. 2, 2016, trains running on Saturdays will depart from Chicago at 11:10 p.m. and from Milwaukee at 10:40 p.m.

The new "fall-holiday schedule" is aimed at allowing passengers more time for shopping, dining and entertainment, Amtrak officials said in a press release.

[Notes on last Monday's LOSSAN Board Meeting in San Diego](#)

By Noel T. Braymer

It was during this marketing update that one of the new board members pointed out that he got an angry email from a constituent who wanted to travel from Encinitas to Fullerton by train. But he couldn't because the trains didn't connect. We have had LOSSAN, Metrolink and Coaster now for over 25 years and we still don't have real connections and seamless ticketing between them. We have no sweep trains which are what are needed to connect passengers between local and limited stop trains.



While Amtrak, Metrolink and Coaster Trains all share tracks on the LOSSAN Corridor, little has been done to allow passengers to transfer easily and quickly between services. Photo by Noel T. Braymer

[JR Group's vaunted safety reputation is falling apart](#)

The Japan Times-Sep 24, 2015

Nowhere else in the world do railways offer the kind of safety and punctuality as provided in Japan, where trains with a top speed of 285 kph are operated at three-minute intervals.

But confidence in the railway system is rapidly collapsing as serious accidents and other troubles have of late been occurring in rapid succession involving trains operated by member companies of the Japan Railways Group, which came into being in 1987 following the privatization of Japanese National Railways (JNR).

[Managing subsidies to get the most out of Europe's railways](#)

Railway Technology-Sep 24, 2015

In April, The Boston Consulting Group (BCG) published its most recent findings on the relationship between public funding models and railway performance. The report, "The 2015 European railway performance index: exploring the link between performance and public cost" probed deeper into the argument that railway infrastructure managers could benefit from receiving the lion's share of government subsidies...

"Simply put, countries that get the most value from public spending on railway systems also allocate the highest percentage of subsidies to infrastructure managers," said Sylvain Durantou, a BCG senior partner and a co-author of the report in a press release.

[Californian Air Quality Regulations Have Significantly Cut Cancer ...](#)

CleanTechnica-Sep 25, 2015

The overall collective risk of cancer via exposure to 7 toxic air contaminants in California has declined by an incredible 76% since comprehensive air quality regulations went into effect there back into 1990,

according to a new study from the California Air Resources Board...

With improving regulations, the risk of cancer in the state is expected to continue dropping notably, according to the researchers involved in the new findings — “improvements to regulations” being a reference mostly to tighter controls on diesel truck and bus operation, as well as to the operation of diesel equipment at/in rail yards and ports.

[California regulators to restore emissions-cutting fuel rule](#)

89.3 KPCC - Sep 25, 2015

The standard's expected passage was a boost for Gov. Jerry Brown, who has vowed to intensify his fight against climate change after the oil lobby helped kill a Democratic legislative proposal earlier this month to slash statewide petroleum use by half in 15 years.

Unlike other rules the state has adopted requiring cleaner-burning fuel or more fuel-efficient vehicles, the standard, first proposed in a 2007 executive order from then-Gov. Arnold Schwarzenegger, calls for counting all the pollution required to deliver gasoline, diesel or alternative fuels to in-state consumers — from drilling a new oil well or planting corn to delivering it to gas stations.

We are going to need more rail and bus service to meet these emission standards. NB

[Exclusive: Big tech campus slated for downtown San Jose gateway ...](#)

Silicon Valley Business Journal-Sep 23, 2015

Caltrain nodes up and down the Peninsula have blossomed into tech hubs during the recent economic boom. But San Jose's Diridon Station area hasn't been among them.

Now, that's about to change. On Wednesday, a major real estate developer acquired two massive parking lots at the gateway to downtown San Jose from Adobe Systems Inc. At 8.5 acres, it's one of the largest single development plays in the central business district, and among the most capacious building sites adjacent to the popular commuter rail service.

[Tech companies push Caltrain ridership numbers to all-time high](#)

San Francisco Business Times Sep 21, 2015

Caltrain said it has experienced an average annual ridership growth of more than 10 percent each year. That popularity is likely down to many tech companies offering employees train passes in an effort to increase productivity and bypass the area's major traffic congestion.

Currently 110 companies participate in Caltrain's corporate subsidized ticket program, 98 of which are tech employers. They pay \$15,120 or \$180 per rider, whichever is greater, for annual Caltrain passes.

[Caltrain issues apology after 900 passengers stuck inside train in Burlingame](#)

abc7news.com-Sep 26, 2015

BURLINGAME, Calif. (KGO) --

Caltrain is back on track along the Peninsula but only after Friday's commute came to a screeching halt after a northbound express train struck two unoccupied cars on the tracks.

None of the 900 passengers on board were hurt, but they were not left off the train and with no air conditioning, little communication and what witnesses described a scene of near panic on board.

[BART to incentivize travel outside of peak hours](#)

San Francisco Examiner-Sep 23, 2015

BART riders know to fear the shoulder-to-shoulder crowds with every commute ride. That crowding may only get worse as more people move to the Bay Area.

The “Fleet of the Future” could alleviate those crowds in 2017, but riders may be unable to wait. Now, BART may have a short-term plan to uncrowd its trains.

Recognizing an immediate need, BART is planning a Travel Incentives Pilot Program to reward riders who commute a little earlier, or a little later, during peak commute hours.

[BART ticket machine update announced](#)

Contra Costa Times-Sep 22, 2015

The project covers ticket vending and addfare machines, fare gates and parking validation devices, according to a Cubic news release. BART expects the work to begin next spring and conclude by December 2016. "The new readers for BART's equipment will have Europay, MasterCard and Visa ... capabilities for possible future use of contactless bank card and mobile payments," Cubic said. BART directors were told in March that the existing fare-collection equipment was nearing the end of its useful life and was becoming obsolete and difficult to maintain. It awarded the contract to Cubic without taking bids because, BART executives said, it would be too difficult to match another company's product with Cubic's proprietary software.

[Bay Area lawmaker introduces legislation to end regional transportation agencies](#)

San Jose Mercury News-Sep 24, 2015

Levine, D-San Rafael, this week introduced legislation that would do away with the Metropolitan Transportation Commission and its sister agency, the Bay Area Toll Authority. The commission is the Bay Area's transportation planning agency, while the authority oversees seven state-run bridges. In their place a new Bay Area Transportation Commission would be created. Unlike the Metropolitan Transportation Commission -- created by the state Legislature in 1970 -- whose members are appointed, the new commission would be elected, under Levine's bill.

[The Transformation of Transbay](#)

Urban Land-Sep 21, 2015

Today, San Francisco anticipates the 2017 opening of a new Transbay Transit Center, envisioned as the "Grand Central Station of the West." Unlike Grand Central, it will have a 1,400-foot-long (430 m) elevated linear park on its roof. The 1 million-square-foot (93,000 sq m) facility is ultimately expected to accommodate more than 100,000 passengers each weekday and up to 45 million people a year, bringing Caltrain within a block and a half of the city's financial district, connecting the city to Los Angeles via California's future high-speed rail line, and linking to nine other local and regional transit systems.

[Editorial: Lee, Papan and Schneider for Millbrae council](#)

San Mateo Daily Journal-Sep 23, 2015

The city of Millbrae is at the precipice of tremendous change with the 116-acre Station Area Plan near the BART/Caltrain station in the beginning stages of public review. That plan could forever shift the sometimes sleepy city into a new personality as a keystone of transit-oriented development right next to an international airport. But that is but one issue facing the city that is also trying to adjust to a more bustling downtown, ensuring its finances are stable and its rising sewer fees do not create too much of an impact on residents, particularly those on fixed incomes

[Person Struck By Caltrain; Incident Prompts Major Delays](#)

CBS Local-Sep 23, 2015 Caltrain service is experiencing systemwide delays Wednesday after a person was struck by a southbound train.

At about 7:45 a.m., Caltrain reported a pedestrian was involved in an incident at the San Antonio station.

[Foothill Transit Constructors Reach Substantial Completion of Light Rail...](#)

Business Wire (press release)-Sep 23, 2015

Southern California residents will soon have even more light rail transportation options with the substantial completion of the Foothill Gold Line from Pasadena, Calif. to Azusa, Calif. Designed and constructed by Foothill Transit Constructors, a joint venture of Kiewit and Parsons, the rail line will now undergo testing and pre-revenue service.

The project, which includes 11.5 miles of light rail, 24 bridges, 14 at-grade rail crossings, six new stations and a 24-acre operations campus, was led by the Foothill Gold Line Construction Authority.

[HNTB will design California's first streetcar in modern era](#)

Kansas City Business Journal-Sep 23, 2015

Kansas City-based HNTB Corp. will design the \$289 million OC Streetcar line in the greater Los Angeles area.

Last week, the Orange County Transportation Authority's board of directors selected the Kansas City-based engineering and architecture company to design the 4.1-mile streetcar line that will run through the cities of Santa Ana and Garden Grove in Southern California's Orange County. OCTA spokesman Eric Carpenter said HNTB was selected because of its qualifications, staffing and plan for the streetcar project. The OCTA, along with the cities, is building and will operate the streetcar line.

[San Pedro's Red Car unlikely to be spared by last-minute call for reprieve](#)

The Daily Breeze-Sep 25, 2015

Tears are sure to flow Sunday when the final blast of the Red Car's E-flat horn sounds off on its final historic runs along the San Pedro waterfront.

A last-minute appeal by county officials and the area's congresswoman to save at least part of the Harbor Boulevard line was made late this week, bringing a glimmer of hope that a reprieve yet could be in the works.

But it's only a glimmer.

The Port of Los Angeles is suspending the 1.5-mile line that has run along Harbor Boulevard on weekends for 12 years to make way for future waterfront improvements.

[Three week closure of segment of Crenshaw Boulevard begins Friday](#)

The Source Sep 24, 2015

A 21-day full street closure will take place on Crenshaw Boulevard between Coliseum Street and Exposition Boulevard beginning Friday, September 25, for construction work on the Crenshaw/LAX Line. This closure is needed to perform chemical grouting just outside the southern end of the Expo/Crenshaw underground station. The tunnel boring machine will begin digging the southbound tunnel from this location.

[Metro Board approves program to explore safety enhancements at 153 rail crossings](#)

The Source Sep 24, 2015

During their monthly meeting this morning, the Metro Board of Directors approved the contract to launch a program aiming to address trespassing and identify locations where at-grade crossings could become grade-separated along 160 miles of Metro-owned railroad tracks in L.A. County.

The right-of-way that will be studied is owned by Metro but used by the Southern California Regional Rail Authority for its Metrolink commuter service, which Metro primarily funds.

[Some Future Rail Connections to LAX and West LA.](#)

By Noel T. Braymer

Ideally the Green Line should be connected to the Blue Line for direct service to downtown Los Angeles and Union Station. The same is true for the Crenshaw/LAX Line to the Expo Line to West LA and San Monica. Building such connections now won't be cheap. Also adding more trains, particularly on the Blue Line will be difficult. Both the Blue and Expo Lines have many grade crossings that limit the number of trains it can run without disrupting road traffic. Extensive grade separation would allow many more trains from 2 lines to run on these routes. What is also needed is rail transit on the 405 corridor between Van Nuys and LAX to link with the Green, Crenshaw/LAX, Expo, extended Purple Lines, the

Orange Line Busway (which needs to be rebuilt for rail) and the Van Nuys Amtrak/Metrolink Station.

[Encinitas slated to get \\$4.67M for rail undercrossing](#)

Encinitas Advocate-Sep 22, 2015

“At last, we will be able to provide a safe way for residents to cross the rail corridor between Encinitas Blvd. and Leucadia Blvd.,” Councilwoman Lisa Shaffer wrote in her weekly newsletter, adding she’s grateful to city staff for putting together a winning grant proposal and to Councilman Tony Kranz for “keeping the pressure on all of us to focus on the rail corridor.”

[Affirmed Housing Group Grand Opens Paseo Pointe, Family-Friendly Community in Vista, CA](#)

MultifamilyBiz.com-Sep 23, 2015

Paseo Pointe consists of 69 residences: 3 studio, 21 one-bedroom, 24 two-bedroom, and 21 three-bedroom homes. Paseo Pointe is comprised of two, three-story buildings connected by a pedestrian bridge, plus a third standalone building. The mixed-use development contains ground-floor retail space, central management offices, a community room with kitchen, laundry facilities, a computer room, a library, an outdoor courtyard with barbeques, ample green space, and a tot lot. The tot lot is in view of the laundry room and other common areas to facilitate parental supervision of children at play. The community is also within walking distance from the Vista Transit Center, a stop along the SPRINTER light rail and the BREEZE bus line.



The latest change at LAUS. This is at the east portal by the bus station where a news stand use to be. It is also next to the east end bathrooms which are closed now for an overdue remodeling. Photo by Noel T. Braymer

We Get Emails

Re:eNewsletter

I always read your newsletter. After doing one for 7 years, I know all the work that is put into this newsletter. Your efforts are appreciated.

How many subscribers are there now?

Terry Hamilton

The numbers go up and down every week. We generally stay just above or below a thousand. But new subscribers are always welcome. NB

Re:Burbank Track

That is not double track North of Burbank Junction.

It is the bypass track for the Buena Vista grade separation.

Ted Kimball

Well it looks like a second track. The track work can be seen from the Hollywood Way overpass which is where the Metrolink Antelope Valley Bob Hope Station will be built. All of this sounds like part of the bigger plan to double track in the San Fernando Valley on both the Metrolink Antelope and Ventura Lines. NB

Re: Chinese building Vegas HSR

After the way China cheated on the Bay Bridge steel, and the disasters they've had at home, we're fools to buy HSR from them. We should buy from those who have the most experience (Japan) or the best engineers (Germany). More expensive, probably, but this is the type of project where you get what you pay for.

Donald F. Robertson

San Francisco

I am concerned that the Chinese want to monopolize High Speed Rail constructions and operations around the world. In the case of Las Vegas service, Chinese investors are putting money into this project. The Chinese Government is so eager to be the first to build High Speed Rail in this County to get a head start for other projects that I wouldn't be surprised if China ends up being the primary banker for this and other High Speed Rail Projects in this Country. As for the Bay Bridge, it was a mess. Much of the responsibility for the problems were from poor oversight by State Officials and the desire for an Iconic design that proved difficult to build. Also giving the contract to a Chinese firm with little experience in bridge building but a low ball bid turned out to be a bad idea. NB

[Caltrans Seeks Penalties Against Bay Bridge Contractor, Designer](#)

KQED - Sep 24, 2015

Caltrans is ending its relationship with the main contractor of the San Francisco-Oakland Bay Bridge's new eastern span and will seek damages because of project delays and shoddy workmanship that plagued the \$6.4 billion project.

The joint venture American Bridge/Fluor built many parts of the bridge, including a system of seismic stabilization rods that failed after installation on the bridge's east pier...

Congressman Mark DeSaulnier says Caltrans should take responsibility for poorly managing the bridge's construction. As a former state Senator, he chaired the Transportation and Housing Committee, where he called for an investigation. He says a joint Caltrans partnership with other transportation agencies also should have been overseeing the project.

"First step is it's good they're holding the contractor accountable, consistent with the performance standards in that contract," DeSaulnier said. "But I think the general public also should be very circumspect about holding them accountable as well."

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

The RailPAC Mission: Passenger Rail advocacy, Publications...both print and electronic, Representation at regional meetings, and Rail education.

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