by Richard F. Tolmach

All three California-sponsored Amtrak routes set all-time ridership records in July, as high gasoline prices continued to increase the popularity of California trains. San Joaquin trains carried 100,600 and the Capitol Corridor carried 161,700, a 32 percent increase on each route.

On the San Joaquin, revenue increased by nearly 48 percent, setting a record for monthly ticket revenue of $3.44 million. San Joaquin yield management software is still tweaking fares, resulting in as much as a 55 percent premium for Bay Area-Southern California trips via the San Joaquins compared to the Coast Starlight. (For example EMY-SBA August 27 was $46 on Train 11 versus $72 on Train-bus 712).

Capacity-constrained Pacific Surfliners set an all-time record in July with 301,400 riders, a 12 percent increase, compared to a nationwide Amtrak increase of 14 percent. The Southern California Amtrak fleet short-age continues to harm the flagship service. Metrolink also set a new record in July with an average of 48,300 each weekday, a 16 percent increase over the previous year.

At the same time, every single Metro rail line in Los Angeles County set weekday ridership records. In July an average 319,600 passengers boarded Metro Rail trains each weekday, up 20 percent over last year. Almost half (159,439) were subway riders.

The fastest growth was on the Pasadena Gold Line, which had 27,000 riders each weekday in July, an increase of 39 percent. The Century Freeway Green Line connecting Norwalk and El Segundo also set a record with 46,500 weekday boardings, up 19 percent, and the Long Beach Blue Line carried 86,596 average weekday riders, up 15 percent.

Bay Area rail transit also set records in July, but was not as well-reported as systems elsewhere. Caltrain ridership is believed to have exceeded 44,000 each weekday riders in June and July, besting mid-30,000 figures the prior year, an increase of about 25 percent. Also, the Altamont Commuter Express had an increase of 29 percent for July, with traffic zooming from 62,400 to 80,400 for the month.
An Expo transfer at Crenshaw will lead Culver City to Santa Monica extension.

Assembly for concurrence, before getting Senate floor for a vote, then back to the MTA board to divert billions to Purple Line subway construction.

“This was all about getting some assurance that Los Angeles County will have a few weeks ago, as it looks reasonably certain of having decisions made out in the open and not in a closed door meeting with two days notice. It's good government.”

Oropeza wanted language to clearly state that the Green Line extension would be funded if the sales tax was passed, while Metro, according to Oropeza, insisted the State match the language of the existing sales tax ordinance.

A second amendment requires Metro to give the Legislature a one year notice before transferring money between projects. State officials and local officeholders were concerned that the sales tax was a false front that would be used by the MTA board to divert billions to Purple Line subway construction.

“It's a safeguard against raiding certain projects to fund other projects,” Oropeza told the Los Angeles Times.

“This was all about getting some assurance in the law for the people who may vote for this in good faith. It goes along the lines of this issue of transparency — of having decisions made out in the open and not in a closed door meeting with two days notice. It's good government.”

That is not the end of the travails for AB 2321, which still needed to go to the Senate floor for a vote, then back to the Assembly for concurrence, before getting a Gubernatorial signature. This is currently not so much of a problem as it was a few weeks ago, as it looks reasonably sure that Los Angeles County will have a sales tax measure on the ballot.

The distribution of the funding is widespread, as befits a long, ramorous process. The Exposition Boulevard line will get its long-hoped for funding of a Culver City to Santa Monica extension. An Expo transfer at Crenshaw will lead to a Rose line extension serving LAX and tying into the Green Line near the current Airport bus transfer station. A downtown connector will link the Pasadena and East Side Gold lines with the Long Beach and Exposition lines.

The Orange line busway will get a Canoga Avenue route extension between Chatsworth and the Warner center. There will be a foothill Gold Line extension from Pasadena to Azusa. Finally, the subway will get its pricey extension from Wilshire/Western west towards Westwood.

The intent language in the amendments does not change the list of projects in either the state bill or the MTA's sales tax ordinance. The lists must match or the sales tax initiative could have been knocked off the ballot.

Assembly Member Feuer and Senators Oropeza and Cedillo are fairly secure now that the bill will be signed by Governor Schwarzenegger and be on the November ballot. Supporters of urban rail projects in Los Angeles are confident that there are the votes for local improvements in this year of intolerable gasoline prices.

After all the wrangling in the legislature, it looks like the project list is a consensus document, with a reasonable assortment of projects throughout the urbanized portion of the county.

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The hybrid also allows operators to streamline vehicle management, enhance service quality, and protect the environment. The latest variant in the Bombardier line of multiple unit trains is at the cutting edge of railroad technology. As of today, 21 French regions operate 686 regional express trains from Bombardier.

SNCF now operates the hybrid on regional TER service on lines linking Paris - Troyes - Culmont and Culmont - Saint-Dizier - Vitry. One of the most appealing features of the hybrid train is the imperceptible transitions from electric to non-electrified service.

Bombardier Transportation and regional authorities in France inaugurated the first dual-mode and dual-voltage multiple unit trains last October. The hybrid combines certain operating features for the first time ever in a train.

Dual-mode (electrical and diesel) and dual-voltage (1.5kV and 25kV) technology enables the Hybrid train to glide seamlessly across the entire railway network and to access electricity from any available source. This will result in energy savings and reduced CO2 emissions, as well as eliminating infrastructure constraints and the need for passengers to change trains.

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VEOLIA AND AIR FRANCE signed an agreement to begin an airport feeder train service this fall. The service will begin after SNCF, France's national railroad, opens its tracks to competitors in 2010. Veolia, which operates Metrolink and is a major operator of rail and transit lines in Europe, has placed an order for 36 new TGV sets from Alstom to be delivered in the first quarter of 2010 start. The existence of TGV stations at Paris-CDG and Lyon-SAT airports makes the service a natural extension to home flights for short flights for Air France, which would likely cease its domestic flights... RIDERSHIP ON AMTRAK rose 13.9% in June from a year ago and is expected to be 28 million by the end of the fiscal year in September, perhaps an all-time record. The main need for passenger railroad funding is for more equipment and more frequency of trains, with growth continuing at record levels... A major proposal to redirect American Amtrak... to cut the Sunset Limited but his amendment was rejected in the Senate by 55-37, but before Congress adjourned in early August the Senate appointments were held up by Sen. Tom Coburn, M.D. (R-OK).

Also Minority Leader Mitch McConnell (R-KY) has vowed to block the legislation and counter offers in the Senate would like to give priority to measures that expand domestic and offshore oil drilling. Last fall, when S. 294 passed with 70 Senators voting in favor of the bill, Senators Coburn and McConnell were 2 of the 22 Senators who voted against.

Senate Coburn also tried to add an amendment which would have forced Amtrak to discontinue providing food and beverages on services on routes if they lost money for two consecutive years. That amendment was rejected in the Senate by a vote of 67-24. Coburn has been painting Amtrak as a pork barrel, and the Port Report on Coburn's website highlights $7 million to help Amtrak relocate its Niagara Falls, NY station from its current inconvenient location to a customs house which is closer to the Falls and popular casino destinations.

On June 26th, the House also passed H.R. 6052, the Energy Saving through Public Transportation Act, by a vote of 322-98 – also a veto proof margin. It provides $1.7 billion in funding to public transit over fiscal years 2008 and 2009.

The last CNV had a mistaken editorial opinion that California Amtrak would be a net donor in the H.R. 6052 program. To correct the facts, California will receive over $257 million for the unrevised formula, the most of any state. In the rural formula, California gets over $8.8 million, second only to Texas. Overall, California would receive the most benefits from H.R. 6052, with over $268 million for its transit systems.

Also passed was S. 1889, The Railroad Safety Enhancement Act. Its provisions would establish passenger rail revival and the people are ready to take up the legislation. The time is ripe for the oil to become available. We need to give up on offshore oil drilling, but it will still take up to a decade nearly 70% of Americans favor offshore oil and are irresponsible. Polls may show that the American people are ready for the oil to become available. We need to give up on offshore oil drilling, but it will still take up to a decade.

Also, a Rolling Stock Trust Fund would be created by having a quarter percent sales tax aiming to fund the manufacture and deliver, and rehabilitating existing cars often takes a year or less.

Two years ago, Senators Lott and Landrieu co-authored S. 294’s predecessor S. 1516. It too passed the Senate, but was not signed by the President. The bill would authorize $7 billion to help train former auto and highway rail-grade crossings. The bill also be required to report on the protection of train control systems, designed to prevent collisions and derailments by December 31, 2018. States and railroads would also be required to report on the protection of highway-rail grade crossings. The bill also changes work rules to ban shifts lasting over 12 hours unless the employee had 10 consecutive hours off-duty during the previous 24, or at least 24 consecutive hours off duty in the previous 7 days.

Another bill recently introduced in the Senate was the “Amtrak CARS Act” (S. 3360) authored by Richard Durbin (D-IL), and co-sponsored by Thomas Carper (D-DE). Sen. Carper and his colleague Sen. Joseph Biden (D-DE) are members of the Senate Rail. The bill would encourage foreign investment in the U.S. to build passenger rail cars and authorize Amtrak to sell up to $2.8 million in qualified bonds over the next four years to repair and rebuild damaged cars. S. 3360 would also require the federal government to help train former auto and aviation workers to manufacture, maintain, and rehabilitate rail cars, and mandate pay with prevailing wages and federal rail labor protection. The bill would also allow states to receive a dollar-for-dollar match on any equipment fee they impose for purchase of new, domestically produced transit cars. Also, the Federal Railroad Rock Trust Fund would be created by having a quarter percent of the gasoline tax reallocated to the fund for three years, producing about $14.4 billion for five years. Attached was also an amendment that would provide funding up to $14.4 billion for five years. Attached was also an amendment that would provide funding up to $14.4 billion for five years. Attached was also an amendment that would provide funding up to $14.4 billion for five years.
By Michael E. McGinley P.E.

TRAC Board Member

Commuters, students, and recreational travelers have been “Sprinting” on the North County Transit District’s (NCTD) Escondido to Oceanside line since March 2008. Thus 22-mile route uses a former Santa Fe Railway track purchased by NCTD in 1992, with Proposition 108 and 116 funds. It roughly parallels the crowded State Route 76 freeway.

Sprinter services operate every 30 minutes and connect with Amtrak, Metrolink, and Coaster rail services and Greyhound at Oceanside, and with numerous NCTD “Breeze” bus lines at the 15 Sprinter stations. As transit advocate Russ Jackson demonstrated in his network analysis, each new service expands the trip options for passengers on all the routes to which it connects; Oceanside is a new “node” in California’s transportation network.

Average weekday ridership was 7,619 in June (and is expected to increase when school resumes in the fall) with 98.8% on time performance. For comparison, the NCTD “Coaster” commuter trains carry about 6,000 daily riders (but for longer distances they cannot operate at the same time).

Planning and environmental studies began in 1991. Early on planners decided to include a “loop” deviation from the original Santa Fe line to cross over the SR-78 Freeway and build a station on the San Marcos campus of California State University (then in its early building stages). Community and natural resource mitigation measures incorporated into the project include soundwalls, landscaping, and significant channel improvement and wetlands mitigation where the tracks closely follow Buena Vista Creek.

Final project cost was $477 million, about $21.7 million per mile. (At $25 million per lane-mile, it would have cost about $1.1 billion to add an east and west lane to SR-78.) Protection of existing freight service continued all the way through the project, with tracks reconnecting so that weekend deliveries could be made.

Today, Sprinter operations share tracks by temporal separation with the historic freight franchise. Sprinters by day and freight (one trip by night).

Because the Sprinter cars follow regional railroad operation and highway crossings. Sprinter passengers ride in Siemens AG “Desiro” Diesel Multiple Unit (DMU) self-propelled, lightweight, articulated, low-floor rail cars. Very comfortable seats, plenty of leg room, tall ceilings, and panoramic windows create a sense of comfort and style that is rarely matched in public transit vehicles. Therefore, they are truly a taste of “Continental Style.”

Since their introduction in 2000, hundreds of these cars (as both diesel and electric versions) have been built for regional and local rail services in 11 nations. Each car seats 86 passengers, with room for 90 standees, and is powered by a pair of 450-HP Mercedes-Benz engines that are compliant with Euro III emissions standards.

One car operates on most weekends, but two can be operated in “multiple unit” (under the control of one operator) to double capacity during rush hour. They are 135 feet long and have a maximum speed of 55 MPH. The stations are built to match the floor height, with the smallest possible gap between the train and the platform, so passengers have no obstacles when boarding or detraining.

So the question becomes: is the Sprinter DMU a pattern for other local and regional services? Yes, they can make use of many existing railroad lines; however, it depends on the circumstances. If the route must be shared with existing conventional railroad operations (Amtrak, freight, Metrolink, etc.) then these European DMUs must be on their own tracks, positively separated from the “big trains”, and the best answer would probably be conventional commuter trains.

An extension of an existing rail line will always work better if the same equipment can be used on the extension so that passengers do not have to transfer between trains. If the route is expected to transport large volumes of passengers on closely-following trains, then an electric powered system is needed to achieve the speed and acceleration needed for intense urban transport.

DMUs do fit into a niche of heavy rail demand and opportunity where lightly-used rail lines need to be economically upgraded to offer passenger rail transportation and can share the tracks with low volumes of night-time freight trains.

And those recreational riders? The Sprinter is one line where it seems like many passengers bring surfboards aboard as larders.

To provide that high-quality level boarding, along with freight at night, all but 3 stations have automatically activated hydraulic lifts to allow freight clearances.

The huge windows of the Desire cars provide lots of light, and interiors are set up for maximum comfort, in recognition that much of the traffic transfers to other trains at Oceanside.

The Desiro was a better choice than standard locomotives and commuter cars, partly because of the terrain of the line, which is rather challenging.

Utah Transit Authority’s $811 million FrontRunner commuter network opened its first route April 28, after two and a half years of construction. The initial 44-mile segment from downtown Salt Lake City to Pleasant View, a bedroom community north of Ogden, is carrying 6,500 passengers daily.

Its 38-round trip daily schedule covers weekdays with half-hourly service, has a brief peak with quarter-hourly runs, and extends hourly service to nearly midnight.

The next phase of the project is expected to extend the system as far south as Provo by 2010.

The commuter rail project is part of a far-reaching 30-year plan launched by local government officials in northern Utah. In September 2000, Salt Lake County, Davis County, and Weber County voters approved a quarter-cent sales tax increase to fund more transit projects, enabling UTA to move ahead with planning the commuter rail system’s first leg.

UTA signed a deal with Union Pacific to access 176 miles of active and surplus rail corridors for rail service in Sept. 2002. In June 2007, the Federal Transit Administration approved construction and signed a full-funding agreement for $489 million, 80 percent of the project’s cost. Utah taxpayers got a good return on their $125 million share.

FrontRunner trains have the benefit of 38 miles of exclusive passenger tracks next to the Salt Lake City-Ogden UP main line, with nearly 9 miles of double track, including sidings at all eight stations. From Ogden north to Pleasant View, UTA shares six miles of UP-owned track, but UTA trains have priority.

Eight stations, some with private partnerships, provide access at Salt Lake City, Woods Cross, Farmington, Layton, Clearfield, Roy, Ogden, and Pleasant View. At the Salt Lake City Station, riders can transfer to UTA’s TRAX light rail system and Salt Lake County bus system. Greyhound intercity buses, and Amtrak.

UTA started service with a thrifty mix of equipment, using two new Bombardier BiLevels and one refurbished ex-NJ Transit Comet I coach in each set. Once again, Utah has shown great talent in rail planning.
Drivers increasingly frustrated by highway congestion and high gas prices will have a new alternative three years from now in Riverside County.

Riverside County Transportation Commission (RCTC) is performing environmental and preliminary engineering studies to extend Metrolink service 22 miles east of Riverside, to Perris and the west side of Moreno Valley. Final engineering and construction will follow, with the goal of operating the first trains to Perris in late 2011.

The rapid growth of this area has saturated the I-215 and SR-60 freeways with automobile travelers; commuter rail is seen as a significant improvement in the quality of life and the transportation opportunities for this region. The route will use the San Jacinto Branch that RCTC purchased from the Santa Fe Railway in 1993 and is still being used by BNSF freight trains.

The Perris Valley Line (PVL) will use the existing trainsets currently running between Los Angeles and Riverside via Fullerton. When the project is completed these trains will continue through Riverside and on to Perris.

Seven stations are being designed, although two have been deferred based on community priorities. They are:
- Palmyrita (northeast of downtown Riverside)
- UC Riverside
- Fair Isle (near I-215/SR-60 interchange) - deferred
- Moreno Valley/March Field
- Ramona - deferred
- Downtown Perris
- South Perris (near the I-215).

Community outreach is being used to establish station designs and neighborhood mitigation measures.

The PVL tracks are a continuing vital part of the region’s industrial infrastructure (by providing local employers with efficient freight transportation). Rehabilitation and commuter train operations will be conducted without significant impacts to freight operations. While some parts of the PVL have been strengthened to carry modern freight trains, much of the line needs new rail, crossovers, signals, road crossings, and bridges.

Federal “Small Starts” and Section 5307, and Section 5309 Rail funds are available for much of the estimated $168 million cost. Local sales tax and property tax revenues, County transit measure funding, as well as California STA and STIP funds complete the financing. Like with all public works projects, the wants and desires of stakeholders must be balanced against the constraints of the funding resources.

The PVL is expected to generate between 3,800 and 4,700 new daily riders for RCTC and Metrolink in 2012. The typical rider will travel beyond the Perris Valley to Riverside and other points on the way to Los Angeles. Riverside is a critical node in the Metrolink network. Passengers boarding trains on the PVL will have three route choices once they arrive at Riverside:
- Stay on their train and go to any station along the BNSF route through Corona, Fullerton, Buena Park, and Norwalk to Los Angeles
- Transfer to a train on the UP line via Ontario, Pomona, City of Industry, and Montebello to Los Angeles
- Transfer to an Inland Empire-Orange County train for Anaheim, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel, or San Juan Capistrano

Additional information about the PVL can be found on-line at: www.perrisvalleyline.info

Riverside Metrolink Line Extension to Relieve I-215
By Michael E. McGInley P.E.
TRAC Board Member

Californians will be asked to vote on Proposition 1A, the bond measure to fund High Speed Rail (HSR) on their November ballot. TRAC supports the concept of HSR; however, it is a huge investment and a complicated issue. To help our members understand HSR for California, let’s look at some common questions:

- What is the concept of HSR?
- How might HSR be built in California?
- What are the benefits of HSR?
- What cautions does TRAC have about Prop. 1A?

1. HSR is a system of fast trains (up to 200 MPH) that operate between cities with large transportation demand. To obtain this high speed they must be electric-powered, operate on dedicated tracks (separate from conventional passenger and freight trains), and be completely grade-separated from highway crossings. Many nations in Europe and Asia have built and operate them over networks that span whole nations, and between nations. In a way, they are like interstate highways; their utility is to provide service to many towns along their routes as much as it is to provide fast travel between their end points. In other words, they use express (non-stop) trains for city-to-city travel time comparable to airline service. Regional and local trains would serve shorter trips.

The technology is mature, reliable, safe, and efficient. It is the end point of gradual increases in speeds (particularly in Europe) where, since the 1940s, speeds of passenger trains have been increased from 80 to 100 to 125 MPH on much of the “classic” network, and up to 200 MPH on HSR lines. Many of these countries have adopted policies to invest in HSR instead of further highway and air transport construction, usually stating that HSR reduces dependence on imported oil, reduces environmental impact, and accommodates large transportation demand with modest right of way purchases.

2. California resembles two other countries with robust HSR networks, Spain and France, in terms of population and land area. It seems to work well in Europe, and if it is done right, should perform well in California. The California High Speed Rail Authority (CHSRA) has developed a “Program EIR” that identifies the broad outline of a starter HSR system. The “spine” of the system is the Bay Area to Los Angeles, with later routes to link Sacramento and the northern San Joaquin Valley to the spine at Chowchilla and Los Angeles to Anaheim and San Diego. Most of these routes follow existing rail or highway “corridors” (but do not actually use existing tracks). Some routes, such as Los Angeles to Bakersfield, are new corridors.

The whole system is anticipated to cost between $30 and $40 billion. Proposition 1A authorizes California to issue $9 billion in bonds for the high-speed rail project, but the matching federal funds are projected to be from matching Federal funds for core infrastructure and from Public-Private-Partnerships (PPP), a possible source of equipment and station development financing. In addition to the HSR lines, Proposition 1A has $960 million to augment transit and commuter rail service to complement HSR, the goal is to enable complete journeys by public transportation and to minimize the need to drive private autos to HSR stations.

Government funding of infrastructure is often the only way to advance our nation’s transportation systems. Airports, highways, harbors, canals, and public transit all rely on public investment. The CHSRA EIR made the finding that there is less investment needed to provide for California’s transportation growth with a HSR system than to provide similar capacity with expanded highways and airports.

A HSR system would benefit California in many ways. First, it would have the lowest environmental impact of any method to accommodate our increasing travel demand. This is because it does not require petroleum fuel (as do aircraft and highway vehicles), because it uses less energy overall than other modes, and a rail right of way much gentler on the environment than highways (no exhaust and narrower embankment).

Second, HSR offers relief to the highway congestion that impacts the economic efficiency of our businesses and the quality of our lives. Third, it enhances security and mobility for all citizens by offering an alternative mode of transport. It is often the only way to advance our nation’s transportation systems. Airports, highways, harbors, canals, and public transit all rely on public investment. The CHSRA EIR made the finding that there is less investment needed to provide for California’s transportation growth with a HSR system than to provide similar capacity with expanded highways and airports.

3. TRAC’s Board has examined the CHSRA’s EIR and Proposition 1A. While the overall concept of HSR is an excellent idea for California, there are the following cautions to consider about plan specifics:

- The project “Business Plan” is incomplete in terms of ridership, revenue, operating costs, and the method of selecting builders and operators. In particular, a transparent process of engaging PPP to build and operate the system is imperative to protect the quality of service and the public’s investment in the core infrastructure.
- The priorities for selecting routes and stations must be to preserve valuable land uses and to avoid induced “sprawl” (that comes from converting agricultural areas into long distance commuting suburbs).
- The HSR route between the Bay Area and the San Joaquin Valley is the subject of litigation and is not determined by the bond measure. A route to the south (e.g. Fitcheco Pass) provides the shortest distance and fastest travel between San Jose, the Central Valley and Southern California. A more northerly route (Altamont Pass) provides the shortest distance and fastest travel between San Francisco, the Central Valley and Southern California, while also serving Sacramento and the northern part of the San Joaquin Valley. One choice just cannot satisfy all expectations; the planning process must fairly balance competing interests.
- Congested urban areas have few route choices; often they are along existing rail lines, highways, or utility easements, and have adverse effects on some communities.

These factors and more will be explored and reported in the upcoming Project EIRs that would be funded under Proposition 1A.

Finally, a word about what HSR is not. A HSR network for California will not mean the end of intra-state airline travel; air will still be the mode of choice for those who live or work near the airports and for connections from long distance flights (at least until good rail transit connects with airports). HSR will not cure highway congestion; it will, however, provide an alternative mode of transport for people who choose public transit.

HSR will not offer 200-MPH commutes from suburbs to downtowns; those speeds are only attainable over long distances and very straight alignments. Travel on the HSR network around urban areas will not be like other commuter trains; the HSR stations will be further apart and the fares will be priced at a premium to commuter fares.

California Rail News  September–October 2008

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Please join TRAC for our annual "California Rail 2020" conference on November 7th to 9th, 2008, in downtown Sacramento, California. This year’s conference will feature President Alex Kummant of Amtrak (photo: above right) and Director Will Kempton of Caltrans, along with a host of other state and regional transportation leaders to discuss issues important to all California rail users.

This year's agenda will include:

**FRIDAY, November 7:** 7 PM to ?: Welcome reception for attendees and speakers at the home and garden of Richard Tolmach and Ann Dennis at 1730 13th Street, next door to Regional Transit’s 13th St. Station. An exhibition of rail posters and photos will be on display, and all proceeds from art sales go to support the California Rail News. Come and get to know your fellow TRAC members in a conducive setting surrounded by art and enjoy hors d’oeuvres and beverages.

**SATURDAY, November 8:** 8:30 AM (registration), Conference 9 AM to 5 PM. Join us at the beautiful Capitol Plaza Ballroom for a full day of interesting speakers. Capitol Plaza is at Ninth and K Streets, entry at 1025 Ninth Street, 3rd Floor, handicapped accessible by elevator. Presentations are expected to include:

- **Amtrak in a new era of oil scarcity** - Our keynote speaker is Amtrak President and CEO Alex Kummant, who will cover the challenges and opportunities facing Amtrak in an era of $4 gasoline and $5 diesel.

- **ACE+Caltrain+Amtrak=Progress** - What could happen with a joint project to rebuild Dumbarton, double-track Altamont, and improve service all the way to Bakersfield.

- **California High Speed rail** - A post-mortem on Prop 1A, details of the county-by-county results, and an assessment of what will happen next, featuring both legislative and administration views.

- **Were Marin and Sonoma SMART?** - Fresh from a victory or reeling from another defeat, we will hear from SMART supporters about what will happen next on the long battle for 101 Corridor trains.

A generous hot lunch buffet will be provided onsite at the Capitol Plaza Ballroom. Vegetarian options available.

**Saturday Conference Rates (includes lunch):**

Day-of-event rates for members will be $100, but you can save significantly by being an earlybird! Mail us your check before September 30th and pay only $80. During the month of October, the rate will be $90. (Non-members pay a $25 surcharge and get TRAC membership at a promotional rate). Make your checks out to California Rail Foundation.

**Saturday Light rail Night Pub Crawl** $10 on day of event includes light rail pass and souvenir Sacramento pub crawl map (but not libations). We will start at the Fox & Goose, site of much of the early citizen planning of the light rail system and proceed to four other rail accessible beer palaces. Talk to Conference staff on Saturday, Nov. 8 to sign up.

**SUNDAY, November 9:** We are planning a flexible set of tours for Sunday to suit attendees. Trips to the Siemens light rail car plant and/or the FEDSHRA Railroad Museum are available. Pricing will be determined soon. Talk to Conference staff on Saturday, Nov. 8 to sign up.

**Train to the Conference** Bay Area conference attendees can meet on the Amtrak Richmond, CA platform at 7:30 am Saturday morning for the 7:42 am departure to Sacramento, and share the cost of a 10-ride ticket for a fairer fare. Clue—we’ll be wearing a light blue Prop. 116 T-shirt.

**Lodging:** We have worked out a special $80 room rate at the Vagabond Inn across the street from the Amtrak station for TRAC Conference attendees. These rates are good for Friday and Saturday night. The motel is right next door to the station and only five blocks from the conference site. To reserve, call (800) 522-1555 and mention the $80 TRAC conference rate.