

HIGHLIGHTS OF CAL RAIL 2020 BURBANK

CalRail2020 presented a tightly packed agenda to a crowd of nearly one hundred rail advocates and experts.

Richard Dial, IBI Group, led off the session with a detailed update of progress on the LOSSAN Corridor. Following successful completion of a study of San Diego to Los Angeles, he is managing the second phase dealing with Los Angeles-San Luis Obispo.

Pat Montague, an active NARP Region 12 Director, discussed the Amtrak funding battles this year and new techniques that rail supporters are bringing to the fight.

A four person panel titled, "Public Needs Versus Crowded Tracks" covered current efforts to extend service in areas that have track capacity problems.

Caltrans Rail's Lea Simpson highlighted a new strategic planning effort on the San Joaquin Corridor, which she manages. She noted that the primarily single track facility now lacks the capacity to provide premier service, due to massive freight traffic growth. Current projects underway are siding extensions in Fresno and Hanford; relocating Madera station. She outlined a study process which will attempt to identify and prioritize further capacity improvements.

Former TRAC President Richard Tolmach made a PowerPoint presentation on integrated multi-modal pulse design for regional service, based on his July CRN article.

Hon. Hannah-Beth Jackson, formerly of the California State Assembly, highlighted efforts of Ventura and Santa Barbara Counties to expand rail service to address



David Solow, Executive Director, SCRRRA; Hon. Hannah-Beth Jackson, former Assembly Member from Santa Barbara, Richard Dial of IBI Group, and Lea Simpson, Caltrans Division of Rail.

traffic problems on 101. She remarked that the jobs/housing imbalance in the two counties with Santa Barbara homes averaging \$1 million makes the need severe. Ventura is 30 miles from Santa Barbara and used to be a 30 minute drive. Now, however, it takes one to one and a half hours during peak periods.

A 2007 extension of the Measure D sales tax is being advanced as "A Lane and A Train" (a lane added to Hwy. 101 and a train added). Jackson believes infrastructure and education are the basis of economic viability. Jackson noted advocates of rail need the public to understand the full costs of auto ownership.

David Solow, the Executive Director of Metrolink spoke on challenges to expanding his 5-county network. Sales tax is an issue for revenue in all counties. Orange County in 2006 may be the hardest to pass. Multiple use of train seats is important, that is, moving from city to city with the same train and reusing vacated seats along the route.

Solow sees rail integration as a key to growing the service. Rail2Rail has been very successful, along with growing traffic on connections with MTA. Solow said capacity problems of goods movement needed to

be addressed for good passenger movement to work. Therefore, finding a solution to Los Angeles/Long Beach port growth is important to the rail passenger movement. He identified quad gates and median barriers as high priorities to improve rail safety.

Keynote speaker Gil Carmichael, Senior Chairman of the Intermodal Transportation Institute at University of Denver presented a case for a steel-rail interstate. An excerpt of this appears on Page 4.

Following lunch, Gerald Francis, GM Rail Operations, LACMTA talked about MTA's new silver fleet and proposed routes, and Wayne Williams gave an overview on modern rail equipment and the FRA controversy.

Carl Morrison of TrainWeb provides a more complete summary of the meeting at http://trainweb.org/carl/Calif2020_2005. Sound files of this conference were made by Richard Hamilton (richard@sandiegorail.com) of Let's Talk Trains and can be found at letstalktrains.us by clicking the search button and asking for "CalRail 2020."

NEW TRAC PRESIDENT, BOARD MEMBERS

At TRAC's annual conference on October 15th the following Board members were re-elected for one-year terms: Hal Wanaselja (San Francisco), Richard Tolmach (Sacramento), Victor Rampulla (Glendale), Daniel MacNamara (San Carlos), Michael Kiesling (San Francisco), Michael Dickerson (La Crescenta), Roger Christensen (Sherman Oaks), James Mills (Coronado), Lynn Franks (Sacramento) and Gerald Cauthen (Oakland).

Gary Perazzo (Sacramento), Richard McLaughlin (San Diego) and Marcel Marchon (Mountain View) were elected as new Board members.

TRAC officers for 2006 are Gerald (Jerry) Cauthen - President, James (Jim) Mills - Vice President, Gary Perazzo - Treasurer and Lynn Franks - Secretary.

At the conference Cauthen, an engineer with 35 years professional experience in the transit industry, said of TRAC's 2006 program that he wanted to elicit policy and other ideas from TRAC's members, establish five regional task forces to bring TRAC closer to local and regional issues, step up TRAC's membership and fund-raising activities, and work cooperatively with political leaders, public agencies and like-minded citizen organizations throughout the State to expand and improve California's passenger rail systems.



**JERRY CAUTHEN
TRAC PRESIDENT**



RICH MCLAUGHLIN

I retired from the Navy in 1994 after 22 years as a Naval Aviator. Since retiring, I've worked for Cubic Corporation in San Diego. I'm currently the Deputy General Manager of the Information Operations Division, supporting defense related projects in Korea, Hawaii, Florida and Maryland.

I've been riding trains for as long as I can remember, and despite a career in aviation, rail travel is still my preferred method of transportation. Since the mid- 90's I've used rail in my business travels including at least one trip a year cross- country from Washington/Chicago, as well as trips to Seattle to our Business Unit headquarters. I convinced my operating division of Cubic to change its travel policies to accommodate rail travel as an available choice to business travelers on a "not to exceed" the cost of commercial air basis.

On a trip several years ago on the Capitol Limited, I shared breakfast with Ross Capon, the Executive Director of NARP, who introduced me to that national organization. Through NARP I became aware of TRAC and have been a member for several years. I am a firm believer in the need for both a national rail passenger system (not necessarily in its present form) as well as improved rail transportation corridors in the Southwest. Among long-term objectives I'd like to see regular

rail transportation options between Los Angeles and Phoenix/Tucson, as well as Las Vegas. I'd also like to see through rail service between the central valley and Los Angeles. I'm proud to represent San Diego and the greater SOCAL area on the TRAC board.

MARCEL MARCHON

"I'm a Software Engineer by profession, currently employed by a small Internet company called Travelzoo. During the last year, I have served as TRAC's webmaster and have helped create the new website for TRAC. I was born and have lived in Switzerland until about 2 years ago and have been interested in trains ever since my grandmother started taking me along on her visits to relatives when I was 4 years old or so. After having lived in Switzerland all these years while relying on public transportation for all my mobility needs (I never owned a car before coming to California), I have a good idea what we're missing out on here in California

My priorities as a board member are to incrementally improve the existing public transportation system (one has to keep the big picture in mind - trains are only one part of it) and making it easier and more convenient for people to use the system, especially keeping in mind those who might decide to give rail and transit a try for the first time. And of course I will keep the web site up to date."

