



## *Californians for High Speed Rail*

A Statewide Coalition of High Speed Rail Supporters | 337 Green st. San Francisco, CA 94133 | 415.296.1283

President Barack Obama  
Honorable Senators Diane Feinstein and Barbara Boxer  
Honorable Speaker of the House Nancy Pelosi  
Honorable House Transportation and Infrastructure Committee Chair James Oberstar

January 21, 2009

### **Re: INCREASE FUNDING FOR INTERCITY AND HIGH SPEED RAIL IN STIMULUS PACKAGE**

Dear President Obama and Honorable Members of Congress:  
Congress must act now to chart a new, more economically sustainable path for infrastructure investments through the current stimulus bill. **We request that the stimulus package contain at least \$10 billion dollars in intercity and commuter rail funding with at least \$5 billion designated for infrastructure aimed at high speed rail-related projects.** The current level of funding in the stimulus package towards intercity, commuter, and high speed rail is totally insufficient to even qualify as a “down payment” on change in the transportation sector.

Billions of dollars are needed for “shovel-ready” grade separations, track improvements, and other commuter and intercity rail upgrade projects across the country that are located within federally designated high speed rail corridors. By investing in such projects, improvements to our existing commuter rail and intercity rail services will be realized in the short-term, while at the same time begin preparing these corridors for conversion to high speed rail.

In the San Francisco Bay Areas for example, there are several “shovel ready” projects along the Caltrain commuter rail corridor between San Francisco and San Jose. Several fully designed and approved grade separations are on hold because Caltrain does not have the \$200 million+ in funds necessary to move forward immediately. Another project is the construction of the Transbay Terminal rail extension to downtown San Francisco. That project needs an additional \$200+ million in funds to build the first part of rail extension in the form of a train subway box under the planned terminal building. This project is about to commenced, but the train box may have to be excavated at a later date due to a shortage of funding for that portion of the project.

Unlike roadway or conventional rail expansion projects, which lead to bigger maintenance bills in the future, true high speed rail services are proven to operate at a profit. Therefore investing now in preparing corridors for high speed rail will not only provide short-term stimulus and increased economic competitiveness, but also enable profitable high speed services able to pay their own long term maintenance costs without additional costs to the federal or state governments.

**For all the short-term and long-term benefits of rail investment, please work to increase the amount of funds for intercity and commuter rail lines by at least \$10 billion, with at least \$5 billion of that aimed at high speed rail-related projects.**

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Stanke', written in a cursive style.

Brian Stanke, Campaign Director, Californians for High Speed Rail