California’s High-Speed Rail Project

America’s 1st High Speed Rail Project: Update, How We Got Here & Lessons Learned

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US High Speed Rail Association
US High Speed Rail Association

- Established in 2009 for the purpose of advancing a national high speed rail system across America
- Independent, non-profit industry trade association
- Members are companies come from:
  - Rail industry
  - Engineering
  - Construction
  - Real estate development
  - Finance
  - Defense contracting
  - Renewable energy
Status of California High Speed Rail Project

- New HSR Infrastructure Under Construction in Central Valley
  - 29-mile segment between Madera and Fresno under construction (Construction Package 1)
  - Next 90 miles between Fresno and Shafter to be under construction shortly (Construction Packages 2-4)

- Funding
  - $3.5 Billion – Federal Stimulus (ARRA)
  - $2.5 Billion – State High Speed Rail Bond Funds
Construction Package 2-4

Construction Packages 2-3

Construction Package 4
Status of California High Speed Rail Project

- Early Investment in HSR Corridors in Urban Areas Close to Construction
  - Southern California Regional Interconnector Project
  - Metrolink Improvements
  - Caltrain Electrification

- Funding
  - $1.5 Billion – State High Speed Rail Bond Funds
  - Matching funds from local and regional sources
HSR-Funded Early Rail Investments in HSR Corridors Proceeding in Urban Areas

- Southern California Regional Interconnector Project (a.k.a. Run-Through Tracks Project) at Los Angeles Union Station
HSR-Funded Early Rail Investments in HSR Corridors Proceeding in Urban Areas

- Metrolink Improvements
  - Grade Separations and other improvements that will be used by HSR trains being planned

![Map showing early investments in Metrolink corridors](map.png)
HSR-Funded Early Rail Investments in HSR Corridors Proceeding in Urban Areas

- Caltrain Electrification and PTC
  - Electrification of over 50 miles of track between San Francisco and San Jose + PTC
  - Will be used by high speed trains in the future, primarily on a two-track shared corridor
Status of California High Speed Rail Project

- Next Segment: Palmdale to Los Angeles
  - Environmental studies being accelerated to expedite this segment.

Funding Sources

- Remaining State High Speed Rail Bond Funds (approx. $4 billion)
- Cap and Trade
Why Palmdale to Los Angeles Next?

 Importance of Synergy with XpressWest

 - Creates potential for direct service between Los Angeles in Las Vegas within 10 years BEFORE full build out of system.

 - Avoids Bakersfield, which currently opposes project.
Anaheim’s ARTIC Station

- ARTIC station opened December 8, 2014.
- Will be used by Metrolink/Amtrak now and HSR in the future.
San Francisco’s Transbay Transit Center


- $1.9 billion budget fully funded from numerous local, regional, and state sources, along with Federal loans.

- $2.6 billion, 1.3-mile rail extension to Transit Center now being pursued by San Francisco.
How We Got Here

High Speed Rail is a paradigm shift – California is in the midst of an epic battle for the future of America, and is prevailing

When contemplating HSR, we advocates need to be prepared for the forces arrayed against quality rail in America.

California proves that massive progress can be achieved despite the massive resistance.
How We Got Here – Chain of Champions

A “Chain of Champions” has carried the California HSR project forward at every challenge point.

- California High Speed Rail Commission formed, leading to 2005 Statewide Program Level EIR.
- Doors almost close in 2006, but group of advocates rally to keep skeletal budget, saving the project.
- Elected officials in state capitol write legislation for a statewide bond for HSR – Takes years to get on ballot, but finally happened in 2008 – Bond wins
- Obama inserts $8 billion for HSR in Stimulus package at last minute. Epic battle ensues statewide.
- Jerry Brown elected – Restructures a failing project and established Cap and Trade to give project dedicated revenue stream.
California’s Cap and Trade Program – The Game Changer

- Gave CA High Speed Rail Project first ongoing dedicated source – It solidified the future viability of the project

- 25% of all Cap and Trade funding

- In addition to $15 billion in secured funding, Cap and Trade will provide approximately $1 billion a year
Cap and Trade revenues are coming higher than anticipated! – Project may be accelerated!

- California’s Legislative Analyst’s Office Estimates $3.7 billion for program through FY 2015-16
- 25% for HSR = almost $1 billion for HSR project
- February Cap and Trade action is confirm LAO estimates

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California Cities Take Lead on Building High Speed Rail Stations

- San Francisco and Anaheim developed station projects that HSR will plug into later.
- Rail opponents, sensing importance of Transbay Transit Center, attempt to kill project several times. Advocates and local elected save America’s first HSR station.
- Anaheim – only a mid-sized city - builds dramatic HSR station in anti-rail Orange County.
- Two station build momentum for HSR.
- Los Angeles, San Diego, and San Jose are now conducting extensive planning of their future HSR stations and station areas.
Lessons Learned – Control Narrative

- HSR Advocates Need Control Narrative

To get the political leadership needed to undertake HSR, an ongoing effort to shift the public narrative toward big investments in rail.

If we don’t, Koch-funded think tanks and other forces will dominate the narrative and sway many natural allies of rail away for supporting HSR.

Role out Op-eds, letters to the editor, interviews for articles, radio, and TV consistently and by multiple voices.
Lessons Learned – Develop Champions

- Political Leadership - Need for Super Champions
  - Need to identify political leaders who truly believe in rail and make it a priority.
  - They must be ready for a battle.
  - Champions are needed at all levels of government within project area.
Lessons Learned – Push Station Projects with Focus on Real Estate Development

- Leverage exploding rail ridership – Developers are now focusing on transit oriented development
- Station projects gets the private sector involved in advocating for rail. Business leaders are essential to developing political champions for HSR.
- Private sector is eager to invest in rail and related real estate development.
Lessons Learned – Push for True HSR Studies

Part of controlling the narrative is what we advocate for.

- Continue to push for 220mph environmental work on blind faith that funding for construction will come later.
- Studies are a waste of time – NO!
- Studies keep HSR in the dialogue
Lessons Learned: Identify a Smaller Initial Operating Segment

- California is doing what should be done – A big bang approach. But this is not likely to be successful in most regions of the nation.

- Find segments of approximately 100 miles between two large destination – example is CrossRail Chicago and ZipRail between Twin Cities and Rochester/ Mayo Clinic.
Political Lessons Learned: Short-term Benefits Must Be Designed into Project

 Lesbian. Long time frame of building HSR, any project must provide short term benefits to existing rail systems, or the project will fail.
USHSR Conference in Washington DC
April 21-23
Thank You

US High Speed Rail Association