CONNECTING CALIFORNIA

Increase Mobility

Needed Alternative

Better Air Quality

Job Growth
HIGH-SPEED RAIL: Helping Shape Cities

- Ties economies together
  - San Jose to Fresno = 60 minutes
  - Bakersfield to Los Angeles = 60 minutes
  - San Francisco to Los Angeles = Under 3 hours
- Connects with and reinforces local mobility
- Foundation for sustainable growth
- Opportunities for revitalization in downtown cores
**Myth: High-speed rail will be a train to nowhere.**
*FACT: The California high-speed rail system will connect 8 of the 10 largest cities in the state.*

**Myth: No one rides trains anymore.**
*FACT: Other countries with high-speed rail systems service 1.6 billion passengers per year. Amtrak’s California corridors are among the busiest in the nation, with 5.7 million Californians riding trains last year.*

**Myth: High-speed rail will not be high-speed.**
*FACT: In blended/shared corridors, trains will be slowed to 110 miles per hour, as required by regulations. However, in other areas speeds will top 220 miles per hour.*

**Myth: High-speed rail is a waste of money.**
*We can expand our roads and airports.*
*FACT: Providing the same capacity as high-speed rail from San Francisco to Los Angeles would require:*
- 4,300 **new** highway lane miles
- 115 **additional** airport gates
- 4 **new** airport runways
*costing more than $158 billion with a 50-year maintenance cost of more than $132.8 billion.*

**Myth: High-speed rail will be diesel-powered.**
*FACT: High-speed rail in California will run on 100% renewable energy. It will be all electric all the time.*

**Myth: High-speed rail is a solution in search of a problem.**
*FACT: California’s population is projected to grow to more than 50 million by 2060. $28 billion is lost each year in time and wasted fuel due to traffic congestion. Los Angeles, San Francisco and San José already rank among the top five most gridlocked cities in the nation.*

For more information and construction updates visit [www.buildhsr.com](http://www.buildhsr.com)
• Deliver the Phase 1 System

• Deliver the Silicon Valley to Central Valley Line as soon as possible

• Invest bookend funds as full partner in the Burbank–LA–Anaheim corridor

• Continue planning for Phase 2 extensions
• Delivery Sets a New, Green Standard for Infrastructure
  » Operate with 100 Percent Renewable Energy
  » Require Recycling Steel And Concrete from Demolition and Construction
  » Invest in Clean Agricultural Equipment to Offset Emissions
  » Require the Cleanest Equipment on Site
HIGH-SPEED RAIL: It’s Happening!

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately $3 Billion Investment
- 21 Active Construction Sites
30% Goal for Small Business Participation

- 10% Disadvantaged Business Enterprises (DBE)
- 3% Disabled Veteran Business Enterprises (DVBE)
HIGH-SPEED RAIL: Economic Output

**Indirect Effects**
- Concrete
- Steel
- Supplies
- Transport
- Computers
- Parts
- Office Supplies
- And more...

**Direct Spending**
- **Contractors**
  - Construction workers’ salaries
  - Manufacturing, production, construction
- **Employees**
  - Salaries/rent/other expenses

**Induced Effects**
- Housing
- Groceries
- Retail
- Recreation
- And more...
HIGH-SPEED RAIL: Creating Jobs & Workforce Development

• Targeting: California
• Construction: Direct, Indirect Jobs in Hard-Hit Sectors
• Over 2000 Construction Workers Dispatched in Central Valley
• 21 Active Construction sites
• $500 Million for local improvements in Fresno
2018 BUSINESS PLAN: Next Steps in Southern California

• Bookend Investments
  » 45-mile corridor with statewide significance
  » Investing $500 million in bookend funds as full partner in this shared corridor
    • 76 million – Rosecrans/Marquardt Grade Separation Project
    • Remaining $423 million to Los Angeles Union Station (Link US Project)
    • $18 million already approved for Link US for engineering/design

• Early Mobility Benefits

• Foundation for High-Speed Rail
THANK YOU & STAY INVOLVED

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