

## ✓ KEY POINTS: HIGH-SPEED RAIL ARRA APPLICATION

**California is the first place in our nation where we will see a true high-speed rail system – and so California ought to be the first place in our nation where the Recovery Act funding for high-speed rail is spent.** California's system will be the first in the United States that is effectively tied into other modes of transportation, dramatically improves mobility, improves the environment by reducing greenhouse gases, and quickly produces hundreds of thousands of quality jobs.

**PROGRESS FOR TRUE HIGH-SPEED TRAINS: California's high-speed rail system is far ahead of any other state's or region's in the country.**

- Planning and engineering work for our 800-mile system has been ongoing for more than 13 years.
- Significant environmental review work has already been completed.
- Californians last year voted to put \$9.95 billion in bond funding toward the effort. No other state comes even close to that level of investment.
- California's proposed system already has strong support of its local governments, regional transportation agencies, and Legislature.
- In California, when we say "high-speed trains," we truly mean high speed – up to 220 mph – not moderately improved existing rail lines that other states and regions are talking about.

**DOLLAR FOR DOLLAR MATCH: Stimulus funding will have the greatest effect in California – a significant portion of the available funding should be put here.** California has pledged to match, dollar-for-dollar, the funding it receives from ARRA. That will essentially double the federal government's investment.

**JOB CREATION: The funding California has requested would create nearly 130,000 quality jobs throughout the state, including in regions that have been hit hard by our economic downturn such as Los Angeles and the Central Valley.**

- The **preliminary engineering and environmental work** funding would be responsible, immediately, for **12,000 well-paying jobs**.
- **San Francisco to San Jose section** design and construction would directly create 11,400 jobs and be responsible for a total of **34,200 jobs** beginning immediately.
- **Los Angeles to Anaheim section** design and construction would directly create 17,900 jobs and be responsible for a total of **53,700 jobs** beginning in 2011.
- **Fresno to Bakersfield section** design and construction would directly create 5,500 jobs and be responsible for a total of **16,500 jobs** beginning in 2012.
- **Merced to Fresno section** design and construction would directly create 3,500 jobs and be responsible for a total of **10,500 jobs** beginning in 2012.

**CALIFORNIA UNITY: California is unified behind this application and this historic project.**

- **Voters said "yes"** to a ballot initiative last year to put \$9.95 billion toward high-speed rail.
- **Legislators** strongly support high-speed rail, voting last year to put that bond issue on the ballot.
- **Labor** leaders know this historic investment in infrastructure will mean hundreds of thousands of quality construction and related jobs.
- **Business groups** and chambers of commerce understand the need to maintain and improve mobility in California to support our economy, which is the 8<sup>th</sup>-largest in the world.
- **Environmentalists** rally behind this clean mode of transportation, which is responsible for just a third of the greenhouse gases of airplanes and a fifth of that of automobiles. California's high-speed train system will run on 100 percent renewable energy and will take 12 billion pounds of GHGs out of the environment annually.
- **Local governments** are vying for the train to bring jobs and intermodal links to their communities.

## APPLICATION DETAILS

### SUMMARY

**California's high-speed rail application amounts to about \$4.73 billion from the \$8 billion pot. And the state would match that federal funding dollar-for-dollar with state, local, or private funds to total an investment of nearly \$9.5 billion.**

This level of funding would:

- Allow the state to complete the environmental review and preliminary engineering work on every section of the proposed system, and
- Construct useable sections of track in three key regions that would greatly improve our existing transportation mobility.
- Create nearly 130,000 jobs within the next few years.

### CALIFORNIA'S APPLICATION SPECIFICS

The application consists of the following funding requests, by section of the proposed train system:

Preliminary Engineering and Environmental Review:

- All nine high-speed train system sections, as well as the Altamont Corridor Rail Project: **\$276.5 million** **\$553 million total when matched**

Design/Build Construction of major sections: **\$4.568 billion** **\$9.136 billion when matched**

- San Jose to San Francisco \$980 million \$1.96 billion when matched
- Merced to Fresno \$466 million \$932 million total when matched
- Fresno to Bakersfield \$819.5 million \$1.639 billion when matched
- Los Angeles to Anaheim \$2.1875 billion \$4.375 billion when matched

### ELIGIBILITY

To be applicable for Track 2 funding, all construction projects must be able to:

- Complete environmental review by **September 30, 2011**.
- Obligate funds (enter a contract for construction) by **September 30, 2012**.
- Complete construction by **September 30, 2017**.