

# Connecting California, Expanding the Economy and Transforming Travel

**California high-speed rail will fundamentally transform how people move around the state, spur economic growth, create a cleaner environment, and preserve agricultural lands and natural habitat – and it has already created thousands of good-paying jobs.**

## ABOUT CALIFORNIA HIGH-SPEED RAIL

The Phase 1 system will connect San Francisco to the Los Angeles basin via the Central Valley in under three hours on trains capable of exceeding more than 200 miles per hour. Phase 2 will extend to Sacramento and San Diego.

## OUR PRIORITIES

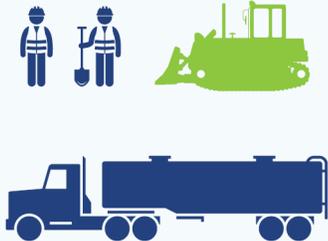
Our implementation and delivery strategy reflects the three principles that guide our decisions and reiterates our intent to focus on these priorities:

- Complete construction of the 119-mile Central Valley Segment and lay track to fulfill our federal grant agreements with the Federal Railroad Administration;
- Meet our federal commitment to environmentally clear the entire 500-mile system between San Francisco and Los Angeles/Anaheim;
- Advance construction on the “bookend” projects that we have committed funding to in the Los Angeles Basin and the Bay Area;
- Commence testing of the electrified high-speed system in 2025, certify trains by 2027, and put electrified high-speed trains in service by the end of the decade;
- Expand the 119-mile segment in the Central Valley to develop 171 miles of electrified high-speed rail service by advancing design, funding pre-construction work and constructing extensions to Merced and Bakersfield;
- Advance project design in each segment, including the four Southern California segments and the two Northern California segments, as each segment is environmentally cleared; and
- Pursue federal and private funds prospectively to “close the gaps” and expand electrified high-speed rail service to the Bay Area and Los Angeles/Anaheim.



# More Than 5,500 Jobs

have been created to work on high-speed rail construction projects in the Central Valley

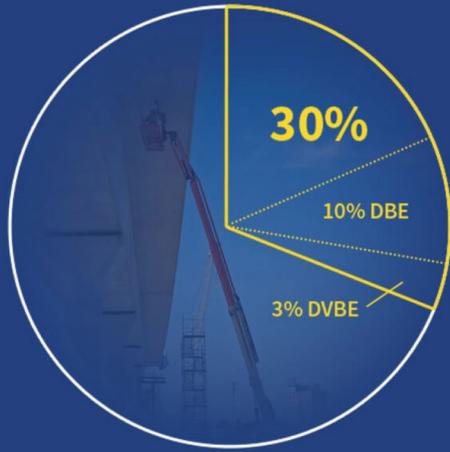


# 600+

Small Businesses Statewide as of February 2021

30% SMALL BUSINESS GOAL INCLUDES:

- 10% Disadvantaged Business Enterprise (DBE) participation
- 3% Disabled Veteran Business Enterprises (DVBE) participation



## Economic Impacts of California High-Speed Rail (July 2006 to June 2020)



**JOB-YEARS OF EMPLOYMENT**  
54,300 - 60,400



**LABOR INCOME**  
\$3.9B - \$4.4B



**ECONOMIC OUTPUT**  
\$10.5B - \$11.4B

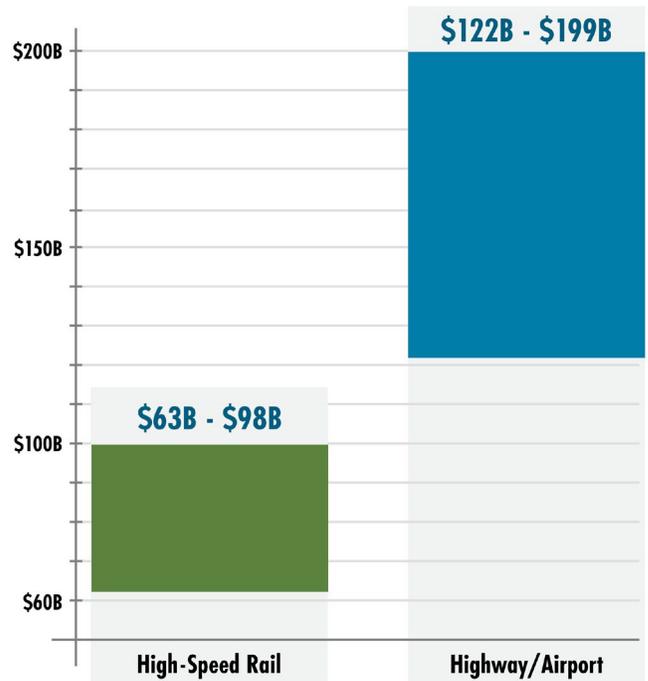
## Recycling Construction Waste

**Total Recycled** 97% (183,290 Tons) **Total Landfilled** 3% (4,973 Tons)



## Phase 1 High-Speed Rail Cost Compared to Highway/Airport Cost

Cost of building infrastructure capacity to move 7,500 people per direction per hour



(Source: 2019 Equivalent Capacity Analysis Report)



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