



Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

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Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

IRVINE, Calif., Aug. 26 /PRNewswire/ -- , a new report released today by the Center for Urban Infrastructure, showcases the benefits of a fast, convenient, and efficient intercity high-speed rail system on southern California's economy. "Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail in California** and Director, Center for Urban Infrastructure. According to the study, the California High-Speed Rail Project, which will ultimately link Sacramento to San Diego, will contribute a regional income benefit of \$701 million to southern California workers who otherwise would have been unemployed. By 2035, high-speed rail will attract over 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network. By providing an alternative to automobiles, high-speed rail will be a major catalyst for expansion of southern California's emerging "green" economy. It will prevent the emission of nearly half a billion pounds of CO2 annually by 2035. Additionally, high-speed rail will encourage a healthful lifestyle because it will require commuters to walk or bike for a portion of their trip. The report examines high-speed rail's impact in relation to recent legislative initiatives that mandate a reduction in statewide greenhouse gas (GHG) emissions (AB 32), and the coordination of regional land use and transportation planning (SB 375) in support of those reduction targets.

The report explores strategies needed to ensure that cities around the region benefit from the \$2.34 billion investment made in California from federal stimulus funds, streamlining zoning and land use codes suitable for intensified development. This will allow cities to cluster their housing, retail and office space in ridership and station area developments. The majority of federal funds granted to the state will be spent in southern California for construction of a high-speed rail line from Bakersfield to Fresno. The study was presented to a conference entitled, "The Light at the End of the Tunnel: Planning for High-Speed Rail in Orange County and Southern California." Over 100 government, business and civic leaders from Orange County and Southern California attended the conference held at Brandman University in Irvine. The conference was sponsored by the Orange County Transportation Association, Veolia Transportation, HDR NRG Energy West, the South Coast Air Quality Management District and Brandman University. Conference speakers included Anaheim Mayor **Curt Pringle**, Chair of the California High-Speed Rail Authority (CHSRA); former state Assemblyman Tom Umberg, Vice Chair of CHSRA; Art Leahy, CEO of the Los Angeles Metropolitan Transportation Authority, Will **Kempton**, CEO of the Orange County Transportation Authority; U.S. Representative Loretta Sanchez and developer Emile Haddad, CEO of Five Points Communities. "Cities with a high-speed rail station will grow and transition into hubs of commerce. Regions with commuter connections to the high-speed rail system will take advantage of development opportunities," said **Curt Pringle**. "This study is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process." The conference also included a vigorous discussion that explored strategies for creating and financing a multi-modal transit system including high-speed rail, higher-speed rail as well as regional and local transit connections. A White Paper detailing the thoughts and recommendations of conference participants will be released in fall 2010 the complete report can be found at www.c-u-i.org

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About the Center for Urban Infrastructure

The Center for Urban Infrastructure (CUI) is an interdisciplinary forum that brings an objective, innovative approach to a wide range of emerging policy issues relating to transportation infrastructure, urban development and community design.

CUI considers urban issues at the local, regional and national levels, connecting key experts' insights and capabilities from throughout California and around the United States in search of practical solutions. Among the issues addressed by CUI are transportation, land use, water, energy, urban design, housing and the relationships between urban centers and the use and integration of natural resources. CUI looks at policy concerns from every angle. CUI serves as a conduit joining the theoretical work of academia to the practical insights of policy makers, government manager, economists, lawyers, industry leaders and technologists, and applies results to specific policy concerns and project analyses.

About Brandman University

Built on Chapman University's century-and-a-half legacy of academic excellence, Brandman University, formerly Chapman University College, is a private, non-profit, fully accredited university that provides a quality education to working adults - online and at 26 campuses throughout California and Washington. Part of the Chapman University System, Brandman offers over 200 innovative degree, certificate, credential and professional development programs in Business, Arts and Sciences, Health, and Education. SOURCE Center for Urban Infrastructure "Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said Sarah L. Catz According to the study, the California High-Speed Rail Project, which will ultimately link Sacramento By providing an alternative to automobiles, high-speed rail will be a major catalyst for expansion of southern California The report examines high-speed rail's impact in relation to recent legislative initiatives that mandate a reduction in statewide greenhouse gas (GHG) emissions (AB 32), and the coordination of regional land use and transportation planning (SB 375) in support of those reduction targets. The report explores strategies needed to ensure that cities around the region benefit from the \$2.34 billion The study was presented to a conference entitled, "The Light at the End of the Tunnel: Planning for High-Speed Rail in Orange County "Cities with a high-speed rail station will grow and transition into hubs of commerce. Â Regions with commuter connections to the high-speed rail system will take advantage of development opportunities," said **Curt Pringle** The conference also included a vigorous discussion that explored strategies for creating and financing a multi-modal transit system including high-speed rail, higher-speed rail as well as regional and local transit connections. Â A White Paper detailing the thoughts and recommendations of conference participants will be released in fall 2010 the complete report can be found at www.c-u-i.org The Center for Urban Infrastructure (CUI) is an interdisciplinary forum that brings an objective, innovative approach to a wide range of emerging policy issues relating to transportation infrastructure, urban development and community design. CUI considers urban issues at the local, regional and national levels, connecting key experts' insights and capabilities from throughout California CUI looks at policy concerns from every angle. CUI serves as a conduit joining the theoretical work of academia to the practical insights of policy makers, government manager, economists, lawyers, industry leaders and technologists, and applies results to specific policy concerns and project analyses.

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From the Wires Newly released report examines the benefits of high-speed rail in southern California

By: PR Newswire Aug. 26, 2010 09:39 PM IRVINE, Calif., Aug. 26 /PRNewswire/ -- **Thinking Ahead: High-Speed Rail** in Southern **California**, a new report released today by the Center for Urban Infrastructure, showcases the benefits of a fast, convenient, and efficient intercity high-speed rail system on southern California's economy. 'Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today,' said Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail** in **California** and Director, Center for Urban Infrastructure.

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TRANSPORTATION: Plan would generate 160,000 construction jobs in state.

Updated: 08/26/2010 09:58:24 PM PDT

A long-awaited statewide high-speed rail system could get Southern California on track toward the creation of hundreds of thousands of jobs and a \$701million boost to payrolls, according to a study released Thursday.

During its planned eight-year construction starting in 2012, the California High-Speed Rail project would generate 160,000 construction jobs statewide and more than 320,000 permanent jobs, according to "**Thinking Ahead: High-Speed Rail in Southern California**" by researchers at the University of California, Irvine.

It would also create substantial reductions in pollution and reduce freeway traffic jams, supporters say.

"Just as the Interstate Highway System transformed the way Americans live and where they work, high-speed rail has the same transformative potential," the authors wrote.

"High-speed rail will ... bring to the Southern California region a new and faster mode of interregional travel, with substantial time-saving and cost advantages of both auto and air networks for the vast majority of destinations."

The high-speed rail proposal is envisioned as hundreds of miles of new and existing track linking San Diego, Los Angeles, Sacramento and San Francisco and points in between.

The aerodynamic trains will reach speeds of 220 miles per hour, enabling travelers to get from L.A. to San Francisco in less than 2 hours 40 minutes, compared with six hours by car. In a January statement, the Obama administration

called the plan "among the most ambitious in the nation."

The project is estimated to cost about \$45 billion to design and build, while the California High Speed Rail Authority projects that it would generate \$1 billion in annual profits.

The UCI report found that the system could prevent up to half a billion pounds of carbon emissions by 2035. Up to \$132million in medical costs could be saved over a 15-year period by commuters who are healthier from walking or biking on part of their trip.

Still, it remains a controversial undertaking that faces opposition from conservatives and still needs to work through what are expected to be challenging political battles.

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Critics estimate that total costs will actually be \$65 billion to \$81 billion and say the state may face obstacles in raising the rest of the money. Demand may fall short, as ridership projections may in reality range between 23 to 31 million riders a year.

In July, a University of California, Berkeley, study found that the CHSRA's forecasts of demand and ridership for the railway are not reliable because they were based on an inconsistent model.

"In California, it seems likely that several billion dollars will go toward constructing a high-speed rail system that will never be finished and never be operational, because the requisite money can't be found," wrote Liam Julian, managing editor of Policy Review, in March. "The economics of high-speed rail do not work, especially in America."

Still, supporters say it will transform the state.

"Cities with a high-speed rail station will grow and transition into hubs of commerce," said CHSRA Chairman **Curt Pringle**, who is also the mayor of Anaheim.

"Regions with commuter connections to the high-speed rail system will take advantage of development opportunities. This report is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process."

California voters approved the initial funding for high-speed rail in 2008, with \$10 billion in bonds authorized through Proposition 1A.

The project, still in its infant stages of design, received a boost in January from a \$2.34 billion federal stimulus grant awarded to California, with \$2.25 billion going to high-speed rail and the rest to regional transit, according to the study.

In the San Fernando Valley, the trains would speed through Los Angeles to Burbank, Sylmar and up to Palmdale. The first phase of the project calls for a 520-mile system connecting Anaheim and L.A. through the Central Valley to San Francisco by 2020; the second phase would extend the system north to Sacramento and south to San Diego by 2026.

The projected annual ridership during phase one is between 35 million and 58 million passengers, and upon full completion, up to 100 million passengers per year, according to the White House.

The trains would free up roadways by appealing to more "discretionary riders" – those who have access to other means of transportation but choose to take public transit, the report states.

"The I-5 is constrained, whether you're going up or down," said Art Leahy, CEO of the Metropolitan Transportation Authority. "What a high-speed system represents, especially if it's integrated with the Metrolink system ... is an opportunity to give people choices for traveling around and getting to work and things of that nature."

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But on top of linking the trains up to local systems, the state will need to make major land purchases and build 800 miles of new tracks. About 880 miles of existing railway will need to be upgraded, according to officials.

But Thursday's study projected that permanent jobs stemming from the railway would continue to grow to more than 450,000 by 2035 and beyond. About 77 percent of those jobs would be created in green industries.

"This report is a timely reminder about what high-speed rail will do to provide jobs and economic opportunity here in Orange County and throughout the region," said Tom Umberg, CHSRA board member. "This project will grow our economy, and create new opportunities – and new customers – for businesses large and small."

Parking structures at rail stations could be designated as mixed-use developments including housing, office and retail and construction of the railway could alleviate the 10 percent unemployment rate in the construction sector, according to the report.

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Title: Study: High-speed rail could create thousands of jobs

Publication Date: 08/27/2010

Full Text:

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"High-speed rail will ... bring to the Southern California region a new and faster mode of interregional travel, with substantial time-saving and cost advantages of both auto and air networks for the vast majority of destinations."

The high-speed rail proposal is envisioned as hundreds of miles of new and existing track linking San Diego, Los Angeles, Sacramento and San Francisco and points in between.

The aerodynamic trains will reach speeds of 220 mph, enabling travelers to get from L.A. to San Francisco in under 2 hours 40 minutes, compared to six hours by car. In a January statement, the Obama administration called the plan "among the most ambitious in the nation."

The project is estimated to cost about \$45 billion to design and build, while the California High Speed Rail Authority projects that it would generate \$1 billion in annual profits.

The UCI report found that the system could prevent up to half a billion pounds of carbon emissions by 2035. Up to \$132 million in medical costs could be saved over a 15-year period by commuters who are healthier from walking or biking on part of their trip.

Still, it remains a controversial undertaking that faces opposition from conservatives, and still needs to work through what are expected to be challenging political battles.

Critics estimate that total costs will actually be \$65 billion to \$81 billion and say the state may face obstacles in raising the rest of the money. Demand may fall short, as ridership projections may in reality range from 23 million to 31 million riders a year.

In July, a UC Berkeley study found that the CHSRA's forecasts of demand and ridership for the railway are not reliable because they were based on an inconsistent model.

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Title: Study touts jobs from high-speed rail project

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The project, still in its infant stages of design, received a boost in January from a \$2.34 billion federal stimulus grant awarded to California, with \$2.25 billion going to high-speed rail and the rest to regional transit, according to the study.

The first phase of the project calls for a 520-mile system connecting Anaheim and L.A. through the Central Valley to San Francisco by 2020; phase two would extend the system north to Sacramento and south to San Diego by 2026.

But Thursday's study projected that permanent jobs stemming from the railway would continue to grow to more than 450,000 by 2035 and beyond. About 77 percent of those jobs would be created in green industries.

Media Type: Online Print Version

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3098897302&z=950243970>

Outlet: sgvtribune.com

Title: Study touts jobs from high-speed rail project

Publication Date: 08/28/2010

Full Text:

A long-awaited statewide high-speed rail system could get Southern California on track toward the creation of hundreds of thousands of jobs and a \$701 million boost to payrolls, according to a study released Thursday.

During its planned eight-year construction, starting in 2012, the California High-Speed Rail project would generate 160,000 construction jobs statewide and more than 320,000 permanent jobs, according to "**Thinking Ahead: High-Speed Rail in Southern California**" by researchers at UC Irvine.

It would also create substantial reductions in pollution and reduce freeway traffic jams, supporters say.

"Just as the Interstate Highway System transformed the way Americans live and where they work, high-speed rail has the same transformative potential," the authors wrote.

"High-speed rail will ... bring to the Southern California region a new and faster mode of interregional travel, with substantial time-saving and cost advantages of both auto and air networks for the vast majority of destinations."

The high-speed rail proposal is envisioned as hundreds of miles of new and existing track linking San Diego, Los Angeles, Sacramento and San Francisco and points in between.

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The aerodynamic trains will reach speeds of 220 mph, enabling travelers to get from L.A. to San Francisco in less than 2 hours 40 minutes, compared with six hours by car. In a January statement, the Obama administration called the plan "among the most

ambitious in the nation."

The project is estimated to cost about \$45 billion to design and build, while the California High Speed Rail Authority projects that it would generate \$1 billion in annual profits.

The UCI report found that the system could prevent up to half a billion pounds of carbon emissions by 2035. Up to \$132million in medical costs could be saved over a 15-year period by commuters who are healthier from walking or biking on part of their trip.

Still, it remains a controversial undertaking that faces opposition from conservatives and still needs to work through what are expected to be challenging political battles.

Critics estimate that total costs will actually be \$65 billion to \$81 billion and say the state may face obstacles in raising the rest of the money. Demand may fall short, as ridership projections may in reality range between 23 to 31 million riders a year.

In July, a UC Berkeley study found that the CHSRA's forecasts of demand and ridership for the railway are not reliable because they were based on an inconsistent model.

"In California, it seems likely that several billion dollars will go toward constructing a high-speed rail system that will never be finished and never be operational, because the requisite money can't be found," wrote Liam Julian, managing editor of Policy Review, in March. "The economics of high-speed rail do not work, especially in America."

Still, supporters say it will transform the state.

"Cities with a high-speed rail station will grow and transition into hubs of commerce," said CHSRA Chairman **Curt Pringle**, who is also the mayor of Anaheim.

"Regions with commuter connections to the high-speed rail system will take advantage of development opportunities."

California voters approved the initial funding for high-speed rail in 2008, with \$10 billion in bonds authorized through Proposition 1A.

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Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3098779468&z=950243970>

Outlet: whittierdailynews.com

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Publication Date: 08/28/2010

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Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

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Outlet: L.A. NOW

Title: UC Irvine report predicts high-speed rail line would create jobs and boost L.A.-Orange County economy

Publication Date: 08/26/2010

Full Text:

The proposal to build a high-speed rail system in California has the potential to create more than 127,000 permanent jobs in the Los Angeles-Orange County area by 2035 and contribute to the economic revitalization of the region, according to a new study by UC Irvine.

“Cities with a high-speed rail station will grow and transition into hubs of commerce,” said Anaheim Mayor **Curt Pringle**, who is also chairman of the California High-Speed Rail Authority. “This report is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process.”

The study by UCI’s Institute for Transportation Studies was released Thursday during a conference at Brandman University in Irvine, where more than 100 elected officials, business leaders, transportation experts and academics gathered to discuss the project’s potential effects in the region.

The event was sponsored by the Orange County Transportation Assn., Veolia Transportation, HDR Engineering, NRG Energy West and the Center for Urban Infrastructure at Brandman, which is part of the Chapman University system based in Orange.

As proposed, the high-speed rail system would run 800 miles from Los Angeles to San Francisco with links to Anaheim, Sacramento and San Diego. Plans call for one of the initial phases to be built between Los Angeles and Anaheim. During construction, the report states, the Anaheim to Los Angeles segment would provide more than \$700 million in wages for workers who would have otherwise been unemployed. The study estimates that the project would create more than 57,000 fulltime construction jobs that would last a year.

By 2035, the reports states, the enhanced transportation network and increased mobility created by high-speed rail would attract more than 127,000 permanent jobs to the region. Cities with stations, researchers said, would use high-speed rail as a focal point for new commercial and residential projects, so-called transit-oriented development.

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In addition, researchers concluded that by 2035 high-speed rail would prevent the release of about half a billion pounds of greenhouse gases annually as travelers increasingly rely on trains instead of their cars.

The study, however, assumes that the local segment would use an exclusive right of way, a costly approach that would require viaducts, elevated structures and the condemnation of hundreds of homes and businesses. It is estimated to cost at least \$4.5 billion.

Now under consideration by high-speed rail officials is a lower-cost alternative to share the existing tracks between Los Angeles and Anaheim with Metrolink, Amtrak and freight railroads, an approach that could save almost \$2 billion. If the shared-use concept is adopted, the economic benefits might be substantially less.

-- Dan Weikel

Media Type: Blogs

Media Group: Internet

Article URL:

<http://ct.moreover.com/ct?haid=91d3b9fee4aead021282952026091b8d62d45c7c14d49&co=2c96145e1274e8fe0112d7b28b8f0032-1158206718>

Outlet: Red County

Title: HSR Press Release: Get Out And Walk, Dammit!

Publication Date: 08/27/2010

Full Text:

HSR Press Release: Get Out And Walk, Dammit! By Matthew Cunningham | 8/27/10 | 5:30 PM EDT | 2 Comments ShareThis When it comes to the California High Speed Rail project, I am somewhat agnostic. I voted against the initiative that authorized the bonds, but a majority of California voters took the opposite view and approved it. Given there is no move afoot to repeal it, I want the project to be managed in the most conservative and business-like manner possible. Hence, I think it is a good thing that a conservative like Anaheim Mayor **Curt Pringle** is the chair of the CHSR Commission, because he will endeavor to see the project run in a conservative, business-like manner, try to contain costs and minimize impacts along the route. It is certainly better than having the project being led by a liberal social engineer who hates cars and thinks trains are really cool. Also don't believe government involvement in a large-scale rail project is, in and of itself, bad. After all, the single most significant infrastructure project in American history, the Transcontinental Railroad, would have been impossible without federal support and subsidies. Political leaders of the day like Abraham Lincoln recognized as much – and these were individuals with a far more circumscribed view of the proper role of the federal government than is generally prevalent today. That said, passages like this from a “Center for Urban Infrastructure” press release I received yesterday give me the heebie-jeebies: By providing an alternative to automobiles, high-speed rail will be a major catalyst for expansion of southern California's emerging “green” economy. It will prevent the emission of nearly half a billion pounds of CO2 annually by 2035. Additionally, high-speed rail will encourage a healthful lifestyle

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because it will require commuters to walk or bike for a portion of their trip. "Require commuters to walk or bike for a portion of their trip." "Green economy"? That language may thrill the sustainability crowd in West LA, but only makes me think of the messianic impulse of social planners obsessed with herding families like mine out of our "suburban sprawl" and concentrating us into "more livable" condominiums. The talk about making us walk part of the way to wherever we're going for our own health reminds me, for some reason, of the textbook from my Russian language classes in college. They were made in the Soviet Union and starred a Russian family of four: Ivan Ivanovich, Anna Petrovna and Nina, Maxim. Like every other Soviet, they lived sustainably in an apartment building. And once a year, they had to take vacations from work and go to the "health resort" where they did a lot of exercising. My point being: I could care less about whether HSR makes society more "sustainable" and oppose its use as a tool for concentrating us into modes of living the majority don't want for our families. My free advice: stay away. If HSR is going to fly, it will only be as a viable enterprise that is a spur to economic growth – which has been rail's traditional function as a mover of people and goods. So my free advice: smother the social engineering impulse and approach HSR the way **Curt Pringle** outlines it later in the same press release: "Cities with a high-speed rail station will grow and transition into hubs of commerce. Regions with commuter connections to the high-speed rail system will take advantage of development opportunities," said **Curt Pringle**. "This study is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process." Tags : Comments This is just a bad idea. Submitted by Andy Favor on Fri, 2010-08-27 18:03. From Reason.org: "Any failure to meet the Rail Authority's lofty ridership projections would force ticket-price increases, further cutting ridership, or require taxpayer subsidies to cover the financial shortfall, adding to future budget deficits. The due diligence report finds "the San Francisco-Los Angeles line alone by 2030 would suffer annual financial losses of up to \$4.17 billion." reply where is the green energy coming from? Submitted by Cynthia Ward on Fri, 2010-08-27 19:32. When I asked their consultants where they were getting this green energy, I was told that was yet to be determined. Good luck building that nuclear power plant in CA. And those carbon numbers are based on taking cars off the road, which becomes iffy when the Authority's ridership numbers keep dropping and/or being challenged. So how green is this thing? reply Post new comment Your name: E-mail: The content of this field is kept private and will not be shown publicly. Homepage: Subject: Comment: * Switch to plain text editor Web page addresses and e-mail addresses turn into links automatically. Lines and paragraphs break automatically. More information about formatting options CAPTCHA This is for testing whether you are a human visitor and to prevent automated spam submissions. What code is in the image?: * Enter the characters shown in the image. Matthew Cunningham Pacific Strategies » My Facebook » Follow Me on Twitter Author's Latest Posts » HSR Press Release: Get Out And Walk, Dammit! » Barney Frank: Congress Wants Preferred Bank Stock to Influence Lending Decisions » Anaheim Mayor's Prayer Breakfast with Brit Hume Almost Sold Out » OC Blog News Roundup - August 26, 2010 » OC Blog News Roundup - August 25, 2010 » Absurd Judicial Ruling In Ocean View School District Race » OC Blog News Roundup - August 24, 2010 More» HOME ABOUT ADVERTISE DIARIES MARKET\$ JOIN US RSS LOGIN REGISTER WEEKLY RECAP NEWSLETTER ...free to your inbox every Friday morning. MOST POPULAR 48 hours 7days Most Commented Dear NRSC: Stay Out of the Alaska Senate Primary Thomas Lamb CNA Union Leaders Don't Speak for California's Nursing Community Nurses for Meg ... Something Precious Has Been Lost Thomas Hann Ron Paul: Libertarian Loose Cannon Jim Meyer This is a Wallet CHRIS Widener Pulido Not Alone in Double-Dipping Cynthia Ward Lean the American Way Angie Vogt DIARIES FROM OUR READERS Sharia for Dummies Jerry Gordon August 27th, 2010 - TGIF! The Captain's AMERICA Radio... Matt Bruce Watch David Beamer, father of Flight 93 Hero the late Todd... Jerry Gordon Classic Monster Politics ibbetsonusa August 26th - The Captain's AMERICA Radio Show With... Matt Bruce Z STREET – pro Israel Advocacy Group- Discriminated Against... Jerry Gordon START YOUR OWN »

Thinking Ahead: High-Speed Rail
in Southern California

Media Report August 31, 2010

Media Type: Online Print Version

Media Group: Internet

Article URL: <http://www.travelagentcentral.com/rail-travel/thinking-ahead-high-speed-rail-southern-california-23334>

Outlet: Travel Agent Magazine

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/28/2010

Full Text:

Thinking Ahead: High-Speed Rail In Southern California

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TravelAgentCentral

"**Thinking Ahead: High-Speed Rail in Southern California**," a new report released today by the

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's economy.

"Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said

Sarah L. Catz

, author of the report.

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Sacramento

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, will contribute a regional income benefit of \$701 million to southern California workers. The report also states that, by 2035, high-speed rail could attract more than 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network.

By providing an alternative to automobiles, Catz argues, high-speed rail will be a major catalyst for expansion of southern California's emerging "green" economy and will prevent the emission of nearly half a billion pounds of CO2 annually by 2035.

The report examines high-speed rail's impact in relation to recent legislative initiatives that mandate a reduction in statewide greenhouse gas (GHG) emissions (AB 32), and the coordination of regional land use and transportation planning (SB 375) in support of those reduction targets. It also explores strategies needed to ensure that cities around the region benefit from the \$2.34 billion investment made in California from federal stimulus funds, streamlining zoning and land use codes suitable for intensified development. The majority of federal funds granted to the state will be spent in southern California for construction of a high-speed rail line from

Bakersfield

"Cities with a high-speed rail station will grow and transition into hubs of commerce," said

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Thinking Ahead: High-Speed Rail
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Media Report August 31, 2010

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Media Group: Internet

Article URL:

<http://ct.moreover.com/ct?haid=b26fd0d60de310b7128294711492594e58b3a5d2e4761&co=2c96145e1274e8fe0112d7b28b8f0032-1158206718>

Outlet: Fast Company - Technology

Title: Next Contender for High-Speed Rail -- Los Angeles or Fresno?

Publication Date: 08/27/2010

Full Text:

Next Contender for High-Speed Rail -- Los Angeles or Fresno? BY Jenara Nerenberg Today New transit plans focus on the exciting, vibrant farmlands of Central California. A new report, **Thinking Ahead: High-Speed Rail in California**, from the Center for Urban infrastructure, details the benefits of building a mass inter-city high-speed rail system for Southern California, an area of the state that is sorely lacking in user-friendly mass transit. But the real shocker? The writers of the report suggest that most of the money should be used to link Bakersfield and Fresno, in Central California, an area that is mostly farmland and less densely populated than most of the state. California is to receive a \$2.34 billion investment to boost its economy and urban development plans and the idea is that where there are hubs for transportation, those same cities become economic hubs, which explains the focus on Central California. With the University of California's newest addition to the system, UC Merced, California has been trying to make something of its forgotten region for some time now, beyond farming. (High density development can't hurt the property tax rolls, right?) Obama has already announced his national railway plans and echoing his sentiments, Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail in California**, says, "Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today." And the same sprawl-and-mall dangers, we might add. Related Stories: The \$30 Billion Man White House Swings Open Its Digital Doors to Developers Obama on "iPods, iPads, Xboxes, and PlayStations": "Information Becomes a Diversion" Topics: Technology, Design, Ethnomics, rail, transit, obama, Los Angeles, fresno, United States, California, Fresno, Industries, Rail Transportation login or register to post comments Print Email Newsletters Browse current issue > Subscribe to Fast Company > Digg StumbleUpon Facebook Twitter Buzz Up! Microsoft's Paul Allen Sues Apple, Google, Facebook, Yahoo, AOL, YouTube, and Your Mom ADVERTISEMENT Meet the Personal Chef of Pot How to Get Fast Company on Your Phone (hint: m.fastcompany.com) iPhone App for Burning Man Goes Live The \$182 Million Google VP Netflix on iPhone Vs. Blockbuster on Droid: No Contest? MIT Inventors Create Robot Swarm for Mopping Up Oil Spills [Video] UPS and Ogilvy on Apparent Rip-Off: No Similarities Here! Who's Ryan Johnson? Google Plans Adorable, Green, and (Most Importantly) Free Google Voice Phone Booths NASA Finds Cash to Fund Fast, Clever, Unusual Tech For Future Space, Air Missions ADVERTISEMENT

Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3095404265&z=950243970>

Outlet: iStockAnalyst

Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

Title: Thinking Ahead: High-Speed Rail In Southern California
Publication Date: 08/26/2010

Full Text:

Newly released report examines the benefits of high-speed rail in southern California

Aug. 26, 2010 (PR Newswire) --IRVINE, Calif. -- , a new report released today by the Center for Urban Infrastructure, showcases the benefits of a fast, convenient, and efficient intercity high-speed rail system on southern California's economy.

"Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail in California** and Director, Center for Urban Infrastructure.

According to the study, the California High-Speed Rail Project, which will ultimately link Sacramento to San Diego, will contribute a regional income benefit of \$701 million to southern California workers who otherwise would have been unemployed. By 2035, high-speed rail will attract over 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network. By providing an alternative to automobiles, high-speed rail will be a major catalyst for expansion of southern California's emerging "green" economy. It will prevent the emission of nearly half a billion pounds of CO2 annually by 2035. Additionally, high-speed rail will encourage a healthful lifestyle because it will require commuters to walk or bike for a portion of their trip.

The report examines high-speed rail's impact in relation to recent legislative initiatives that mandate a reduction in statewide greenhouse gas (GHG) emissions (AB 32), and the coordination of regional land use and transportation planning (SB 375) in support of those reduction targets.

The report explores strategies needed to ensure that cities around the region benefit from the \$2.34 billion investment made in California from federal stimulus funds, streamlining zoning and land use codes suitable for intensified development.

Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3098115861&z=950243970>

Outlet: SmartBrief

Title: Study touts economic benefits of California bullet train

Publication Date: 08/27/2010

Full Text:

A study of California's high-speed rail plans predicts that the bullet train will boost incomes by \$701 million. According to the study by the University of California at Irvine, high-speed rail in the state will

Thinking Ahead: High-Speed Rail in Southern California

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Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3097730183&z=950243970>

Outlet: FeedBurner

Title: Next Contender for High-Speed Rail -- Los Angeles or Fresno?

Publication Date: 08/27/2010

Full Text:

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Media Group: Internet

Thinking Ahead: High-Speed Rail
in Southern California

Media Report August 31, 2010

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Outlet: Yahoo! Canada

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

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Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3100688030&z=950243970>

Outlet: Canadian Transportation & Logistics

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/29/2010

Full Text:

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The report explores strategies needed to ensure that cities around the region benefit from the \$2.34 billion investment made in California from federal stimulus funds, streamlining zoning and land use codes suitable for intensified development. This will allow cities to cluster their housing, retail and office space in ridership and station area developments. The majority of federal funds granted to the state will be spent in southern California for construction of a high-speed rail line from Bakersfield to Fresno.

The study was presented to a conference entitled, 'The Light at the End of the Tunnel: Planning for High-Speed Rail in Orange County and Southern California.' Over 100 government, business and civic leaders from Orange County and Southern California attended the conference held at Brandman University in Irvine. The conference was sponsored by the Orange County Transportation Association, Veolia Transportation, HDR NRG Energy West, the South Coast Air Quality Management District and Brandman University.

Conference speakers included Anaheim Mayor **Curt Pringle**, Chair of the California High-Speed Rail Authority (CHSRA); former state Assemblyman Tom Umberg, Vice Chair of CHSRA; Art Leahy, CEO of the Los Angeles Metropolitan Transportation Authority, Will Kempton, CEO of the Orange County Transportation Authority; U.S. Representative Loretta Sanchez and developer Emile Haddad, CEO of Five Points Communities.

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Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

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Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3096968291&z=950243970>

Outlet: Los Angeles Business

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/27/2010

Full Text:

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"Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail in California** and Director, Center for Urban Infrastructure.

According to the study, the California High-Speed Rail Project, which will ultimately link Sacramento to San Diego, will contribute a regional income benefit of \$701 million to southern California workers who otherwise would have been unemployed. By 2035, high-speed rail will attract over 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network. By providing an alternative to automobiles, high-speed rail will be a major catalyst for expansion of southern California's emerging "green" economy. It will prevent the emission of nearly half a billion

Thinking Ahead: High-Speed Rail in Southern California

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Media Type: Online Print Version

Media Group: Internet

Article URL: <http://www.rtands.com/newsflash/thinking-ahead-high-speed-rail-in-southern-california.html>

Outlet: Railway Track & Structures

Title: Thinking Ahead: High-Speed Rail In Southern California - Railway Track and Structures

Publication Date: 08/27/2010

Full Text:

Thinking Ahead: High-Speed Rail In Southern California - Railway Track and Structures

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Media Report August 31, 2010

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Media Report August 31, 2010

Media Type: Online Print Version

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3096744882&z=950243970>

Outlet: The Business Journal Serving Greater Milwaukee

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/27/2010

Full Text:

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Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3095388232&z=950243970>

Outlet: Interest!ALERT

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

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Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3095361050&z=950243970>

Outlet: NewsBlaze

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

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Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3095682846&z=950243970>

Outlet: Ticker Technologies

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/27/2010

Full Text:

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SOURCE Center for Urban Infrastructure

Media Type: News Web Sites

Media Group: Internet

Article URL: <http://c.moreover.com/click/here.pl?z3095347474&z=950243970>

Outlet: Yahoo! Finance - News & Opinion

Title: Thinking Ahead: High-Speed Rail In Southern California

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Thinking Ahead: High-Speed Rail in Southern California

Media Report August 31, 2010

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Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

IRVINE, Calif., Aug. 26 -- **Thinking Ahead: High-Speed Rail** in Southern California, a new report released today by the Center for Urban Infrastructure, showcases the benefits of a fast, convenient, and efficient intercity high-speed rail system on southern California's economy. "Just as the Interstate Highway System transformed the way Americans lived and where they worked in the 1950's, high-speed rail has the same transformative potential today," said Sarah L. Catz, author of **Thinking Ahead: High-Speed Rail in California** and Director, Center for Urban Infrastructure.

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in Southern California

Media Report August 31, 2010

Outlet: Orange Juice

Title: Pringle, Sanchez and Agran to attend high speed rail conference in Irvine this Thursday

Publication Date: 08/24/2010

Full Text:

THINKING AHEAD: HIGH-SPEED RAIL IN SOUTHERN CALIFORNIA Newly released report examines the benefits of high-speed rail in southern California FOR IMMEDIATE RELEASE: AUGUST 23, 2010 CONTACT: MARYANN MARINO, 949-375-0856 WHO: Larry Agran, Member, Irvine City Council Gary Brahm, Chancellor, Brandman University Ken Carl, President, Triarm International Sarah L. Catz, Co-Author, **Thinking Ahead: High-Speed Rail in California**, Director, Center for Urban Infrastructure Tom Downs, Chairman, Rail Division, Veolia Transportation Richard Flieri, Center for Connective Architecture, Principal, Cooper Carry Emile Haddad, CEO, Five Points Communities John Haussmann, HDR Engineering Will Kempton, CEO, Orange County Transportation Authority Art Leahy, CEO, Los Angeles Metropolitan Transportation Authority **Curt Pringle**, Mayor, City of Anaheim, Chair, California High-Speed Rail Authority (CHSRA) Loretta Sanchez, U.S. Representative, 47th Congressional District Mike Schneider, Managing Partner, InfraConsult Tom Umberg, former state Assemblyman, Vice Chair of CHSRA Nearly 100 key transportation policy experts, government and business leaders from across Orange County and Southern California will engage in vigorous discussion at the conference entitled "The Light at the End of the Tunnel: Planning for High-Speed Rail in Orange County and Southern California." WHAT: Media is invited to the unveiling of a new report that highlights the positive impact high-speed rail will have in southern California. The report — **Thinking Ahead: High-Speed Rail in Southern California** —shows how the southland's economy will benefit from a fast, convenient, and efficient intercity high-speed rail system. The findings show, the California High-Speed Rail Project, which will ultimately link Sacramento to San Diego, will contribute a regional income benefit of \$701 million to southern California workers who otherwise would have been unemployed. By 2035, high-speed rail will attract over 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network, and would be a major catalyst for continuing the expansion of southern California's green economy and reducing emissions A white paper detailing the thoughts and recommendations of conference participants will be released in the fall of 2010. The conference is sponsored by the Orange County Transportation Association, Veolia Transportation, HDR Engineering, NRG Energy West and Brandman University. WHEN: THURSDAY, AUGUST 26, 2010 at 9:00 A.M. Media interview opportunities available. WHERE: Brandman University 16355 Laguna Canyon Road Room 111 Irvine, California 92618 949-375-0856 WHY: High-speed rail will reshape entire regions and communities in a more sustainable manner. Southern California will be a major part of this transformation. This study analyzed some of the benefits likely to be reaped from high-speed rail, and what strategies are needed to ensure that cities around the region can take advantage of the investment about to be made in California. The conference is a discussion and exchange of ideas on real solutions for increasing our mobility, reducing our emissions and planning for high speed rail in southern California. Bookmark It Hide Sites

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Article URL: <http://c.moreover.com/click/here.pl?z3095286399&z=950243970>

Outlet: SYS-CON Media Online

Title: Thinking Ahead: High-Speed Rail In Southern California

Publication Date: 08/26/2010

Full Text:

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WHO: Larry Agran, Member, Irvine City Council Gary Brahm, Chancellor, Brandman University Peter Buffa, Member, Board of Directors, Orange County Transportation Authority Ken Carl, President, Triarm International Sarah L. Catz, Co-Author, **Thinking Ahead: High-Speed Rail in California**, Director, Center for Urban Infrastructure Adam Christian, Co-Author, **Thinking Ahead: High-Speed Rail in California** Tom Downs, Chairman, Rail Division, Veolia Transportation Richard Flieri, Center for Connective Architecture, Principal, Cooper Carry Emile Haddad, CEO, Five Points Communities John Haussmann, HDR Engineering Will Kempton, CEO, Orange County Transportation Authority Art Leahy, CEO, Los Angeles Metropolitan Transportation Authority **Curt Pringle**, Mayor, City of Anaheim, Chair, California High-Speed Rail Authority (CHSRA) Loretta Sanchez, U.S. Representative, 47th Congressional District Mike Schneider, Managing Partner, InfraConsult Tom Umberg, former state Assemblyman, Vice Chair of CHSRA Nearly 100 key transportation policy experts, government and business leaders from across Orange County and Southern California will engage in vigorous discussion at the conference entitled 'The Light at the End of the Tunnel: Planning for High-Speed Rail in Orange County and Southern California.' WHAT: Media is invited to the unveiling of a new report that highlights the positive impact high-speed rail will have in southern **California**. The report -- **Thinking Ahead: High-Speed Rail in Southern California** -shows how the southland's economy will benefit from a fast, convenient, and efficient intercity high-speed rail system. The findings show, the California High-Speed Rail Project, which will ultimately link Sacramento to San Diego, will contribute a regional income benefit of \$701 million to southern California workers who otherwise would have been unemployed. By 2035, high-speed rail will attract over 127,000 new permanent jobs to southern California due to the region's increased livability and enhanced transportation network, and would be a major catalyst for continuing the expansion of southern California's green economy and reducing emissions A white paper detailing the thoughts and recommendations of conference participants will be released in the fall of 2010. The conference is sponsored by the Orange County Transportation Association, Veolia Transportation, HDR Engineering, NRG Energy West and Brandman University. WHEN: THURSDAY, AUGUST 26, 2010 at 9:00 A.M. Media interview opportunities available. WHERE: Brandman University 16355 Laguna Canyon Road Room 111 Irvine, California 92618 949-375-0856 WHY: High-speed rail will reshape entire regions and communities in a more sustainable manner. Southern California will be a major part of this transformation. This study analyzed some of the benefits likely to be reaped from high-speed rail, and what strategies are needed to ensure that cities around the region can take advantage of the investment about to be made in California. The conference is a discussion and exchange of ideas on real solutions for increasing our mobility, reducing our emissions and planning for high speed rail in southern California. CONTACT: MARYANN MARINO 949-375-0856

/PRNewswire -- Aug. 24/

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http://www.laobserved.com/biz/2010/08/socal_is_saved.php



Mark Lacter

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Economic benefits of high-speed rail

[Mark Lacter](#) • August 26 2010 3:52 PM

Yet one more public works project that's supposed to deliver tens of thousands of new jobs and hundreds of millions of dollars to the local economy - some day. No, it's not 30-10, the mayor's plan to build a Westside subway extension in 10 years rather than 30. It's the California High-Speed Rail project that will run from L.A. to SF in two-and-a-half hours. A new study prepared by folks from Brandman University and UC Irvine lays out the economic possibilities. It was presented today at a conference of transportation experts. From [OC Metro](#):

"This report is a timely reminder about what high-speed rail will do to provide jobs and economic opportunity here in Orange County and throughout the region," said Tom Umberg, vice chairman of the California High-Speed Rail Authority. "This project will grow our economy, and create new opportunities - and new customers - for businesses large and small."

There are, however, plenty of doubters about whether the project can generate as many passengers as planners are forecasting. Also, there are concerns about the eventual price tag being much higher than expected. [Here's](#) the report.

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<http://latimesblogs.latimes.com/lanow/2010/08/uc-irvine-reports-predicts-high-speed-rail-line-would-create-jobs-and-boost-la-orange-county-area-ec.html>

Los Angeles Times

LOCAL

UC Irvine report predicts high-speed rail line would create jobs and boost L.A.-Orange County economy

August 26, 2010 | 4:36 pm

The proposal to build a high-speed rail system in California has the potential to create more than 127,000 permanent jobs in the Los Angeles-Orange County area by 2035 and contribute to the economic revitalization of the region, according to a new study by UC Irvine.

“Cities with a high-speed rail station will grow and transition into hubs of commerce,” said Anaheim Mayor Curt Pringle, who is also chairman of the California High-Speed Rail Authority. “This report is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process.”

The study by UCI’s Institute for Transportation Studies was released Thursday during a conference at Brandman University in Irvine, where more than 100 elected officials, business leaders, transportation experts and academics gathered to discuss the project’s potential effects in the region.

The event was sponsored by the Orange County Transportation Assn., Veolia Transportation, HDR Engineering, NRG Energy West and the Center for Urban Infrastructure at Brandman, which is part of the Chapman University system based in Orange.

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As proposed, the high-speed rail system would run 800 miles from Los Angeles to San Francisco with links to Anaheim, Sacramento and San Diego. Plans call for one of the initial phases to be built between Los Angeles and Anaheim.

During construction, the report states, the Anaheim to Los Angeles segment would provide more than \$700 million in wages for workers who would have otherwise been unemployed. The study estimates that the project would create more than 57,000 fulltime construction jobs that would last a year.

By 2035, the reports states, the enhanced transportation network and increased mobility created by high-speed rail would attract more than 127,000 permanent jobs to the region. Cities with stations, researchers said, would use high-speed rail as a focal point for new commercial and residential projects, so-called transit-oriented development.

In addition, researchers concluded that by 2035 high-speed rail would prevent the release of about half a billion pounds of greenhouse gases annually as travelers increasingly rely on trains instead of their cars.

The study, however, assumes that the local segment would use an exclusive right of way, a costly approach that would require viaducts, elevated structures and the condemnation of hundreds of homes and businesses. It is estimated to cost at least \$4.5 billion.

Now under consideration by high-speed rail officials is a lower-cost alternative to share the existing tracks between Los Angeles and Anaheim with Metrolink, Amtrak and freight railroads, an approach that could save almost \$2 billion. If the shared-use concept is adopted, the economic benefits might be substantially less.

-- Dan Weikel



Thinking Ahead: High-Speed Rail
in Southern California

Media Report August 31, 2010

http://www.contracostatimes.com/california/ci_15905249?nclick_check=1



\$701 million payroll boost forecast from high-speed rail

TRANSPORTATION: Plan would generate 160,000 construction jobs in state.

By C.J. Lin, Staff Writer

Posted: 08/26/2010 09:52:12 PM PDT

A long-awaited statewide high-speed rail system could get Southern California on track toward the creation of hundreds of thousands of jobs and a \$701million boost to payrolls, according to a study released Thursday.

During its planned eight-year construction starting in 2012, the California High-Speed Rail project would generate 160,000 construction jobs statewide and more than 320,000 permanent jobs, according to "Thinking Ahead: High-Speed Rail in Southern California" by researchers at the University of California, Irvine.

It would also create substantial reductions in pollution and reduce freeway traffic jams, supporters say.

"Just as the Interstate Highway System transformed the way Americans live and where they work, high-speed rail has the same transformative potential," the authors wrote.

"High-speed rail will ... bring to the Southern California region a new and faster mode of interregional travel, with substantial time-saving and cost advantages of both auto and air networks for the vast majority of destinations."

The high-speed rail proposal is envisioned as hundreds of miles of new and existing track linking San Diego, Los Angeles, Sacramento and San Francisco and points in between.

The aerodynamic trains will reach speeds of 220 miles per hour, enabling travelers to get from L.A. to San Francisco in less than 2 hours 40 minutes, compared with six hours by car. In a January statement, the Obama administration called the plan "among the most ambitious in the nation."

The project is estimated to cost about \$45 billion to design and build, while the California High Speed Rail Authority projects that it would generate \$1 billion in annual profits.

The UCI report found that the system could prevent up to half a billion pounds of carbon emissions by 2035. Up to \$132million in medical costs could be saved over a 15-year period by commuters who are healthier from walking or biking on part of their trip.

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Still, it remains a controversial undertaking that faces opposition from conservatives and still needs to work through what are expected to be challenging political battles.

Critics estimate that total costs will actually be \$65 billion to \$81 billion and say the state may face obstacles in raising the rest of the money. Demand may fall short, as ridership projections may in reality range between 23 to 31 million riders a year.

In July, a University of California, Berkeley, study found that the CHSRA's forecasts of demand and ridership for the railway are not reliable because they were based on an inconsistent model.

"In California, it seems likely that several billion dollars will go toward constructing a high-speed rail system that will never be finished and never be operational, because the requisite money can't be found," wrote Liam Julian, managing editor of Policy Review, in March. "The economics of high-speed rail do not work, especially in America."

Still, supporters say it will transform the state.

"Cities with a high-speed rail station will grow and transition into hubs of commerce," said CHSRA Chairman Curt Pringle, who is also the mayor of Anaheim.

"Regions with commuter connections to the high-speed rail system will take advantage of development opportunities. This report is a reminder that high-speed rail can provide communities tremendous opportunities to reinvent themselves, and prosper in the process."

California voters approved the initial funding for high-speed rail in 2008, with \$10 billion in bonds authorized through Proposition 1A.

The project, still in its infant stages of design, received a boost in January from a \$2.34 billion federal stimulus grant awarded to California, with \$2.25 billion going to high-speed rail and the rest to regional transit, according to the study.

In the San Fernando Valley, the trains would speed through Los Angeles to Burbank, Sylmar and up to Palmdale. The first phase of the project calls for a 520-mile system connecting Anaheim and L.A. through the Central Valley to San Francisco by 2020; the second phase would extend the system north to Sacramento and south to San Diego by 2026.

The projected annual ridership during phase one is between 35 million and 58 million passengers, and upon full completion, up to 100 million passengers per year, according to the White House.

The trains would free up roadways by appealing to more "discretionary riders" – those who have access to other means of transportation but choose to take public transit, the report states.

"The I-5 is constrained, whether you're going up or down," said Art Leahy, CEO of the Metropolitan Transportation Authority. "What a high-speed system represents, especially if it's integrated with the Metrolink system ... is an opportunity to give people choices for traveling around and getting to work and things of that nature."

But on top of linking the trains up to local systems, the state will need to make major land purchases and build 800 miles of new tracks. About 880 miles of existing railway will need to be upgraded, according to officials.

But Thursday's study projected that permanent jobs stemming from the railway would continue to grow to more than 450,000 by 2035 and beyond. About 77 percent of those jobs would be created in green industries.

"This report is a timely reminder about what high-speed rail will do to provide jobs and economic opportunity here in Orange County and throughout the region," said Tom Umberg, CHSRA board member. "This project will grow our economy, and create new opportunities – and new customers – for businesses large and small."

**Thinking Ahead: High-Speed Rail
in Southern California**

Media Report August 31, 2010

Parking structures at rail stations could be designated as mixed-use developments including housing, office and retail and construction of the railway could alleviate the 10 percent unemployment rate in the construction sector, according to the report.

Thinking Ahead: High Speed Rail in Southern California
Electronic Media Report August 31, 2010

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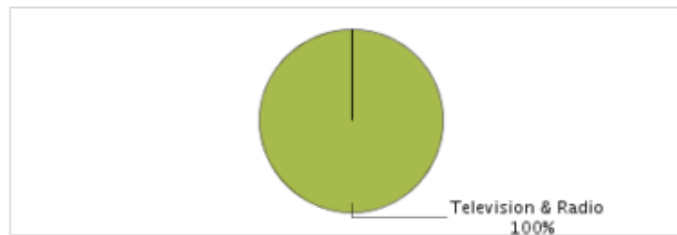
Monitoring Report

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Spot Costs: \$6,425
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Duration: 00:22:40

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High Speed Rail
08/26/2010 - 08/26/2010

Television and Radio

1. CBS 2 News At 5

KCBS-TV (CBS) CH 2, Los Angeles | DMA: 2
08/26/2010, 05:00 AM - 06:00 AM

[EC] 00:07:25 A new report shows the benefits of **high-speedrail** in Southern California. The report will be released this morning in Irvine. It will reportedly show the **high-speedrail** connecting Sacramento to Southern California. The goal, to stimulate the economy, provide jobs and help the environment. The project could take ten years to complete. 00:07:49

Keywords:New Report: **HighSpeedRail**; Orange County Transportation Association; Irvine; Sacramento; San Diego;

Visuals:Illustration of **highspeed** train;

Audience: 33,439 **Spot Cost:** \$165

2. CBS 2 News At 6

KCBS-TV (CBS) CH 2, Los Angeles | DMA: 2
08/26/2010, 06:00 AM - 07:00 AM

[CC] 00:14:56 Coming up on CBS 2 News at 6:00 A.M., **high** hopes for **high-speedrail** here in Southern California. See why supporters say a fast train should be something we should get onboard with.00:17:56

[EC] 00:20:24 A new report being released this morning shows the benefit of **highspeedrail** in Southern California. The Orange County Transportation Association and others will reveal details this morning in Irvine. The report is said to show a **highspeedrail** line connecting San Diego to Sacramento will stimulate the economy, provide jobs and help environment. The project could take ten years to complete. 00:20:47

Keywords:TZ; **High Hopes:** **HighSpeedRail**; Orange County Transportation Association; Irvine; Sacramento; San Diego; "

Visuals:Illustration of **highspeed** train;

Audience: 46,508 **Spot Cost:** \$439

3. KTLA News At 6 AM

KTLA-TV (CW) CH 5, Los Angeles | DMA: 2
08/26/2010, 06:00 AM - 07:00 AM

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[EC] 00:09:06 Also coming up, a new report shows why a **highspeedrail** system could put California's economy on the fast track to recovery. 00:09:43

Keywords:Tease: Bills Sent To Governor; **HighSpeedRail**; Sports; Octomom;

[EC] 00:13:02 This morning **highspeed rail** advocates will be joining to release a report on the impacts of building a **highspeedrail** across California. The event is going to take place at **Brandman** University in Irvine. The study shows that the California **highspeedrail** project which will link Sacramento to San Diego could contribute a regional income benefit of \$701 million every year. 00:13:23

Keywords:TZ; **HighSpeedRail**: **Brandman** University; California **HighSpeedRail** Project;

Audience: 104,720 **Spot Cost:** \$988

4. Tom Haule/Linda Nunez

KNX-AM (CBS) Freq. 1070, Los Angeles | DMA: 2

08/26/2010, 11:00 AM - 12:00 PM

00:13:10 Californians are looking to someday ride a **high-speed rail** system from San Diego to San Francisco. Construction should begin in 2012. A new study says the project will cost over 700 million dollars, and Anaheim Mayor Curt Pringle, chair of the **High-Speed Rail** Authority says the massive project will bring jobs to the state, but it is a long-term project... 00:16:10

Audience: 50,025 **Spot Cost:** \$414

5. The John And Ken Show

KFI-AM (MRN) Freq. 640, Los Angeles | DMA: 2

08/26/2010, 03:00 PM - 04:00 PM

00:03:27 A new report shows Southern California's economy would benefit from an inner city **high-speed rail** system running between Sacramento and San Diego. There will be tons of jobs coming in if we build this infrastructure. But there's some indirect benefits, such as reducing congestion, improving the quality of our life and giving us more productivity. Sarah Catz helped write the report. She says the **high-speed rail** project would pay 701 million dollars to workers who would otherwise be out of work. 00:06:27

00:27:13 By the way, let me pause here and again reiterate that the **high-speed rail** system that you people voted for a couple of years ago, mark this down. 3:27 PM here on August 26th. It's going to be one of the biggest boondoggles in the history of California. Number one, they greatly underestimated what's going to be the final cost of that system... 00:30:13

Audience: 85,050 **Spot Cost:** \$886

6. Eyewitness News 5 PM

KABC-TV (ABC) CH 7, Los Angeles | DMA: 2

08/26/2010, 05:00 PM - 06:00 PM

[EC] 00:37:14 The **high-speedrail** line connecting Southern and Northern California was the subject of a conference today. It let's people travel between L.A. And San Francisco in under three hours. It will connect Orange County and eventually Sacramento and San Diego. The new report discussed at the conference makes the case that by 2035 the system will attract more than 125,000 new permanent jobs to Southern California alone. Service between Los Angeles and Anaheim could start as early as 2017. 00:37:45

Keywords:**High-speedrail**: Irvine; Los Angeles; San Francisco; Orange County; Sacramento; San Diego

Visuals:Center for Urban Infrastructure sign, sporting **Brandman**, NRG, and HDR logos; Animation of **high-speed** train

Audience: 230,067 **Spot Cost:** \$3,473

7. KNX 1070 Newsradio

KNX-AM (CBS) Freq. 1070, Los Angeles | DMA: 2

08/26/2010, 11:00 PM - 12:00 AM

00:37:35 A study on the possible impact of statewide **high-speed rail** service finds big pluses for Southern California. Sarah Catz, who leads the Center for Urban Infrastructure, revealed her findings at **Brandman** University in Irvine. It's not only jobs, lots of jobs, it's a huge job multiplier, but there's also indirect benefits. It reduces congestion. That reduces emissions. We'd spend less on gasoline when less congestion is on the road. And we'd have green jobs. There are still many unanswered questions, like how much the system will actually cost to build and then to ride... 00:40:35

Audience: 14,000 **Spot Cost:** \$60

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