The Economic Impact of the High Speed Rail in the San Francisco Bay Area
(Fact Sheet)

- By 2030, High-Speed Rail will produce a sustained 1.1% increase in employment, or 48,000 new jobs in the Bay Area. Half of those jobs will be in service industries such as government, finance, real estate and insurance. Wholesale and retail trade, transportation, communication and utilities will account for approximately 25% of those jobs.

- The project will stimulate between $6.9 and $8.9 billion in construction spending within the region, mainly for tracks, stations and related infrastructure. This will directly and indirectly generate between 100,000 and 128,000 Bay Area jobs during the period of construction.

- Bay Area commuters lose approximately 150,000 hours each day to congestion, at an annual economic cost of approximately $2.6 billion. High-speed rail will help Bay Area businesses expand their market reach within the state, and by bringing workers in the Central Valley into closer reach will enable business to access a larger and deeper labor force. By providing more efficient access to Central Valley sites with lower costs, high-speed rail may also help Bay Area businesses keep cost-sensitive activity such as manufacturing in California – activity that might otherwise go to other states or overseas due to the high cost of land and labor in the Bay Area's urban core.

- While the High-Speed Rail system is designed primarily for inter-city travel between Northern and Southern California, it will also provide significant commuter benefits to the Bay Area. This is particularly the case for employees commuting to Silicon Valley from the Central Valley, where a growing segment of the region's workforce lives. Employers and employees of Silicon Valley companies would also benefit from the additional access high-speed rail would provide workers living in and commuting from San Francisco.

- High-Speed Rail on the Peninsula will relieve congestion on Highway 101, and support improved Caltrain service by funding the accelerated development of shared infrastructure (railbeds, grade crossings and electrification). The system will cut travel time between San Francisco and San Jose to thirty minutes. Business travelers, commuters and tourists arriving in San Francisco and San Jose on high-speed trains will benefit from efficient access to bus and other train systems at major intermodal facilities such as the Transbay Terminal and Diridon Station.

- The alternative that high-speed will provide will relieve pressure on Los Angeles-San Francisco air corridor, the most heavily-trafficked in the country. All three Bay Area airports – San Francisco, Oakland and San Jose – face long-term capacity constraints. High-Speed Rail to Southern California will relieve long-term air traffic congestion by shifting a portion of short-haul, in-state air traffic to rail. This will allow airports could allocate more of their capacity to accommodate long-distance and international flights, and will reduce congestion for those travelers using the airports. SFO will see the greatest impact.

- High speed rail will promote more compact, transit-oriented development in the areas immediately surrounding high-speed train stations. This will increase property values, generate new opportunities for development, and facilitate the development of more livable, walkable urban districts and communities. Businesses seeking better commuting conditions for their employees, and businesses whose employees frequently travel to Southern California, can be expected to concentrate in those areas, producing stronger business districts that support increased retail, service and entertainment activity.

- CO_2 emission reduction is becoming a significant goal for many Bay Area businesses and communities. High-speed rail will help the state meet the CO_2 emissions targets outlined in the Global Warming Solutions Act (AB32) by reducing CO_2 emissions in California by 12 billion pounds annually by 2030. A High-Speed Rail trip from San Francisco to Los Angeles will save 324 pounds of CO_2 over the same trip by car. The same trip from San Jose to Los Angeles will generate 288 pounds less CO_2.