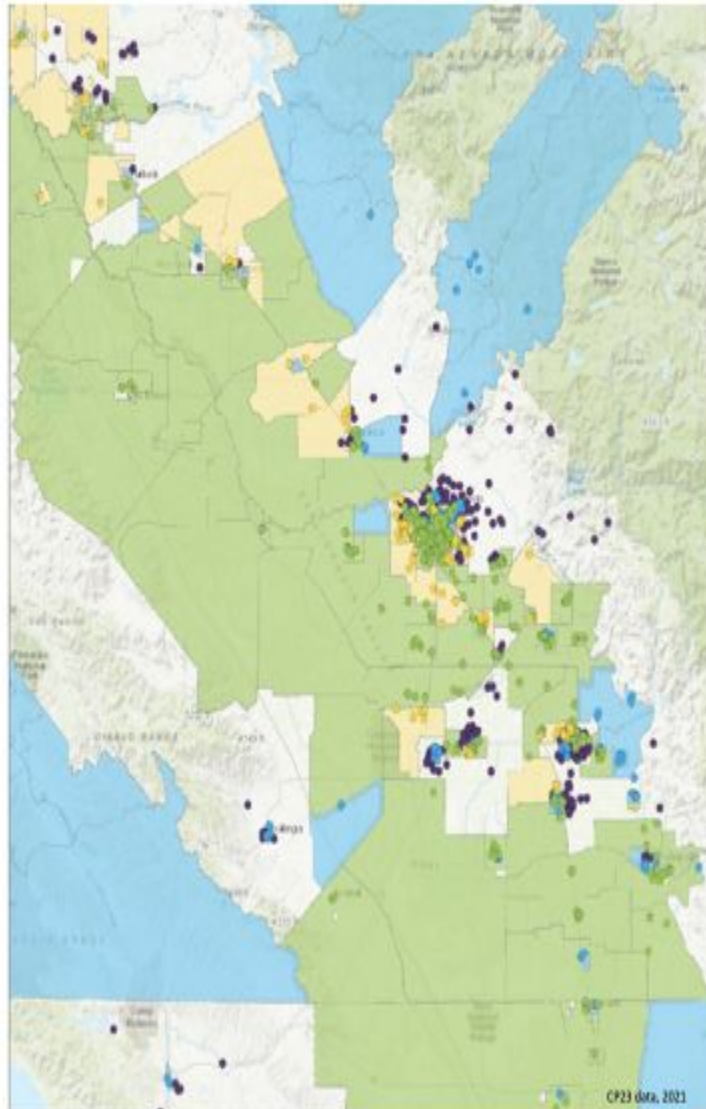


Most Efficient Methods of Travel Based on Trip Length



High-Speed Rail Fills a Gap in California's Infrastructure

Currently, construction benefits disadvantaged communities through wages.

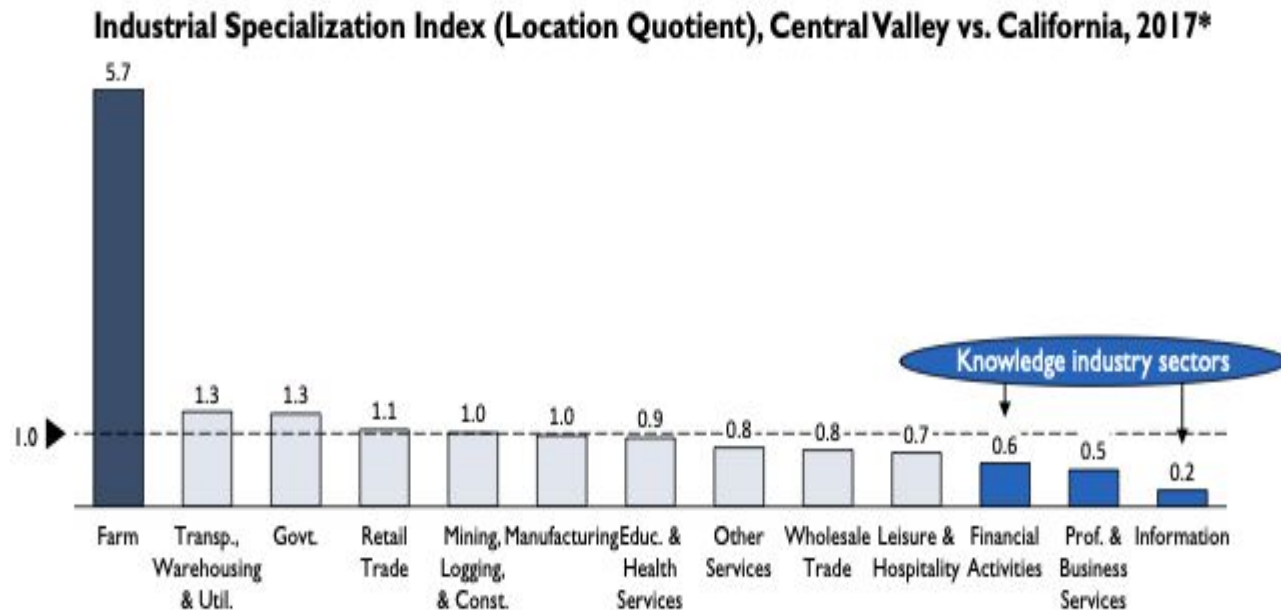


Workers in DAC account for 66% of jobs.

A swath of the state was bypassed in the 1960s with location of I-5 and many cities were off the mental – and economic – map of many Californians.



The Central Valley has had lower wages and less economic diversity.



Source Data: CA Employment Development Department

*Note: An industrial specialization index or location quotient compares the share of employment by sector in a smaller area to a larger area to identify relative industry concentrations. A location quotient greater than 1.0 means the region has a higher proportion of a given sector relative to the State. Lower than 1.0 indicates the region has a lower relative concentration.



1. Access and mobility

**2. Economic development, affordability
and inclusion**

3. Heritage, identity and placemaking

1. Access and Mobility



The alternative to HSR is more costly – highway and airport expansions



2,300 additional
highway lane miles



4 new airport
runways and
115 airport gates

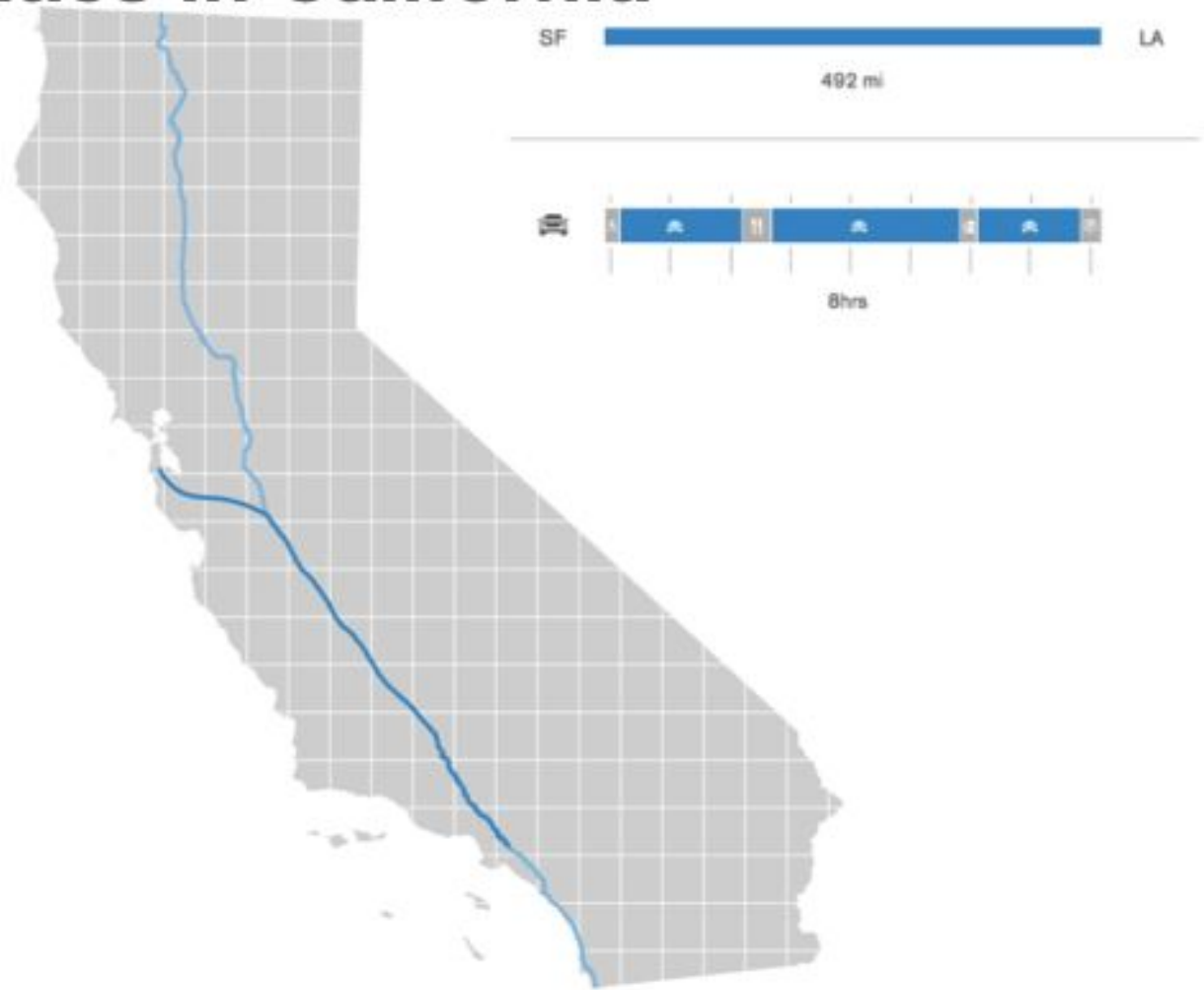


\$170 billion



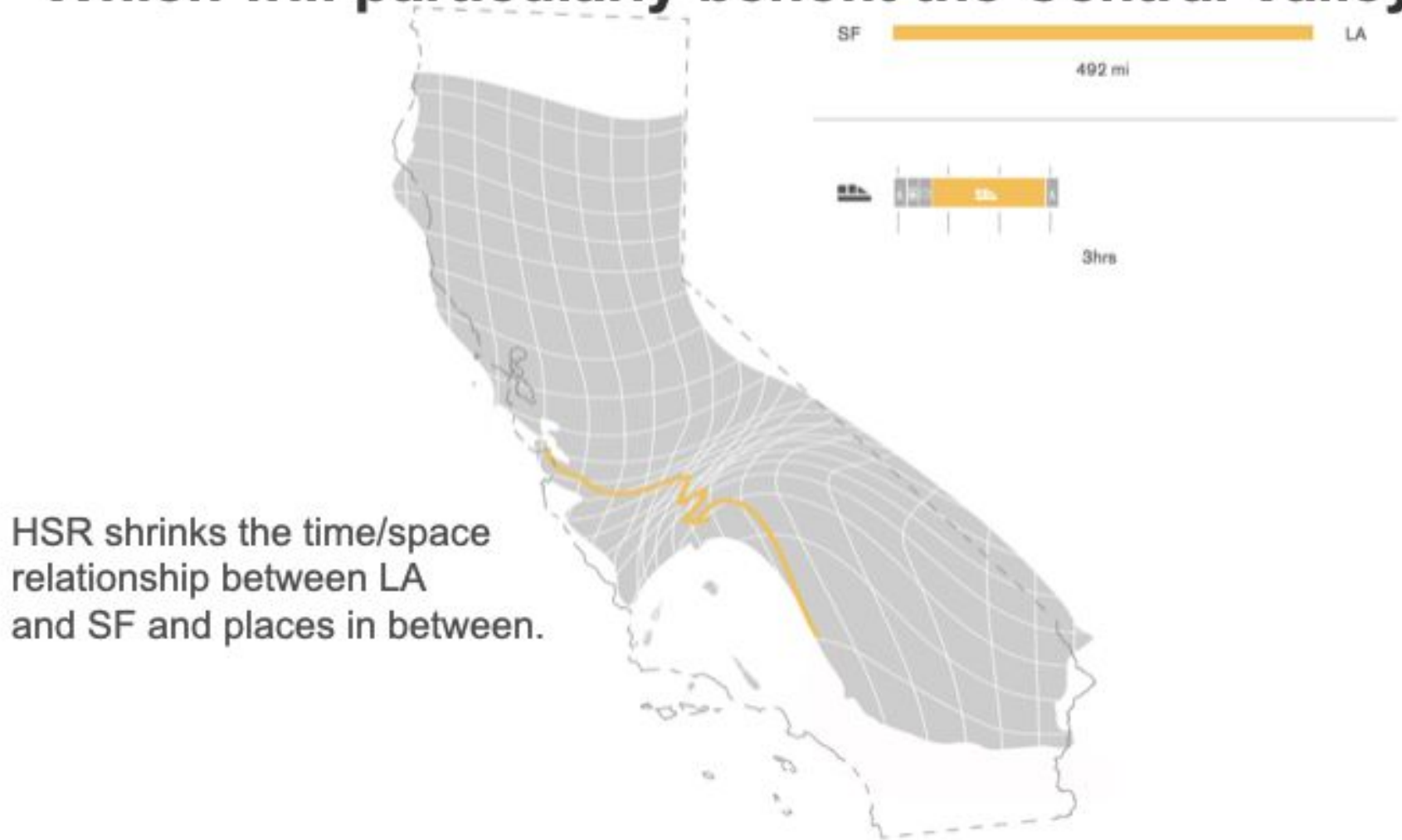
**\$90 billion
(YOE\$)**

High-speed rail will shrink the distance between cities in California



Today - 60 mph by car

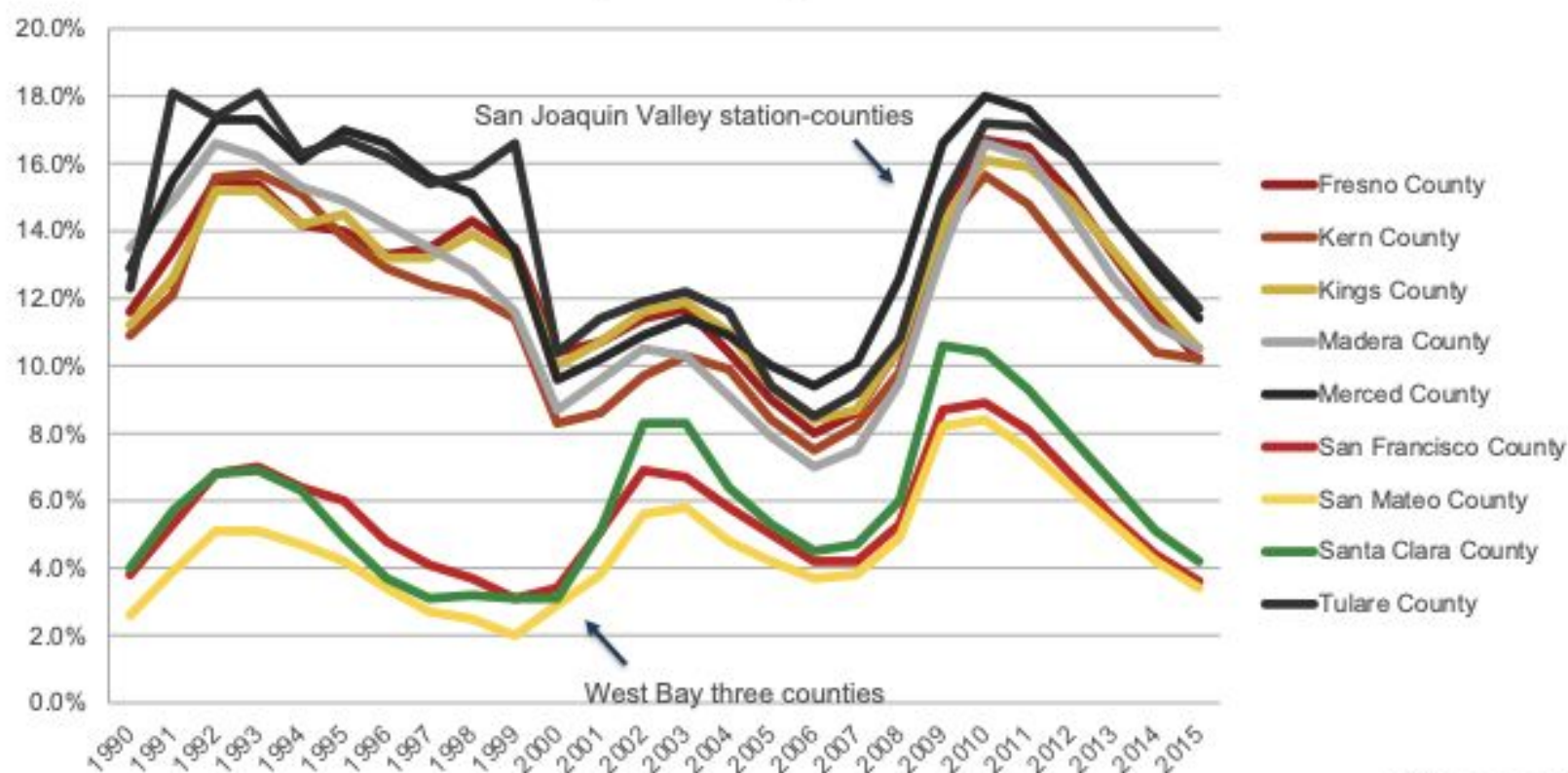
Which will particularly benefit the Central Valley



Tomorrow - 220 mph by HSR

This brings economic opportunity to the San Joaquin Valley whose unemployment remains 10% to 18%.

Unemployment rate, selected counties along the high-speed rail, 1990-2015



Source: State of California Employment Development Department

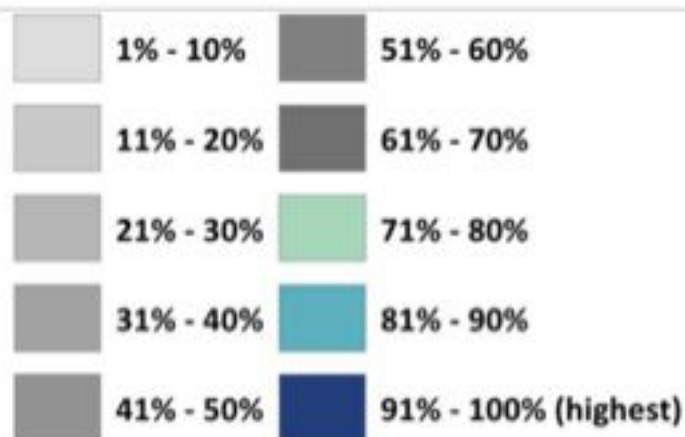
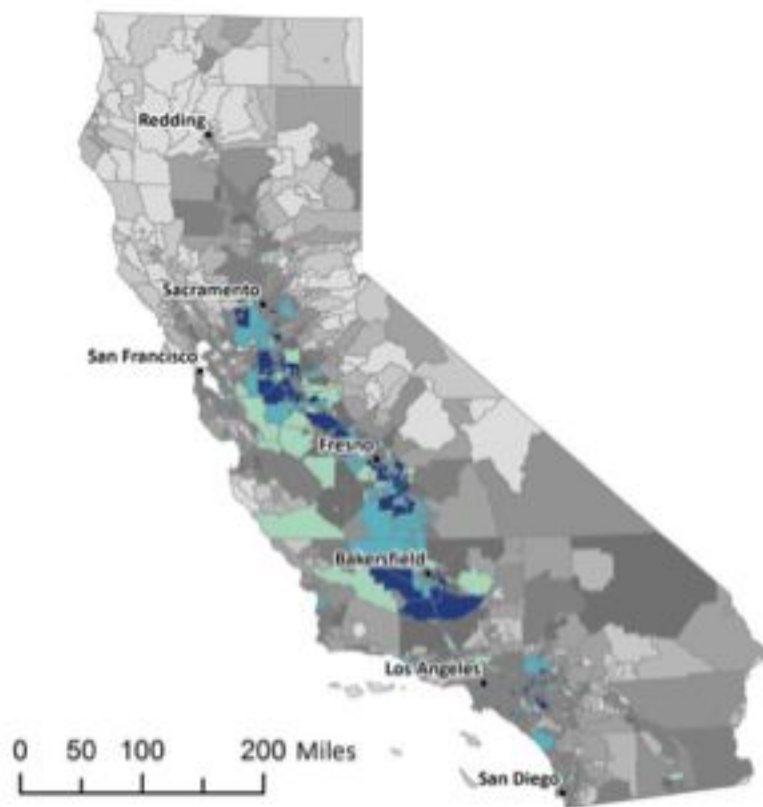
<http://www.labormarketinfo.edd.ca.gov/geography/ml-bv-geography.html>

Note: The West Bay counties include San Francisco, San Mateo, and Santa Clara. The San Joaquin Valley station-counties include Fresno, Kern, Kings, Madera, Merced, and Tulare.

It's also an opportunity to address environmental exposure for San Joaquin Valley residents (through targeted \$ and changed travel patterns).

Pollution Burden

Percentile of combined Exposures and Environmental Effects* indicators



* Environmental Effects indicators were assigned half the weight of Exposures indicators

What kind of future do we want?



Image credits: Sergio Ruiz (L) Melissa and Chris Bruntlett, Modacity (R)

2. Economic Development, Affordability and Inclusion

HEART OF EUROPE

1h40
LONDON

DOUVRES

CALAIS

LILLE

DIEPPE

0h40
ROISSY

1h00
PARIS

2h20
AMSTERDAM

ROTTERDAM

ANVERS

GAND

2h10
COLOGNE
0h38
BRUSSELS

LIEGE

1990



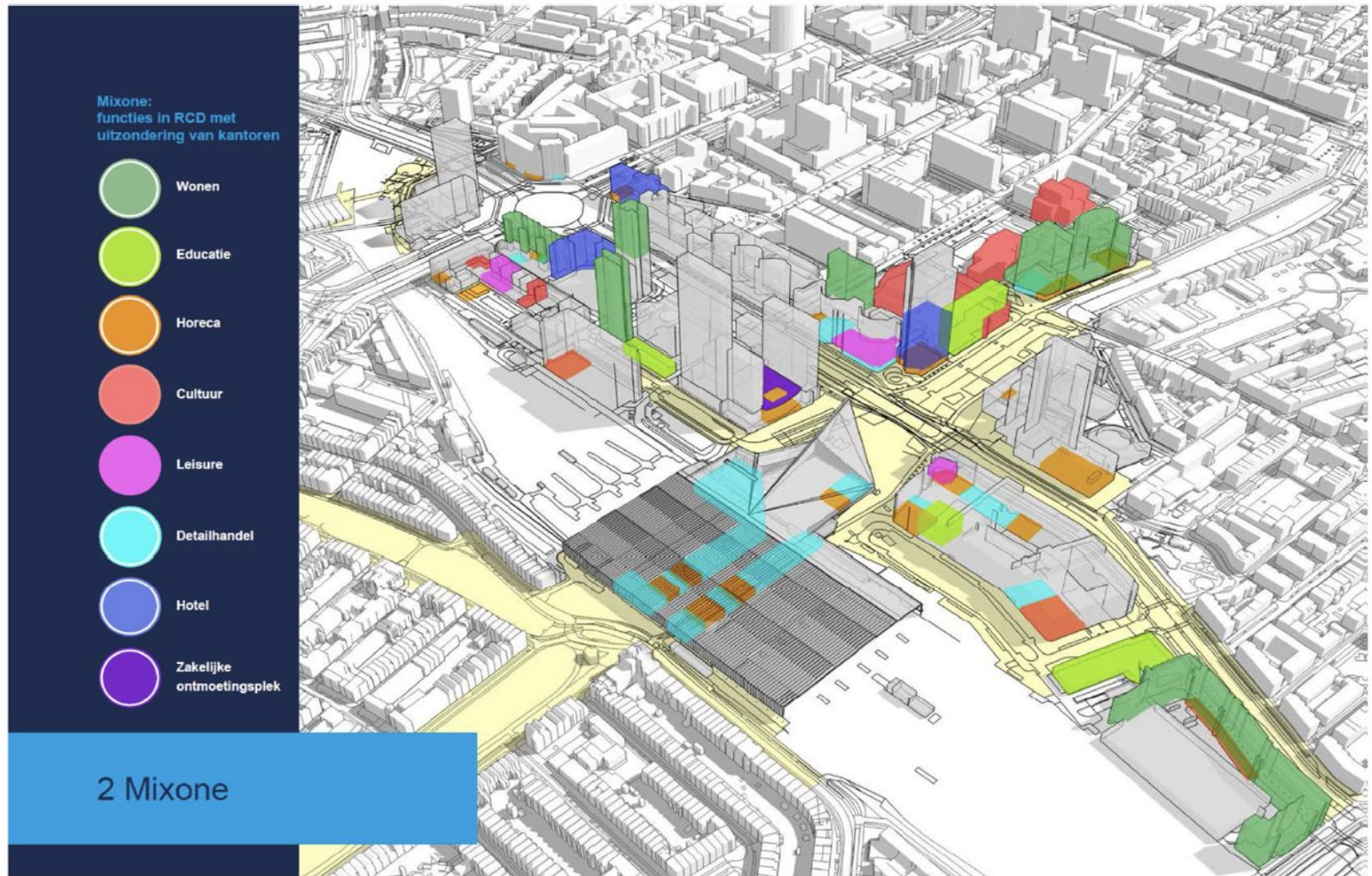
Fabrice Veyron-Churlet

Rooted and Growing

SPUR's anti-displacement agenda
for the Bay Area

- 1) Recognize the interplay between **statewide** benefits for equity and displacement that can happen at a **neighborhood** scale without the right housing strategies.
- 2) Different market conditions call for different tools
- 3) It will require marshalling resources from the state, counties, and cities

Plan for a mix of uses and affordability while protecting and supporting existing residents

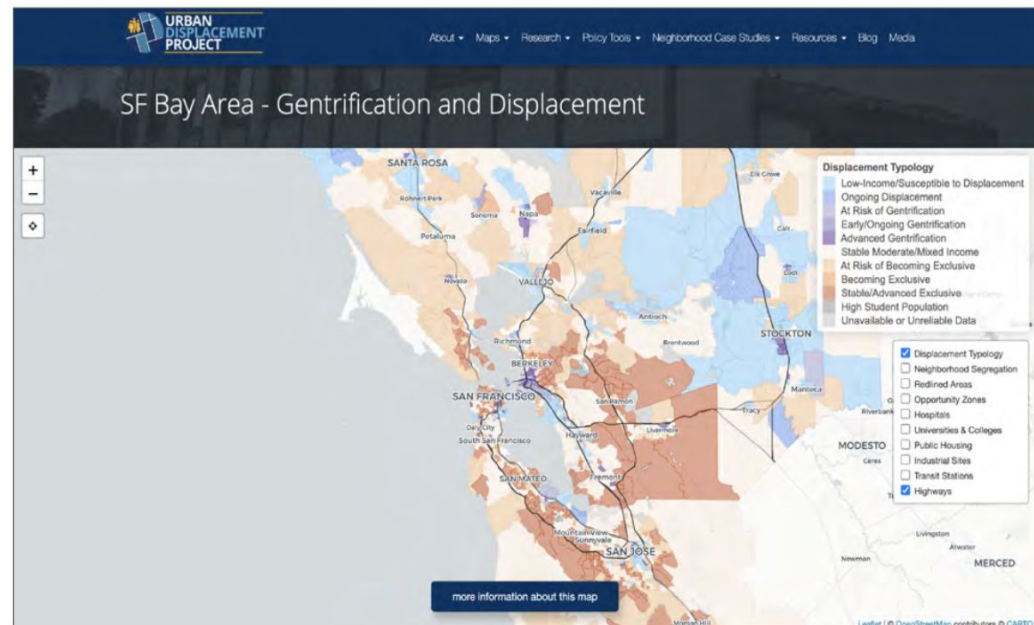
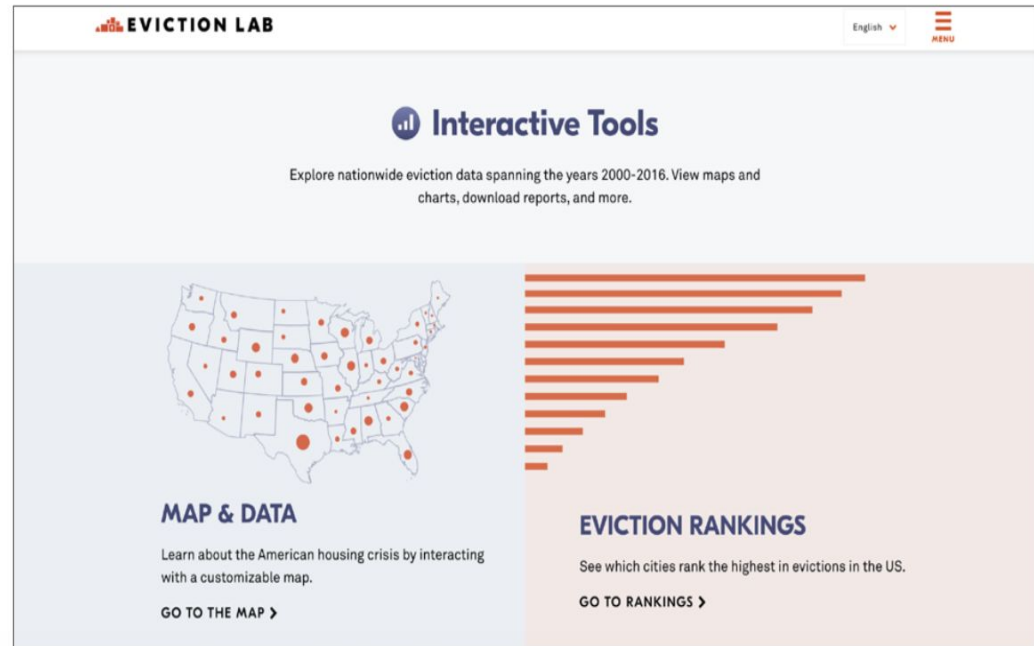


Use land-banking and public financing for dense and affordable housing and affordable home-ownership

Mission Walk, a 131-unit below-market-rate condominium development located in the Mission Bay neighborhood of San Francisco, was funded primarily by the San Francisco Redevelopment Agency.



Develop an anti-displacement strategy and use data and early warning systems



3. Heritage, Identity and Placemaking



Rotterdam

**“When you open
the station you
have to re-open
the image of
your city.”**

**-Etienne Riot,
AREP**

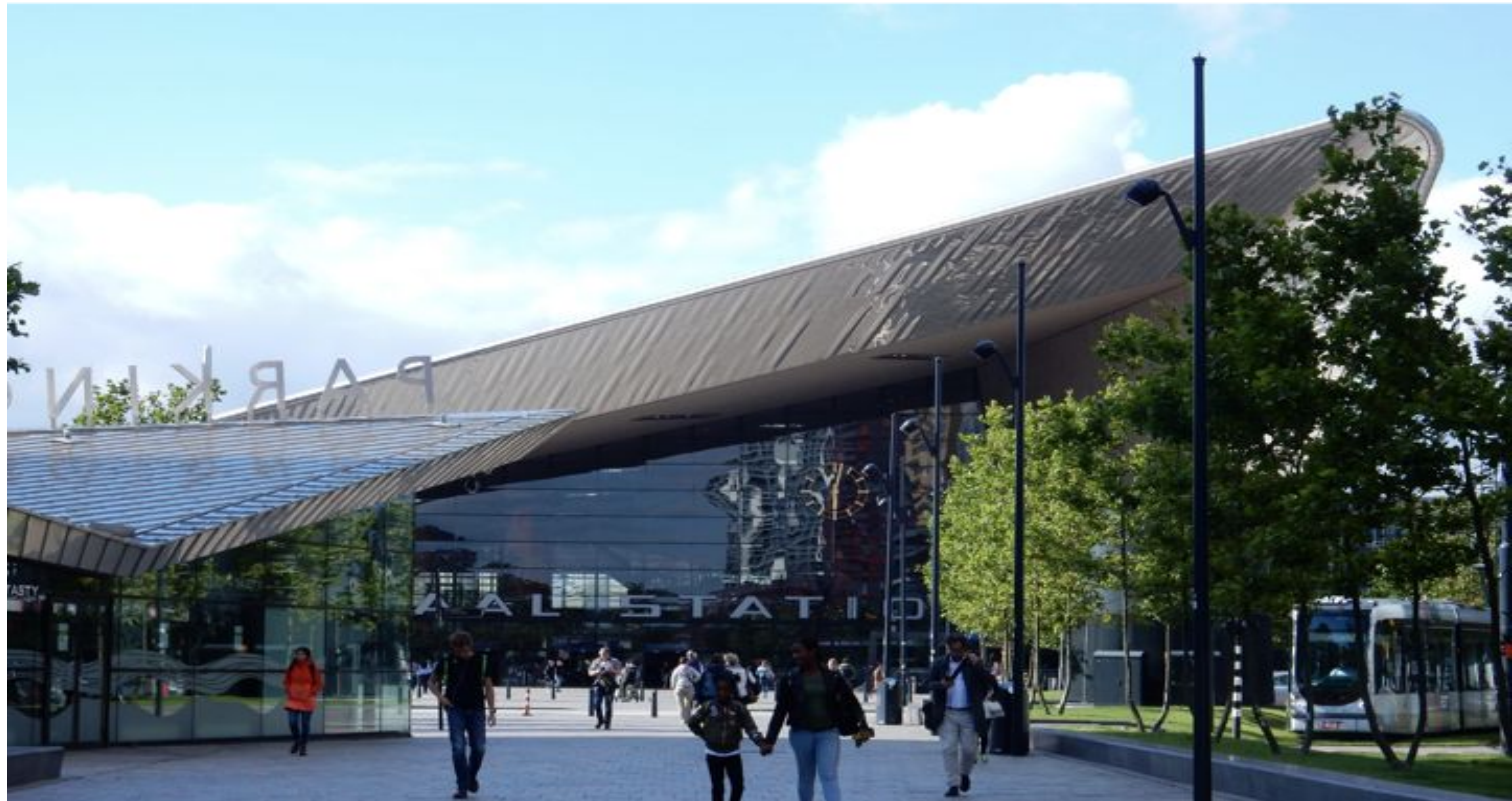
CENTRAAL STATION

Laura Tolkoff

 **SPUR**



**“The station
must be in the
heart of the
people from
the day it
opens.”
—Jan Benthem**





**“The station
must be in the
heart of the
people from
the day it
opens.”
—Jan Benthem**

