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BETTER, FASTER, CHEAPER

VOTE TO INVEST IN CALIFORNIA AND BUILD HIGH-SPEED RAIL



The High-Speed Rail Authority swiftly responded to criticisms and made key improvements to the previous business plan, bringing California one step closer to making the vision of high-speed rail – and all its benefits to our economy and environment – a reality.



High-speed rail will transform our state's economy and lead to sustained job growth. As with any bold project, the voices of doom and decline say it can't be done. They said it in the 20th century when California constructed a world-class infrastructure of freeways, dams, bridges and aqueducts that connected our communities and fostered a golden age of middle-class growth and they're saying it again now. The legislature must stand firm in rejecting the voices of decline by releasing voter-approved bonds so that construction on the project can start and we can begin to rebuild California.



The undersigned unions support the new HSRA business plan and immediate authorization of bond funds for the project.



• **THE TRAIN TO EVERYWHERE:** The new high-speed rail business plan takes on the “train to nowhere” rhetoric by including better integration with existing regional systems and a clear plan for high-speed rail operations. The initial phase of construction includes immediate improvements to local rail systems at the bookends and to the San Joaquin, Altamont Commuter Express, Capitol Corridor and CalTrain systems. Initial construction of the system will begin in the Central Valley and will upgrade existing rail to cut travel times on Amtrak as well as link with other systems. By 2022, service will launch on a 300-mile section of high-speed rail linking Merced to the San Fernando Valley—a route that will attract the private investment needed to fund the rest of the project.



• **RIDERSHIP and RISK:** The new business plan outlines the steps the Authority is taking to manage risk appropriately. Any project of this magnitude faces risk, and the HSRA is using industry-standard processes for identifying and managing those risks as outlined in Chapter 8 of the business plan dedicated entirely to Risk Identification and Mitigation. One of the priority hires of the Authority is a risk manager whose sole responsibility will be to manage risk. The business plan also breaks the project into manageable phases with a usable product at the end of each that benefits Californians. The HSRA has also provided a range of ridership projections and none of them require an operating subsidy, even at the lowest ridership estimates.



• **MANAGEMENT AND STAFFING:** Responding to criticisms of the staffing and management of the project, the High Speed Rail Authority has undergone major changes. Dan Richard and Mike Rossi, experienced with transportation projects and financial markets, were appointed to the Board and have taken an active role in every aspect of the project. Jeff Morales, a well-respected transportation expert, was



recently hired as the CEO and a CFO and Chief Risk Manager will be brought on by the end of July. In addition, the HSRA has hired 23 staff in the last 11 months to fill important positions to ensure a smooth start to construction. The HSRA has also responded to the Legislature's request for a key management resources plan and is developing one now.

- **FEDERAL FUNDING:** The HSRA received \$3.3 billion in federal funds for the construction of high-speed rail in California. The federal grant requires that construction funded with that money be completed by 2017, which means California needs to break ground in 2012 to meet that deadline. The federal funds also require that construction begin in the Central Valley to build the spine that links existing local and regional rail lines. By authorizing bond funds, California can double our investment with federal funds and reap immediate economic benefits from construction of high speed rail.

Whenever a project of this size is undertaken, a crushing host of questions are raised. The new HSRA Board has answered many of these questions. Great projects require vision and the courage to move through uncertainty. The transcontinental railroad, Hoover Dam, Golden Gate Bridge and interstate highways all had their detractors but were built despite doubt. California's high-speed rail system is one of those momentous decisions. We ask you to join us in supporting this critical project.

**SUPPORT HIGH SPEED RAIL!
AUTHORIZE THE BOND FUNDS!**

California Labor Federation
State Building and Construction Trades Council
Alameda Labor Council
Butte & Glenn Counties Central Labor Council
California-Nevada Conference of Operating Engineers
Contra Costa Building & Construction Trades Council
Fresno, Madera, Tulare & Kings Counties Central Labor Council
International Association of Machinists and Aerospace Workers
International Brotherhood of Teamsters Rail Conference
International Brotherhood of Teamsters
Kern, Inyo and Mono Counties Building and Construction Trades Council
Los Angeles & Orange Counties Building & Construction Trades Council
Monterey Bay Central Labor Council
Napa-Solano Building & Construction Trades Council
Napa Solano Central Labor Council
North Bay Labor Council
Riverside & San Bernardino Central Labor Council
Santa Clara & San Benito Counties Building & Construction Trades Council
San Diego County Building & Construction Trades Council
San Francisco Building & Construction Trades Council
San Francisco Labor Council
San Joaquin & Calaveras Counties Central Labor Council
San Mateo County Building & Construction Trades Council
San Mateo Labor Council
South Bay Labor Council
Stanislaus, Merced, Tuolumne & Mariposa Building & Construction Trades Council
Tri-Counties Building & Construction Trades Council
Tri-Counties Central Labor Council