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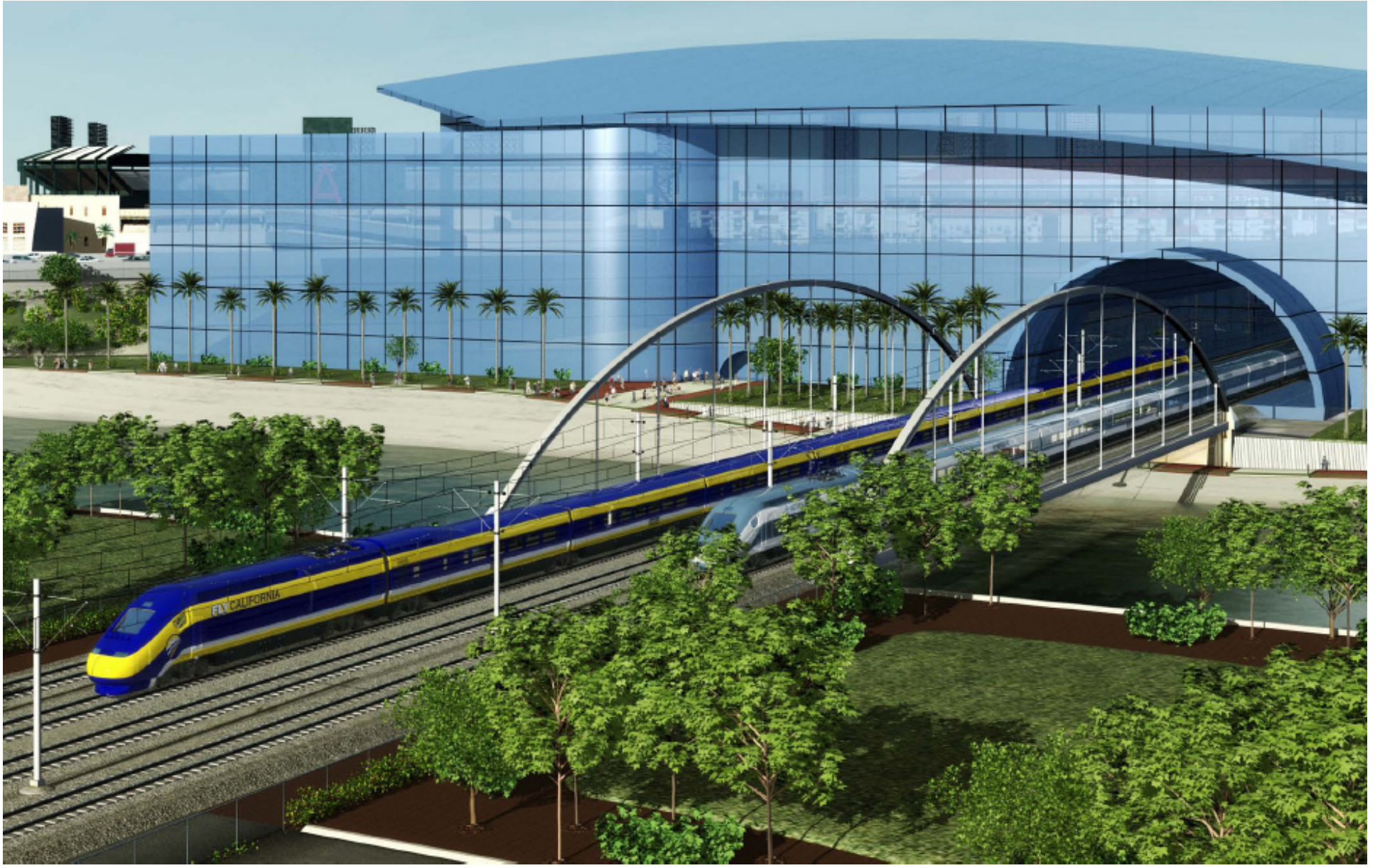
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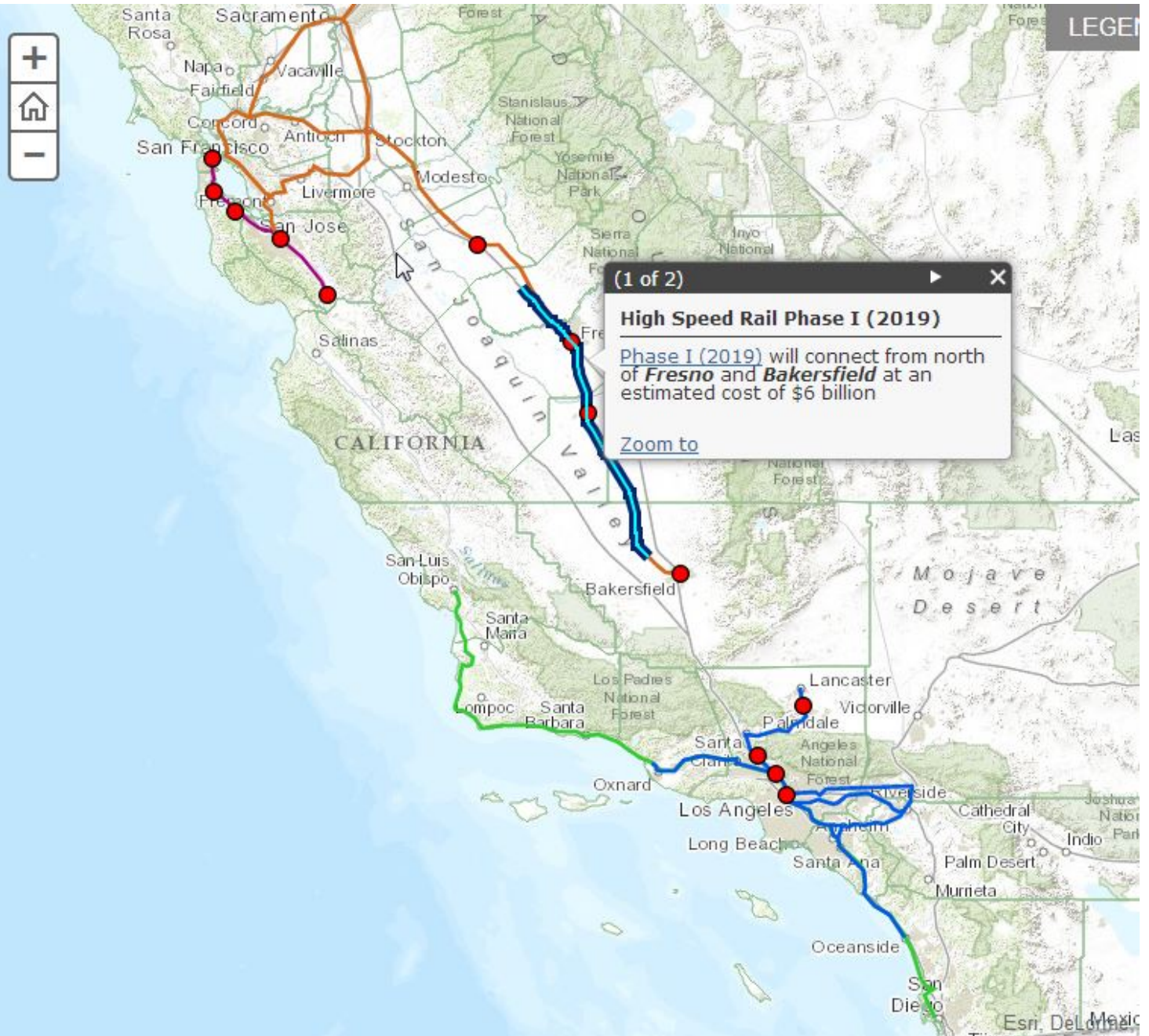
1 High Speed Rail - 2019

For 2019: The first of the four stages of development. In this stage, known as the Initial Construction Segment or ICS, most of the development will be immediate improvements to local and regional transit services (such as CalTrain, BART, MetroLink, and California's intercity Amtrak routes) and construction of high speed rail line from just north of

2 High Speed Rail - 2022

3 High Speed Rail - 2026

4 High Speed Rail - 2029



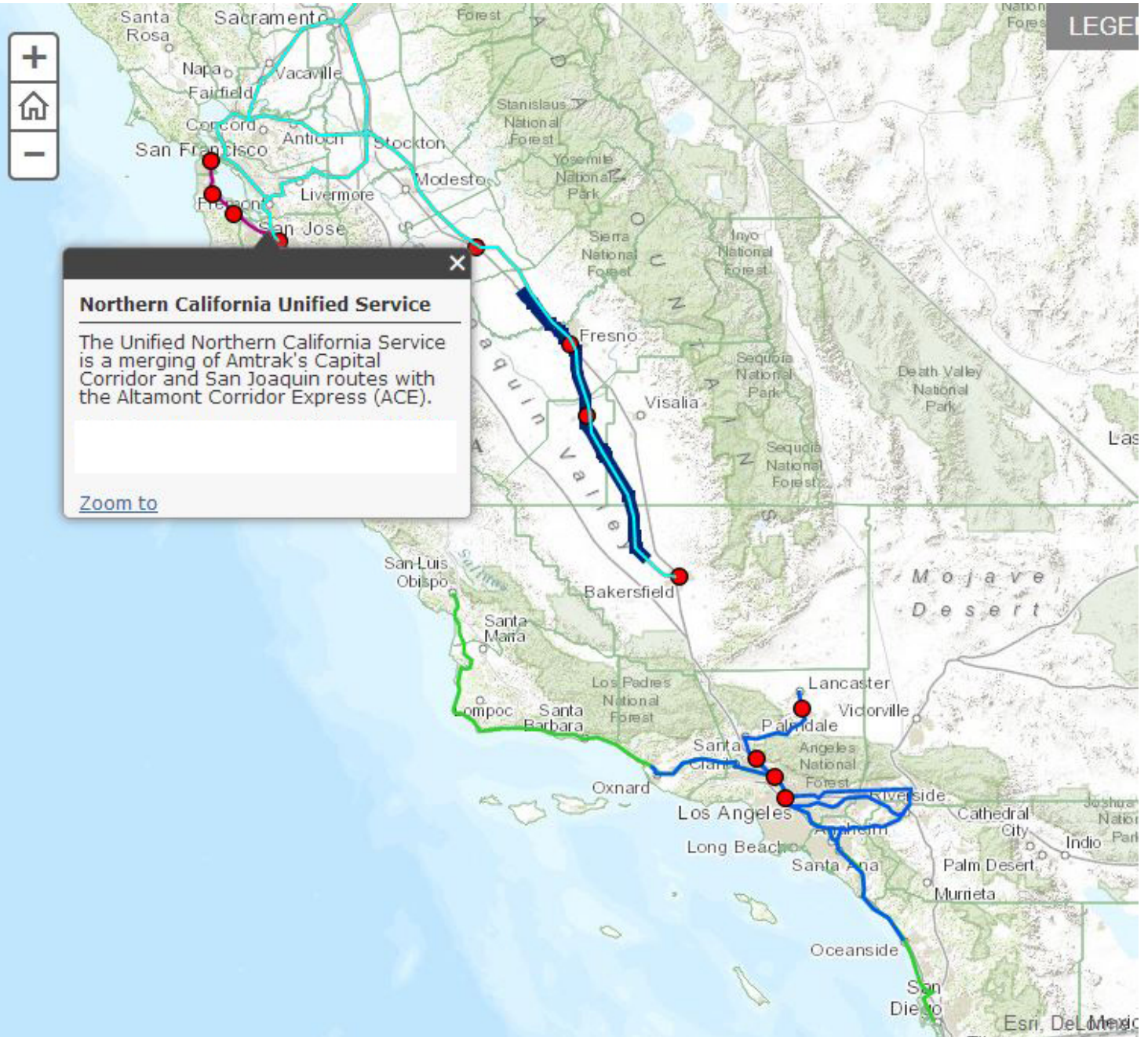
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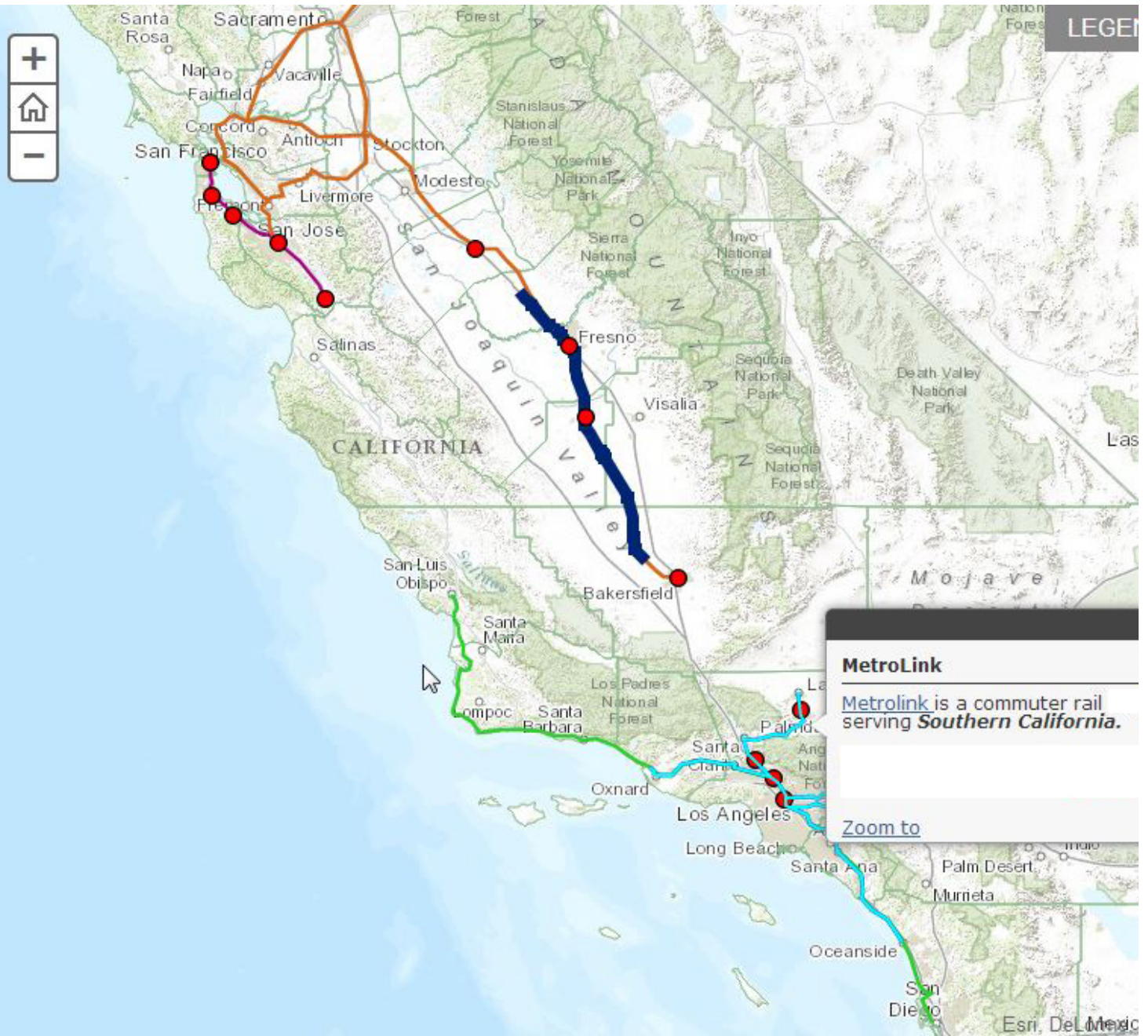
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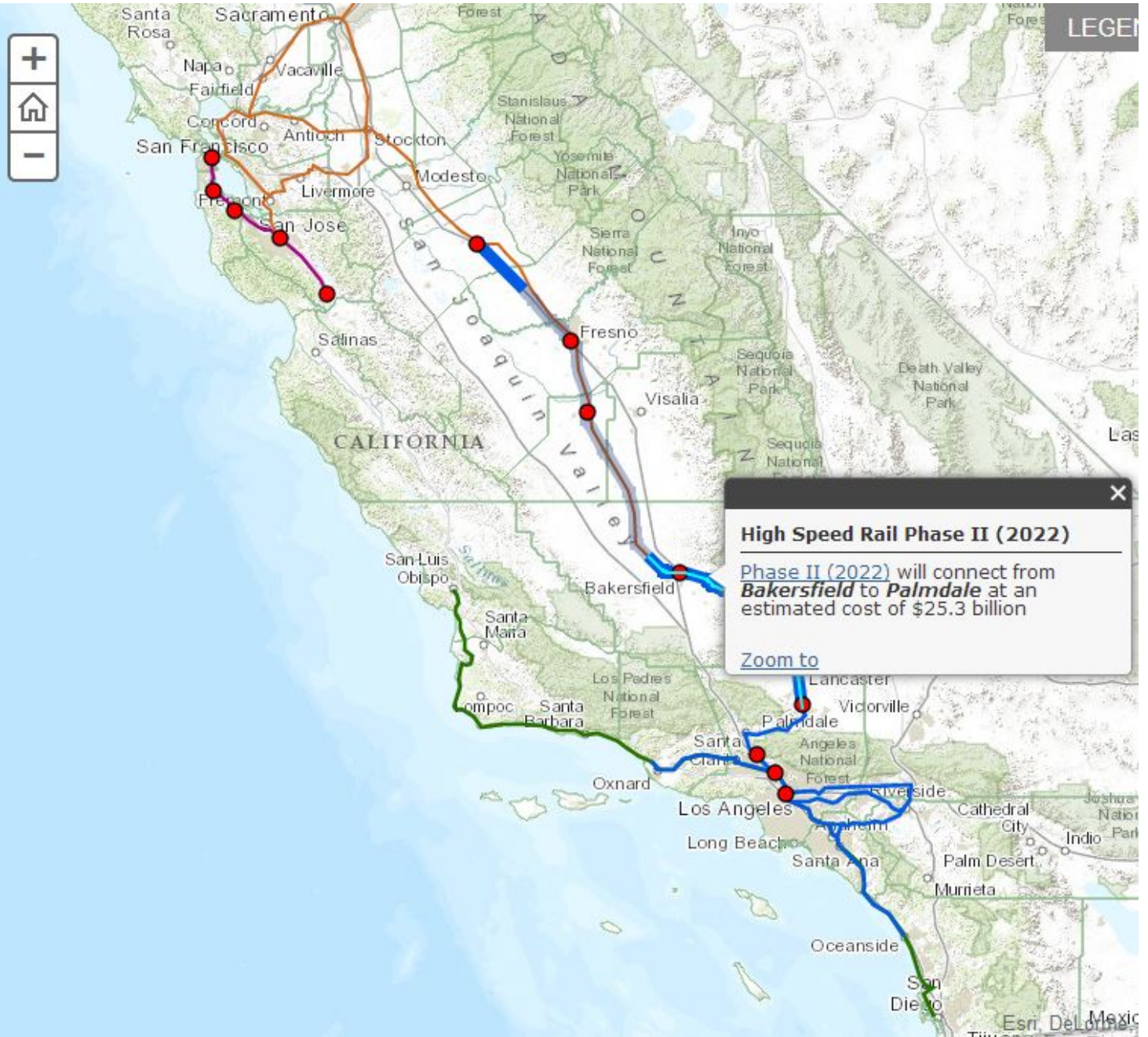
1 High Speed Rail - 2019

2 High Speed Rail - 2022

For 2022: The second of the four stages of the development. In this stage, which completes the Initial Operating Segment (IOS), most of the development will be improvement in the sectors and construction of rail line between Bakersfield and Palmdale at an estimated cost of \$25.3 billion, which will create about 410,000 construction job-years and 1300 operational

3 High Speed Rail - 2026

4 High Speed Rail - 2029



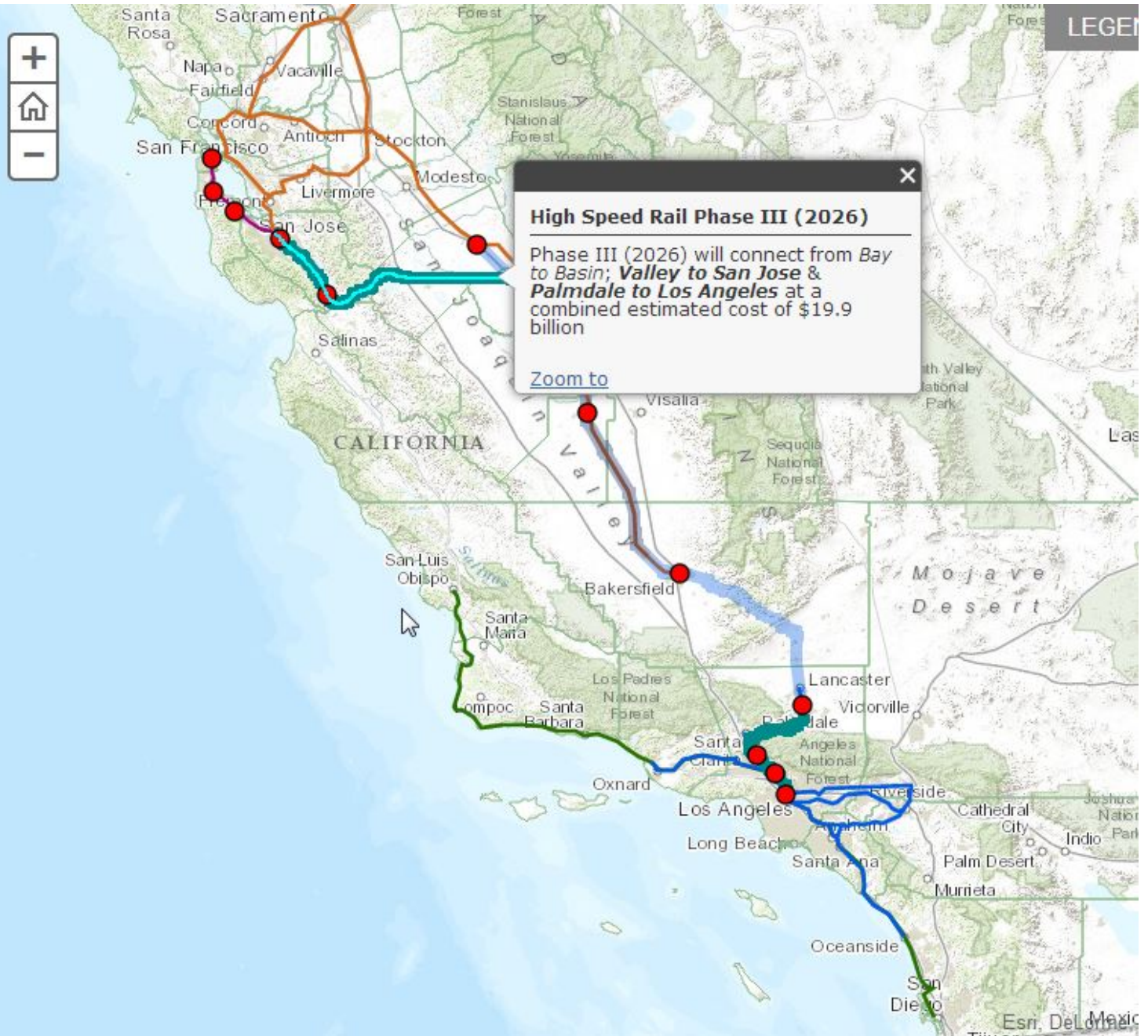
1 High Speed Rail - 2019

2 High Speed Rail - 2022

3 High Speed Rail - 2026

For 2026: The third of the four stages of the development. In this stage most of the development will be improvement in the sectors and construction of rail link connecting Bay to Basin (Fresno to San Jose & Palmdale to LA) at an estimated cost of \$19.9 billion, which will create about 270,000 construction job-years and 1,000 operations job-

4 High Speed Rail - 2029



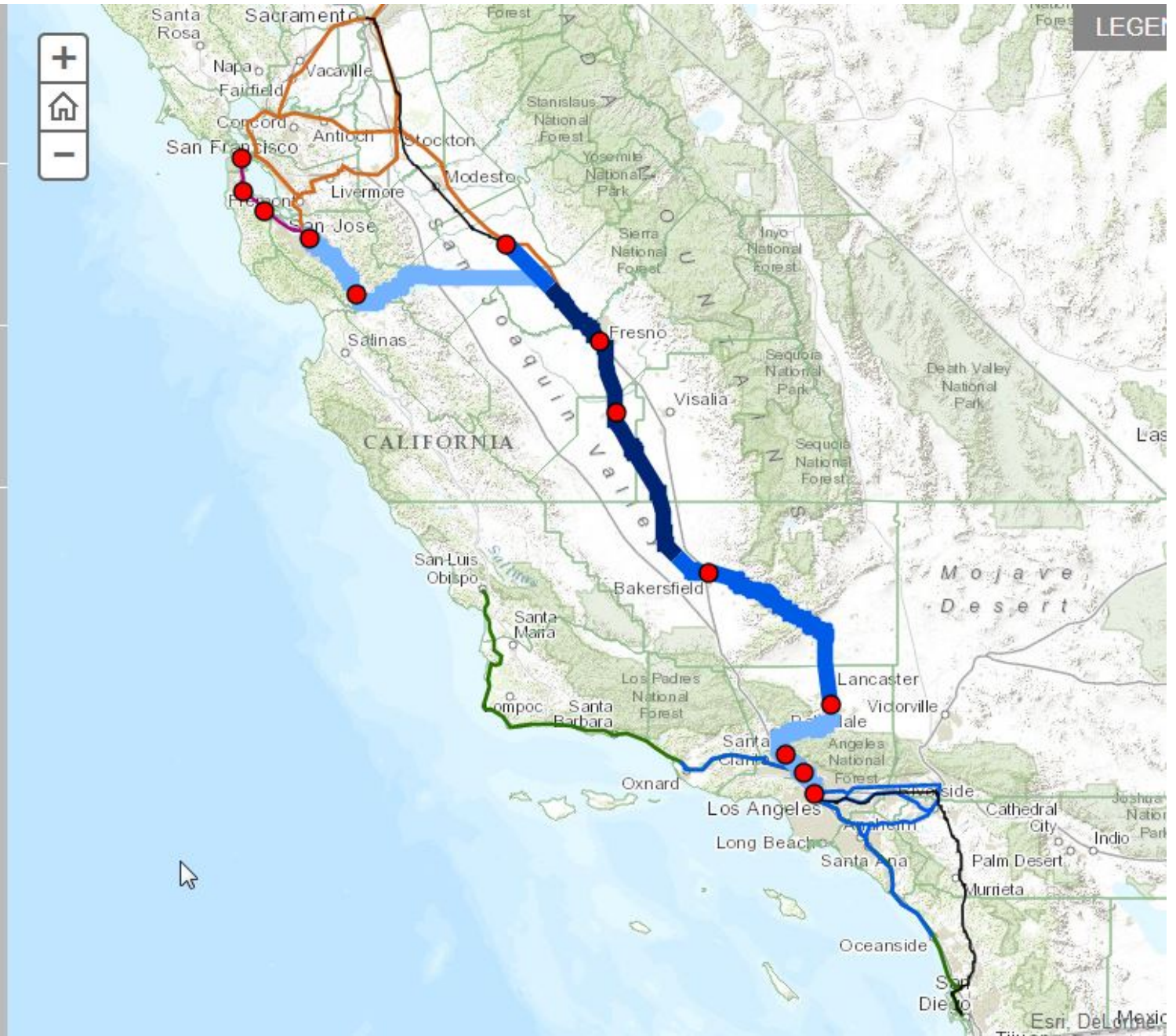
1 High Speed Rail - 2019

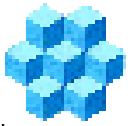
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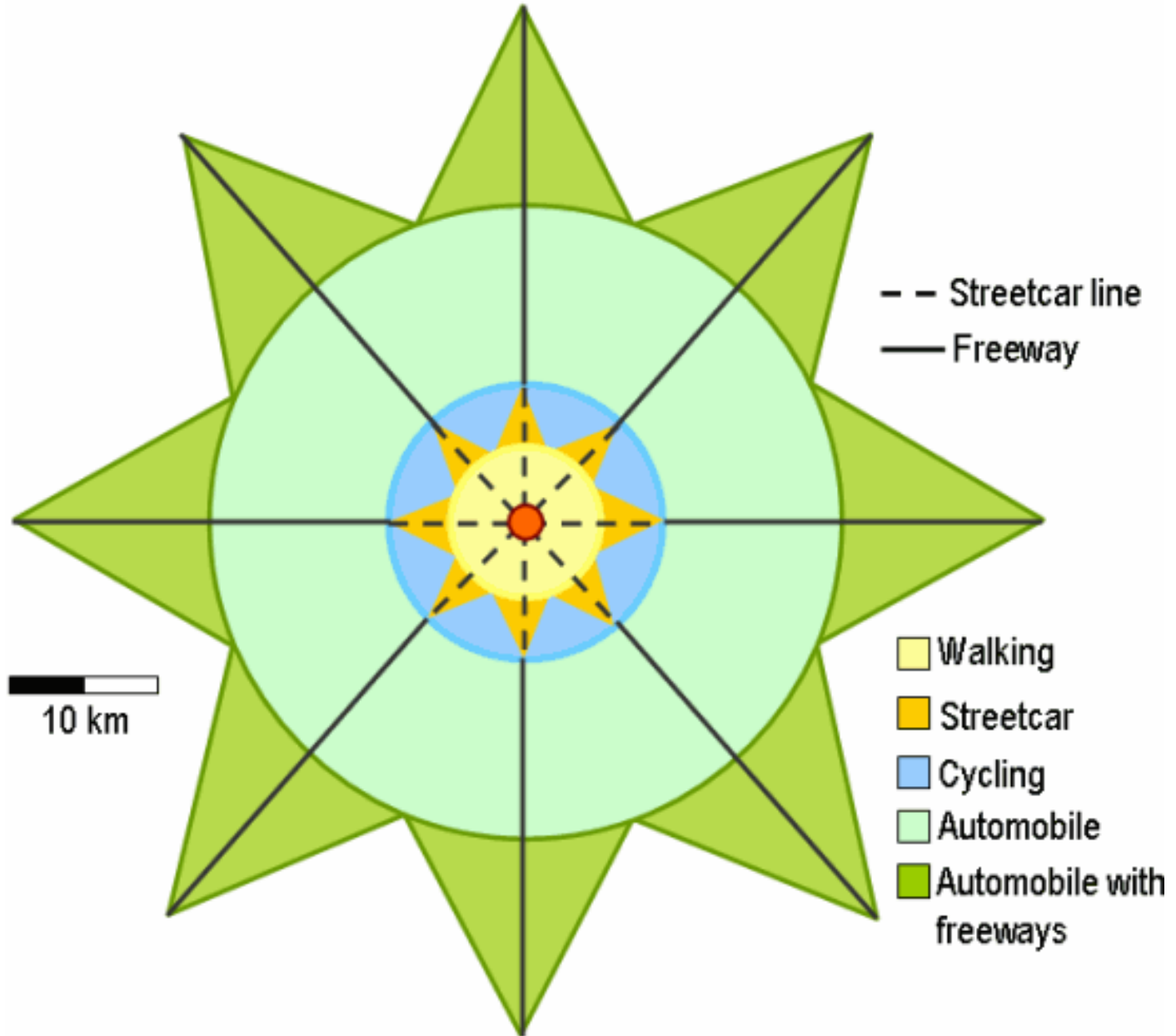
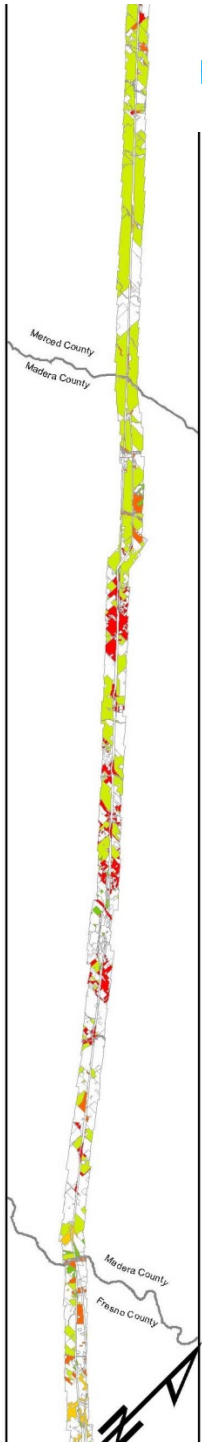
4 High Speed Rail - 2029

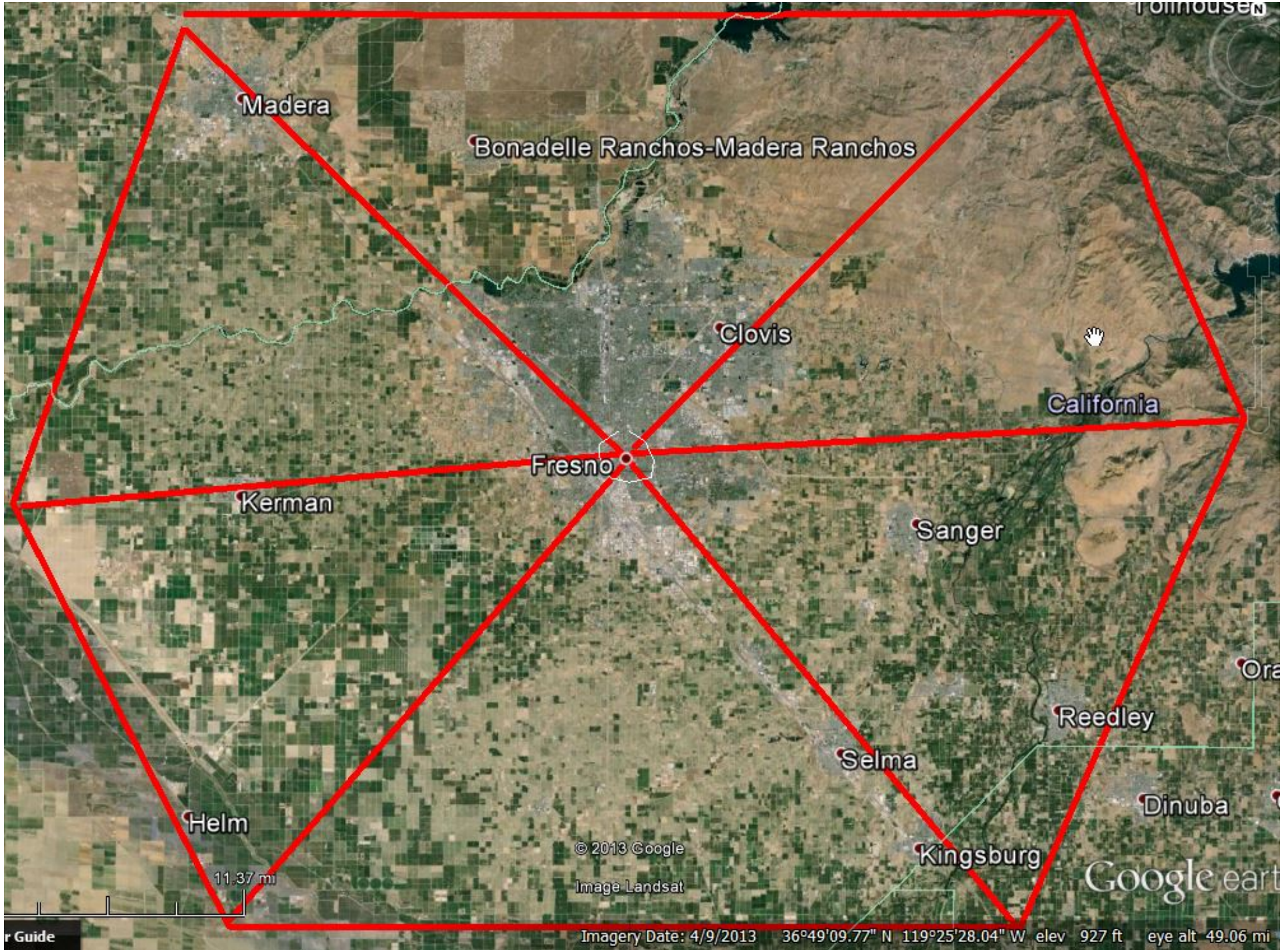
For 2029: The final of the four stages of development. In this stage most of the development is going to be improvements in sectors and blending of all the earlier phases at an estimated cost of \$17.2 billion, which will create about 210,000 construction job-years and 600 operations job-years. The total cost of all stages is \$68.4 billion, which will create a total of 1.25





Transportation and Land Use





Common day patterns

Pattern	Rank	Prop.	Description
O	1	15.06%	Stay at home all day
O2W4O	2	11.03%	Standard peak hour work commute
O2S4O	3	6.41%	Standard school with peak hour travel
O2S3O	4	2.98%	School, leaving before PM peak
O2W5O	5	1.89%	Work, leaving after PM peak
O1W4O	6	0.98%	Work, arriving before AM peak
O2W4H4O	7	0.81%	Work, with shop on way home
O3H3O	8	0.78%	Shop during midday
O2W3T3W4O	9	0.78%	Work, with subtour for lunch
O2W3O03W4O	23	0.29%	Work, with travel home during midday and return
O2W4O05H5O	29	0.24%	Work, with evening tour for shopping

O Home

W Work

H Shop

P Pers. Business

L Social

S School

T Eat

C Escort

R Recreation

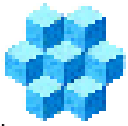
1 Offpeak Early

2 AM Peak

3 Midday

4 PM Peak

5 Offpeak Late



Travel Infrastructure Affects Land Use Land Use Affects Travel Demand

