

High-Speed Rail

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The eight billion initial investments in the high-speed rail are expected to produce about 320,000 jobs and roughly thirteen billion dollars in economic benefit. These include construction and operation jobs, as well as manufacturing and supply chain options. By increasing mobility while decreasing crowding and spreading, [high-speed rail](#) makes our country more competitive while simultaneously creating economic development. The High Speed Rail could boost the economy and could provide alternate transportation, therefore it should be built.

Generally, some might argue, that although it is a boost in the economy it takes thousands of acres from farmers. This is true, but economic impacts seen across the country show local projects can have big benefits on the surrounding area, while regional efforts are likely to generate a ripple effect. When a seventeen million renovation happened in the Milwaukee Intermodal Station it was projected to increase land values around the station by \$227 million dollars and create 3,000 new jobs in the Milwaukee area, according to multi-state economic impact study (Mahoney). And congress' "Buy America" program ensures that high-speed rail lines and trains will be built and operated using items made by American Industries. Immediately after the high-speed rail funding announcement, more than thirty rail manufactures and supplies committed to establish or expand their United States operations if they are chosen to build America's next generation high-speed trains.

So if we build the High-Speed Rail shouldn't we expect the same results in California? Furthermore, the high-speed rail network could mean twenty-nine million fewer car trips and 500,000 fewer plane flights annually, according to a 2006 study ...

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