

[Letter to the Modesto Bee, Tuesday, March 13, 2012:](#)

High-speed rail pencils out as a positive

In its March 8 editorial, The Bee rightly wished for more facts from supporters and opponents of high-speed rail. We agree.

The California Alliance for Jobs supports smart investments in public infrastructure that yield public benefits. High-speed rail is one such project.

When the non-partisan legislative analyst office (LAO) identified state and local tax revenue losses if high-speed rail is killed, we issued a press release. In that same review, the LAO also said debt service on the full cost of the bonds would eventually reach \$700 million a year when all the bonds were sold. That's important and something to consider in this debate.

But after reviewing the facts, we believe the benefits of high-speed rail far outweigh the costs. First, there are the societal benefits of improved transportation, [cleaner air](#), congestion relief and connecting the state's economic centers. These benefits are sometimes hard to quantify.

But looking only at dollars and cents, high-speed rail still is cost effective. Infrastructure projects immediately create jobs and economic activity, including income and sales taxes paid by workers and by suppliers of construction materials.

There is also a long-term ripple effect. According to a 2012 study from the College of William and Mary, \$1 of government investment spending on transportation infrastructure results in about \$1.42 in state and local tax revenues.

If California's high-speed rail project breaks ground, we will invest an initial \$2.7 billion from Proposition 1a along with the \$3 billion granted from the federal government. This investment of nearly \$6 billion could return an estimated \$8.52 billion in California state and local tax revenues by 2032. That's \$8.52 billion return on a state investment of \$2.7 billion. Not bad.

Long term, the cost of high-speed rail is offset by a much greater public benefit.

*Hilda Martinez, Director of Communications
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[Letter to the Bakersfield Californian, Wednesday, March 14, 2012:](#)

Truck retirement program good for Central Valley air

Regarding the March 8 editorial "CARB misses the point with Harris solution": Cleaning up the air in the San Joaquin Valley is a challenge and requires the widest possible use of every tool the California Air Resources Board has at its disposal. One of the most effective tools is a pioneering program that uses taxpayer money from a bond initiative to help reduce diesel pollution from trucks.

Under this program, CARB has allocated more than \$107 million to the San Joaquin Valley Air Pollution Control District to clean up more than 2,000 of the oldest and dirtiest trucks here. Thanks to the taxpayer funding, these old trucks were either replaced with newer, cleaner models, or fitted with a filter to trap the fine soot in diesel exhaust.

Now, Harris Ranch is joining their ranks and is the latest valley business to benefit from this program.

The record speaks for itself: The careful oversight of this program has prevented a total of 680 tons of fine particle soot, and almost 16,000 tons of smog-forming pollution from spewing into valley air.

Working together with the valley air district and with thousands of valley truck owners, CARB is fully committed to the continued success of this program. Our goal is to ensure that taxpayer dollars continue to be put to their best possible use to clean up the dirtiest trucks, and make sure that air quality improves for all those who live and work in the valley.

*James N. Goldstene
California Air Resources Board, Sacramento*

