
Summary of Economic Growth Effects Analysis

California High-Speed Rail Authority

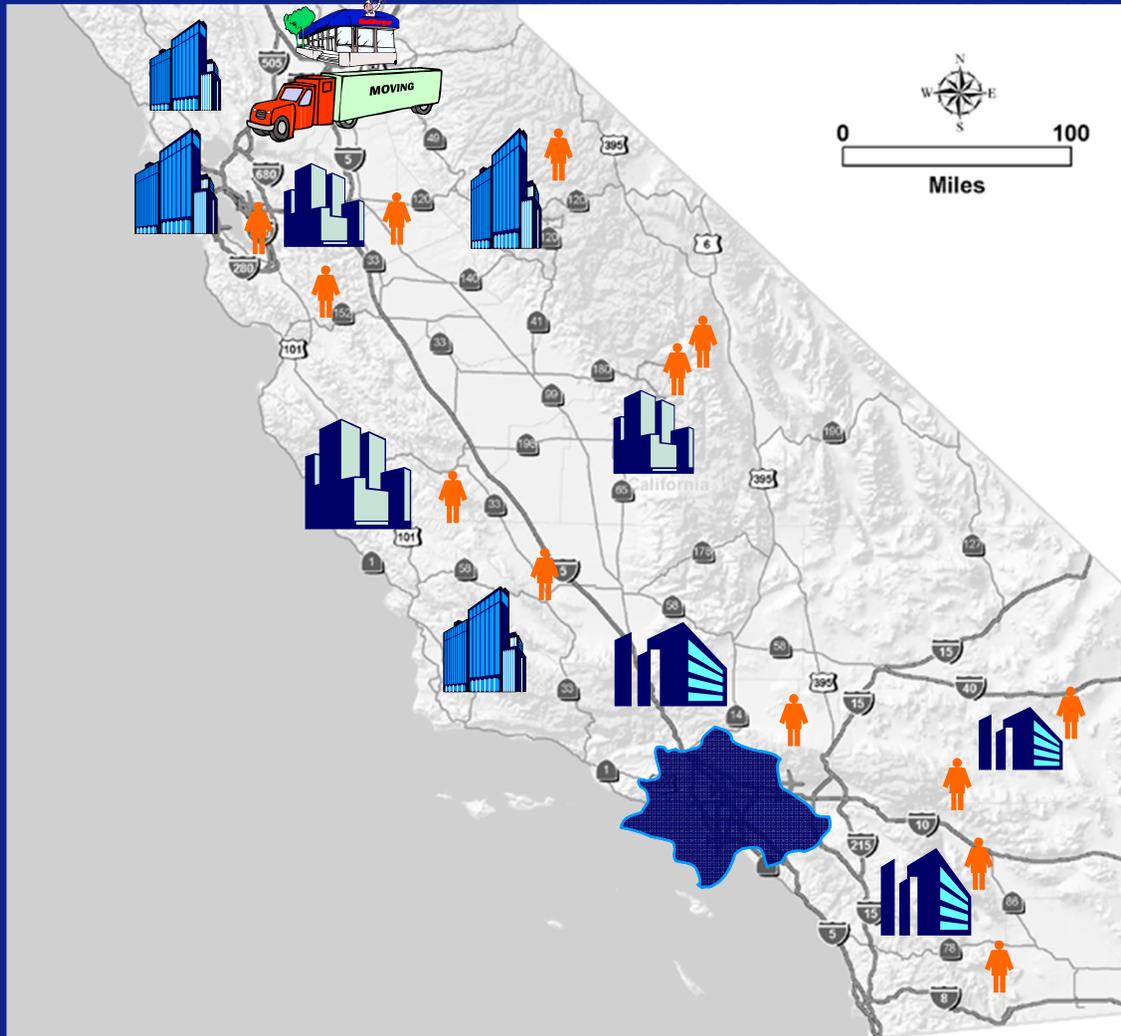
*presented by
Cambridge Systematics, Inc.*

June 24, 2003

Presentation Outline

- **Growth effects for transportation investments**
- **Analysis process**
- **Findings**
 - **Population and employment**
 - **Urbanization**
- **Points of comparison**

Growth Dynamics



No-Project Alternative California Transportation System

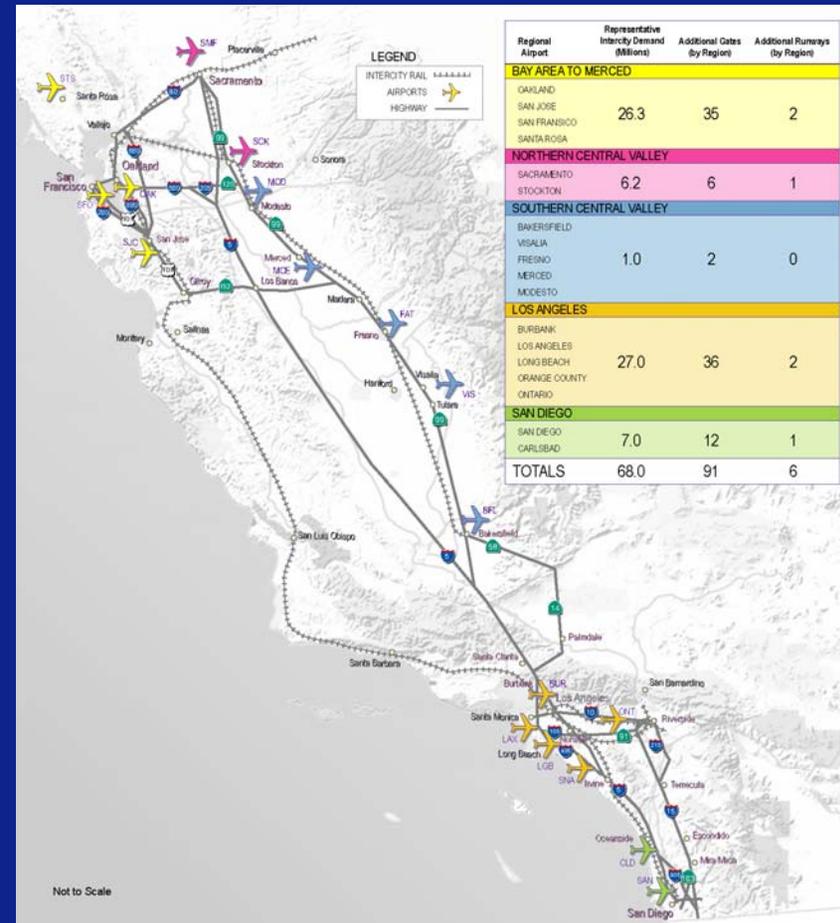


Modal Alternative

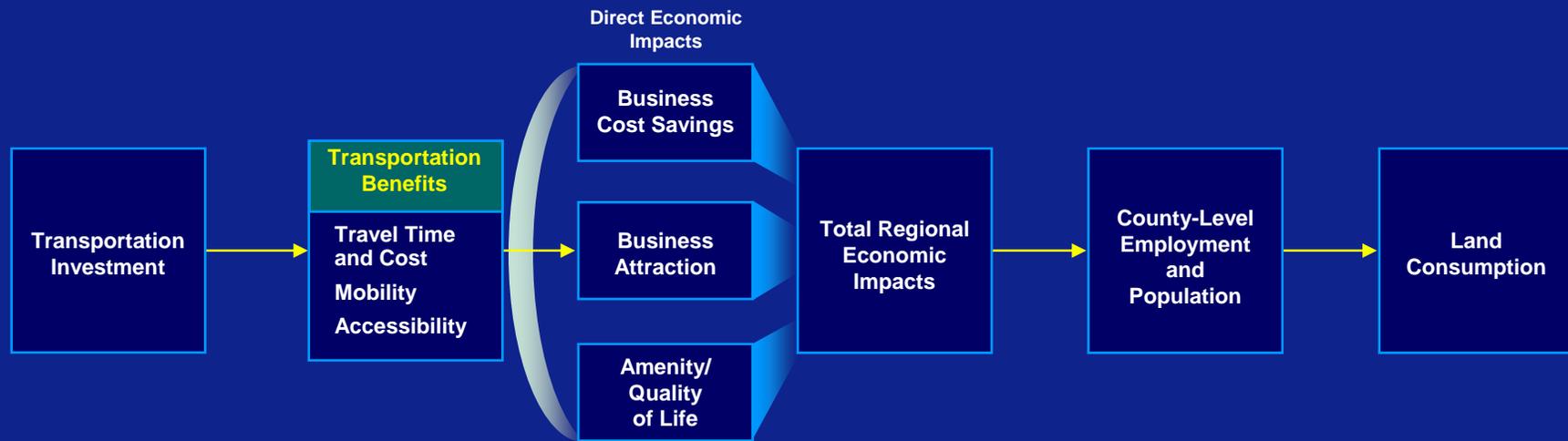
Highway Component



Aviation Component



Growth Analysis



Funding of Alternatives

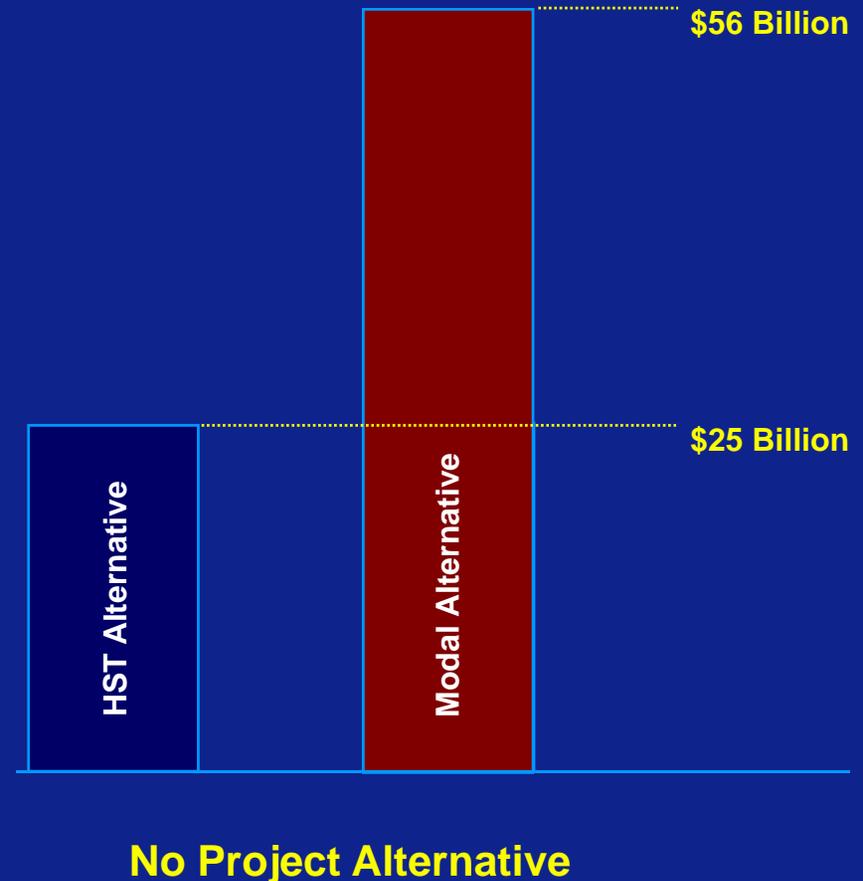
New Revenue Sources

- State fuel tax increase (\$.076/gallon)
- Federal Airport Improvement Program
- Passenger facility fees
- Airport revenue bonds
- Local general funds

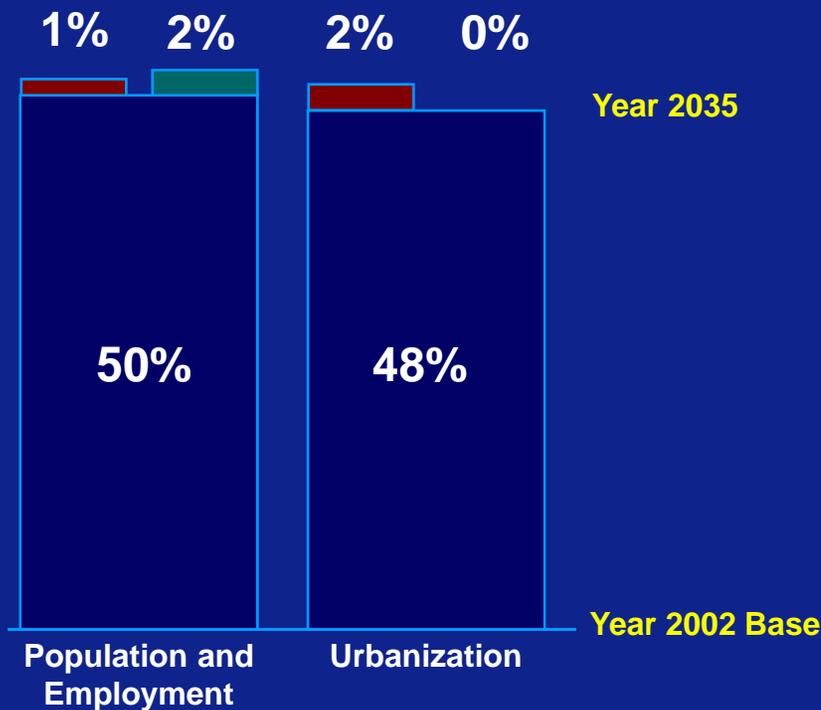
Available Revenue Sources

- General obligation bonds
- Federal grants and loans
- Private sector participation
- Local general funds
- Existing state transportation sources

Existing Funding Commitments



Summary of Findings

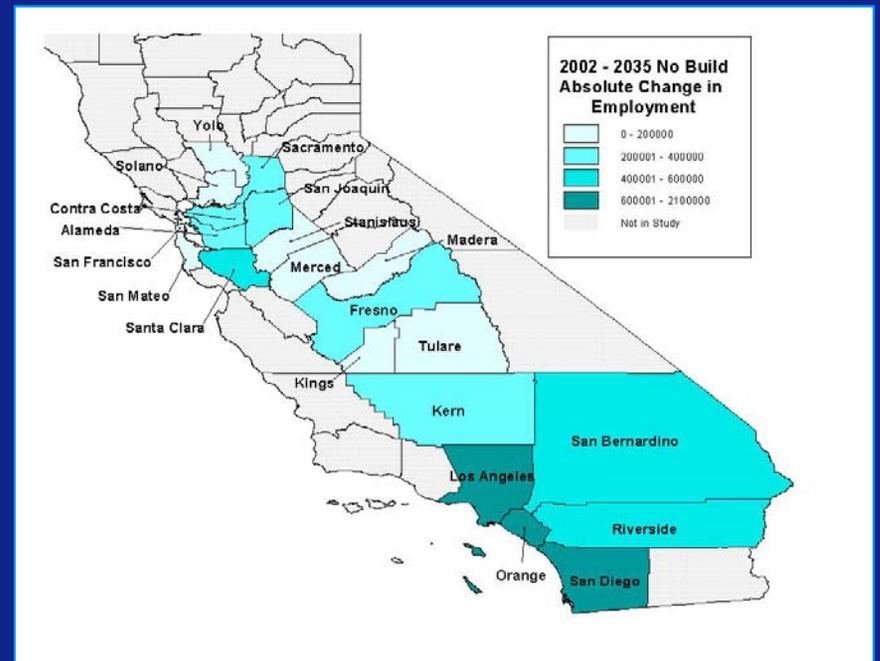
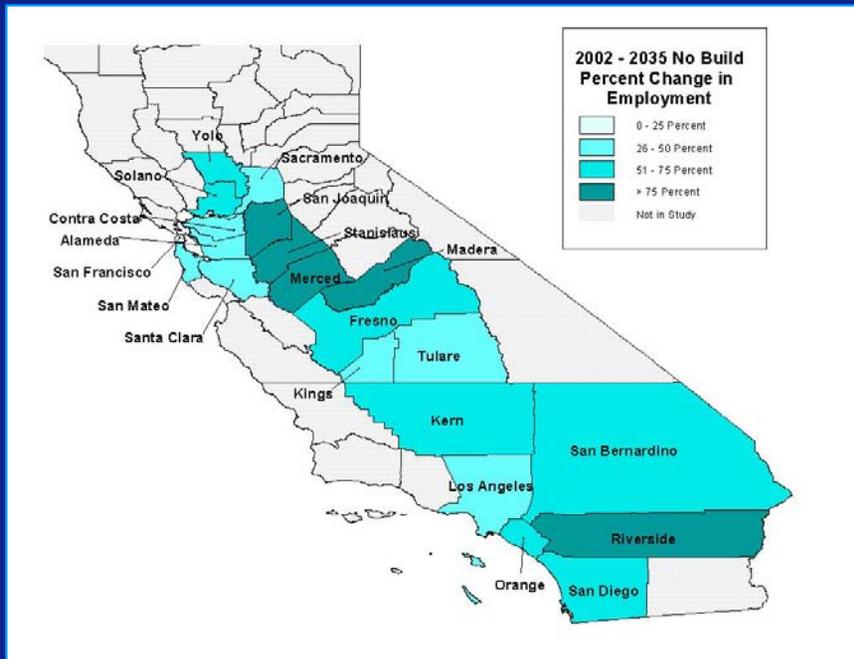


■ Slight differences

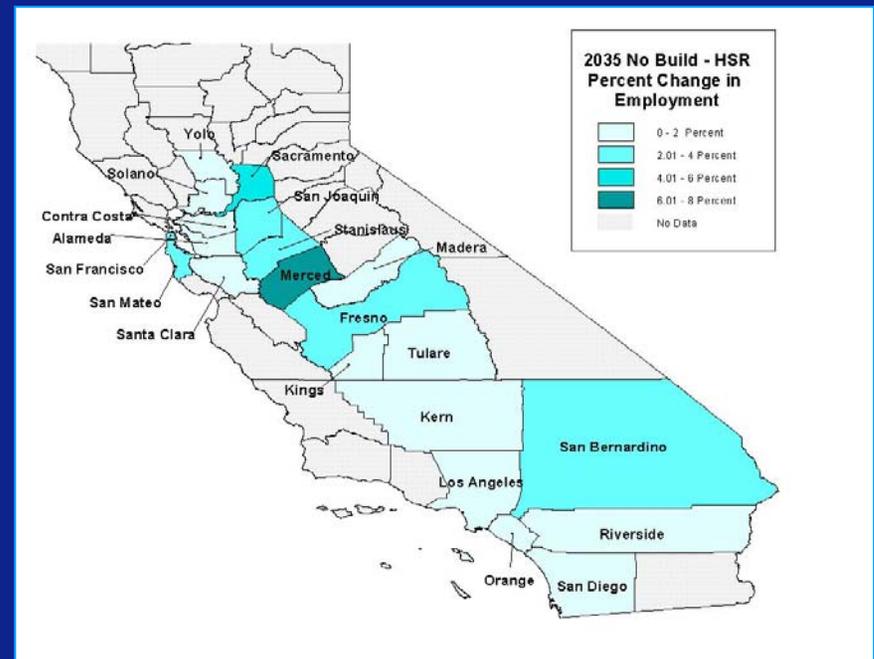
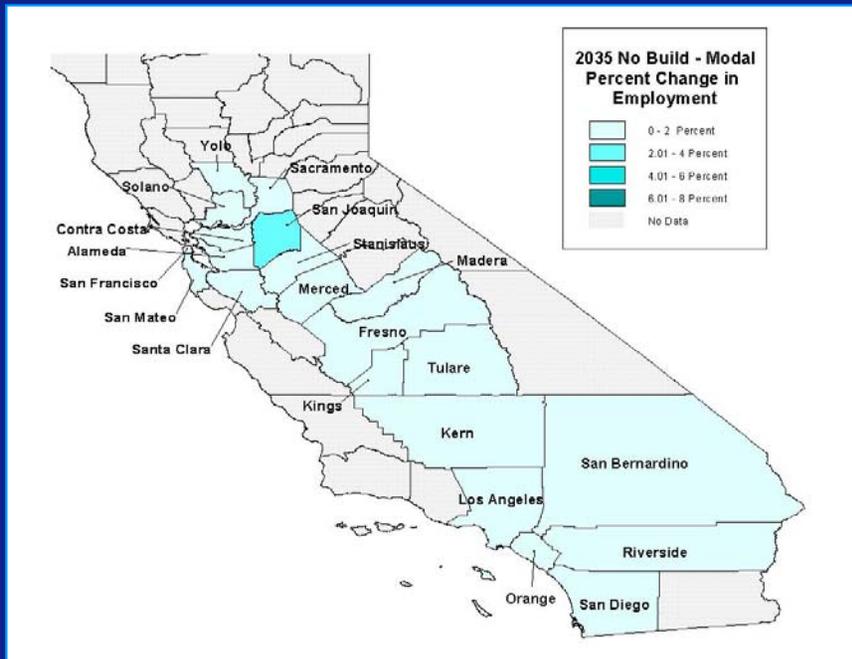
- Growth and urbanization for a few counties
- Nature of employment growth
- Ability to influence development patterns



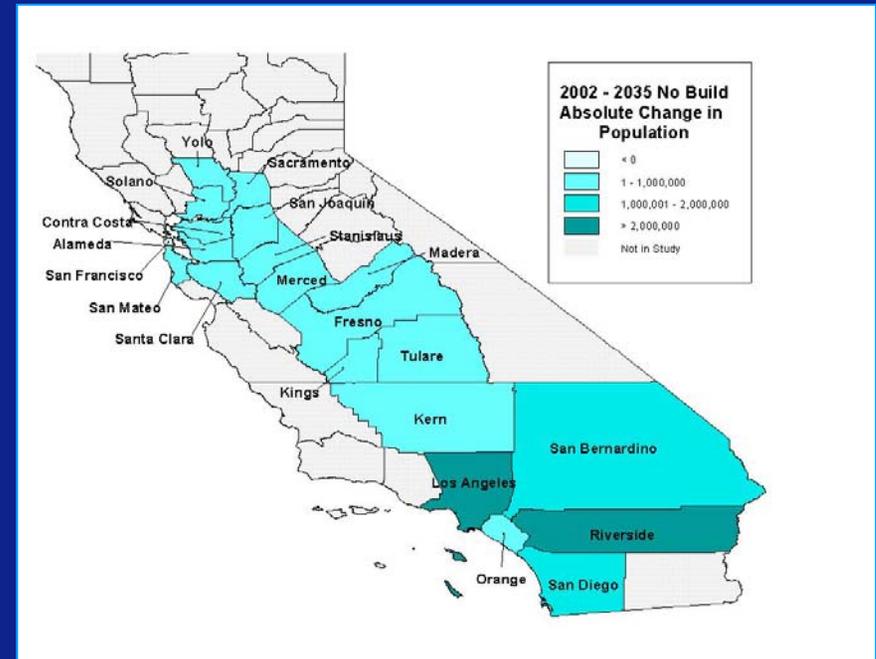
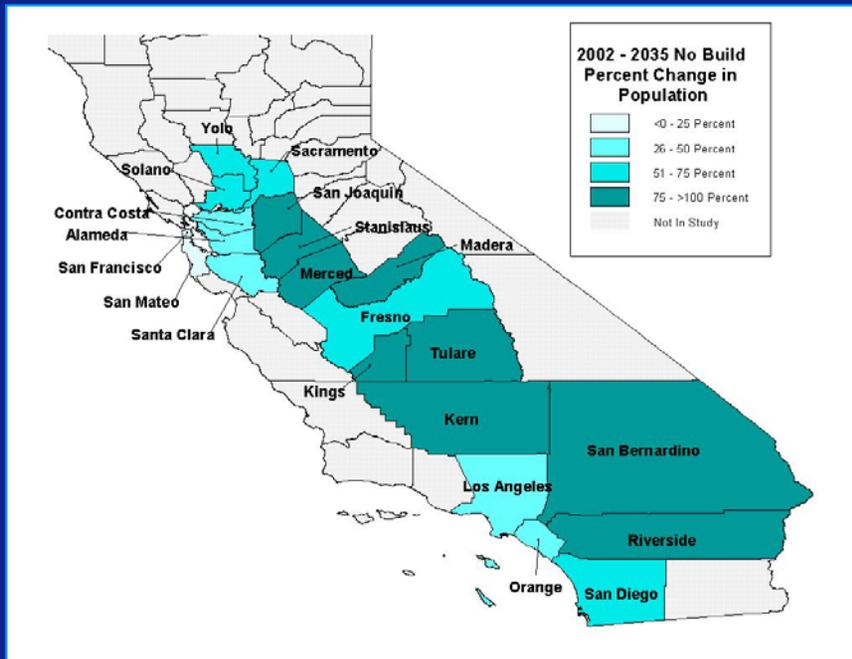
Employment Growth Year 2002 to 2035 No-Project



Employment Growth Year 2035 Modal and HST Alternatives

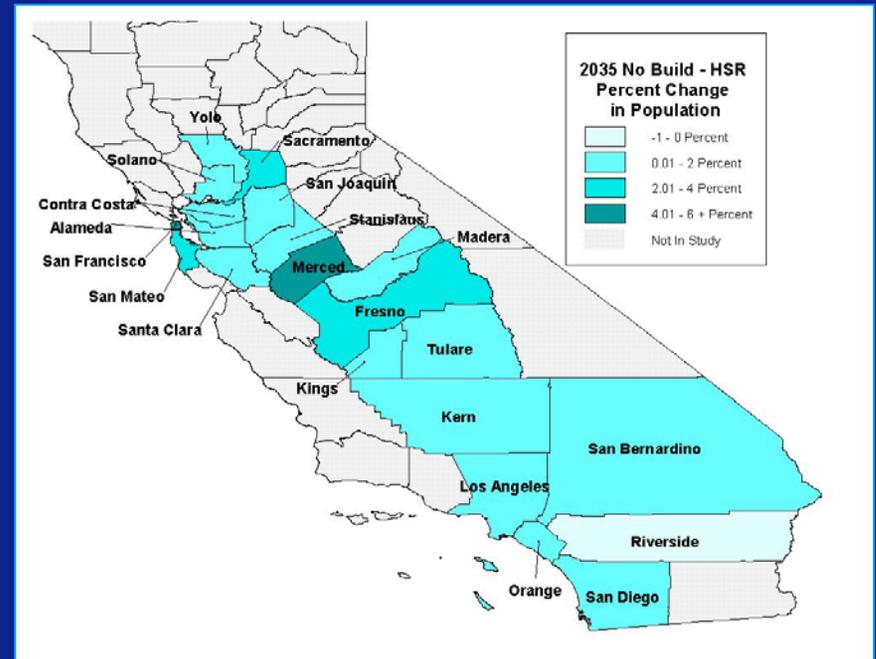
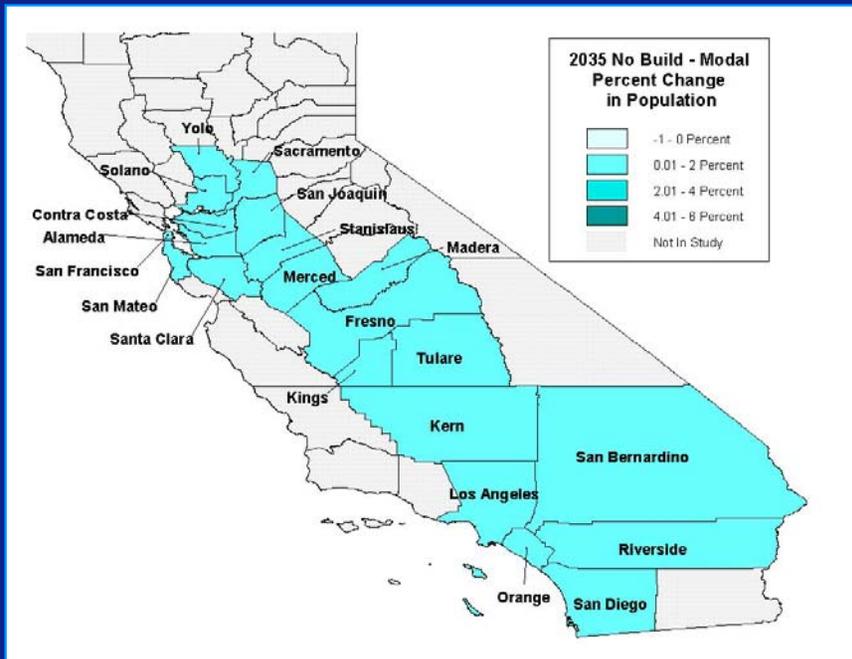


Population Growth Year 2002 to 2035 No-Project

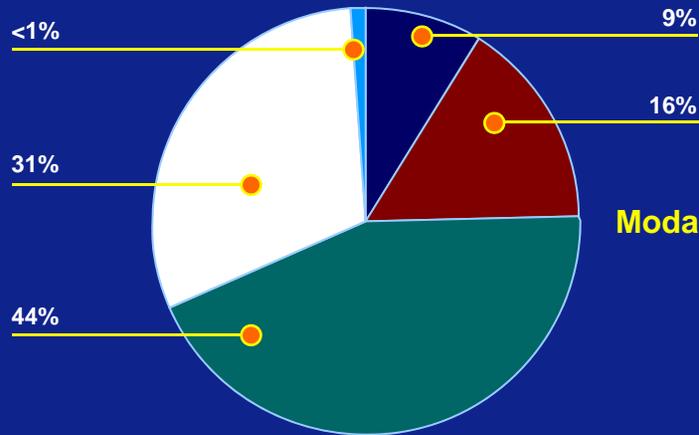


Population Growth

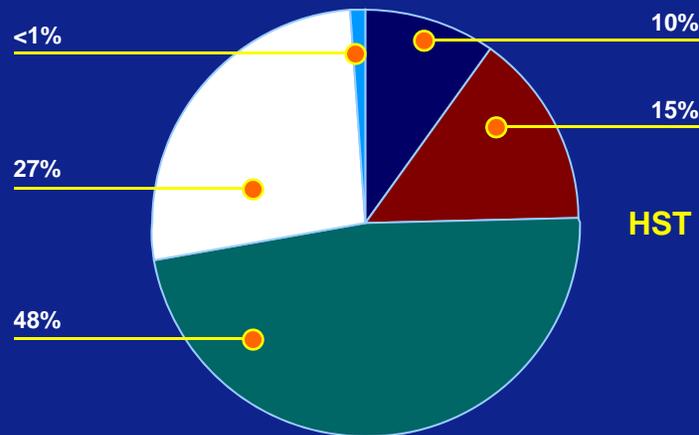
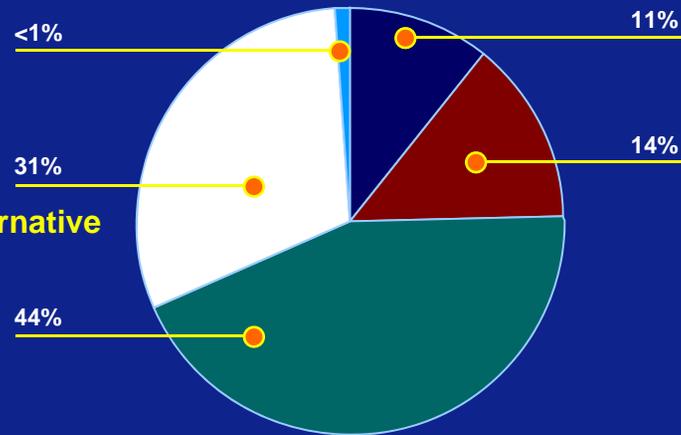
Year 2035 Modal and HST Alternatives



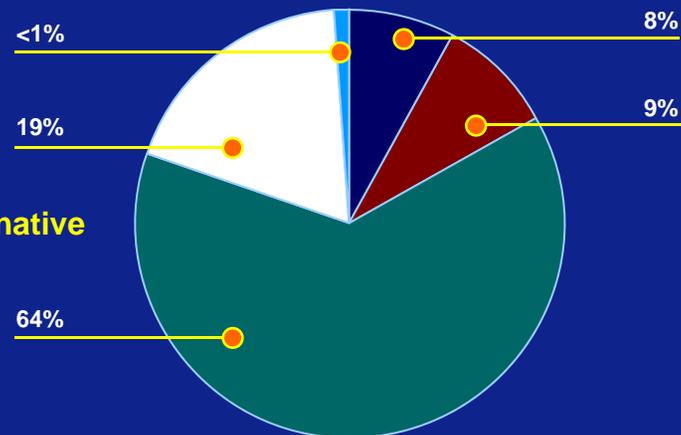
Nature of Incremental Employment Growth



Modal Alternative



HST Alternative



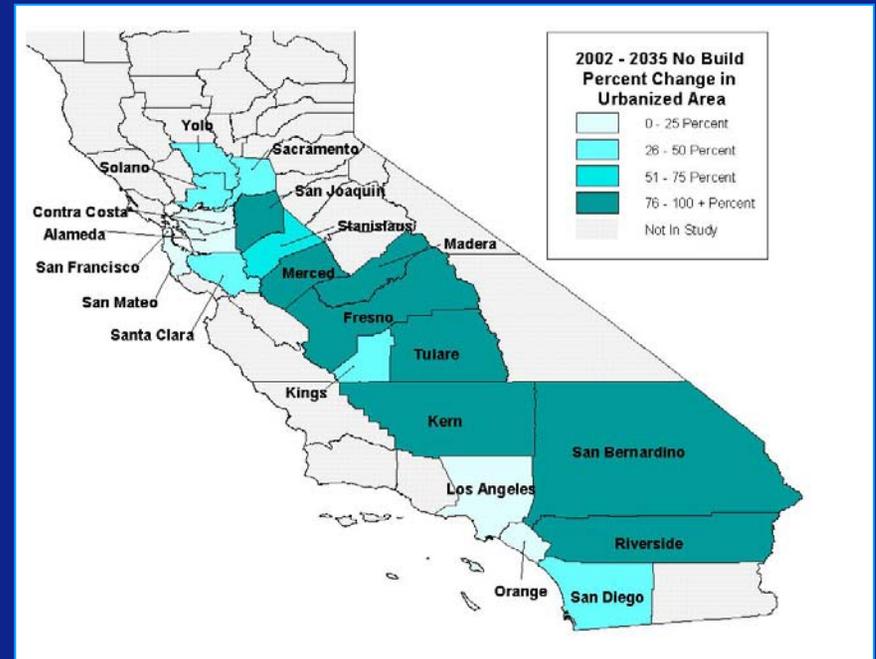
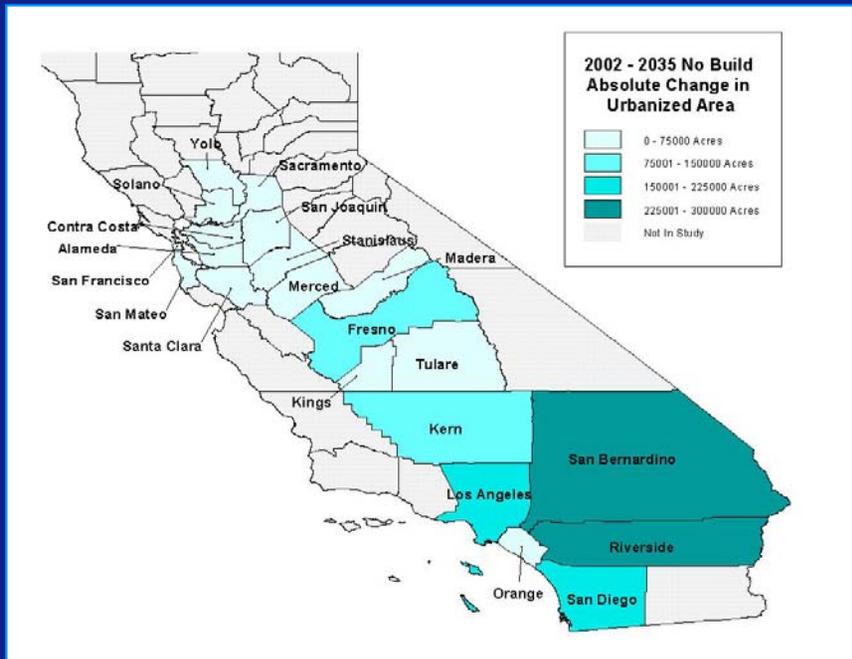
Statewide

Northern Central Valley

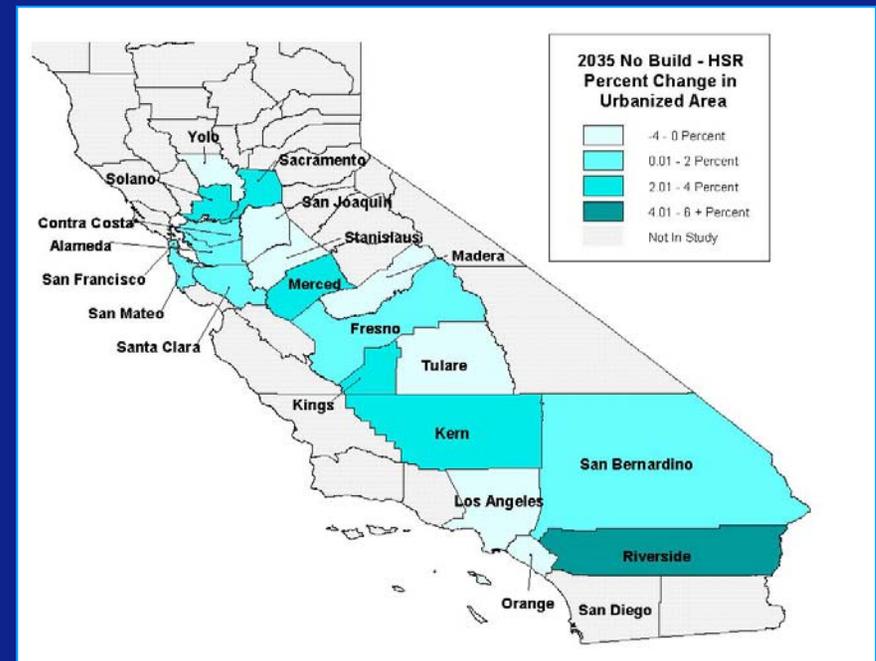
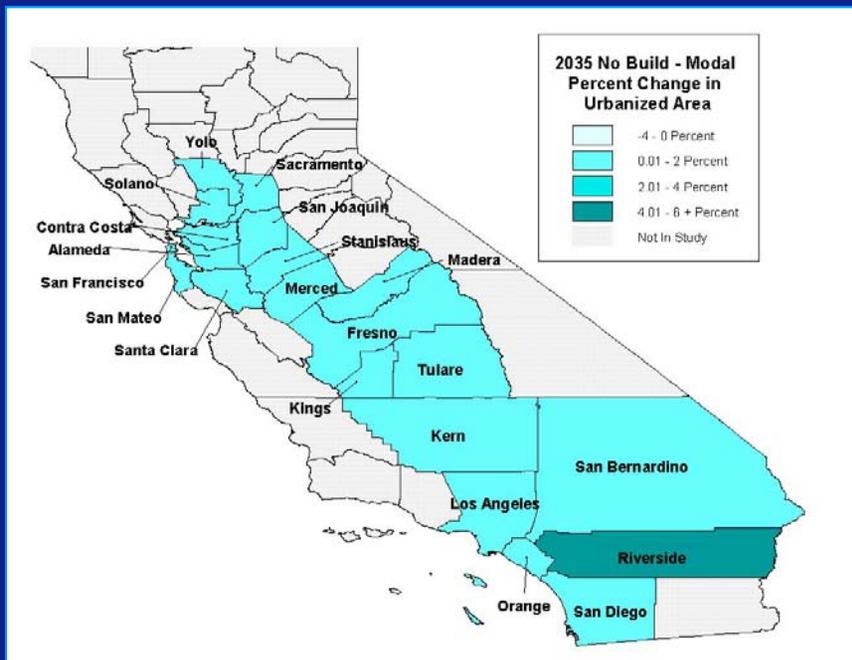
Employment growth is for years 2002 to 2035

Urbanized Area

Year 2002 to 2035 No-Project



Urbanized Area Year 2035 Modal and HST Alternatives



HST Alignment and Station Options

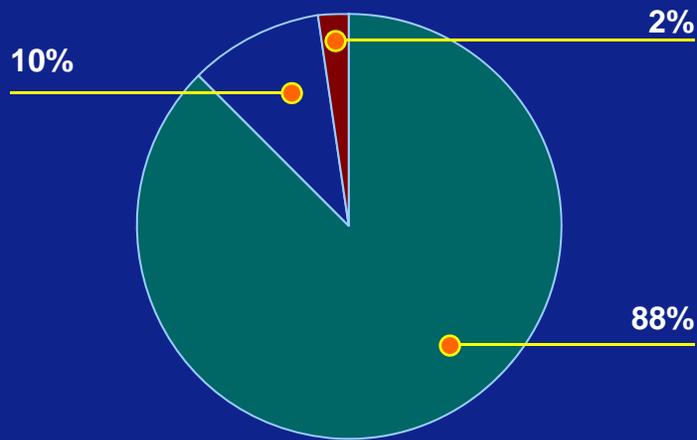
- **Station location**
 - **Moderate effect in San Diego**
 - **Smaller effect in Central Valley**

- **Antelope Valley growth**
 - **Some increase with HST Alternative**
 - **Some additional increase with Palmdale alignment**

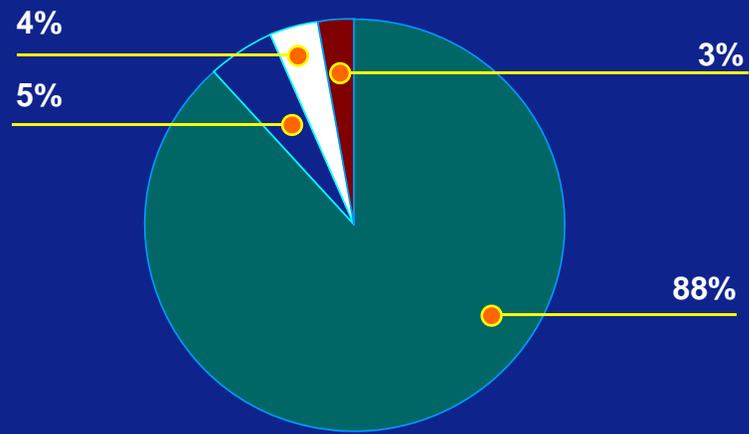
- **Northern Central Valley**
 - **No difference between Pacheco Pass and Diablo Direct**
 - **Long distance commutes**

Long Distance Commutes

Components of Growth for Merced County



Population Growth
(Year 2002 to 2035)



Employment Growth
(Year 2002 to 2035)

- Included in No-Project
- HST - Intra-regional Shift
- HST - Transfer from Other Region or State

- Included in No-Project
- HST - Intra-regional Shift
- HST - Business Attraction (out-of-state)
- HST - Business Expansion and Transfer

Key Findings

- **Robust growth – no significant statewide differences**
- **Financing effect for Modal Alternative**
- **Small differences in a few counties**
- **Nature of employment growth**
- **Potential for limiting land consumption**

Development Efficiency

	No-Project Alternative	Modal Alternative	HST Alternative
Land Consumption (thousands of acres)	1,505	1,570	1,501
Job Growth (000)	9,085	9,328	9,529
Population Growth (000)	19,408	19,771	20,099
Acres Consumed per New Job and Resident	0.0528	0.0540	0.0507
“Efficiency Gain” Relative to No-Project Alternative	–	-2.3%	+4.0%

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