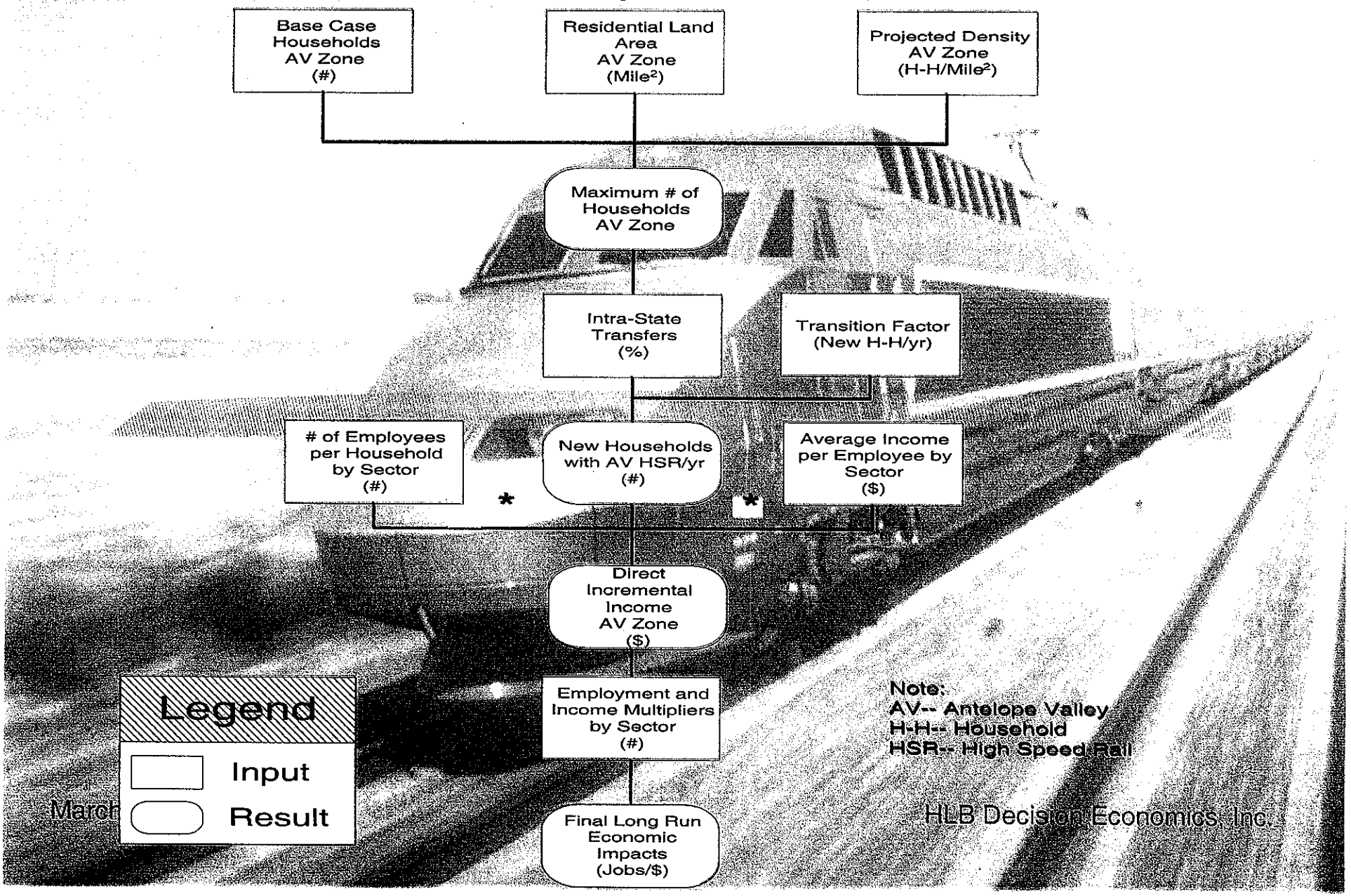
Economic Impacts

Factors contributing to the estimation of these impacts:

- **Population Growth,**
- **Residential and Industrial Growth,**
- **Regional Density,**
- **Estimated HSR Ridership to and from the AV,**
- **Employment Growth by Sector,**
- **Regional Economic Multiplier,**
- **Productivity Factors, and**
- **Development Timing**

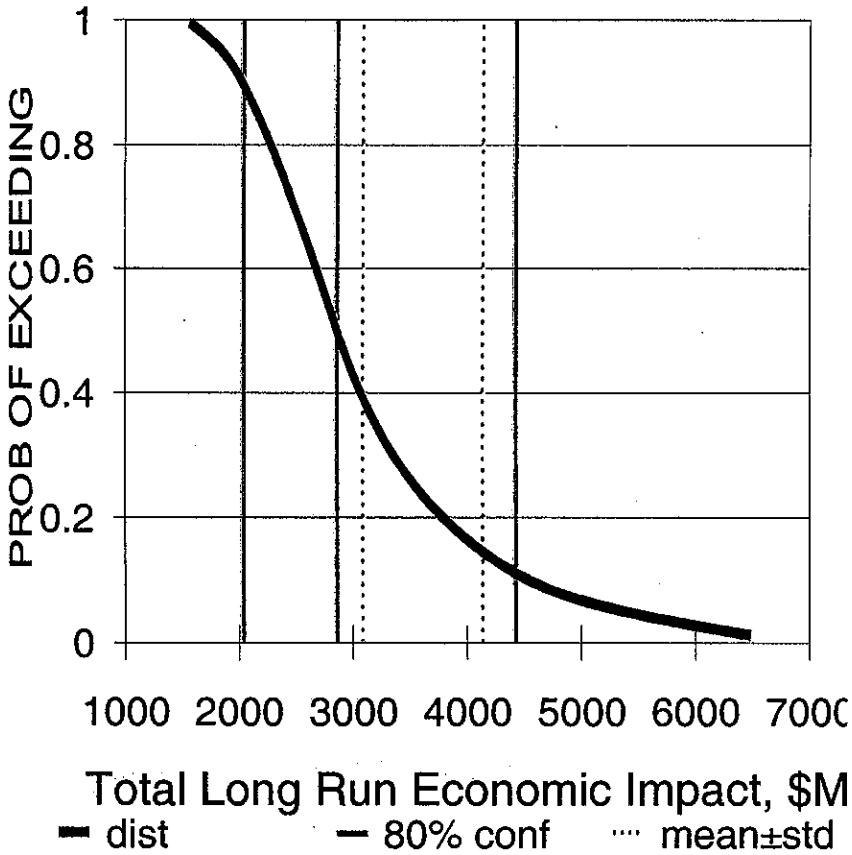
Economic Impact Estimation

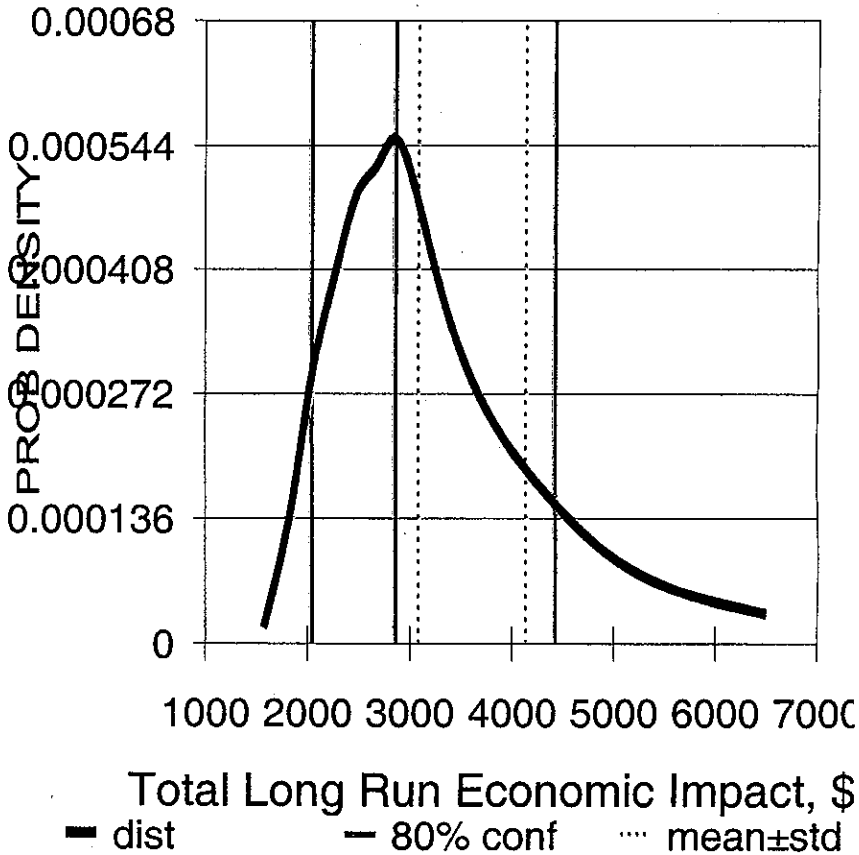


Economic Impacts Estimates

	Most Likely Value	80% Confidence Interval	
		Lower Bound	Upper Bound
Total Long Run Jobs	38,603	26,478	53,130
Total Long Run Direct Jobs	20,836	14,284	28,673
Total Long Run Indirect and Induced Jobs	17,766	12,165	24,581
Total Long Run Earnings, $Million	$2,033	$1,334	$2,912
Total Long Run Direct Earnings, $Million	$1,073	$706	$1,536
Total Long Run Indirect & Induced Earnings, $Million	$960	$889	$1,380
Incremental New Area House[illegible]	17,267	12,116	23,848
Total Long Run In[illegible]	**$3,096**	**$2,042**	**$4,424**

Economic Impacts Estimates





Benefits and Cost of The Antelope Valley Alignment

Ridership Estimates Were Adjusted for:

- **Average speed along the Tehachapi crossing; there is more uncertainty in the average speed estimate for the Grapevine Pass alternative.**
- **Travel time elasticity of demand: the elasticity of demand appears to be too large based on more judicious elasticity estimates that reflect recent empirical findings.**
- **Palmdale-station effect, access time and long-run development: the presence of a station in the City of Palmdale would reduce access-time for a large and growing portion of the L.A. county population.**

Risk Analysis of Ridership Projections, 2017 to 2050

	Median	80% Confidence Interval	
		Lower Bound	Upper Bound
Intercity Ridership (Million Trips)			
Antelope Valley	1,414	1,356	1,478
Grapevine Pass (5%)	1,350	1,311	1,376
Express Commuter Ridership (Million Trips) *			
Antelope Valley	728	698	757
Grapevine Pass (5%)	673	654	686

** Assuming the necessary investment expenditures, i.e. the expenditures required to offered express commuter services as described in Charles River Associates Inc. "Ridership and Revenue Analysis for High Speed Ground Transportation in California, Task 6 Report: Express Commuter Ridership and Revenue Forecasts on HSR Alignments," June 1999, are completed.*

Intercity Travel HSR User Benefits, Most Likely Value

	Antelope Valley	Grapevine Pass
Intercity Passenger Revenue	$9,995	$9,651
User Benefits		
Travel time savings		
Business	$4,181	$4,226
Non-Business	$2,561	$2,589
Total	$6,741	$6,815
Safety savings		
Business	$519	$480
Non-Business	$864	$798
Total	$1,383	$1,278
Quality of Service		
Business	$178	$160
Non-Business	$297	$266
Total	$475	$426
Total Benefits to HSR Intercity Travelers	$8,642	$8,519