Urban Travel, HSR User Benefits, Most Likely Value

User Benefits	Antelope Valley	Grapevine Pass
Travel time savings	$276	$253
Safety savings	$52	$48
Quality of Service	$17	$16
Total Benefits to HSR Urban Travelers	**$345**	**$317**

All estimates in Present Value, 1999 Dollars

Freight, HSR User Benefits, Most Likely Value

User Benefits	Antelope Valley	Grapevine Pass
Cost / Time savings	$5,824	$5,220
Quality of Service	$2,330	$2,088
Total Benefits to HSR Freight Shippers	**$8,154**	**$7,308**

All estimates in Present Value, 1999 Dollars

Intercity Travel, Non HSR User Benefits, Most Likely Value

Non HSR-User Benefits		Antelope Valley	Grapevine Pass
Benefits to Highway Users			
Travel time savings	Business	$1,031	$971
	Non-Business	$2,728	$2,569
	Total	$3,759	$3,540
Safety savings	Business	$134	$129
	Non-Business	$673	$651
	Total	$806	$780
Total Benefits to Highway Users		**$4,566**	**$4,320**
Benefits to Air Travelers			
Travel time savings	Business	$6,720	$6,415
	Non-Business	$1,413	$1,349
	Total	$8,133	$7,765
Aircraft operating cost savings	Business	$2,239	$2,141
	Non-Business	$2,239	$2,141
	Total	$4,477	$4,283
Total Benefits to Air Travelers		**$12,611**	**$12,048**
Environmental Benefits		**$107**	**$103**
Total Non HSR User Benefits (Intercity Travel)		**$17,283**	**$16,471**

Urban Travel, Non HSR User Benefits, Most Likely Value

Non HSR-User Benefits	Antelope Valley	Grapevine Pass
Benefits to Highway Users		
Travel time savings	$9,659	$8,822
Safety savings	$355	$326
Total Benefits to Highway Users	$10,015	$9,149
Environmental Benefits *	$47	$43
Total Non HSR-User Benefits (Urban Travel)	**$10,062**	**$9,192**

** Associated with Urban Travel*

Capital Cost Estimates

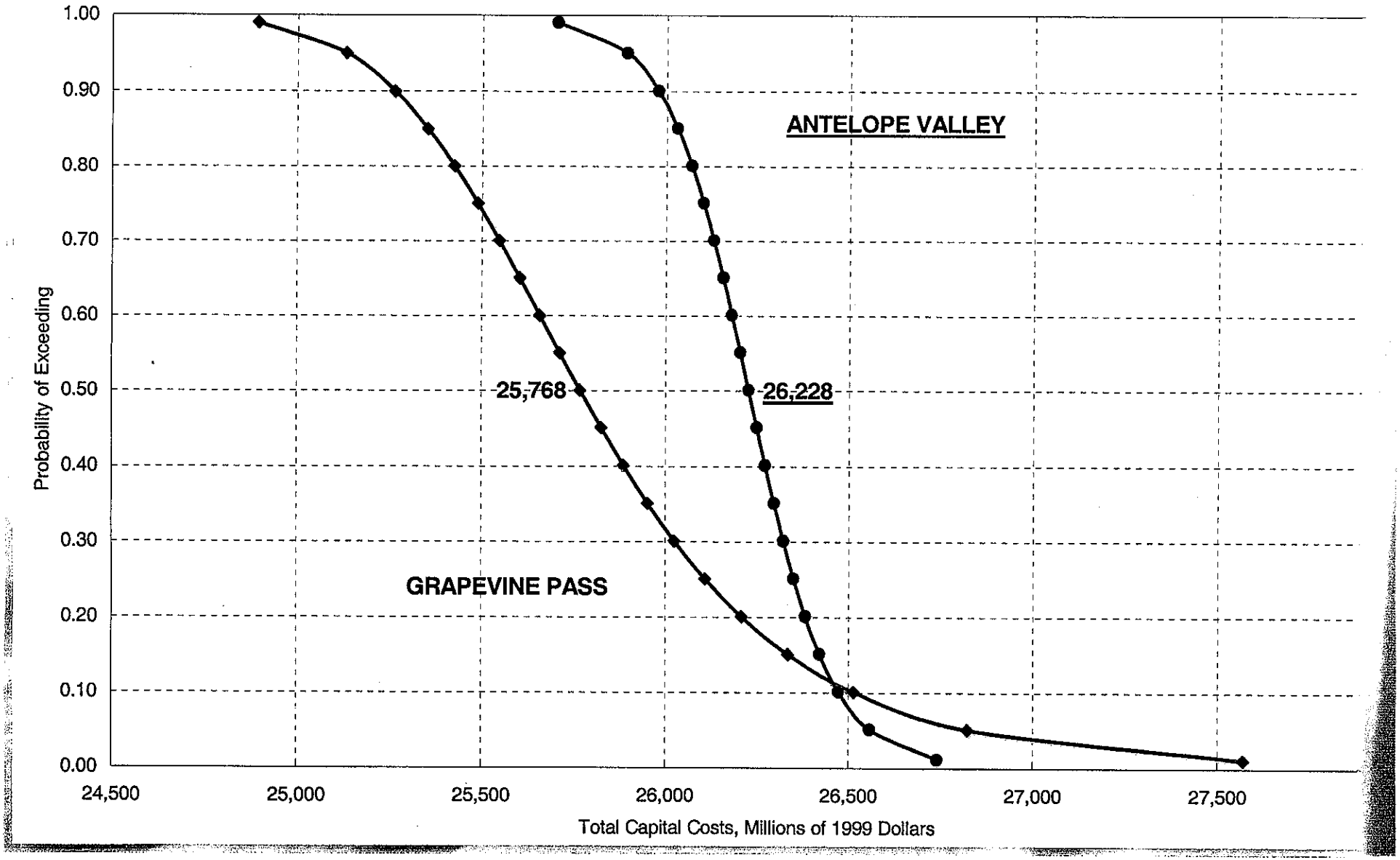
Capital Cost Risk Factors:

- **Gradient Issues**
- **Tunneling Issues**
- **Environmental Issues**

A lot	Median	80% Confidence Interval	
		Lower Bound	Upper Bound
Antelope Valley Alignment	27,310	26,431	28,309
Grapevine Pass Alignment	25,607	25,012	26,025
Percentage Difference	6.7%	5.7%	8.8%
Is the Difference Statistically Significant?	Yes		

Based on a normal interval of fluctuation [illegible] plus/minus two standard deviation.

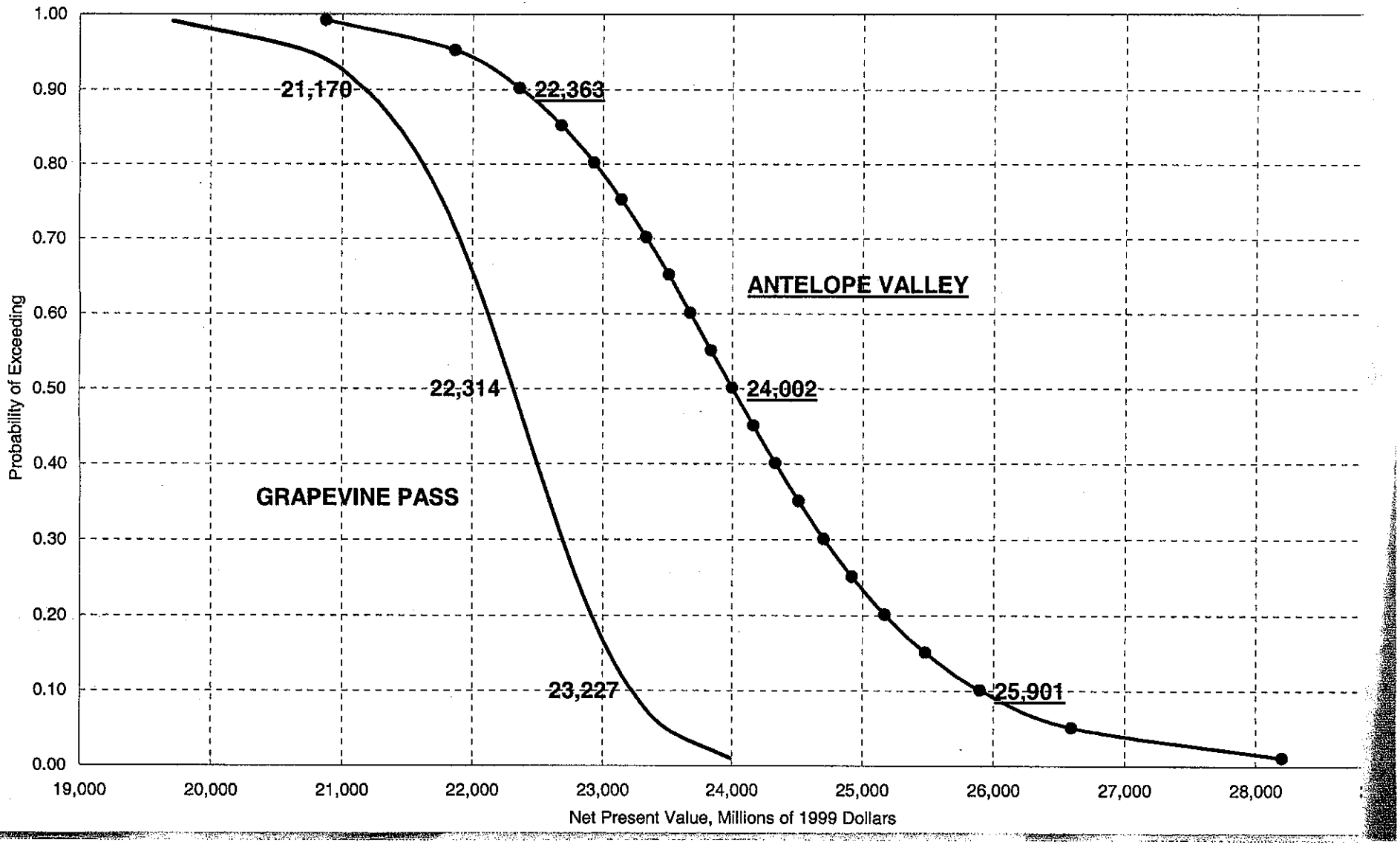
Capital Cost Risk
Antelope Valley vs. Grapevine Pass



Tests for Decision Making

Criteria		Median Estimate	80% Confidence Interval Lower Bound	80% Confidence Interval Upper Bound
Net Present Value	Antelope Valley Alignment	24,002	22,363	25,901
	Grapevine Pass Alignment (5%)	22,314	21,170	23,227
	Percentage Difference	7.60%	5.60%	11.50%
	Is the Difference Statistically Significant?	Yes		
Benefit Cost Ratio	Antelope Valley Alignment	2.08	2	2.16
	Grapevine Pass Alignment (5%)	2.03	1.96	2.08
	Percentage Difference	2.50%	2.10%	3.90%
	Is the Difference Statistically Significant?	No		
Internal Rate of Return	Antelope Valley Alignment	8.81%	8.58%	9.05%
	Grapevine Pass Alignment (5%)	8.73%	8.49%	8.93%
	Percentage Difference	0.80%	1.10%	1.30%
	Is the Difference Statistically Significant?	No		

Net Present Value Estimates, Antelope Valley vs. Grapevine Pass



Summary of Findings

	Antelope Valley	Grapevine Pass	Difference
BENEFITS			
Passenger Revenue [1]	$9,995	$9,651	$344
User Benefits	$8,987	$8,835	$152
Nonuser Benefits			
To Intercity Travelers [3]	$17,283	$16,471	$812
To Urban Travelers [4]	$10,062	$9,192	$870
Subtotal Nonuser Benefits	$27,344	$25,662	$1,682
Total Benefits	$46,327	$44,149	$2,178
COSTS			
Capital Costs	-$15,928	-$15,443	-$485
Operating and Maintenance Costs	-$6,329	-$6,015	-$314
Total Costs [6]	-$22,257	-$21,458	-$798
PROJECT EVALUATION			
Net Present Value	$24,070	$22,690	$1,380
Benefit/Cost Ratio	2.08	2.06	0.02
Internal Rate of Return	8.8%	8.8%	0.01%

Why The Antelope Valley Alignment ?

	Antelope Valley	Grapevine Pass	Difference
Passenger Revenue	$9,995	$9,651	$344
Total User Benefits	$8,987	$8,835	$152
Total Nonuser Benefits	$27,344	$25,662	$1,682
Total Benefits	$46,327	$44,149	$2,178
Total Costs	-$22,257	-$21,458	-$485
Net Present Value	$24,070	$22,690	$1,380
Long Run Economic Development due to the Antelope Valley alignment	$818	$0	$818

March 1, 2000

HLB Decision Economics, Inc.

City of Los Angeles

CITY HALL
[illegible]
[illegible]

OFFICE OF THE MAYOR

July 15, 1999

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Attention: Michael E. Tennenbaum, Chairman

Dear Mr. Tennenbaum:

I am writing to urge the California High Speed Rail Authority to include the p[illegible] Palmdale Airport in the Antelope Valley. It is my understanding that the cu[illegible] recommendation would eliminate this vital multi-modal connection.

As you know, the 17,000 acre Palmdale Airport is an integral part of [illegible] solution to Los Angeles' air transportation needs. Should a statewide high speed ra[illegible] built and operated, it imperative that such a service integrate with major transportatio[illegible]ers in Los Angeles, including the Palmdale airport.

The Palmdale Airport stop is critical to making the high speed rail line viable in Los Angeles and an effective part of our multi-modal transportation system. Any high speed rail alignment must serve the Palmdale Airport. I urge you in the strongest terms possible to re-instate the planned stop at the Palmdale Airport in the Antelope Valley.

Sincerely,

Richard J. Riordan
Mayor

The Palmdale Airport stop is critical to making the high speed rail line viable in Los Angeles and an effective part of our multi-modal transportation system

RESOLUTION

SPECIAL

WHEREAS, on Tuesday, July 20, 1999, the California High Speed Rail Authority will make its final decision on the route of the proposed High Speed Rail connecting California's major regions. The critical issue for the City of Los Angeles is the route through the Southern California region; and

[illegible]stponed consideration of

[illegible]outhern California
[illegible]edented levels of

[illegible] Airport as a major

[illegible]s of the entire Los
[illegible] viable alternative to
[illegible] growth of air commerce; and

WHEREAS, the current lack of transportation infrastructure in the Palmdale area has impeded efforts to develop the local airport and as a result many Antelope Valley residents are forced to drive across the congested Southern California region to overcrowded airports seeking service to destinations within the State or connecting to national and international flights; and

WHEREAS, without a Palmdale station, the High Speed Rail Project's contribution to the Southern California transportation system will be significantly reduced and its political support will be seriously eroded;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this resolution, the City of Los Angeles strongly urges the California High Speed Rail Authority to adopt a route which includes a station at Palmdale.

RICHARD J. RIORDAN
Mayor

PRESENTED BY: RUTH GALANTER
Councilmember, 6th District

SECONDED BY: [illegible]

July 16, 1999