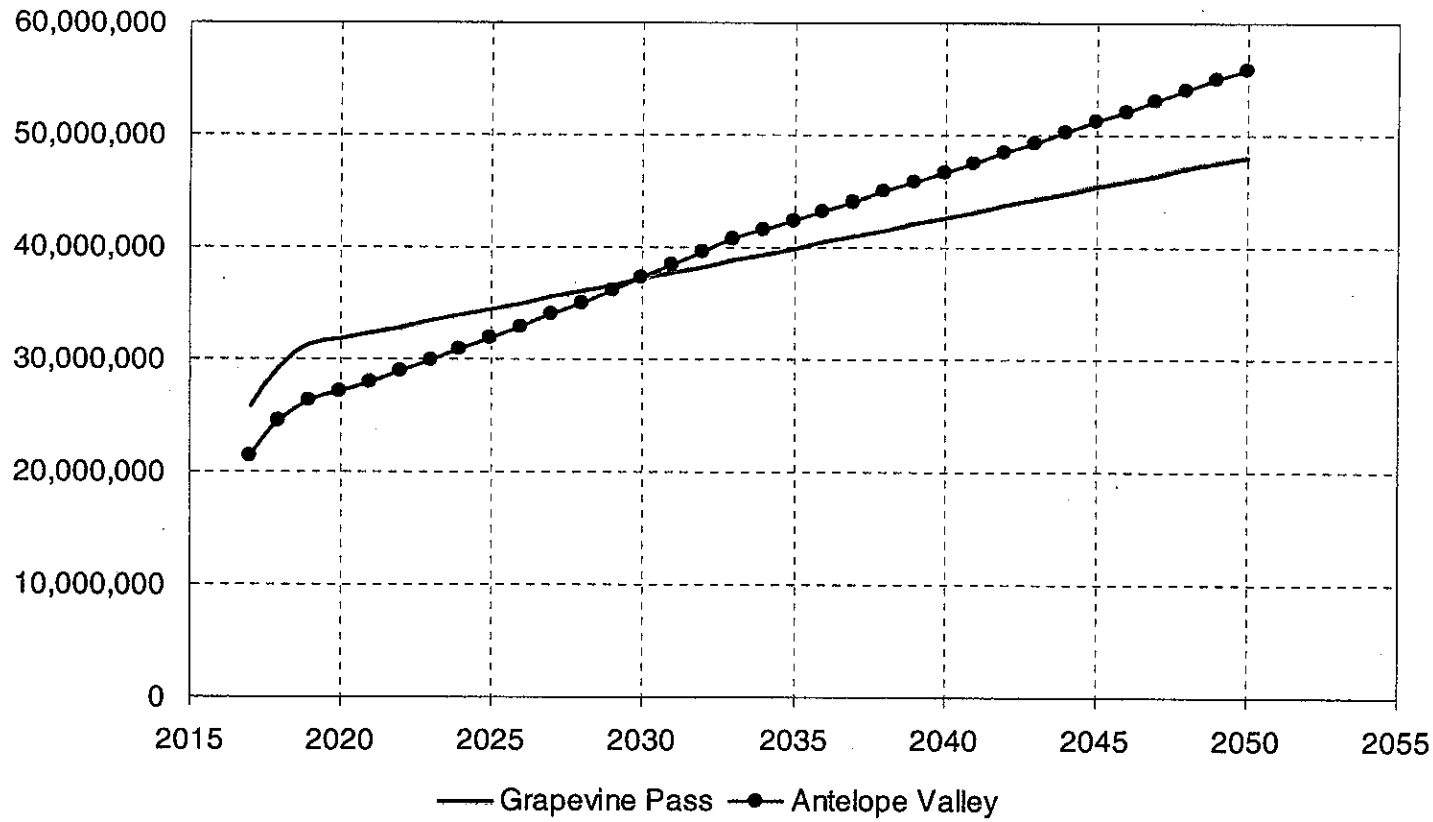
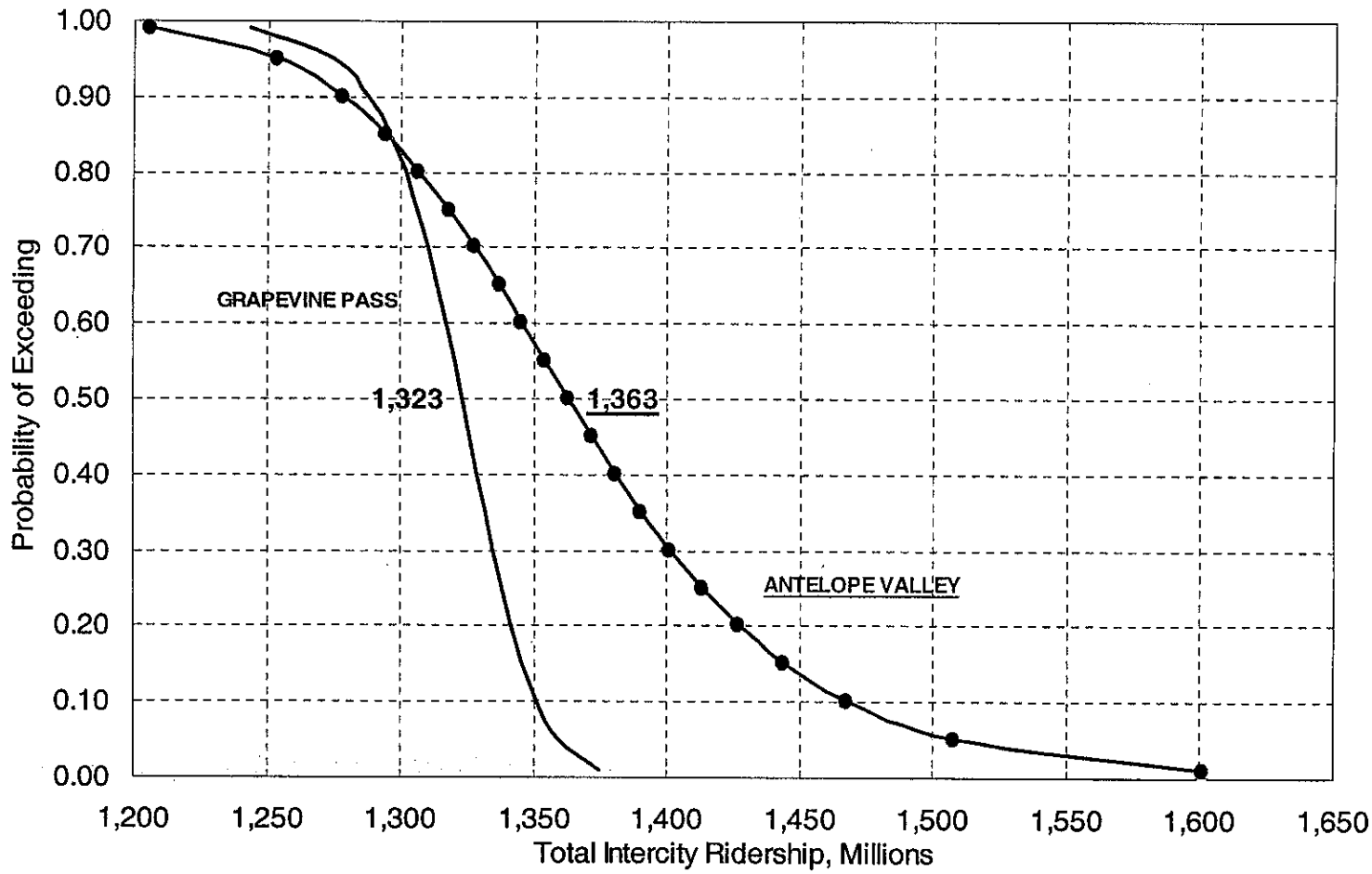
# Ridership and Revenue

- Trade-off between length and accessibility key to maximizing ridership and revenue
  - Antelope Valley 6-9 minute longer LA/SF travel time (5% of total)
  - Antelope Valley provides access to >700,000 higher life-cycle population and related high-tech employment
  - Average schedule variance obscures base time difference
- Net Result: Antelope Valley option results in higher cumulative ridership and revenue (discounted and undiscounted basis)

# Projected Ridership -- Antelope Valley and Grapevine Alternatives



# Risk Analysis of Cumulative Intercity Ridership



# Economic Integration

**"...is the extent to which the high-speed rail investment will complement, support, and reinforce other public and private investments in transportation, manufacturing, and services."**

# Economic Integration

## The Antelope Valley option will provide:

- Greater intermodal connectivity (Palmdale Regional Airport)
- Greater access to and support of key industrial resources (Plant 42, Edwards AFB, etc.)
- More than $550 million in aggregate net new economic stimulus over project life-cycle

# Economic Viability (Net Benefits)

**The Antelope Valley option offers the best chance for maximizing net project benefits:**

- **Will generate $23.5 billion in economic benefit over and above capital and operating expenses**
- **Will generate $0.9 billion more than the Grapevine option**

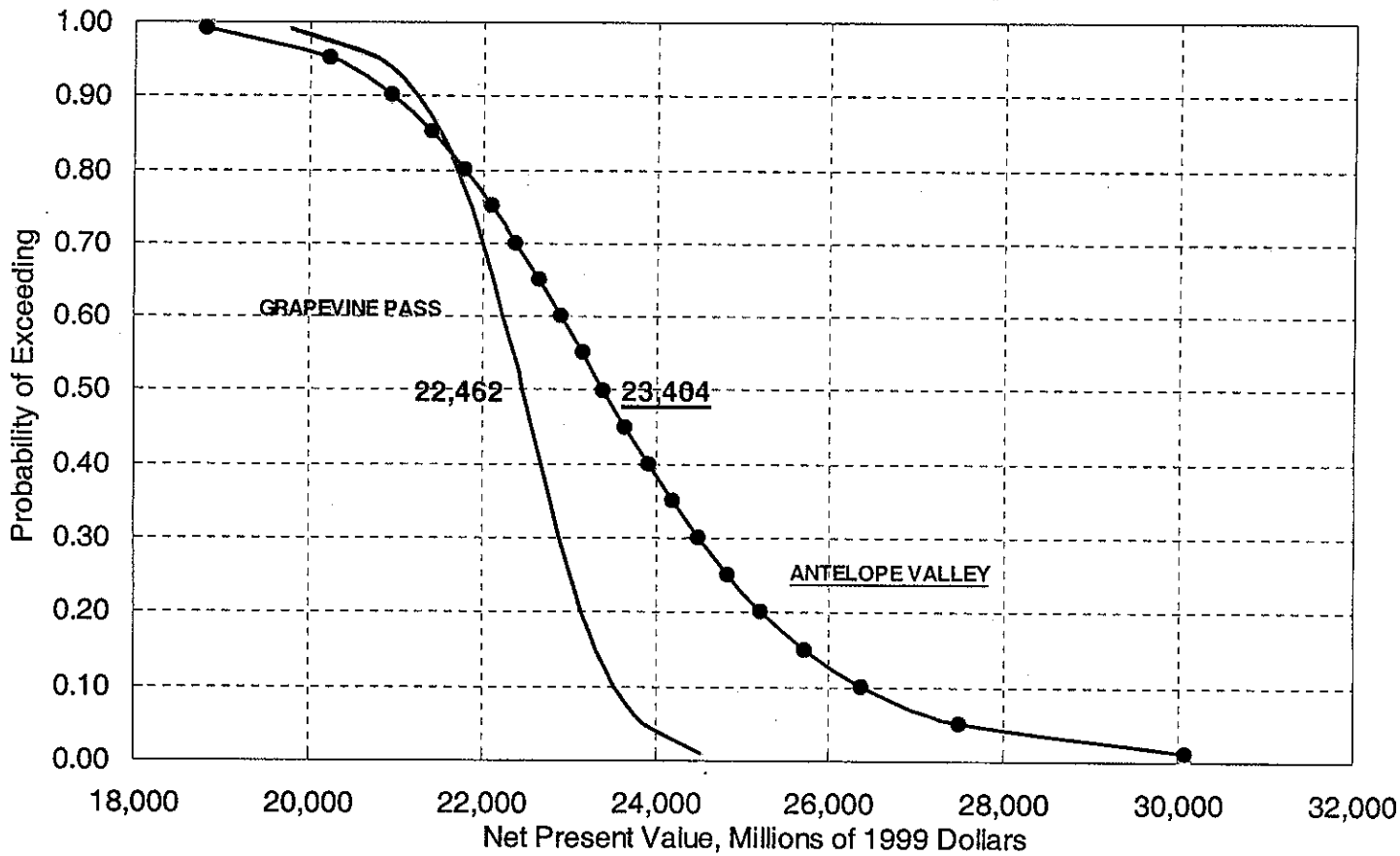
# Comparative Evaluation of Alternative Alignments

| | Antelope Valley | Grapevine | Difference (1) |
|---|---|---|---|
| Passenger Revenue (2) | $9,686 | $9,651 | $35 |
| Total User Benefits | $8,814 | $8,835 | ($21) |
| Total Nonuser Benefits | $27,303 | $25,662 | $1,640 |
| Total Benefits | $45,802 | $44,149 | $1,654 |
| Total Costs (3) | ($22,257) | ($21,458) | ($799) |
| **Net Present Value** | **$23,545** | **$22,690** | **$855** |
| **80% Confidence Interval** | | | |
| Lower Bound | $ 20,948 | $ 21,245 | $ (297) |
| Upper Bound | $ 26,373 | $ 23,530 | $ 2,844 |

NOTE: All figures are discounted 1999 present values in millions

(1) Antelope Valley less Grapevine

(2) Does not include revenue from express commuter services

(3) Does not include cost of providing express commuter services

# Risk Analysis of Net Economic Benefits