

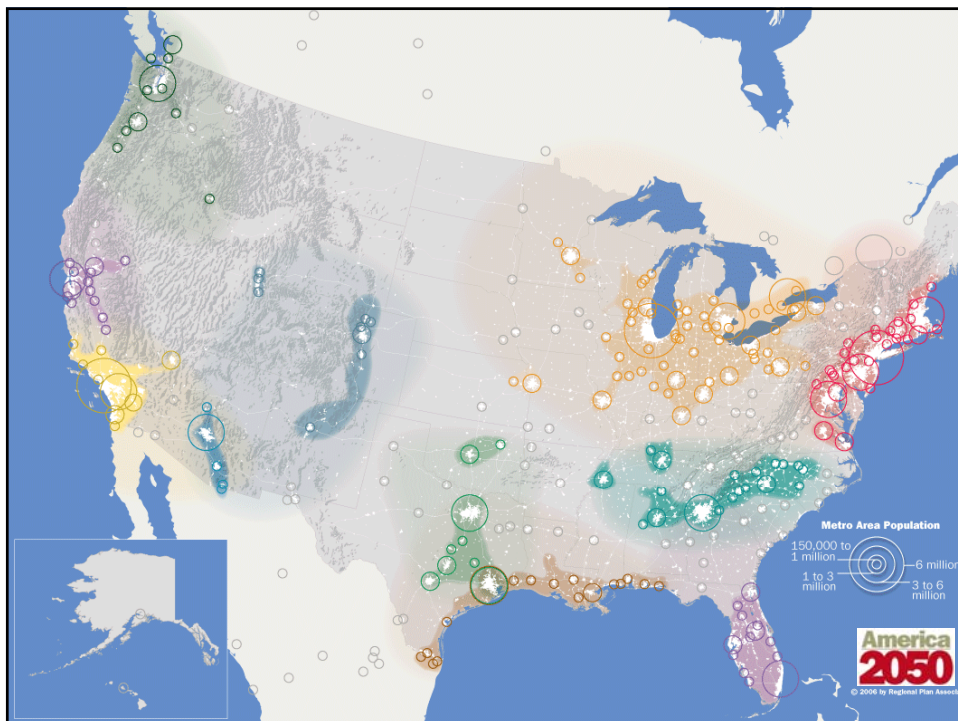


High-Speed Rail: Realizing the Potential of Megaregion Economies

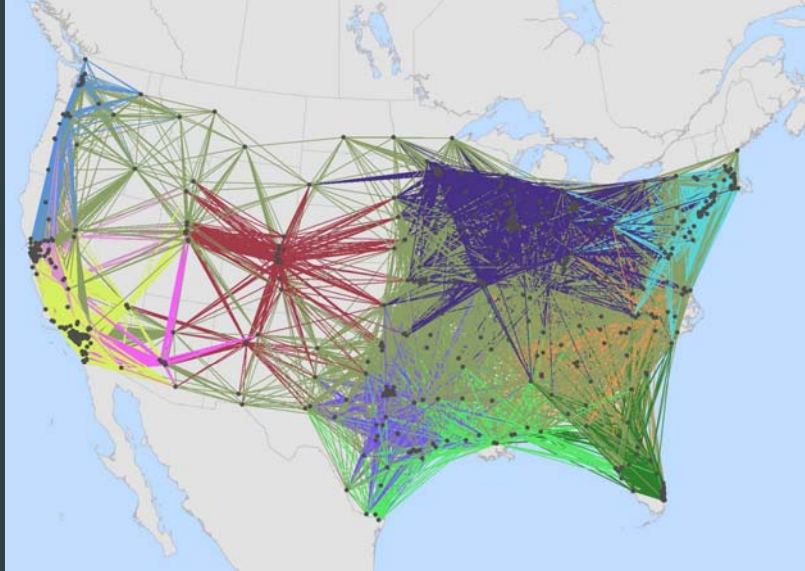
Petra Todorovich
Director, America 2050
Regional Plan Association

May 4, 2010
Rayburn House Office Building

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Where High-Speed Rail Works Best



www.America2050.org

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Where High-Speed Rail Works Best

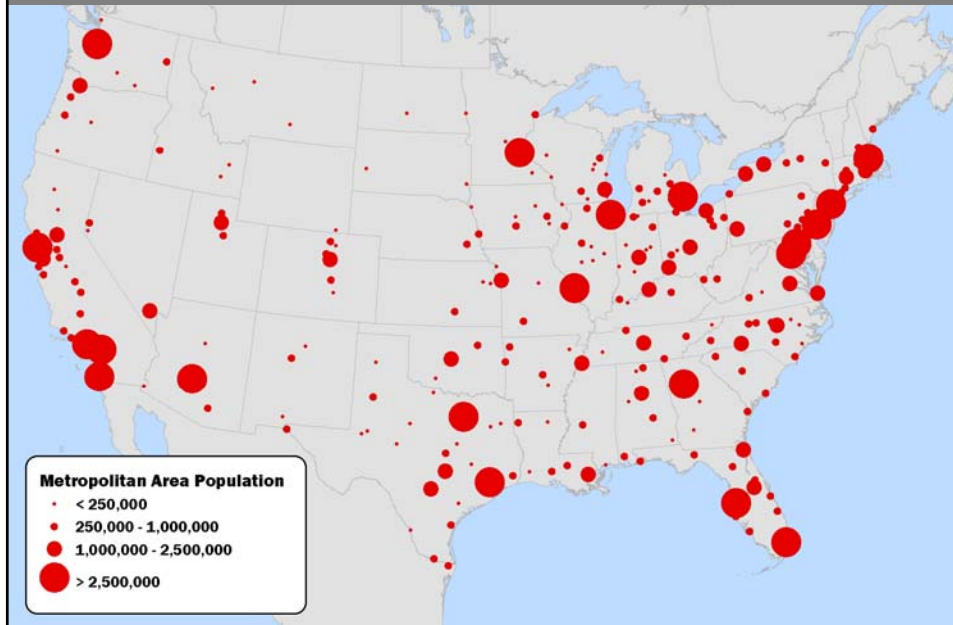


www.America2050.org

- Population
- Distance
- Transit connections
- Economic productivity
- Congestion
- In a megaregion

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Metro Area Population



Top 40 Population Centers (10 Mile buffer)

New York	7,318,733
Los Angeles	3,539,479
Chicago	2,679,559
Philadelphia	2,071,586
Washington	1,856,767
Boston	1,698,328
Miami	1,668,855
Las Vegas	1,499,208
Houston	1,473,189
San Jose	1,465,661
Denver	1,390,727
Phoenix	1,375,409
Detroit	1,344,155
San Francisco	1,284,613
Baltimore	1,269,746
Minneapolis	1,200,827
Dallas	1,181,947
Portland	1,161,880
Atlanta	1,086,245
Riverside	1,020,138

San Diego	1,019,025
San Antonio	1,010,456
Seattle	962,684
Milwaukee	922,468
Orlando	902,023
Columbus	898,083
Pittsburgh	897,058
Cleveland	859,527
Sacramento	838,999
Saint Louis	821,741
Cincinnati	817,328
Kansas City	763,394
Indianapolis	762,971
Austin	750,989
Tucson	723,509
Tampa	719,958
Salt Lake City	702,254
Providence	686,381
Charlotte	674,624
New Orleans	650,127

Top 20 Population & Employment Centers (2 Mile Buffer)

Top 20 Population Centers (2 Mile Buffer)

New York	524,767
San Francisco	342,881
Philadelphia	220,662
Baltimore	172,945
Boston	171,078
Los Angeles	156,656
Chicago	143,311
Washington	141,811
Las Vegas	124,305
Providence	123,098
Rochester	111,881
San Jose	111,775
Minneapolis	108,490
Trenton	107,669
Miami	102,068
Hartford	96,718
Denver	95,312
Milwaukee	95,064
Oxnard	94,108
Seattle	93,975

Top 20 Employment Centers (2 Mile Buffer)

New York	1,667,072
Chicago	554,112
Boston	448,756
San Francisco	426,200
Washington	302,458
Philadelphia	234,859
Seattle	221,104
Los Angeles	189,991
Minneapolis	188,303
Pittsburgh	154,522
Baltimore	151,124
Portland	150,459
Denver	142,586
Houston	135,670
Dallas	133,401
Milwaukee	122,368
Saint Louis	111,298
New Orleans	102,051
Kansas City	101,308
Birmingham	90,729

Trip Distance

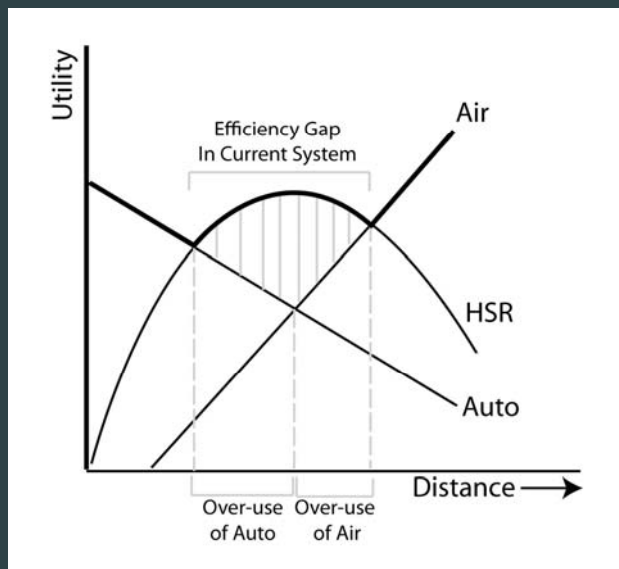
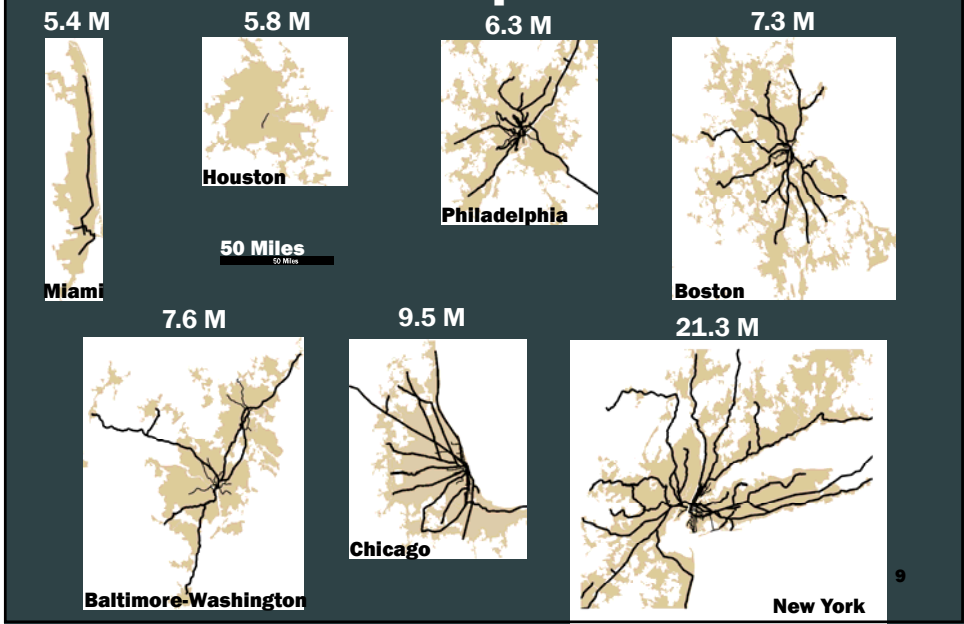


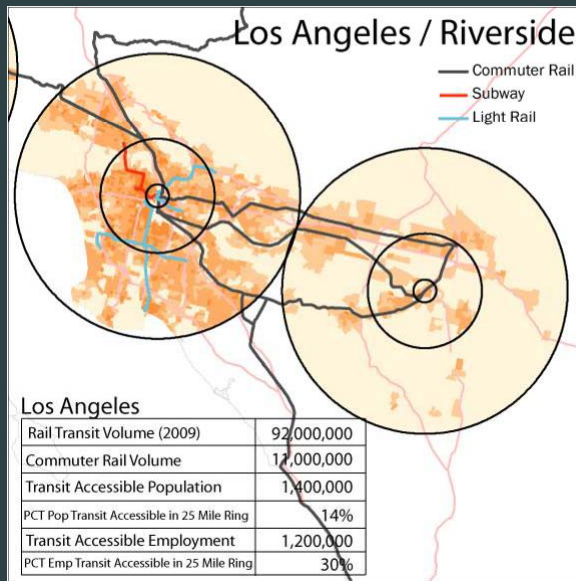
Image: Yoav Hagler

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Extent of Transit System & Metro Population



Los Angeles – Transit Volumes



Houston – Transit Volumes

Houston

- Light Rail
- Major Highway
- Existing Amtrak Network

Rail Transit Volume (2009)	11,400,000
Commuter Rail Volume	0
Transit Accessible Population	60,000
PCT Pop Transit Accessible in 25 Mile Ring	1.4%
Transit Accessible Employment	220,000
PCT Emp Transit Accessible in 25 Mile Ring	11%

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New York – Transit Volumes

New York

- Commuter Rail
- NYC Subway / SIRR
- Light Rail
- Major Highway
- Existing Amtrak Network

Rail Transit Volume (2009)	2.4 Billion
Commuter Rail Volume	250 Million
Transit Accessible Population	7,300,000
PCT Pop Transit Accessible in 25 Mile Ring	52%
Transit Accessible Employment	3,800,000
PCT Emp Transit Accessible in 25 Mile Ring	60%

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Economic Productivity & Specialization

• Share of employment in service sector / knowledge industries

Per Capita GDP
San Francisco: \$69,000



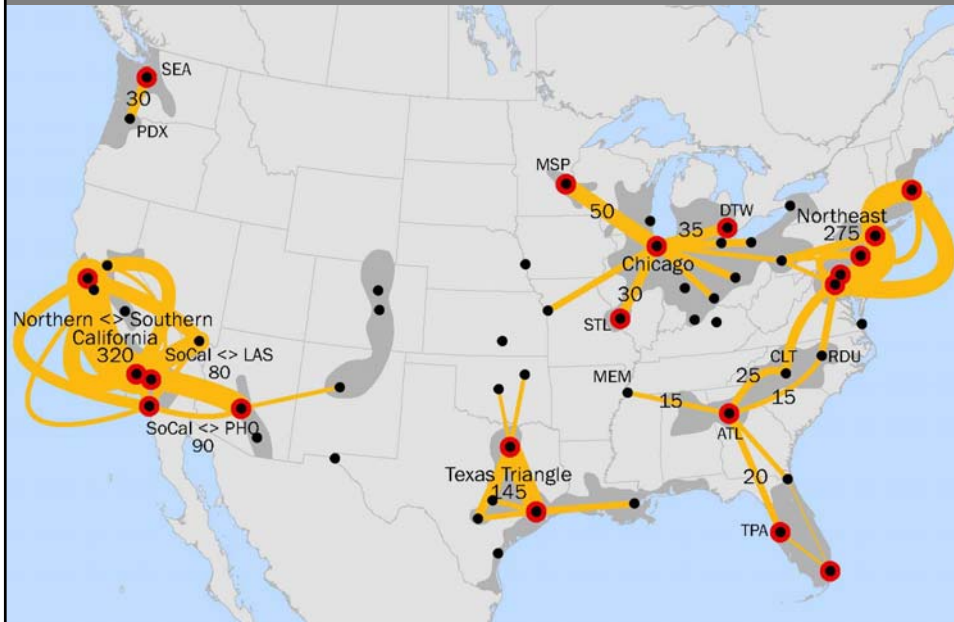
Washington DC: \$69,000



Boston: \$61,000



Flights Per Day by Megaregions



How does HSR promote economic development?

1. Boost productivity for service sector businesses

(time and money savings translates to productivity gains, higher wages)

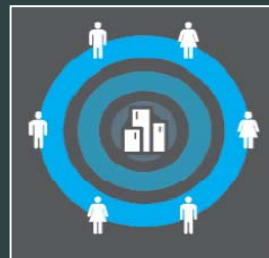


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How does HSR promote economic development?

2. Deepen labor markets for employers

3. Broaden employment pool for workers



Source: Martin Prosperity Institute,
University of Toronto

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How does HSR promote economic development?

4. Foster economic synergies among specialized industries (agglomeration economies)

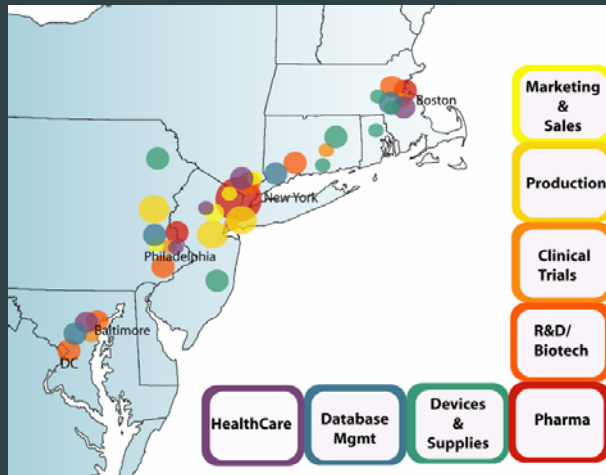


Image: U. Penn Northeast Megaregion Studio 2005 17

How does HSR promote economic development?

5. Serve as a focal point of future development
6. Make better, more efficient use of infrastructure



EuroStar Station and development, Lille, France

How does HSR promote economic development?

7. Evidence of economic benefits to smaller cities within 2 hours commuting distance of London.



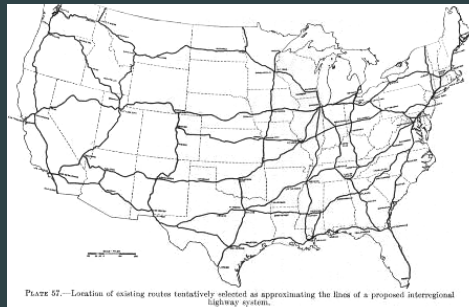
Chen and Hall (2010) "The Impacts of High-Speed Trains on British Economic Geography"

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How does HSR promote economic development?

8. Transformative effects.

"The interstate system ... fundamentally altered relationships between time, cost, and space in a manner which allowed new economic opportunities to emerge that would never have emerged under previous technologies."



National System of Interstate Highways, Public Roads Administration, 1947

Quote source: "The Economic Impact of the Interstate Highway System." NCHRP Project 20-24 (52) FY 2006

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Cautions and Caveats

- HSR in itself is not an economic development tool
- HSR benefits can be “one way street”, esp. for park and ride stations



Haute Picardie a.k.a. “beetroot station”



Lyon St. Exupery Station Image: Flickr/ VerseVend

Importance of Megaregion Coalitions

- Business Alliance for Northeast Mobility
- Coalition of chambers of commerce, civic organizations
- Pivotal role in passing PRIIA
- United support for Northeast Corridor Investments



Reception in U.S. Capitol Apr 2008



Union Station Press Conference Oct 2008

Long Term Commitment



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Special Thanks

Yoav Hagler, Associate Planner, America 2050

Frank Hebbert, Associate Planner, GIS

Lin Zeng, America 2050 Intern

Contact: Petra Todorovich, Petra@rpa.org

T: 212-253-5795

