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ALBERTA HIGH SPEED RAIL CONCEPT

FINDINGS OF ALBERTA ECONOMIC DEVELOPMENT AND TRADE (1981-1985)

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OCT 25 1985
EDMONTON

ALBERTA TRANSPORTATION
AND UTILITIES
POLICY DEVELOPMENT BRANCH
MARCH 31, 1995

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THE ALBERTA CONTEXT

- **MID-1970'S FEDERAL PROVINCIAL CORRIDOR STUDY:**
 - **CONCLUDED PASSENGER RAIL COULD BE USEFUL;**
 - **RECOMMENDED RIGHT-OF-WAY BE PROTECTED.**
- **LATE 1970'S SITUATION SUGGESTED HSR LINE BE EVALUATED:**
 - **RAPID GROWTH IN AIR, BUS AND AUTO TRAFFIC;**
 - **CONSTRAINTS ON AIR SERVICES;**
 - **SUCCESS OF FRENCH TGV.**

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Alberta Economic Development

- **CORRIDOR WAS INTERESTING DUE TO:**
 - **PERFECT ROUTE LENGTH FOR FULL DAY'S WORK IN EITHER CITY;**
 - **RELATIVELY EASY TERRAIN;**
 - **44% PUBLIC TRANSPORT SHARE – TYPICAL OF CITIES TWICE AS LARGE;**
 - **TRAVEL DEMAND THEN FORECASTED TO INCREASE 2.5% ANNUALLY;**
 - **FAST-RISING AIR FARES IN MONOPOLY SITUATION;**
 - **QUESTIONABLE JET AIRCRAFT ECONOMICS ON SUCH A ROUTE;**
 - **NOISE, CAPACITY AND OPERATIONAL PROBLEMS AT EDMONTON MUNICIPAL;**
 - **SPILT HUB PROBLEM IN EDMONTON;**
 - **ROAD CONGESTION AT ENTRANCES TO BOTH CITIES;**
 - **ALBERTA ELECTRIC RAIL EXPERTISE (LRT).**

THE PROVINCIAL STUDIES

- **APPROVAL RECEIVED IN 1981 TO UNDERTAKE MAJOR STUDY.**
- **PHASE I IDENTIFIED ROLE FOR PASSENGER RAIL, INCLUDING:**
 - **MODAL SPLIT PROJECTIONS;**
 - **TRAVEL TRENDS;**
 - **FINANCIAL ANALYSIS.**
- **PHASE II EVALUATED HSR IN THE CORRIDOR:**
 - **MODAL DEMAND;**
 - **ROUTE ASSESSMENT;**
 - **OPERATIONAL COSTS;**
 - **FINANCIAL PERFORMANCE AND ECONOMIC IMPACT.**

- **PHASE III TOOK ANALYSIS TO PRE-FEASIBILITY LEVEL:**

- **ROUTE ASSESSMENT;**
- **DOWNTOWN ACCESS;**
- **FACILITIES;**
- **ROLLING STOCK;**
- **FINANCIAL AND ECONOMIC EVALUATION.**

- **MARKETING FEATURES:**

- **ON-BOARD FOOD AND BEVERAGE SERVICE;**
- **BUSINESS AND ECONOMY SEATING;**
- **MULTIPLE FARE SYSTEMS;**
- **TIED INTO LRT SYSTEMS;**
- **COMPUTERIZED BOOKINGS.**

THE HIGH SPEED RAIL SERVICE

- **OPERATING CHARACTERISTICS:**

- **270-300 KM/H CRUISING SPEED;**
- **90 MINUTES, DOWNTOWN-TO-DOWNTOWN;**
- **10-14 TRAINS PER DAY IN EACH DIRECTION;**
- **CAPACITY UP TO 400 IN EACH TRAIN SET.**

- **MARKETING FEATURES:**

- **ON-BOARD FOOD AND BEVERAGE SERVICE;**
- **BUSINESS AND ECONOMY SEATING;**
- **MULTIPLE FARE SYSTEM;**
- **TIED INTO LRT SYSTEMS;**
- **COMPUTERIZED BOOKINGS.**

- **AN ENTIRELY NEW LINE:**
 - **GRADE-SEPARATED RIGHT OF WAY WEST OF HIGHWAY 2;**
 - **TWO-THIRDS SINGLE TRACK, ONE-THIRD DOUBLE TRACK;**
 - **CP RIGHTS OF WAY INTO CITIES.**

- **STOPS:**
 - **SUBURBAN STOPS IN NORTH CALGARY AND SOUTH EDMONTON;**
 - **POSSIBLE STOPS AT BOTH INTERNATIONAL AIRPORTS;**
 - **ONE POTENTIAL INTERMEDIATE STOP: RED DEER.**

- **A HIGHLY EFFICIENT SYSTEM FEATURING:**
 - **GOVERNMENT OWNS INFRASTRUCTURE, AS WITH OTHER MODES;**
 - **PRIVATE SECTOR CARRIER OWNS ROLLING STOCK, OPERATES SERVICE, AND PAYS GOVERNMENT ANNUAL FEE FOR USE OF TRACK;**
 - **MULTIMODAL DOWNTOWN STATIONS PART OF LARGE URBAN COMPLEXES;**
 - **2-PERSON OPERATING CREWS;**
 - **ON-BOARD CATERING FRANCHISED OUT;**
 - **AUTOMATED TICKET HANDLING.**
- **POTENTIAL ADDITIONAL USES:**
 - **LRT COULD SHARE RIGHT OF WAY;**
 - **PARCELS, MAIL AND LIGHT FREIGHT;**
 - **FIBRE OPTICS.**

THE MARKET

- **1981 CALGARY-EDMONTON TRAFFIC (ORIGIN-DESTINATION ONLY — LOCAL AND BEYOND TRIPS EXCLUDED):**

	TRIPS (000)	SHARE %
AUTO	1,372	56
AIR	664	27
BUS	404	16
RAIL	18	1
TOTAL	2,458	100

- **FORECASTED CORRIDOR TRAFFIC (ANNUAL ECONOMIC GROWTH 1%; TRAFFIC GROWTH 2.5%):**

YEAR	TRIPS (000,000)
1981	2.5
1992	3.4
2000	4.2
2010	5.4
2015	5.9

● **HSR TRAFFIC ESTIMATES:**

YEAR	TRIPS (000,000)	REVENUE (1983 \$ 000,000)
1992	1.2	41
2000	1.6	56
2010	2.1	72
2015	2.6	100

● **SOURCE OF HSR TRAFFIC:**

FROM	% OF HSR TRAFFIC	% OF MODE
AIR	45	75-80
BUS	20	40-45
AUTO	20	15-20
GEN.	15	—

● **SOME IMPLICATIONS:**

- **HSR SHARE OF O/D TRAFFIC EXPECTED TO BE ROUGHLY 40%;**
- **OVERALL AUTO TRAFFIC BARELY AFFECTED;**
- **AIRPORT STOPS WOULD OPEN UP "BEYOND" TRAFFIC FOR HSR.**

THE COSTS

- **BASE CASE CAPITAL COSTS (1983 \$ 000,000):**

INFRASTRUCTURE:

ROADBED 370

TRACK 454

TOTAL 824

CARRIER OPERATING ASSETS:

103

TOTAL 927

- **EXPLANATIONS:**

- **"ROADBED": RIGHT OF WAY; FENCING; STRUCTURES; SUB-BALLAST; BALLAST;**

- **"TRACK": RAILS; TIES; ELECTRIFICATION; SIGNALLING; STATIONS; DOWNTOWN ACCESS;**

- **"CARRIER OPERATING ASSETS": ROLLING STOCK; MAINTENANCE FACILITIES; WORKING CAPITAL.**

● **BASE CASE OPERATING COSTS:**

YEAR	1983 \$ (000,000)	DOLLARS
1	28	25
5	29	
10	31	101
25	34	67
		21

● BASED ON GOVERNMENT FINANCING THE INFRASTRUCTURE CARRIER THE OPERATIONAL ASSETS.

● CARRIER WOULD:
 - PROVIDE 30% OF ITS INVESTMENT THROUGH EQUITY, OTHER 70% THROUGH DEBT;
 - FUND INFRASTRUCTURE MAINTENANCE BY PAYING GOVERNMENT ANNUAL FEE.

● NOT INCLUDED: POTENTIAL REVENUE FROM PARCELS, MAIL, LIGHT FREIGHT, FIBRE OPTICS OR OTHER SOURCES.

THE FINANCIAL PROJECTIONS

- **FINANCIAL PROJECTIONS IN 1983 DOLLARS (000,000):**

	YEAR	
	1	25
GROSS REVENUE	41	101
OPERATING PROFIT	13	67
NET CASH FLOW	2	21

- **BASED ON GOVERNMENT FINANCING THE INFRASTRUCTURE — CARRIER THE OPERATIONAL ASSETS.**

- **CARRIER WOULD:**

- **PROVIDE 30% OF ITS INVESTMENT THROUGH EQUITY; OTHER 70% THROUGH DEBT;**
- **FUND INFRASTRUCTURE MAINTENANCE BY PAYING GOVERNMENT ANNUAL FEE.**

- **NOT INCLUDED: POTENTIAL REVENUE FROM PARCELS, MAIL, LIGHT FREIGHT, FIBRE OPTICS OR OTHER SOURCES.**

THE INVESTMENT ANALYSIS

- **BASED ON 25 YEARS OF OPERATION:**

● **POSITIVE OVERALL RETURN ON THE PROJECT**

	CAP. COSTS (\$000,000)	NPV (\$000,000)	REAL IRR (%)
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CARRIER:

ASSETS	103	+70	+14.9
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GOV'T:

TRACK	454	-24	+4.5
ROADBED	370	(P.I.)	(P.I.)

TTL	927	-307	+1.3
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- **"PASSIVE INVESTMENT" (P.I.) IN ROADBED DOES NOT GENERATE CASH INFLOWS, BUT IS MORE THAN OFFSET BY EXTERNAL BENEFITS NOT INCLUDED IN ANALYSIS.**
- **4.5% IRR ON TRACK WOULD ASSIST GOVERNMENT IN REPAYING ITS FINANCING COSTS — ALTHOUGH NOT COVER ALL OF THE COSTS.**

- **14.9% REAL IRR AFTER TAX FOR PRIVATE OPERATOR IN LINE WITH INVESTOR EXPECTATIONS.**

- **POSITIVE OVERALL RETURN ON THE PROJECT.**

- DIRECT BENEFITS IN CONSULTING, CONSTRUCTION AND OPERATIONS.

- INDIRECT EMPLOYMENT, TAX AND OTHER BENEFITS FROM MULTIPLIER EFFECT, SUFFICIENT TO:

- OFFSET GOVERNMENT COSTS IN ROADBED;

- COVER ANNUAL INFRASTRUCTURE COSTS;

- OTHER POSITIVES:

- POSTPONE, REDUCE OR RENDER UNNECESSARY SOME TRANSPORT INVESTMENTS;

- ENABLE RATIONALIZATION OF AIR SERVICES AND FACILITIES;

- IMPROVE OVERALL SAFETY.

- POTENTIAL MULTIPLE USE OF THE LINE FOR LRP AND FUTURE OPTICS.

THE BENEFITS TO ALBERTA

- **LINKING OF OUR TWO COMPLEMENTARY CITIES IN A NEW ECONOMIC ARRANGEMENT.**
- **DIRECT BENEFITS IN CONSULTING, CONSTRUCTION AND OPERATIONS.**
- **INDIRECT EMPLOYMENT, TAX AND OTHER BENEFITS FROM MULTIPLIER EFFECT, SUFFICIENT TO:**
 - **OFFSET GOVERNMENT COSTS IN ROADBED;**
 - **COVER ANNUAL INFRASTRUCTURE COSTS,**
- **OTHER POSITIVES:**
 - **POSTPONE, REDUCE OR RENDER UNNECESSARY SOME TRANSPORT INVESTMENTS;**
 - **ENABLE RATIONALIZATION OF AIR SERVICES AND FACILITIES;**
 - **IMPROVE OVERALL SAFETY.**
- **POTENTIAL MULTIPLE USE OF HSR LINE FOR LRT AND FIBRE OPTICS.**

CRUCIAL ASSUMPTIONS

- **MODERATE ECONOMIC GROWTH IN ALBERTA FROM 1983 FORWARD.**
- **CORRESPONDING POPULATION GROWTH AND TRAVEL DEMAND IN CORRIDOR.**
- **EVENTUAL INTEGRATION OF AIR AND HSR SERVICES.**
- **COMPLETE BREAK WITH TRADITIONAL RAILWAY PRACTICES.**
- **HSR TO BE EVALUATED AS CANDIDATE FOR GOVERNMENT FUNDS AS OTHER MODES:**
 - **G O V E R N M E N T O W N S T H E INFRASTRUCTURE;**
 - **PRIVATE CARRIER OPERATES SERVICE AND PAYS FEE TO USE THE LINE;**
 - **SYSTEM IS CREDITED WITH ALL SPIN-OFF BENEFITS.**
- **NO UNFORESEEN TECHNICAL PROBLEMS.**
- **NO SIGNIFICANT COST INCREASES OR REVENUE DECREASES.**

THE REVIEW COMMITTEE

- CREATED BY ECONOMIC DEVELOPMENT AND TRADE IN DECEMBER 1985.
- MANDATE: TO "REVIEW, ASSESS AND REPORT" ON CALGARY-EDMONTON HSR.
- CO-CHAIRS:

- DAVID DOWLING
- GERALD PEARSON

ALBERTA HIGH SPEED RAIL CONCEPT

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- OTHER MEMBERS:
- ROBERT BRAUN
 - DON CARLSON
 - DONALD CROSS
 - JAMES HOLE
 - GORDON PEARCE
 - AARON SHTABSKY

FINDINGS OF ALBERTA HIGH SPEED RAIL REVIEW COMMITTEE (1986)

- REPORTED IN JUNE 1986

**ALBERTA TRANSPORTATION
AND UTILITIES
POLICY DEVELOPMENT BRANCH
MARCH 31, 1995**

THE REVIEW COMMITTEE

- **CREATED BY ECONOMIC DEVELOPMENT AND TRADE IN DECEMBER 1985.**
- **MANDATE: TO "REVIEW, ASSESS AND REPORT" ON CALGARY-EDMONTON HSR.**
- **CO-CHAIRS:**
 - **DAVID DOVER;**
 - **GERALD PEARSON.**
- **OTHER MEMBERS:**
 - **ROBERT BRAWN;**
 - **DON CARLSON;**
 - **DONALD CROSS;**
 - **JAMES HOLE;**
 - **GORDON PEARCE;**
 - **AARON SHITABSKY.**
- **REPORTED IN JUNE 1986.**

COSTS

- **COMMITTEE ESTIMATED CAPITAL COSTS OF \$1,291 MILLION, VERSUS STUDY'S \$927 MILLION (+ 39%).**
- **MAIN DIFFERENCES:**
 - **INFRASTRUCTURE COSTS HIGHER BY 33% (\$1,102 VERSUS \$828 MILLION);**
 - **CARRIER OPERATING ASSETS HIGHER BY 77% (\$182 VERSUS \$103 MILLION).**
- **COMMITTEE ACCEPTED STUDY ESTIMATE OF ROUGHLY \$30 MILLION PER YEAR IN OPERATING COSTS.**
- **COMMITTEE CONSULTANTS:**
 - **DIFFERED WITH STUDY CONSULTANT OVER EARTHWORK QUANTITIES;**
 - **USED LRT URBAN ACCESS OPTION AS BASE CASE, NOT CP OPTION USED IN STUDY;**
 - **BOOSTED MAINTENANCE BASE AND EDMONTON ACCESS COSTS;**

- **ADDED COSTS FOR PARKING SPACES AT BOTH DOWNTOWN TERMINALS, AND FOR CALGARY TERMINAL;**
- **INCREASED COSTS FOR STRUCTURES, RAILS AND ROADS;**
- **DECIDED LARGER FLEET OF LOCOMOTIVES AND CARS WOULD BE REQUIRED;**
- **RECOMMENDED DOUBLE TRACK OVER ENTIRE ROUTE.**
- **MAIN REASONS FOR DIFFERENCES:**
 - **1986 VERSUS 1983 DOLLARS;**
 - **CHANGED CIRCUMSTANCES BETWEEN THESE YEARS;**
 - **HONEST DIFFERENCES OF OPINION BETWEEN REPUTABLE CONSULTANTS;**
 - **MISUNDERSTANDINGS ABOUT WHAT SOME ORIGINAL COST ITEMS COVERED.**
- **WHEN ALL MATTERS RECONCILED, REVIEW COMMITTEE CAPITAL COST ESTIMATE WAS ROUGHLY 18% HIGHER.**

TRAFFIC AND REVENUE

- **CORRIDOR'S HIGH RATE OF TRAVEL BY PUBLIC MODES MEANS THAT REVENUE POTENTIAL IS SUBSTANTIAL.**
- **AT LEAST 1 MILLION TRIPS NEEDED TO REACH VIABILITY, BUT THIS WOULD NOT OCCUR UNTIL LATE 1990'S AT THE EARLIEST.**
- **THIS COMPARES TO STUDY ESTIMATE OF 1.6 MILLION TRIPS BY YEAR 2000.**
- **VALUE OF ACCOMMODATING FIBRE OPTICS OR OTHER SERVICES IN RIGHT OF WAY WOULD BE MODEST.**
- **PARCELS MIGHT CONTRIBUTE \$3.3 MILLION PER YEAR.**

COST-BENEFIT ANALYSIS

- **NET COST TO THE GOVERNMENT WOULD BE \$668 MILLION WITH BENEFITS TAKEN INTO ACCOUNT.**
- **THIS COMPARES WITH \$307 MILLION ESTIMATED BY THE STUDY WITHOUT BENEFITS BEING INCLUDED.**
- **KEY REQUISITES:**
 - **NO MAJOR REDUCTION IN AIR FARES TO MEET HSR COMPETITION;**
 - **APPROPRIATE HSR WORK RULES.**

RECOMMENDATIONS

- **PROJECT HAS HIGH COSTS AND HIGH RISK.**
- **LARGE CAPITAL SUBSIDIES REQUIRED WITH LIMITED SHORT-TERM BENEFITS.**
- **GOVERNMENT SHOULD NOT PROCEED.**
- **CIRCUMSTANCES SHOULD BE MONITORED.**
- **PRIVATE SECTOR STANDING COMMITTEE SHOULD BE STRUCK, RESPONSIBLE TO CABINET, TO REVIEW:**
 - **HSR TRENDS;**
 - **ECONOMIC CHANGES;**
 - **MARKET;**
 - **OTHER USES FOR RIGHT OF WAY.**

- **IF DECISION WAS TO PROCEED WITH PROJECT, GOVERNMENT SHOULD:**
 - **ESTABLISH JOINT GOVERNMENT-PRIVATE SECTOR HSR CORPORATION;**
 - **GIVE THIS CORPORATION EXCLUSIVE RIGHTS TO THE LINE.**

- **CORPORATION SHOULD IDENTIFY A "COMPETENT CONSORTIUM" TO:**
 - **ORGANIZE AND DESIGN THE SYSTEM;**
 - **DECIDE WHETHER TO PROTECT RIGHT OF WAY.**

- **GOVERNMENT SHOULD COMPENSATE CONSORTIUM FOR MAJOR PART OF ITS COSTS SHOULD SYSTEM NOT BE BUILT.**

GOVERNMENT NEWS RELEASE

- **GOVERNMENT ISSUED A NEWS RELEASE ON OCTOBER 22, 1986:**
 - **AGREED WITH REVIEW COMMITTEE THAT PROJECT SHOULD NOT GO AHEAD AT THE TIME;**
 - **COMMITTED TO MONITOR THE SITUATION;**
 - **UNDERTOOK TO CONSIDER PROS AND CONS OF PROTECTING SOME OR ALL OF RIGHT OF WAY.**
- **MINISTER STATED THAT THE "LINE WILL BE BUILT" SOME DAY.**

COMPARISON OF CORRIDOR TRIPS

1981 VERSUS 1994 TOTAL CORRIDOR TRIPS ESTIMATES:

	1981 TRIPS (000's)	SHARE %	1994 TRIPS (000's)	SHARE %
AUTO	1,372	56	1,372	56
AIR	664	27	284	12
BUS	401	16	261	11
RAIL	13	1	—	—
TOTAL	2,450	100	2,317	100

ALBERTA HIGH SPEED RAIL CONCEPT

UPDATE BY ALBERTA TRANSPORTA- TION AND UTILITIES (1995)

EXPLANATIONS:

1981 METHODOLOGY USED TO CONSTRUCT
1994 NUMBERS;

1994 AIR NUMBER BASED ON 1993 DATA,
BOOSTED BY 10% TO REFLECT POSSIBLE
UPTURN;

1994 BUS NUMBER BASED ON 1991 DATA,
BOOSTED BY 5% TO REFLECT POSSIBLE
UPTURN.

ALBERTA TRANSPORTATION
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COMPARISON OF CORRIDOR TRAFFIC

- **1981 VERSUS 1994 TOTAL CORRIDOR TRAFFIC ESTIMATES:**

	1981		1994	
	TRIPS	SHARE	TRIPS	SHARE
	(000's)	%	(000's)	%
AUTO	1,372	56	1,755	77
AIR	664	27	284	12
BUS	404	16	261	11
RAIL	18	1	--	--
TOTAL	2,458	100	2,300	100

- **EXPLANATIONS:**

- **1981 METHODOLOGY USED TO CONSTRUCT 1994 NUMBERS;**
- **1994 AIR NUMBER BASED ON 1993 DATA, BOOSTED BY 10% TO REFLECT POSSIBLE UPTURN;**
- **1994 BUS NUMBER BASED ON 1993 DATA, BOOSTED BY 5% TO REFLECT POSSIBLE UPTURN.**

HIGH SPEED RAIL TRAFFIC

- **TOTAL CORRIDOR TRAFFIC DECREASED OVER THE PERIOD BY 6%.**
- **AUTO TRAFFIC INCREASED BY 28%, BUT AIR DECLINED BY 57%, BUS BY 35%.**
- **1994 ESTIMATE OF 2.3 MILLION CORRIDOR TRIPS ONLY 57% OF THE 3.6 MILLION TRIPS FORECASTED IN ORIGINAL STUDY.**

FROM	(000's)	%
AIR	949	45
AUTO	421	20
BUS	321	20
GENERATED	316	15
TOTAL	2,107	100

- **THIS NUMBER AMOUNTS TO 59% OF THE TOTAL CORRIDOR TRAFFIC ESTIMATE FOR YEAR 2000 OF 4.2 MILLION.**

HIGH SPEED RAIL TRAFFIC

- HSR WAS FORECASTED TO PROVIDE 2.1 MILLION TRIPS BY YEAR 2000, AFTER START-UP IN 1992.
- THIS TRAFFIC WAS EXPECTED TO HAVE THESE SOURCES:

FROM	TRIPS (000's)	%
AIR	949	45
AUTO	421	20
BUS	421	20
GENERATED	316	15
TOTAL	2,107	100

- THIS NUMBER AMOUNTS TO 50% OF THE TOTAL CORRIDOR TRAFFIC ESTIMATE FOR YEAR 2000 OF 4.2 MILLION.

- **SHOULD HSR START OPERATING IN 2001, AIR TRAFFIC WOULD HAVE TO:**

- **MORE THAN TRIPLE FROM THE 1994 LEVEL OF 284,000 TO REACH ITS FORECASTED "CONTRIBUTION TO HSR LEVEL" OF 949,000;**

- **THEN BE TOTALLY WON OVER TO HSR.**

- **ROUGHLY SAME SITUATION WOULD APPLY TO BUS.**

YEAR	EST.	LO	ME	HI
1994	2.8	2.5	2.6	2.7
	3.1	2.6	2.8	2.7

- * **EXPLANATIONS:**

- "STUDY EST.": AS FORECASTED ORIGINAL STUDY;

- "ABS": FORECASTS MADE IN 1983 BY DEFUNCT ALBERTA BUREAU OF STATISTICS USING THESE SCENARIOS: LO - LOW; MEDIUM; HI - HIGH;

- "CORR. LEAF.": AS FORECASTED ORIGINAL STUDY.

- ACTUAL 1994 POPULATION FOR ALBERTA ROUGHLY AS PER ABS "HIGH" ESTIMATE, 2.8 MILLION.

POPULATION FORECASTS

- ALBERTA'S POPULATION WAS EXPECTED TO GROW AS FOLLOWS:

YEAR	STUDY EST.	ABS			CORR. TRAF.
		LO	ME	HI	
1994	2.8	2.5	2.6	2.7	3.6
2000	3.0	2.6	2.8	2.9	4.2
2001	3.1	2.6	2.8	2.9	4.3

- EXPLANATIONS:

- "STUDY EST.": AS FORECASTED BY ORIGINAL STUDY;
- "ABS": FORECASTS MADE IN 1988 BY NOW DEFUNCT ALBERTA BUREAU OF STATISTICS, USING THESE SCENARIOS: LO - LOW; ME - MEDIUM; HI - HIGH;
- "CORR. TRAF.": AS FORECASTED BY ORIGINAL STUDY.

- ACTUAL 1994 POPULATION FOR ALBERTA WAS ROUGHLY AS PER ABS "HIGH" ESTIMATE OF 2.7 MILLION.

- **FOR 1994, ORIGINAL STUDY FORECASTED A VIABLE HSR SYSTEM BASED ON:**
 - **POPULATION OF 2.8 MILLION;**
 - **CORRIDOR TRAFFIC OF 3.6 MILLION TRIPS.**
- **THIS POPULATION FORECAST IS CLOSE TO BOTH ACTUAL AND ABS HIGH ESTIMATE OF 2.7 MILLION.**
- **CORRIDOR TRAFFIC TURNED OUT TO BE ONLY 2.5 MILLION TRIPS — WELL BELOW STUDY FORECAST OF 3.6 MILLION.**

THE DEPARTMENT:

- **ACQUIRED DISUSED CP RAIL RIGHT OF WAY FROM SOUTH EDMONTON TO JASPER AVENUE — INCLUDING HIGH LEVEL BRIDGE;**
- **TRANSFERRED BRIDGE TO CITY, WHILE RETAINING LONG-TERM RIGHTS TO UPPER DECK;**
- **LEASED RIGHT OF WAY TO CITY FOR NON-PERMANENT MUNICIPAL USES**
- **DEPARTMENT INTENDS TO CONTINUE MONITORING SITUATION.**

GOVERNMENT ROLE

- **AT&U HAS MONITORED SITUATION SINCE 1986:**
 - **HIGH SPEED RAIL DEVELOPMENTS ELSEWHERE;**
 - **FEDERAL-ONTARIO-QUEBEC STUDIES;**
 - **AMERICAN PROPOSALS.**

- **THE DEPARTMENT:**
 - **ACQUIRED DISUSED CP RAIL RIGHT OF WAY FROM SOUTH EDMONTON TO JASPER AVENUE – INCLUDING HIGH LEVEL BRIDGE;**
 - **TRANSFERRED BRIDGE TO CITY, WHILE RETAINING LONG-TERM RIGHTS TO UPPER DECK;**
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- **DEPARTMENT INTENDS TO CONTINUE MONITORING SITUATION.**