Return on Investment to Taxpayers of the United States

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A Business Case for High Speed Intercity Passenger Rail Projects:

Return on Investment to Taxpayers of the United States

A Briefing Report

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A Business Case for High Speed Intercity Passenger Rail Projects:

Policy Issues and Fiscal Impacts

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By Mercator Advisors, LLC and Vantage Point Associates, Inc.

Source Data taken from Appendix A

Tax Forecast From High Speed Rail Investment: Midwest Regional Rail Corridors

A Business Case for High Speed Intercity Passenger Rail Projects:

- The Return on Investment to the taxpayers “but for” the construction and implementation of the MWRRI HSIPR is $18.5 billion in new tax revenues over a 10 year construction and a 30 year operating period.

A Business Case for High Speed Intercity Passenger Rail Projects:

- Using data extrapolated from the MWRRI, the “rough order of magnitude” ROI to the taxpayers “but for” the construction and implementation of the Ohio Hub HSIPR could cumulate to $ 5.5 billion in new tax revenue over a 10 year construction and 30 year operating period.

A Business Case for High Speed Intercity Passenger Rail Projects:

- Using data extrapolated from the MWRRI, the "rough order of magnitude" ROI to the tax payers "but for" the construction and implementation of the California HSIPR could cumulate to $125 billion in new tax revenues over a 10 year construction and 30 year operating period.

A Business Case for High Speed Intercity Passenger Rail Projects:

- The tax revenue study is not a comprehensive benefit-cost analysis in that it only quantifies a portion of the income tax revenues that would be generated and does not include additional revenues form the economic benefits of such investment including corporate income taxes, sales taxes, and property taxes.

A Business Case for High Speed Intercity Passenger Rail Projects:

Disclaimer:

- This briefing report uses an extrapolation of data from the MWRRI Study which is used with the job creation data to roughly estimate tax revenues earned “but for” the construction and implementation of these HSIPR programs. Since the projections are specific to a point in time (key economic forecasts) as well as to jobs, wages and tax rates applicable to specific states and locales, the extrapolation of the MWRRI data to specific estimates for other HSIPR programs produces false precision. Therefore, the estimates for Ohio and California are labeled as a rough “order of magnitude” estimates.