

TABLE 3C02

HIGH SPEED RAIL ELASTICITIES BY MODE AND TRIP PURPOSE IN TEXAS

<i>Mode and trip purpose</i>	<i>Level-of-service component</i>		
	<i>Line-haul time</i>	<i>Access/egress time</i>	<i>Fare</i>
<i>Air</i>			
Business	-0.86	-0.36	-0.81
Non-business	-0.85	-0.37	-0.74
<i>Automobile</i>			
Business	-0.61	-0.21	-1.02
Non-business	-0.38	-0.14	-1.05

Source Brand et al (1992, table 3, p. 15).