

GET THE FACTS:

CALIFORNIA HIGH-SPEED RAIL

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. High-speed rail will connect California's mega-regions, starting with the Merced-Fresno-Bakersfield line as the first part of a building block approach. This high-profile project has garnered a lot of publicity leading to speculation and rumor, making it important to separate fact from fiction.

Myth: High-speed rail will be a train to nowhere.



Fact:

Phase 1 of the California high-speed rail system will connect 6 of the 10 largest cities in the state.

Myth: High-speed rail will not be high-speed.

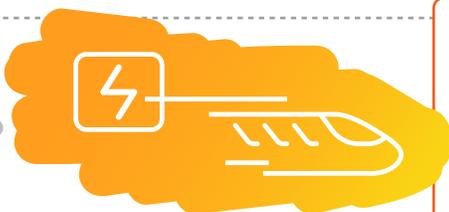


Fact:

In blended/shared corridors, trains will be slowed to 110 miles per hour, as required by regulations.

However, in other areas speeds will top 220 miles per hour.

Myth: California High-Speed Rail will be diesel-powered.



Fact:

It will be all electric all the time.

High-speed rail in California will run on 100% renewable energy.



Myth: No one rides trains anymore.



Fact:

Other countries with high-speed rail systems service 1.6 billion passengers per year.

Amtrak's California corridors are among the busiest in the nation, with 5.7 million Californians riding trains last year.

Myth: High-speed rail is a waste of money. We can expand our roads and airports.



Fact:

Providing the same capacity as high-speed rail from San Francisco to Los Angeles would require 4,300 new highway lane miles, 115 additional airport gates, 4 new airport runways costing more than \$158 billion with a 50-year maintenance cost of more than \$132.8 billion.

Myth: High-speed rail is a solution in search of a problem.



Fact:

California's population is projected to grow to more than 50 million by 2060. \$28 billion is lost each year in time and wasted fuel due to traffic congestion.

Los Angeles, San Francisco and San José already rank among the top five most gridlocked cities in the nation.