

High-Speed Rail

Rail Infrastructure for the Future

High-Speed Rail is an efficient mode of transportation that can move a large number of people quickly along densely developed corridors. In the U.S., high-speed rail technology would allow us to be more competitive in the global marketplace, while strengthening local economies. However, decades of underinvestment in rail has left the U.S. lagging.

Out of the 27 countries that operate HSR trains, the U.S. is ranked 17th in operational miles. There is no reason why the rest of the world should have better technology and faster trains when we can build them right here in the United States.

High-Speed Benefits

The benefits of high-speed rail extend well beyond speed, creating new jobs, revitalizing big cities and small towns, and increasing economic activity across the U.S.

- **24,000 jobs** - The number of highly skilled jobs created for every \$1 billion invested in HSR. (Source: APTA)
- **\$4** - The return on economic benefits for every \$1 invested in HSR which supports local communities on HSR lines, as well as the whole country. (Source: APTA)
- **8x** - HSR is eight times more energy efficient than air travel. (Source: UIC)
- **4x** - HSR is four times more energy efficient than automobiles. (Source: UIC)

What People Lose Without High-Speed Rail

Over reliance on driving to get from Point A to Point B is costing Americans time and money. By expanding access to modern high-speed rail, we'll improve Americans quality of life and their bank statement at the same time.

- **11m.p.h.** - The average "last mile" m.p.h. for the Top 10 most congested urban areas in the U.S. (Source: INRIX)
- **97 hours** – The number of hours the average American spends stuck in traffic. (Source: INRIX)
- **\$87 Billion** - The amount of money Americans lost to highway congestion in 2018, an average of \$1,348 per driver. (Source: INRIX)
- **714 Cars** - The number of cars needed to move the same amount of people as a single, eight-carriage train. (Source: Bureau of Transportation Statistics)

Domestic Projects

Congress has failed to provide high-speed rail grants since 2010, but several high- and higher-speed projects have managed to fill in the gaps.

Virgin Trains USA (formerly Brightline) currently operates between Miami and Fort Lauderdale in South Florida. Construction is underway to connect the Port of Miami with the Orlando Airport - slated to open in 2022.

Texas Central is a privately planned service between Houston and Dallas. Once opened in 2023, the four-hour drive will be a 90-minute train trip.

The California High-Speed Rail Authority is currently working on completing the first phase of the state's HSR project. The 165-mile route between Bakersfield and Merced in the Central Valley will be completed in 2028, with plans to connect the Bay Area and Southern California in development.

The Midwest Regional Passenger Rail Study is a multi-state effort that will use 3,000 miles of existing rail to connect cities like Chicago, St. Louis, and Detroit.

International Projects

The U.S. is falling behind on infrastructure—and it's not just China who's beating us. On every continent but Antarctica, other countries are outbuilding us.

China - Has the largest network of HSR lines in the world, at 20,000 miles - with another 3,700 under construction. The country has spent \$116.8B in 2018 alone on HSR.

Russia - The 480-mile Moscow-Kazan HSR line, slated to open in 2023, will ultimately connect Moscow with Beijing.

Morocco - Al Boraq, the country's 200-mile HSR route between Casablanca and Tangier, opened in Nov. 2018. This 90-min connection is the first phase of a planned 930-mile high-speed network.

Uzbekistan - Opened three HSR lines totaling over 400 miles of rail. The Tashkent-Samarkand route connects the country's two biggest cities and reduces a seven-hour trip to under 2.5 hours.

For More Information, Please Visit railpassengers.org/blueprint