RAIL PASSENGERS ASSOCIATION

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 19th 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 statements 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)
- **54 hours** – The number of hours the average American spends stuck in traffic. (Source: TTI)
- **$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

Since 2010, Congress has failed to provide high-speed rail grants but, thanks to several high- and higher-speed projects that are attempting to fill the gaps, there is a renewed sense of hope:

Currently operating trains between Miami and Fort Lauderdale, **Brightline** is working to connect the Miami with the Orlando Airport with service capable of reaching 125 mph, slated to open in 2022. A west coast expansion, connecting Las Vegas with Southern California via 200 mph passenger trains, is in development with hopes to break ground later in 2022.

Texas Central is a privately planned service between Houston and Dallas. Once opened, planned for as soon as 2026, the four-hour drive will be a 90-minute train trip.

The California High-Speed Rail Authority is currently working on over 119 miles of high-speed rail tracks and infrastructure at 35 sites across the Central Valley—providing 7,300 family-wage construction jobs, the majority located in the economically depressed Central Valley. The Authority's 2022 Business Plan outlines a path to complete the environmental clearance for the connection between the Central Valley and the Bay Area, bringing almost 400 miles of the statewide system into readiness for construction or pre-construction activities.

Amtrak and its partners are making investments in the Northeast Corridor to improve America's only operating high-speed rail service, increasing the maximum speed of the *Acela* to 160 mph, and new *Acela* trains will offer best-in-class operating capabilities and customer amenities. Critical investments enabled by the IIJA will further increase speeds and reduce trip times for Acela, Northeast Regional, State Supported, and Long Distance trains that operate on the NEC.

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 24,850 miles - with plans to reach over 31,000 by 2025. The country has spent nearly $300B on HSR construction since 2009.
- **Morocco** - Al Boraq, the country's 200-mile HSR route between Casablanca and Tangier, opened in Nov. 2018. The country is moving ahead with plans to expand the network to over 800 miles, connecting 43 cities and towns with true high-speed rail service.
- **Uzbekistan** – First launched in 2011, the country now operates three HSR lines totaling almost 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/Leg.Resources