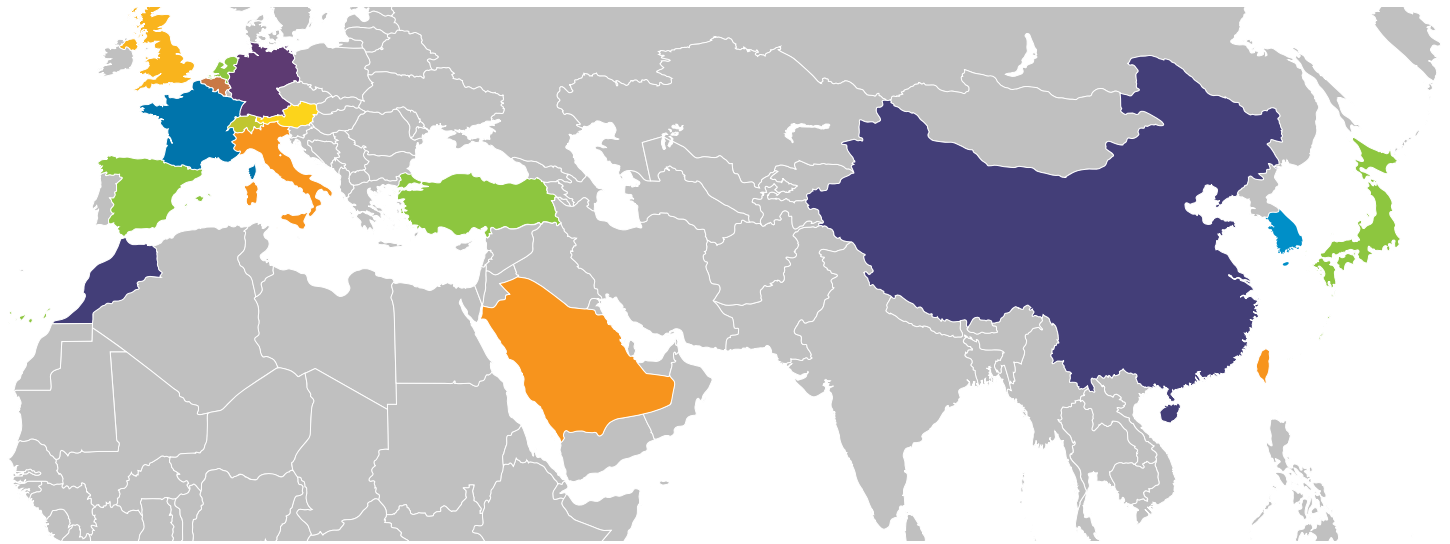


High-Speed Rail: An International Success Story

High-speed rail may be new to the United States and California, but countries around the world have been building thousands of miles of high-speed rail for years, and many more countries plan to join them.



Countries with high-speed rail lines currently in operation with speeds of 155 mph (250 km/h) or more

A CONSISTENT PERFORMER

High-speed rail systems throughout the world have demonstrated that service revenues can cover operating costs without public subsidies to support

operations. High-speed rail systems in Asia and Europe consistently attract and sustain strong ridership numbers and operating profits. The Paris-Lyon TGV line paid back its construction costs within 12 years. The Tokyo-Osaka Shinkansen Line paid back its construction costs within approximately 10 years.

High-speed rail systems in Asia and Europe consistently attract and sustain strong ridership numbers and high operating profits.

RAIL'S SUCCESS

High-speed rail successfully competes with other modes of transportation for passengers, and its commercial success is based on its ability to provide superior service for medium-length trips, typically 100 to 600 miles, that are too long for auto travel and too short for

convenient air travel. High-speed rail delivers reliable, fast and convenient service, while offering amenities that are not available through other modes of transportation.

Unlike conventional rail systems, which often require operating subsidies from the public sector, high-speed rail has shown time and again that it is a money maker as it is easier to maintain.

HIGH-SPEED COMPONENT

The California High-Speed Rail Authority (Authority) is committed to creating a high-speed rail system that is sustainable, financially stable and that blends with existing rail systems as part of a statewide rail modernization plan.

The Authority regularly consults with experts and representatives from countries with experience with



high-speed rail to seek guidance on issues related to design, construction, operations and maintenance so the high-speed rail system is built to meet the state's goals for rail connectivity.

Moving people quickly between cities is only part of the transit equation. Once passengers get to a city, they need easy access to the regional and local rail systems that will take them to their final destinations – whether that's into the city or to an adjacent community.

In Spain, passengers on the AVE high-speed rail line from Madrid to Barcelona's Sants Station have easy access to regional and local rail services. Passengers can even switch to the Barcelona-Perpignan high-speed line

into France and then connect to the overarching European rail system. California is following this model. At Merced, for example, passengers can connect to the Altamont Corridor Express (ACE) or the San Joaquins to go to the Bay Area and Sacramento.

High-speed rail systems around the world, including those in Italy and South Korea, use trains powered by electricity. Similarly, California's high-speed trains will run on electric power from 100% renewable sources.

The 171-mile line in the Central Valley is the backbone of a planned 500-mile system connecting the entire state from San Francisco to Los Angeles/Anaheim.

The initial segment from Merced to Bakersfield alone is comparable (in both distance and populations served) to segments on many international high-speed rail systems, including:

- France: Tours to Bordeaux (173 miles)
- France: TGV Mediterranee along the south coast (151 miles)
- South Korea: Seoul – Dongdegu (177 miles)
- United Kingdom: London – Birmingham (142 miles)
- Austria: Vienna – Salzburg (194 miles)
- Italy: Florence – Rome (158 miles)
- Germany: Hanover – Berlin (160 miles)

CALIFORNIA



Merced - Bakersfield
171 miles



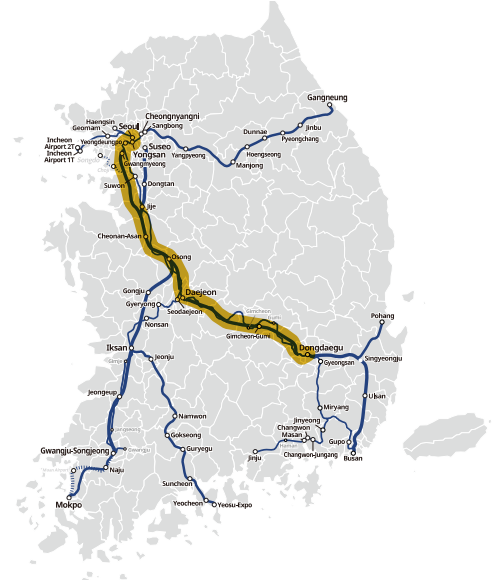
ITALY



Florence - Rome
158 miles



SOUTH KOREA



Seoul - Dongdegu
177 miles



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