

Red Herrings

- **A modern rail system is more expensive than a freeway.**
- *Actually, it isn't. You may be thinking about bullet or "maglev" trains, which are expensive (though not more than a freeway). Appropriate passenger rail solutions are much less expensive than the high-profile, high-tech trains, and a downright bargain compared to the endless expansion of our highway systems.*
- **Rail is not self-supporting.**
- *You have us there. Rail is not "self-supporting". No mode of transportation in America is, especially not automobiles.*
- **Mass transportation is for the "transit dependent" only.**
- *This is not only snobbish and offensive, it is also simply not true. All economic classes will ride a well run inter-modal transportation system anchored by rail.*
- **You'll never get people out of their cars.**
- *Of course not. You can't put tracks everywhere. Seriously, ridership has soared beyond all expectations everywhere rail has been introduced, including in some pretty car-dependent states such as Texas.*
- **More and better buses will solve the problem.**
- *Although large, small and express buses are an important part of the transit picture, the fact is that nothing beats a train in most larger transportation corridors. And many thousands of people will ride a train who won't ride a bus. Also, commuter and light-rail systems have been shown to increase bus, bicycle, and pedestrian use.*
- **There are too many scheduling and liability problems with Amtrak and the Burlington Northern & Santa Fe freight railroad.**
- [*These problems have been and are being worked out all over the West through good-faith negotiations.*](#)
- **Our population is too dispersed for an efficient rail system.**
- *Not around Albuquerque and Santa Fe and points south.*
- **Everyone has the right to choose how they get around.**
- *You're preaching to the choir. That's why we're promoting more choice, not less.*

[**Need more convincing? Chew on these bullets.**](#)

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