

***This is  
High-Performance Rail***



***The fast, frequent and  
affordable choice  
for Canada***

## ***What is High-Performance Rail?***

High-performance rail (HPR) is a proven middle ground between VIA Rail's current service, which largely operates on tracks it shares with freight trains, and high-speed rail (HSR), which operates on all-new electrified lines that must be built from scratch at a very high cost.

HPR incrementally improves all aspects of the existing conventional rail service and builds on the public funds that have already been invested in it. Operating at progressively higher speeds with modern cars and locomotives, HPR offers:

- Increased frequency
- Reduced door-to-door travel times
- Enhanced comfort and onboard amenities
- Better on-time performance and all-weather reliability
- Improved, fully-accessible stations
- More and better connections to local transit

A major advantage of HPR is that it isn't a "big bang" approach that takes years to deliver any benefits before the entire project is completed, as is the case with HSR. It delivers service improvements at each step along a phased pathway to full and greatly expanded service.

HPR is often called a practical and affordable "higher speed" option for today, which can lead that way to more expensive and lengthy HSR construction in the future.

## ***Where is HPR working now?***

HPR is already at work on many rail corridors around the world and more are being developed. On some, HPR's success has led to the construction of all-new HSR lines, where it continues to work as an important connector for the cities bypassed by the HSR trains.

In the U.S., HPR is now at work on six Amtrak corridors in the Northeast, the Midwest and California. Eight more are now being upgraded with HPR and several more are planned.

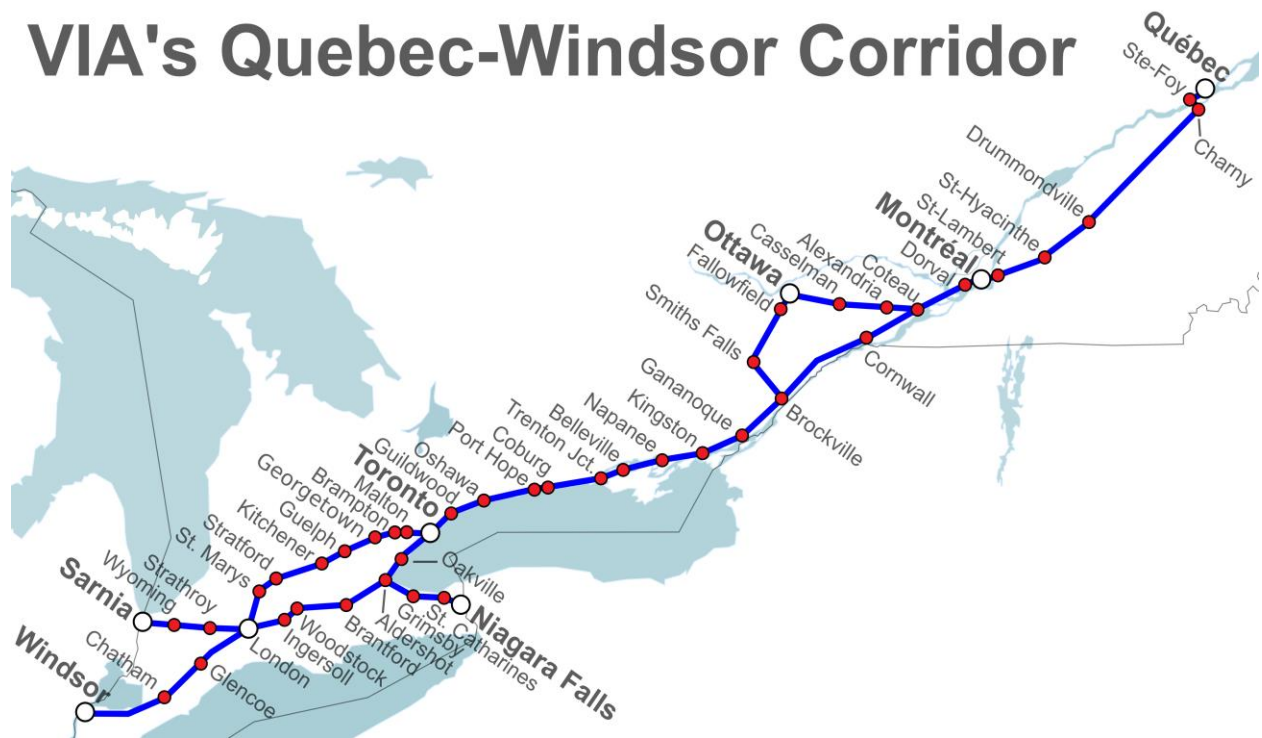
## ***Where would HPR succeed in Canada?***

HPR would be ideal for VIA's seven-route Quebec-Windsor Corridor, which serves the economic heart of Canada. It would be an attractive alternative to driving or flying for many of the 18 million Canadians who call this mega-region home.

More than three million travelers already travel by train in the Quebec-Windsor Corridor annually. Based on the experience of other countries, HPR could be expected to more than double that ridership within a decade in incremental stages.

Eventually, HPR could be applied to other Canadian corridors, such as Calgary-Edmonton. It could also connect with the HPR projects under way or planned for the U.S. border regions.

# VIA's Quebec-Windsor Corridor



## *How much would HPR cost?*

It could start with a \$3-billion investment that would provide much faster and more frequent service than VIA can now deliver. This initial investment would completely replace VIA's antiquated fleet with modern trains capable of operating at up to 200 km/hour. It would also upgrade the tracks, improve the signal systems and eliminate many dangerous grade crossings. The result would be more travellers, higher revenues, lower costs and improved public safety.

A second \$3-billion wave of HPR improvements would build on the first to cut the journey times further, boost train frequency and attract even more travellers.

## *How convenient would HPR really be?*

Very. It would deliver a wide range of attractive travel times and departure choices like these:

ROUTE	ROUNDTrips	TRAVEL TIME
Quebec-Montreal	10	2:30
Montreal-Ottawa	15	1:45
Montreal-Toronto	15	3:45
Ottawa-Toronto	15	3:15
Toronto-Brantford-London	15	1:45
Toronto-Stratford-London	8	2:15
Toronto-Windsor	8	3:30
Toronto-Sarnia	5	2:45
Toronto-Niagara Falls	5	1:45

## ***Why should we build HPR?***

First and foremost, to improve mobility. HPR would be the strong public transportation core of the Quebec-Windsor Corridor. It would be linked with major improvements to the transit services that would connect with it at multiple points. HPR would foster the development of a seamless, car-free travel system that would be the first choice of millions of travellers annually.

The economic benefits of HPR would also be large. Rail improvement projects have been proven to generate three to four times their investment cost in economic spin-off and job creation. As well, HPR would save taxpayers the expense of putting more of their money into the congested highway and air systems in the corridor – if they could even be expanded.

HPR would offer multiple energy and environmental benefits, especially when compared with car and air travel. It would be a potent force in dealing with climate change.

HPR would also boost our competitiveness with those regions around the world that have built or are building it. Experience has proved that the greater a region's mobility, the greater its attractiveness as a place to live, work and invest. The fact that more and more young people prefer public transportation to driving is a big selling point in HPR's favour.

So, can Canada afford to build HPR? The real question is whether we can afford not to.

# ***High-Performance Rail: Canada's 21<sup>st</sup> Century Travel Option***



Amtrak Photo by Jeremiah Nueve

