

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



***The fast, frequent and  
affordable rail solution  
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 the 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 and its continuation 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 being upgraded to HPR standards and several more are planned.

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

HPR is ideal for VIA's Quebec-Windsor Corridor, which serves Canada's economic heart. It would be an attractive alternative to driving or flying for 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.

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



## ***Are HPR trains available for Canada?***

There are several HPR equipment options for Canada. Diesel-powered HPR trains are now in use in the U.S. and others will soon to be running on other routes across America. Most are based on trains that have performed admirably on a wide variety of European routes.



Based on highly successful locomotives and rolling stock in service in Europe, the single-level Siemens Brightliner trains have been built in California for the Miami-West Palm Beach-Orlando HPR service that will begin operation in late 2017.



HPR bi-level, push-pull equipment is currently used on three heavily-used Amtrak California routes. They are among the most popular and cost-effective services in the entire U.S. rail passenger network.



Spanish-designed, American-built Talgo HPR trains operate on the Amtrak Cascades route that links Vancouver, Seattle, Portland and Eugene, Oregon. Two more of these low-slung, single-level trains will soon be in service on the Los Angeles-San Diego route.



Self-propelled, diesel multiple unit trains have a role to play in HPR systems, particularly on important lighter-density routes that act as feeders to the heavily-travelled main trunk lines. These Swiss-designed cars are now being built in Utah for use on the TEX Rail service in the Dallas-Fort Worth area. Several other designs are now available for North American service.

## ***Why should we invest in 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

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CANADIAN  
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