

Contents

Introduction	4
<u>United States of America</u>	5
1. Background	5
2. Amtrak today	6
Political background	6
Finance	6
Re-organisation	8
Infrastructure	8
Network	9
Patronage	9
Northeast Corridor	9
Corridor and long-distance routes	10
Rolling stock	12
Future fleet strategy	13
Current orders	13
3. Development of the NEC	15
Introduction	15
NEC Capital Investment Program	16
Northeast Corridor Infrastructure Master Plan	17
The Northeast Corridor Gateway Project	18
Next-Generation Plan	18
4. The High-Speed Intercity Passenger Rail Program (HSIPR)	20
The ten corridors	21
California's plan	22
Funding and opposition	24
5. Other projects	25
The X-Train	25
<u>Canada</u>	26
1. Background	26
2. VIA Rail Canada today	26
Political background	26
Network	27
Patronage	28
Rolling stock	28
Capital investment	29
Future plans	29
High-speed	30

3. Other services	31
Amtrak	31
Algoma Central Railway	31
Keewatin Railway	31
Ontario Northland Railway	32
Tshueticin Rail Transportation	32

California's plan

Proposals have existed for many years to link the northern and southern agglomerations of environmentally-conscious California by a high-speed railway, and these have been taken forward by the California High-Speed Rail Authority (CHSRA) (www.hsr.ca.gov). With a contract for construction of the first section imminent (see below), it appears likely that California will build the nation's first true high-speed railway.

The initial route, Phase 1, would link San Francisco and San Jose to Los Angeles and Anaheim via the Central Valley, with completion proposed for 2029. Later extensions would run northwards to the state capitol Sacramento and southwards to San Diego, to create a network of some 1,300 km (800 miles). High-speed trains would link San Francisco and Los Angeles (around 840 km, 520 miles) in 2h 40min over a route yet to be fully defined. CHSRA has produced high, medium and low estimates of ridership between Los Angeles and San Francisco ranging from 24.2 million to 14.4 million passengers annually when the network is complete in 2029. In 2012 CHSRA estimated the cost of this initial phase at USD68.5 billion, of which USD42 billion would come from federal funds.

In its revised 2012 Business Plan, CHSRA foresees implementation of its network in five key steps:

- Step 1: construction of dedicated high-speed infrastructure begins in the Central Valley with the first segment of the Initial Operating Section (IOS), leading to services being launched in 2018. Current San Joaquin intercity services will use this infrastructure and connections will be provided with other regional commuter systems. Improvements to local rail networks will include electrification and upgrading of the Bay Area's Caltrain Corridor for use by high-speed trains as well as commuter services.
- Step 2: launch in 2022 of initial high-speed operations following completion of the 480 km (300 mile) section from Merced to the San Fernando Valley.
- Step 3: launch in 2027 of high-speed services from the Bay Area to the Los Angeles basin following completion of the section between the Central Valley and San Jose, with an upgraded Metrolink system connecting the San Fernando Valley and Los Angeles Union Station.
- Step 4: completion in 2029 of high-speed infrastructure between the San Fernando Valley and Los Angeles Union Station, creating a contiguous route of 840 km (520 miles) between San Francisco and Los Angeles/Anaheim.
- Step 5: Phase 2 of the project, extending high-speed rail to Sacramento and San Diego to complete the network.

In 2010 California voters approved construction of Phase I of the initial route, along with measures that would raise a total of USD9 billion. Together with some USD3.5 billion in Federal money already received, this is allowing CHSRA to commence construction of initial segments totalling around 210 km (130 miles) in the Central Valley from north of Fresno, beyond which a future western branch would run to San Jose and San Francisco and an eastern alignment would serve Sacramento, and south from Fresno to a point north of Bakersfield.