

Canada's High-Speed Rail: The Real Property Perspective

Réseau de train
à grande Vitesse

High-Speed Rail
Network

AIC Ontario / AOLE Webinar

October 21, 2026

ALTO





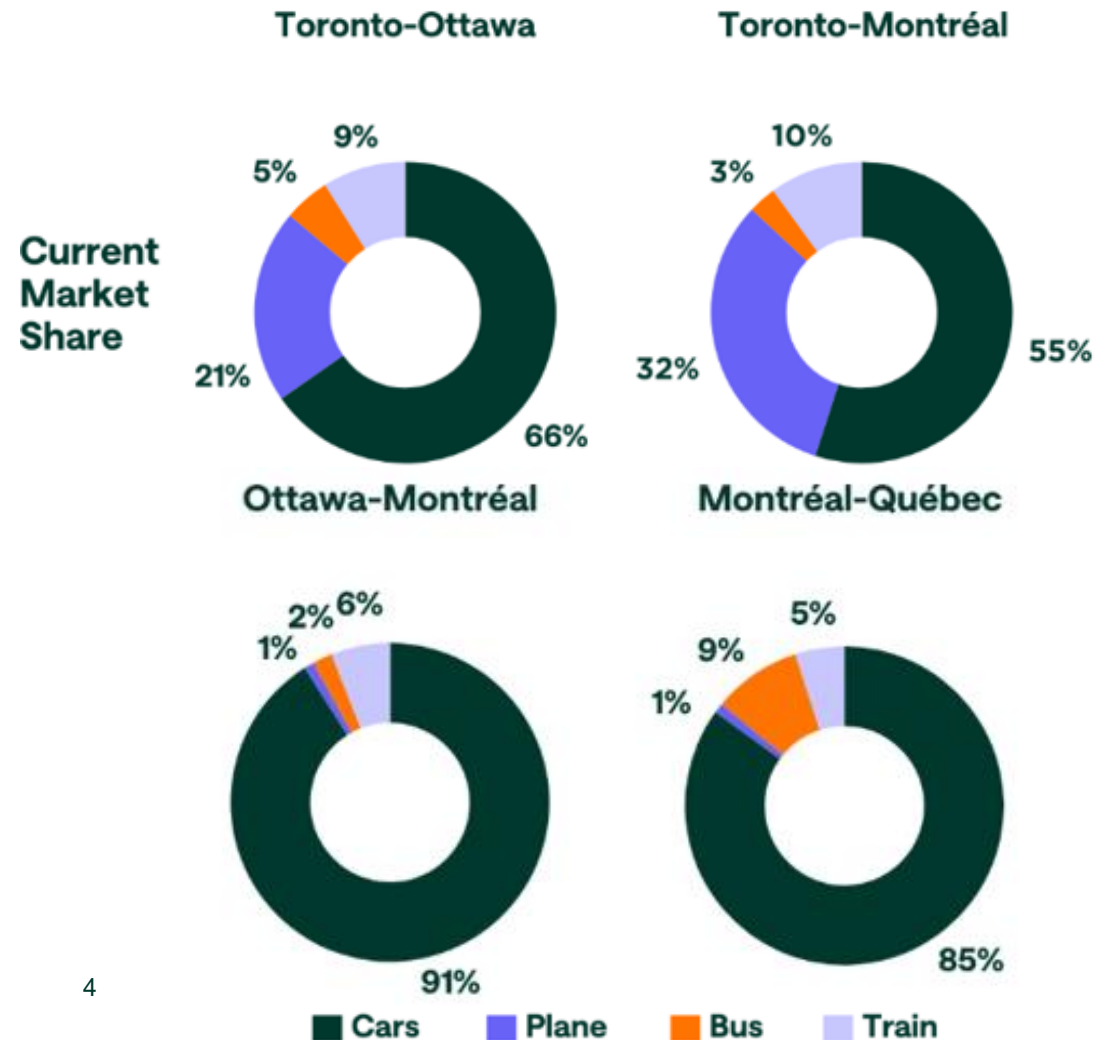
Alto Overview

Alto is a governmental led transformative project

- Alto is a project **led by a federal Crown Corporation**
- Alto is uniquely positioned to deliver on multiple government priorities simultaneously: **economic growth, climate action, Indigenous reconciliation, and housing and transit integration**



The Economy Has Outgrown The Transportation Network's Capacity



The Québec–Toronto corridor generates half of Canada's GDP, **but does not function as an integrated economy.**



Highways, airports and railways are operating at or near full capacity **and will not be able to provide sustainable solutions** when the population reaches 21 million by 2041.



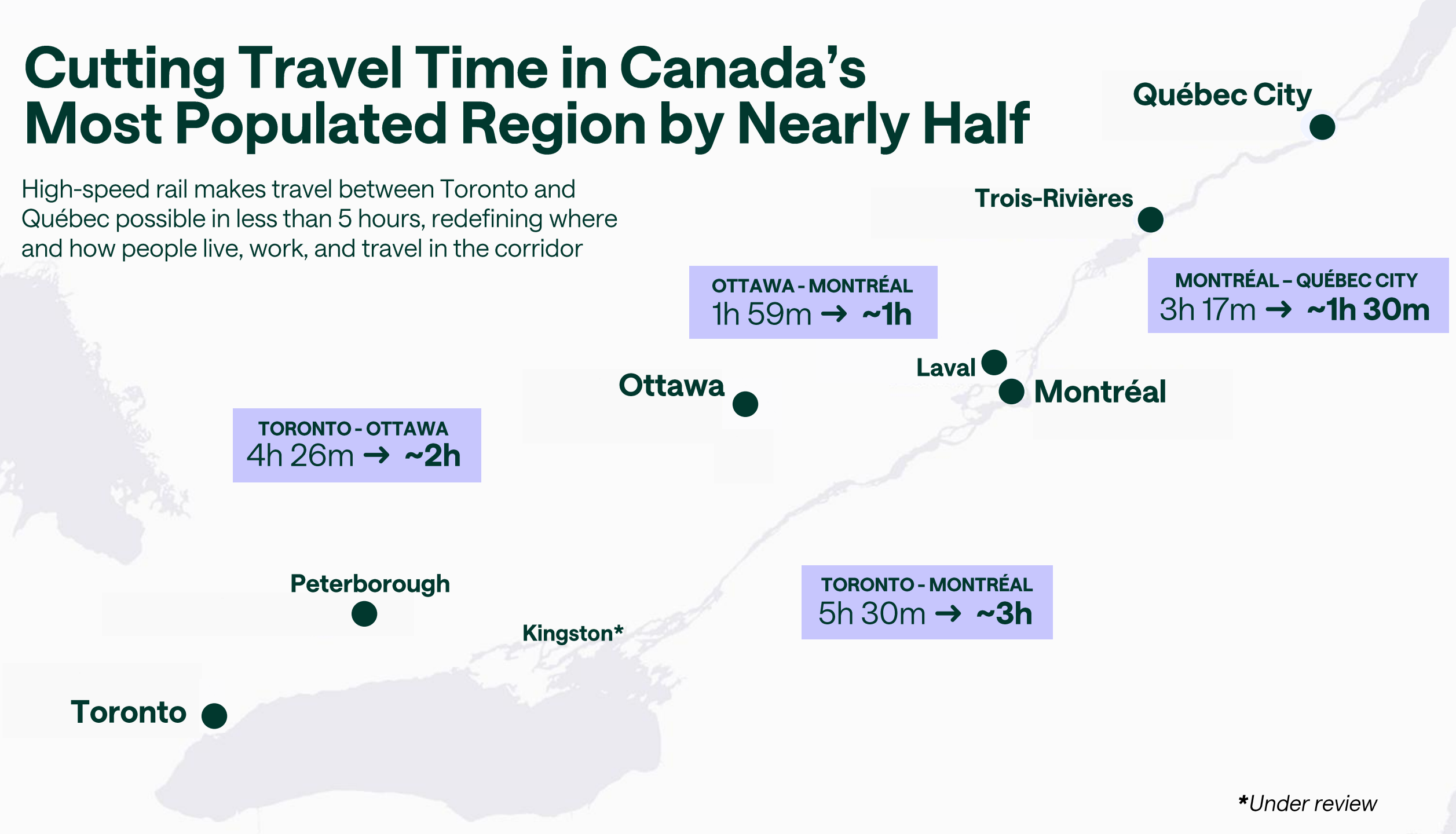
Without improved speed and reliability, **the corridor will continue to operate below its productivity potential.**



Investments in the current network can increase capacity and reduce congestion in the short term, **but they would not resolve the corridor's foundational issues.**

Cutting Travel Time in Canada's Most Populated Region by Nearly Half

High-speed rail makes travel between Toronto and Québec possible in less than 5 hours, redefining where and how people live, work, and travel in the corridor



Building the Train we Need

A faster, more frequent, and reliable alternative



7 stops



1 000 km of electrified and dedicated tracks



300 km/h or more



Significant reduction in travel times



44 %

of the Country's population



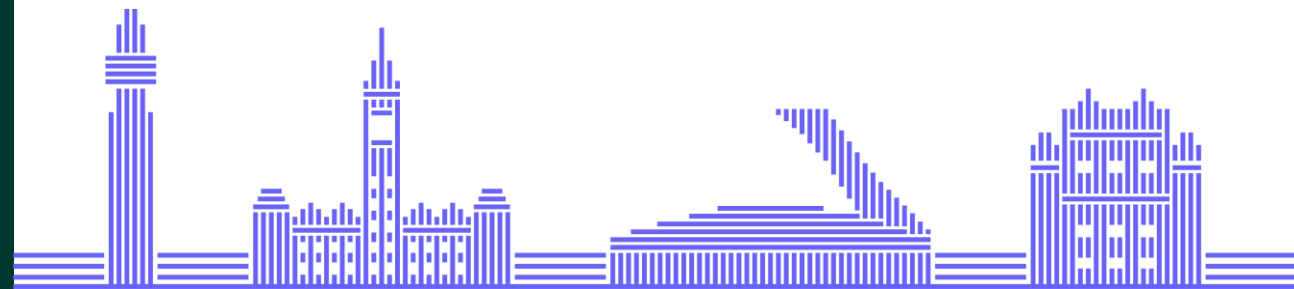
17 million people

live along the corridor



700 000 students

30 colleges and universities



Alto is a Long-Term Economic Engine

Economic Prosperity

- Creation of more than **50,000 jobs** related to the project over a 10-year period
- Economic benefits equivalent to **1.1% of Canada's annual GDP** and will generate significant economic growth in Canada
- **Productivity increase** for Canada from reduced travel times between major cities, consistent with evidence from other jurisdictions that have implemented high-speed rail

Contributing to a Strong Canadian Steel Industry

- Preliminary estimates indicate that the project will require approx. 500,000 tonnes of steel. One third of Alto's steel components can be met by Canadian suppliers.

More Canadian Goods and Services

- Demand for Canadian goods and services (e.g., engineers, land surveyors, architects and rail experts)
- Prioritize '**Buy Canadian**' and act as a catalyst for more use of Canadian products, requiring large volumes of local materials such as steel, aluminum, copper, etc.

Annual benefits, driven by accelerated labour mobility, tourism, and productivity, will result in:

1.1% of Canada's annual GDP OR **\$24.4 billion**



The federal Crown corporation leading
the Alto project



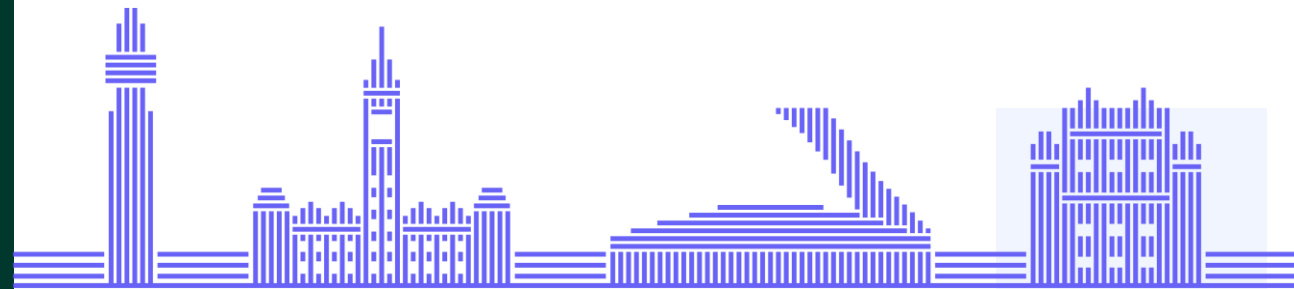
World-class expertise at Alto's service



Alto conducted two distinct consultation processes

- General public and civic society stakeholders
January-April 2026
- Indigenous communities
October 2025-June 2026 (ongoing)

We engaged early, on a wide corridor—before defining an alignment—to ensure input from residents, municipalities, Indigenous communities, and organizations could inform analyses and design.



Alto hosted

26 Open Houses



10,280 attendees

2,155 Exit surveys completed



31
Roundtable
Discussions

324
Stakeholders
invited

**Virtual Information
Sessions**

10



Briefs

427



Online Visits

324,026



Interactive Digital Map

19,903 pins



24,142
Online Surveys
completed



Correspondence

1,328

messages were received via
the project email



General public

100-days consultation

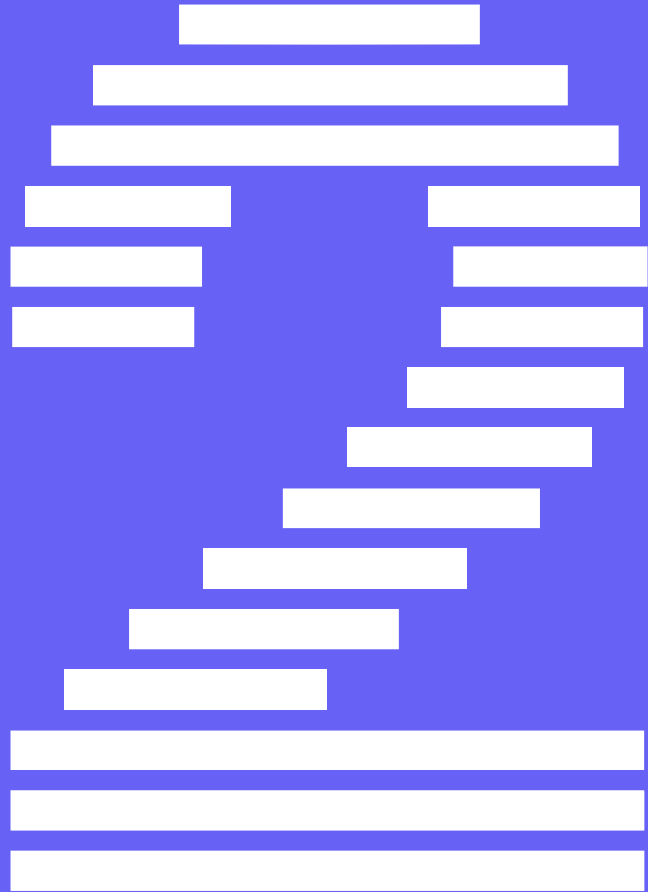
Roundtables and open houses ran in parallel in both provinces, online on Alto's engagement platform, and through live virtual sessions to collect comments and feedback from stakeholders and community members

What We Heard Report

Feedback was compiled by themes and by location as concerns, questions and ideas, which varied from one region to another.



- Nation-Building
- Cost and Timeline
- Value for Taxpayers
- Urgency for the Project
- Environmental Considerations
- Urban and Rural Distinction
- Reconciliation with Indigenous Peoples
- Economic Development
- Housing and Transit-Oriented Development
- Transparency, Accountability and Trust
- Engagement Process
- Land Acquisition and Expropriation
- Farmland Protection
- Ridership
- Integration with Existing Public Transportation
- Impact on VIA Rail
- Affordability
- Engineering and Rail Technology
- Workforce and Trades
- Resources and Procurement
- Construction Impacts
- Tourism
- Passenger Experience



Timeline and High-Speed Rail Features and Infrastructure

Features of the High-Speed Rail

A HSR System integrates proven technology and railway engineering to achieve operations that provide high-performance, efficiency, reliability and above all, safety

- No level crossings—rail tracks and roads are fully separated, eliminating the risk of collisions with vehicles and preventing traffic delays or slowdowns
- Tunnels and bridges carefully built to support high-speed travel
- Specific track geometry to ensure safety at high speeds (maximize linear segments and limit curve amplitude (minimum radius of 7 km))
- Continuous welded rails for noise reduction and passenger comfort

What is High-Speed Rail (HSR):

- Maximum speed over 300 km/h
- Designed for long-distance intercity travel
- Strategic stops at city or transport interchanges
- Alternative to car, bus, or plane

High-Speed Rail Trainset

Europe | ICE Germany





Preserving access and movement

Providing safe crossings

For vehicles, cyclists, and pedestrians through overpasses or underpasses according to local conditions.

Building crossings in rural areas

To support agricultural activities, which will be adapted to large equipment used by surrounding farmers, for example.

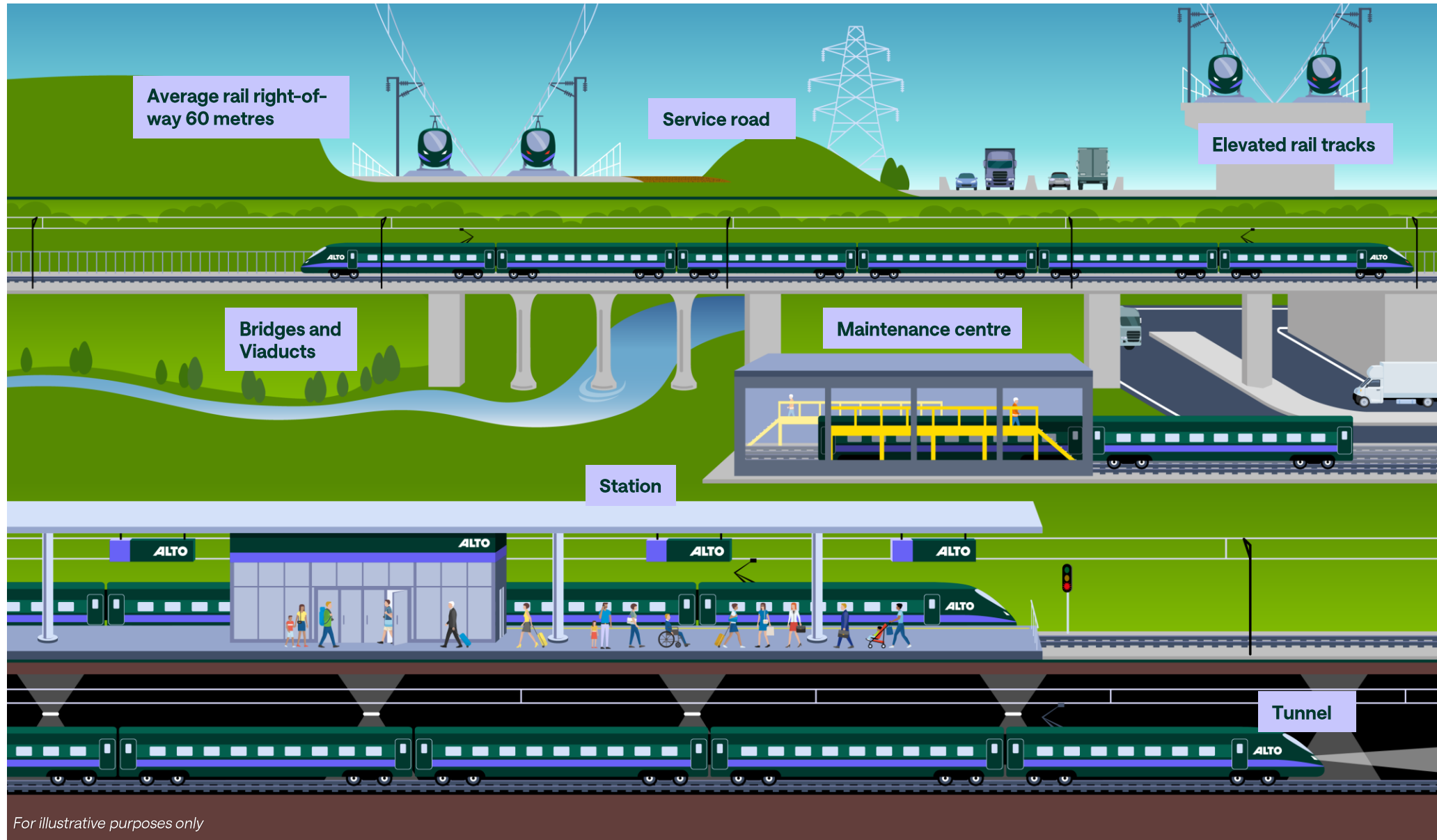
Preserving access for emergency vehicles

Ensuring response times and routes remain compliant with applicable safety and operational standards.

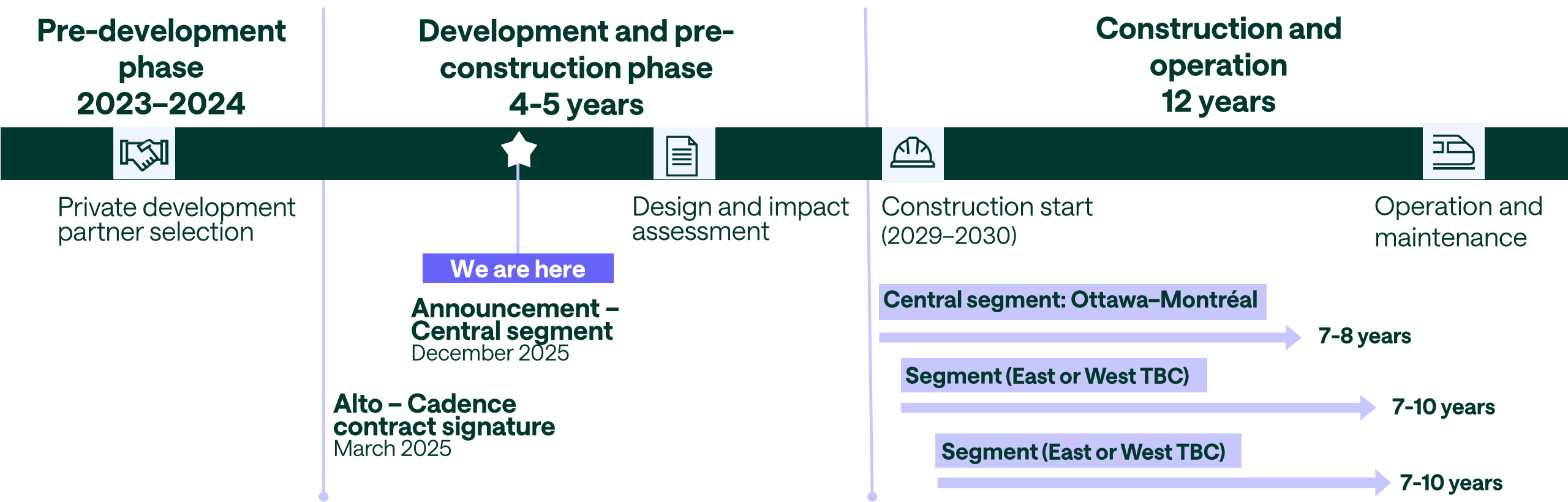
Exploring future uses of access roads

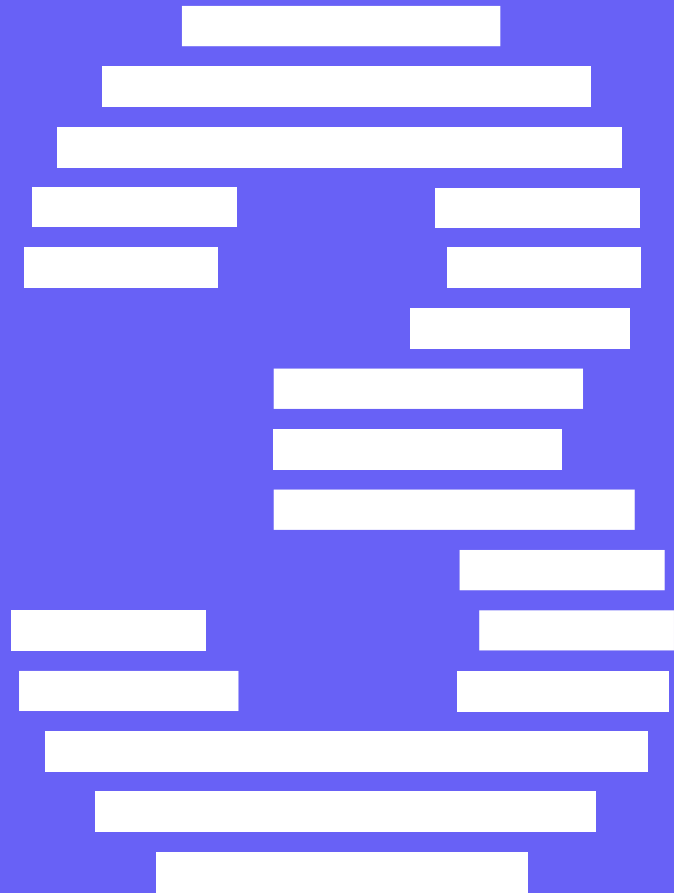
Access roads built outside the fenced tracks could, where appropriate, be used to support agricultural activities.

Specialized Infrastructure



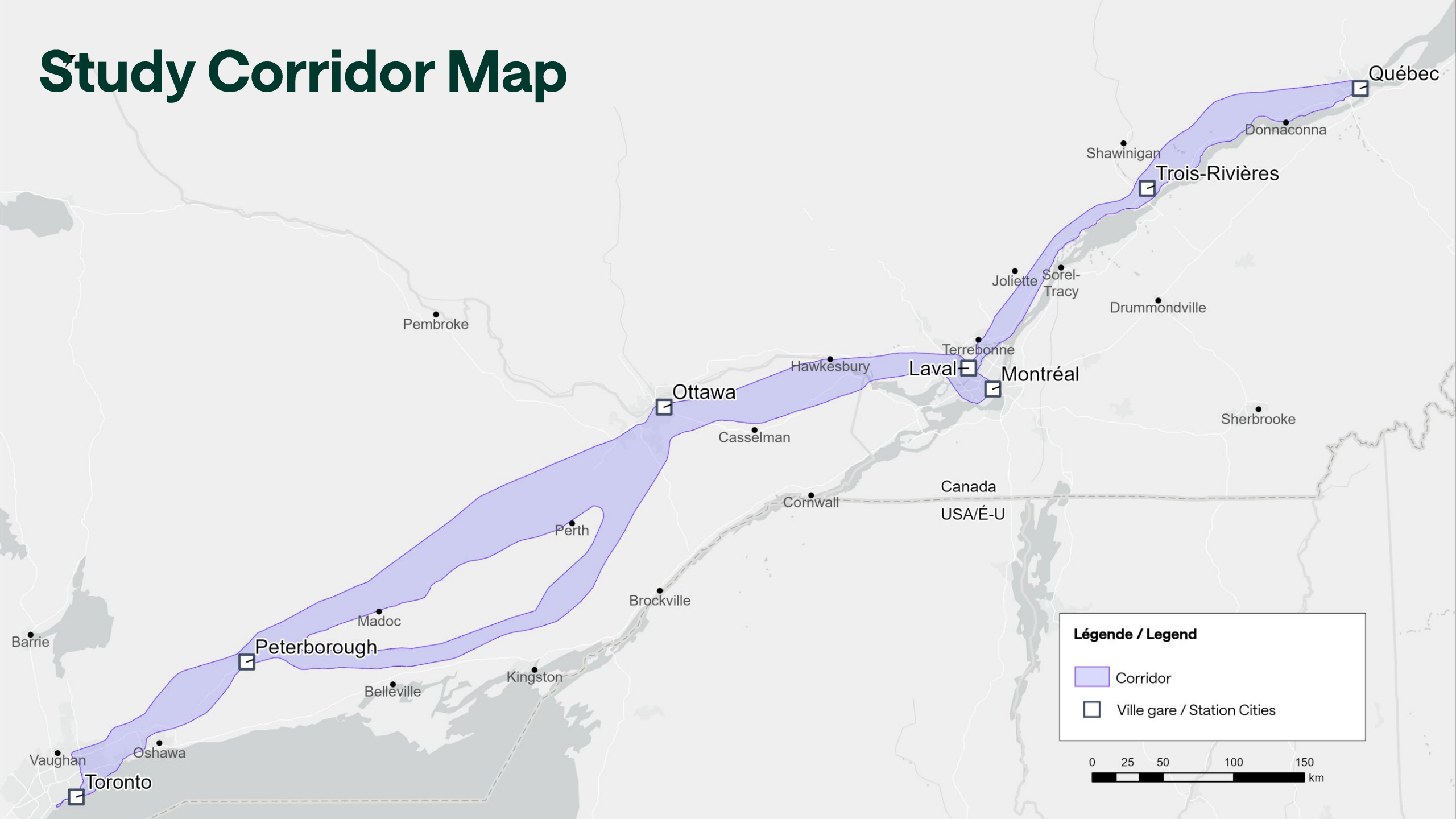
Project schedule



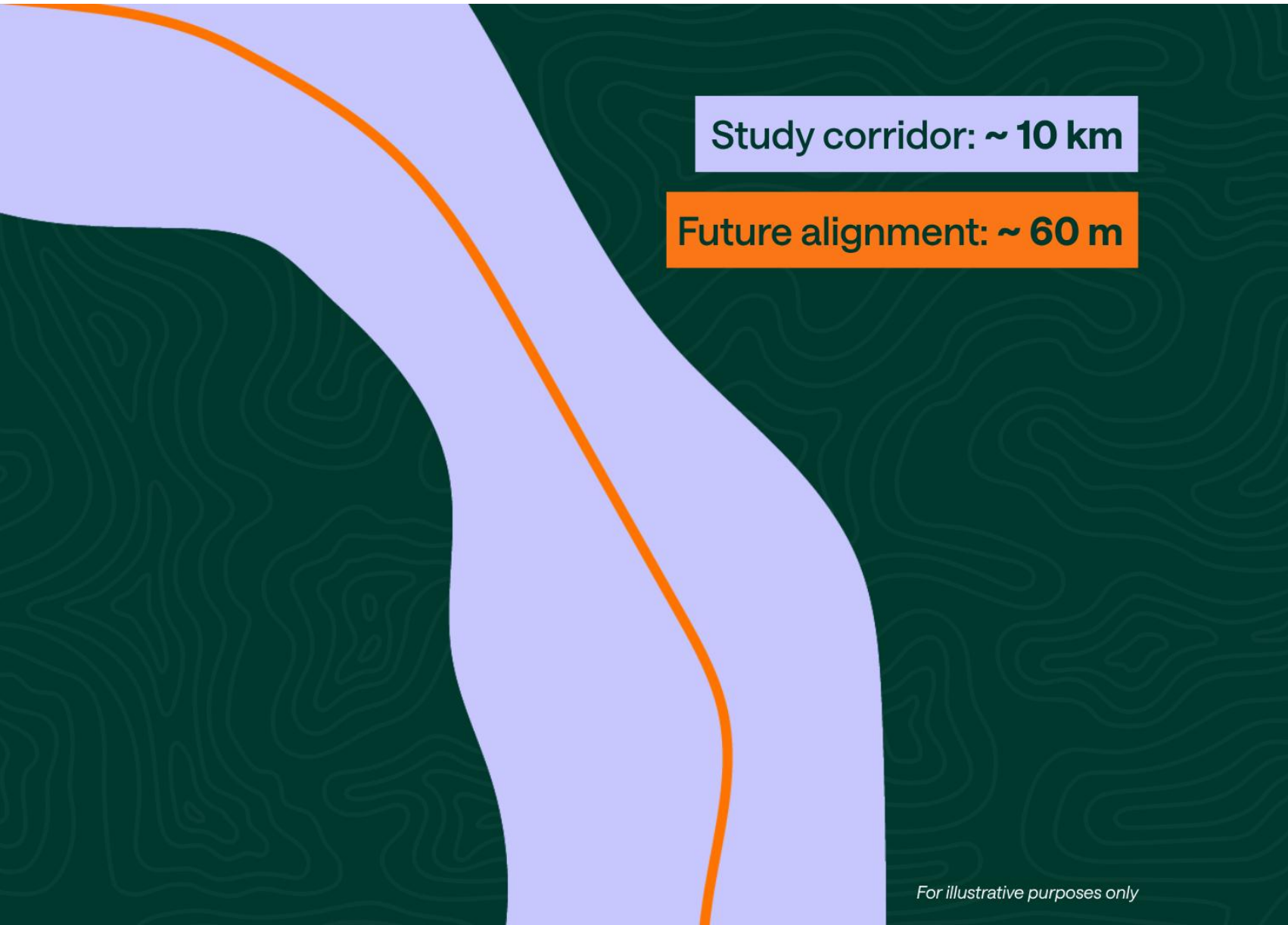


Study Corridor and Refinement

Study Corridor Map

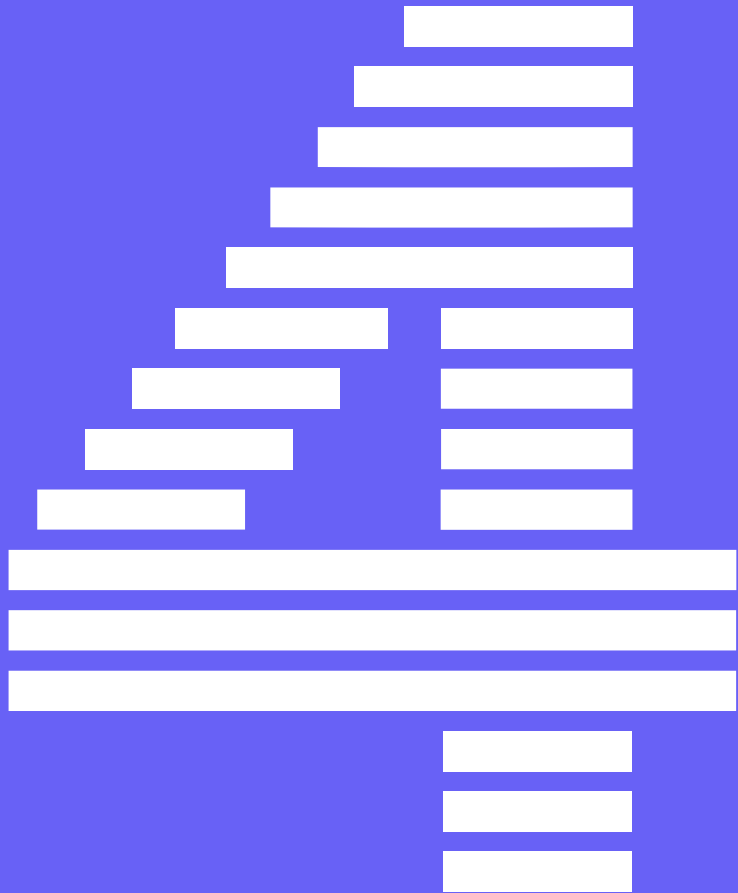


Corridor Refinement



- Study corridor is approximately 10 kilometres wide
- Final right-of-way will be approximately 60 metres wide
- Once a route (alignment) is sufficiently defined, Alto will be able to determine which properties are directly impacted and inform their owners.
- A narrowed corridor for the Ottawa to Montreal segment is expected to be presented by fall 2026, with narrowed corridors for the other segments to follow

For illustrative purposes only



Lands Program

Acquisition Process

Once the proposed alignment has been identified

Identification of the required properties

- Identify the properties and property rights required
- The requirements may vary by area (e.g. only a portion could be necessary)

Direct communication with property owners

- Letter outlining the project, key stages, and support available
- A dedicated representative for each property owner.
- Email communication used only upon request and after discussions have begun.

Negotiation

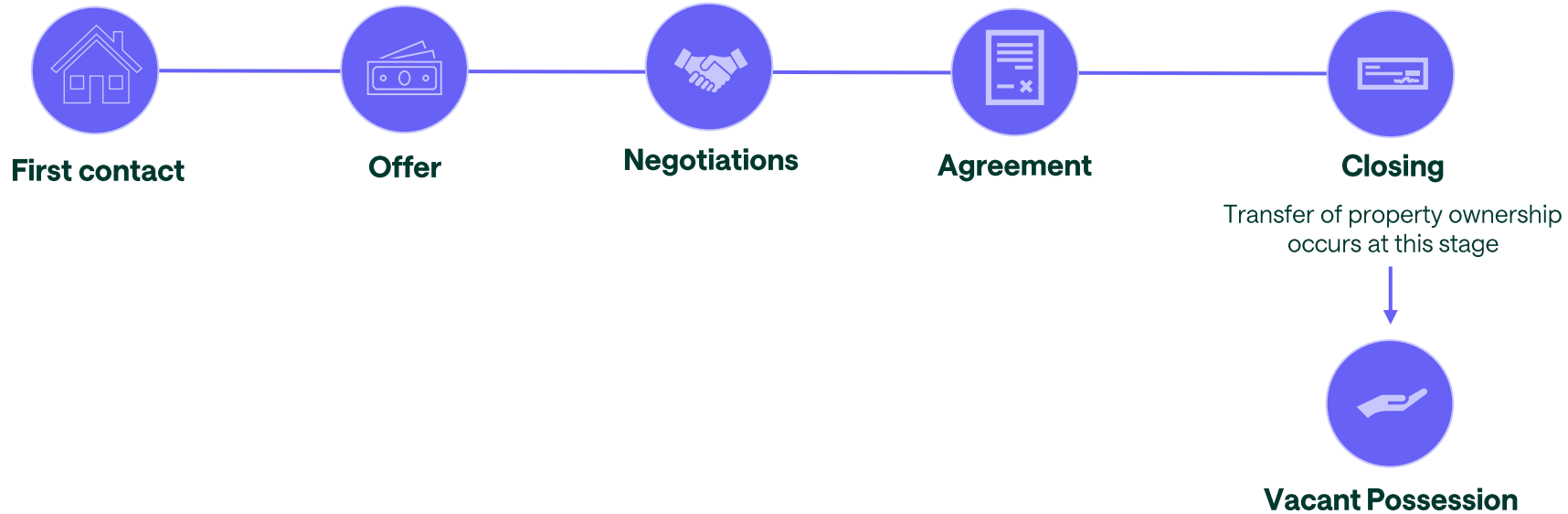
- A written offer and a tailored transition timeline will be discussed.
- Owners may seek independent legal advice and obtain their own appraisal.
- Reasonable third-party costs will be compensated, including appraisal and legal fees.

Closing of transaction

- Signature by both parties
- Compensation may be paid in stages, as agreed with the property owner.
- Timelines will vary by case
- While expropriation remains available as a backstop, our top priority is mutually agreed-upon negotiations.

Acquisition Sequence

VOLUNTARY



EXPROPRIATION (FEDERAL)



Value and compensation breakdown

All offers start from the same statutory compensation baseline and may include:

MARKET VALUE

Value of the land, interest or right acquired, including highest and best use where supported.

REMAINDER IMPACT/INJURIOUS AFFECTION*

Decrease in value and/or use of remainder property after a partial taking.

BUSINESS AND FARM LOSSES

Income, crop, operational or continuity impacts, supported by evidence.

SPECIAL ECONOMIC ADVANTAGE

Special economic advantage, special purpose property or shortened possession.

DISTURBANCE

Moving, re-establishment, transaction and disruption costs.

PROFESSIONAL COSTS

Reasonable legal, appraisal and expert costs.



Developing a collaborative framework for the acquisition campaign

As a starting point, Alto reviewed established frameworks that have been successfully used to support collaboration between agricultural stakeholders and infrastructure proponents on major linear projects. Elements of these frameworks informed the development of Alto's approach.

The framework consists of three elements:

- 1 Impact Mitigation Measures
- 2 Construction Management Guidelines
- 3 Compensation Framework for Agricultural Landowners

Alto's Commitment to Rural Communities

- **Limit impacts from the start**
- **Prioritize negotiated agreements**
- **Offer fair long-term**
- **Ensure adapted road access**
- **Support agricultural productivity and development**



Agricultural Framework

Our Commitments

Agricultural land requires a distinct approach from residential or commercial contexts.



Limit impacts from the start

By defining a study corridor first, engaging early and then selecting the optimal alignment



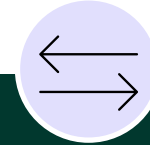
Prioritize negotiated agreements

By working directly with property owners and tenants



Offer a fair, long-term compensation

Compensation that covers all impacts over time, including land value, disturbance costs, productivity and long-term effects



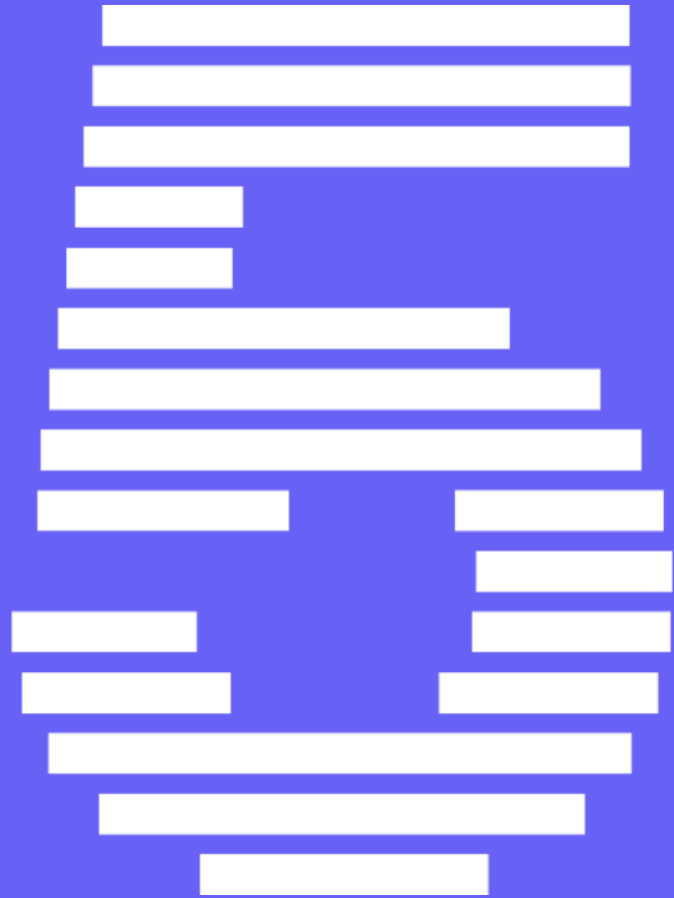
Preserve access and movement

For agricultural operations, vehicles and emergency services



Support productivity and development

Through long-term programs and investments. This includes increasing productivity and support for the next generation



Environmental Program



Impact Assessment as a Planning Tool

- The Impact Assessment is a planning tool that will drive high environmental standards throughout project planning, construction and operation.
- The impact assessment will consider the **potential benefits and impacts on the rights and interests of Indigenous Peoples** and supports Alto's commitment to truth and reconciliation.
- The goal is to ensure that Canada makes transparent, informed and sustainable decisions about major projects.

Gathering Information

Alto will conduct **field surveys** to collect baseline environmental data



Natural elements:

- Wetlands
- Forests
- Fish and their habitat
- Avian wildlife
- Wildlife and their habitat



Socio-economic components:

- Archaeology and cultural heritage
- Sensitive receptors such as hospitals, schools, public parks, etc.



Physical components:

- Noise and vibration
- Hydrogeology
- Soil quality
- Surface water

Field Studies

Objective

- 1** Guide planning, engineering, and environmental assessment work.
- 2** Establish the environment's initial state, anticipate potential impacts, and define measures to avoid, reduce, or offset adverse effects while maximizing benefits.
- 3** Contribute to the federal Impact Assessment process.

How?

Wildlife observation, noise measurements, stream and wetland analysis, sampling of soil and other elements.

Where?

In 2026, surveys are conducted in the study corridor's central segment, between Ottawa and Montréal.

2026 Update



Drone Surveys

What: drone flights to document stream conditions, soil erosion, mobility, and flow (hydrological modelling and wildlife habitat assessment).

When: June to the end of 2026 (Central Segment, starting in QC)



Field Surveys

What: field surveys and observations of species where land access granted, including for fish, herpetofauna and amphibians.

When: June to autumn of 2026



Geotechnical Studies

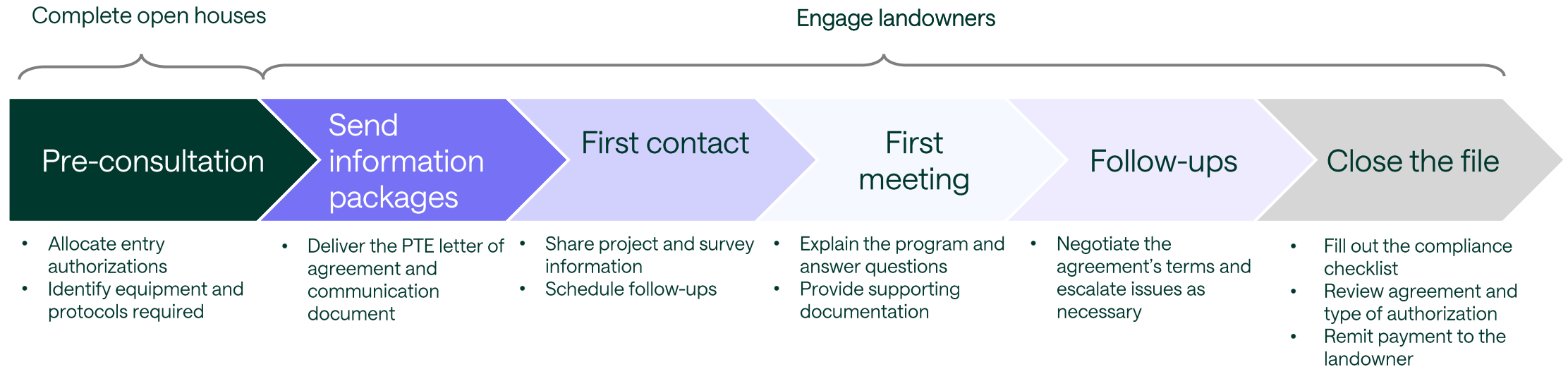
What: Field testing (drilling, exploration wells, in-depth testing) to understand soil and subsurface composition and behaviour.

When: July to the end of 2026

Field Studies: Relationship with Landowners

- Targeted relationships with some landowners, including cities and municipalities, will be required to allow Alto crews to gain access to the land and conduct environmental surveys.
- This process began after the first wave of public consultation was complete.

Landowner relations process:





Next Steps

Project Next Steps

- **Fall 2026:** Central Segment Engagement on proposed, including dedicated, consistent, and personalized landowner support from initial engagement through the acquisition process
- **December 2026:** Central Segment Project Description Submission
- **2027:** Engagement on Western (Ontario) and Eastern (Quebec) Segments





Stay Informed

Website & Blog:
altotrain.ca

Monthly Newsletter:
altotrain.ca/en/stay-updated

Social Media:
[@altotrain](#)



Closer,
faster,
together

ALTO 