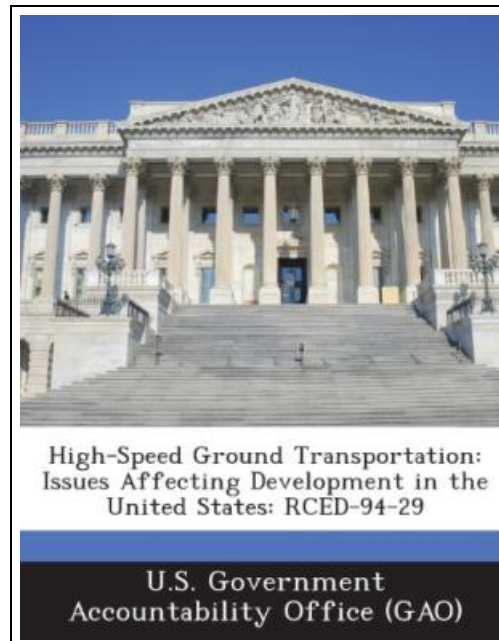


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Bibliogov, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.Pursuant to a congressional request, GAO reviewed issues concerning the development of high-speed ground transportation (HSGT) technology, focusing on: (1) the types of HSGT technology being developed in the United States; (2) how HSGT is financed; and (3) the social benefits expected from HSGT technology. GAO found that: (1) the incremental HSGT approach provides a low-cost, near-term option for developing high-speed U.S. passenger service because rights-of-way between major cities already exist and funds for high speed rail systems are limited; (2) incremental HSGT costs will total about \$10 million per mile and include the costs of eliminating grade crossing, improving track and signaling, modifying bridges, and electrifying rights-of-way; (3) many incremental costs will be avoided as more cost-effective technologies are developed; (4) freight railroads will likely request indemnification from liability for passenger train accidents and believe that incremental improvement programs outside the northeast corridor (NEC) will not significantly benefit their freight operations; (5) very high-speed rail and maglev systems will cost over \$20 million per mile and require straight and level rights-of-way, substantially new infrastructures, and land acquisitions and technological development; (6) although the federal government has supported HSGT development in NEC and other areas, investors have avoided HSGT because it poses unacceptable risks; (7) substantial federal efforts to reduce HSGT risks might encourage private investment; (8) proposed legislation would increase federal assistance by \$1.3 billion for HSGT corridor development and research over 5 years; (9) federal, state, and private-sector funds need to be strategically provided to a few, well-chosen improvement projects; and (10) the proposed legislation will require consideration of each project s estimated ridership, revenues, subsidy requirements, and social benefits.



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