



TRANSFORMING THE WAY OUR REGION MOVES

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GRIDLOCK COSTS OUR ECONOMY



KITCHENER - WATERLOO



UNDER INVESTMENT FOR DECADES



METROLINX

PLAN



BUILD



OPERATE





BUILD

Over \$30B in Committed Projects

OVER \$30B IN INVESTMENT IN THE GTHA'S RAPID TRANSIT NETWORK



EXPANDING GO TRAIN SERVICE

- **More service** on all lines
- Electric trains, **every 15 minutes or better** in both directions, for most GO customers
- **23 more stations** and **line extensions** to serve new markets



74 KM OF NEW LIGHT RAIL TRANSIT

- Under construction:
- **Eglinton Crosstown**
- In procurement:
- **Finch West**
 - **Hurontario**
 - **Hamilton B-Line**
- In design / planning:
- **Sheppard East**



68 KM OF NEW BUS RAPID TRANSIT

- Partially in-service, with remainder under construction:
- **Viva** in York Region
 - **Mississauga Transitway**
- In design / planning:
- **Hamilton A-Line**



CONNECTING IT ALL TOGETHER

- Expanding and revitalizing **Union Station**, the heart of the regional network
- **PRESTO** now in use across the region

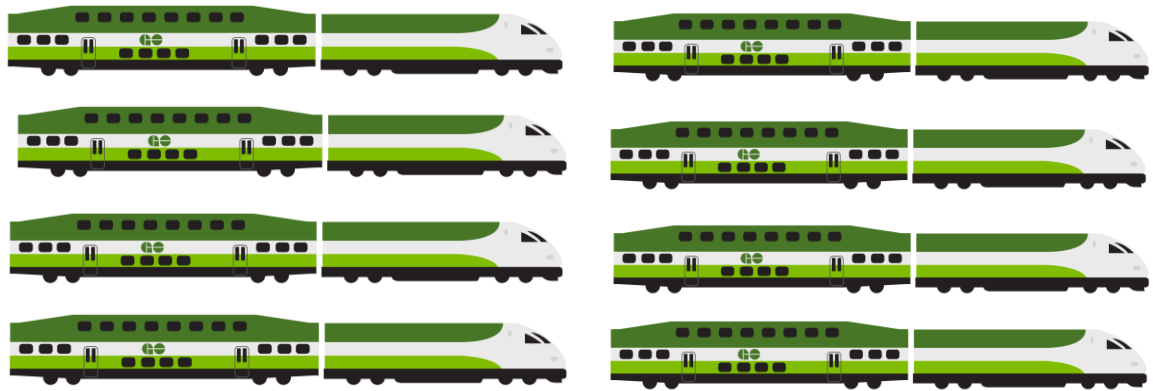
GO RAIL SERVICE

Kitchener GO Train service has doubled

2011



TODAY



GO BUS SERVICE



2016: Three new bus routes including express service from Kitchener with timed connections to and from trains at Bramalea GO station to provide all-day two-way service Monday to Friday.

KITCHENER CORRIDOR INVESTMENTS

- Launch of Kitchener GO bus service
- **\$160M** investment to purchase 26km of track between Toronto and Bramalea

2009

2010

\$1.2B
investment in
Kitchener
Corridor

Launch of
Kitchener GO train
service

2011

2014

\$76M investment
to purchase
52km of track
between
Georgetown and
Kitchener

KITCHENER CORRIDOR INVESTMENTS

- **Train service doubled**
- New all-day bus/train service
- **\$16M** Shirley Avenue train/bus facility
- MTO bus by-pass shoulders on Hwy 401
- 3rd track in Georgetown built to improve service efficiency

RFP issued to design, build and finance HWY 401 rail tunnel
4th track construction Union to Bramalea

2015

2016

2017

Kitchener Corridor improvements complete

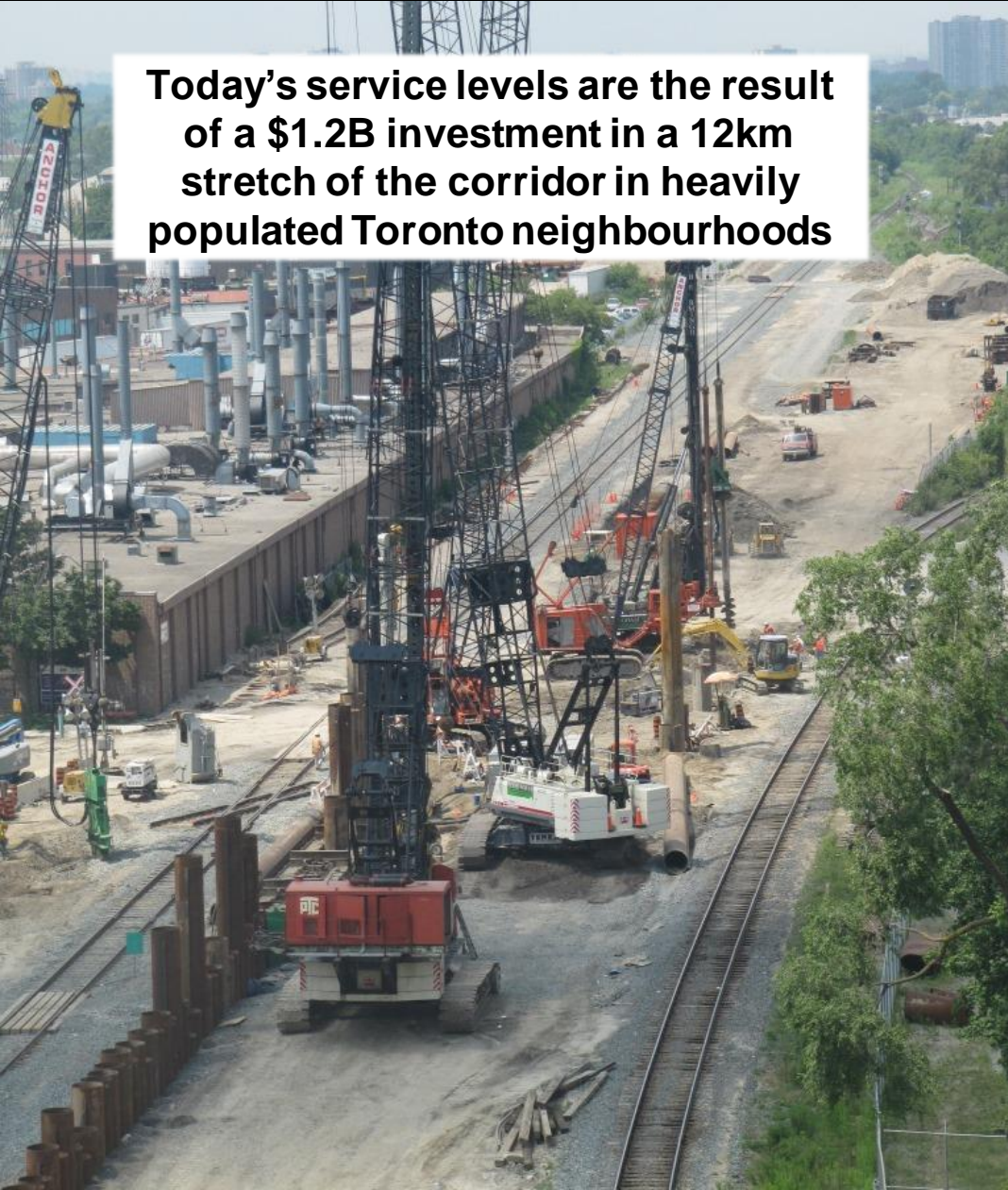
- **Agreement in principle for new rail corridor**
- **\$43M** MTO investment in the Kitchener Transit Hub

\$752M Federal investment in corridor upgrades

WHAT IT TAKES TO BUILD HEAVY RAIL SERVICE KITCHENER CORRIDOR IMPROVEMENTS – 2010 to 2015

Today's service levels are the result of a \$1.2B investment in a 12km stretch of the corridor in heavily populated Toronto neighbourhoods

- Expanded corridor from a single track to 3 tracks with room to add a 4th
- 16 bridges widened or replaced
- 7 underpasses/overpasses to remove at-grade crossings
- 1 rail-to-rail separation at the busiest intersection in Canada to remove a major bottleneck in the corridor
- 60 kilometres of new track
- Among other infrastructure feats, we poured enough concrete to build 5 CN Towers
- 1000s of overnight and weekend work hours to maintain peak service throughout construction
- **Extensive community engagement**



NEW INFRASTRUCTURE REQUIRED FOR ENHANCED KITCHENER SERVICE



New Track

- New 30km corridor between Bramalea and Milton
- 4th track between Union Station & Mount Pleasant
- 2nd 52 km track between Georgetown & Kitchener
- Upgraded signalling and communication system



New Trains

- Electrification and new electric train fleet



New Bridges and Tunnels

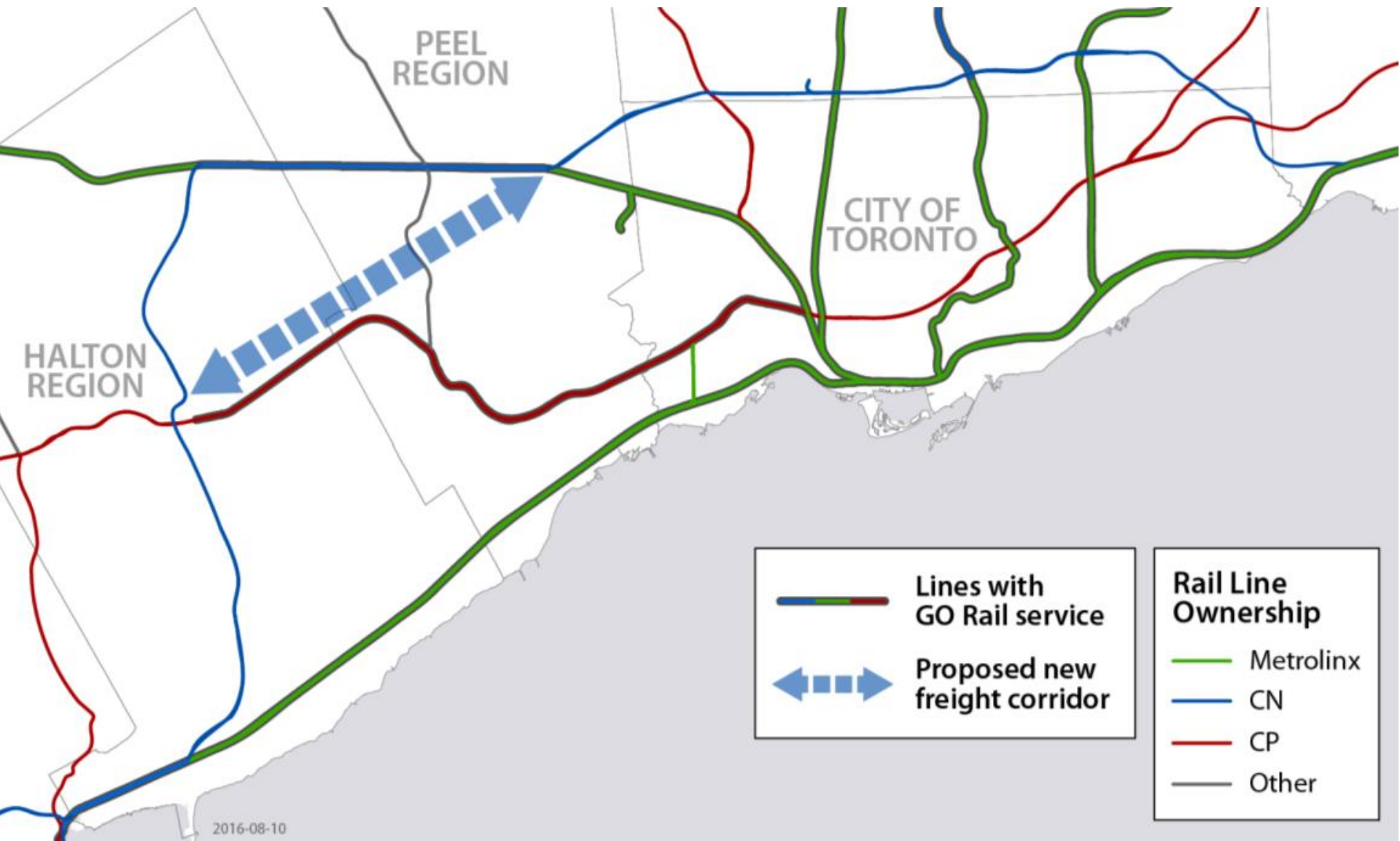
- New tunnel under Highway 401 to accommodate more track/service on the Kitchener line
- Other grade separations (bridges/tunnels)



New Renovations

- Renovations at existing GO stations

NEW CORRIDOR



REQUIREMENTS FOR THE NEW CORRIDOR

- Preliminary planning and design work is underway at the same time negotiations with CN move forward.
- Remaining work can not begin until an agreement is secured.

Phases	Durations (*some can be done in parallel)
<ul style="list-style-type: none">• Technical and feasibility studies• Planning studies• Design studies• Project Planning	2-3 years (approx.)
<ul style="list-style-type: none">• Community engagement• Community impact and mitigation• Environmental assessment• Permit and approvals	3 years (approx.)
<ul style="list-style-type: none">• Procurement• Construction• Commissioning	4 years (approx.)
<ul style="list-style-type: none">• Community impact and engagement	Ongoing

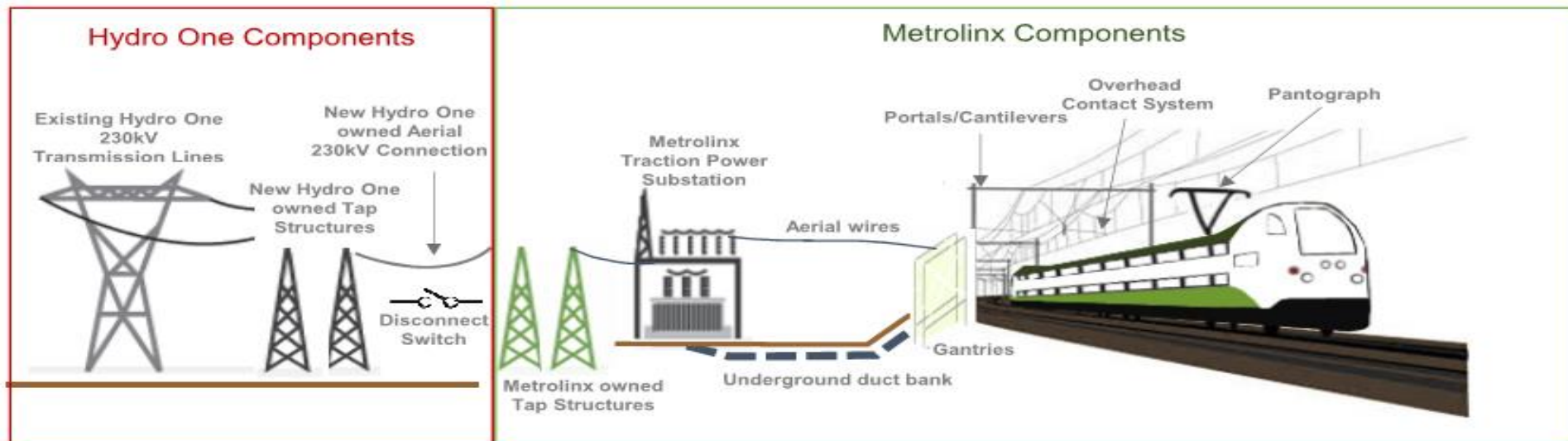
BUILDING A NEW CORRIDOR

Building a new corridor is complex and as outlined in initial feasibility work will require:

- Up to 35 new bridges for road and water crossings including significant crossings of 401, 410
- Modification and/or relocation of up to 17 hydro towers and as much as 3.4 km of major gas line relocations
- Construction of 60 km of new track (2 tracks x the 30km length) plus new train signal system
- Construction of a new rail/rail grade separation where Kitchener line will cross the bypass corridor
- Noise and vibration mitigation as required for adjacent properties
- Property impacts

ELECTRIFICATION

- Metrolinx can only proceed with electrification on owned corridors.
- An environmental assessment is underway now to plan and design the required infrastructure for electric service on the Kitchener line between Bramalea and Highway 427.
 - This EA is on track to be complete by the end of this year.
- The Kitchener line west of Bramalea can be electrified only once the new train corridor is built.
 - This will require an additional EA.



OUR COMMITMENT TO YOU

- We will continue to build more infrastructure as outlined in our Regional Express Rail plan
- We will continue negotiations with CN to reach a formal agreement to build a new corridor, which will enable us to deliver two-way all-day electric train service to Kitchener.





As our region grows our transit system needs to grow too.

Let's get moving.

Learn more:

- Our website, metrolinx.com
- Our blog called The Link, at blog.metrolinx.com
- Social media: **Facebook-Twitter-Instagram**