



METROLINX

An agency of the Government of Ontario

GO Regional Express Rail Update

Bruce McCuaig, President and CEO

Board of Directors

June 28, 2016

This Report Includes:

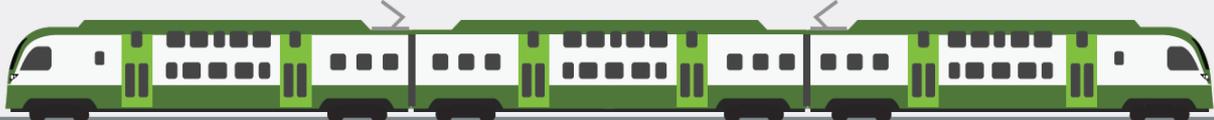
- Update on the GO RER program
- Recommendations on new stations
- Recommendations on the integration of the City of Toronto proposal for SmartTrack into the GO RER 10 year program
- Recommendations on an Eglinton West Light Rail Transit (LRT) extension between Mount Dennis and Pearson International Airport
- Recommendations for City of Toronto funding to support incremental additions to the existing GO RER 10 year transit expansion program, as well operations and maintenance of LRTs



GO Transit Expansion

GO RER will reduce travel times and give people more ways to get where they want to go with:

| | | | |
|---|---|---|---|
| Trains up to every 15 minutes | Service in both directions | More all-day service | Faster electric trains |
|  |  |  |  |



Metrolinx is embarking on a massive transformation of the existing GO rail system to provide:

- Four times the number of trips outside of weekday rush-hour periods, including evenings and weekends
- Twice the number of trips during weekday rush-hour periods
- Line extensions to new communities

Infrastructure Needs for GO RER

- Bringing new transit options and new levels of service is a challenging undertaking
- Metrolinx is embarking on one of the largest infrastructure projects in North America
- There is community-level disruption required to build a region-wide, integrated transit network



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

Making Progress on RER Program

- Eleven Metrolinx-led GO RER related Environmental Assessments are completed, in progress or about to be launched
- Discussions on potential grade separations have been initiated with municipalities
- On many parts of the network, construction is already underway, including track work, layovers and station improvements
- Efforts are underway to finalize planning and design
- In all cases, the work requires partnership with local municipalities and the input of critical stakeholders, the broader public and the local community



At Guildwood GO Station, the crane lifts precast tunnel sections and places on grillage in preparation for July tunnel slide work.

New Stations

- Consideration of new stations started with 120+ sites
- Business Case process used to narrow down to 12 recommended locations
- Considered Strategic, Economic, Financial and Operational issues



Recommended New Stations

Barrie Corridor

- Spadina (near Front St.)
- Bloor-Davenport (Bloor St. near Lansdowne Ave.)
- Kirby (near Keele St.)
- Mulock (near Bayview Ave.)
- Innisfil (near 6th Line)

Kitchener Corridor

- Liberty Village (near King St. West)
- St. Clair West (near Weston Rd.)
- Breslau (near Greenhouse Rd.)

Lakeshore East and Stouffville

- Don Yard/Unilever (between Cherry St. and Eastern Ave.)
- Gerrard (near Carlaw Ave.)

Stouffville

- Lawrence East (between Kennedy Rd. and Midland Ave.)
- Finch (between Kennedy Rd. and Midland Ave.)

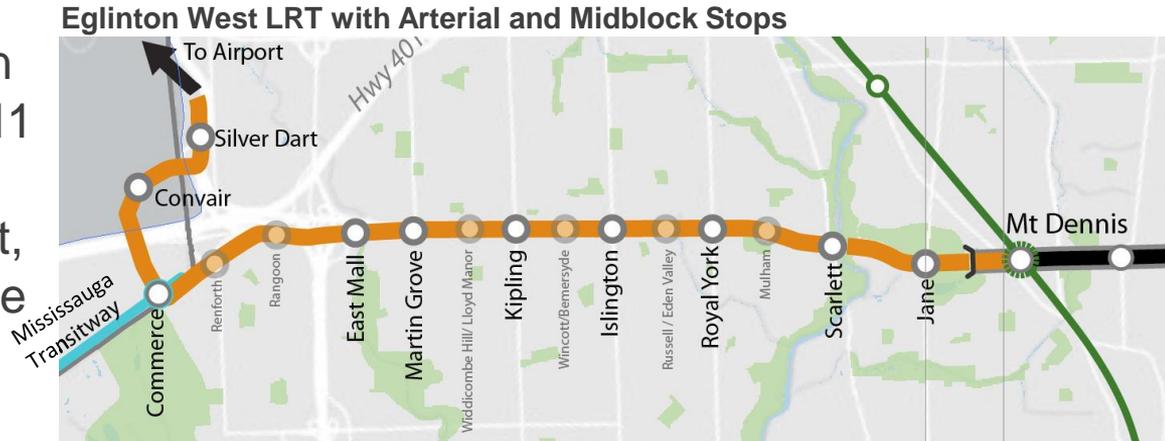
Integrated GO RER-SmartTrack

- Metrolinx and the City of Toronto worked closely together to develop a joint Initial Business Case
- Integrated GO RER-SmartTrack adds new riders and expands GO rail access within Toronto
- Up to six new stations are recommended for GO RER-SmartTrack integration with an estimated cost of \$0.7 to 1.1B (\$2014)



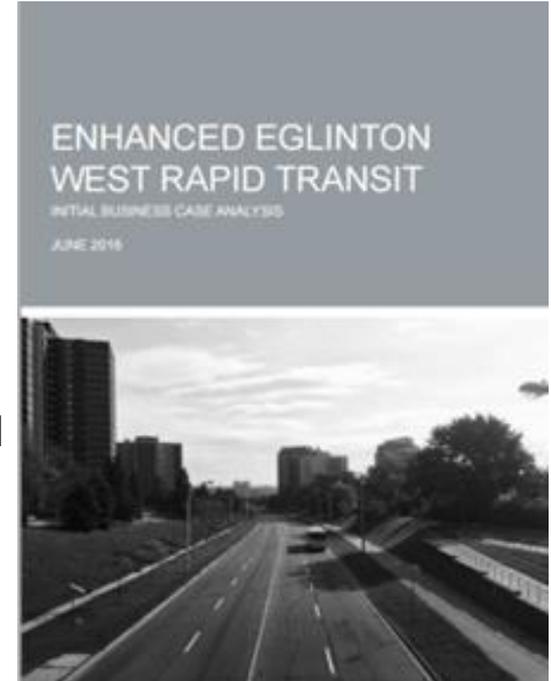
Eglinton West LRT Extension

- The recommended Eglinton West LRT Extension, with 11 to 15 stops between Mt. Dennis and Pearson Airport, adds an important link to the rapid transit network
- The extension fills a gap in connectivity between Phase 1 of the Eglinton Crosstown and the Mississauga Transitway
- The LRT provides a mix of local access and longer-distance travel opportunity for people commuting between Toronto and Mississauga



Eglinton West LRT Extension

- Metrolinx and the City of Toronto worked closely together to develop a joint Initial Business Case
- Initial Business Case built on community consultation, including three public meetings and one stakeholder meeting
- Public engagement will continue as planning and design progress
- Next Steps will include working with Toronto, Mississauga, and the GTAA on:
 - Detailed Traffic Analysis
 - Grade Separation Designs
 - Final Stop Locations
 - Alignment to Pearson Airport



Other Toronto Rapid Transit Projects

- Toronto Council is considering a report “Developing Toronto’s Transit Network Plan to 2031”
- SmartTrack and Eglinton West LRT recommendations are aligned with Metrolinx
- The report includes recommendations for a Relief Line alignment and station locations
 - The Province has announced \$150 million for further Relief Line project development funding
 - Metrolinx will work with the City and the TTC to finalize the proposed alignment and to advance the planning, engineering and design work
- Metrolinx will work with City of Toronto to undertake fulsome planning analysis of Eglinton East LRT

Next Steps

- Relevant municipalities to confirm agreement on new station locations by Nov 30th 2016
- Advance planning work on the Eglinton West LRT extension with Toronto, Mississauga, and the GTAA
- Develop an MOA with City of Toronto and TTC for further planning and design for the Relief Line
- Work with MTO and municipalities on arrangements for aspects of GO RER moving forward

Recommendations

New Stations

1. Approve the following new stations to be included in the GO RER 10 year program subject to formal confirmation to Metrolinx of funding by November 30, 2016 as well as meeting the conditions presented in Section 1.4 of this report:
 - i. On the Barrie corridor, new stations at Spadina (at Front St.), Bloor-Davenport (Bloor St. near Lansdowne Ave.), Kirby (near Keele St.), Mulock (near Bayview Ave.), and Innisfil (at 6th Line),
 - ii. On the Kitchener corridor, new stations at Liberty Village (at King St. West), St. Clair West (near Weston Rd.), and Breslau (near Greenhouse Rd.),
 - iii. On the Lakeshore East and Stouffville corridors, new stations at Don Yard/Unilever (between Cherry St. and Eastern Ave.) and Gerrard (in the vicinity of Carlaw Ave.),
 - iv. On the Stouffville corridor, new stations at Lawrence (between Kennedy Rd. and Midland Ave.) and Finch (between Kennedy Rd. and Midland Ave.).
- 1.1 Request that municipalities where these recommended new stations (1.(i) through to 1.(iv)) are located provide resolutions to Metrolinx by November 30, 2016 indicating their agreement to the station location(s) and demonstrating their commitment to implementing transit supportive land-uses around stations, and sustainable station access.

Recommendations

New Stations, continued

- 1.2 Advise municipalities that the following stations are not being included in GO RER 10 year program at this time:
 - i. Highway 7-Concord (Vaughan)
 - ii. Park Lawn (Toronto)
 - iii. Woodbine, at Highway 27 (Toronto)
- 1.3 Advise municipalities that Metrolinx will continue to collaborate to improve the strategic, economic, financial, and operations cases for these locations (1.2(i) through to 1.2(iii)) and bring them forward for future consideration to the Metrolinx Board. Additional considerations will include any additional land use in the area that supports transit-oriented development and optimizes provincial transit infrastructure investments.
- 1.4 Direct staff, as part of the ongoing regional transportation planning legislated review process, to continue ongoing dialogue with all municipalities to ensure that Metrolinx has current information regarding the status of locations that might be considered as part of the GO network beyond the ten-year window of the current GO RER program.
- 1.5 Direct staff to thank all the municipalities across the region who have provided input to this analysis for their ongoing collaboration and share this report with them.

Recommendations

GO RER-SmartTrack Integration

2. Endorse an integrated SmartTrack Concept including GO Transit Rail Corridors and Eglinton West LRT extension:

2.1 Endorse a GO RER concept that integrates SmartTrack concept with up to six new stations at: St. Clair West (at Weston Rd.), Liberty Village (at King St. West), Don Yard/Unilever (between Cherry St. and Eastern Ave.), Gerrard (near Carlaw Ave.), Lawrence (between Kennedy Rd. and Midland Ave.), and Finch (between Kennedy Rd. and Midland Ave.) and an estimated capital cost of \$0.7 to 1.1B (\$2014; costs do not include escalation, financing costs, lifecycle and operating and maintenance).

Recommendations

GO RER-SmartTrack Integration

2.2 Advance the preferred Eglinton West LRT extension alignment with 11 to 15 stops between Mt. Dennis and Pearson Airport, running at grade with targeted grade separations, consistent with the findings of the Eglinton West LRT Initial Business Case (2016), subject to further engagement with the local community, with an estimated cost of \$1.5 to 2.1B (\$2014; costs do not include escalation, financing costs, lifecycle and operating and maintenance)) and direct staff to:

- i. Collaborate with the City of Toronto, TTC and the local community to review traffic operations, stop locations, and grade separations and further develop the Eglinton West LRT integrating design excellence and sustainability objectives.
- ii. Continue working with the Greater Toronto Airports Authority on the alignment connecting to Toronto Pearson International Airport.
- iii. Coordinate planning with the City of Mississauga on the interface with the BRT.
- iv. Continue to consult with the public in Toronto and Mississauga on the development of the Eglinton West LRT plans.

Recommendations

Cost Sharing

3. Direct staff to continue discussions among orders of government to confirm that costs incremental to the GO RER program, including, new stations in the City of Toronto, the Eglinton West LRT extension, infrastructure and services will need to be funded through contribution from the City of Toronto, the Government of Canada and other sources of funding, including local development contributions. This includes incremental capital construction costs, escalation, financing, lifecycle and operations/maintenance of the incremental new service.
 - 3.1 In order for SmartTrack components to be procured alongside RER, the Province and Metrolinx require the City of Toronto's commitment to full funding (including capital with escalation and financing, operating/maintenance costs for SmartTrack, and operating/maintenance costs for LRTs) by November 30, 2016.

Recommendations

Other Toronto Projects

4. Direct staff, as set out in the Metrolinx Board June 25, 2015 report entitled “Yonge Relief Network Study,” to advance the Relief Line in collaboration with the City of Toronto and the Toronto Transit Commission to ensure that it achieves significant relief to the Yonge subway and is an integrated approach incorporating further business case analysis and the current work by the City of Toronto, alongside the other Next Wave projects.

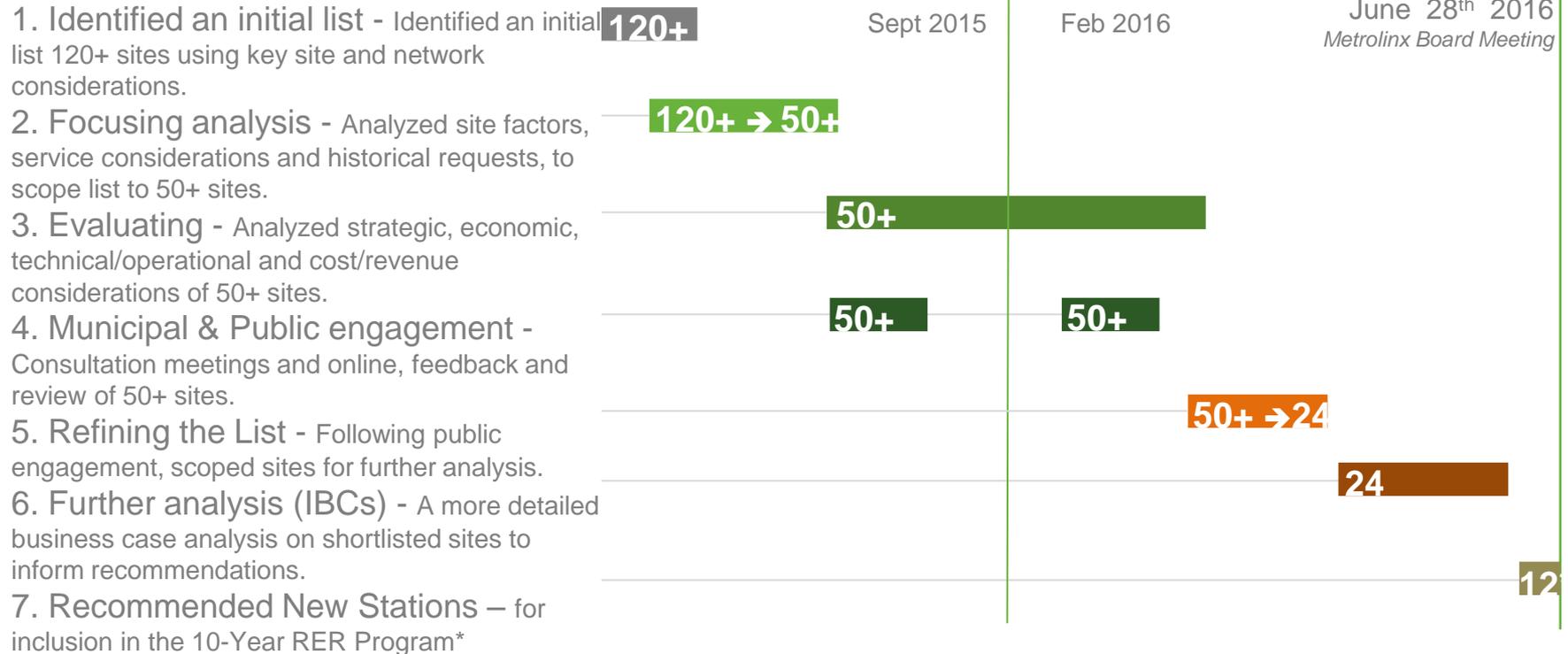


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Process to Date



* Subject to conditions identified in the GO Regional Express Rail Update Report to the Metrolinx Board of Directors, June 28, 2016