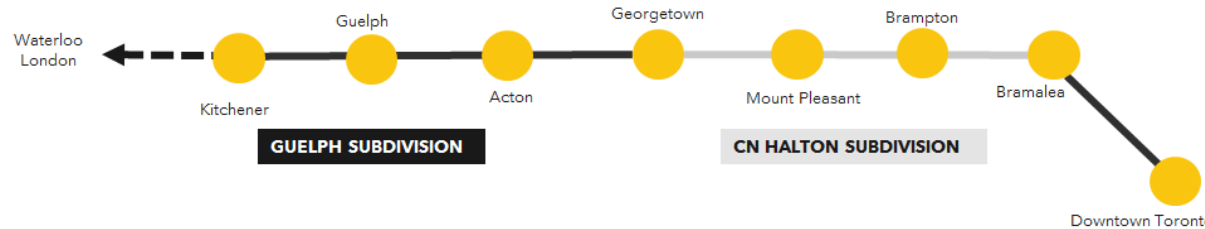


Kitchener GO Rail Expansion

KITCHENER EXPANSION OVERVIEW

- Through the Kitchener GO Rail Expansion project, the Province committed to extending GO Rail service through City of Brampton to Kitchener.
- With this investment, two-way all day GO train service achieves competitive travel times to Kitchener, compared to Hwy 401. The program brings 10.9M annual by 2041 riders, reduces journey time by up to 20 min¹, generates over \$1,377.1M in economic benefits and aligns with the five goals outlined in the Transportation Plan for Southwestern Ontario.
- Metrolinx currently offers limited off-peak and counter-peak trips on the Kitchener corridor. CN owns the Halton subdivision, a key segment of the Kitchener corridor, which has restricted GO rail service expansion to date. Metrolinx owns the Weston and Guelph subdivisions on the east and west ends of the corridor.



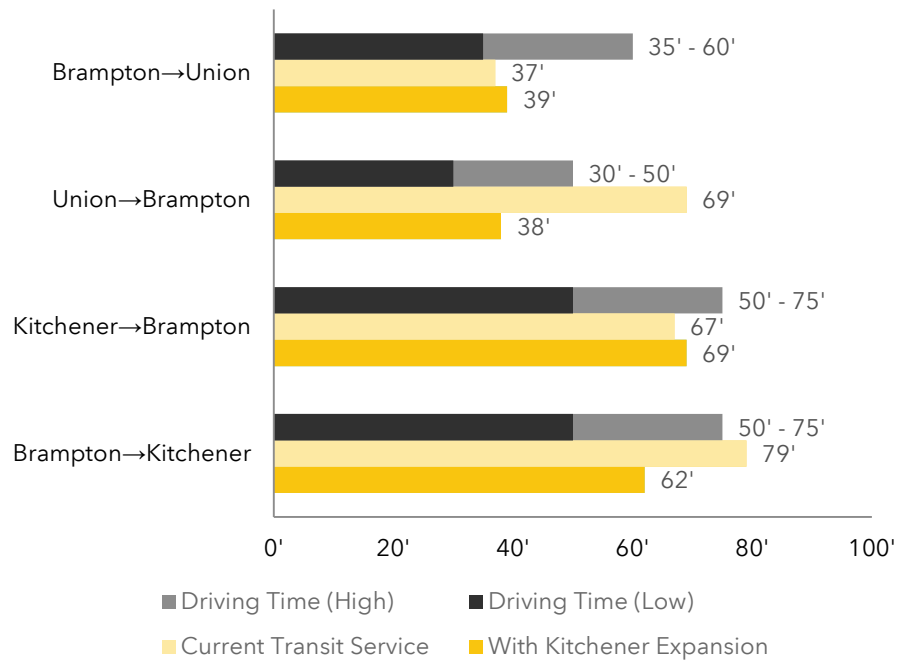
- To achieve the proposed service level, key capital infrastructure investments are needed on the Guelph and Halton Subdivisions including expanded tracks, platforms, bridges, signaling, and fleet storage.

¹ End-to-end journey times between Toronto and Kitchener, as compared to 2018 run times

KEY PROGRAM BENEFITS

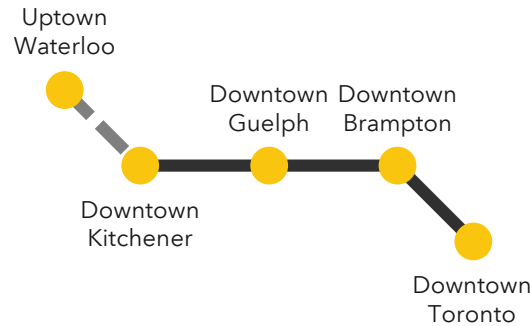
FASTER, MORE FREQUENT, TWO-WAY SERVICE

Nearly **500 additional trips per week** to Brampton and Mount Pleasant GO stations



Competitive transit times especially in the counter peak direction, with a **31 minute reduction** for Union to Brampton trips

SUPPORT ECONOMIC GROWTH & NEW RIDERSHIP

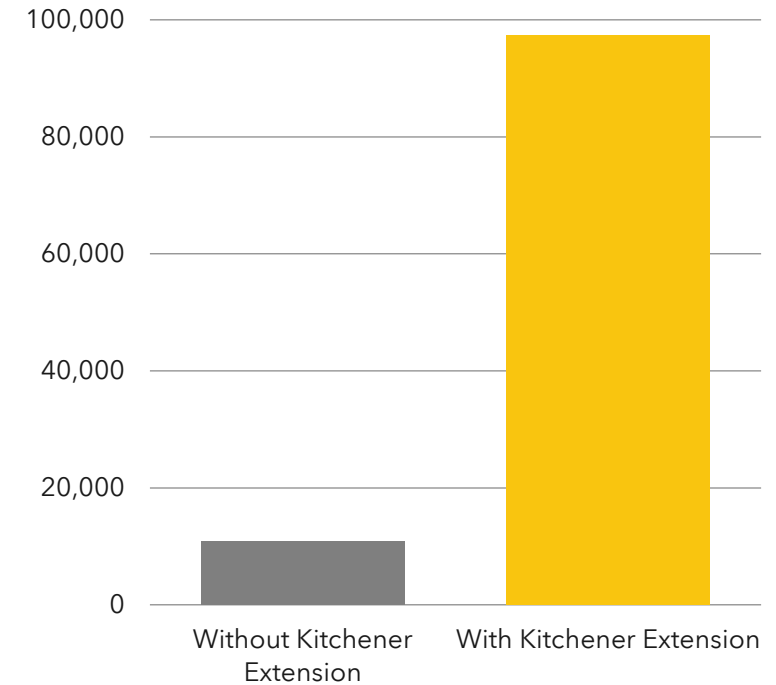


Directly connecting **4 Urban Growth Centres**



3.9M additional riders and **16.9M less VKTs** annually by 2041

MORE CONNECTED & ACCESSIBLE



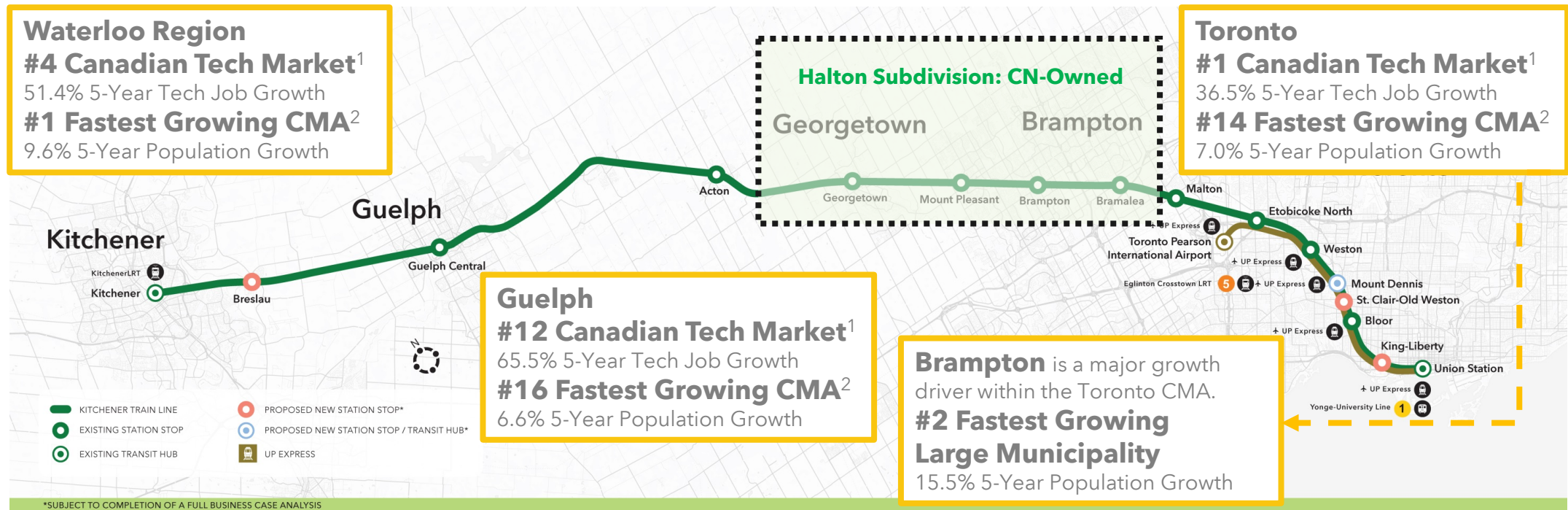
Nearly **9X** the number of people + jobs within walking distance of a station with TWAD service

PROGRAM OPPORTUNITY

The Kitchener GO Rail Expansion project will deliver more trips at every point along the line - from Kitchener-Waterloo, Guelph, Halton Hills, Brampton, Mississauga, and Toronto and will achieve the long-awaited goal of two-way, all-day service to Kitchener.

This constrained rail corridor is an essential transportation connection to the labour markets of the Greater Golden Horseshoe (GGH). Counter-peak service before 9am, with regular arrivals from Toronto through to Kitchener, is critical growing labour markets along the line.

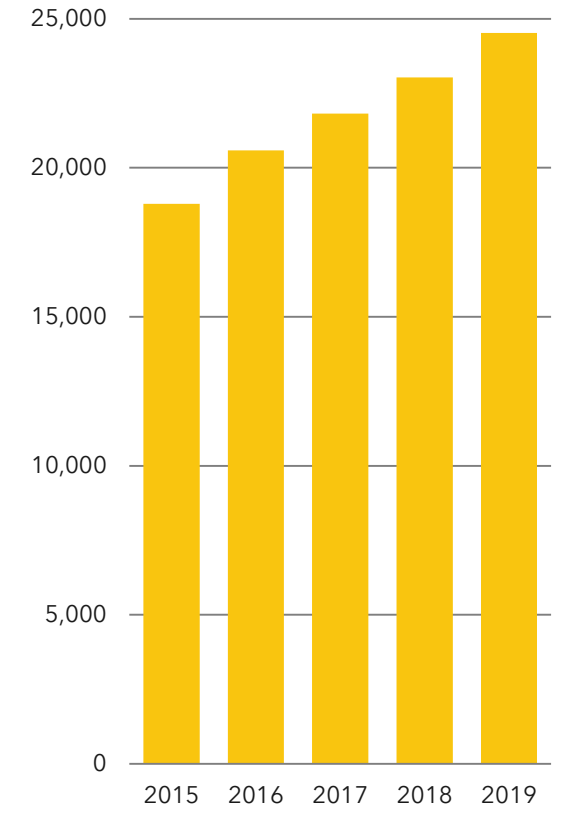
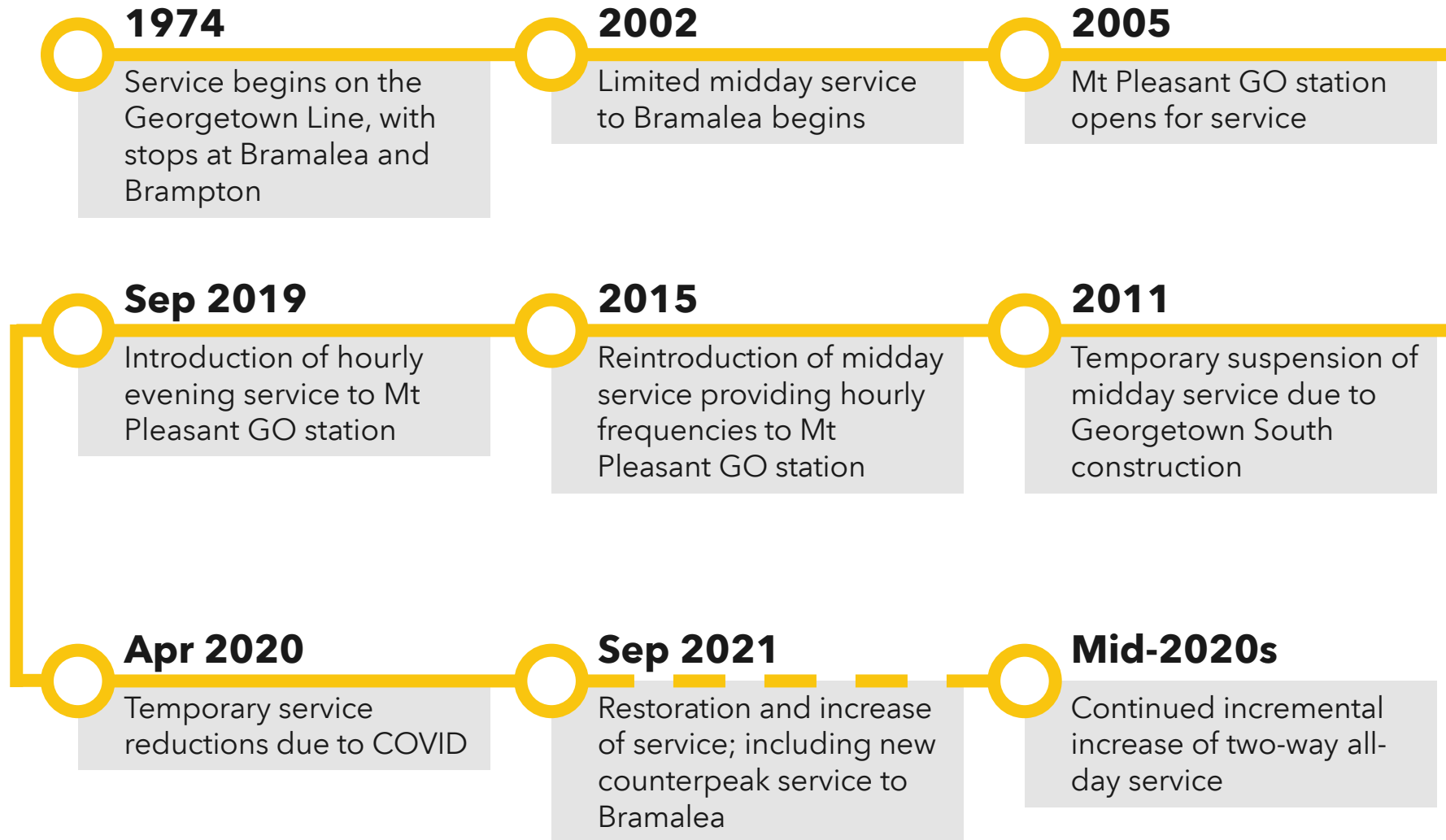
The capital infrastructure delivered through the Kitchener GO Rail Expansion program will realize travel time, frequency and reliability benefits for GO Rail services to Brampton and other communities along the corridor.



¹ CBRE. Scoring Canadian Tech Talent (2020)

² Statistics Canada. Table 17-10-0135-01 Population estimates, July 1, by census metropolitan area and census agglomeration, 2016 boundaries

KITCHENER CORRIDOR HISTORY



Average daily ridership on the Kitchener corridor grew **31%** over the past five years

ECONOMIC IMPACTS

Total Economic Impact of

\$1.4 billion

+

**Wider Economic Benefits
along the Innovation Corridor¹**

\$159.9M

Transit Crowding
Reduction

\$849.4M

Transit Travel
Time Savings

\$32.8M

Auto Operating
Cost Reduction

\$69.5M

Highway Congestion
Reduction

\$11.3M

Accident Reduction

\$3.6M

Greenhouse Gas
Emissions Reduction

\$250.5M

Incremental Fare
Revenue

+\$50B
in direct equity

\$17B
in direct GDP

+170K
new jobs

Benefit-Cost Ratio of

0.92-1.02

(Excluding Wider Economic Benefits)

¹ McKinsey & Company. The Toronto-Waterloo Innovation Corridor (2016)

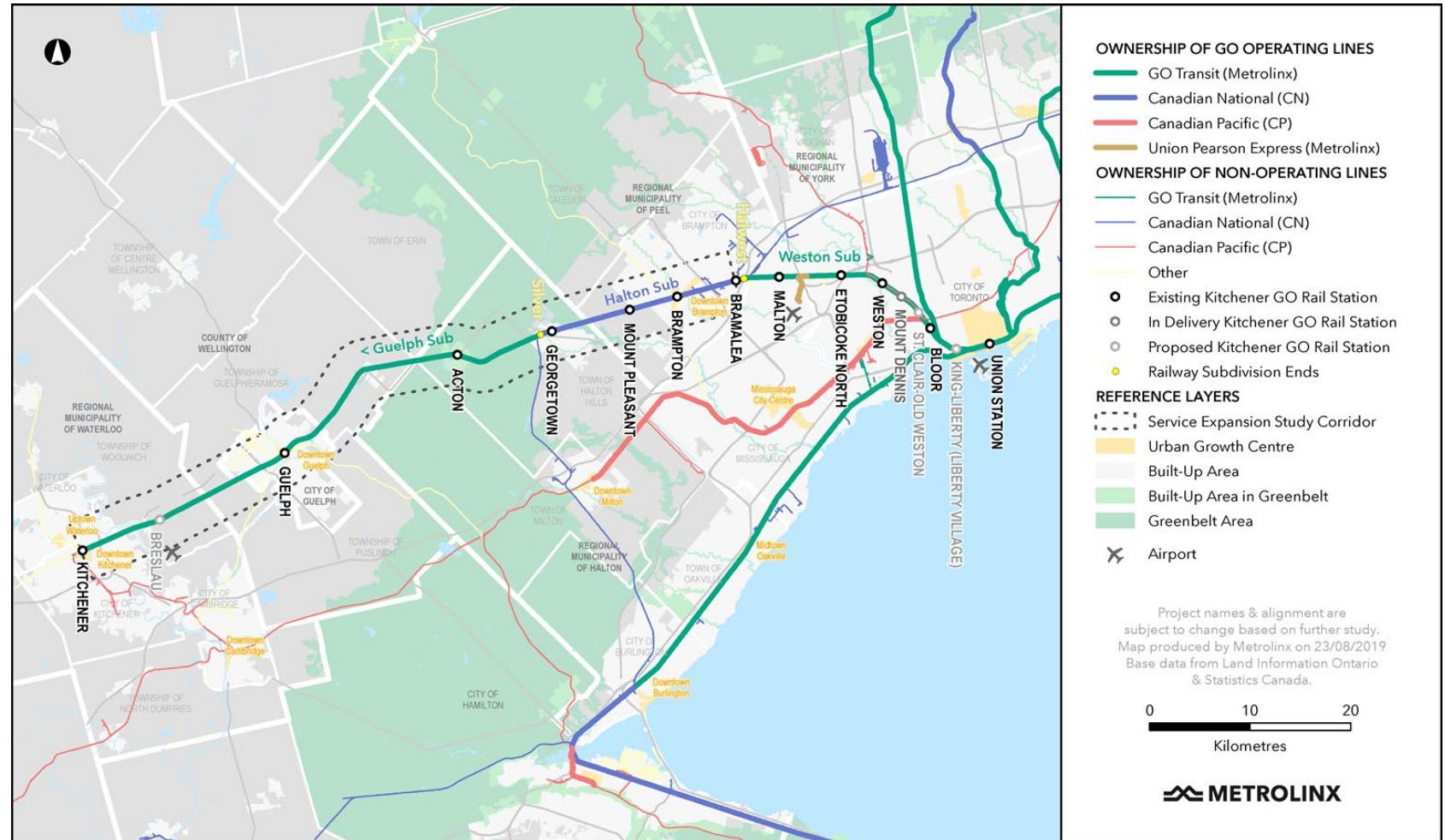
PROPOSED SERVICE FREQUENCY

Time Period and Direction	Bramalea		Brampton and Mt Pleasant		Beyond Brampton	
	Current	Proposed	Current	Proposed	Current	Proposed
Morning peak (06:30-09:30 arrival at Toronto)	~3 trains/h (15-30 min)	4 trains/h (15 min)	~2 trains/h (20-30 min)	4 trains/h (15 min)	~2 trains/h (30-60 min)	2 trains/h (30 min)
Morning counterpeak (06:30-09:30 departure from Toronto)	~2 trains/h (30 min)	4 trains/h (15 min)	None	2 trains/h (30 min)	None	1 train/h (60 min)
Afternoon peak (15:30-19:30 departure from Toronto)	~3 trains/h (15-30 min)	4 trains/h (15 min)	~3 trains/h (20-30 min)	4 trains/h (15 min)	~2 trains/h (30-60 min)	2 trains/h (30 min)
Afternoon counterpeak (15:30-19:30 arrival at Toronto)	~2 trains/h (30 min)	4 trains/h (15 min)	None	2 trains/h (30 min)	None	1 train/h (60 min)
Off-peak weekday two-way (midday and evening)	~1 train/h (60 min)	4 trains/h (15 min)	~1 train/h (60 min)	2 trains/h (30 min)	~1 train/3h (180 min)	1 train/h (60 min)
Weekend two-way	None	4 trains/h (15 min)	None	2 trains/h (30 min)	None	1 train/h (60 min)

Service levels will continue to be refined as the program advances

KITCHENER CORRIDOR OWNERSHIP

- Metrolinx owns the Guelph and Weston Subdivisions
- CN owns the Halton Subdivision



ACTIVE KITCHENER LINE PROJECTS: IMPROVING THE CUSTOMER EXPERIENCE

KITCHENER EXTENSION PROGRAM

- Additional track and signal infrastructure to manage both CN and GO rail traffic
- Modifications to bridges and station platforms, as needed, to accommodate the expanded corridor

BRAMPTON GO

- Temporary parking lot is under construction and will be ready this Fall 2021.
- Planned addition of 3rd track and new platform in downtown Brampton. Collaborating with Brampton staff and Transit Hub team.

BRAMALEA GO

- New parking structure (2000+ spots) and station building is to be opened to customers in Fall 2021 with work to complete the bus loop continuing.
- Additional platform works under way for GO Expansion. Commissioning in 2022.

MOUNT PLEASANT GO

- Site upgrades planned to parking lot, elevators, platforms and bus loop.

HERITAGE ROAD LAYOVER FACILITY

- Metrolinx retained a consultant for design and environmental assessment, and work began in August 2021.

PROPOSED STATION AT HERITAGE ROAD

- Metrolinx Planning staff is engaged in conversations to explore a potential new station at this location.

QUEEN ST - HIGHWAY 7 BRT

- RFP for PDBC targeted for tender in Early 2022.

NEXT STEPS

- Metrolinx will continue to work with CN and the City of Brampton to confirm an infrastructure solution and operation plan for the Halton Subdivision; especially within Downtown Brampton.
- Capital investments would be directed towards alleviating the key constraints and bottlenecks on both the Halton and Guelph Subdivisions to maximize service frequency and reliability.
- Metrolinx will advance design and construction of improvements on the Kitchener corridor, with phase 1 construction procurements on the Guelph Subdivision already underway.
- Metrolinx will also explore opportunities to incrementally introduce additional services within construction timeframe as enabling works are completed.

