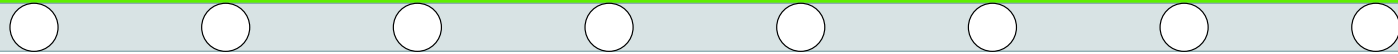




Next Wave Projects

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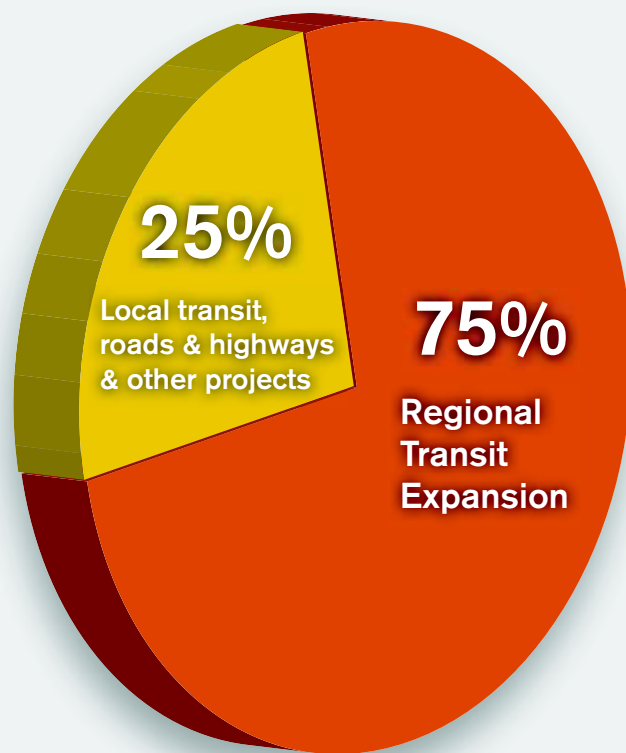
The Big Move is more than a transportation plan – it is a solution to traffic congestion, transit backlogs and reducing what are currently the worst regional commute times in North America.

Launched in 2008, *The Big Move* is a 25-year, \$50-billion plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area. Its vision, goals and objectives are rooted in creating for the GTHA a high quality of life, a thriving, sustainable and protected environment, and a strong, prosperous and competitive economy.

Work is underway on several projects. More than \$16 billion in investment of the \$50-billion *Big Move* vision has been committed to and visible improvements and signs of progress can be seen all over the GTHA, including the Mississauga Bus Rapid Transit Project, the York Region vivaNext Bus Rapid Transit Project, and the Union Station Revitalization.

There is still much to do. The Next Wave projects equal \$34 billion in investment that will increase capacity where it's needed most, and improve regional connectivity. These projects were identified in *The Big Move*, and have been refined and confirmed as next-step priorities for achieving *The Big Move's* vision.

NEXT WAVE PROJECTS



We all know that every trip begins and ends on a local road or on local transit. With the next wave of projects in *The Big Move*, we plan to allocate the remaining 25 per cent of resources for other means of travel including local transit projects, as well as roads and highways, active transportation.

- Municipal transit support (15%)
- Improvements to regional highways (5%)
- Other smaller projects that support larger transportation initiatives (5%)

- Brampton Queen Street Rapid Transit
- Downtown Relief Line
- Dundas Street Bus Rapid Transit (BRT)
- Durham-Scarborough Bus Rapid Transit
- GO Rail Expansion: More Two-Way All-Day & Rush Hour Service
- Electrification of GO Kitchener line and Union Pearson Express
- GO Lakeshore Express Rail Service - Phase 1 (including Electrification)
- Hamilton Light Rail Transit (LRT)
- Hurontario-Main Light Rail Transit (LRT)
- Yonge North Subway Extension

THE NEXT WAVE: KEY FACTS

- 713 kms of rapid transit enhancements
- 33 million new transit trips by 2031
- 6,139,344 people will live within 2 kms of rapid transit by 2031
- 800,000 to 900,000 new jobs created between 2012 to 2031
- \$110 to \$130 billion growth to Ontario's GDP between 2012 to 2031
- \$25 to \$35 billion in total Government Revenues between 2012 to 2031

Brampton Queen Street Rapid Transit

Regional Transit Project Profile



QUICK FACTS

- 10+ kilometres enhanced dedicated-lane rapid transit service from Queen Street to Downtown Brampton; potential to extend to York University and Vaughan Metropolitan Centre
- Rapid Transit Connections: Kitchener GO line & proposed Hurontario-Main LRT
- Estimated capital cost: \$600 million (\$2014)
- Projected annually ridership: 17 million by 2031

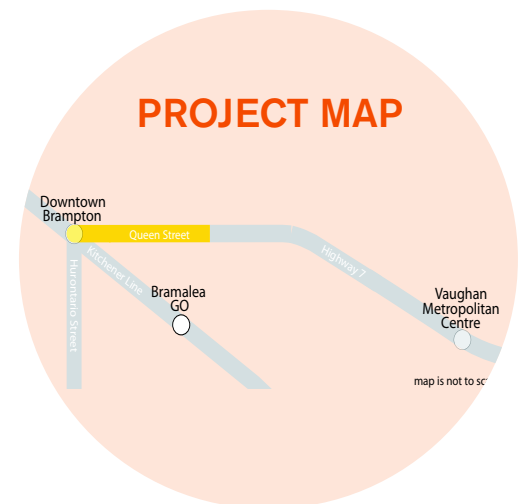
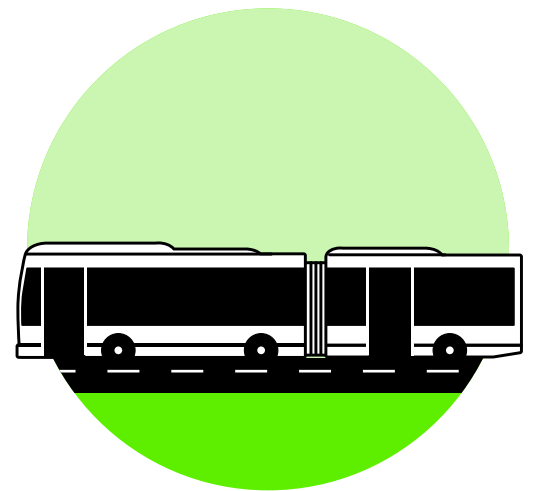
THE PROJECT

Current Züm bus service along Queen Street began in September 2010 and operates in mixed traffic.

The new proposed Züm expansion would be a rapid transit service operating in its own dedicated lane, and would therefore be faster and more reliable service. Upgrading to a rapid transit service along the Queen Street corridor is a key component of Brampton's long-term vision for transportation in the city. It is expected that ridership along the corridor will reach 17 million by 2031. The upgrade will build on work already implemented by Züm, including its real-time 'next bus' information system and future express service to the Spadina subway extension.

PROJECT COSTS

The existing Züm service was made possible by funding from the Federal, Provincial and Municipal Governments, each contributing \$95 million to the project, for a total project cost of \$285 million. The \$600 million for this project will be funded through the Investment Strategy.



Dundas Street Bus Rapid Transit (BRT)

Regional Transit Project Profile

QUICK FACTS

- 40 kilometres of new dedicated bus rapid transit lanes on Dundas Street from Brant Street in Burlington to Kipling Station in Toronto
- Rapid Transit Connections: Bloor-Danforth subway, the Milton GO line, and proposed Hurontario-Main LRT
- Estimated capital cost: \$600 million (\$2014)
- Projected annually ridership: 13 million by 2031

THE PROJECT

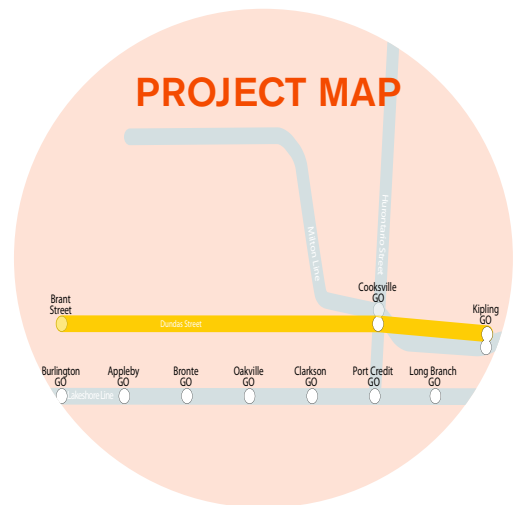
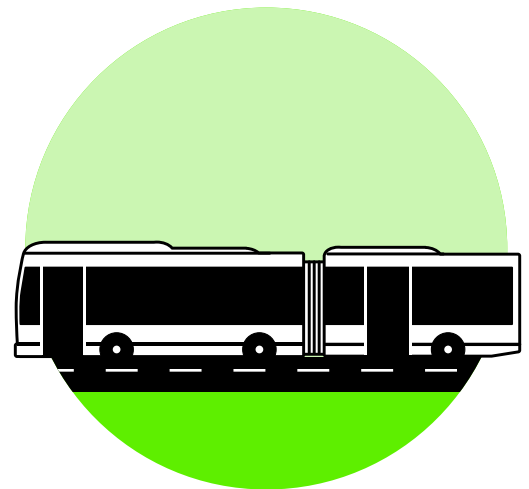
Dundas Street is a major east-west corridor in the GTHA, linking Toronto, Mississauga and Halton Region. The BRT will also provide access to new development in Halton Region north of Dundas Street that will help transform the street into an attractive corridor for pedestrians and cyclists.

PROJECT STATUS

The Dundas BRT project is currently in the planning phase. Halton Region is conducting an environmental assessment to look at a number of improvements in the area between Brant Street and Trafalgar Road, including widening the road, improving intersections and implementing BRT service in mixed traffic.

PROJECT COSTS

In 2008 the Province committed \$57.6 million for the first phase, to improve bus services in the western portion of the Dundas corridor in Halton Region. The \$600 million for this project will be funded through the Investment Strategy.



Durham-Scarborough Bus Rapid Transit (BRT)

Regional Transit Project Profile

QUICK FACTS

- 36 kilometres of new rapid bus service along Highway 2 and Ellesmere Road from Scarborough Town Centre to Downtown Oshawa
- Rapid Transit Connection: Scarborough RT
- Estimated capital cost: \$500 million (\$2014)
- Projected ridership: 18 million annually by 2031

THE PROJECT

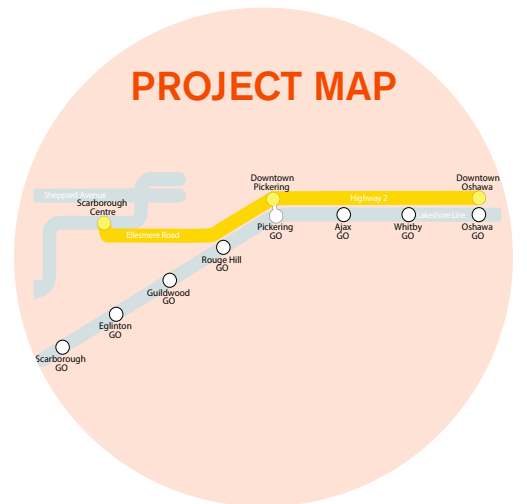
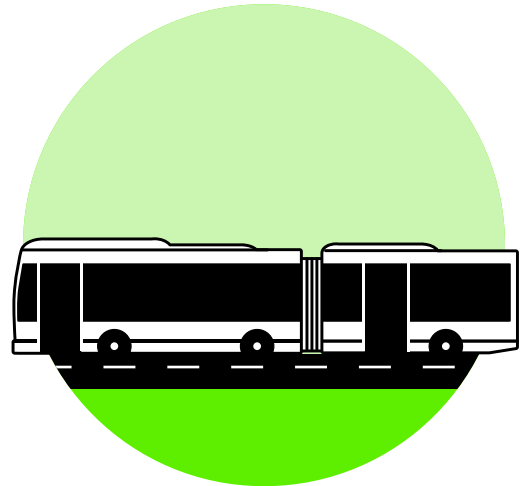
The proposed Durham-Scarborough bus rapid transit (BRT) service will improve transportation by attracting more transit passengers and reducing traffic congestion on this important corridor between Scarborough and Oshawa. In addition to serving one of Durham's busiest corridors -- Highway 2 -- it will also provide for a regional connection with Ellesmere Road in Scarborough, and important access to both Scarborough Town Centre and the Scarborough RT.

PROJECT STATUS

The Durham-Scarborough BRT project is currently in the planning phase. The first phase of the service is expected to launch in July 2013.

PROJECT COSTS

In 2008, the Province provided \$82.3 million to expand the region's bus fleet and pay for improvements to bus service and infrastructure. The \$500 million for this project will be funded through the Investment Strategy.



GO Rail Service Expansion: More Two-Way All-Day & Rush Hour Service

Regional Transit Project Profile

QUICK FACTS

- New two-way, all-day service on Milton, Kitchener, Barrie, Richmond Hill and Stouffville lines
- Extension of the Lakeshore West line to the new Hamilton James Street North Station, and extension of the Lakeshore East line to Bowmanville
- Improved rush-hour service on all GO rail lines
- Estimated cost: \$4.9 billion (\$2014)
- Projected ridership: 30 million annual riders on new rail service by 2031

THE PROJECT

The GO network is the backbone of the regional rapid transit network, serving the entire region with fast and efficient regional service.

The Big Move plans to improve service on the GO network by providing two-way, all-day rail service on all of GO's rail lines, and plans to extend service on the Lakeshore East and West lines.

Current two-way, all-day service on the Lakeshore lines already connects the areas of Burlington, Oakville, Toronto, Pickering and Oshawa. Expanding two-way, all-day service to all GO rail lines will bring fast and reliable regional transit service in and out of downtown Toronto through the day, in the evenings and on the weekends to additional communities in the region. Specifically, new two-way, all-day service to Union Station is planned for:

- Meadowvale Station on the Milton GO line
- Mount Pleasant Station on the Kitchener GO line
- East Gwillimbury Station on the Barrie GO line
- Richmond Hill Station on the Richmond Hill GO line
- Mount Joy Station on the Stouffville GO line

In addition, two-way, all-day service on the Lakeshore lines will be expanded – to Hamilton in the west, and to new stations in Oshawa in the east. Regular rush-hour service will be extended beyond Oshawa to Bowmanville.

For GO Transit to provide this new level of service, additional tracks and infrastructure improvements are required. In addition to two-way, all-day service, making these changes will enable more peak-period or rush hour service, which will mean more frequent train service for every GO rider.

PROJECT STATUS

Two major components required to deliver this service are underway. First, improvements are currently underway at the south-east end of the Kitchener line, known as the Georgetown South

Project. These improvements are necessary to provide two-way, all-day service on the Kitchener line and operate the air rail link between Union Station and Pearson Airport.

As well, improvements are underway at Union Station. The revitalization of the train shed roof, concourse improvements between GO Transit and the TTC and improvements to the TTC subway station are all necessary to address expected growth in transit ridership in the region. The first phase of construction at Union Station began in January 2010 and the entire project is expected to be complete by 2015.

PROJECT COSTS

The \$4.9 billion for this project will be funded through the Investment Strategy.



GO Lakeshore Express Rail Service - Phase 1 (including Electrification)

Regional Transit Project Profile

QUICK FACTS

- Improved service along 121 kilometres of the Lakeshore West and Lakeshore East rail lines with service between Hamilton, Toronto and Oshawa
- Estimated capital cost: \$1.7 billion (\$2014)
- Projected ridership: 40 million annually by 2031

THE PROJECT

The GO Lakeshore Express Rail project will provide more frequent and faster, and higher capacity service on the Lakeshore West and Lakeshore East lines by upgrading its existing trains from diesel to electric propulsion. This will mean service-level increase, and include shorter travel times for passengers and lower operating costs.

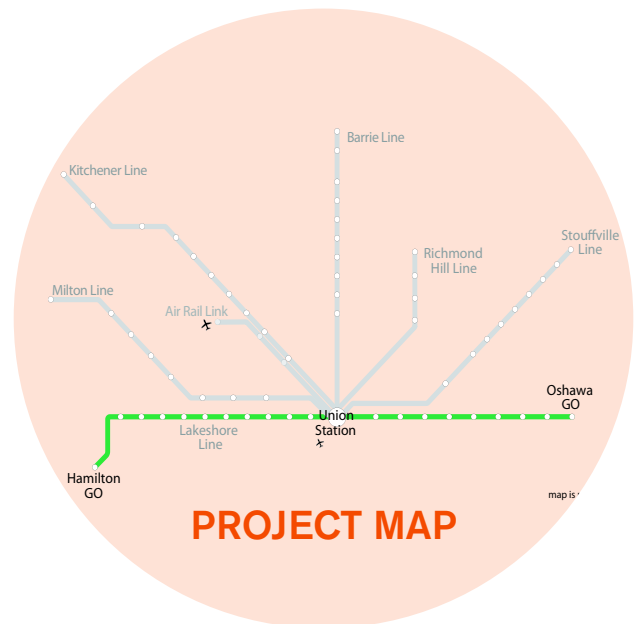
The long-term goal is a transformative level of service that will operate much more frequently than service today, allowing passengers to arrive at their departing station without having to consult a schedule. Exact details of the Express Rail service concept for the Lakeshore lines will be determined following further study.

PROJECT STATUS

The existing Lakeshore service carries more riders than any other line in the GO rail system, with local service operating in both directions throughout the day and on weekends. The Lakeshore Express Rail project is currently in the planning stage to determine how best to provide further service enhancements and faster service.

PROJECT COSTS

The \$1.7 billion for this project, including the required corridor infrastructure and electrification of the line, will be funded through the Investment Strategy.



Electrification of GO Kitchener line & Union Pearson Express

Regional Transit Project Profile

QUICK FACTS

- Improved service to Union Station from Downtown Brampton and other points on the Kitchener line, as well as service on the Union Pearson Express
- Estimated capital cost: \$900 million (\$2014)
- Projected ridership: 14 million annually by 2031

THE PROJECT

Both the Kitchener line and the Union Pearson Express are proposed for conversion from diesel to electric equipment. This will mean service-level increase, and include shorter travel times for passengers and lower operating costs. This electrification project will provide improvements to 14 million riders annually by 2031.

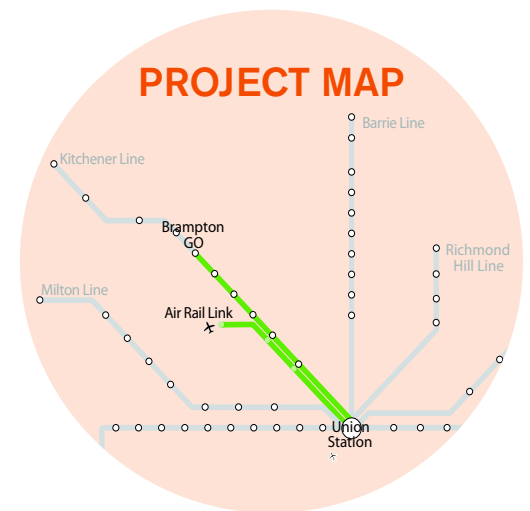
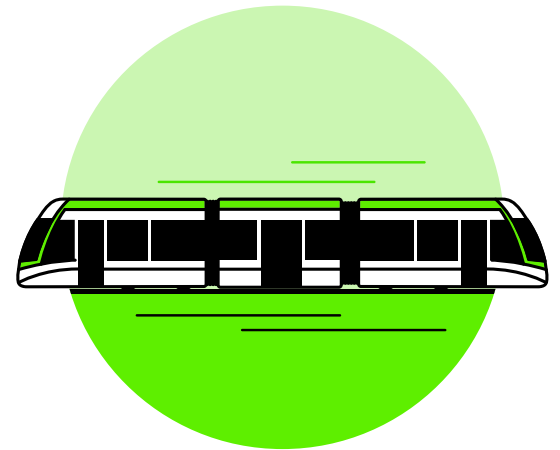
PROJECT STATUS

GO Transit currently operates diesel trains between Downtown Kitchener and Downtown Toronto via Georgetown, Brampton and Etobicoke. The air rail link is currently under construction and will provide a high-quality express service between Pearson Airport and Downtown Toronto along the Kitchener line. Also currently underway is the environmental assessment (EA) for electrification of the air rail link service. It is expected to be complete by 2014.

The electrification project was initiated by the GO *Electrification Study* (January 2011). Electrification of the Lakeshore lines were also recommended.

PROJECT COSTS

The \$900 million for this project will be funded through the Investment Strategy.



Hamilton Light Rail Transit (LRT)

Regional Transit Project Profile



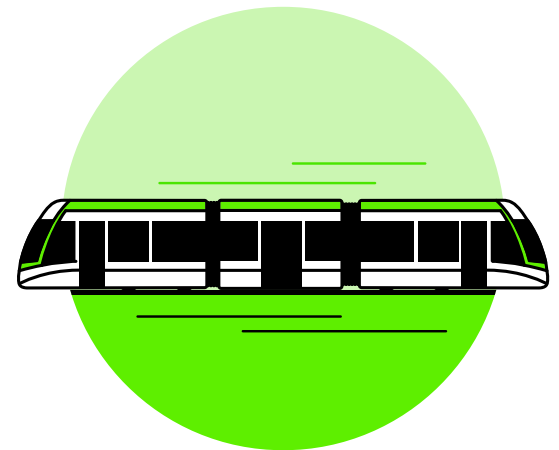
QUICK FACTS

- 14 kilometres of light rail transit (LRT) along Main Street and King Street from McMaster University to Eastgate Square
- Estimated capital cost: \$1 billion (\$2014)
- Projected ridership: 8 million annually by 2031

THE PROJECT

Today, rapid bus service in mixed traffic currently operates along the Main-King route. The proposed LRT is part of a long-term vision to connect key origins and destinations across the City of Hamilton.

The city's focus is to implement LRT on King and Main Streets and to expand the existing B-Line bus service to be faster and more efficient. The project will help revitalize Hamilton's downtown core and improve public transit options in the city.



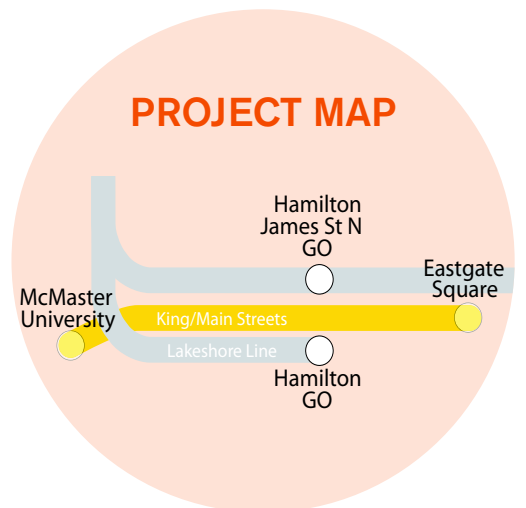
PROJECT STATUS

The Hamilton LRT is currently in the planning phase, with an environmental assessment approved in December 2011. The City of Hamilton is currently working on a study that will provide a preliminary LRT design for the corridors. The environmental assessment was made possible through Metrolinx Quick Wins funding.

PROJECT COSTS

The \$1 billion for this project will be funded through the Investment Strategy.

PROJECT MAP



Hurontario-Main Light Rail Transit (LRT)

Regional Transit Project Profile

QUICK FACTS

- 23 kilometres of new light rail transit connecting Mississauga and Brampton along Hurontario and Main Streets
- Rapid Transit Connections: Brampton Züm Queen Street bus service, Kitchener, Milton and Lakeshore West GO Train lines, the Mississauga BRT, and the Dundas Street BRT
- Estimated capital cost: \$1.6 billion (\$2014)
- Projected ridership: 29 million annually by 2031

THE PROJECT

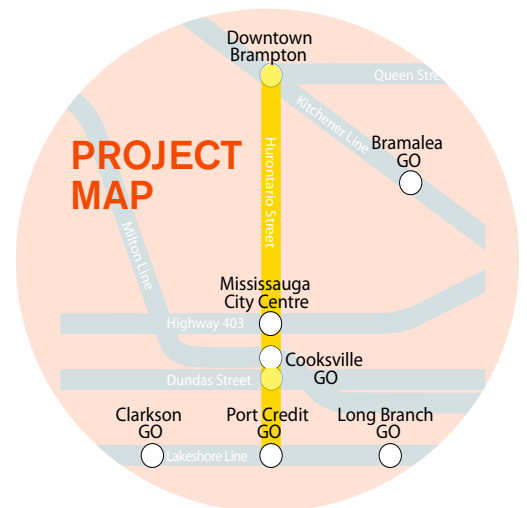
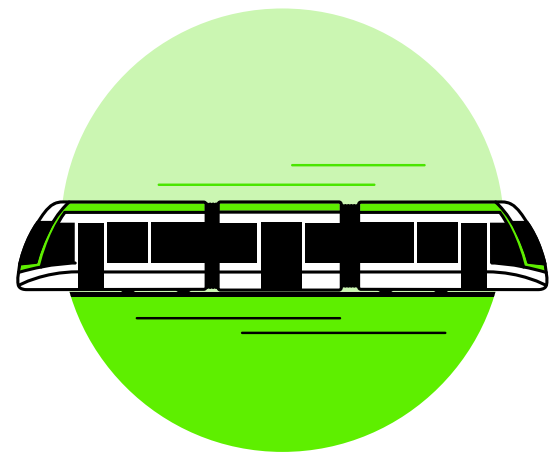
The Hurontario-Main LRT project is part of the City of Mississauga and the City of Brampton's vision for LRT in their cities. The LRT is intended to provide a catalyst for economic and residential development along these corridors through Mississauga and Brampton. When the cities developed a plan for the corridor, LRT was identified as the best technical transit option to support the vision for a vibrant, modern street. Today, Brampton Züm and Mississauga MiExpress bus services operate along the route. The LRT service will move more people, faster through these corridors than the existing bus service.

PROJECT STATUS

The Hurontario-Main LRT project is currently in the planning phase. In March 2010, the cities of Mississauga and Brampton completed a master plan that is informing the environmental assessment, which is now underway. This work will help determine the eventual design and cost of the project. In the coming months, the cities will work with the public and stakeholders to collect input on the work completed to date.

PROJECT COSTS

The \$1.6 billion for this project will be funded through the Investment Strategy.



Downtown Relief Line

Regional Transit Project Profile



QUICK FACTS

- Approx. 13 kilometres (to be determined)
- Downtown Relief Line is currently in an early planning phase
- Estimated capital cost: \$7.4 billion (\$2014)
- Projected annual ridership: 107 million riders by 2031; additional 48 million through potential Bloor-Yonge station improvements by in 2031

THE PROJECT

Downtown Relief Line will provide relief to the Toronto transit system and provide residents with new rapid transit service into the downtown core. The line is also required to support the Yonge Subway extension to Richmond Hill. Many riders will shift to utilize the Downtown Relief Line, leaving room on the Yonge-University-Spadina line for those making trips from Midtown Toronto, Scarborough, North York, York Region and Richmond Hill.

By 2031, it is projected that the Downtown Relief Line will serve 107 million riders.

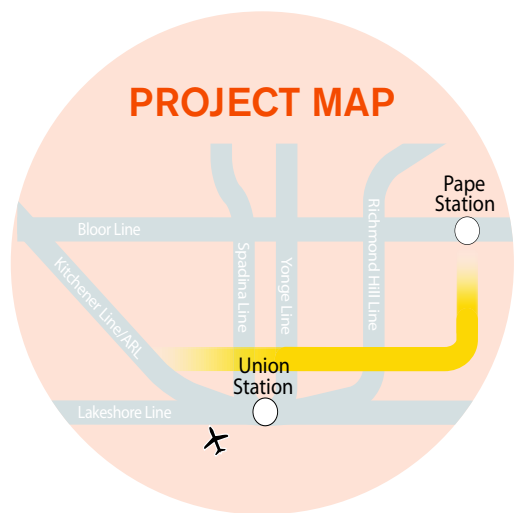
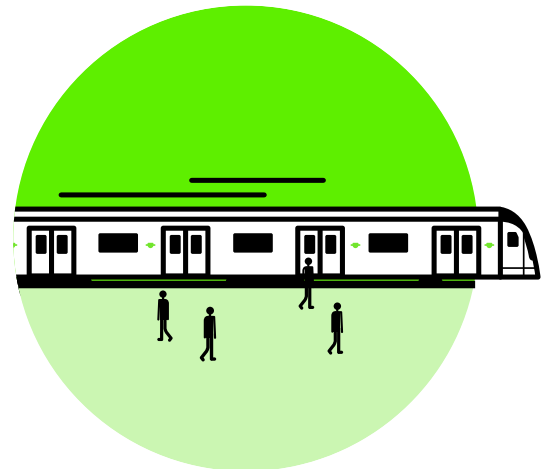
Many aspects of this project have yet to be determined and will come over the next year or two as we will work with the City of Toronto on more complete analysis to develop a proposal that can best address local needs. Data such as project length and projected ridership will vary depending on the project scope selected.

PROJECT STATUS

Several improvements are currently underway. In 2007, Metrolinx committed approximately \$300 million to pay for the new signalling technology required to increase capacity on the Yonge-University-Spadina line. The new signalling system for the new subway trains allows more trains to run each hour. To expand capacity even further, other changes are necessary, such as passenger-flow improvements at Bloor-Yonge station. These improvements will reduce train waiting times and improve passenger connections between the Yonge-University-Spadina and the Bloor-Danforth subway lines. Two studies by the TTC and Metrolinx will inform future work on the Downtown Relief Line. In 2011, Metrolinx completed its Union Station 2031 Capacity and Passenger Demand study, and the TTC completed its Downtown Rapid Transit Expansion Study. Work on the line is in an early planning phase and additional analysis is required to ensure that the most appropriate alignment and technology is chosen.

PROJECT COSTS

The \$7.4 billion for this project will be funded through the Investment Strategy.



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Yonge North Subway Extension

Regional Transit Project Profile

QUICK FACTS

- 6-kilometre extension of the Yonge-University-Spadina subway line from Finch Station into Richmond Hill, including 5 new stations
- Rapid Transit Connections: York vivaNext BRT, the Richmond Hill GO Train line
- Estimated capital cost: \$3.4 billion (\$2014)
- Projected ridership: 50 million annually by 2031

THE PROJECT

The Yonge North Subway Extension and capacity improvement project is part of the region's plan to provide better transit service to its residents and connect Toronto to the Richmond Hill/Langstaff Gateway Urban Growth Centre. By 2031, the extension will benefit 50 million riders annually.

Located in both the City of Toronto and York Region, the new subway extension will alleviate traffic congestion along Yonge Street north of Finch Avenue and will encourage development at Richmond Hill/Langstaff Gateway. The result will be a major transit hub where transit riders will be able to make seamless and convenient connections to York vivaNext, GO and the TTC.

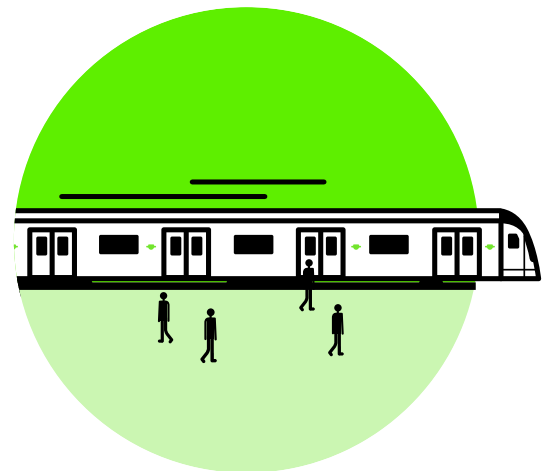
The Yonge North Subway Extension is currently in the planning phase and final scope and design will come over the next year or two as we work with the City of Toronto and York Region on complete analysis to best address local and regional needs.

PROJECT STATUS

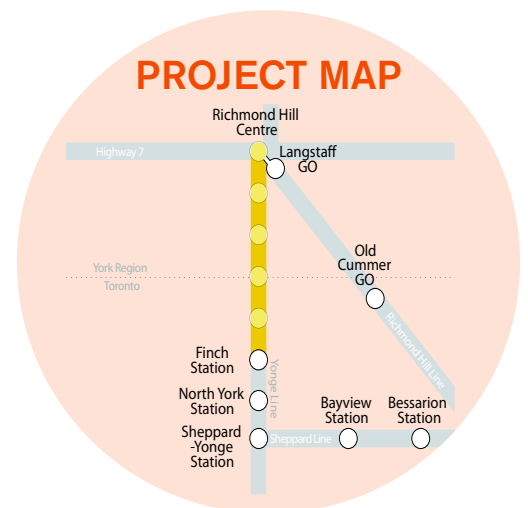
Several improvements are currently underway to expand capacity, and other projects are needed before the extension is possible, including the Connector Line and capacity improvements at Bloor-Yonge station. This project is currently in the planning phase and an environmental assessment was approved in April 2009.

PROJECT COSTS

The \$3.4 billion for this project will be funded through the Investment Strategy.



PROJECT MAP



Municipal Transit Support

Funding Program Profile

Funding for municipal support represents 15% of the budget for *The Big Move's* Next Wave, or \$180 million annually (\$2014).

The Big Move recognizes that local transit service is an important part of the transportation system. Metrolinx's municipal partners currently provide transit service to their residents and are responsible for the building, maintenance and improvement of their arterial road network.

The Investment Strategy will include funding for municipalities to support local transit service and transportation infrastructure that complements the regional transportation network and the goals of *The Big Move*.



OVER 25 YEARS, \$180 MILLION ANNUALLY COULD HELP..

- Accelerate road improvements with additional capital funding
- Municipalities provide more bus service
- Integrate transit service across municipal borders
- Improve the efficiency of the road network
- Identify and resolve gaps and bottlenecks in the road network

Regional Highways

Funding Program Profile

Funding for improvements to regional highways that implement the actions of *The Big Move* represents 5% of the budget for *The Big Move's* Next Wave, or \$60 million annually (\$2014).

Much of this investment will focus on improving the system of High Occupancy Vehicle (HOV) lanes on provincial highways throughout the GTHA.

High Occupancy Vehicle (HOV) lanes are designated for vehicles with a minimum number of passengers or buses. They encourage carpooling and transit use, and enable more efficient movement of people, goods and vehicles. They provide travel-time savings, and therefore a more reliable trip.

Several HOV lanes are in operation today on parts of the Queen Elizabeth Expressway, Highway 403 and Highway 404. The Ministry of Transportation has developed a plan for HOV lanes on the 400-series highways, but funding is not yet available.



OVER 25 YEARS, \$60 MILLION ANNUALLY COULD HELP...

- Integrate traffic management for the 400-series highways and regional roads and build on the highly successful COMPASS and RESCU systems. This initiative would provide centralized monitoring of traffic flows and patterns; coordinate signalization and other traffic management measures, and reduce traffic congestion and delays with faster incident detection and emergency vehicle and tow truck dispatch
- Continue the implementation of the Ministry of Transportation's HOV Plan, with a focus on supporting Growth Plan objectives. The implementation may involve creating new lanes for HOVs or converting existing lanes to HOV lanes
- Implement a pilot for a High Occupancy Toll (HOT) facility and allow access to these lanes by single-occupancy vehicles for a fee

Other Transportation Initiatives

Funding Program Profile

Some smaller projects are needed to support larger transportation initiatives. Funding for such smaller projects represents 5% of the budget for *The Big Move's* Next Wave, or \$60 million annually (\$2014).

To achieve the goals of *The Big Move*, investment on the entire transportation network is important. To support large-scale rapid transit projects, there is a need to also implement a series of smaller initiatives that can collectively have a large impact. Whether designing one street or having a single employer participate in a carpooling program, the true success of *The Big Move* will be the collective achievement of hundreds of actions -- both large and small.

\$60 MILLION ANNUALLY COULD HELP...

- Complete walking and cycling networks
- Connect mobility hubs by way of a new capital program
- Provide information systems for travellers where and when they need it - online and in real-time
- Provide a wayfinding system to make the transit system easier to use and navigate
- Integrate transit fares so that travellers can cross municipal boundaries or transfer between modes without fare duplication
- Provide more overhead display boards on roads that notify travellers of delays and suggest alternative routes

