





Moving Ontario Forward





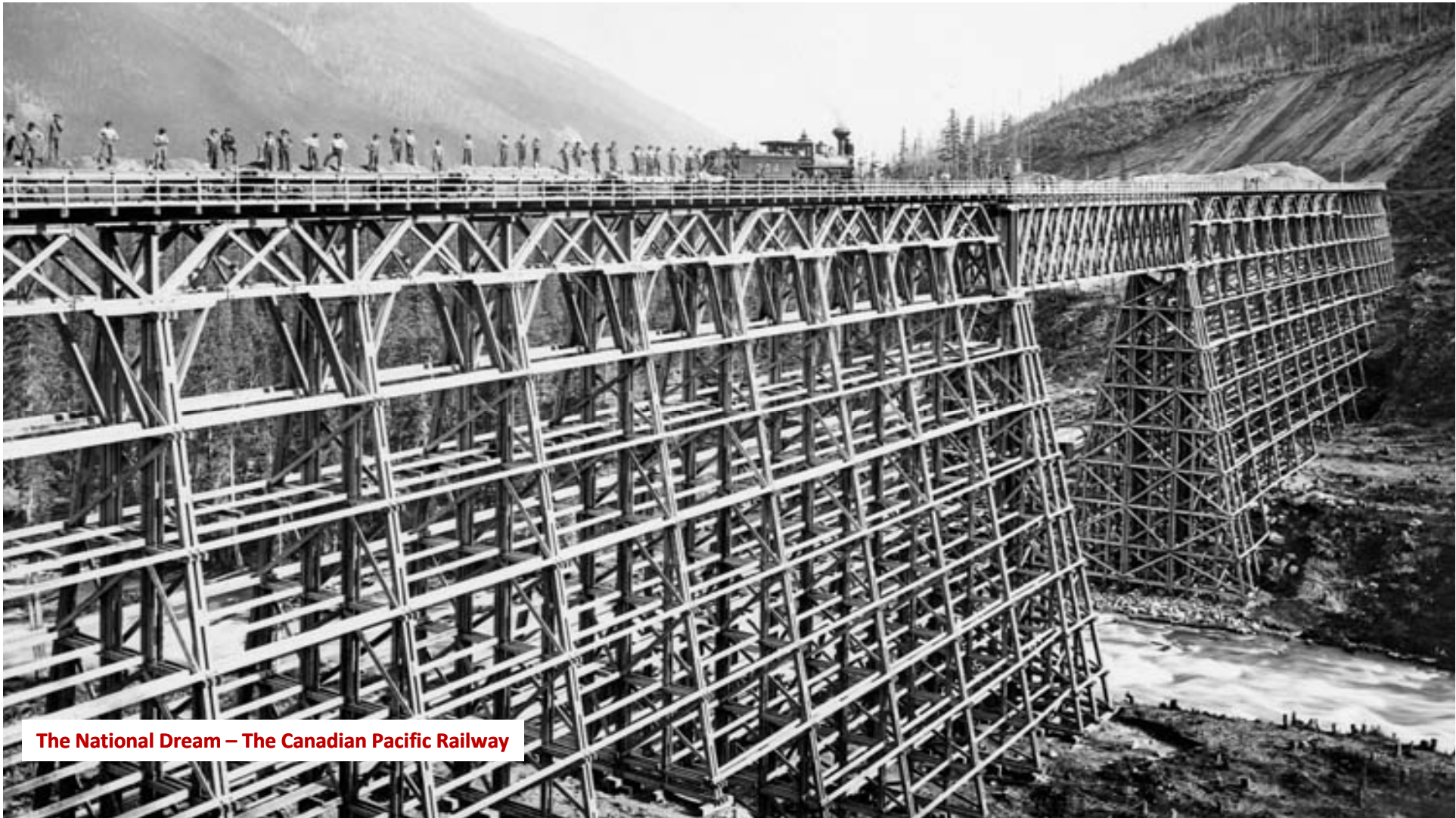
London, Ontario



Pittsburgh, PA



Pittsburgh, PA



The National Dream – The Canadian Pacific Railway



The Dawning of a New London



Our Plan To Move Ontario Forward



Preface

FirstClassPartnerships, Inc. (FCP), a well-respected leader in transportation planning, was contracted by the Ministry of Transportation to develop a business case for transit in the Greater Toronto and Hamilton Area, and a pre-feasibility study on High Speed Rail from Toronto to London.

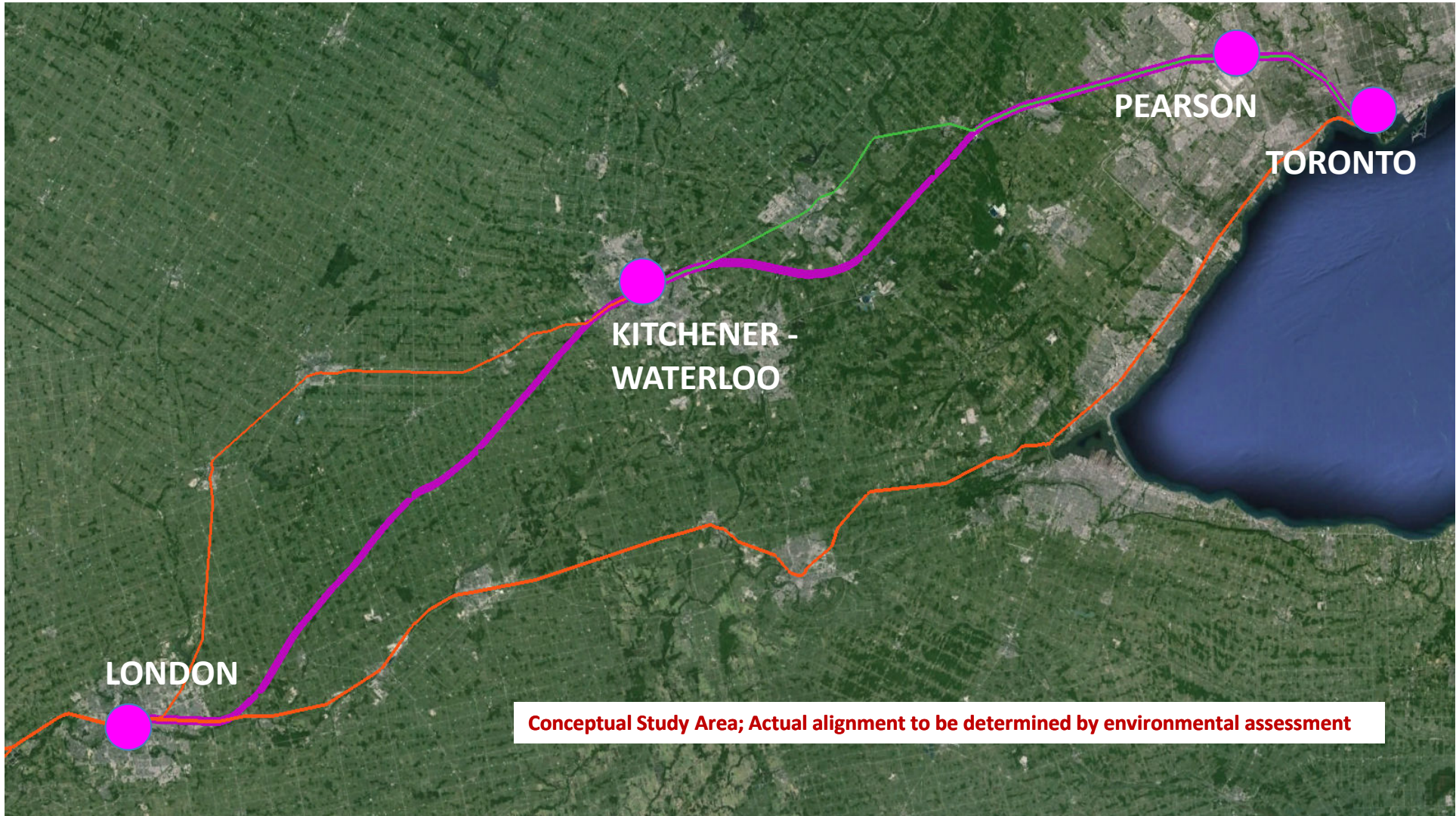


Summary: Concept

- 17 million intercity trips per year in Toronto – London corridor, and demand keeps growing
- Today, travel is overwhelmingly by car, on 401
- Bus and rail each have only 3% - 5 %
- In corridors with similar population, density, car ownership and incomes, High Speed Rail is commercially viable

Has the time come to bring
High Speed Rail
to Ontario?

YES!



LONDON

KITCHENER -
WATERLOO

PEARSON

TORONTO

Conceptual Study Area; Actual alignment to be determined by environmental assessment

Summary: Key Findings

- By 2025, it would attract about 6 million passengers per year
- About three-quarters of passengers would be “diverted”, with 20,000 car trips taken off 401 each day
- Fare revenues would repay most capital investment with a net cost to government of about \$500m
- While High Speed Rail would directly serve only London and Kitchener, GO riders from Guelph, and communities across south western Ontario would see benefits

Summary: Proposed Services

Intercity High Speed Rail

- 2 trains per hour all day, 320 km/h + electrified
- 71 minutes from London to Union Station, Toronto, and 48 minutes from Kitchener to Union Station, Toronto.
- Business and Economy Class
- Affordable fares competitive with other transportation options

GO Regional Express Rail

- Regional Express Rail
- GTHA Transit Fund To Build Fully Electric Regional Rail Network
- 15 minute two-way electric service on all lines within 10 years
- Will serve Guelph and Kitchener
- Interim subway relief for Toronto
- Pre-feasibility numbers demonstrate that RER investments in Toronto fundamentally change the numbers and present a strong case to run HSR to London.



St. Pancras Station, London, England