

Hurontario Light Rail Transit Project

June 28, 2017

The Metrolinx-led Hurontario Light Rail Transit (HuLRT) Project includes:

- 20 kilometres of new dedicated rapid transit between Port Credit GO Station in Mississauga to the Gateway Terminal at Steeles Avenue in Brampton
- 22 surface stops with connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway
- New, modern Alstom Citadis Spirit light rail vehicles
- An operations, maintenance and storage facility for light rail vehicles at Highway 407

Quick Facts:

- Construction is anticipated to start in 2018, with an estimated in-service date in 2022.
- The Hurontario LRT project is being delivered using Infrastructure Ontario's Alternative Financing and Procurement (AFP) delivery model. AFP transfers appropriate project risks to the private sector.
- Metrolinx and Infrastructure Ontario have been working closely with the Cities of Mississauga and Brampton to integrate their transit system standards and requirements into the new LRT project.
- The Hurontario LRT is an example of the Ontario government's commitment to invest in priority rapid transit to create an integrated transit system throughout the Greater Toronto and Hamilton Area (GTHA).

Key Objectives:

- Provide a seamless customer experience between the new Hurontario LRT line, GO Transit and the Mississauga and Brampton transit systems;
- Minimize impact on existing businesses and residential areas along the corridor and coordinate with proposed developments;
- Minimize the disruption to the municipal services, and minimize impact to the Cities' and Region's infrastructure;
- Incorporate the planning objectives of the Metrolinx *Mobility Hub Guidelines (2011)* in to the design of the future Stops at Port Credit, Cooksville, City Centre and Brampton Gateway; and
- Incorporate design excellence in architecture, industrial design, landscape architecture and urban design in all project elements, with particular emphasis on stops, in order to enhance the quality of the passenger experience and urban environment.

Project Benefits:

- The project will help transform Hurontario Street into a vibrant community, accessible to motorists, transit riders, cyclists and pedestrians.

- The LRT will provide a major new travel choice to commuters, cut journey times and help manage congestion across the GTHA.
- Time savings (faster, more frequent and reliable transit options throughout the region).
- Easier movement of people and goods to address estimated yearly congestion costs of up to \$11 billion.
- The Hurontario LRT project will also provide economic and social benefits — including employment and training opportunities, apprenticeships, and local supplier and social enterprise opportunities, where possible.
- The Hurontario LRT will connect to the GO Transit rail network with connections at Port Credit (Lakeshore West corridor) and Cooksville (Milton corridor) GO stations as well as the Mississauga Transitway and future connections to Dundas Connects and the 407 Transitway.

Timeline:

2008

Hurontario-Main Rapid Transit Project was identified in Metrolinx's 2008 regional transportation plan (The Big Move) as a priority project.

2010

The Hurontario-Main Business Case Analysis (BCA) evaluated three options: full Light Rail Transit (LRT), full Bus Rapid Transit (BRT) and an option with LRT in the southern segment and BRT in the northern segment.

2008-2010

The Hurontario/Main Street Master Plan Study from the cities of Mississauga and Brampton was the first stage in a lengthy process to identify the preferred option, and to design and build an LRT system.

2011-2014

The Environmental Assessment process for transit projects is known as the Transit Project Assessment Process (TPAP). The Preliminary Design and Transit Project Assessment Process (TPAP) for the Hurontario Project was divided into five stages of design and consultations. Public consultation in Mississauga and Brampton included Public Information Centres (PICs) held in June 2012, May 2013 and March 2014.

2014

As part of Environmental Assessment's planning, design, and engineering work, an updated BCA was prepared by the cities of Mississauga and Brampton in December 2014. The 2014 BCA strived to identify and quantify benefits and costs associated with an at-grade LRT connecting Port Credit GO to downtown Brampton by way of a circular service loop at downtown Mississauga. The Environmental Project Report (EPR) described the proposed transit project and documents the assessment of potential positive and negative impacts to the

environment (including the natural, cultural, social and economic environments); commitments to lessen negative impacts and monitor outcomes; and the consultation process that occurred. The cities of Mississauga and Brampton were provided with a Notice to Proceed by the Minister of the Environment and Climate Change.

2015

On April 21, 2015, the Hurontario LRT received a \$1.4 billion (2014\$) funding commitment from the Province of Ontario. The announcement was made by Minister of Transportation Steven Del Duca at the Mississauga City Centre Transit Terminal. The Hurontario LRT project is the largest infrastructure project in Mississauga's history.

2016

The Business Case Analysis was updated to reflect the revised alignment of the Hurontario LRT Project from Port Credit GO to the Brampton Gateway Terminal.

2016

In October Infrastructure Ontario (IO) and Metrolinx issued a Request for Qualifications for the project.

2017

In June, three teams were shortlisted based on their qualifications.

2017

In Summer 2017, an RFP will be issued to the shortlisted teams to prepare proposals how they will design, build, finance, operate and maintain the LRT project.

2018

Anticipated start of design and construction work.

2022

Anticipated completion of the Hurontario Light Rail Transit Project.

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