

April 22, 2016

A NEW MODE OF TRANSPORTATION A NEW WAY OF LIFE

Montréal's South Shore + Downtown + West Island + North Shore + Airport



cdpqinfra.com

Subsidiary of Caisse de dépôt et placement du Québec

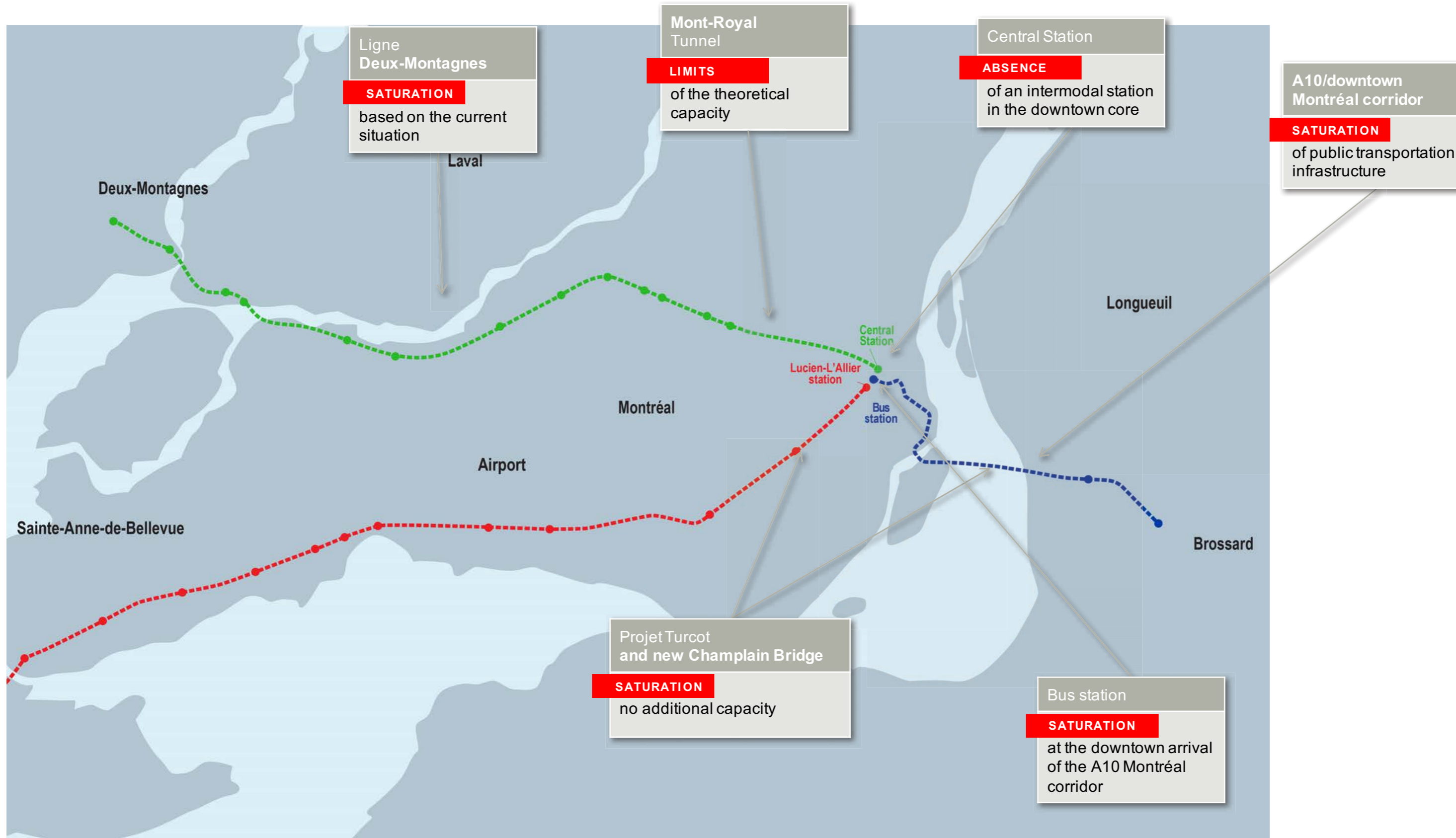
The existing transportation systems (road and public transit) are already saturated or have insufficient capacity to sustain the projected increase in ridership

- > Saturation of the public transportation infrastructure in the **A10/downtown Montréal corridor**
- > Saturation of the **rail corridor along the A20**
- > Saturation of the **Deux-Montagnes** line based on the current mode of operation

	Current daily ridership	Current situation	2021 daily ridership with project	Gain
A10/downtown Montréal corridor	55,000	SATURATED	80,000	+ 25,000
Airport	3,000 (line 747)	A20 CORRIDOR SATURATED	10,000	+ 7,000
Deux-Montagnes	27,000	SATURATED	60,000	+ 33,000
	85,000		150,000	+ 65,000

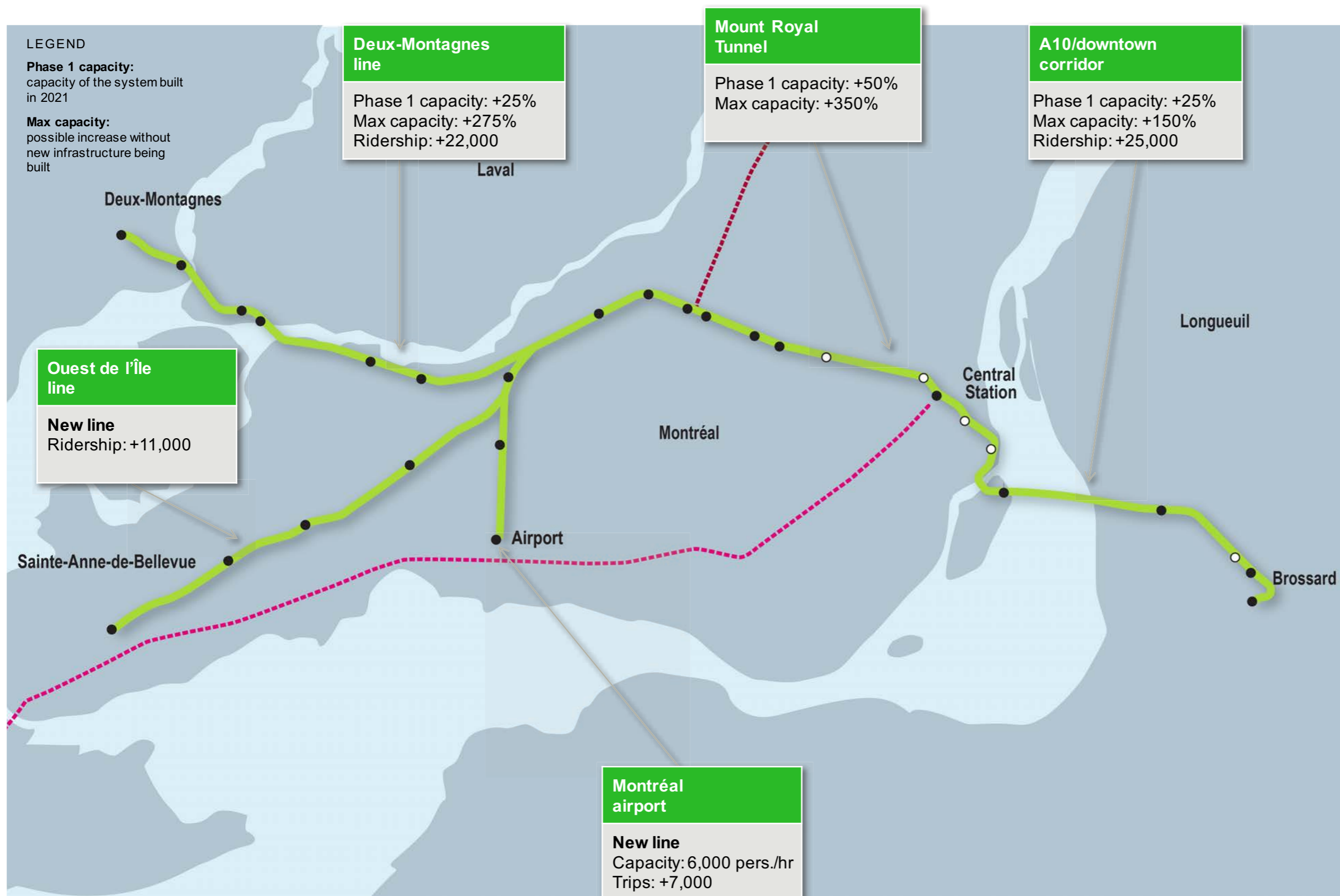
 **The current situation significantly hinders economic development**

A saturated and limited system



Largest integrated transportation project

in Montréal since 1966



automated
LRT

20 hrs/day
7 days/7

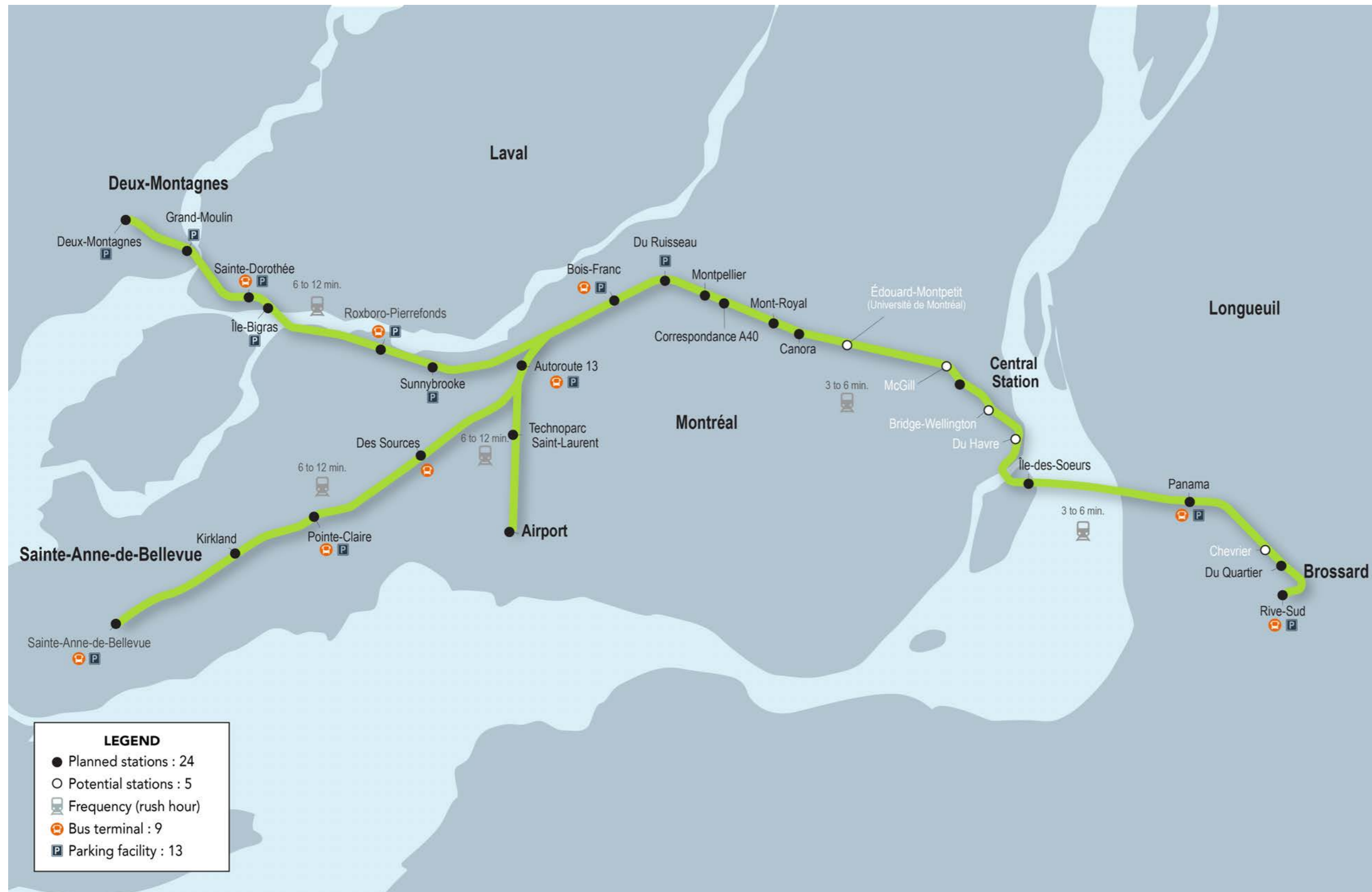
67 km
of double tracks

Estimates at launch:

150,000
rides/day,
an increase of
+ 65,000 rides

35 million
rides/ year

Map of the new *Réseau électrique métropolitain* (REM)



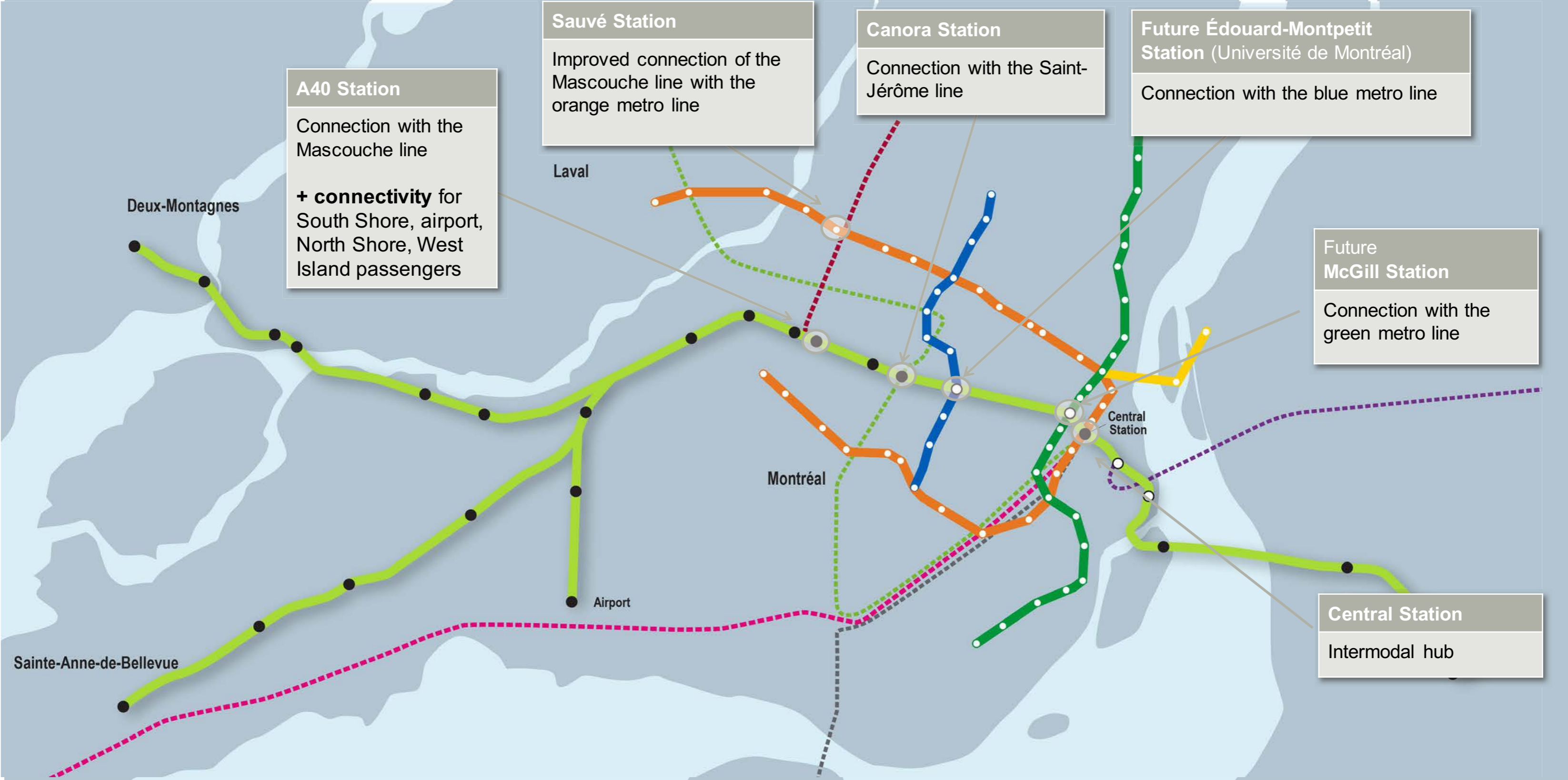
The REM includes:

24 stations

9 bus terminals

13 parking facilities

Increased connectivity



Travel times and frequency at rush hour

	Travel time			Frequency	
	By car currently	Public transit currently	CDPQ Infra	Public transit currently	CDPQ Infra
From the South Shore to downtown	40 to 50 min. on average	20 to 25 min. on average from Chevrier	15 to 20 min. from the A10/A30 Interchange	every 15 min.	every 3 to 6 min.*
From the airport to downtown	30 to 45 min. on average	45 to 60 min. on average	25 to 30 min.	every 8 min.	every 6 to 12 min.*
From the West Island to downtown	50 min. on average	45 to 50 min. from Sainte-Anne-de-Bellevue on average	35 to 40 min. from Sainte-Anne-de-Bellevue	every 20 min. on average	every 6 to 12 min.*
From Deux-Montagnes to downtown	over an hour	40 to 45 min. on average	35 to 40 min.	every 30 min. on average	every 6 to 12 min.*

* Based on ridership evolution

CARS

- > Electric, light metro cars
- > Initial fleet of approximately 200 cars
- > Set of 4 cars at rush hour; set of 2 cars off-peak
- > Capacity of 150 passengers per car (seated and standing)
- > "Boa" type configuration between two cars
- > Electric power supplied via catenary
- > Automated train systems and control
- > Maximum speed of 100 km/h



STATIONS

- > Platforms approximately 80 m long
- > Platform screen doors
- > Accessible by foot, bike, bus and car
- > Universal access
- > Elevators, escalators and bike racks
- > Wi-Fi provided on the entire network
- > Attendants circulating in the trains and stations for information and control purposes



Sketch of a typical station



A driver of sustainable and economic development

- > Serves a **territory covering** the main employment hubs of the region:
 - Downtown, West Island, airport, South Shore, North Shore
- > Serves **sectors with strong economic development potential** :
 - Airport, Technoparc Saint-Laurent, as well as potential stations at Université de Montréal, Peel Basin, Bridge-Wellington sector, Havre
- > Vector for **\$5 billion in private investments** for real estate development along the network
 - Example of Vancouver: since the inauguration for the Olympic Games in 2010, there have been 15 major development projects along the Canada Line
- > **Reduces economic losses** related to road congestion (estimated at \$1.4 billion/year in the metropolitan area)
- > Generates major **time savings** for clients and therefore increases **productivity**

POTENTIAL BENEFITS

DURING CONSTRUCTION (4 YEARS)

+ 7,500*

Direct and indirect jobs generated each year

+ \$3 B*

contributed to GDP

ONCE NETWORK IS COMPLETED AND IN OPERATION

reduction of

16,800**

tonnes of GHG emissions annually

▶ Contributes to a **dynamic, low-carbon economy**

* Preliminary estimates based on the Institut de la statistique Québec's intersector model.

** Preliminary estimates based on a study by Steer Davies Gleave.

- > Contract for project design, procurement and construction
- > Contract for supply of rolling stock, control system, operation and maintenance
- > Open and transparent international calls for tenders with governance structure inspired from best practices
- > Construction costs estimated at **\$5.5 billion**



- > Initiated in April 2016 with stakeholder groups to present the project, hear concerns and comments and answer questions
- > Various information channels planned: website, information sent by email, in-person meetings and open forum
- > Environmental impact public hearing (BAPE) process on the project expected at the end of the summer of 2016

- > **Spring 2016**
Consultations
- > **End of summer 2016**
Environmental impact public hearings (BAPE)
- > **Fall 2016**
Call for proposals with qualified consortiums
- > **End of 2016 / beginning of winter 2017**
Final decision required from governments
- > **Winter 2017**
Environmental decree
- > **Spring 2017**
Financial closing
- > **Spring 2017**
Start of implementation
- > **2020**
Operation of first trains

