

Attachment-2



Region of Waterloo



Cambridge to Union Passenger GO Rail Connection

Initial Business Case and Concept Design

Guelph City Council
February 11, 2025

Presentation Outline

- Project History
- Why this Project?
- Initial Business Case (IBC) Results
- Public Comments
- Recommendations / Next Steps



Project History

2009-2014

Cambridge to GTA Rail
Passenger Feasibility Study
Business Case
Exploring a connection from
south Cambridge to Milton

2018 - 2021

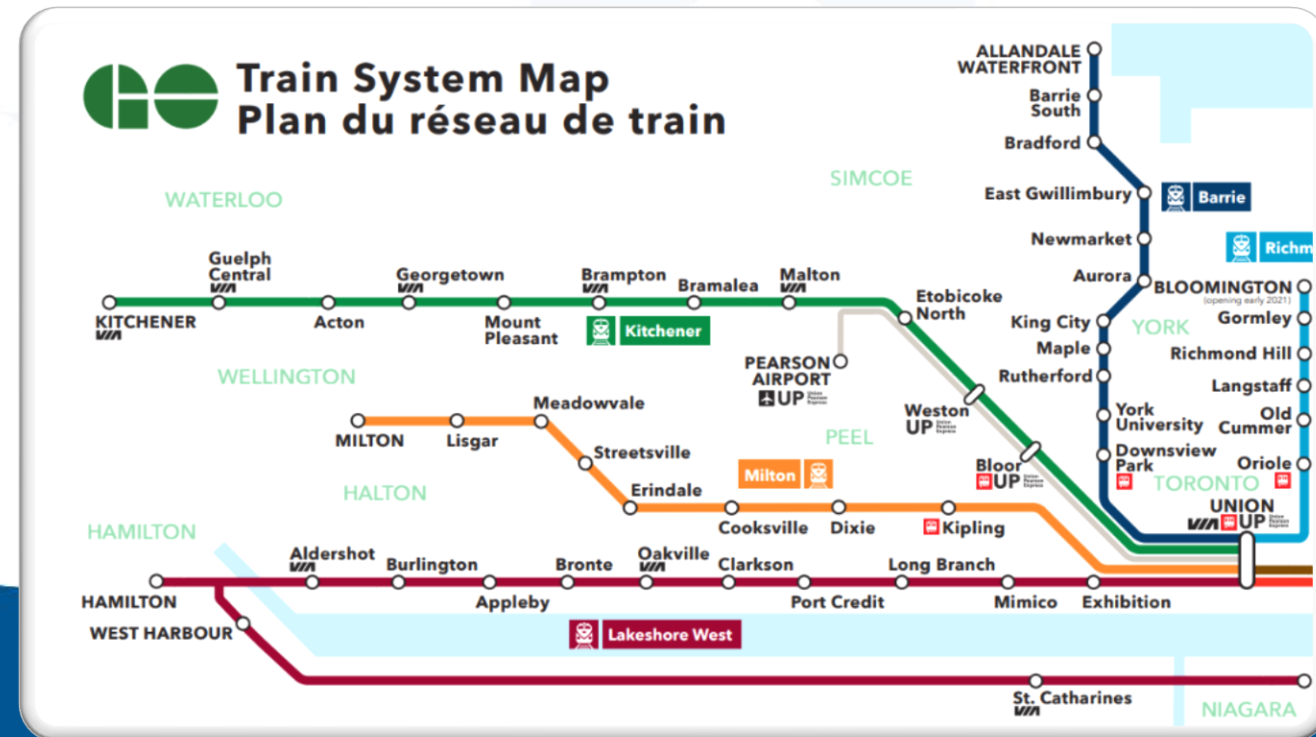
Cambridge to Union
GO Rail Feasibility Study (Phase 1 and 2)

2023/2024

Cambridge Passenger Rail
Initial Business Case and
Concept Design

Cambridge on the GO
Brochure

2015



Why this project?

Strategic Alignment: Region of Waterloo Strategic Plan 2023-2027



Homes for All

- Investing in transit infrastructure will encourage increased and **higher density development**
- Key opportunity for a **transit-oriented community** at Pinebush Station allowing for higher density, mixed-use development.



Equitable Services and Opportunities

- Rail transit is an inclusive, and accessible service
- The proposed service meets local community needs in Cambridge



Climate Aligned Growth

- **Foster car alternative options** through complete streets and extended alternative transportation networks



Resilient and Future Ready Organization

- Possibility to explore new service models and partnerships (e.g., Bill 131)

Why this project?

Cambridge is part of one of the largest unserved commuter corridors by GO Rail



Locations WITH Rail Stations	2021 Population	2051 Population
Aurora	62,057	85,800
King	27,333	66,400
Newmarket	87,942	116,700
Whitby	138,501	245,000
Brantford	104,688	165,000

Locations WITH PLANNED Rail Stations	2021 Population	2051 Population
Caledon	80,000	300,000
Clarington	101,427	221,000

Locations WITHOUT Rail Stations	2021 Population	2051 Population
Cambridge	138,479	214,900
Orillia	35,000	49,420



Initial Business Case Highlights

Overview of the Service

Cambridge Stop



- Urban integrated station at Hespeler Road and Tracks. (Pinebush)
- Leverage planned density & mobility improvements along Hespeler Road corridor
- **Key opportunity for Transit Oriented Community**

Travel along the Fergus Subdivision



- Service every **30-60** minutes
- **Direct** – Cambridge → Guelph
- Electric/battery powered ?
- Trip time – about **15 minutes**
- Cambridge → Union Station - **87 min.**
- **500,000** trips annually by 2041

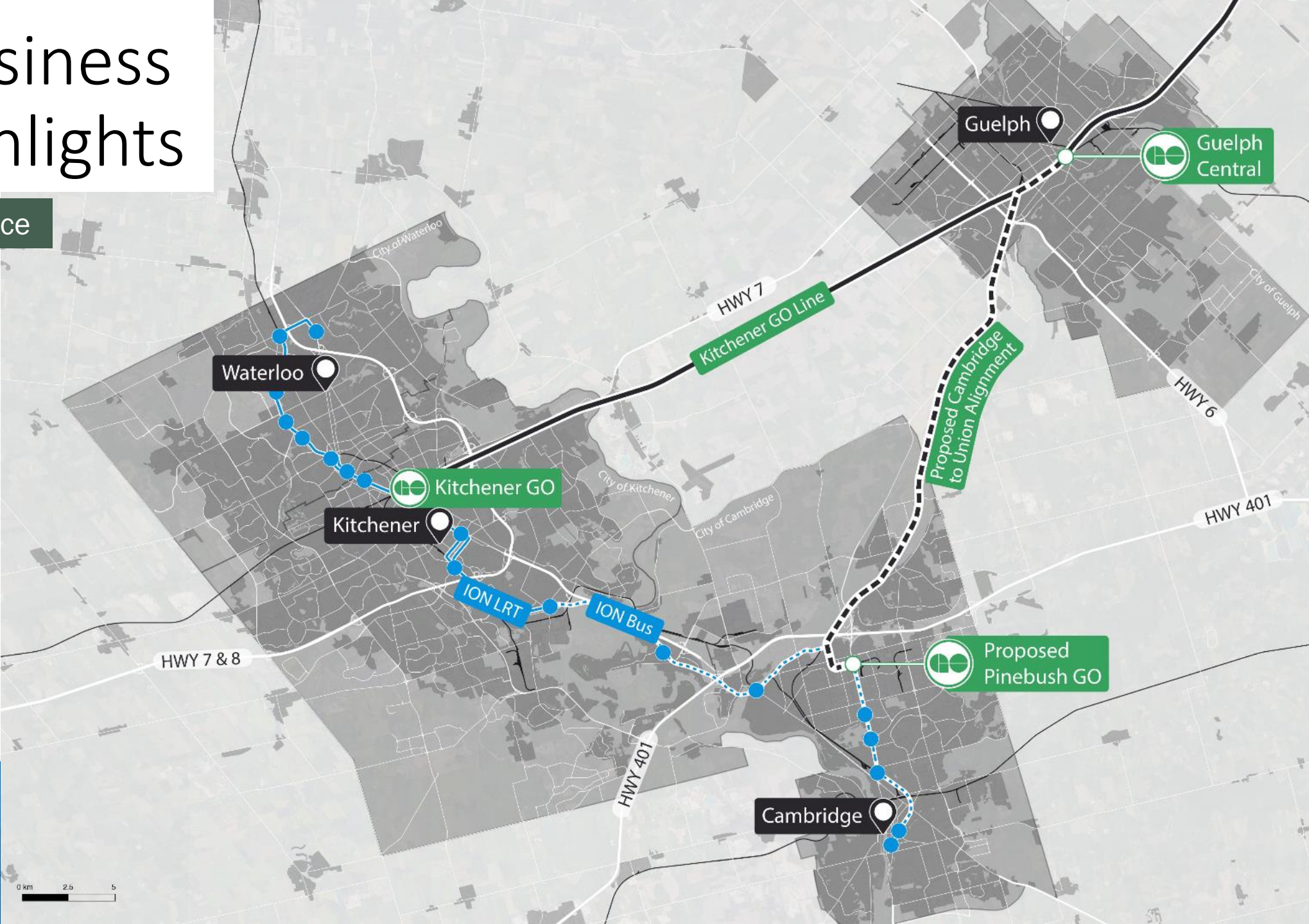
Guelph Stop



- Integrated platform for transfers to Kitchener Line
- Connection to improving (faster and more frequent) Kitchener GO Line services

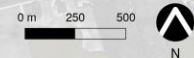
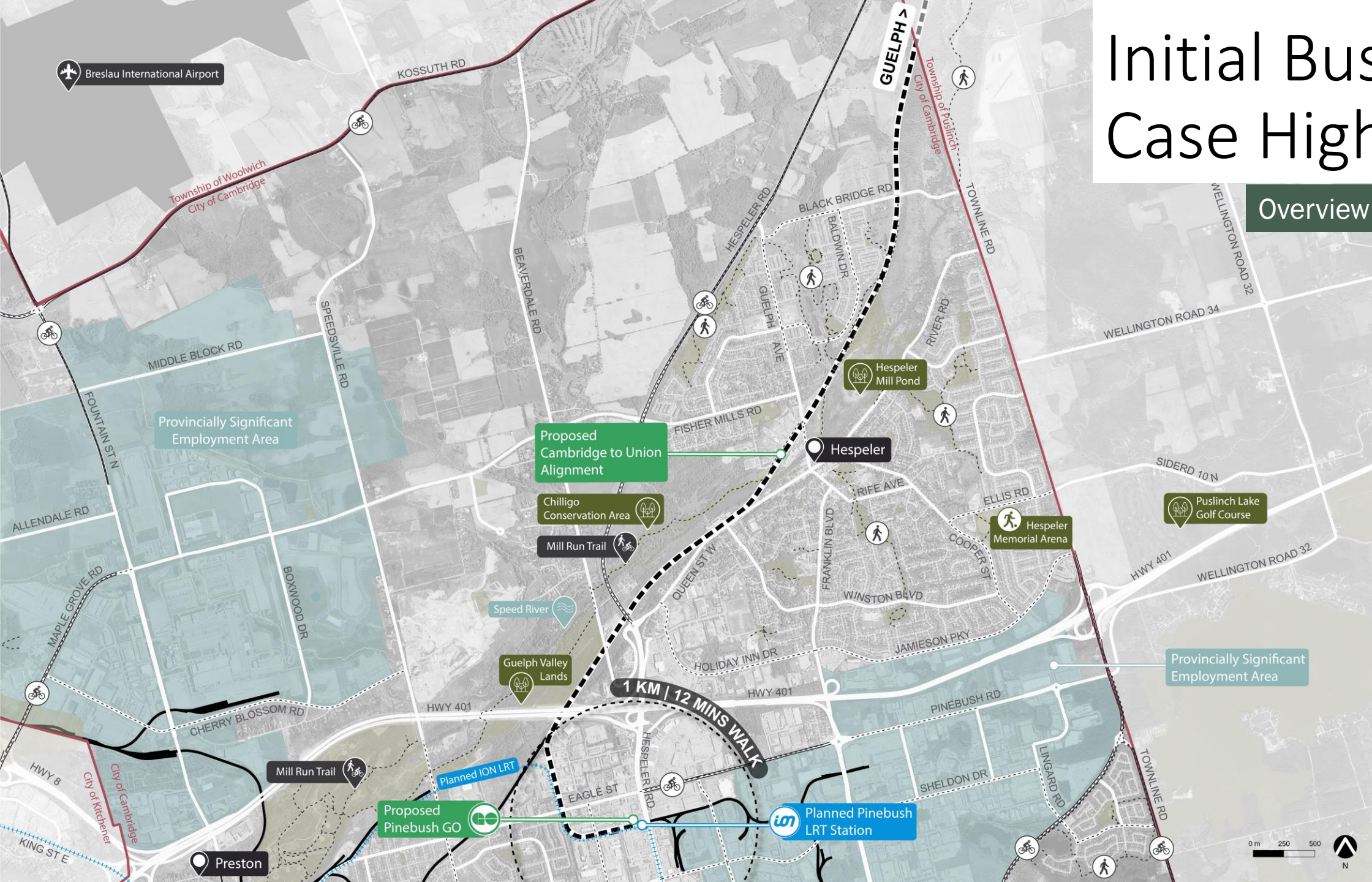
Initial Business Case Highlights

Overview of the Service

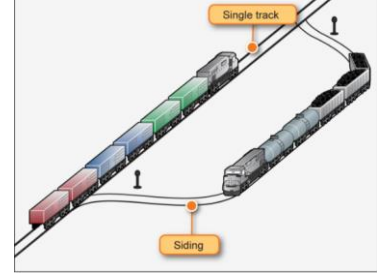


Initial Business Case Highlights

Overview of the Service



Initial Business Case Highlights



Investment Options

BAU: Business as Usual

No service between Cambridge and Guelph

OPTION 1A

Single track
1 train per hour
75kph

OPTION 2A

Single track with Siding
2 trains per hour
69kph

OPTION 1B

Single track
1.5 trains per hour
78kph

OPTION 2B

Single track with Siding
2 trains per hour
71kph

Higher track upgrades

IBC Results



Strategic Case

Project strongly aligns with the existing plans and aspirations of Cambridge, Guelph, the Region, and the Province of Ontario.



Economic Case

Economic Benefits > Economic Costs
(All options perform better than BAU)



Financial Case

Beyond the initial capital investment, all options require subsidy as costs > revenue (fares) over the 60-year lifecycle (reasonable for transit projects)



Deliverability and Operations

Deliverable project

Requires: a new station in Cambridge, track work, grade separation at Wellington Road 124, and a new storage and maintenance facility

Public Engagement

Activity	Date	Participants
Email/phone feedback	Mar. 1 – Apr. 5	N/A
Virtual PCC	Mar. 19	147
Online Poll (EngageWR)	Mar. 18 – Apr. 5	411
In-Person PCC (Cambridge)	Mar. 18	40
In-Person PCC (Guelph)	Mar. 21	18

**Over 600
Touchpoints!**



Overwhelmingly supportive



Congestion on Hespeler Corridor and parking



Urgency for fast delivery and perceived conflict with Stage 2 ION



Suggested other station location



Majority would prefer to arrive at the station without a car (poll)



Transfer at Guelph Central Station



Interim bus service is needed



Noise and safety

Summary of Findings



Cambridge is one of the largest commuter communities outside GTA



Strong alignment with Regional plans and polices (Strategic Plan 2023-2027)



Serves existing market between Cambridge and Guelph with excellent ridership potential



Benefits to the community are larger than economic costs with reasonable capital costs



Overwhelming public support with over 600 engagement touchpoints

Next Steps

Region of Waterloo's Council approved report TSD-TRP-24-012 dated August 13, 2024:

1. Endorse the IBC and Concept Design Study
2. Direct staff to forward the Council report to Area Municipal partners to create a unified voice to support the project
3. Request that Metrolinx:
 - Adopt the project in the Regional Transit Plan,
 - Continue the project under its leadership (Preliminary Design Business Case and CN negotiations),
 - Provide GO Bus service between Cambridge and Guelph in the interim.



Region of Waterloo



Thank You!