



Shining Waters Railway



20th Annual Land Planning Information Session

2016 Project Progress Report

Presented by:

Tony Smith – President



The Company

- Incorporated December 2010
- Federally Incorporated Not For Profit



Board of Directors

James Allan, President

JDA Consulting

Rail Expertise: Maintenance & Operations

Stuart Harrison, CEO & President

Greater Peterborough Chamber of Commerce

Chamber: Chamber Engagement / Total Rail Line

Tony Smith, Partner

Tristone Media Group & Founding

President



Board of Directors

Dick Crawford, President

Crawford Building Consultants Inc.

Chairperson: Technical Steering Committee

Arlynn Dupuis, Partner

Law Offices of Ayotte, Dupuis, O'Neill

Legal Council / Legal Team

Jim Hill, VP Finance

Pan - Oston

Board Treasurer



Board of Directors

Daryl Bennett

City of Peterborough

Mayor

Jim Martin

Havelock-Belmont-Methuen

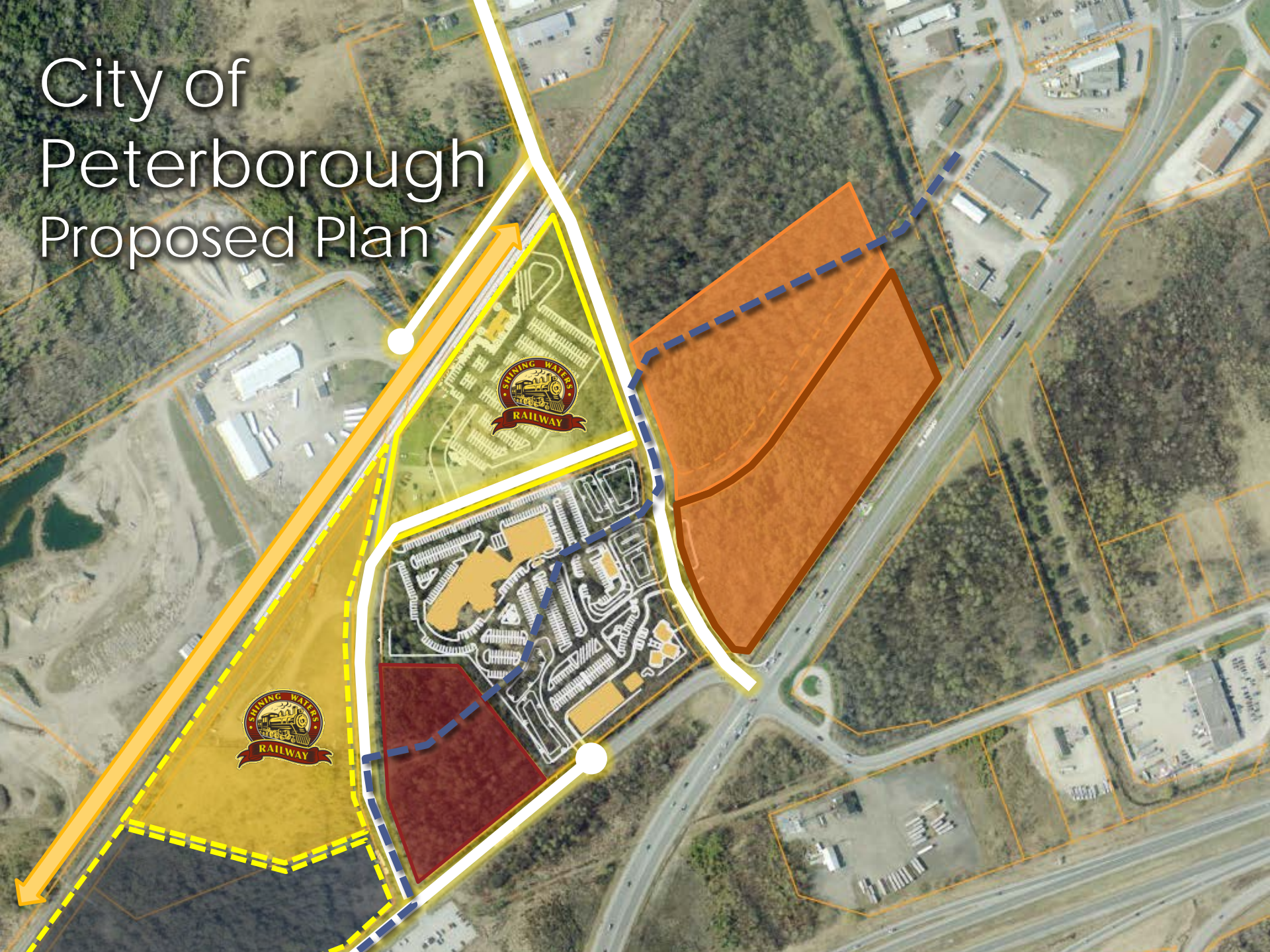
Deputy Mayor



Route & Stations



City of Peterborough Proposed Plan



Riders Per Station Projection

Station

Riders Per Day

Havelock	33
George Street Peterborough	239
Harper Road Peterborough	524
Pontypool	255
Myrtle	178
Claremont	255
Locust Hill	590
Steeles Ave	794
Sheppard	742
Agincourt	896
Summerhill	3256
Dupont	708
Total	8470





**BUILD CANADA CAPITAL BUDGET
\$300 Million Including Contingency**

Build Canada Funded Cap X

Cap-X Infrastructure	Budget \$174.2 Million
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- Ø **Havelock to Peterborough, Class 2/3**
- Ø **Peterborough to Agincourt Yard Class 4**
- Ø **CPR Agincourt Rail Yard Toronto.**
- Ø **Peterborough Industrial Spurs**
- Ø **All signal and crossing equipment**



Build Canada Funded Cap X

Rolling Stock and Spares

**Budget \$39.1
million**

- Ø **15 - Re-manufactured stainless steel Budd Rail Diesel Cars**
- Ø **Five 3-car trainsets to VIA standards**
- Ø **Includes testing, government approvals and spare parts**
- Ø **28 – Cars Required. Balance to be Leased**



Build Canada Funded Cap X

**Stations and Platforms
Terminating at Agincourt**

**Budget
\$52.7 million**

- Ø **Havelock Existing Platform**
- Ø **Downtown Peterborough, Chamber Location**
- Ø **Peterborough Main Station, Harper Road**
- Ø **Pontypool, Myrtle, Claremont, Locust Hill,
Steeles Avenue, Shepard and Agincourt
Stations**
- Ø **Includes stations, platforms, parking, lighting**
- Ø **Run Time – Peterborough to Toronto
Agincourt Station**
- Ø **Passenger – 83 minutes @ up to 80MPH**
- Ø **Freight – 160 minutes @ up to 50MPH**



Total Cap X Estimate

Capital Budget Estimates	(\$millions)
Track Re-construction to Class 2/4	\$174.2 M
Rolling Stock and Spares	\$39.1 M
Stations/Platforms	\$52.7 M
Net Estimated Total	\$266 M

Note: Above estimates INCLUDE 35% contingency factor on average



Train Schedule & Ridership

- Two Trains Each Way Morning and Evening Work Days
- One Train Each Way Weekends
- Projected Ridership 8470 Per Day Plus Tourism Passengers
- Passengers Growth Projection 8.2% per Annum



ECONOMIC IMPACTS

- 2000 person years of employment created as a result of the construction and Train Set refurbishment
- \$1.0 B – combination of construction and operation related impacts
- Return On Investment of 3.3 Times the \$300 M Cap X
- Increased Freight and Tourism
- 110 New Jobs & \$13 Million per year due to Passenger Rail Service



PROJECT DELIVERABLES

Provided to TC & MTO

- Business Case 2011
- 20 Year Economic Impact Study 2011
- New Ridership Study 2014
- Preliminary Engineering Report 2014

**Everything Required to Make a
Decision has been Provided**



PROJECT IMPORTANCE

- Efficient & Secure Access to Market
- Reduce Carbon Footprint
- Reduce Highway Congestion
- **Secure Rail Service for Existing and New Freight Customers**
- Enhance Regional Tourism
- Attraction of New Industrial Businesses



SUMMARY

- Provided all Reports Required to Make A Decision
- Proved Project Can Be Constructed Within Budget with Required Contingency
- Ridership Numbers support the Business Case
- Satisfied all TC & MTO Study Objectives



ENGINEERING DELIVERABLES

- Define the Actual Route From Havelock through CP Agincourt Yard to Agincourt Station
- Explore & Define all Transit Transfer Nodes along the Defined Route
- Produce Updated New Ridership Study
- Provide Actual Re Construction Budget with contingency and projected final engineering costs



CURRENT STATUS

- In the hands of Minister Monsef and Minister Leal for a decision on this SHOVEL-READY infrastructure project
- Transport Canada confirms all of the files have been retained
- Trudeau government has stated they will fast track the previous government's funded and shovel-ready projects
- We are ready for their respective government decisions



CALL FOR ACTION

- Please write letters to Ministers Monsef and Leal stressing the importance of this project for Peterborough's regional development
- The time is now to get the decision and get shovels in the ground!





www.shiningwatersrailway.com

