


Réseau électrique métropolitain (REM)

Technical briefing

Project update

March 21, 2017



- 
- > Consultation process
 - > Improvements made to date
 - > Three priority areas
 - > Innovative agreement with the UPA and the CMM

- > Meetings with more than **3,000** citizens and **300** representatives, including elected officials, environmental groups, heritage specialists
- > Regularly-scheduled working groups on fluidity and project integration with municipal experts and transit authorities
- > Ongoing meetings to refine technical aspects of the project
- > Consultation and collaboration process to continue throughout the development and construction phases

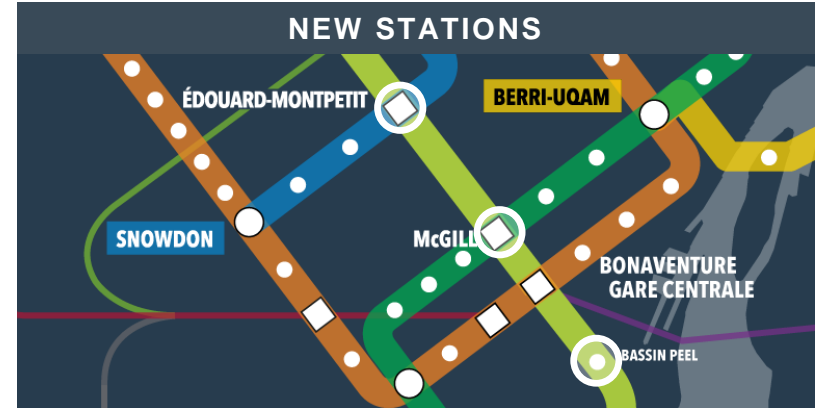


IMPROVEMENTS MADE TO DATE

IMPROVEMENTS (AUGUST 2016)



- > Acquisition of the CN structure leading to Central Station to avoid impacts on heritage buildings (Rodier Building and New City Gas) and closure of three streets
- > Underground tunnel to avoid the Des Sources nature park
- > Facilities moved at the Ste-Anne-de-Bellevue station to avoid wetlands



- > Three new downtown Montréal stations announced to improve the REM's integration:
 - Two new connections to the Montréal métro (Green and Blue lines)
 - Bassin Peel Station intended to serve both Griffintown and Pointe-St-Charles

TRANSPORTATION COCKTAIL



- > Partnerships to allow for multimodal access to stations



- > Provide concrete alternatives to solo driving by allowing future REM users to access stations in diverse and complementary ways

PLANTING OF 250,000 TREES



- > A partnership with Jour de la Terre to offset GHG emissions during the REM's construction phase
- > Ensure that the project helps reduce GHG emissions right from the start of construction



- > Consultations identified needs in **three priority areas** in which improvements are ongoing:

FREQUENCY

Increased service frequency

FLUIDITY

More seamless commute and easier access to stations

INTEGRATION

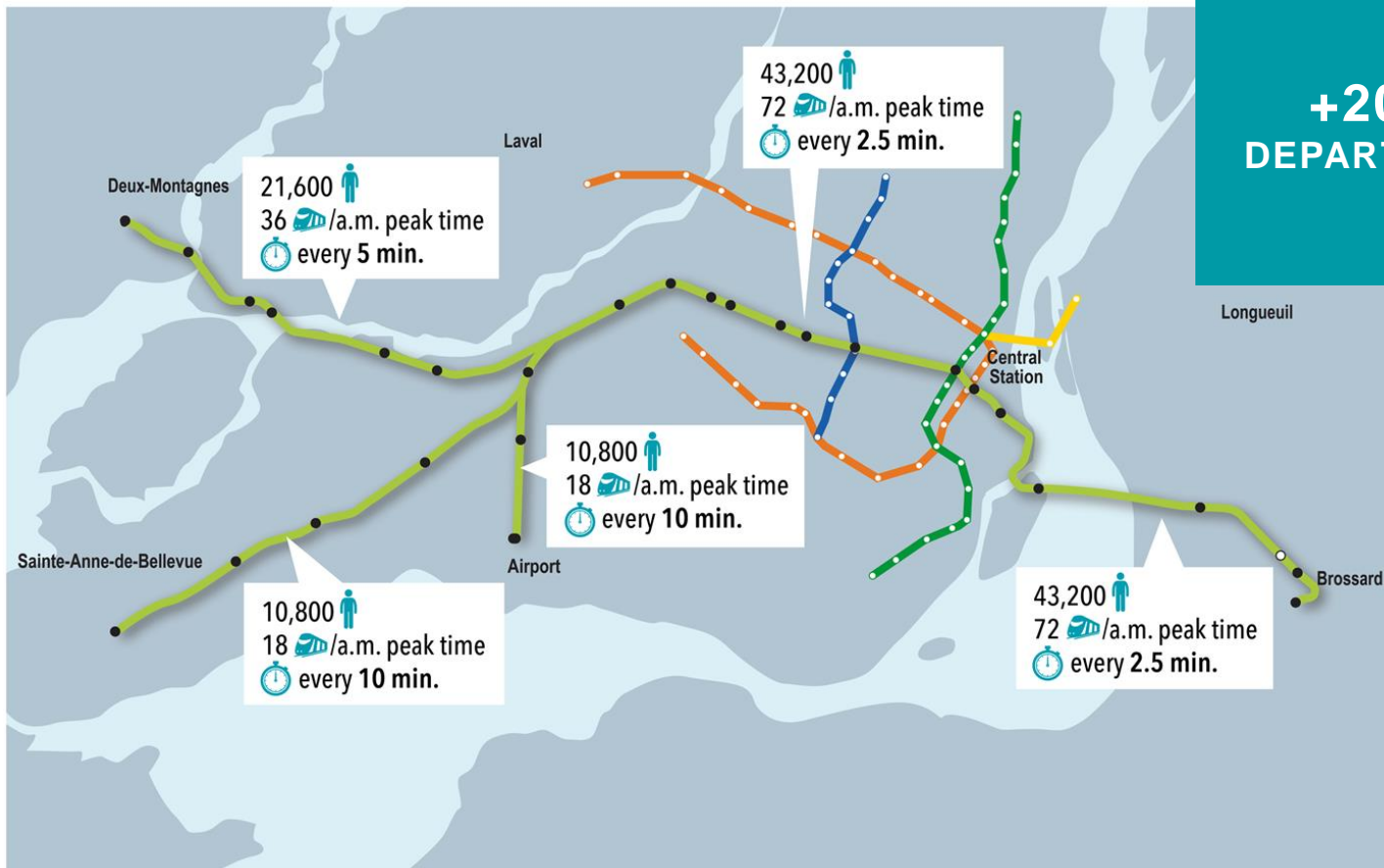
Better integration into urban development plans, transit systems and the environment

> **40 new cars** added to increase service quality and reduce pressure on the Orange line

		Morning peak time (three-hour period)			
	TRAVEL TIME	FREQUENCY	NUMBER OF DEPARTURES	GROWTH IN NUMBER OF DEPARTURES (%)	THEORETICAL CAPACITY ⁽¹⁾
From the South Shore to downtown (including the central section to Bois-Franc)	under 16 min (to downtown)	2.5 min 3 min before	72 departures	+20%	43,200
From Deux-Montagnes to downtown	under 35 min	5 min 6 min before	36 departures	+20%	21,600
From the West Island to downtown	under 35 min	10 min 12 min before	18 departures	+20%	10,800
From the airport to downtown	under 26 min Express: 18-20 min	10 min 12 min before	18 departures	+20%	10,800

(1) Theoretical capacity of a REM metro train: 600 passengers

FREQUENCY: PEAK TIME OPERATING PLAN



**+20%
DEPARTURES**

PEDESTRIAN AND BIKE ACCESS



- > Pedestrian overpass at Ville Mont-Royal railway tracks
- > Pedestrian overpass for western access to Brossard's du Quartier station
- > More direct access from Central Station to the Bonaventure métro station
- > Connections to existing bike paths

ROAD ACCESS NEAR STATIONS



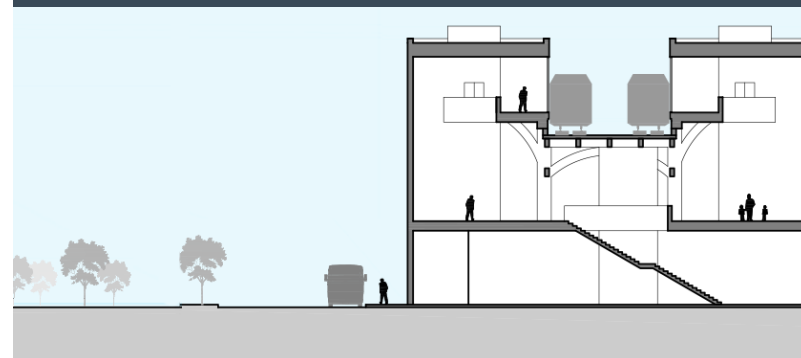
- > Raised tracks at avenue des Bois and at rue des Érables in Laval
- > Raised roadway at rue Henri-Dunant in Deux-Montagnes

ENVIRONMENT



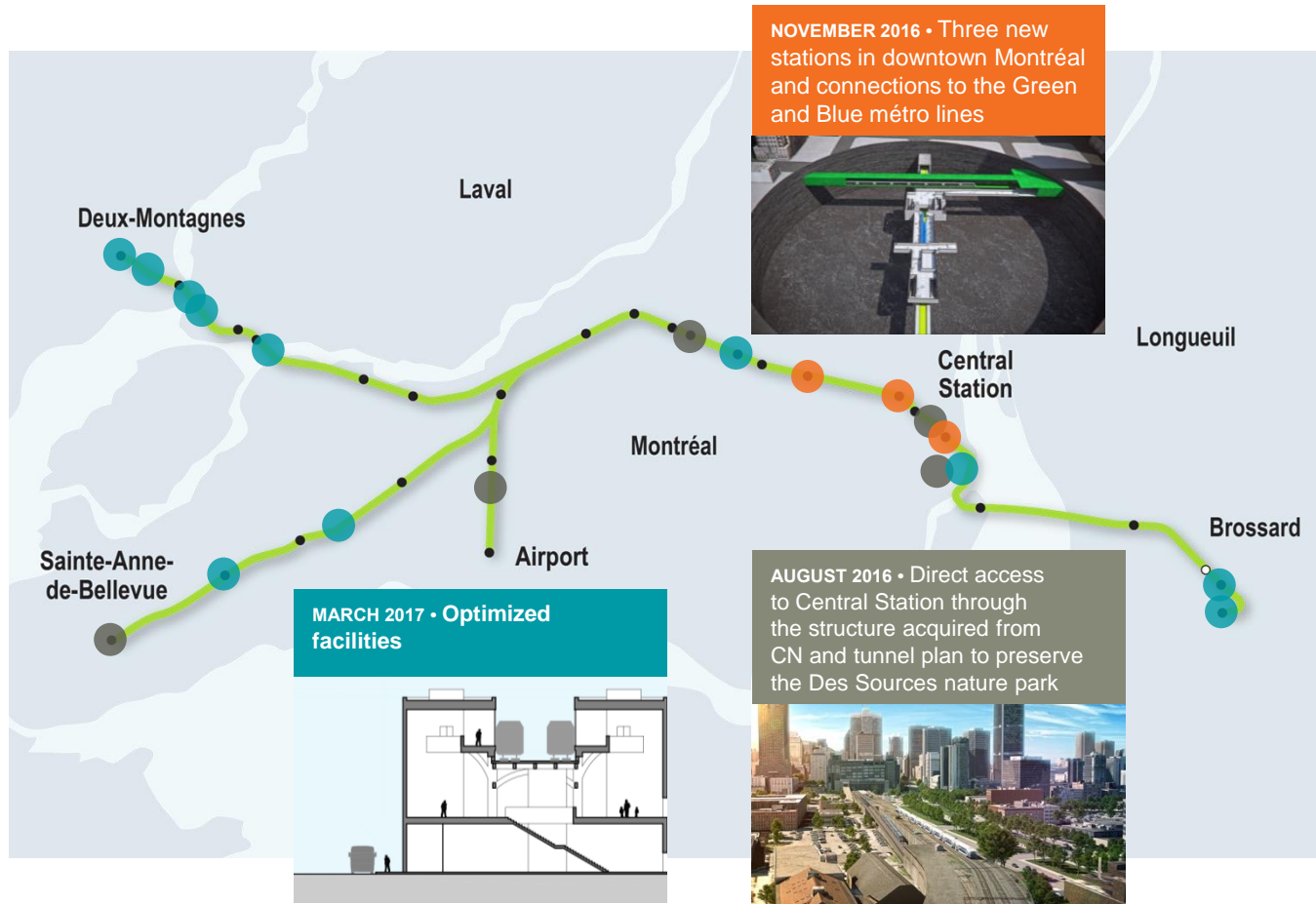
- > Wildlife territories to be built within the coulée verte du ruisseau Bertrand eco-territory
- > Commitment to preserving wildlife and the environment, including wetlands and protected areas

STATIONS AND FACILITIES




- > Relocation of the Kirkland station to Jean-Yves Street
- > Access to the shared Pointe-Saint-Charles Maintenance Centre

SUMMARY OF IMPROVEMENTS



Legend

- August 2016 improvements
- November 2016 improvements
- **March 2017 improvements**

 **March 2017 Improved frequency throughout the network**

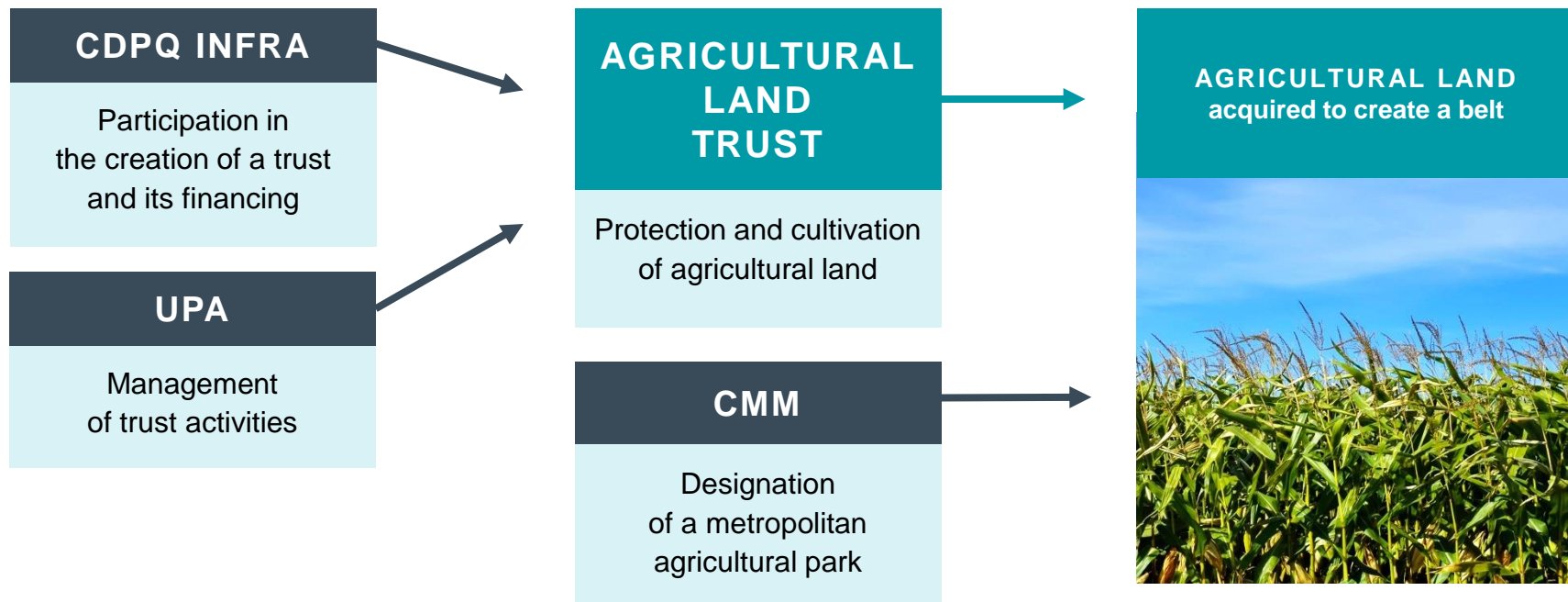
Project costs

(in millions of dollars)

		Estimated costs
REM project	April 2016	5,500
Three new stations in downtown Montréal	November 2016	400
> Recent improvements	March 2017	140
CONSTRUCTION COSTS		6,040

An innovative agreement

> Three partners join forces to promote the use of agricultural land



Land trust objectives

- > Ensure the vitality and use of agricultural land around the REM
- > Better promote the use of woodlands and forest corridors
- > Contribute to maintaining production on agricultural land and cultivation of unused land



Environmental /
agricultural decrees

**Spring
2017**

Call for
proposals

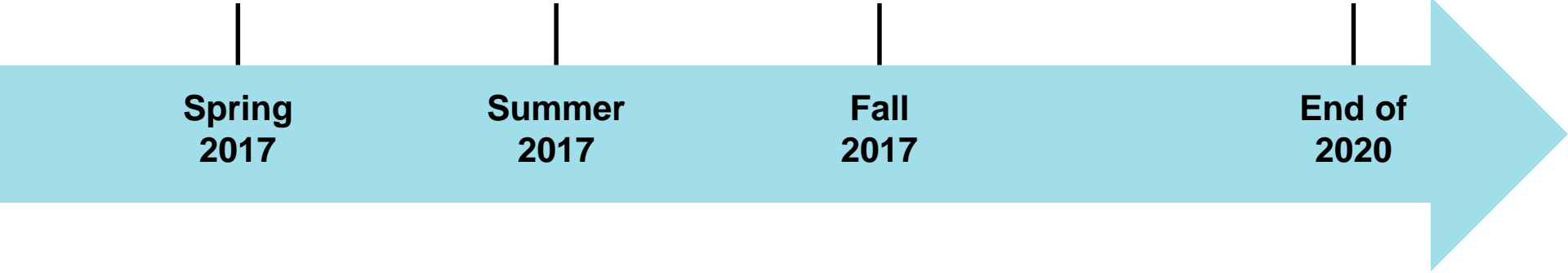
**Summer
2017**

Start of
construction

**Fall
2017**

Operation of
first trains

**End of
2020**





FOR MORE INFORMATION ON THE PROJECT
cdpqinfra.com

Subsidiary of Caisse de dépôt et placement du Québec

