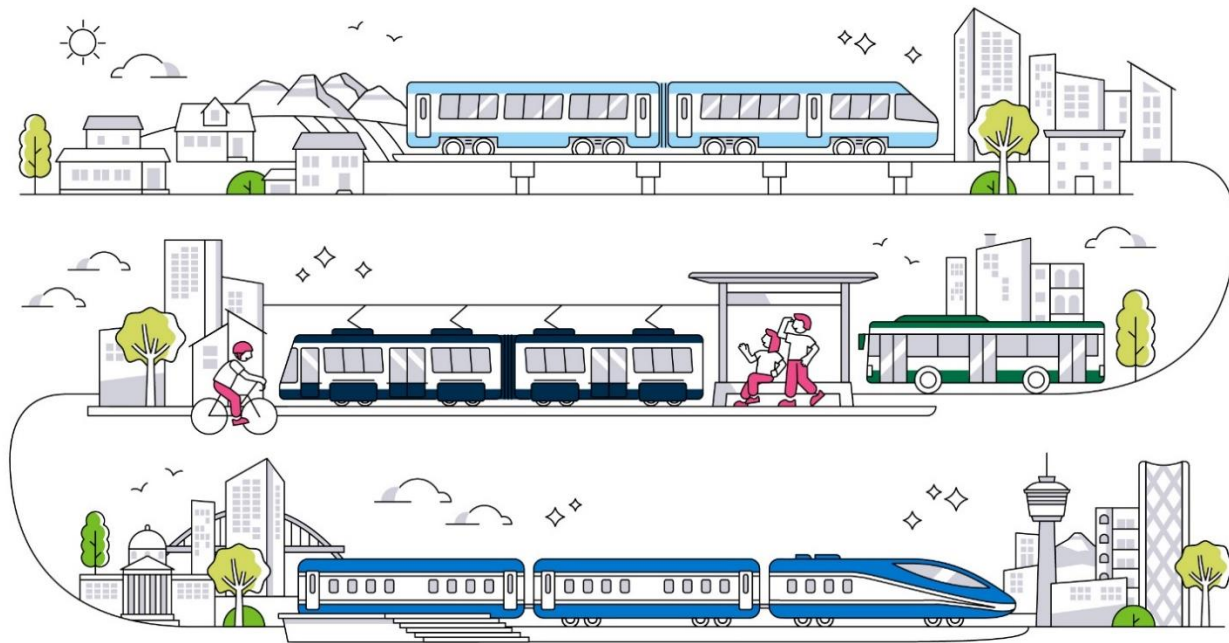


Virtual Session

July 23, 2026

Alberta's Passenger Rail Master Plan

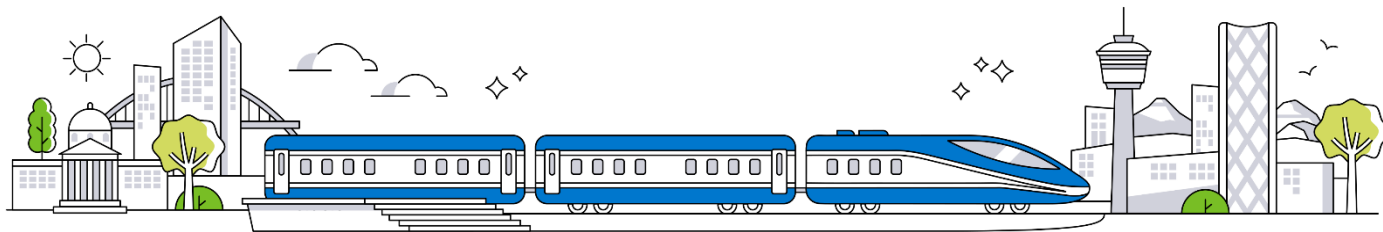




Land Acknowledgment

In the spirit of reconciliation, we respectfully acknowledge that we are on the traditional gathering place of the peoples of Treaties 6, 7, and 8. These lands have been, and continue to be, travelling routes and meeting grounds for Indigenous Peoples since time immemorial. We recognize the deep history and connection of First Nations, Métis, and Inuit Peoples with these lands, and we commit to partnership, collaboration, and friendship as we envision a shared future together.

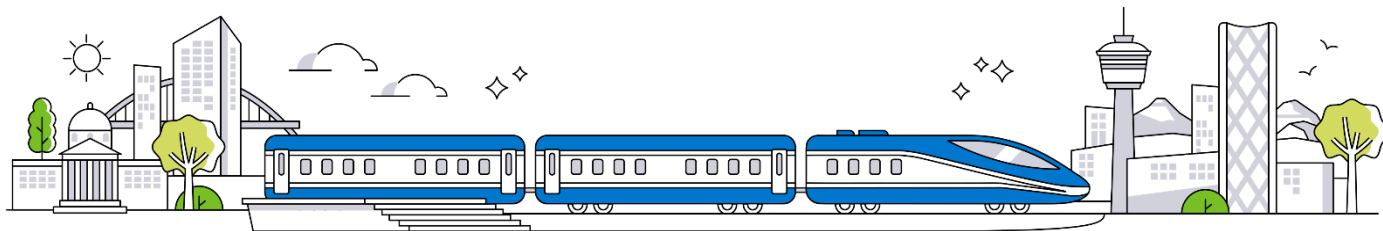
Today's Session



Recording

- Presentation.
 - Q&A session.
 - All participants' microphones and cameras have been disabled.
- Please type questions using the Q&A feature.
 - Q&A will be facilitated at end of session.
 - Please be succinct and specific so we can answer as many questions as possible today.

Agenda



Meeting purpose:
to share highlights
of the completed
Passenger Rail Master
Plan's Executive
Summary.

- The Time is Right for Passenger Rail
- The Master Planning Process
- The Master Plan's 30-Year Network
- Next Steps
- Q & A

To learn more after today:



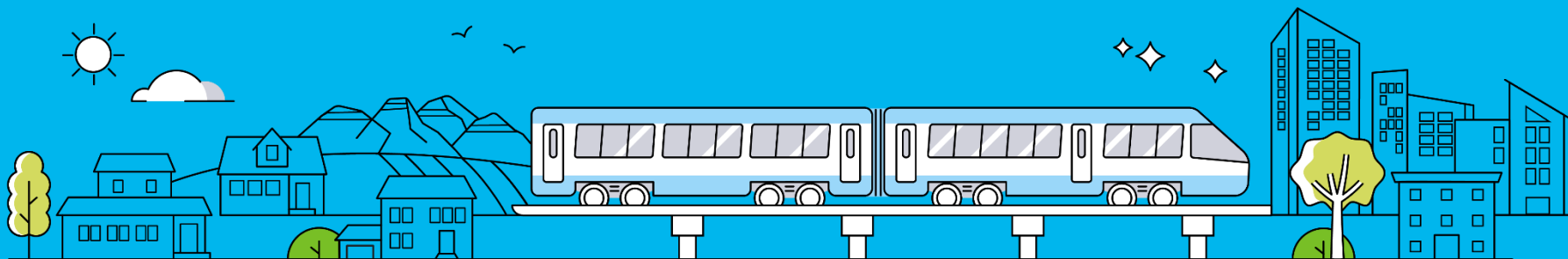
Visit

www.alberta.ca/passenger-rail-engagement

Email

PassengerRail@gov.ab.ca

The Time is Right for Passenger Rail



Passenger Rail for a Growing Alberta

5 million

people call Alberta home.

The population of Alberta could more than double in

60 years

The population of the Calgary-Edmonton corridor is forecasted to increase by approximately

+3.7 million people
to
8.1 million total



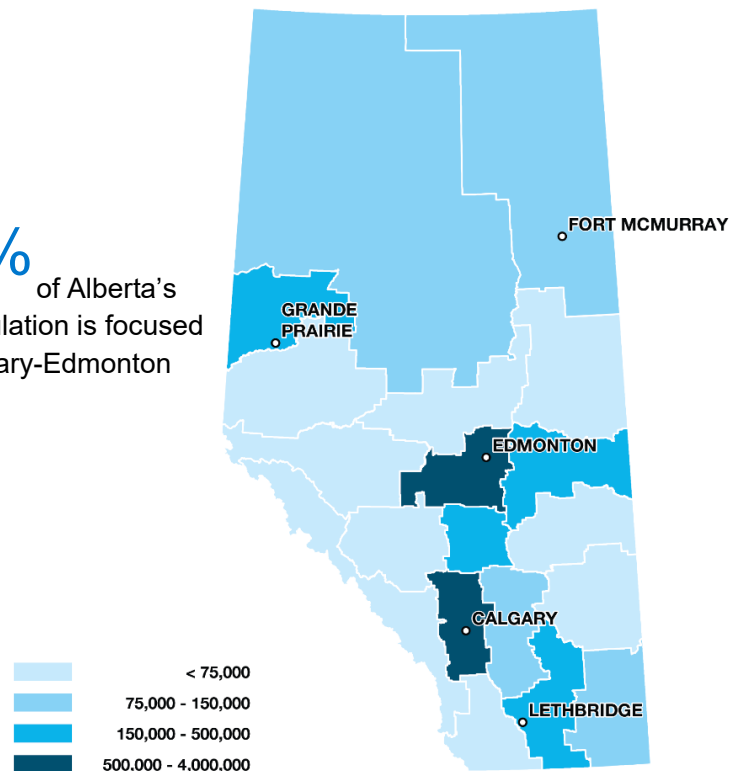
Passenger rail has the potential to:

- Promote **economic growth** by supporting job creation, connecting Albertans to employment opportunities and expanding tourism
- Support **sustainable urban growth** to meet current and future population demands
- Provide **increased land development and economic opportunities** through transit-oriented development
- **Improve access to housing and better-connected regions**
- Create a **safer and more resilient transportation system**



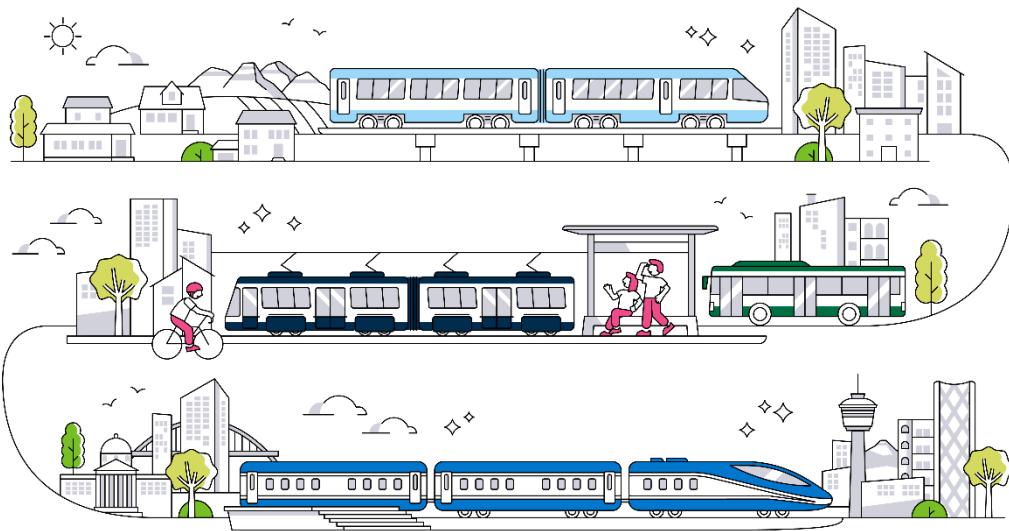
Projected Population in 60 years

86% of Alberta's future population is focused in the Calgary-Edmonton corridor.



Planning for Passenger Rail

Alberta's Passenger Rail Master Plan looks ahead decades and identifies concrete actions to build the optimal passenger rail system for the province.



Alberta's Passenger Rail Master Plan

The Passenger Rail Master Plan is complete and will be a vital tool to guide the next steps in advancing passenger rail in Alberta. The plan includes:



a **comprehensive feasibility assessment** that identifies what elements of a passenger rail system should proceed, in what sequence and based on what conditions



financial and delivery model options that consider private, public or hybrid services



options to ensure the **effective governance and operations** of the passenger rail system



engagement with Albertans and interested stakeholders



options and recommendations to government

What We Have Heard from Albertans

Across multiple rounds and formats of engagement in the Master Plan, the Government of Alberta sought to gauge the general sentiment Albertans have on several topics related to passenger rail. Here are the key insights:



There is **broad support** for passenger rail from across Alberta.

Albertans want passenger rail **as soon as possible**, including both **regional rail** and **commuter rail** in, around and between Calgary and Edmonton.



Since fall 2024, we have engaged with over

20,000

Albertans and have communicated with many more.

Albertans indicate a preference for **higher-speed rail connections** (shorter travel time) and **larger investments in rail by government** (faster development, more services).



Albertans support **provincial government ownership** of infrastructure (tracks) and vehicles (trains) and **involvement** in the operations of passenger rail (e.g., safety, scheduling and fares).



Albertans expect further assessment related to environmental and community impacts and want to be engaged during future projects related to passenger rail.

Albertans **prioritize** the following two possible rail connections:



Calgary and Edmonton Airports to their respective downtowns

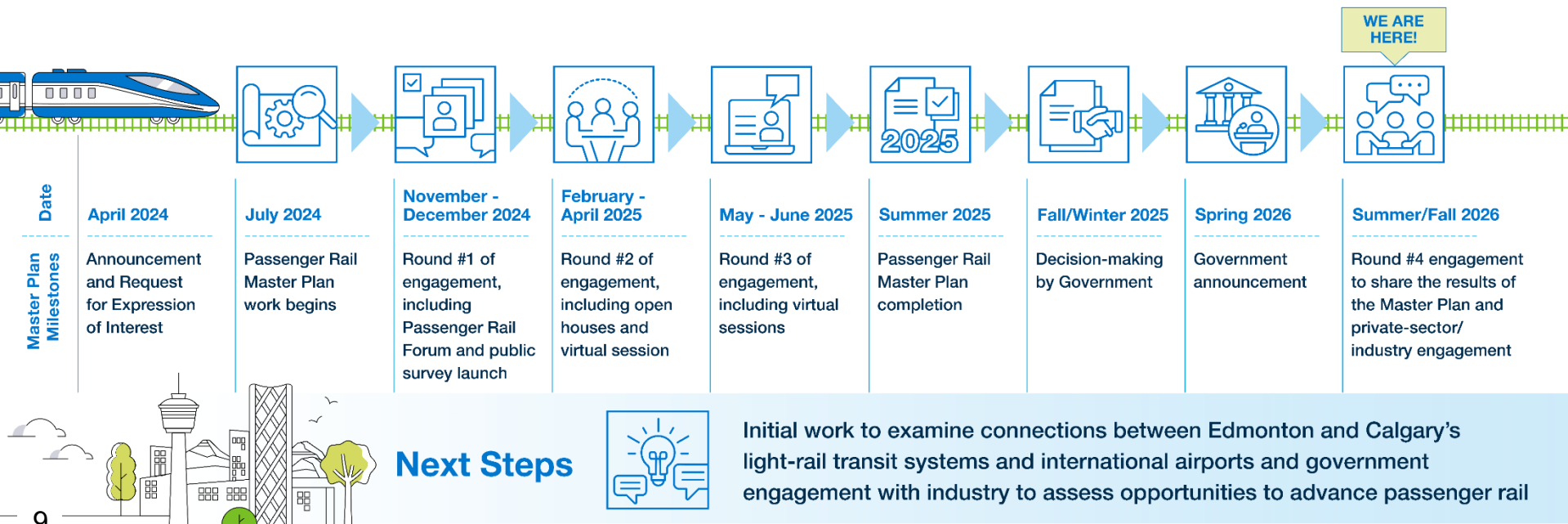


Between Calgary and Edmonton via Red Deer

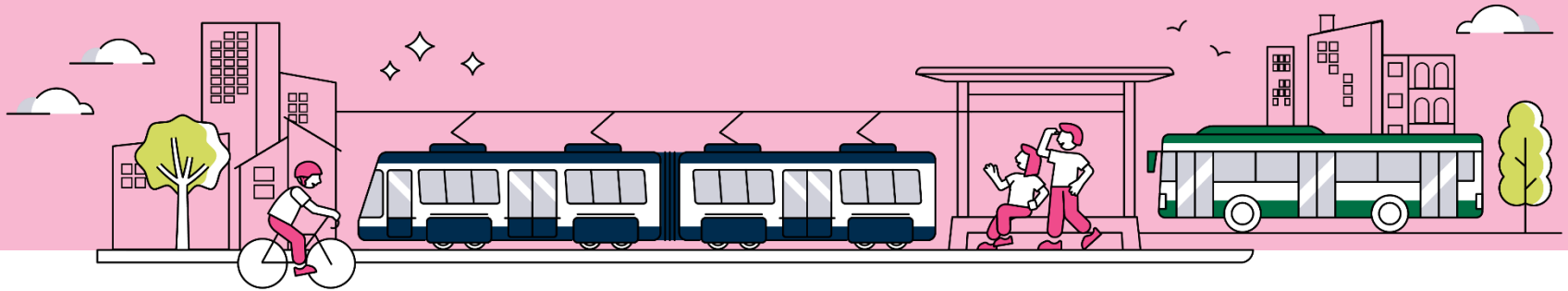
Progressing Passenger Rail

The Master Plan ensures Government has the required information to make decisions on the next steps to advance passenger rail in the province, building on the strong public mass transit systems in Calgary and Edmonton.

The process began in April 2024, and the Passenger Rail Master Plan was completed in the summer of 2025.



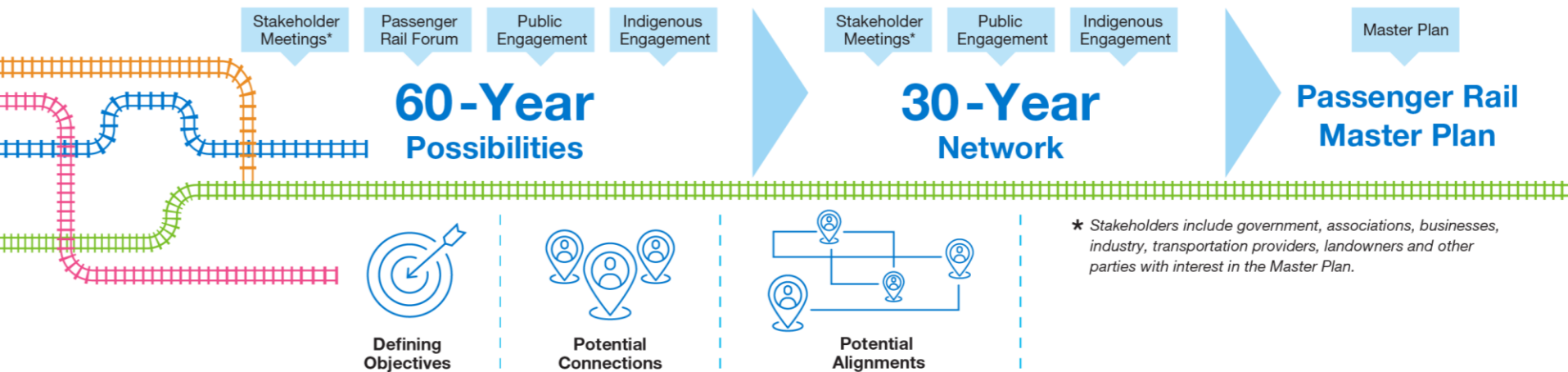
The Master Planning Process



The Master Plan Process

Best practice in master planning starts with a long-term vision and works backward to guide near-term decisions, ensuring short-term actions align with long-term goals.

This approach identified potential passenger rail connections over 60 years (60-Year Possibilities), refined to feasible options over 30 years (30-Year Network). The Master Plan outlines actions for the Government of Alberta to begin implementation. Engagement occurred throughout to inform network development.

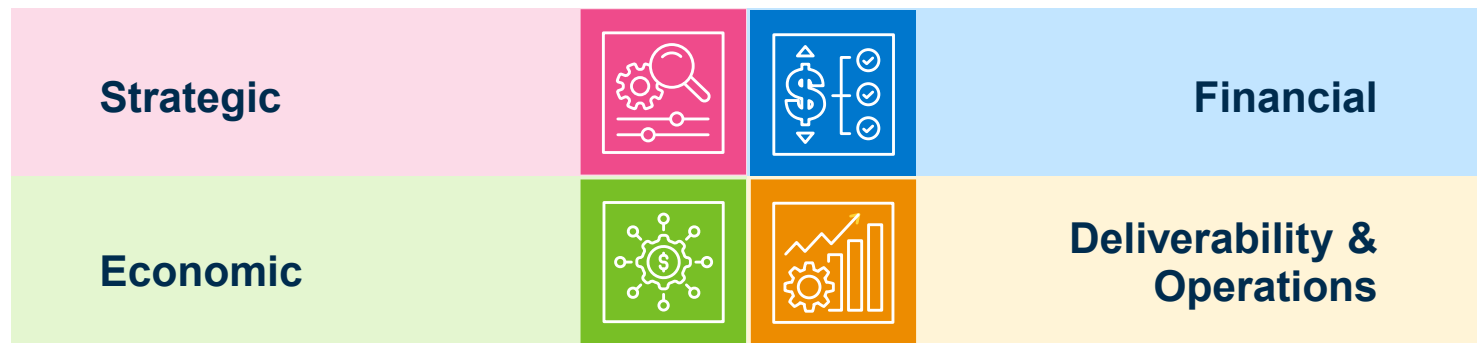


A Holistic Evaluation Framework

An evaluation framework aligned with global best practices and **tailored to Alberta's goals** was created to guide development of the Passenger Rail Master Plan and to evaluate connections.

It provides a **consistent, transparent, and holistic** approach to support decision-making, with criteria that can evolve based on the options being considered and information for analysis.

The evaluation framework used four categories to assess options:



Evaluating 60-Year Possibilities

Two-step evaluation approach for 60-Year Possibilities

Step 1: Individual Connection Assessment

- Defined and analyzed each connection separately
- Applied a systematic method to evaluate performance against framework objectives

Step 2: Network Option Evaluation

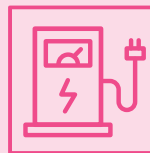
- Selected top performing connections aligned with objectives
- Combined into two distinct network options
- Options differ by corridor type



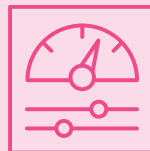
For certain regional connections, conventional and high-speed rail options were evaluated.



Conventional rail was assessed with diesel locomotives operating at speeds up to 160 km/hr.



High-speed rail was assessed with electrified trains operating at speeds up to 320 km/hr.



For analysis, the operating speed for conventional and high-speed rail was varied based on the corridor.

Shortlisted for the 30-Year Network

Through the 60-Year Possibilities evaluation, a number of potential routes scored highly across the four evaluation framework categories.

These routes were prioritized and further considered for inclusion in the **30-Year Network**.

Most supportive
of objective

Least supportive
of objective



	Route	Strategic	Economic	Financial	Deliverability	Total
Regional Rail Evaluation	Calgary – Edmonton (High-Speed Rail)	Dark Blue	Dark Green	Dark Blue	Dark Orange	Dark Red
	Calgary – Edmonton (Conventional Rail)	Dark Blue	Medium Green	Medium Blue	Dark Orange	Medium Red
	Calgary/YYC – Banff (High-Speed Rail)	Dark Blue	Dark Green	Dark Blue	Dark Orange	Dark Red
	Calgary – Banff (Conventional Rail)	Dark Blue	Medium Green	Medium Blue	Dark Orange	Medium Red
Commuter Rail Evaluation	Calgary – Airdrie	Dark Blue	Dark Green	Medium Blue	Dark Orange	Dark Red
	Calgary – Okotoks / High River	Dark Blue	Medium Green	Medium Blue	Dark Orange	Medium Red
	Calgary – Cochrane	Dark Blue	Dark Green	Light Blue	Dark Orange	Medium Red
	Calgary – Calgary Airport	Medium Blue	Dark Green	Medium Blue	Dark Orange	Medium Red
	Edmonton – Edmonton Airport	Dark Blue	Dark Green	Medium Blue	Dark Orange	Dark Red
	Calgary – Chestermere / Strathmore	Medium Blue	Medium Green	Light Blue	Dark Orange	Medium Red
	Edmonton – Spruce Grove / Stony Plain	Medium Blue	Dark Green	Light Blue	Dark Orange	Medium Red
	Edmonton – St. Albert / Morinville	Medium Blue	Medium Green	Medium Blue	Dark Orange	Medium Red

Why More Connections Are Not Included

Focus is on the highest-need, highest-benefit corridors within the next 30 years.

- Selected routes are the most feasible and likely to deliver strong net benefits
- Expanding the network will take time and additional connections may follow later
- The network is designed to enable future expansions as conditions evolve
- Many potential routes require:
 - Significant population/tourism growth (50% higher than current projections)
 - Major infrastructure investment (hundreds of millions to billions)
 - Demonstration of sufficient ridership and revenue

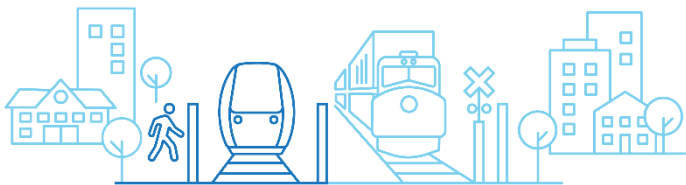


“Major infrastructure projects don’t happen overnight. They require thoughtful planning, strong partnerships and a clear vision for the future. The Passenger Rail Master Plan gives us that foundation.”

- Premier Danielle Smith

Rail Network Options

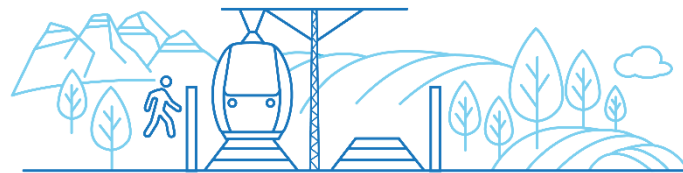
The network evaluation included looking at conventional rail in a **brownfield corridor** and high-speed rail in a **greenfield corridor**



Brownfield Corridors

Dedicated passenger rail track within or adjacent to an existing freight rail corridor, if permission received from owner.

- Would not allow for high-speed travel, now or in the future.
- Generates community impact and safety issues at road-rail crossings, which are difficult to mitigate in urban areas.
- Passenger rail design could be constrained to fit within space available with limited options for future expansion.
- The Government of Alberta would have less control over the route, infrastructure and service offered.



Greenfield Corridors

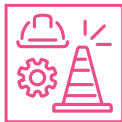
Dedicated passenger rail tracks in a new, dedicated corridor.

- Allow for high-speed travel where appropriate but can operate at conventional speeds.
- Require acquisition of new corridors between communities but would be fully protected and constructed to modern standards.
- Corridor size can be matched to optimal passenger rail design and allow for future expansion.
- The Government of Alberta would have more control over the route, infrastructure, and service offered.

Evaluating the Benefits of Passenger Rail

A **cost-benefit analysis** (CBA) was used to evaluate portions of the network and the 30-Year Network.

- A CBA considers two scenarios:
 - with a rail project
 - without a rail project (“business-as-usual”)
- It evaluates whether the network creates value to **society** by comparing **costs** (building, operating, maintaining) and **societal benefits** such as:



Social: safety improvements, congestion reduction and infrastructure expansion deferral (roads and highways)



Economic: capturing how passenger rail connects people and places to generate economic activity



Environmental: reductions in emissions



Traveller: travel time and cost savings for passenger rail users

Results of the CBA are typically reported using BCR. When benefits exceed costs, and the BCR is greater than one, a project is deemed to generate value.

These **benefits** were converted to monetary values following industry CBA guidelines from Alberta and other jurisdictions. **Costs** often happen upfront, whereas **benefits** are realized over many years.

Why High-Speed Rail?

A corridor between St. Albert and downtown Calgary was evaluated as part of the Master Plan.

This included looking at **conventional rail in a brownfield corridor** (using dedicated passenger rail tracks within or adjacent to an existing freight rail corridor) and **high-speed rail in a greenfield corridor** (using new dedicated passenger rail tracks in a new, dedicated corridor).

Evaluation Category		Conventional Rail	High-Speed Rail
Economic	 Between St. Albert & downtown Calgary travel time*	 3 hr 50 min	 1 hr 55 min
	Daily ridership (2055)	Total: 29,000 people Regional: 17,000 people Commuter: 12,000 people	Total: 56,000 people Regional: 32,000 people Commuter: 31,000 people
	Benefit-cost ratio	BCR = 0.4 (costs exceed societal benefits to Albertans)	BCR = 1.1 (societal benefits to Albertans exceed the costs)
Financial	 Construction and vehicle costs	\$25 billion (2025\$)	\$38 billion (2025\$)
	2055 operating and maintenance (O&M) costs	\$290 million (2025\$)	\$300 million (2025\$)
	Financial outcomes	May be able to recover operating costs from fare revenues by 2055	Expected to generate operating surplus to offset O&M costs
Delivery & Operations	 Construction and operations challenges	- Would not allow for high-speed travel, now or in the future - Generates community impact and safety issues at road-rail crossings - Design constrained by available space with limited options for future expansion	- Allows for high-speed travel while appropriate but can operate at conventional speeds - Requires acquisition of new corridors but would be fully protected and constructed to modern standards - Corridor size can be matched to optimal design and allows for future expansion

* excluding access time

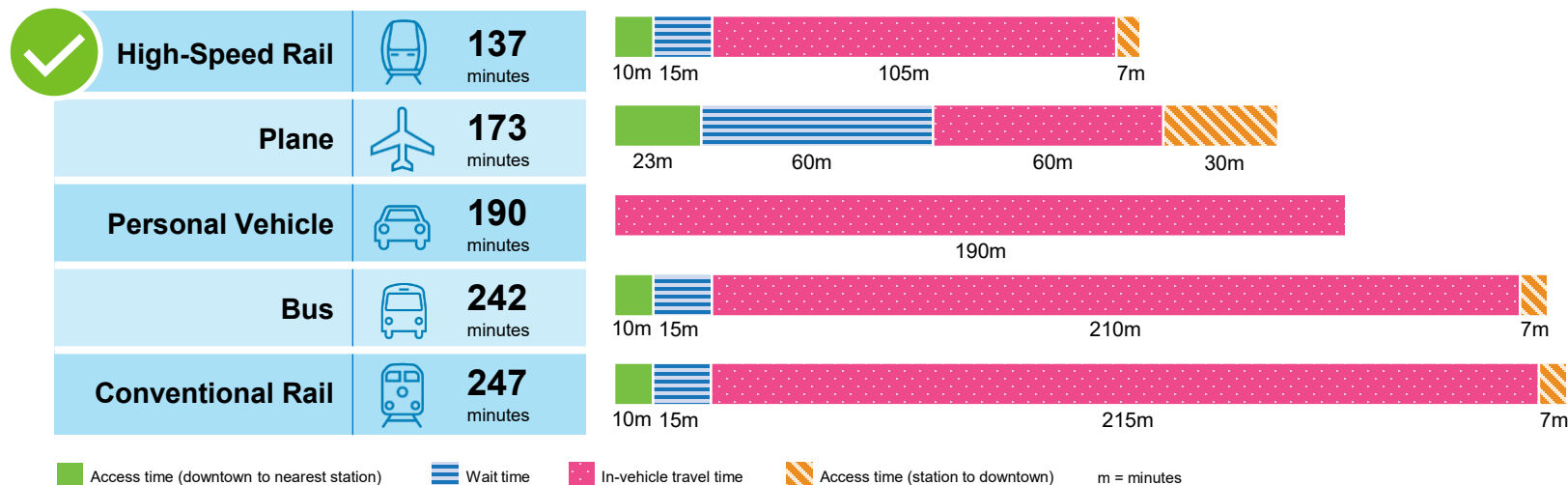


**Master Plan
preferred solution**

High-Speed Rail Time Savings

After assessing conventional rail and high-speed rail, the Master Plan identified high-speed rail as the preferred solution for passenger rail between Edmonton and Calgary. High-speed rail connecting the downtowns of Edmonton and Calgary offers Albertans a safe, reliable, frequent, and fast option, **saving close to 50 minutes** versus driving in a personal vehicle. Shorter travel times also means that trains can be used more efficiently.

Estimated journey time in minutes between downtown Edmonton and downtown Calgary



Estimated journey time includes access time to station, wait time, in-vehicle time and access time from station to destination.

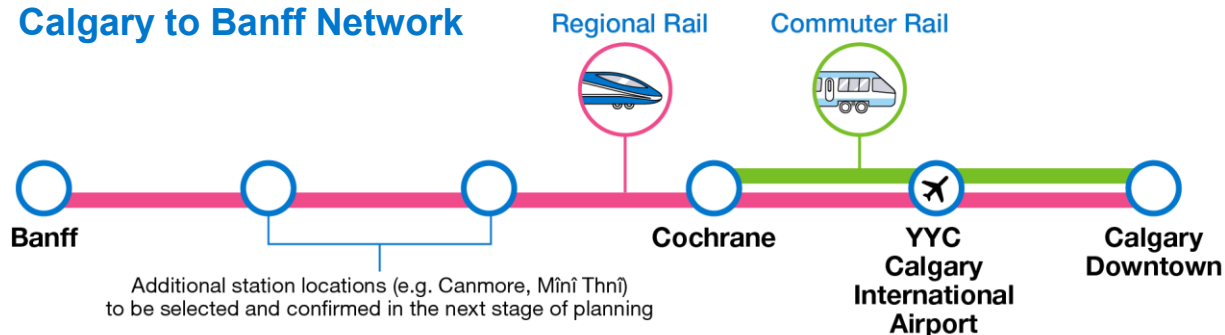
Feasible Regional Rail Services Enable Commuter Rail Services

Analysis indicates that:

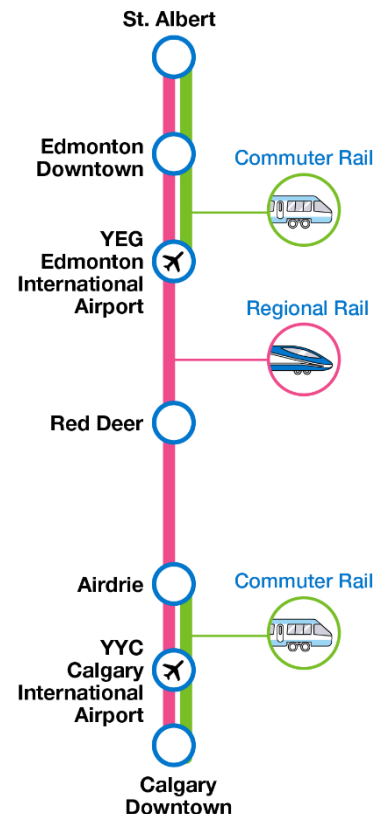
- Regional services produce significant benefits and BCR greater than 1
- Commuter services produce fewer benefits

Regional services produce high enough benefits to justify the rail infrastructure and using that same infrastructure for commuter services provides additional benefits and ridership.

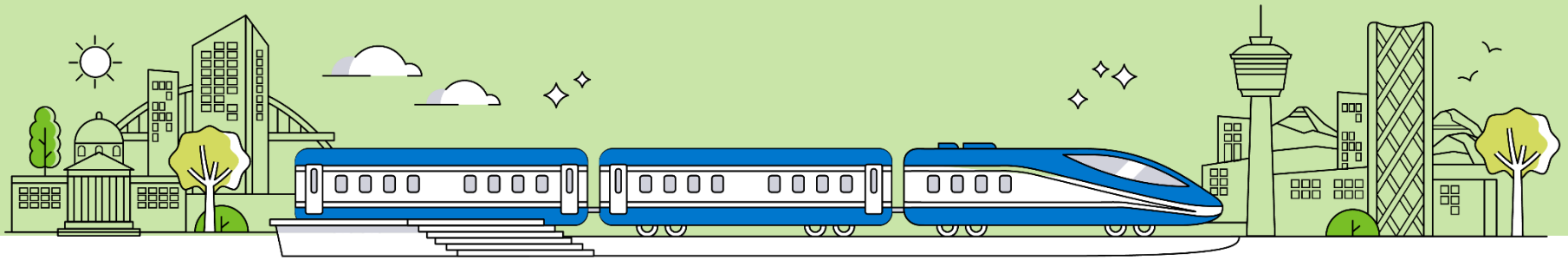
Calgary to Banff Network



Edmonton to Calgary Network



The Master Plan's 30-Year Network



A Made For Alberta Plan

The 30-Year Network includes:

Regional Services

- **High-speed (up to 320 km/h) regional services** between Edmonton and Calgary via Red Deer
- **Higher-speed (more than 160 km/h) regional services** between Calgary, Banff, and Bow Valley communities

Commuter and Airport Services

- **Frequent airport-express and commuter services** to YYC and Airdrie (i.e., at least every 20 minutes)
- **Frequent airport-express and commuter services** to YEG and St. Albert (i.e., at least every 20 minutes)
- **Peak-period commuter connections** in and around Calgary and Edmonton

Note: Maps are conceptual and do not show exact routing or station locations.

Master Plan's 30-Year Network Regional and Commuter Rail



Estimated Costs (in 2025\$)

- The total cost to design and construct the infrastructure and acquire trains for the 30-Year Network is estimated to be **\$60 billion** (in 2025\$). This includes infrastructure (tracks and stations), land, maintenance and storage facilities, and governance costs.
- The implementation of the 30-Year Network can occur in phases.

The ultimate cost required to construct the network **will depend on factors** including:



The alignment and station locations selected during project-specific planning studies.

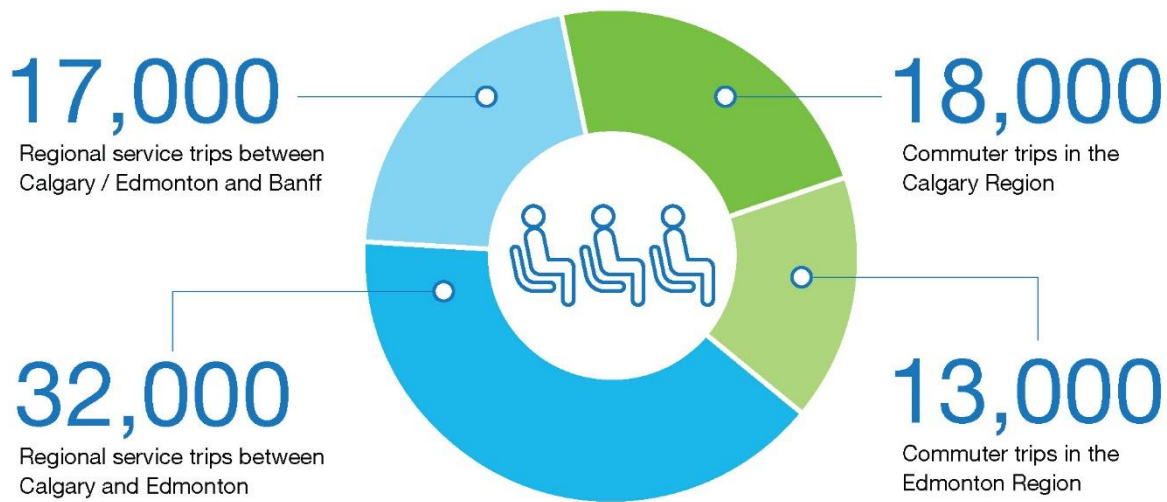


How quickly the Government of Alberta decides to construct the network.

Potential Ridership

Ridership is a key driver of the benefits of passenger rail. As part of the Master Plan, ridership was modeled for each of the primary regional and commuter routes included in the 30-Year Network.

Estimated Daily One-Way Trips in 2055, by Service



These benefits are driven by projected ridership on the 30-Year Network, which estimates

80,000

one-way daily passenger trips in 2055 or close to

30 million annual trips

Because the ridership modelling is based on a typical fall day and seasonal peaks, conversion factors between daily and annual trips vary by service and are not necessarily equal to 365 days.

Over **60%**

of trips are expected to be made on regional services, which also generates more revenue per trip.

Potential Benefits



The Master Plan identified a 30-Year Network that could generate societal benefits that exceed costs, indicating a benefit-cost ratio (BCR) greater than one. For every dollar invested, more than a dollar in return is expected.



Connects more than **77%** of Alberta's population



Removes more than **5** million car trips per year from Highways 1 and 2



Adds more than **8,500** jobs per year during construction and **4,000** jobs per year during operations, comparable to the growth of Alberta's booming technology sector



Strengthens Alberta across all sectors including tourism

Passenger Rail Governance

- Other jurisdictions typically use an arm's-length entity to oversee the planning, design, delivery, and operations of passenger rail:
 - Metrolinx (Ontario)
 - Translink and BC Transportation Investment Corporation (Metro Vancouver)
 - ARTM (Greater Montreal)
- Government (TEC) mandate would also evolve with passenger rail:
 - Safety oversight (regulation) of passenger rail operations
 - Multi-modal transportation planning, ensuring connectivity with municipal transit services and airport modes

Benefits of using an arm's-length entity to govern passenger rail include:



Reduced susceptibility to short-term decision making and political change to fulfill the mandate to oversee the long-term delivery and operations of passenger rail.



Increased accountability of passenger rail implementation through a dedicated governance framework.



Coordination with municipalities by developing a regionally integrated passenger rail network aligned with long-term land use and population growth objectives.



Human resource management focused on recruiting and retaining the required passenger rail expertise and specialization.



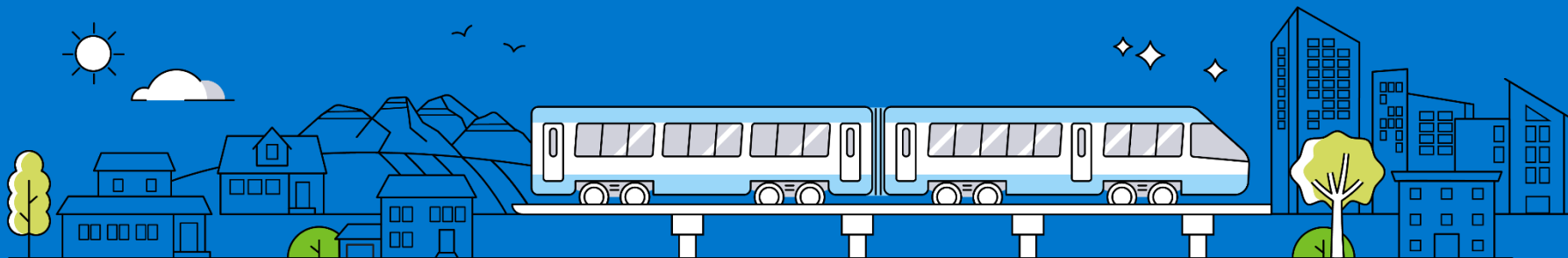
Independent oversight of functions that could otherwise be perceived to create a conflict of interest, specifically safety.

Implementation of the 30-Year Network

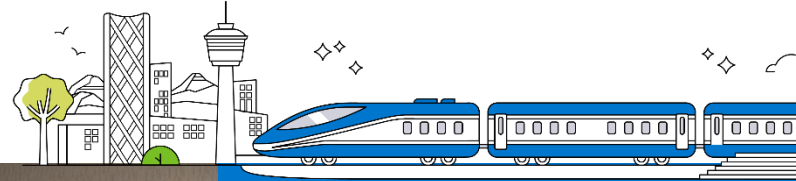
- The Master Plan's 30-Year Network was **tailored** to reflect Alberta's strategic goals, geography, and travel patterns.
- It would provide high-speed, frequent, reliable, and comfortable services to key destinations, **connecting many Albertans to jobs and services**, and supporting **tourism**.
- It can be delivered in **phases**, which would offer:
 - Early service rollout before full network completion
 - Gradual development of industry capacity
 - Continuous improvement through lessons learned
- Further work would be needed to **implement** the 30-Year Network, including corridor-focused planning studies, continuing engagement, and initiating Indigenous consultation and consulting the private sector.



Next Steps



Bringing the Vision to Life



On June 5, the province released the Passenger Rail Master Plan Executive Summary and has committed \$15M over the next three years to advance planning.



- Over time, updates will be needed based on technology, population, and employment trends.
- Route, station decisions, and partnerships will determine costs, operations, and revenue.
- Implementation requires agreements with landowners, rightsholders, and authorities.
- The Master Plan included an assessment of governance and delivery models.

Next Steps



The 30-Year Network will take time to fully implement. Next steps include:

Spring 2026



Government of Alberta announced next steps for passenger rail, including the release of the Master Plan Executive Summary, and initiated private sector engagement with Minister Roundtable



Launch YEG Rail Connection Study and continue support for Blue Line LRT extension, and Airport Connector to YYC

Summer 2026



Virtual Public Session, Regional Group meetings, and Stakeholder Information Sessions to share a summary of the Master Plan



Industry webinar focused on private sector engagement and the 30-Year Network

Summer/Fall 2026



Virtual Indigenous session to share a summary of the Master Plan

Fall 2026



Virtual Public Session to share a summary of the Master Plan



Industry consultation to gather input to develop a Request for Expression of Interest (RFEI) that encourages private sector interest and submissions

Fall/Winter 2026/2027



Release RFEI to market

Spring 2027



Review RFEI submissions and develop further actions for government consideration



Future Considerations



- Conducting corridor-focused planning and engineering to determine specific routes, station locations and rights-of-way
- Environmental and other regulatory reviews
- Future consideration of an agency to implement and oversee passenger rail
- Further engagement/consultation with public, municipalities and other landowners, Indigenous communities and organizations, and other key stakeholders as passenger rail progresses

Industry Engagement

- Targeted industry engagement with private equity, engineering firms and contractors will take place this summer and fall to assess:



Interest



Delivery models



Financing and
operation
roles

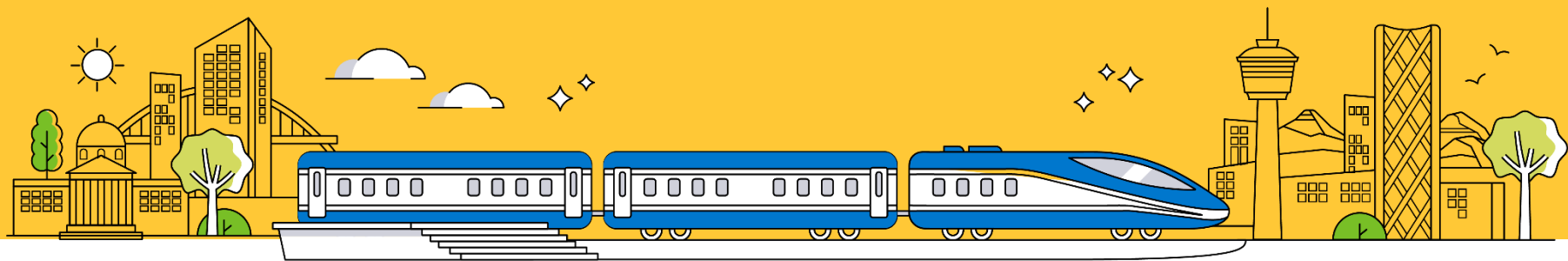


Market capacity
and delivery
risks

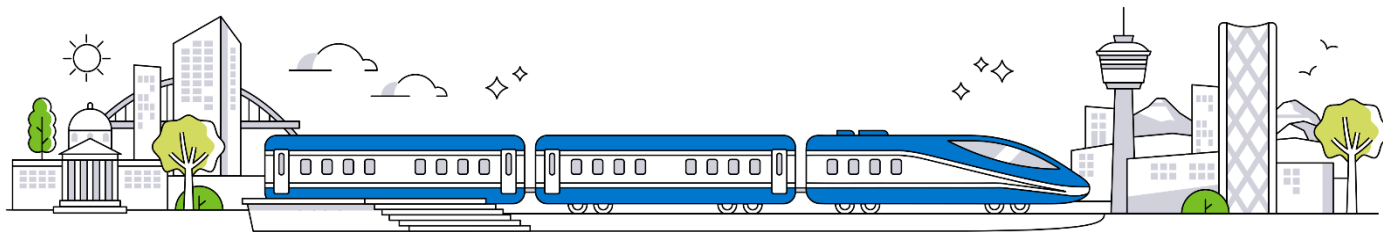
- Feedback will shape RFEI requirements, which in turn will inform future procurement



Q & A

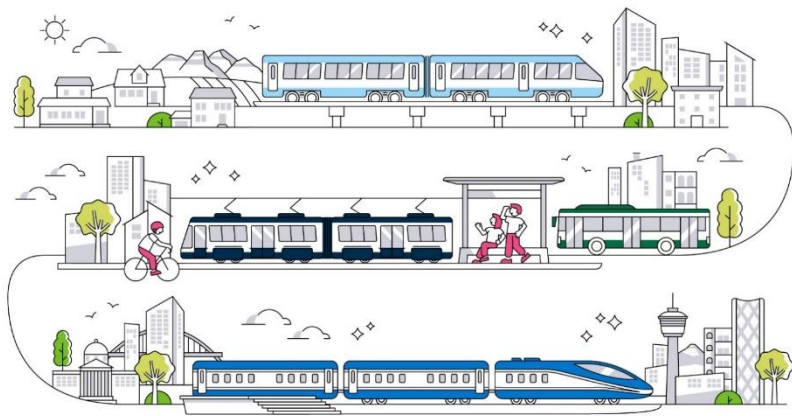


Q & A



- All participant microphones and cameras have been disabled.
 - Please type questions using the Q&A feature.
- Q&A is moderated.
 - Please be succinct and specific so we can answer as many questions as possible today.

Thank you for taking the time to join us!



The Passenger Rail Master Plan is complete and will be a vital tool to guide the next steps in advancing passenger rail in Alberta.

Stay in Touch!



Visit
www.alberta.ca/passenger-rail-engagement



Email
PassengerRail@gov.ab.ca