

To: Board of Directors

From: Judy Knight
Vice President, Corporate Infrastructure

Greg Percy
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Date: July 13, 2009

Re: **GO Expansion Plans and Infrastructure Capital Projects**

The environment is a key consideration for future growth strategies and development for Metrolinx. GO is a clean, sustainable transportation option, compared to the private automobile.

Going green is just one of the many ways GO is leading the way, both in the transportation industry and in the eyes of its customers. Improving the environment is a core element of our growth and development strategies. Our commuter rail and bus service helps relieve traffic congestion. At our stations, we provide our customers with the amenities they need to ride local transit, bike, walk, carpool, or get a ride to their station - all of these initiatives work together to promote sustainable transportation across the entire Greater Toronto Area.

Our expansion plans are based on the GO 2020 Strategic Plan as released late 2008, the Regional Transportation Plan, GO's Accessibility Plan, and the Rail and Bus Maintenance Facility Expansion Plans.

Environmental Assessments: As part of the long range strategic planning, expansion of services both geographically and within existing service areas are being undertaken.

Environmental Assessments which will be filed this year: Georgetown South (with Metrolinx), Richmond Hill Phase 1 and Kitchener-Waterloo. All of these studies are for rail expansion.

Environmental Assessments which are starting or currently underway: Milton Corridor Expansion, Oshawa Bowmanville Corridor Expansion, Niagara Weekday Service, Davenport Diamond, Hamilton Junction, East Bus Maintenance Facility, Peterborough feasibility study (Metrolinx), and the Bolton Feasibility Study.

Union Station Rail Corridor (USRC) and Union Station: Union Station is the heart and soul of GO train and bus services. Currently the Train Shed Roof project is out for tender, with construction starting this fall. This aging building is 80 years old and in need of state of good repair. Concurrent with this work is an extensive signal replacement program, scheduled for completion in 2014 and the track changes associated with the double switch slip program. To the west of Union Station work is being carried out in Bathurst Yard to convert the storage area to 12 car trains.

Partners in the Environment: Not only is GO a clean sustainable environmentally friendly option to driving a vehicle, but we have partnered with several conservation authorities as we build throughout corridors. A case in point is the Sunfish Pond retaining wall, a large wall built on a hunch back next to the Royal Botanical Gardens. In partnership with RBG, we created a

turtle friendly environment while building the retaining wall at the end of the pond and many feet into the air.

Rail Expansion: In 2006 GO expanded train service to Barrie, and in June 2009 weekend train service to Niagara Falls began. To facilitate rail expansion, end of line train storage facilities are required. These facilities provide storage for our trains at end of line, thus reducing operating “dead heading” costs. The Milton Layover completed in 2006 had expansion capabilities built in, allowing GO to start another peak hour train out of Milton in 2009.

Typically in order to increase capacity on a Line, additional track and signal work is required. To build the track and signals, utility relocations and bridges, retaining walls are needed.

Grade Separations: An impediment to on-time performance and reliability are areas where track crosses other track or track crosses roads. To eliminate these, grade separations are required. Two significant grade separations were completed in the past few years: Snider and Hagerman, one rail over rail and one rail under rail and road. Currently, West Toronto Diamond grade separation is under construction. Additional grade separations will occur when the EAs are completed in various corridors. Grade separations cut down on noise and improve air quality as trains are not sitting and idling while waiting for other trains to pass.

Stations: GO has just completed a program to expand the platform lengths on the Milton and Lakeshore Lines. This allows Operations to pull 12 car trains on these lines, which are our busiest. In addition to platform extensions, when working at a station, a system roll out of snow melt systems to our center platforms is underway. Snow melt systems provide for less use of salt and greater passenger comfort. GO has a Station Accessibility Plan and elevators and additional tunnels are being added to several stations. At this time we are ahead of schedule in the installation of elevators for this plan. Work is being carried out regarding analysis of stations with respect to mobility hubs.

Parking: One of our customer’s major complaints is the lack of parking at our stations. Thirty one of our fifty one lots are at or over capacity. The yearly goal to increase parking capacity is 3,500 net spaces per year. In 2009 we will be providing in excess of 5,100 additional spaces. This equates to roughly the same number of additional riders. Infrastructure entered into structured parking with the first parking structure being built at Burlington and opening in 2008.

Bus Facilities: GO has just opened its Streetsville Bus Heavy Maintenance Facility which is a state-of-the-art, LEED certified garage. In addition to expansion of storage facilities, there are several park & ride lots and a program underway for bus passing lanes on the Don Valley Parkway. GO is partnering with the City of Mississauga on the Mississauga Bus Rapid Transit.



Respectfully submitted,

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