



FACT SHEET

# GO EXPANSION MOVES AHEAD



The next big move toward GO Transit expansion is now taking place and the transformation is beginning. We're moving ahead with selecting proponents that to build required infrastructure, including:

- The electrification system, electric trains, train system operator, maintenance and civil works
- New GO stations across the network, and renovations to existing stations.

Tendered contracts for grade separations, station renovations, bridge and tunnel modifications, new stations, and train layover facilities have been issued already. It's all part of the Metrolinx plan to quadruple GO rail service from 1,500 trips a week in 2015 to 6,000 by the year 2025. Since this expansion program began, all-day train service on the Barrie and Stouffville lines has started, along with more service across the network.

## What We're Building

Metrolinx is transforming the GO Transit system by bringing you more services and a better rail network.

An electrified rail network and new GO stations will be built. New electric trains will be supplied with a commitment to operating and maintaining this new GO rail network.

Metrolinx is committed to providing new travel choices for commuters, significantly increasing transit ridership, cutting journey times and helping manage congestion across the Greater Toronto and Hamilton Area.

This will transform the rail network into a modern, convenient rapid transit experience for customers - for you.

 <p><b>52 New Train Sets</b> faster service</p>	 <p><b>6000 Trips / Week; 300% increase</b></p>	 <p><b>263 km</b> of electrified service or signal enhancements</p>	
 <p><b>New GO Tracks</b> 150 km</p>			
 <p><b>New Stations</b> upgrades to existing stations</p>	 <p><b>15 Minute Service</b> or better</p>		 <p><b>10 rail/road grade separations</b> 1 rail/rail grade separation</p>
 <p><b>Bridge Upgrades</b> 45+</p>			

## Electrification

The biggest step toward building the new GO Transit network is electrifying the system. It's a cleaner, more environmentally-friendly way for trains to accelerate and decelerate faster, cutting trips times and serving more customers.

MetroLinx and Infrastructure Ontario are now issuing a Request for Qualifications (RFQ) to design, build, finance, operate and maintain the new electric trains and traction power system.

Here's what's included in this large and complex contract:

- New trains: new electric locomotives and electric multiple units
- Civil works: upgrades to bridges, retaining walls, noise walls, grading, etc.

- Union Station: changing the platform and track configurations
- Systems: electrification infrastructure and power system upgrades
- Operations
- Maintenance

The key objective for this contract is to integrate infrastructure upgrades with operations and maintenance. That way we're getting the highest quality construction and maintenance work for the most competitive price.

Around the world, integrated private delivery has proven to be the most successful procurement approach, and this is particularly true and transit projects like rail and subway.

## Hydrail

MetroLinx is also exploring the possibility of using hydrogen fuel cells to power the electric trains, instead of the traditional overhead catenary system. The contract would ask bidders to include designs for both a traditional electrification (overhead catenary system) and/or a Hydrail system.

Whether it's by hydrogen-powered locomotive or overhead catenary system, MetroLinx is switching to cleaner, more environmentally-friendly electric trains that can accelerate and decelerate faster, cutting trips times and serving more customers.

## New Stations

New GO stations will substantially increase customers' access to rapid transit. That means more stations closer to home. It's the largest single addition of stations to the network in GO Transit history.

