

**CANADA – ONTARIO – GO TRANSIT AGREEMENT ON
GO TRANSIT RAIL INFRASTRUCTURE IMPROVEMENTS**

ATTACHMENT # 2

2003-2004/2011-2012

Table B.1 – Description of the Proposed Projects

Proposed Projects	Description	Total Costs (\$ millions)	Estimated Eligible Cost (\$ million)	Contribution by Canada (\$ million)	Expenditure Breakdown (\$Million)									
					[Federal expenditures]					[Estimated Provincial expenditures] [Estimated municipal contributions]				
					FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11			
#1. Union Station Corridor – Improvements to track and signal infrastructure	The replacement and rationalization of the tracks and signals in the Union Station Rail Corridor to accommodate the next 30 years of growth in all train services, including the development of a new platform at Track 14, and additional circulation elements between the platforms and the station concourses and teamways to accommodate future services of GO, VIA and Air Rail Link, as well as upgrading existing signal technology and track configuration, together with all related passenger handling works.	260	259.2	129.6	7.3	33.4	52.9	45.9	50.9	68.8		259.2		
					(3.65)	(16.7)	(26.45)	(22.95)	(25.45)	(34.4)	(129.6)			
#2. Union Station Rail Corridor - East Storage Yard improvements	The development of a train storage/staging facility east of Union Station to allow more throughput of trains at Union Station in peak periods, to increase overall revenue movements into Union Station.	42	30	10	0.5	0.5	5.0	5.0	5.0	4.5	9.5	30.0		
					(0.17)	(0.17)	(1.67)	(1.67)	(1.67)	(1.5)	(3.17)	(10.0)		
					(0.17)	(0.17)	(1.67)	(1.67)	(1.67)	(1.5)	(3.17)	(10.0)		

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					FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11			
#3. Lakeshore West Corridor - new third track	The addition of a third track/structures between Port Credit GO Station and Kerr Street in Oakville and a third track between Burlington Junction and Bayview Junction to allow more train service on Lakeshore West (Toronto to Oakville) and an extension of peak and offpeak services, which now terminate at Burlington, into Hamilton, together with related works.	143	140	46.7	1.6 {0.53} {0.53} {0.53}	1.2 {0.4} {0.4}	11.5 {3.83} {3.83}	18.2 {6.07} {6.07}	37.5 {12.5} {12.5}	35.0 {11.67} {11.67}	35.0 {11.67} {11.67}	140.0 {46.7} {46.7}		
#4. Lakeshore East Corridor - new third track	The addition of a third track between the Don River and Scarborough/Guildwood stations to allow more service on Lakeshore East and Stouffville corridors, including island platforms and related works.	93	90	30	7.0 {2.33} {2.33} {2.33}	18.0 {6.0} {6.0}	25.0 {8.33} {8.33}	25.0 {8.33} {8.33}	15.0 {5.0} {5.0}			90.0 {30.0} {30.0}		
#5. Georgetown Corridor - Rail-trail grade separation at West Toronto Diamond	The grade separation of the CN Western Sub-division and the CP North Toronto Sub-division to separate a major freight corridor from a major passenger corridor, accommodating Air Rail Link, and future GO and VIA services.	90	90	30	1.0 {0.33} {0.33}	10.0 {3.33} {3.33}	35.0 {11.66} {11.66}	25.0 {8.33} {8.33}	19.0 {6.33} {6.33}			90.0 {30.0} {30.0}		

Proposed Projects	Description	Total Costs (\$ millions)	Estimated Eligible Cost (\$ million)	Contribution by Canada (\$ million)	Expenditure breakdown (\$Million)									
					Federal expenditures (Estimated Provincial expenditures)			Estimated municipal contributions)						
					FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11			
#6. Georgetown Corridor –road-rail grade separations	The grade separation of various road and rail crossings along the Weston Sub-division and Lower Galt Sub-division to accommodate high frequency Air Rail Link service.	45	45	15	0.5 (0.17) {0.17}	7.5 (2.50) {2.50}	10.0 (3.33) {3.33}	10.0 (3.33) {3.33}	10.0 (3.33) {3.33}	7.0 (2.33) {2.33}		45.0 (15.0) {15.0}		
#7. Georgetown Corridor – increased track capacity	Increasing track capacity between Toronto and Brampton, including double tracks from Bramalea to Brampton, track capacity improvements along the Weston and Lower Galt Sub-divisions, a rail capacity simulation, and improvements to the Bloor GO Station – TTC connection.	150	150	50	1.7 (0.56) {0.56}	11.0 (3.67) {3.67}	26.0 (8.67) {8.67}	30.0 (10.0) {10.0}	30.0 (10.0) {10.0}	30.0 (10.0) {10.0}	21.3 (7.1) {7.1}	150.0 (50.0) {50.0}		
#8. Milton Corridor – increased track capacity	Various cross-over, pocket/ siding track, structure, platform and layover site improvements to increase service to Mississauga and Milton.	25	25	8.3	0.5 (0.17) {0.17}	1.0 (0.33) {0.33}	1.0 (0.33) {0.33}	15.0 (5.0) {5.0}	7.5 (2.50) {2.50}		25.0 (8.33) {8.33}			
#9. Bradford Corridor – Rail-rail grade separation	Separation of the York Sub-division freight corridor from the passenger rail corridor, allowing more peak and off-peak services to York Region.	50	50	16.7	1.2 (0.4) {0.4}	8.8 (2.93) {2.93}	20.0 (6.66) {6.66}	20.0 (6.66) {6.66}			50.0 (16.7) {16.7}			

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					(Federal expenditures) [Estimated Provincial expenditures] {Estimated municipal contributions}									
					FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total		
#10. Bradford Corridor - Extension of service to Barrie	Upgrade of existing rail corridor, relocation of storage facility and new station construction in Barrie, for the extension of existing Bradford rail services to Barrie.	35	25	8.3	5.0	15.0	5.0							25.0
					(1.67)	(5.0)	(1.67)							(8.3)
					[1.67]	[5.0]	[1.67]							[8.3]
					{1.67}	{5.0}	{1.67}							{8.3}
#11. Stouffville Corridor - Rail-rail grade separation	Separation of the York Sub-division freight corridor from the passenger rail corridor, allowing more peak and off peak services to York Region.	60	60	20	0.4	0.6	10.0	25.0	24.0					60.0
					(0.13)	(0.2)	(3.33)	(8.33)	(8.0)					(20.0)
					[0.13]	[0.2]	[3.33]	[8.33]	[8.0]					[20.0]
					{0.13}	{0.2}	{3.33}	{8.33}	{8.0}					{20.0}
#12. Introduction of Bus-Rail service to Peterborough, Cambridge, Niagara Falls and Guelph/ Kitchener/ Waterloo	New infrastructure including commuter parking lots, for extension of inter-regional bus services to new Golden Horseshoe communities, eventually building up ridership for future rail services, when justified by ridership.	40	40	20	2.0	13.0	12.0	13.0						40.0
					(1.0)	(6.5)	(6.0)	(6.5)						(20.0)
					[1.0]	[6.5]	[6.0]	[6.5]						[20.0]
#13. Data, evaluation, audit and communications:	Collection of additional data and information to manage the agreement, evaluations of agreement activities, communications activities and audits.	0.8	0.8	0.4	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.8
					(0.1)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.4)
					[0.1]	[0.05]	[0.05]	[0.05]	[0.05]	[0.05]	[0.05]	[0.05]	[0.05]	[0.4]
Total		1033.8	1005	385	28.9	120.1	213.5	232.2	199.0	145.4	65.9	1005		
					(11.21)	(47.78)	(81.98)	(87.22)	(74.83)	(59.95)	(21.99)	(385)		
					[11.21]	[47.78]	[81.98]	[87.22]	[74.83]	[59.95]	[21.99]	[385]		
					{6.46}	{24.53}	{49.48}	{57.72}	{49.33}	{25.50}	{21.94}	{235}		