

GO Expansion Program – Q4 2023 Update

Date: October 17, 2023

To: Executive Committee

From: Executive Director, Transit Expansion Division

Wards: All

SUMMARY

Metrolinx's GO Expansion Program (GOE Program) will expand and improve service on the GO rail network to meet the needs of a growing region. The GOE Program will provide faster and more efficient trains, two-way all-day service, accessible stations, and 15-minute or better service on core portions of the GO rail network.

This report provides an update on GO Expansion Enabling Works (formerly Early Works) and other significant GO Expansion milestones achieved since the February 2022 report to City Council. This report also summarizes the progress Metrolinx has made to advance the GOE Program's largest package of work, On-Corridor (OnCorr). Updates are also included regarding the Don Valley Layover Facility, Small's Creek, and other key items tied to GO Expansion. The information provided in this report reflects the latest information provided by Metrolinx. None of the work contained in this report is City-led work, although the City has leveraged Metrolinx construction windows to incorporate improvements and repairs to City infrastructure.

The GOE Program is comprised of multiple projects and stages of work. This work is in preparation for increased service levels across the GO network. Metrolinx is currently in the construction phase for a majority of the Enabling Works, which will be followed by OnCorr works. OnCorr is currently in the development phase, where the scope, design, commercial structure and pricing are being re-evaluated. City staff have been engaged in investigations and assessments of City and Metrolinx assets and identifying the required permits and approvals to deliver each OnCorr project. Metrolinx has communicated that the OnCorr schedules will be available by the end of Q1 2024. As such, there is currently limited information available to City staff. Metrolinx has committed to continue sharing information with City staff on OnCorr as it becomes available.

RECOMMENDATIONS

The Executive Director, Transit Expansion Division recommends that:

1. Executive Committee receive this report for information.

FINANCIAL IMPACT

There are no financial impacts associated with this report. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In November 2016, City Council considered EX19.1 Transit Network Plan Update and Financial Strategy and endorsed a Summary Term Sheet that set out principles between the City and the Province on cost-sharing related to the GO Expansion Program, including a City funding allocation for five identified grade separations. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX19.1>

In December 2017, City Council considered EX29.1 SmartTrack Project Update and Next Steps and provided City Council with an update from Metrolinx on the scope and implementation of the GO Expansion Program (GOE Program), including the procurement approach, construction schedule for enabling works, and broader coordination with the City of Toronto. This report also authorized the City Manager to negotiate an agreement with Metrolinx to have Metrolinx fund dedicated staff resources in support of the Program. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.1>

In September 2020, City Council adopted, with amendments, EX16.4 Metrolinx-City of Toronto Master Agreement for the GOE Program and authorized the City Manager or designate to finalize negotiations, enter into and execute a Master Agreement with Metrolinx for the GOE Program based on principles identified in the report. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.4>

In November 2020, City Council considered EX18.3 Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020, which provided an update on Metrolinx's proposed Don Valley Layover Facility. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

On December 15 and 16, 2021, City Council adopted, with amendments, EX28.12 Metrolinx Subways Program - Real Estate Protocol and Land Valuation Principles for Subways and GOE Programs and authorized staff to utilize specific land valuation principles for the City lands required for the GOE Program. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX28.12>

On February 2 and 3, 2022, City Council adopted, with amendments, EX29.3 Update on the Metrolinx GOE Program - First Quarter 2022, which provided a status update on key components of Metrolinx's GOE Program. Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX29.3>

In April 2022, City Council adopted, with amendments, IE29.14 Metrolinx's Proposed Don Valley Layover Facility and the Wonscotonach Parklands and requested staff to report back on Metrolinx's response to several inquiries about the Rosedale Siding, Don Branch and Don River Bridge and railway tracks linking Union Station to the Don Valley Layover Facility.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE29.14>

In July 2022, City Council adopted, with amendments, IE31.20 Metrolinx Proposed Don Valley Layover Facility requesting staff to advise the Provincial Minister of Environment, Conservation and Parks and Federal government of the danger to the Lower Don Valley Parklands as a result of the planned construction of the Don Valley Layover Facility. City Council also requested Metrolinx to reconsider its proposal to situate a layover facility in the Lower Don Valley Parklands and provide information about alternate options, including if it is possible to utilize train operational movements to provide the same functions.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE31.20>

ISSUE BACKGROUND

Metrolinx's GO Expansion Program (GOE Program) has been grouped into three main packages of work, namely: Enabling Works, Off-Corridor and On-Corridor.

1. Enabling Works

Enabling Works, formerly known as Early Works, includes works in each of the GO rail corridors that are required to be completed in advance of the broader network improvements and include infrastructure such as track work, signalling, systems controls, utility relocations and electrification. This work has been procured through a combination of Public-Private-Partnerships (P3) and traditional delivery methods.

2. Off-Corridor

Off-Corridor is the smallest package of work and refers to work off the railway corridor, including customer and safety-related improvements to existing stations as well as the expansion of facilities to meet growth in customer demand.

3. On-Corridor

OnCorridor (OnCorr) is the GOE Program's largest package of work. In general, OnCorr is focused on the electrification and systems improvements of various GO corridors and includes any outstanding infrastructure not constructed as part of the Enabling Works packages, such as installing new tracks and facilities throughout the network and constructing grade separations. These elements represent work that is required to allow more frequent two-way all-day GO service across the GO network. OnCorr also includes various enhancement projects at Union Station.

COMMENTS

This report provides an update on GO Expansion Enabling Works (formerly Early Works), On-Corridor works (OnCorr), and addresses recommendations and requests from Council from past City staff reports, including for the Don Valley Layover Facility.

City staff work closely with Metrolinx on the projects listed below, by advocating for City interests and coordinating municipal works, such as state of good repair work. However, this report is focused on Metrolinx's GO Expansion works, and was drafted using the best available information from Metrolinx.

The GOE Program is comprised of multiple projects and stages of work, with the ultimate objective of increasing service levels across the GO network. Metrolinx is currently in the construction phase for a majority of the Enabling Works, which will be followed by OnCorr works. OnCorr is currently in the development phase, where the scope, commercial structure and pricing are being re-evaluated, and Metrolinx has indicated to City staff that OnCorr schedules will be made available in Q1 2024. As such, there is currently limited information available to City staff. Metrolinx has committed to continue sharing information with City staff on OnCorr as it becomes available and as the development phase proceeds.

The City of Toronto plays a crucial role in the delivery of the GOE Program, as 19 stations (a third of all current GO stations across the network, including Union Station) and portions of all eight rail corridors are located within the City's boundaries. These stations and corridors include bridges, signals, system controls, grade separations and other associated infrastructure. As such, City staff participate in the planning, design, and implementation of the GOE Program through activities such as reviewing technical drawings, developing required legal agreements, reviewing construction management and traffic management plans, and providing planning approvals, among many other activities. In addition, the City provides input to Metrolinx design and construction activities that have an impact on local interests and concerns and is committed to providing updates to Council on this multi-billion-dollar transit expansion investment as it develops.

An update on the components of GOE Program that have achieved significant milestones since City staff last reported to Council in February 2022 is provided below. This report also addresses City Council directives related to the GOE Program.

1. Enabling Works and Off-Corridor

Q2 2022 to Q3 2023 Milestones and Key Updates

Barrie Rail Corridor Expansion and Improvements

Along the Barrie corridor, between Strachan Avenue and Steeles Avenue, Metrolinx is upgrading approximately 17.2 kilometres of existing rail and modifying adjacent grading, drainage, security fencing, and utilities as well as retaining and noise walls to enable the installation of an extra two-way track via subsequent contracts. Track work is taking place simultaneously across the project limits and is projected to be completed by Q4 2024.

A new rail bridge, pedestrian bridge and ancillary improvements will also be made to the rail bridge spanning over Sheppard Avenue West. This work is to accommodate the additional track and a new west platform at Downsview Park GO. This work began in Q3 2023, with substantial completion expected for Q4 2024.

As part of the Barrie Rail Corridor Expansion project, Metrolinx will deliver Caledonia GO Station which will directly integrate with the Eglinton Crosstown Light Rail Transit and Toronto Transit Commission (TTC) buses, to offer a seamless transition between transit services. The station reached 60% design in June 2023, with construction commencing in Q4 2023.

Davenport Diamond Grade Separation

The Davenport Diamond Grade Separation project, also referred to as the Davenport Diamond Guideway project, is being constructed to eliminate at-grade rail crossings by providing an elevated two-track guideway between Bloor Street West and Davenport Road on the Barrie rail corridor. Coming into operation in April 2023, the elevated rail corridor is now carrying trains above the Canadian Pacific (CP) Railway's freight tracks (north of Dupont Street) and vehicular, pedestrian and cycling traffic.

Since April 2020, Graham Commuter Rail Solutions (GCRS) has been delivering the project scope, which includes:

- Eliminating the existing at-grade crossing between the CP Railway and the Barrie rail corridor north of Dupont Street by adding a new rail bridge over the CP Rail tracks;
- Creating a new pedestrian underpass at Paton Road; and,
- Rehabilitating the Dupont rail bridge as public realm and widening the existing rail bridge at Bloor Street West.

Throughout 2022, GCRS made substantial progress installing the concrete guideway, 29 sets of piers, precast concrete walls, foundations for Overhead Catenary System (OCS) poles, and foundations for the sound wall. Precast bridge girders were also put in place in late March 2022 to support a new bridge parallel to the existing rail bridge at Bloor Street West, to support the new track. The new bridge, which has a greater clearance over Bloor Street West, was completed in spring 2023. The project reached substantial completion in Q3 2023 and is estimated to be closed out by January 2024.

Davenport Diamond Public Realm Project

The Davenport Diamond Public Realm project, also known as the Greenway, will utilize the newly created space underneath the Davenport Diamond Guideway, transitioning it from the former Barrie rail corridor bridge into public realm. This space will provide a

fully accessible multi-use trail from Bloor Street to Davenport Road and create eight key greenway connection points. The Greenway's design and public features will be integrated within the Davenport Diamond Guideway project.

In November 2022, Metrolinx hosted a Virtual Open House to provide an update on the progress being made on the Greenway project. The open house focused on detailed design developments, new and updated drawings of the public realm, landscaping and plantings and proposed connection points. Participants were particularly concerned about access and connections to the Greenway, graffiti prevention plans, as well as Metrolinx's decision to cancel the public art program and mural project.

The Greenway is planned to tender in fall 2023, and construction is anticipated to begin in summer 2024, with substantial completion in May 2026.

In spring 2023, City staff secured the delivery of the Dog Off-Leash Area (DOLA) from Metrolinx. City staff are working with Metrolinx to finalize a license agreement, allowing the City to operate and maintain the DOLA. Substantial completion of the DOLA is anticipated for June 2025.

Lakeshore East-West

The Lakeshore East-West (LSE-W) project is located on the Lakeshore East GO line, stretching eight kilometres from Pape Avenue to Kennedy Road. This project is divided into three packages, titled Package A (Kennedy Road to Milne Avenue), Package B (Milne Avenue to Woodbine Avenue), and Package C (Woodbine Avenue to Pape Avenue). These packages are considered preparatory work, preparing space in the corridor for the installation of a fourth track, electrification infrastructure, and noise walls.

In early 2022, LS Lakeshore Contractors (officially awarded the construction contract in March 2021), completed preparatory work in the LSE Corridor's Packages B and C, west section. Package A was awarded to Dufferin Construction in late 2021.

Construction activities conducted across all packages in 2022 included:

- Installation of sediment control and tree protection fences.
- Removal of trees and vegetation.
- Utility relocation and grading.
- Excavation, drilling and installation of piles for the construction of 14 retaining walls; and
- Widening of the Woodbine Avenue, Warden Avenue and Danforth Avenue rail bridges.

Currently, retaining wall work is still underway and Metrolinx has communicated that the project completion schedule is under refinement.

Updates about upcoming construction work have been communicated by Metrolinx through public notices and Construction Liaison Committee (CLC) meetings, which have been underway since September 2021. CLC's provide an ongoing opportunity for the community, elected officials, City staff and Metrolinx to discuss construction updates and address related concerns. Metrolinx has hosted community specific meetings,

staffed vendor stands at community events, canvassed the project limits to talk to residents and hosted neighbourhood tree and shrub giveaways.

On February 28, 2022, Metrolinx published the LSE West Corridor Expansion Arborist Report prepared by LGL Limited. This report provided details on the tree removals required for the completion of the Lakeshore East-West project. Metrolinx is providing compensation for vegetation removed from City and private lands, based on the bylaw ratio of three replacement trees, for one removal. Metrolinx is not providing compensation for trees removed from Metrolinx property, apart from those in Small's Creek Ravine, as noted below.

Small's Creek Ravine

Small's Creek Ravine is a well-used and highly valued natural area within the project limits of Lakeshore East-West, passing under the corridor between Coxwell Avenue and Woodbine Avenue. In February 2022, work commenced within the Small's Creek Ravine, with the removal of trees to accommodate the installation of the retaining wall and a new, adequately sized culvert to improve drainage, reducing potential flooding during storm events, as well as providing passage for small wildlife between the north and south side of the tracks. The construction of the culvert is scheduled to begin in Q4 2023.

Throughout this period, the City's Transit Expansion Division and Parks, Forestry and Recreation Division informed Metrolinx of the City's concern of the general impact to the ravine, advocating for tree-removal best practices, increased transparency, and additional restoration details. Guiding staff in this endeavor were City Council motions adopted on June 8, 2021, and February 2 and 3, 2022, which requested Metrolinx to undertake a technical review of alternative structural design approaches, conduct additional engineering analysis for the retaining wall and pedestrian elements, and to refine and make publicly available an ecological restoration plan which includes a pedestrian pathway. On February 2, 2022, Metrolinx provided the community with a technical memorandum that detailed the rationale for their preferred design. In addition, an Open Letter was issued by Metrolinx to residents and interested local stakeholders on February 3, 2022, reiterating that Metrolinx will proceed with the implementation of their preferred design.

Metrolinx states that they have conducted thorough community consultation throughout the project planning and execution stages, starting in 2017 during the TPAP process. During construction implementation, Metrolinx has hosted several online meetings, ravine walks, community canvasses, and have issued a letter from its CEO which was mailed to residents, focused on key community issues.

Beginning in April 2022, Metrolinx hosted the first "Small's Creek Restoration and Pathway Working Group" meetings, which was a series of five meetings with key community stakeholders, City of Toronto staff, TRCA, elected official and Metrolinx staff, to redevelop the restoration plan and incorporate a walking path, which they committed to restoring. This limited series of meetings included elected officials, City staff, TRCA staff, Metrolinx Technical Advisors, and community members. The scope of this group was to provide greater public involvement in the re-establishment of a walking path, and

restoration plans. The final meeting of this series was held on January 26, 2023. Metrolinx is using the input from these meetings to develop a revised restoration plan, which incorporates comments from the Working Group, and includes the walking path which was not included in the original plans. Metrolinx has been keeping the Small's Creek community updated through monthly CLCs and meetings as needed. Currently, they are revising their restoration plans, for resubmission to the City and TRCA. Metrolinx's timeline for resubmission is targeted for Q2 2024.

Warden, Woodbine, and Danforth Avenue Bridges

The addition of a new fourth track along the LSE Corridor's west section will require the widening of the rail bridges at Warden, Woodbine, and Danforth Avenues, as they are not sufficiently wide to support a fourth track.

On Warden Avenue, between Danforth Avenue and Clonmore Drive, and on Danforth Avenue, between Warden Avenue and Birchmount Road, LS Lakeshore Constructors commenced widening of the bridge in spring 2021. In December 2021, pier work concluded, however, the remaining work associated with bridge widening, including the widening of the bridge abutments and the installation of the new rail bridge is ongoing. The Woodbine Avenue bridge, between Gerrard Street East and Danforth Avenue is undergoing the same bridge widening process. Construction of the Woodbine rail bridge began in late March 2023. Metrolinx has not provided a schedule for the expected completion date for the bridges, as requested by the Transit Expansion Division.

Kitchener Track Work

To support future increases to service on the Kitchener GO Rail Corridor, several improvements are currently underway between Lansdowne Avenue and Black Creek Drive. In Toronto, work on the Kitchener GO Rail Corridor involves the construction of:

- A partial 2.5 kilometre fourth track between Lansdowne Avenue at Rideau Avenue and Dupont Street at Dundas Street West.
- A pedestrian tunnel connecting Bloor GO Station with Randolph Avenue, as well as a covered pedestrian pavilion.
- Noise barriers and retaining walls; and,
- A community park at Ernest Avenue.

Grascan Construction Ltd, who were awarded the construction contract in spring 2022, will also be delivering the public realm, including modifying the Bloor Street West Pedestrian Bridge, and realigning the existing West Toronto Rail Path (WTRP), amongst other works.

Work within the Kitchener GO Rail Corridor, such as grading, as well as noise and retaining wall installation, began in August 2022. Work associated with the pedestrian tunnel connecting Bloor GO Station with Randolph Avenue began in spring 2023. Fourth track construction work is expected to be completed in Q4 2024.

Ernest Park will be constructed along the rail path and will be completed as part of the Kitchener 4th Track project. The park is comprised of a 740 square meter community space located along the rail path at Ernest Avenue. The park will feature native

pollinator gardens, custom wood seating, new light posts, low metal fences to protect the pollinator gardens and five new interpretive signage posts. The signage will pay homage to the history of the rail path.

Throughout 2022, Metrolinx communicated construction updates and progress being made on the project to residents and interested local stakeholders through monthly CLCs, community pop-ups and e-newsletters. On September 8, 2021, Metrolinx also hosted a Virtual Open House to provide an update on previously communicated timelines and construction details. Participants were particularly concerned about Metrolinx's replanting strategy, noise and vibration impacts, access to the WTRP during construction, and the status of the pedestrian tunnel connecting Bloor GO Station with Randolph Avenue.

Highway 401/ Highway 409 Rail Tunnel

Construction of the Highway 401/Highway 409 Rail Tunnel was completed in December 2022. This project included the construction of twin tunnels with a length of approximately 180 metres under 21 traffic lanes of Highway 401/409 and will enable more capacity on the Kitchener GO corridor. Metrolinx continues to monitor and correct outstanding deficiencies.

Weston Station

Construction at Weston Station was completed in March 2023. This project involved adding new track and a platform to Weston Station for more service on the Kitchener GO Line. This work created a new interchange point between GO Kitchener Line and UP Express.

Stouffville Stations and the Steeles Avenue Grade Separation

Corridor, track, and station improvements are taking place along the Stouffville rail corridor, which connects York Region to Toronto. This project entails converting 17 kilometres of railway corridor from single to double-track in Scarborough and Markham which will enable more frequent two-way service on the Stouffville line. Signal and culvert work are expected to be completed in Q2 2024, with track work already complete.

Agincourt GO Station

In 2022, Metrolinx crews continued access and accessibility improvements at Agincourt GO Station to enhance community connections to and through the new GO station. A new accessible pedestrian tunnel opened on the north side of the GO Station, replacing the existing at-grade pedestrian track crossing at Marilyn Avenue. The new accessible pedestrian tunnel features enhanced lighting and CCTV cameras as well as enclosed staircases and elevators at the east and west platforms. In tandem, a new north parking lot and the full west platform were opened to riders. A new second track and platform, and relocated east platform, both with canopies and integrated shelters, have been installed as part of this work, which were completed in May 2023. Deficiency work and site cleanup are still ongoing.

Milliken GO Station

At Milliken GO Station, Metrolinx improved amenities and installed a second track and platform, two new pedestrian tunnels with elevators, and a pedestrian bridge across Steeles Avenue East that connects to both platforms. This project was completed in June 2023.

As part of the Stouffville Stations project, Metrolinx has constructed a road-under-rail grade separation to separate the train tracks from vehicle traffic lanes on Steeles Avenue East. City staff are working closely with Metrolinx to finalize the Grade Separation Agreement, Pumping Station Site Service Agreement, and Municipal Infrastructure Agreement expeditiously. Metrolinx achieved substantial completion in the summer of 2023 and is working with the City to address outstanding deficiencies.

2. On-Corridor

Q2 2022 to Q3 2023 Milestones and Key Updates

The OnCorr package of works was procured and will be delivered under a single, fully integrated Progressive Design-Build-Operate-Maintain (DBOM) contract. Under the Progressive DBOM contract, the successful proponent will design, build, operate and maintain new infrastructure and trains for 25 years. The Progressive DBOM model also offers an opportunity for collaboration between the project owner and the successful proponent, which is essential as the OnCorr package of work consists of multiple external interfaces, stakeholders, utility and operational elements.

On April 19, 2022, ONxpress Transportation Partners (ONxpress) was selected by Infrastructure Ontario (IO) and Metrolinx as the successful proponent. ONxpress is a consortium led by Aecon, FCC Construcción S.A. (FCC), Deutsche Bahn, and Alstom. Each partner is delivering distinct aspects of the project from design and engineering to electrification, fleet procurement, and operations and maintenance.

Metrolinx has entered a two-year Development Phase with ONxpress, which represents the starting point of the OnCorr delivery. The purpose of the large OnCorr procurement package is to have one main, integrated contract to deliver and operate enhanced train service, procure any additional fleet required, and to design and build any outstanding infrastructure to enable enhanced service.

The Development Phase is designed to allow Metrolinx and ONxpress to work collaboratively on design, early investigations, schedule optimization, and key initial construction work. During the Development Phase, Metrolinx and ONxpress are working as one team to finalize the project scope, sequencing of work, risk allocation, and target pricing. In addition, the Development Phase has been an opportunity for Metrolinx to engage with City staff to socialize the OnCorr roadmap to ensure that the project is implemented collaboratively over the next few years. As the OnCorr scope develops, further information on bundles of works and schedules will be shared with City staff.

It is expected that the proponent will start some limited, mostly in-corridor, work in 2023-2024. Metrolinx anticipates there will be improvements to service starting in approximately 2024-2025, with additional service being introduced incrementally as various work phases are completed.

Union Station Enhancement Project

Upgrades to Union Station are being executed in two phases to accommodate the planned increases in GO service. While Metrolinx has confirmed the dates listed below, they noted that the schedules are currently under review and updates are expected by Q2 2024.

The first phase is the Union Station Enhancement Project (USEP), which includes the addition of a new south passenger concourse, new tracks, wider platforms south of the existing train shed, as well as other platform-level enhancements being delivered through an Alliance delivery model and was awarded to ONTrack Alliance in January 2022. The Project is well into construction, with excavation and demolition work ongoing for the new concourse. Once the required depths are reached, crews will begin constructing the concourse concrete slabs, columns, and stairs to access the new platforms.

To accommodate track expansion work, both the Lower Jarvis Street Bridge and the Lower Sherbourne Street Bridge must be extended to the south end of the existing structures. Enhancements to the underside of the bridges, such as improved lighting, architectural finishings and other public realm improvements, are currently being refined through detailed design to improve the pedestrian experience and to provide a better connection between the waterfront and the downtown. The anticipated completion date for this work is expected for late 2026.

The second phase of improvements at Union Station is part of the OnCorr project. OnCorr works at Union Station will widen existing platforms in the train shed and provide additional vertical access points to manage planned increases in service levels on the GO network. ONxpress have started due diligence for this project to inform their final design.

Don Valley Layover

The Don Valley Layover Facility (Facility) was one of three new proposed layover facilities planned under the OnCorr package of work. Metrolinx originally planned to locate the Facility north of the Prince Edward Viaduct at Bloor Street East, between the Don Valley Parkway and Lower Don Trail, along the Don Branch Rail Corridor (currently not operational), and within Toronto's park network. Listening to community and City-led advocacy against locating the facility within the Don Valley, Metrolinx identified a viable alternative location on the Richmond Hill GO line, south of York Mills Road to the east of Leslie Street, in a light industrial area. This location is within the required proximity to Union Station to accommodate train movements, has available space for the facility and minimizes service impacts on GO operations. The location also meets TRCA flood requirements and has less community and environmental impacts.

Metrolinx is undertaking engagement with Indigenous Nations rights holders, and local stakeholders about the location's feasibility, and due diligence work will continue to be conducted on the new location to finalize design, property requirements, schedule and operations for the OnCorr project.

To enable rail service increases during the design and construction of the new layover, Metrolinx will temporarily use the Rosedale Siding (located between Bayview Avenue and the Don Valley Parkway) to stage GO trains during the day. GO trains will be staged at the Rosedale Siding for about two hours in the morning peak period, and another two hours in the afternoon peak period.

Metrolinx has confirmed they do not anticipate any changes to the number of trains or staging times needed at Rosedale Siding at this time and will keep the City informed on any changes to their layover operations. The temporary use of the Rosedale Siding will remain in effect until Metrolinx has a new storage location operating on its network. Metrolinx has indicated to City staff that there currently is no date for when that facility will open, but the OnCorr team has shared that initial design drawings are scheduled to be shared in spring 2024.

Next Steps

The Transit Expansion Division will continue to facilitate one-window access to the City by Metrolinx and its Contracting Partners to ensure the GOE Program conforms to local planning direction and City policies. In addition, the City will continue to provide input to Metrolinx on local regulations, interests and concerns and is committed to providing updates to Council on this multi-billion dollar transit expansion investment as it develops.

City staff continue to advocate for further details on the OnCorr project from Metrolinx. Metrolinx has committed to provide additional information and schedules, as these details become available through the Development Phase process.

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