

St. Clair-Old Weston Station and 2025 GO Expansion Program Updates

Date: October 21, 2025

To: Executive Committee

From: Executive Director, Transit Expansion

Wards: All

SUMMARY

This report provides updates and seeks authorities regarding three heavy rail transit projects in Toronto.

St. Clair-Old Weston Station – Proposed Change from GO to Union-Pearson Express

In December 2024, through CC24.3, City Council confirmed delivery of three prioritized stations under the SmartTrack Program, namely, East Harbour, Bloor-Lansdowne, and St. Clair-Old Weston (SCOW). Metrolinx has recently proposed a service change whereby the SCOW Station would be serviced by the Union-Pearson Express (UPE) trains on the UPE line instead of GO trains on the adjacent Kitchener line. Metrolinx has indicated that this service change is required to maintain the 15-minute (or better) service frequency commitment made by Metrolinx for the SmartTrack Program, which can no longer be maintained by GO service.

The Province has confirmed that all capital costs associated with the proposed change from GO to UPE service will be fully covered by the Province under their GO Expansion Program (GOE Program). As such, this report seeks Council's approval to have the SCOW Station be serviced by the UPE Line. Attachment 1 to this report provides an update on the status of the design and construction of the three prioritized SmartTrack stations.

GO Expansion Program Update

This report provides an update on the GOE Program and responds to Council direction from EX18.8 and MM7.14. This includes actions taken by the City and Metrolinx due to the flooding along the Barrie rail corridor and provides updates on the Antler Street and Lappin Avenue pedestrian and cycling connection. This report also seeks authority for the City to enter into:

- Bridge agreements with Metrolinx for the widening of the Jarvis Street and Sherbourne Street rail bridges with Metrolinx fully funding this work; and
- Delivery agreements with Metrolinx for tree planting and restoration work for their GO Expansion and Subway programs, where Metrolinx will fully fund the planting and maintenance of vegetation by the City, on City-managed property.

Alto High-Speed Rail

Alto, the federal government's delivery agent for the Toronto-Quebec City High-Speed Rail Network, has requested that the City sign a confidentiality agreement to enable the exchange of data and sensitive information about the project. This report seeks authority for the Deputy City Manager, Infrastructure Services, or their designate, to negotiate and execute a confidentiality agreement with Alto.

RECOMMENDATIONS

St. Clair-Old Weston Station

The Executive Director, Transit Expansion, recommends that:

1. City Council approve the change for the St. Clair-Old Weston ("SCOW") Station to be serviced by the Union-Pearson Express ("UPE") Line subject to the following:
 - a. The Province agrees to fully fund all capital costs associated with this change;
 - b. The Province continues to commit to 15-minute service frequency or better at the SCOW Station; and
 - c. Province agrees to continue to work with the City, and the TTC, to develop the regional fare integration framework, to make transit more affordable and seamless in Toronto, and provides an update on progress prior to the opening of the SCOW Station.
2. City Council authorize the City Manager, in consultation with the City Solicitor and any other relevant City Officials, to negotiate, enter into and execute an amendment to the Revised Agreement in Principle between the Province and the City, dated August 21, 2023, as amended on July 4, 2023 ("Revised AIP"), for the implementation of the change to the SCOW Station (the "Amending Agreement"), in accordance with Recommendation 1 above, and on such other terms and conditions satisfactory to the City Manager, and in a form satisfactory to the City Solicitor.
3. Subject to entering into the Amending Agreement, City Council authorize the City Manager, or designate, to negotiate, enter into, and execute an amendment to the SmartTrack Main Agreement between Metrolinx and the City, dated September 15, 2023, based on terms in the Revised AIP, as amended, and on such other terms and conditions satisfactory to the City Manager, and in a form satisfactory to the City Solicitor.

GO Expansion Program

4. City Council authorize the Executive Director, Transit Expansion to negotiate, enter into and execute agreements with Metrolinx, including amendments and renewals for the widening of Jarvis Street and Sherbourne Street rail bridges for design, construction and on-going maintenance, in consultation with the General Manager, Transportation Services, on such terms and conditions satisfactory to the Executive Director, Transit Expansion, and in a form satisfactory to the City Solicitor.
5. City Council authorize the Executive Director, Transit Expansion, in consultation with any other relevant City Officials, to negotiate, enter into and execute delivery agreements with Metrolinx, as required, to receive funds from Metrolinx for planting and maintenance of trees and vegetation by the City on City-managed property to replace trees and vegetation being removed by Metrolinx for the construction of Metrolinx-led transit projects, including but not limited to GO Expansion and Subway Programs, and any ancillary or related agreements and amendments, all on such terms and conditions satisfactory to the Executive Director, Transit Expansion, and in a form satisfactory to the City Solicitor.

Alto High-Speed Rail

6. City Council authorize the Deputy City Manager, Infrastructure Services, or designate, to negotiate, enter into and execute a confidentiality agreement with VIA HFR - VIA TGF Inc., operating as Alto, for the Toronto-Quebec City High-Speed Rail Network project on such terms and conditions satisfactory to the Deputy City Manager, Infrastructure Services, and in a form satisfactory to the City Solicitor.

FINANCIAL IMPACT

St. Clair-Old Weston (SCOW) Station

There are no financial impacts resulting from the recommendations in the report related to the SCOW Station. All capital costs related to redesignating this station as a Union-Pearson Express Station will be covered by the Province.

GO Expansion Program

There are no financial impacts resulting from the recommendations in the report related to the GO Expansion Program. The capital funding for the widening of Jarvis Street and Sherbourne Street rail bridges will be the responsibility of Metrolinx. Metrolinx will also fully fund the tree planting and restoration work detailed in this report to be carried out by the City.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

SmartTrack Stations Program

In April 2018, City Council adopted with amendments EX33.1 - Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program and approved a contribution of up to \$1.463 billion for the SmartTrack Stations Program.

Link: [Agenda Item History - 2018.EX33.1 \(toronto.ca\)](#)

In October 2019, City Council adopted with amendments EX9.1 - Toronto-Ontario Transit Update and authorized the City Manager to negotiate, enter into and execute a Preliminary Agreement with the Province and/or any other relevant provincial agency, in accordance with the terms set out in the term sheet in Attachment 6 of the report.

Link: [Agenda Item History - 2019.EX9.1 \(toronto.ca\)](#)

In February 2021, City Council adopted EX20.02 - Advancing the SmartTrack Stations Program and approved the recommended terms negotiated with the Province to allow the SmartTrack Stations Program to proceed to construction.

Link: [Agenda Item History - 2021.EX20.2 \(toronto.ca\)](#)

On March 29, 2023, City Council adopted EX3.9 - SmartTrack Stations Program Update and directed the City Manager to request the Province to commit to pay all amounts above the original SmartTrack Program Budget of \$1.463 billion which are required to deliver the Program due to increased costs.

Link: [Agenda Item History - 2023.EX3.9 \(toronto.ca\)](#)

On June 14 and 15, 2023, City Council adopted with amendments EX5.2 - SmartTrack Stations Program - Provincial Funding Update and approved acceptance of provincial funding up to \$226 million toward the costs of the SmartTrack Stations Program.

Link: [Agenda Item History - 2023.EX5.2 \(toronto.ca\)](#)

On December 17 and 18, 2024, City Council adopted with amendments, CC24.3 - SmartTrack Stations Program – Update, which confirmed the SmartTrack Prioritized Program Scope inclusive of three stations, East Harbour, Bloor-Lansdowne, and St. Clair-Old Weston, and directed staff to request the Province find a separate funding solution for delivery of Finch-Kennedy and King-Liberty Stations.

Link: [Agenda Item History - 2024.CC24.3 \(toronto.ca\)](#)

GO Expansion Program

In October 2020, City Council adopted, with amendments, EX16.4 - Metrolinx-City of Toronto Master Agreement for the GO Expansion (GOE) Program and authorized the City Manager to finalize negotiations, enter into and execute a Master Agreement with Metrolinx for the GOE Program based on principles identified in the report.

Link: [Agenda Item History - 2020.EX16.4](#)

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: [Agenda Item History - 2022.EX29.3](#)

In June 2023, City Council adopted MM7.14 - Exploring Municipal Options to Create a Pedestrian and Cycling Connection Between Antler Street and Lappin Avenue, endorsing a connection between Antler Street and Lappin Avenue, and directing City staff to explore options to achieve the connection.

Link: [Agenda Item History - 2023.MM7.14](#)

In October 2023, City Council adopted EX9.15 GO Expansion Program - Fourth Quarter 2023 Update, which provided a status update on key components of the GOE Program.

Link: [Agenda Item History - 2023.EX9.15](#)

In November 2024, City Council adopted, with amendments, EX18.8 - GO Expansion Program - 2024 Update. This report provided a status update on key components of the GOE Program.

Link: [Agenda Item History - 2024.EX18.8](#)

Alto High-Speed Rail

On June 17, 2025, Executive Committee received EX24.8 – Toronto-Quebec City High-Speed Rail Network, which included a presentation from Alto.

Link: [Agenda Item History - 2025.EX24.8](#)

COMMENTS

SmartTrack St. Clair-Old Weston (SCOW) Station – Proposed Service Change from GO to Union-Pearson Express (UPE)

The SCOW Station is one of the three prioritized stations under the SmartTrack Program as approved by Council in December 2024. This station was prioritized to ensure delivery of the City's St. Clair Transportation Master Plan (STMP), provide higher-order transit to a Neighbourhood Improvement Area, and has significant development, employment, and housing potential, including future Transit Oriented Development plans. The SCOW Station was initially planned to be serviced by the Kitchener GO Rail Line.

Metrolinx and the Province have recently identified operational requirements where the SCOW Station would remain in the same location but would be serviced by UPE trains on the UPE line instead of GO trains on the adjacent Kitchener GO line. The UPE would continue to operate between Union Station and Pearson Airport and make all station stops on the UPE line, including at a new SCOW Station stop. As a result of this change, Kitchener GO trains will not stop at SCOW Station. Details on this proposed change from GO to UPE service are provided below.

Cost and Schedule

The SCOW Station will continue to be funded from the SmartTrack Program Budget. However, the Province and Metrolinx have assured the City that all capital costs associated with the re-designation of the SCOW Station as a UPE station will be funded by the Province through their GO Expansion Program. The Province and Metrolinx have also confirmed that, at this time, there are no anticipated impacts to the in-service date for the SCOW Station, which is estimated for 2031.

Fares

The UPE has a different fare pricing structure than GO. Per the terms of the revised Ontario-Toronto Agreement in Principle, signed between the City and the Province, fare setting for SmartTrack will be considered in the broader context of regional fare integration. The City and TTC are working with the Province to develop a regional fare integration framework that will make transit more affordable and seamless in Toronto. This work is proposed to be completed in advance of the in-service date for the SCOW Station. The fare for riders travelling to and from SCOW Station will be determined through these framework discussions.

Service Frequency

There will be no change to the service frequency at the SCOW Station as a result of the change from GO to UPE. Service frequency will continue to be 15-minutes or better. Metrolinx is also working to further increase service frequency with the opportunity to increase service to up to 10-minute intervals on the UPE by potentially introducing new UPE fleet and electrified service in the future.

Ridership

The Province and Metrolinx have confirmed that with the shift from the GO to UPE at SCOW Station, the projected ridership has not changed from the information provided to Council in December 2024, assuming the current fare pricing is maintained. Further, it is estimated that over 95% of users at the SCOW Station will be travelling within Toronto's boundaries or to Pearson Airport, therefore the UPE will serve the needs of these transit users.

Station Design Changes

UPE is served by 3-car single-level trains that utilize higher station platforms for boarding on the same level as the UPE doors. In comparison, GO trains can be up to 12-car bi-level trains with lower station platforms. While the station platforms will remain the same length as designed, a portion of each platform will be constructed at a higher elevation to facilitate level boarding with the UPE fleet.

Based on concept designs for the required UPE service, Metrolinx and City staff have confirmed that any impacts to the current SCOW Station design are likely to be minimal. Key scope elements such as connections to Gunns Road and St. Clair Avenue, the TTC bus loop, pedestrian tunnels, and future development lands will be retained.

Fleet and Capacity

According to Metrolinx, although UPE trains are smaller than GO trains, there is sufficient capacity on the current UPE service to accommodate the projected SCOW Station ridership. Metrolinx has undertaken various communication efforts since early 2025 to shift existing UPE commuters to different GO services. Metrolinx estimates that the change at SCOW Station from GO to UPE would add roughly 20-25 additional passengers per UPE train, increasing to 30-35 passengers per UPE train by 2041, during peak time and direction.

512 St. Clair Streetcar

To enable construction of the SCOW Station and STMP works, Metrolinx will need to demolish part of the existing St. Clair Avenue railway bridge, so the 512 Streetcar service is expected to be disrupted twice. The first disruption will be from March 2026 to May 2026 where streetcars will be replaced by buses. At the City request, Metrolinx amended its work plan so that there will be no service disruption to the 512 Streetcar during the period of the FIFA World Cup 2026™ (in June and July 2026). The streetcar is expected to be reinstated from June 2026 to Spring 2027 while Metrolinx constructs the retaining walls and foundations of two Canadian Pacific (CP) bridges and the Davenport Road bridge. The second disruption will be in Spring 2027 for approximately 9 to 11 months where streetcars will be replaced again by buses while superstructures of the CP bridges and the Davenport Road bridge are constructed.

GO Expansion Program Update

This section of the report provides updates on key works related to Metrolinx's GO Expansion (GOE) Program. Additional details on the remainder of the GOE Program are provided in Attachment 2.

Barrie Rail Corridor Flooding Update

In July and August 2024, the City received complaints from homeowners on Prescott and Gilbert Avenues regarding flooding in their basements and backyards adjacent to the rail corridor. Residents attributed this flooding to Metrolinx construction activities along the corridor and a clogged catch basin located on a landlocked City-owned property at 161R Prescott Avenue, which was previously owned by CN rail.

Subsequently, in November 2024, through EX18.8, Council directed City staff to report on Toronto Water's design review processes related to the Barrie Rail Corridor and to request Metrolinx to investigate the flooding in this area. Metrolinx was also requested to provide an engineering report addressing localized flooding of homes and properties caused by the regrading work along the Barrie Rail Corridor and by the lack of maintenance of Metrolinx catch basins, and to provide recommended mitigation measures and a cost-sharing plan to resolve the issues. A summary of the actions taken in response to Council direction is provided below.

Review of Engineering Design

Toronto Water staff completed a review of Metrolinx's engineering detailed design for this section of the Barrie Rail Corridor work. The current stormwater design along the rail corridor between Rowntree Avenue and Norman Avenue combines water infiltration within the corridor and conveyance of water southward to the St. Clair Avenue West storm sewer outlet, without any direct connection to City sewers. As a result, the flooding concerns in this area fall outside of the City's service area and jurisdiction. While Toronto Water does not have authority to enforce provincial regulations regarding the preservation of overland flow routes, through comments on Metrolinx's design, City staff recommended that Metrolinx:

- Preserve the historical overland flow route and natural stormwater system along the rail corridor, as needed; and
- If the regrading required to accommodate the addition of a new rail track has altered the historical stormwater drainage pattern and management, to consider revising their stormwater management design to account for the previous water flows from outside the corridor. If appropriate, Metrolinx may propose a new stormwater connection to the City's stormwater system, which would require the City's approval.

Review of Construction Activities

In January 2025, Metrolinx completed their engineering report and concluded that Metrolinx's construction activities did not contribute to flooding on the concerned properties. It also found that the installed ditches, sub-drains and noise wall posts are unlikely to interfere with stormwater or surface water flow near the affected properties.

Concurrently, Toronto Water also investigated the flood-impacted lands and stormwater assets in the area and discussed the flooding incidents with affected residents. The City's investigation observed that Metrolinx's regrading and vegetation removal may have altered the historic water flow patterns and likely increased impervious surface area in the corridor, which would further reduce its ability to retain and manage stormwater effectively. This change may have contributed to flooding of the properties adjacent to the rail corridor. Further, Metrolinx's and the City's investigations identified an unregistered maintenance hole east of the rail corridor, connecting to the 161R Prescott Avenue catch basin via a crossing pipe under the rail corridor. As this maintenance hole and crossing pipe are on Metrolinx's property, the City suggested that Metrolinx investigate the impact before decommissioning the assets.

In addition, through the City's investigation, it appears that erosion and sediment control measures may not have been fully effective during construction, leading to debris accumulation in nearby catch basins. City staff found that the catch basin and the lead adjacent to Prescott Avenue and the rail corridor were clogged with debris and aggregates consistent with the aggregates used in regrading or rail embankment works, which may have been linked to construction activities.

Metrolinx's Corrective Actions

In May and June 2025, in response to the City's request, Metrolinx cleaned the clogged catch basin and the lead west of the catch basin. These actions improved drainage in the area and reduced blockages that should decrease the future flooding risk.

Going forward, the City has emphasized to Metrolinx the importance of implementing and maintaining proper site-specific erosion, sediment control, and stormwater management measures within and near their corridor. This includes keeping the City and local community regularly informed of the project's construction status. As a long-term mitigation measure, the City has also recommended Metrolinx further assess the impacts of altering natural drainage patterns and natural stormwater management systems, and revise their designs, as needed to help prevent similar issues along other GO corridors.

Multi-Use Trail Protection and Enhancement Update

City staff were directed through EX18.8 to report back on the status of protecting, improving, and advancing Multi-Use Trail (MUT) crossings along GO rail corridors. For the GOE Program, the City and Metrolinx have a master agreement, as authorized by Council under EX16.4. This master agreement has requirements for Metrolinx to minimize impacts to City infrastructure, including MUTs, and to rectify any impacts in a manner acceptable to the City. Updates on MUTs impacted by the GOE Program are provided below.

Davenport Diamond Greenway (Greenway) and Barrie Corridor MUT Extension

Metrolinx's Greenway project, being delivered under the GOE Program, is a continuous, accessible MUT for pedestrians and cyclists, with support for future connections. It extends from Davenport Road to Paton Road along the Barrie Rail Corridor and will include landscaping, lighting, seating areas, and public art under the Davenport Diamond Grade Separation. Design work has been completed, and Metrolinx has begun construction. Additional details on the status of the Greenway project are provided in Attachment 2.

At its southern limit, the Greenway will connect directly to the Bloor-Lansdowne Station, which is currently under construction. The Bloor-Lansdowne MUT will extend from Paton Road to south of Dora Avenue. City staff and Metrolinx are actively coordinating to ensure seamless integration of the trail and public realm with the station plaza and adjacent open spaces. Details on the status of the Bloor-Lansdowne Station are provided in Attachment 1.

Through the SmartTrack Program, a MUT extension was proposed, continuing along the Barrie Corridor from Dora Avenue to the future West Toronto Railpath Extension. This MUT segment was originally planned to be delivered alongside the King-Liberty Station, however, following City Council's decision in December 2024 to de-prioritize the King-Liberty Station, the extension will now proceed as a standalone project led by Metrolinx, under the GOE Program.

Antler Street to Lappin Avenue Connection

City Council directed City staff under MM7.14 to explore the use of municipal tools, potential partnerships with Metrolinx, and any additional opportunities to establish a connection between Antler Street and Lappin Avenue, crossing the Greenway.

Early planning and feasibility review for this connection have begun. City staff have developed preliminary cost estimates which are undergoing further refinement through the detailed design development. Available funding sources are currently being explored in consultation with the local Ward Councillor, including the potential use of Section 37 funds. Final costs are dependent on the design, property acquisition negotiations, and delivery model.

Preliminary analysis for this connection has identified several risks, including land acquisition complexities, potential business impacts, and uncertainties related to the final delivery model and schedule. Some risks remain unknown at this stage and may emerge as design and stakeholder consultations progress. City staff are actively working to identify these risks, develop mitigations and refine cost estimates, and will report back to Council with recommendations for this connection.

Lower Don River Trail

Ongoing construction projects, including Metrolinx's Wilson Yard Expansion and Ontario Line works, Waterfront Toronto's Port Lands Flood Protection Project, and the City's Gardiner Rehabilitation Project, contributed to the closure of the southern portion of Lower Don River Trail between Cherry Street, the Don River, and Corktown Common. The trail was first closed in January 2022 and is expected to remain closed until these projects are completed.

To restore connectivity, City staff have worked with Metrolinx to develop initial design concepts for implementing a temporary MUT. A permanent east-west connection cannot be delivered prior to the completion of the Gardiner Section 5 work because the Lake Shore Boulevard East realignment is included in the project scope. The alignment developed will re-establish a temporary east-west connection along Lake Shore Boulevard East between Cherry Street and the Don Roadway (*see Figure 1 below*).

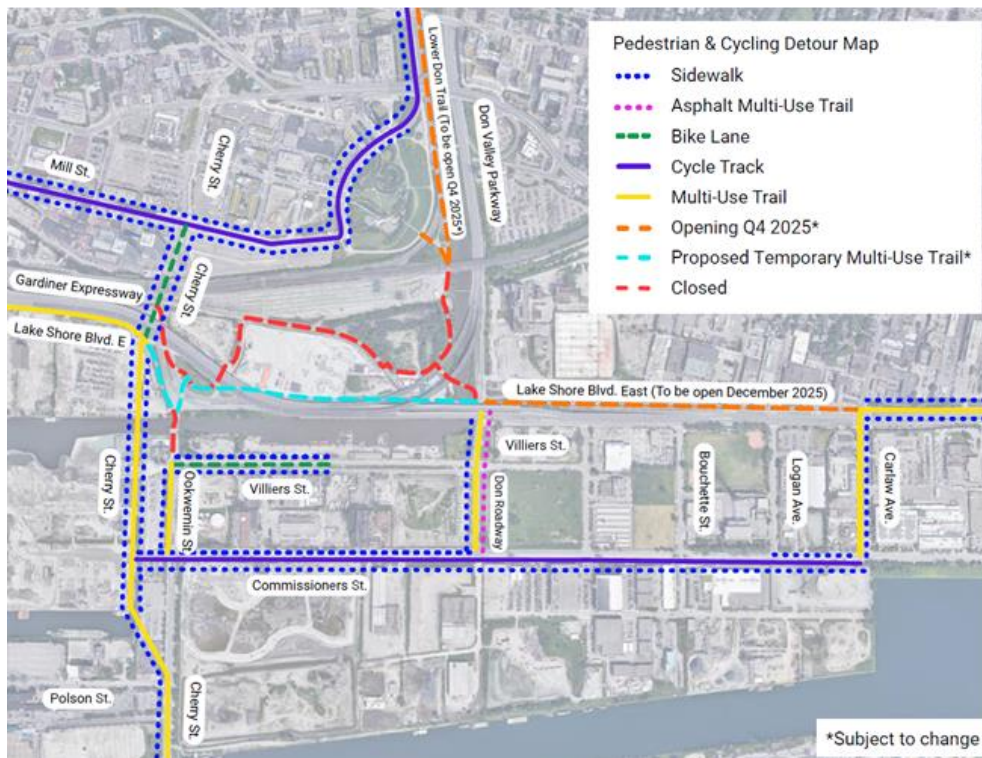


Figure 1 – Proposed Lower Don River Temporary MUT Alignment (Source: TE24.40 - updated)

Of note, the portion of the Lake Shore Boulevard East MUT between the Don Roadway and Carlaw Avenue is expected to reopen in December 2025. When the temporary MUT is delivered, a full east-west MUT connection will be re-established.

Through the design work, Metrolinx and City staff identified that the proposed temporary MUT overlapped with the Gardiner Section 5 Rehabilitation project work. As such, it was agreed that the scope would be better delivered by the City through the Gardiner Rehabilitation project, due to projected cost and scheduling benefits. Given that Metrolinx's work contributed to the MUT being severed, the City and Metrolinx are engaged in discussions regarding a funding contribution from Metrolinx. Metrolinx's cost contribution is yet to be finalized, and design work is ongoing. City staff will review the final cost and schedule details and report back to Council.

Jarvis Street and Sherbourne Street Rail Bridge Widenings

On the south side of the Union Station Rail Corridor (USRC), east of Union Station, Metrolinx is currently widening the rail bridges that cross Lower Jarvis Street and Lower Sherbourne Street. These bridge widenings are required to accommodate the addition of two new sections of track and will be constructed at Metrolinx's sole cost. As this work takes place over the City's right-of-way and utilizes City lands, this report seeks authority for the Executive Director, Transit Expansion, to enter into an agreement with Metrolinx regarding the scope of work and future maintenance of each bridge. Subject to Council approval of this report, the agreement will outline standard construction terms between Metrolinx and the City, including requiring Metrolinx to meet City standards for City infrastructure and, to obtain all required permits and approvals for such work.

Metrolinx's Funding for Tree Planting and Restoration

As specified by Metrolinx's Vegetation Guideline 2025, Metrolinx adheres to applicable municipal tree by-law requirements, including permit requirements, for trees outside of Metrolinx-owned lands. Metrolinx has indicated to the City that their lands have limited capacity for replanting to meet their guideline. As a result, Metrolinx approached the City to request a partnership to replant vegetation on City-managed property. Metrolinx would like to leverage the City's expertise in urban forest management and protection and provide the City opportunities for the site selection and design of all restoration areas. This partnership would be at Metrolinx's sole cost and will also assist the City in meeting City Council direction to achieve 40 per cent tree canopy in Toronto by 2050 and building a healthy and resilient urban forest.

As such, this report seeks Council authority for the Executive Director, Transit Expansion to enter into an agreement with Metrolinx, to receive funds for planting and maintenance of trees and vegetation by the City on City-managed property to replace trees and vegetation removed by Metrolinx for the construction of their transit projects.

Alto Toronto-Quebec City High-Speed Rail Network

In June 2025, Executive Committee received a presentation from Alto on the Toronto-Quebec City High-Speed Rail Network. Since then, City staff commenced discussions with Alto on the City's required involvement in the project. For Alto to share confidential information with the City, Alto has requested the City sign a confidentiality agreement. This report seeks authority for the Deputy City Manager, Infrastructure Services, or designate, to negotiate and execute a confidentiality agreement with Alto. The use of a confidentiality agreement is typical where sensitive or commercial information or data may be exchanged for the purpose of advancing negotiations or project development.

Next Steps

St. Clair-Old Weston (SCOW) Station

Subject to Council approval of this report, City staff will take the next steps to implement the changes to SCOW Station, including negotiating required agreements with the Province and Metrolinx. City staff will also review the detailed design for the modified SCOW platform, to enable construction start in 2026.

GOE Program

The Transit Expansion Division will continue to facilitate access to the City by Metrolinx and its contracting partners, while ensuring the GOE Program aligns with local planning direction, City policies, bylaws, and priorities. City staff will report back to City Council in Fall 2026 with updates on the GOE Program.

Alto Toronto-Quebec City High-Speed Rail Network

City staff will report back with details on the proposed role for the City in the project and next steps to formally establish a governance structure with Alto.

CONTACT

Richard Borbridge, Director, Program Management and Planning, Transit Expansion Division, 416.845.1857

Frank Panacci, Director, Capital Implementation, Transit Expansion Division, 437.237.4698

SIGNATURE

Derrick Toigo
Executive Director
Transit Expansion Division

ATTACHMENTS

Attachment 1 – SmartTrack Technical Program Update
Attachment 2 – GO Expansion Program 2025 Annual Update