

ATTACHMENT 2

GO EXPANSION (GOE) PROGRAM 2025 ANNUAL UPDATE

Metrolinx's GOE Program has been grouped into three main packages of work:

- 1. Enabling Work** includes works in each of the GO rail corridors that are required to be completed in advance of the broader network improvements. Enabling Works include infrastructure work such as track work, signalling, and utility relocations. The majority of this work is in the construction phase, to support upcoming On-Corridor work.
- 2. Off-Corridor Work** refers to work off the railway corridor, including customer and safety-related improvements to existing stations as well as the expansion of facilities.
- 3. On-Corridor (OnCorr) Work** is focused on the electrification and systems improvements of various GO corridors, installing new tracks and facilities throughout the network and constructing grade separations.

Metrolinx is in the construction phase for most of the Enabling Works and some Off-Corridor Works, which are required for the delivery of the OnCorr Works. The Development Phase for OnCorr has been completed, with early construction works underway.

Enabling Works and Off-Corridor Milestones and Key Updates

Barrie GO Rail Corridor

Barrie Rail Corridor Expansion and Improvements

Metrolinx is continuing to advance corridor widening works along 17.2 kilometres of the Barrie Corridor between Strachan Avenue and Steeles Avenue, which overlaps with the deferred King-Liberty SmartTrack Station project area. This work includes grading, drainage, security fencing, utilities, retaining wall, and noise wall work, to enable the future installation of a second track.

In the segment that overlaps with the deferred King-Liberty SmartTrack Station project area, Metrolinx is continuing with the following early works to future-proof for the station and enable future expansion in the Barrie Corridor:

- Construction of a portion of the Rail Corridor Raceway, including conduits and supporting structures;
- Installation of subdrain and culverts;
- Construction of ditches and rock check dams;
- Constructing a new Queen Street bridge concrete approach slab; and
- Backfilling behind the newly constructed noise walls.

Metrolinx is also widening the rail bridge at Sheppard Avenue West to accommodate the new second track and is constructing the new west platform at Downsview Station. New track and signal work was added to the contract, and upon completion, the new west platform at Downsview Station will become operational. Metrolinx has not provided forecast completion dates for these works.

Davenport Diamond Grade Separation

GO train service was transferred to the elevated guideway in April 2023, allowing for the removal of the diversion track utilized during its construction. Installation of the new east main track achieved substantial completion in October 2024. The contractor remains on site to complete minor works and address seasonal deficiencies. Metrolinx has not provided a completion date for these minor works.

Davenport Diamond Greenway (Greenway)

The Greenway will be a new public space beneath and adjacent to the elevated guideway. It will include a multi-use trail from Bloor Street West to Davenport Road, a marketplace at Wallace Avenue, a new pedestrian bridge over the Canadian Pacific Kansas City rail tracks, new east-west connections to adjacent municipal sidewalks and parks, and a dog off-leash area (DOLA) proposed south of Campbell Park.

Contractor mobilization and early work began in June 2025. Metrolinx held a Construction Liaison Committee (CLC) meeting in June 2025 to inform the community on forecasted construction stages and progress updates. Metrolinx currently anticipates a 2027 completion date but notes this is subject to change.

Caledonia GO Station

Caledonia GO Station will be a brand-new station on the Barrie GO Line, directly integrated with the Eglinton Crosstown LRT and TTC buses. Construction commenced in July 2025, following the completion of preparatory works. Metrolinx has not yet provided a completion date for this station.

Kitchener GO Rail Corridor

Kitchener 4th Track Work

To support future service increase on the GO rail network, Metrolinx initiated several improvements in 2022 on the Kitchener GO rail line between Lansdowne Avenue and Dupont Street. Kitchener fourth track construction work is expected to be completed in Q1 2026. This work includes construction of:

- A 1.5-kilometre fourth track between Lansdowne Avenue at Rideau Avenue and Dupont Street at Dundas Street West;
- Noise barriers and retaining walls;
- A pedestrian tunnel connecting Bloor GO Station with Randolph Avenue, as well as a covered pedestrian pavilion;
- Realignment of the West Toronto Railpath, which has since reopened; and

- A community park at Ernest Avenue, comprised of a 740 square metre community space located along the rail path.

As of August 2025, critical preparatory works to enable the fourth track construction have been completed, such as vegetation clearing and utility works. A community park at Ernest Avenue, which comprises a 740 square-metre community space located along the rail path, has been completed and is open to the public. The installation of noise barriers and retaining walls is nearing completion, with construction continuing on a new covered pedestrian pavilion and pedestrian tunnel connecting Bloor GO Station with Randolph Avenue.

Lakeshore East GO Rail Corridor

Lakeshore East-West (LSE-W)

This project includes grading and retaining wall construction to accommodate a fourth track and noise walls between Pape Avenue and Kennedy Road. The work is divided into three packages. Package A (Kennedy Road to Milne Avenue) achieved total completion in Spring 2024. Package B (Milne Avenue to Woodbine Avenue) and Package C (Woodbine Avenue to Pape Avenue) reached substantial completion in Summer 2025. Some remaining deficiency work is expected over the following months before the project is fully complete.

Warden, Woodbine, and Danforth Avenue Bridges

The addition of a new fourth track along the LSE-W corridor requires the widening of the rail bridges at Warden, Woodbine and Danforth Avenues. Metrolinx commenced widenings in Spring 2021, and the bridge structures reached substantial completion in July 2025. Some remaining deficiency work is expected over the following months before the project is fully complete. Final completion for the project is expected to be reached by the end of 2025.

Small's Creek Ravine

Small's Creek Ravine is a well-used and highly valued natural area within the project limits of LSE-W, passing under the corridor between Coxwell and Woodbine Avenues. As the existing trail within the ravine was severed by the LSE-W construction, Metrolinx and the City have been working together to restore the community connection through the installation of a boardwalk. Construction of the boardwalk was completed in July 2025 and the boardwalk opened on September 19, 2025.

Lakeshore West GO Rail Corridor

Long Branch GO Station

Metrolinx is upgrading Long Branch GO Station, including installing an entrance building, a west tunnel with elevators and stairs to the platforms, a pedestrian access tunnel, bike lanes, shelters, and storage facilities.

Phase one of the east tunnel excavation work at Long Branch started in June 2025 and is scheduled to be completed by Q4 2025. Following the excavation, a tunnel box will be formed, poured and pushed into the excavated area. Installation of the east end platforms are underway. The newly constructed east end of the station is scheduled to open to the public in late 2027. Once the eastern portion is open, the station's western portion will be staged for construction. The completion date for this project is expected to be late 2030 but is under review and subject to change.

Mimico GO Station

Metrolinx is upgrading Mimico GO Station to enhance the customer experience and ensure the station complies with the Accessibility for Ontarians with Disabilities Act. These upgrades include a new east pedestrian tunnel or bridge with north and south entrance buildings, elevator connections to the new pedestrian tunnel or bridge, platforms rehabilitation, and a passenger pick-up and drop-off area adjacent to the south entrance building. Design work is underway and timelines for construction will be provided as design progresses.

Stouffville GO Rail Corridor

Steeles Avenue Grade Separation

A rail-over-road grade separation was built at Steeles Avenue as part of the GOE Program. The project reached substantial completion in Summer 2023. Given that this project is located on the municipal boundary with York Region, both the City and York Region have agreed to divide the 15% municipal share of the capital costs evenly (50/50), the remaining 85% of the capital costs are being paid by Metrolinx. The project contractor is still rectifying minor deficiencies on this project.

Finch-Kennedy Grade Separation

This road-under-rail grade separation on Finch Avenue east of Kennedy Road is being constructed to facilitate improved and more frequent GO rail service on the Stouffville corridor. While the SmartTrack Finch-Kennedy Station has been deferred until the Province identifies a funding solution, the design and coordination work for the grade separation continues as it is funded under the GOE Program. Early works for the grade separation began in 2024, when it was still tied to Finch-Kennedy Station. City staff are working with Metrolinx to review and advance the grade separation design. Metrolinx is futureproofing for the station in their redesign and delivery of the grade separation through the following measures:

- WheelTrans pick-up and drop-off at the northeast quadrant of the rail corridor to facilitate the maneuvering of emergency vehicles and garbage trucks;
- Caissons for the main station building, service building, and additional station buildings;
- Wet utilities associated with the storm water holding tank including those that service the station building;

- Piers for the two platform bridges on each side of the grade separation rail bridge;
- Signage for grade separation, right-of-way, and storm water pumping station; and
- Revised track drainage to protect for the station.

Metrolinx has not yet provided a timeline for contract award and construction.

Agincourt GO Station

Metrolinx has continued to improve access and accessibility 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. In tandem, a new north parking lot and the west platform were opened to riders. A new second track, platform and relocated east platform were completed in May 2023.

Metrolinx remains committed to implementing a permanent closure of Dowry Street east of Reidmount Avenue in the future. The section remaining open will see improvements to roadway assets (e.g., cycling lane, sidewalk, etc.) on Dowry Street and the potential incorporation of a BikeShare station. Metrolinx has not provided a timeline for this work. During this interim period, Transportation Services will be providing temporary measures to increase the safety of Dowry Street east of Reidmount Avenue for vulnerable road users accessing Agincourt GO Station.

Stouffville Rail Corridor Expansion

In-corridor upgrades, including grading, double-tracking, and new signals, are underway. This project is divided into two phases. Phase 1 is between north of Kennedy GO Station to Highland Creek. The completion of signal work in 2024, allowed the new track to enter service and for the diversion track to be removed. Phase 2 is between Highland Creek and Agincourt GO Station. Upon its completion, this project will provide greater corridor capacity to increase GO train service resiliency and frequency.

Multi-Corridor Projects

Existing Stations Renovations (ESR) Program

The ESR Program will result in improvements at stations across the network. Metrolinx completed the design phase in Summer 2025 and anticipates releasing a construction tender in late 2025 or early 2026.

Utility Early Works - West Toronto Transmission Line Relocation and Arsandco Park (Relocation of Toronto Hydro overhead infrastructure)

To support the future electrification and double track of Metrolinx's rail network, third-party utilities will need to be relocated away from the rail right-of-way to accommodate additional infrastructure. A vast majority of these relocations are contained within the

Metrolinx rail corridor. The City does not have current timelines for this work from Metrolinx but will work closely with them on any relocations that impact City property.

Level Crossings on the GO Corridor

Ensuring safe grade crossings is a shared responsibility between rail and road authorities. Metrolinx is implementing safety measures that align with Transport Canada's standards and address site-specific hazards. Within the City, Metrolinx is delivering safety enhancements at several locations on the Lakeshore East, Stouffville and Barrie Corridors. Safety enhancements could include measures for pedestrian safety, crossing sealing (fencing) and other interventions to mitigate safety hazards and reduce grade crossing safety risks. Recently, Metrolinx implemented level crossing mitigations along the Lakeshore East Corridor, including at Scarborough Golf Club Road, Manse, and Beechgrove.

On-Corridor (OnCorr) Milestones and Key Updates

OnCorr is the largest component of GO Expansion, and refers to trackwork, train service planning, signalling, electrification, and maintenance and the remaining civil works required to unlock 15-minute or better two-way all-day electrified service over core segments of the GO rail network.

Metrolinx with their contractor, ONxpress, has reached 60% design on several initial packages of work. Relevant design packages are being shared with the City.

The OnCorr Project Agreement included provisions for the potential transition of operations and maintenance of the GO Rail and UP Express fleets to a separate entity within the ONxpress organization, ONxpress Operations Inc. (OOI). In May 2025, Metrolinx made the decision to terminate their contract with OOI, who were set to assume responsibility for rail operations and maintenance in January 2025. Metrolinx states that OOI did not demonstrate sufficient readiness to take on these responsibilities, resulting in Metrolinx making the decision to end its partnership with OOI. While Metrolinx's partnership with OOI has come to an end, their GOE work is proceeding, including electrification, signalling, service increases, and station upgrades, including at Union Station.

Union Station Enhancement Project (USEP)

USEP is currently underway to expand the capacity of Union Station to meet future service increases. Construction began in late 2021. Upgrades to Union Station are being completed in phases as part of the GOE Program, including a new south passenger concourse spanning from Bay to York Streets with connections into the York, VIA and Bay Concourses, Union Square and Scotiabank Arena, and new improved platforms with more access to and from the concourse levels.

Don and Wilson Yards

The Don and Wilson Yards are being combined into a single active rail yard with a maintenance facility to support future GOE service levels. Early works at the Wilson Yard commenced April 2022. Early works includes track removal, grading and drainage work, retaining wall installation, access road construction and utility relocations. This work, in addition to adjacent City works, continues to impact the closure of a section of the Lower Don Trail, and a realignment of the trail is being developed by City staff as described in the Lower Don River Trail update in the main body of this report.

Union Station Rail Corridor (USRC) East Track Enhancements

In addition, Metrolinx is undertaking the East Track Enhancements project, which will support two additional sections of track to be installed along the south side of the USRC to the east of Union Station. This work will increase capacity and allow for future electrification as part of the larger GOE Program.

OnCorr Grade Separations (Lakeshore East Corridor)

Metrolinx has reached 60% design for the Morningside Avenue, Galloway Road, and Poplar Road grade separations, which the City has reviewed. Early works are expected to begin in November 2025, with construction beginning in Fall 2026.

Birchmount Bridge Reconstruction

This bridge was originally planned for major modification and rehabilitation to allow an additional track at the crossing. However, a detailed condition survey of this bridge during preliminary design concluded the existing bridge is in poor condition. Metrolinx is advancing designs for the reconstruction of this bridge and the City has reviewed 90% designs. Early works began in September 2025, with construction starting in fall 2026.

Electrical Protection Barriers (EPBs)

EPBs are attachments on top of bridge barriers (i.e. poles, railings) that are installed over electrified catenary wires or other infrastructure. These barriers help to reduce any safety risk for commuters by making high-voltage cables inaccessible. Metrolinx is advancing the EPB design on some bridges to prepare for electrification. Metrolinx is expected to send City staff the 60% design of 11 bridges along the Lakeshore East (LSE) and Lakeshore West (LSW) Corridors by Spring 2026.

Danforth GO Station

Danforth GO Station is being enhanced with a new south track and platform to enable enhanced LSE service through a segregation of LSE and Stouffville rail corridor traffic. The City has reviewed 60% design plans for Danforth GO Station. Some preliminary work within Metrolinx's corridor and preliminary disruptive work necessary to complete the Environmental Site Assessment Phase II began in September 2025.

The Danforth GO Station project continues to advance, with the 90% design phase currently in progress. These designs are targeted to be shared with the City in Q4 2025. Following this, the Issued for Construction (IFC) package is anticipated to be completed in Spring 2026. City staff have been working with Metrolinx on ways to reduce the disruption and keep most of the facilities of the park available during construction.

Woodbine GO Station

Metrolinx is moving forward with the new Woodbine GO Station on the Kitchener Corridor that will feature a new station building and rail platforms, accessible facilities, pedestrian bridges, dedicated GO parking, a passenger pick-up and drop-off area, a bus loop and a passenger waiting area for seamless transfers to local transit services. Once built and operational, Woodbine GO Station will replace Etobicoke North Station, enabling the future installation of an additional fourth track and upgraded signalling system.

Construction is underway at Woodbine GO Station, with early works having begun in July 2025. Early works include activities like grading and excavating, deep sewer and underground utility works, realigning Entrance Road to the north, and preparing for a future track diversion to accommodate the new island platforms. Utility works are expected to occur in Fall 2025.

Logistics Hubs

Located on Metrolinx's lands, the rail-based logistics hubs are essential support centres designed to streamline the management of construction materials. Early site preparatory works have been completed at key locations, including Resources Road, Mimico and Obico Yards. City staff have reviewed the 60% design of all sites and are expected to review the 90% design during Fall 2025, with Mimico and Resource Road expected to be at 90% design, and Obico expected to be at pre-IFC. Metrolinx is continuing work with the City on relevant permitting requests. Site construction at Obico, Mimico and Resources Road hubs began in June 2025 and is forecasted to be completed in December 2025. Operations will start as needed in early 2026.

Traction Power Substations (TPSS)

The infrastructure to power the overhead catenary system is comprised of new TPSS facilities within Metrolinx lands, Traction Feeder Facilities (TFF), switching stations, and paralleling stations. TPSS facilities are adjacent to the hydro high-voltage grid where power will be sourced for the electrified rail network. TFFs are required in several locations where TPSS facilities are not directly adjacent to the rail corridor. Paralleling stations supports consistent power supply to areas that are further from the TPSS power source. Several traction power facilities are located within Toronto, and the City has reviewed the 60% design for these facilities.

Oriole GO Station Parking Lot Closure

Starting in July 2025, the Oriole GO parking lot was permanently closed due to construction on Highway 401. The station will remain open with regular service. Parking is available at Old Cummer GO, located approximately 3.5 kilometres north of Oriole GO. While pedestrian and bike access remain, parking and passenger pick-up and drop-off for all drivers will no longer be available at Oriole GO Station.