

# Ontario Line - Construction Update – Fourth Quarter 2025

**Date:** December 18, 2025

**To:** Toronto and East York Community Council

**From:** Executive Director, Transit Expansion Division

**Wards:** 4, 9, 10, 11, 12, 13, 14, 19

## SUMMARY

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City Council, through TE4.70, directed City staff to report to Toronto and East York Community Council (TEYCC) on a semi-annual basis with updates on the status and progress of Metrolinx's Ontario Line construction in Toronto-East York.

This report provides updates on:

- Ontario Line South construction updates and station-specific issues;
- Other project-wide construction issues and responses, such as haul routes and construction mitigation approaches;
- Community engagement;
- Metrolinx's Community Benefits and Supports Program; and
- Progress on the Ontario Line Subcommittee Recommendations.

## RECOMMENDATIONS

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The Executive Director, Transit Expansion recommends that:

1. Toronto and East York Community Council receive this report for information.

## FINANCIAL IMPACT

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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

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On December 16, 2025, City Council adopted NY28.32 Metrolinx's Ontario Line Construction within the North York District - Fourth Quarter 2025 Update, which updated North York Community Council on the status and project details of the three Ontario Line stations within the boundaries of North York and the Province's Transit-Oriented Communities (TOC) project at Thorncliffe Park.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.NY28.32>

On November 12, 2025, City Council adopted EX27.3 Metrolinx Ontario Line - Cosburn Station, Bain Emergency Exit Building and Gerrard Portal - Temporary Road Closures and Transportation Impacts which provided updates on Metrolinx's planned construction activities, community impacts and mitigation measures for part of the northern tunneled segment of the Ontario Line including the Cosburn Station, Bain Emergency Exit Building, and Gerrard Portal sites.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX27.3>

On July 23, 2025, City Council adopted, with amendments, TE24.66 Ontario Line - Construction Update - Second Quarter 2025 which provided an update on the status of Ontario Line construction within the boundaries of TEYCC.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE24.66>

On April 28, 2025, the Exhibition Place Board of Governors adopted EP16.17 Ontario Line Update - Metrolinx Presentation, which provided updates on construction at Exhibition Station. Staff from Metrolinx also attended the Board meeting to present the construction progress of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EP16.17>

On April 23, 2025, City Council adopted, with amendments, DM29.2 Requiring Metrolinx to Develop a Heavy Truck Safety Plan - by Councillor Paula Fletcher, seconded by Deputy Mayor Ausma Malik, which requested Metrolinx develop and publicly share a Heavy Truck Safety Plan including enforcement measures, monitoring protocols, and ways for residents to report concerns in response to residents' concerns with safety on the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.DM29.2>

On April 23, 2025, City Council adopted TE20.55 Ensuring Safety for the Ontario Line Construction - Ward 14. City staff responded to Toronto and East York Community Council (TEYCC) direction by providing information on current haul routes used by Metrolinx's contractors, an update on the incidents near the Pape-Sammon construction site, and an overview of policies and measures being implemented by Metrolinx and its contractors to prevent future incidents and ensure public safety on the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE20.55>

On February 5, 2025, City Council adopted, with amendments, TE19.28 Ontario Line - Fourth Quarter Construction Update, which provided updates on the status of construction activities and resolution of station-specific issues at Pape and Exhibition stations on the Ontario Line construction within the boundaries of TEYCC.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE19.28>

On October 29, 2024, North York Community Council (NYCC) adopted NY18.30 Metrolinx's Ontario Line Construction within the North York District – Fourth Quarter Update, which provided an update on the status and progress of the Province's TOC proposals as well as the construction of the northern segment of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY18.30>

On October 9, 2024, City Council adopted TE16.56 Liberty Village Traffic Action Plan Update, requesting City staff to expedite design coordination and development of delivery agreements with Metrolinx to ensure that Liberty New Street, between Dufferin Street and Strachan Avenue, is constructed and opened concurrently with the Ontario Line Exhibition Station and to provide a status update to TEYCC as a part of the next Ontario Line Update report.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.56>

On July 24, 2024, City Council adopted EX16.3 Subway Agreement in Principle (AIP) and Update on Metrolinx Subway Program - Third Quarter 2024, which provided City Council with an update on key items related to the Subway Program including the negotiations of the Subway AIP and an update on the status of the Subway Program projects, including the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX16.3>

On June 27, 2024, City Council adopted EX15.2 Priorities in Transit Expansion and TOC Projects, which seeks to strengthen internal coordination to maximize achievement of the City priorities through interactions with the Provincial government and its agencies in the delivery of all current and future transit expansion and TOC projects.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX15.2>

On May 22, 2024, City Council adopted EX14.2 Ontario Line Pape Segment Advanced Works - Temporary Road Closures and Transportation Impacts, which provided an overview of Metrolinx's plans for Advanced Works near the Ontario Line Gerrard Portal site, Pape Station site, and Sammon Crossover Emergency Exit Building site.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX14.2>

On March 20, 2024, MM16.31 Request for Updates on Northern Segment of the Ontario Line City Council requested City staff to report to North York Community Council with regular updates on the status and progress of the Province's TOC proposals as well as updated to the design and construction of the Northern segment of the Ontario Line that is within the boundaries of North York.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.MM16.31>

On January 24, 2024, City Council adopted TE10.40 Metrolinx's Ontario Line Construction within the Toronto and East York District - First Quarter Update, which provided an update on the current status of the Ontario Line construction within the boundaries of TEYCC and provided an update on the recommendations shared with Metrolinx as directed through TM2.1.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.40>

On December 13, 2023, City Council adopted, with amendments, CC13.2 Ontario-Toronto New Deal Agreement, which included the terms of the Ontario-Toronto New Deal in Principle. The "New Deal" included several transit commitments, including agreement from the City to finalize negotiations and seek Council approval of the Subway Program AIP before June 2024.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.CC13.2>

On October 11, 2023, City Council adopted TE7.81 Protecting and Upgrading Jimmie Simpson Playground due to Ontario Line Construction, which provided an update on City Council's request for Metrolinx to replace the wading pool and playground in Jimmie Simpson Park and provided details on the status of the license agreement for Metrolinx to access Jimmie Simpson Park to complete Ontario Line works.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE7.81>

On July 19, 2023, City Council adopted TM2.1 City of Toronto Recommendations for Metrolinx's Ontario Line Construction within the Toronto and East York District, to fulfill the mandate of the Subcommittee on Metrolinx's Ontario Line Construction by consolidating City staff recommendations and public feedback, and City Council directives to create recommendations for Metrolinx on reducing the construction impacts, providing opportunities for residents and businesses and supporting the communities most impacted by the Ontario Line construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TM2.1>

On June 14, 2023, City Council adopted EX5.3 Update on Metrolinx Subway Program - Second Quarter 2023, which provided a status update on the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX5.3>

On June 14, 2023, City Council adopted TE5.46 Report Back on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided additional details on the Ontario Line construction requested by City Council.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.46>

On May 10, 2023, City Council adopted TE4.70 Update on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided details on the status of the Ontario Line within the boundaries of TEYCC, including timelines, construction mitigation plans, and community engagement milestones. Through the report City Council requested the Executive Director, Transit Expansion report back to the TEYCC on a semi-annual basis.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.70>

On February 23, 2023, TEYCC adopted item TE3.43 Striking a Sub-committee on Metrolinx's Ontario Line Construction, which requested the establishment of a subcommittee composed of Councillors from Wards 10, 13 and 14 and directed the Executive Director, Transit Expansion to report to the first meeting in March 2023 regarding the current status of the Ontario Line, pedestrian and traffic management plans, and opportunities for City and resident involvement moving forward.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE3.43>

On June 15, 2022, City Council adopted, with amendments, EX33.1 Metrolinx Transit Expansion Projects - Second Quarter 2022, which provided an update on key milestones of the Subway Program and City Council approval for closures of roads, sidewalks, and multi-use trails to support construction of the Ontario Line.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX33.1>

On April 6, 2022, City Council adopted with amendments EX31.2 Ontario Line Transit Oriented Communities, which directed staff to finalize negotiations and execute an agreement on a Value Allocation Framework for the Province's TOC program and to enter into a series of Memorandums of Understanding with the Province at each Ontario Line station to document City and Provincial commitments.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX31.2>

On July 6, 2021, City Council adopted EX25.5 Update on Metrolinx Transit Expansion Projects - Second Quarter 2021, which provided a status update on Metrolinx-led transit expansion projects currently underway in Toronto.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>

In November 2020, City Council adopted, with amendments, EX18.3 Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020 and adopted directives related to several Metrolinx transit expansion projects, including the Ontario Line.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

In September 2020, City Council adopted, with amendments, EX16.5 Provincial Priority Transit Expansion Projects - Subway Program Status Update Third Quarter 2020, which provided a status update on the Province's Subway Program in Toronto, including within the boundaries of TEYCC.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.5>

In October 2019, City Council adopted, with amendments, EX9.1 Toronto-Ontario Transit Update, authorizing City staff to execute the Preliminary Agreement with the Province of Ontario, which established principles and responsibilities for the implementation of major transit initiatives, including the Subway Program.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2019.EX9.1>

## COMMENTS

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The Province of Ontario is delivering the Ontario Line through its agency, Metrolinx. The Ontario Line will be a 15.6-kilometre subway with 15 stops running from Exhibition Station to the Don Valley Station (formerly Ontario Science Centre Station). See Figure 1 for the full alignment. Construction of the Ontario Line is being delivered through various early works contracts and the following four major contracts, all of which are awarded with work underway:

1. Rolling Stock, Systems, Operations and Maintenance (RSSOM), led by Connect Six;

2. Southern Civil, Stations and Tunnel (South Civils), led by Ontario Transit Group;
3. Elevated Guideway and Stations (EGS), led by Trillium Guideway Partners; and
4. Pape Tunnel and Underground Stations (PTUS), led by Pape North Connect;

Construction of the Ontario Line began in December 2021 and according to current schedules from Metrolinx, is expected to be complete in 2031.



**Figure 1: Ontario Line Alignment (including the joint Ontario Line-GO corridor) (Source: Metrolinx)**

## Station Updates

### Pape Station

#### *Construction Update*

- Major excavation commenced at Pape Station in October 2025.
- Crews are currently underpinning the existing TTC subway box at Pape Station. Once complete, it will enable excavation to take place beneath the current station for the future Ontario Line connection. Underpinning began in October 2025 and is expected to be complete in July 2026<sup>1</sup>.
- An Emergency Service Building (ESB) is being built at Pape-Sammon. In early 2026, demolition of six Metrolinx-owned properties (875 – 887 Pape Ave.) is expected to take place and excavation work will begin.
- The northeast corner of Pape Avenue and Bain Avenue is the future site of an Emergency Exit Building (EEB) for the Ontario Line. Support of excavation work began in October 2025 and is expected to be complete in Q2 2027<sup>2</sup>.

#### *Haul Route Update*

<sup>1</sup>[https://assets.metrolinx.com/image/upload/v1764867200/Images/Metrolinx/Ontario%20Line/Pape\\_Danforth\\_and\\_Sammon\\_CLC\\_December\\_2025.pdf](https://assets.metrolinx.com/image/upload/v1764867200/Images/Metrolinx/Ontario%20Line/Pape_Danforth_and_Sammon_CLC_December_2025.pdf)

<sup>2</sup> [https://assets.metrolinx.com/image/upload/v1762454090/Images/Metrolinx/Ontario%20Line/2025-10-08\\_Notice\\_Bain\\_Parking.pdf](https://assets.metrolinx.com/image/upload/v1762454090/Images/Metrolinx/Ontario%20Line/2025-10-08_Notice_Bain_Parking.pdf)

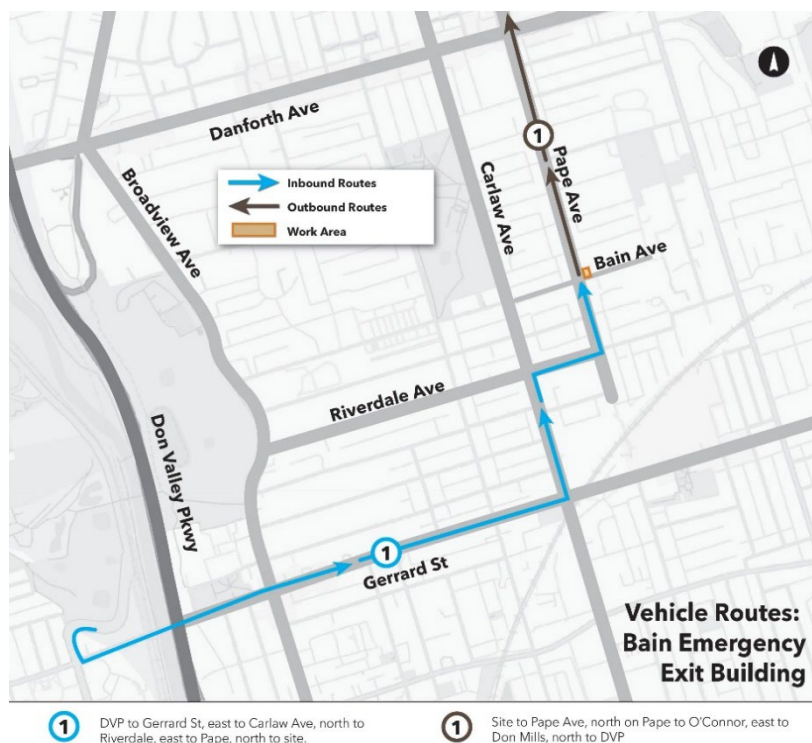


The expected truck volume at the Pape Station site is approximately 100 trucks per day and this is anticipated to continue until summer 2026. Metrolinx is finalizing the estimated truck volumes for the next stage of work with their contractor. Further information will be provided to the local councillor and community by Metrolinx when available through Construction Liaison Committees (CLCs) and public construction notices.



**Figure 2: Pape Station Haul Routes (Source: Metrolinx)**

Metrolinx and Transportation Services Division staff have developed haul routes that are in accordance with the Ontario Line Truck Safety Plan. Refer to Figure 2 for the haul routes and map. Danforth Avenue was selected for the haul route, in part, because the primary access gate for the site is on Danforth Avenue and it avoids trucks using routes through residential neighbourhoods by directing them through major arterial roads. At this time, the Gertrude gate is only used for jet grout works and to access the Gertrude Work Zone. Metrolinx will assess the use of the Gertrude gate for hauling after jet grouting is complete.



**Figure 3: Bain Emergency Exit Building Haul Route (Source: Metrolinx)**

The daily truck volume for the Bain EEB is approximately 20 trucks per day during the current phase of work (jet grouting) and will increase to roughly 28 trucks per day when piling work begins in summer 2026. The peak truck volume is expected to start in spring 2027, with 70 trucks per day when the deep excavation for the EEB begins. Refer to Figure 3 for the haul routes and map. For added safety, Metrolinx will be installing two new pedestrian crosswalks at Dingwall Avenue and Bain Avenue on Pape Avenue, and will deploy up to four traffic control personnel on site.

## Cosburn Station

### *Construction Update*

- Support of excavation work is scheduled to begin by January 2026 at Cosburn Station and is expected to be completed in Q3 2027.
- Piling and excavation commenced in November 2025 at the Minton Place Portal<sup>3</sup>. This is expected to last 13 months, and due to space constraints at the site, work will alternate between piling and excavation. The anticipated daily truck volume is 12 trucks when piling, and 50 trucks when excavating<sup>4</sup> (see Figure 4 for map of the haul route). From March to September 2026, an additional 10 trucks per day are anticipated for slope stabilization work.

### *Haul Route Update*

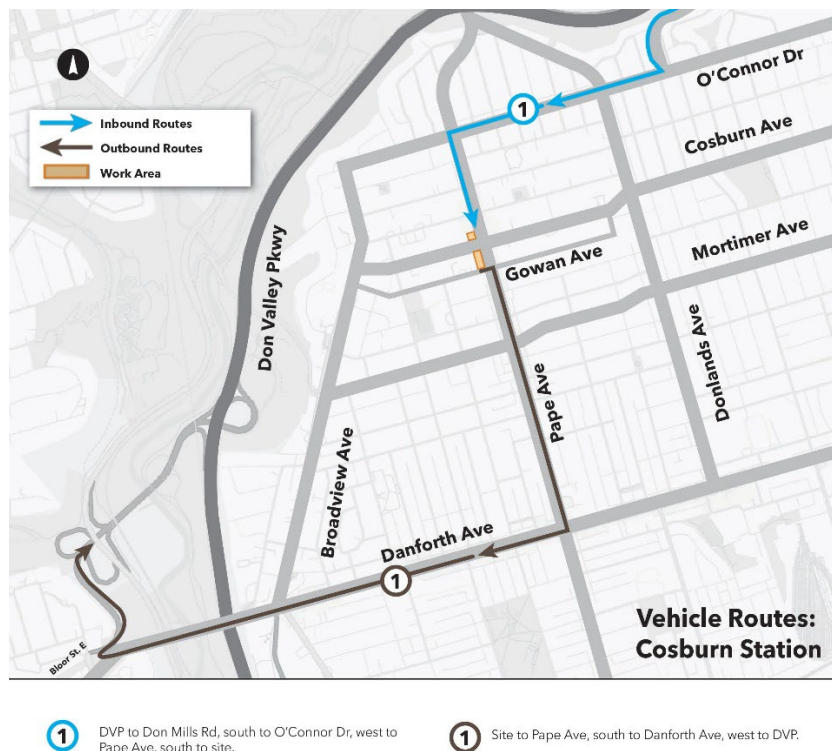
<sup>3</sup>[https://assets.metrolinx.com/image/upload/v1756918862/Images/Metrolinx/Ontario%20Line/Phase 2 Excavation and Piling Notice at Minton Place.pdf](https://assets.metrolinx.com/image/upload/v1756918862/Images/Metrolinx/Ontario%20Line/Phase%202%20Excavation%20and%20Piling%20Notice%20at%20Minton%20Place.pdf)

<sup>4</sup>[https://assets.metrolinx.com/image/upload/v1758123050/Images/Metrolinx/20250917\\_PapeCosburn\\_CLC.pdf](https://assets.metrolinx.com/image/upload/v1758123050/Images/Metrolinx/20250917_PapeCosburn_CLC.pdf)





**Figure 4: Minton Place Tunnel Portal Haul Route (Source: Metrolinx)**



**Figure 5: Cosburn Station Haul Route (Source: Metrolinx)**

The anticipated truck count for Cosburn Station is 18 trucks per day for this stage of work and will increase to 42 trucks per day in spring 2026 when support of excavation work commences. When excavation and station construction begins in fall 2026, the peak truck volume is anticipated to be 114-116 trucks per day and this phase of work is

expected to continue until 2031. Refer to Figure 5 for the haul route and map. Metrolinx will have full time traffic control personnel during working hours and will be implementing additional safety measure as required.

#### Joint Corridor Stations and Related Work (Gerrard, Riverside-Leslieville, East Harbour)

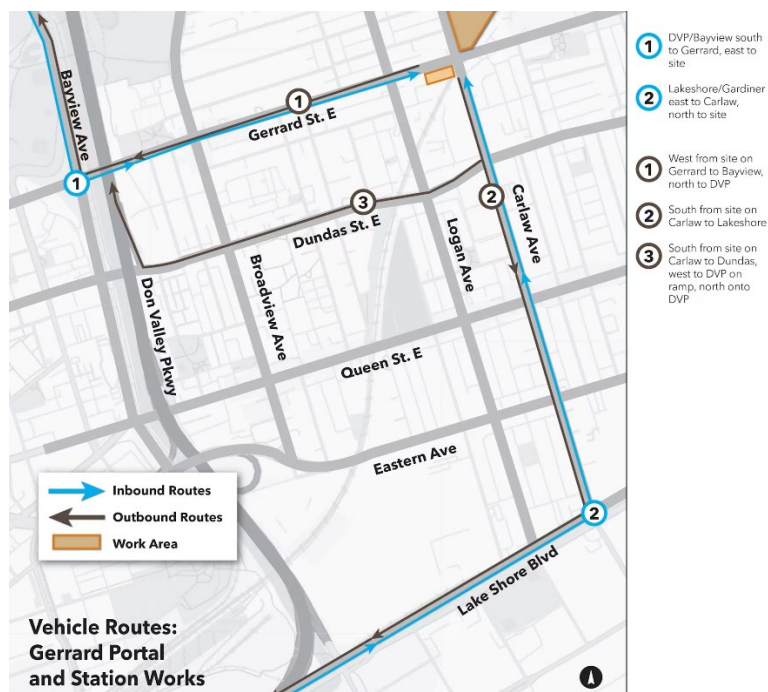
##### *Construction Update*

- The retaining walls and noise barriers along the east side of the joint corridor are complete. Construction on the west side of the joint corridor began in April 2025 and is expected to be complete by February 2026.
- Metrolinx's contractor, Trillium Guideway Partners, began mobilizing and preparing the Riverside-Leslieville and Gerrard-Carlaw station sites in December 2025. Excavation will begin in spring 2026.
- Dundas and Logan bridges continue reconstruction. Once the bridge decks are completed, the roadway will be restored. Traffic lanes and sidewalks on Dundas Street and Logan Avenue are expected to reopen in March 2026.

##### *Haul Route Update*

The Gerrard Portal is located at Gerrard Street East and Carlaw Avenue, and there will be significant truck activity when portal and station excavation commences in fall 2026. Currently, the estimated truck volume is 56 trucks per day, but it is expected to increase up to 155 in summer 2026, and 181 in late 2026 and into 2027.

Metrolinx, working with City staff, have engaged the community on haul routes for the Gerrard Portal work, consistent with direction from TE24.66. On October 20, 2025, the local councillor hosted a virtual town hall meeting with Metrolinx on the Gerrard Portal haul route to request Metrolinx to publicly consult on this haul route. The haul route (see Figure 6) was posted online by Metrolinx to their [Ontario Line Truck Route Safety Plan](#) webpage and was also distributed to the local CLC. The haul route was also included as part of EX27.3, which proposed temporary road closures and transportation impacts for Ontario Line construction, and adopted by Council in November 2025.



**Figure 6: Gerrard Portal and Station Works Haul Route (Source: Metrolinx)**

Additional mitigation and safety measures by Metrolinx at this site include paid duty officers on Carlaw Avenue, traffic control personnel at each construction site gate, crossing guards at Gerrard-Carlaw and scissor gates to prevent pedestrians from entering driveway zones when in use by vehicles. City staff will continue to monitor compliance by Metrolinx to the haul routes and work with Metrolinx to address any traffic impacts from the construction.

### *Gerrard-Carlaw Parkette and Dog-Off Leash Area*

The dog off-leash area (DOLA) at the Gerrard-Carlaw Parkette closed in November 2025 due to Ontario Line construction<sup>5</sup>. A temporary DOLA located across the street at the southeast corner of Gerrard Street East and Carlaw Avenue opened in June 2025. It is expected to remain open until 2030/2031, at which point Metrolinx will complete construction of Gerrard Station, which will include a new plaza and reinstallation of a permanent DOLA. Metrolinx is designing the permanent DOLA with input from the local councillor and City staff, and it will be submitted to the appropriate Council committee for review per IE26.19 and constructed in accordance with City standards.

### Corktown Station (and Don Yard)

#### *Construction Update*

- Excavation was completed at Corktown Station's north site in October 2025, and transitioned to permanent station construction. The south site at Corktown Station is continuing with excavation.

<sup>5</sup> [https://assets.metrolinx.com/image/upload/v1762207184/Images/Metrolinx/Ontario%20Line/TGP-OLN\\_EGS-Construction Notice-DOLA Closure UpdateNov7\\_Final.pdf](https://assets.metrolinx.com/image/upload/v1762207184/Images/Metrolinx/Ontario%20Line/TGP-OLN_EGS-Construction Notice-DOLA Closure UpdateNov7_Final.pdf)

- At the Don Yard, shoring and excavation continue to make room for the Ontario Line tunnel and portal, and in early 2026 will transition to permanent works, beginning with foundation work for the tunnel and portal.
- Metrolinx has progressed the construction of the new Lower Don Bridge. Over the fall, crews have been installing structural steel and assembling pieces of the bridge. At the end of January 2026, there will be a closure of the DVP to install the east half of the bridge<sup>6</sup>.

## Moss Park Station

### *Construction Update*

- Permanent station construction began in June 2025, with the construction of the station shaft base.
- Walls and columns will be constructed over the course of six months and are expected to be complete in Q3 2026. Construction will then transition to building the concourse and platforms.

## Queen Station

### *Construction Update*

- Excavation work is in progress at the station sites and expected to continue through early summer 2026. Once excavation is complete, the next phase will involve tunnelling and permanent station construction.

## Osgoode Station

### *Construction Update*

- In November 2025 at the north site, crews completed constructing the acoustic shelter and has transitioned to excavation aimed for completion in summer 2026.
- At the south site on Simcoe Street, excavation continues and is expected to be complete in spring 2026<sup>7</sup>.

## Queen-Spadina Station

### *Construction Update*

- The final stage of excavation is underway and is expected to be completed in early 2026<sup>8</sup>. Permanent station construction works will follow.

## *Noise Disturbances*

The local community has experienced significant noise disturbances throughout 2025, as excavation and rock breaking was occurring. As directed through TE24.66, City staff

<sup>6</sup> [https://assets.metrolinx.com/image/upload/v1762359944/Documents/Don\\_Yard\\_In-person\\_Meeting\\_October\\_16\\_2025.pdf](https://assets.metrolinx.com/image/upload/v1762359944/Documents/Don_Yard_In-person_Meeting_October_16_2025.pdf)

<sup>7</sup> [https://assets.metrolinx.com/image/upload/v1764189720/Images/Metrolinx/Ontario%20Line/Osgoode\\_C LC\\_November\\_26\\_2025\\_Presentation.pdf](https://assets.metrolinx.com/image/upload/v1764189720/Images/Metrolinx/Ontario%20Line/Osgoode_C LC_November_26_2025_Presentation.pdf)

<sup>8</sup> [https://assets.metrolinx.com/image/upload/v1763491554/Images/Metrolinx/Ontario%20Line/Ontario\\_Line\\_-\\_Queen-Spadina\\_South\\_Site\\_Construction\\_Update\\_-\\_Nov\\_21\\_2025.pdf](https://assets.metrolinx.com/image/upload/v1763491554/Images/Metrolinx/Ontario%20Line/Ontario_Line_-_Queen-Spadina_South_Site_Construction_Update_-_Nov_21_2025.pdf)

requested an additional acoustic shelter be constructed at the south Queen-Spadina Station site. Metrolinx has noted the site does not have 24/7 operations, therefore there are no plans to install an acoustic shelter. Metrolinx is focusing on source-based mitigation, such as noise blankets, adjusted equipment hours and monitoring<sup>9</sup>. Once the station completes excavation and enters permanent station works, estimated in Q1 2026, Metrolinx anticipates noise to decline. Metrolinx continues to monitor noise and vibration and investigates all reported exceedances.

### King-Bathurst Station

#### *Construction Update*

- Excavation was completed at both north and south sites in fall 2025 and construction has now transitioned to permanent station works.

### Exhibition Station

#### *Construction Update*

- On the west portion of the Exhibition station site, by the current Exhibition GO station, work is underway to create the new foundations and shared passenger platforms at the future entrance of the Ontario Line Exhibition Station.
- The east side of the station site (towards Strachan Avenue) contains the Ontario Line Launch Portal, which the tunnel boring machines (TBMs) will be lowered into. Excavation at the tunnel launch shaft was completed in August 2025 and the TBMs are anticipated to launch in the spring of 2026, where they will tunnel approximately 20 metres per day<sup>10</sup>.
- Crews have started permanent works at Ordnance Triangle Park for the future Ontario Line Emergency Exit Building (EEB), beginning with foundation work.
- A traction power substation (TPSS) is an electrical facility required to power the future electric Ontario Line trains. Excavation for the TPSS finished in the fall of 2025 and construction completion is scheduled for summer 2026<sup>11</sup>.

#### *Haul Route Update*

As reported through TE19.28 and TE16.56, Liberty Village is anticipated to experience a significant increase of construction truck traffic as construction activities for Exhibition Station advance and tunnelling begins in 2026.

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<sup>9</sup> [https://assets.metrolinx.com/image/upload/v1757079562/Images/Metrolinx/Ontario%20Line/Queen-Spadina\\_September\\_CLC\\_Minutes.pdf](https://assets.metrolinx.com/image/upload/v1757079562/Images/Metrolinx/Ontario%20Line/Queen-Spadina_September_CLC_Minutes.pdf)

<sup>10</sup> [https://assets.metrolinx.com/image/upload/v1762873975/Documents/Metrolinx/Exhibition\\_TBM\\_delivery\\_and\\_assembly\\_November\\_2025.pdf](https://assets.metrolinx.com/image/upload/v1762873975/Documents/Metrolinx/Exhibition_TBM_delivery_and_assembly_November_2025.pdf)

<sup>11</sup> [https://assets.metrolinx.com/image/upload/v1764617142/Images/Metrolinx/Ontario%20Line/UPDATED\\_Exhibition\\_Station\\_Updated\\_Platform\\_Works\\_December\\_2025.pdf](https://assets.metrolinx.com/image/upload/v1764617142/Images/Metrolinx/Ontario%20Line/UPDATED_Exhibition_Station_Updated_Platform_Works_December_2025.pdf)





Figure 7: Exhibition Station – Inbound Haul Route (Source: Metrolinx)



Figure 8: Exhibition Station – Outbound Haul Route (Source: Metrolinx)

Metrolinx worked with the local community and City staff to update the haul route so that trucks now primarily use Dufferin Street to enter and exit the Exhibition work site. For



occasional oversized deliveries, trucks may use Hanna Avenue or the new access gate on Strachan Avenue as an alternate route when necessary. In November 2025 Metrolinx paved a hauling road within the worksite and constructed an access ramp to enable trucks to enter the worksite from Strachan Avenue (see Figures 7-8 for maps of the haul route).

As requested in TE19.28, Metrolinx conducted a structural steel inspection and fatigue analysis on the Dufferin Street Bridge, which extends over the Metrolinx GO Transit Corridor, to determine the overall structural capacity of the bridge and capacity to support the anticipated use of Ontario Line haul trucks. The findings from the report found the bridge safe for Metrolinx to use for hauling, subject to future scheduled maintenance and assessments.

As directed through TE19.28, the City worked with Metrolinx to assess the Exhibition haul route use of Dufferin Street in conjunction with RapidTO when implemented. Evaluation of the other available options determined it would remain optimal to maintain Dufferin Street as the primary haul route. In addition, to minimize congestion from haul trucks, Ontario Line construction vehicles have been granted permission to use the lanes between Dundas Street West and Lake Shore Boulevard West.

## **Other Construction Updates**

### *Don Valley and Joint Corridor Tree Restoration*

Through TE24.66, City Council directed staff to publicly share the tree replanting plan and maintenance for the Don Valley. In 2023-2024, tree removals took place in the Don Valley and Minton Place to facilitate bridge construction in the Don Valley. Urban Forestry (UF) Division staff worked with Metrolinx to minimize tree impacts through the permit process. In total 477 trees were removed from these natural areas and UF staff collected compensation payments of \$494,052 for these removals in Ward 14. Metrolinx is required to restore 1.9 ha of natural areas that include, at a minimum, 3,705 trees and 8,645 shrubs. This will be achieved through a mix of on-site plantings and cash-in-lieu.

UF has also been working with Transit Expansion and other City Divisions to finalize landscape restoration plans for the disturbed areas. The City's goal is to maximize tree planting and natural restoration based on the City's requirements. Specifically:

- At Minton Place, UF has worked with TE and Parks & Recreation (P&R) to explore options of tree plantings on the proposed parkette and re-naturalization of the slope south of Don Valley Parkway.
- For the Don Valley Crossings, UF is working with City divisions to re-naturalize the disturbed natural areas with native trees and shrubs to the greatest extent. In addition, UF and TE have been working with TRCA and Metrolinx to identify potential restoration locations in proximity or off-site.
- For the Ontario Line Joint Corridor, UF has worked with TE and other City Divisions to maximize soil volume and tree planting to the disturbed lands

adjacent to the Joint Corridor as part of landscape designs. There are limitations to tree planting in the area due to the required setback from the rail corridor and future maintenance.

- Landscape designs for stations will be reviewed once Metrolinx submits the plans to the City. UF will work with other City Divisions to maximize soil volume and tree planting at each location as directed by the City's tree by-laws and Toronto Green Standards.

### *Construction Mitigation*

Metrolinx and their contractors have employed several noise and dust mitigation tools at Ontario Line work sites, such as noise barriers, noise, vibration and air quality monitors, protocols for high-wind events, mesh dust screens along fencing and using water to suppress dust. Hoarding, signage, catch basin clearing and filter cloths are also used to limit dust impacts to the surrounding area. City staff continue to visit work sites periodically to monitor site cleanliness.

Acoustic shelters have also been installed at sites with 24/7 operations to reduce noise, minimize dirt and dust, and provide weather protection to allow crews to work extended hours. As noted above, currently there are four acoustic shelters that have been constructed: Queen Station, Osgoode Station (Simcoe Street), Osgoode Station (Queen Street West), and King-Bathurst Station.

As directed in TE24.66, City staff requested Metrolinx undertake mitigation actions to minimize rodent activity caused by project construction and provide supports to residents impacted by rodents. Metrolinx has pest and rodent management plans in place for work sites, which includes daily monitoring for signs of pest activity, along with general best practices like setting cage traps and daily waste removal. Individual property owners who suspect rodents are on their property due to Ontario Line construction can contact Metrolinx's Community Engagement team, which will assess the situation and determine supports on a case-by-case basis.

### *Truck Safety*

As reported in TE19.28, Metrolinx and the City developed the [Ontario Line Truck Route Safety Plan](#) as a framework on haul truck routes and operations which was released in July 2025. The objectives of the plan are to prioritize public safety, minimize community impacts, ensure regulatory compliance, support operational efficiency and promote transparency and accountability.

City staff had recommended implementing GPS tracking and vehicle identification as mitigation measures, which Metrolinx included in the Truck Safety Plans as items under consideration. As directed through EX27.3 and EX25.4, City staff requested Metrolinx include a Metrolinx logo on the vehicle identifier decal for Ontario Line trucks as well as implement GPS tracking on all Ontario Line construction trucks. Vehicle identifier decals are currently in practice for trucks from Exhibition and King-Bathurst worksites, as the trucks are exempted from traffic restrictions in place for priority transit lanes on Dufferin

Street and King Street West. In addition, Green Infrastructure Partners, the contractor for the Pape Support of Excavation contract, implemented GPS tracking earlier in 2025 to monitor haul route compliance.

Metrolinx informed the City that beginning in January 2026, additional contractors will implement GPS tracking for their trucks and begin using vehicle identifier signage, including those working on the following contracts: PTUS, Pape Segment Advance Works, Lakeshore East Joint Corridor Early Works, and the Minton Place Portal. Metrolinx is working to implement these measures on the remaining Ontario Line contracts and an update will be provided at a future report back to TEYCC.

## **Community Engagement**

Metrolinx has 13 active CLCs and community working groups for the Ontario Line, which continue to meet regularly to share information and mitigate issues. In addition, Metrolinx held 16 community open houses and public meetings in 2025<sup>12</sup>.

Metrolinx opened a new community office at 810 Danforth Avenue in August 2025 to engage with the Danforth neighbourhood about construction impacts. There are two other community offices at 770 Queen Street East and 45 Overlea Boulevard, where residents can connect with Metrolinx staff.

As reported in TE24.66, Metrolinx is in the process of naming four stations which are currently referred to as Queen-Spadina, King-Bathurst, Corktown, and Riverside-Leslieville and held limited public consultations in spring 2025. City staff continue to request Metrolinx to consult with the community more widely on station names and give opportunities for the general public and CLCs to formally provide feedback, however Metrolinx has not committed to do so in response.

## **Ontario Line Subcommittee Recommendations**

Through TM2.1 – City of Toronto Recommendations for Metrolinx’s Ontario Line Construction, Metrolinx was requested to implement City Council approved recommendations for Ontario Line construction. Attachment 1 provides a detailed update on Metrolinx’s progress in implementing the Subcommittee’s recommendations.

## **Community Benefits Update**

### *Stakeholder Engagement on Community Benefits*

In December 2024, Metrolinx convened the Toronto Stakeholder Working Group, a standing meeting with community stakeholders in Toronto to provide progress reports on community benefits activities and events across several Metrolinx-led projects, including the Ontario Line. This group consists of various not-for-profit organizations in Toronto and was intended to meet quarterly.

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<sup>12</sup> <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events>

Metrolinx decided to transition the working group to a project-specific model instead. In December 2025, Metrolinx convened the first Ontario Line Community Benefits Advisory Group, which will focus on implementation of Metrolinx's Community Benefits & Supports (CBS) Program for the Ontario Line and will meet quarterly. The members of this group include community members from Toronto Community Benefits Network (TCBN), BOLD Community Coalition (BOLD), Moss Park Coalition, and The Neighbourhood Organization (TNO) Thorncliffe Park. This group is intended to provide stakeholders with the opportunity to voice concerns and provide advice to Metrolinx.

Overseen by Metrolinx staff from their Community Engagement and Community Benefits & Supports divisions, City staff from the Community Benefits Unit and Transit Expansion Division staff also attend this group.

### *Metrolinx's Community Benefits and Supports Program*

City staff from Transit Expansion and Social Development Divisions continue to engage with Metrolinx staff through the CBS Working Group. This group meets quarterly to monitor and hold Metrolinx accountable to implementing community benefits and the City's recommendations from TM2.1. City staff continue to reiterate feedback from community stakeholders for Metrolinx to commit to more local employment and procurement opportunities. City staff also have repeatedly requested increased transparency and reporting from Metrolinx, including by receiving project-specific data on a more frequent basis. As a result, Metrolinx has communicated there will be project-specific data in their next CBS Annual Report, which at the time of writing this report, is expected for release by end of 2025. However, Metrolinx notes they continue to assess the feasibility of increased reporting due to data collection limitations.

### **Next Steps**

Transit Expansion Division staff will continue to engage with City staff across multiple divisions to review Ontario Line designs, facilitate permits and approvals, and protect and advocate for City interests through all stages of Metrolinx's project delivery. City staff are guided by City priorities and policies, as outlined in EX15.2, and by existing agreements between the City and Metrolinx, such as the Council-approved Subway Program Agreement in Principle and the Subway Real Estate Protocol.

Staff will report back to TEYCC on the progress of the Ontario Line by Q4 2026, along with any updates on how Metrolinx continues implementing City Council's recommendations for the Ontario Line.

### **CONTACT**

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### **SIGNATURE**

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Derrick Toigo  
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## **ATTACHMENTS**

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Attachment 1 – Update on Subcommittee on Metrolinx’s Ontario Line Construction Recommendations (TM2.1)