

Projects In Progress

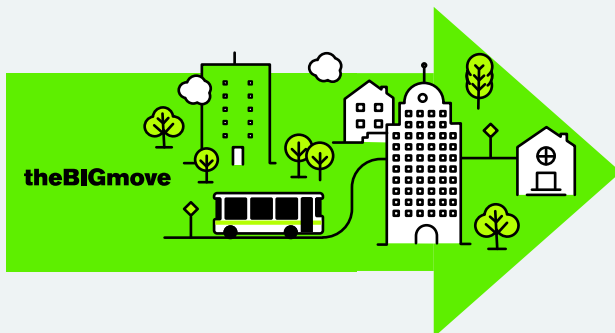
With an average commute time of 82 minutes, our region is currently among the worst in North America for daily commute times – worse than even Los Angeles, New York City and Chicago.

Congestion means we cannot spend time on what matters to us. It also has direct, negative impacts on our economy, our environment, and our health and well-being.

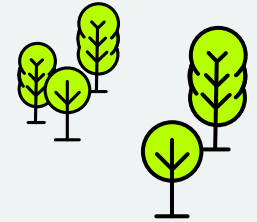
THE BIG MOVE IS THE SOLUTION

Launched in 2008, *The Big Move* is a 25-year, \$50-billion plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area. Its vision, goals and objectives are rooted in creating for the GTHA a high quality of life, a thriving, sustainable and protected environment, and a strong, prosperous and competitive economy. More than \$16 billion has been committed in investment in regional transit projects and work is currently underway. There are also more than 200 projects proceeding that are foundational activities that will accommodate future builds and service enhancements.

THE BIG MOVE IN PROGRESS PROJECTS



- 52 kms of new light rail transit (LRT)
- 59 kms of new bus rapid transit (BRT)
- 8.6 kms of new subway extension

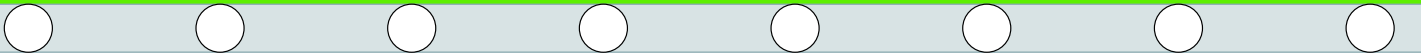


UNDER CONSTRUCTION

- **Mississauga Bus Rapid Transit (BRT)** – an 18-kilometre east-west busway that will run across the City of Mississauga in dedicated, right-of-way transit lanes on Highway 403 from Winston Churchill Boulevard to Renforth Drive. Completion: 2014
- **Toronto York-Spadina Subway Extension** – an 8.6-kilometre extension of the TTC Spadina Subway line from Downsview Station to the Vaughn Metropolitan Centre. Completion: 2015
- **The Georgetown South Project** – a \$1.2 billion investment for infrastructure improvements along GO Transit’s Kitchener rail corridor to meet existing ridership demand and future growth, and support the new Union Pearson Express. Completion: 2014
- **Union Pearson Express** – Will provide a direct, 25-minute express rail service between Union Station in downtown Toronto and Terminal 1 at Toronto Pearson International Airport. Completion: 2015
- **VivaNext Bus Rapidways in York Region** – Dedicated bus travel lanes across Highway #7 up to Yonge Street in Newmarket. Completion: 2018
- **Toronto Light Rail Transit Projects**, including the Eglinton-Scarborough Crosstown (LRT), the Scarborough RT, and Finch West and Sheppard East LRTs. This \$8.4 billion investment will bring 52 kilometres of new transit to high-density communities that need it most. Completion: 2020/2021

Mississauga Bus Rapid Transit (BRT) Project

Funded & Underway Project Profile



QUICK FACTS

- 18-kilometres of two-lane, grade-separated road along Highway 403 from Winston Churchill Boulevard to Renforth Drive
- 12 dedicated station stops with connections to other routes and transit systems
- Mississauga MiWay and GO Transit will service the BRT
- Total capital costs: \$259 million (\$2006)
- Construction on the east part of the corridor is currently underway, and will open in 2013. The entire project is expected to be complete by 2015

THE PROJECT

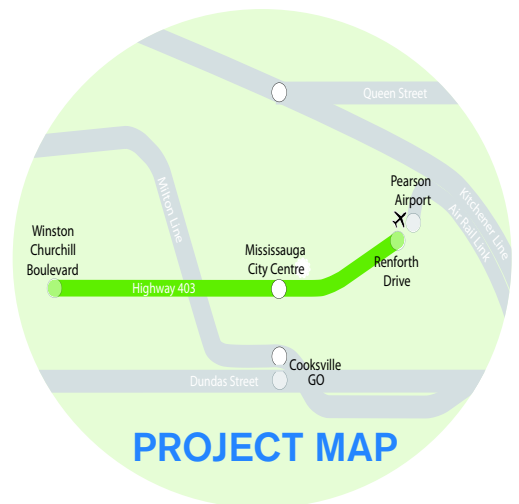
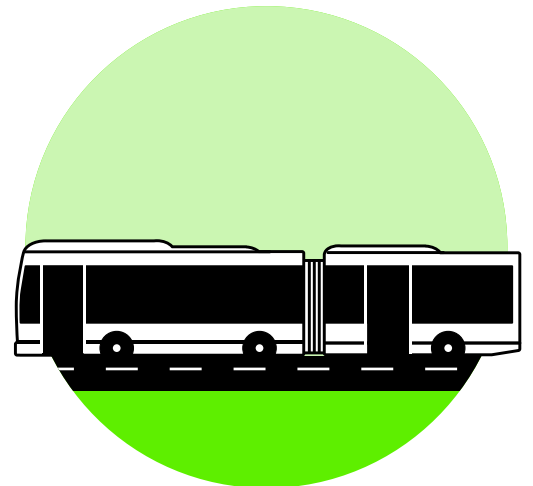
The Mississauga BRT involves the construction of an east-west busway across the City of Mississauga. Both MiWay and GO Transit will operate buses along the transitway that will connect Winston Churchill Boulevard in the west to Renforth Drive in the east. A total of 12 stations will serve the BRT and provide key connection points to other lines on the Mississauga MiWay and GO Transit networks.

PROJECT STATUS

The planning and design stages of the project are complete. The eastern part of the corridor is currently under construction and will open in the fall of 2013. Construction of the remaining pieces has not yet begun. The entire project is expected to be complete by 2015.

PROJECT COSTS

The Mississauga BRT is an investment of \$259 million. The federal government contributed up to \$83 million through the Canada Strategic Infrastructure Fund. The City of Mississauga contributed \$63 million. And the Province of Ontario has provided \$65 million to the City of Mississauga to support the project and is contributing another \$48 million in GO Transit investments.



Toronto-York Spadina Subway Extension (TYSSE)

Funded & Underway Project Profile

QUICK FACTS

- An 8.6-kilometre extension of the Yonge-Spadina subway line from Downsview subway station in Toronto to Vaughan Metropolitan Centre
- Total capital costs: \$2.6 billion (\$2006)
- The extension is currently under construction and is expected to open in 2016

Toronto and the Regional Municipality of York will provide the remaining funds, each contributing \$526 million and \$352 million, respectively.

THE PROJECT

The Toronto-York Spadina Subway Extension (TYSSE) will provide an 8.6-kilometre northern extension for the existing TTC subway system from Downsview Station to Vaughan Metropolitan Centre. This line will be the first TTC rapid transit line to cross Toronto's municipal boundary. The subway will connect to other regional rapid transit lines in York Region, such as Brampton's Züm and York Region vivaNext BRT.

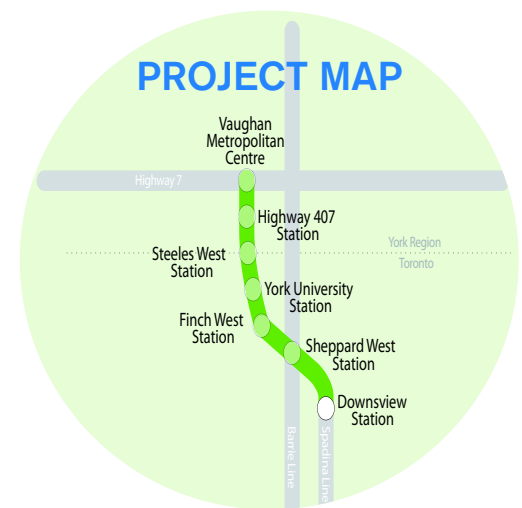
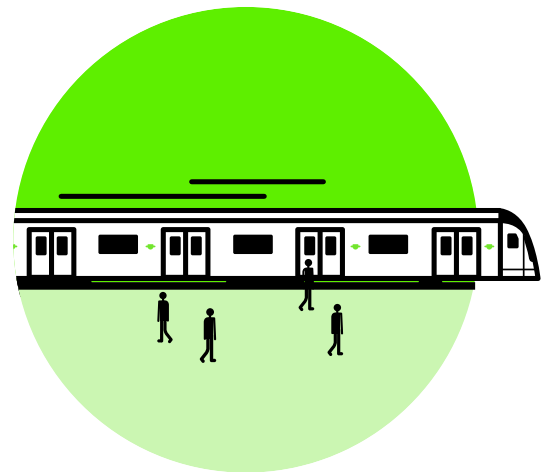
The 6.2-kilometre Toronto portion of the extension will connect Downsview Station to Steeles Avenue. The remaining 2.4-kilometre York portion will connect Steeles Avenue to the Vaughan Metropolitan Centre. A total of 6 stations will be built along the extension and the TTC will continue to operate this line as part of its current service.

PROJECT STATUS

The planning and design stages of the project are complete. The extension is currently under construction and service is expected to begin in 2016.

PROJECT COSTS

The YYSSE is a \$2.6 billion fully-funded project, made possible through funding from all three levels of government. In 2006, the Provincial government announced it would contribute \$670 million, with an additional \$200 million announced in 2007. The Federal Government announced its \$697-million commitment to the project through the Building Canada Fund in 2007. The City of



Union Pearson Express

**Funded & Underway
Project Profile**



QUICK FACTS

- 25-minute express rail service between Union Station to Toronto Pearson Airport
- 25-kilometre route, with 22 kilometres along GO Kitchener line and a new 3-kilometre rail spur into Pearson's Terminal 1
- Construction is underway and service will commence in 2015

THE PROJECT

Union Pearson Express will operate on a 25-kilometre rail route. Twenty-two kilometres of the route will share Metrolinx's upgraded Kitchener GO railway corridor, and a new three-kilometre rail spur, currently under construction, will connect the Kitchener line to Toronto Pearson Terminal 1. Trains will depart Union Station and Toronto Pearson every 15 minutes and will make stops at Bloor and Weston GO stations. The total trip time between Toronto Pearson and downtown will be 25 minutes.

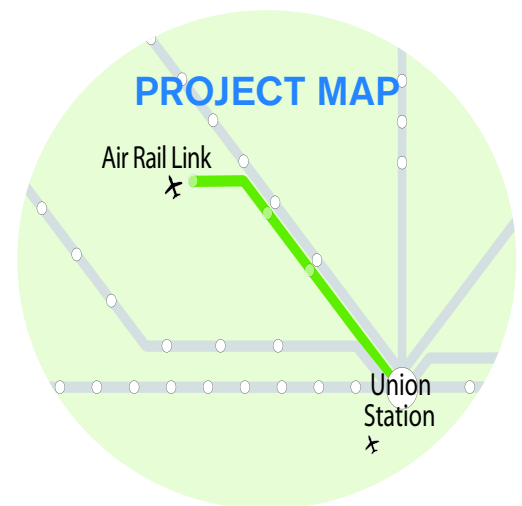
The service will address a significant gap in airport-to-downtown travel in Toronto. Each year, more than five million cars travel between the airport and downtown, with this number expected to grow to nine million by 2020. This service is expected to reduce 1.2 million car trips in its first year of operation alone.

PROJECT STATUS

Construction is well underway on upgrades to GO's Kitchener rail line, and the three-kilometre connecting rail spur into Terminal 1 at Toronto Pearson. Service will commence in 2015 in time for the Pan/Parapan American Games.

PROJECT COSTS

The Union Pearson Express is 100% funded with a full commitment from the Government of Ontario. Total costs for the project are \$456 million.



York Region vivaNext Rapidways

Funded & Underway Project Profile

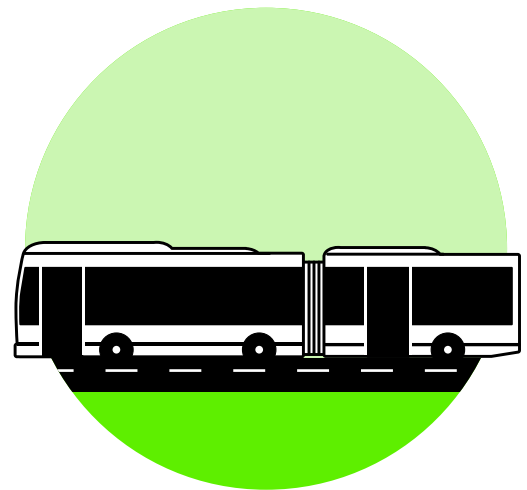
QUICK FACTS

- 41 kilometers of rapid transit in York Region; three sections: Highway 7 from Helen Street to Unionville GO Station; Yonge Street from Highway 7 to Davis Drive; and Davis Drive from Yonge Street to the Southlake Regional Health Centre
- Total capital costs: \$1.4 billion (\$2008)
- Construction is underway. Segments will open as they are completed, with the first planned for 2013. The full project is expected to be complete by 2018

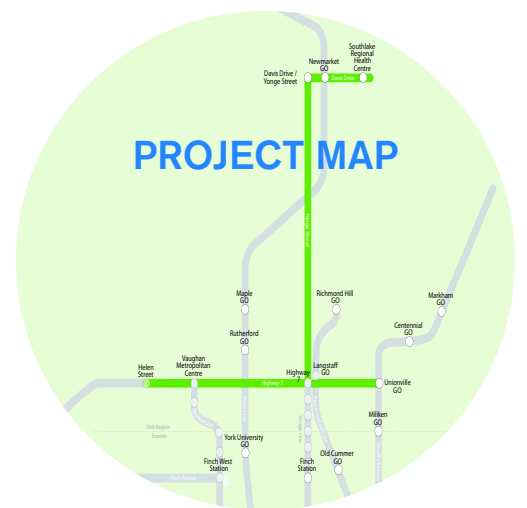
the rapidway infrastructure and YRT will own and operate the buses that use the corridor.

THE PROJECT

Currently, York Region operates bus service along Highway 7 and Yonge Street in mixed traffic. Rapid transit in York Region will help shape communities and provide people with more transportation options. The new viva 'rapidways' will be a BRT system where viva vehicles will travel in dedicated bus lanes in the centre of the road for the majority of the route. The routes will also connect with other regional rapid transit, including, GO Transit, Brampton's Züm service and the TTC's Spadina subway extension.



New bus rapid transit service will be available on two significant corridors: east-west along Highway 7, and a north-south along Yonge Street, with a small east-west route along Davis Drive in Newmarket. The rapidways will connect residents to important destinations in York Region, including the Southlake Regional Health Centre in Newmarket, the Vaughan Metropolitan Centre and a proposed transit-pedestrian mall in Markham.



PROJECT STATUS

Construction is underway. Segments will open as they are completed, with the first planned for 2013. The full project is expected to be complete by 2018.

PROJECT COSTS

The total cost of the vivaNext rapidway projects is \$1.4 billion. The federal and municipal governments have each contributed \$85 million; the balance is funded by the Province. Metrolinx will own

Eglinton-Scarborough Crosstown LRT

Funded & Underway
Project Profile

QUICK FACTS

- 19 kilometres of new light rail transit along Eglinton Avenue from Jane Street/Black Creek Drive to Kennedy subway station, with approximately 10 kilometres underground; 26 proposed stations & stops
- Rapid Transit Connections: TTC Subway at Eglinton West Station and Eglinton Station to Yonge-University-Spadina lines, and Kennedy Station to the Bloor-Danforth line and Scarborough RT
- Total capital costs: \$4.9 billion (\$2010)
- Part of the \$8.4 billion funding commitment from the Province of Ontario
- Projected Ridership: 5,400 people per hour in the peak direction by 2031
- The Eglinton-Scarborough Crosstown LRT is currently under construction, and is expected to be complete by 2020

THE PROJECT

The Eglinton-Scarborough Crosstown LRT is an east-west light rail transit line that will run along and underneath Eglinton Avenue through the heart of Toronto from Jane Street/Black Creek Drive in the west to Kennedy subway station in the east. Ten kilometres of the line will be tunnelled underground between Keele Street and Laird Drive, and will continue eastward at surface in a dedicated right-of-way, separate from traffic. At the eastern end, passengers can transfer to the Scarborough Rapid Transit (RT) line at Kennedy Station.

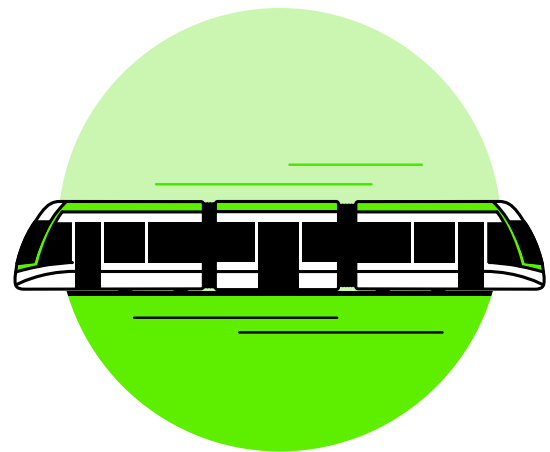
The Crosstown will reduce travel time along Eglinton significantly and will link to 54 bus routes, three interchange subway stations and GO Transit. All Crosstown stations will accept the new PRESTO payment card system and stations and vehicles will be fully accessible.

PROJECT STATUS

Construction is well currently underway on the Crosstown. Work is almost complete on the western launch site at Black Creek Drive, and the tunnel boring machines are expected to begin the tunneling drive eastward in the beginning of 2013.

PROJECT COSTS

The Eglinton-Scarborough Crosstown project is fully funded as part of the \$8.4 billion commitment from Province of Ontario to transit expansion in Toronto. The Crosstown project is the largest of the four LRT projects in the city with a total cost of approximately \$4.9 billion.



Scarborough Rapid Transit (RT) Extension

Funded & Underway
Project Profile

QUICK FACTS

- Upgrade and extension of the Scarborough RT along Progress Avenue from McCowan to Sheppard Avenue, as well as improvements to Kennedy subway station
- Length: 10 kilometres, including the extension
- Rapid Transit Connections: Bloor-Danforth subway line, and new Sheppard East LRT line
- Total capital costs: \$1.8 billion (\$2010)
- Part of the \$8.4 billion funding commitment from the Province of Ontario
- Projected Ridership: 10,000 people per hour in the peak direction by 2031
- Construction will begin in 2014 and will be complete by 2020

THE PROJECT

The Scarborough RT project involves upgrading and extending the existing Scarborough RT. The current Scarborough RT, first opened in 1985, is at the end of its life and an upgrade of the system is necessary for the RT to continue operating. The upgrade will involve conversion to LRT technology, with the same light rail vehicles as will be used on the Eglinton-Scarborough Crosstown, the Sheppard East and Finch West LRTs.

The new Scarborough RT will be extended from its current terminus at McCowan north-eastward along Progress Avenue to Centennial College and connect to the planned Sheppard East LRT line.

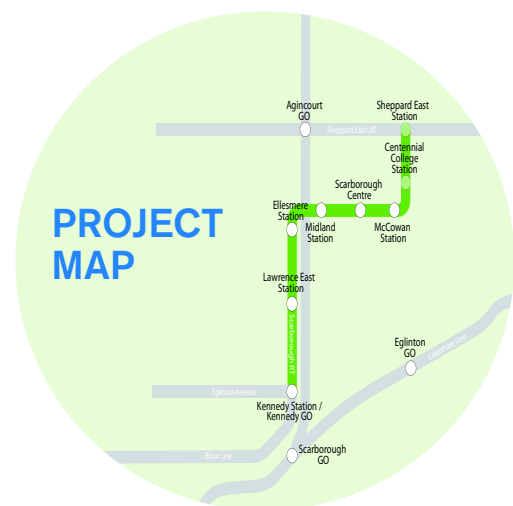
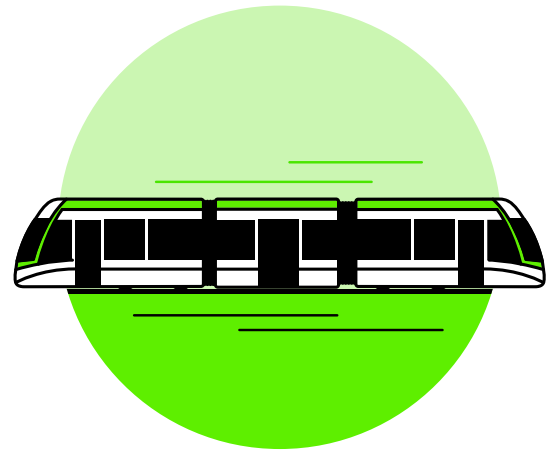
Work will also involve improvements to Kennedy Station. The station will be redeveloped to accommodate the new LRT vehicles and significantly improve the connection between the subway and the Scarborough RT.

PROJECT STATUS

Construction of the Scarborough RT will commence in 2014. This construction schedule allows the Scarborough RT to remain in service during the Pan/Parapan American Games in the summer of 2015, after which the service will be closed for construction.

PROJECT COSTS

The Scarborough RT upgrade and extension is part of the province's \$8.4 billion investment in transit expansion in Toronto. Total costs for the upgrade and extension of the Scarborough RT is approximately \$1.4 billion.



Sheppard East Light Rail Transit (LRT)

Funded & Underway
Project Profile

QUICK FACTS

- 13 kilometres of light rail transit along Sheppard Avenue from Don Mills subway station to east of Morningside Avenue
- Rapid Transit Connections: Sheppard subway line, and the new Scarborough RT
- Total capital costs: \$1 billion (\$2010)
- Projected Ridership: 3,000 people per hour in the peak direction by 2031
- The grade separation at Agincourt GO Station -- a key component of this project -- is under construction and will be complete December 2012
- Construction is expected to begin in 2017 and be complete by 2021

THE PROJECT

The Sheppard East LRT is a 13-kilometre light rail transit line that will run along the surface of Sheppard Avenue from Don Mills Station to Morningside Avenue. The line will operate in a dedicated lane in the centre of the street.

The new Sheppard East Maintenance and Storage Facility will service the 100 light rail vehicles that will operate on the Sheppard East LRT and Scarborough RT. The 17,500-square-metre facility will be built on approximately 12.9 hectares of land located on the corner of Sheppard Avenue and Conlins Road in Scarborough.

PROJECT STATUS

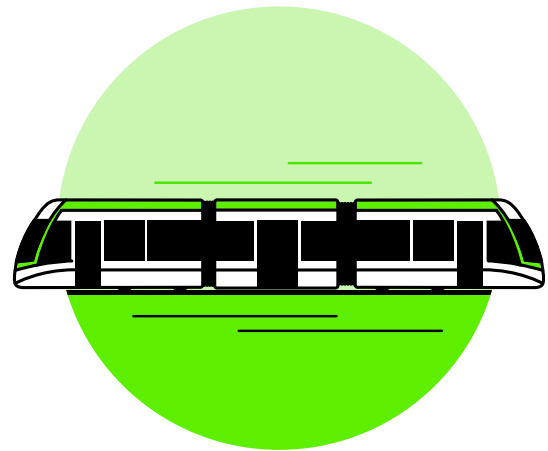
The Sheppard East LRT is fully funded and approved.

Sheppard East LRT underpass construction at Agincourt GO Station is expected to be complete in December 2012. This will enhance the traffic flow as well as enhance the safety and reliability of GO Transit.

Preliminary design and engineering work will be happening over the next few years. Construction is expected to begin in 2017 and be completed by 2021. The Sheppard East Maintenance and Storage Facility is expected to begin construction by 2013.

PROJECT COSTS

The Sheppard East LRT will cost approximately \$1 billion, and is funded as part of the \$8.4 billion commitment by the Province of Ontario to transit expansion in Toronto. In addition to provincial contribution, the Federal government provided \$333 million to for Sheppard East Maintenance and Storage Facility.



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Finch West Light Rail Transit (LRT)

Funded & Underway
Project Profile

QUICK FACTS

- 11 kilometres of light rail transit along Finch Avenue from the planned Finch West subway station at Keele Street to Humber College
- Rapid Transit Connections: Finch West Station to the new Toronto-York Spadina Subway Extension
- Total capital costs: \$1 billion (\$2010)
- Project Ridership: 2,800 people per hour in the peak direction by 2031
- Construction is expected to begin in 2015 and be completed by 2020

THE PROJECT

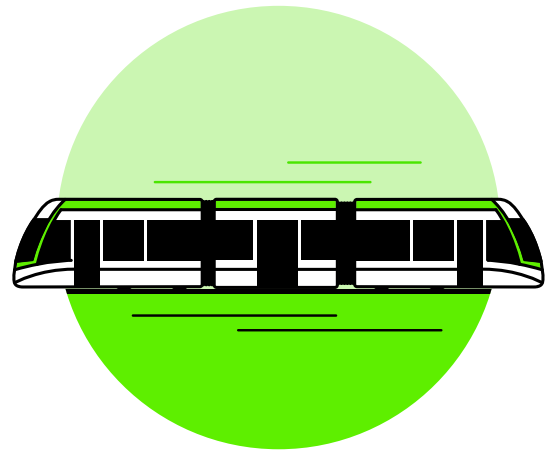
The Finch West LRT is one of four new light rail transit lines planned for the City of Toronto. It will create 11 new kilometres of transit and provide rapid transit to neighbourhoods that need it the most. The Finch West line will operate in a dedicated lane in the centre of the street.

PROJECT STATUS

The Finch West LRT is part of Metrolinx's investment in rapid transit in the City of Toronto. It is fully funded and approved. Preliminary design and engineering work will be happening over the next few years. Construction is expected to begin in 2015 and be completed by 2020.

PROJECT COSTS

The Finch West LRT will cost approximately \$1 billion, and is funded as part of the \$8.4 billion commitment by the Province of Ontario to transit expansion in Toronto.



Georgetown South Project

Funded & Underway
Project Profile

QUICK FACTS

- Total capital costs: \$1.2 billion (\$2010)
- On opening day in 2015, there will be an additional 10 GO trains for a total of 29 trains on the Kitchener line
- 140 shuttles will be operating on the new Union Pearson Express from Union Station to Toronto Pearson International Airport
- Addition of 2 tracks resulting in a total of 3 tracks in the north half of the GO Georgetown South Corridor; and 1 additional track to the south, for a total of 5 tracks
- Construction is underway and is expected to be complete by 2015

THE PROJECT

The Georgetown South Project is a \$1.2 billion investment for infrastructure improvements along GO Transit's Kitchener rail corridor to meet existing ridership demands, to accommodate future growth, including two-way, all-day service, and support the new Union Pearson Express shuttle to the airport.

PROJECT STATUS

Construction on the Georgetown South Project began in 2010, and will be completed by 2015. The project is a significant infrastructure expansion and includes the following improvements:

- Addition of two tracks in the north half of the GO Georgetown South Corridor for a total of three tracks, and an additional track to the south, for a total of five tracks
- 15 other bridges are being widened or modified; one new bridge structure at Weston Road is being constructed
- A total of seven new overpasses and underpasses will be built to separate vehicle and train traffic
- West Toronto Diamond rail-to-rail grade separation will separate freight and passenger rail traffic
- The rail corridor will be lowered in three locations: Liberty Village (Strachan Avenue), Junction (between Dupont Street and St. Clair Avenue), and Weston. In Weston, the lowered rail corridor will be covered between King and Church Streets
- Changes at Bloor, Weston and Etobicoke North GO stations to suit the new track alignments
- Major track and grading construction, civil works, signal installations and utility relocations along the corridor

This work is all being carried out with minimum disruption to existing train operations and our neighbours along the corridor.

PROJECT COSTS

The Georgetown South Project is a \$1.2 billion capital investment project, funded through the Province of Ontario and the Government of Canada. The federal government, through the Infrastructure Stimulus Fund, committed \$8.3 million for the east bridges, and \$47 million through the Canada Strategic Infrastructure Fund. The balance of the Georgetown South Project budget will be funded by the Province of Ontario.



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Union Station - Train Shed Revitalization

**Funded & Underway
Project Profile**

QUICK FACTS

- Union Station is Canada's busiest passenger transportation hub
- Total capital costs: \$250 million
- Union Station passenger traffic is expected to increase dramatically, in the range of 2 to 3 times the levels of 2006 by 2031
- Construction is underway and is expected to be complete by 2015

THE PROJECT

Union Station and the train shed roof were built nearly a century ago and have deteriorated. The building struggles to meet the growing GO ridership demands and these improvements will help to make the commuting experience more comfortable and convenient for passengers.

The City of Toronto, along with the TTC and GO Transit are involved in a major, extensive revitalization of Union Station, the busiest passenger transportation hub in Canada. GO Transit is working on improvements to the train shed and train shed roof, and includes:

- The central area of the train shed roof is 5,000 square-metres, and will be replaced with a glass atrium. The train shed is 35,000-square metres in total
- Replacing the tracks: Tracks will be taken out of service two at a time, as well as the platform between them
- The section of the train shed over Tracks 1 and 2 will be restored to original condition
- Building new stairs and elevators in concert with the City of Toronto's building revitalization program, to improve passenger access to and from trains
- Replacing the roofing material, improving drainage and waterproofing to prevent leakage to the concourses below
- Cleaning and repairing the steel structure
- Replacing old wiring and much of the public communications equipment
- Stair enclosures will be upgraded to glass structures, except at platform 12/13 where heritage features will be carefully restored to their original finish
- Ten new elevators will be installed on the west side of the shed once the new York Street GO Concourse is completed by the City of Toronto in 2013
- An additional two elevators will be added on mid-east side of shed (2015)

The train shed is a designated heritage structure. GO Transit worked with Parks Canada in the overall design, ensuring that the heritage character of the roof is preserved. Parts of the train shed will be restored to original condition to preserve historic elements. The remainder of the train shed will be refurbished with modern materials maintaining the heritage character. The train shed is 35,000-square metres in total. The central area is 5,000 square-metres and will be replaced with a glass atrium. The glass atrium will float over the tracks, providing daylight at platform level and a visual connection from the station to the waterfront. It will have louvered panels for air circulation. At night, the atrium will light up with Toronto skyline. The roof will feature an environmentally friendly green roof with solar panels to generate electricity which will light the station and power elevators, passenger information signs and public address systems.

PROJECT STATUS

The new atrium is being built in sections to minimize disruption to GO's regular rail services. The first section is at the south end of the train shed and the work will gradually progress northward. Construction work started in January 2010 and work has progressed to the point that the atrium construction is well underway. Work is expected to be completed in 2015.

PROJECT COSTS

The revitalization of the train shed and the train shed roof is a \$250 million investment supported provincially by GO Transit Capital Infrastructure funding.

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