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# TORONTO STAR

WEATHER HIGH 10 C | A FEW SHOWERS | MAP A18

THURSDAY, MARCH 26, 2026

BILLY BISHOP

## Public will have input on airport, MPs say

### City mulls legal options against provincial takeover

RYAN TUMILTY  
OTTAWA BUREAU  
BEN COHEN  
CITY HALL BUREAU

OTTAWA As Doug Ford pushes to bring jets to Billy Bishop airport, city councillors are eyeing legal action, while federal Liberals promise the public will still have a say before any plan takes flight.

Toronto councillors on Wednesday voted to ask the city solicitor to look into possible legal action against the province for taking over the city's role at the airport. Councillors also voted to formally express their displeasure with the province.

On Monday, Ford announced plans to expand the airport and take over the City of Toronto's role in governing the property, arguing the expansion is long overdue. Ford went on to say this is necessary because of "lefties" at city hall who opposed building anything.

While the federal government has indicated interest in the premier's vision, several Liberal MPs on Parliament Hill Wednesday emphasized that any changes would need to involve local residents.

"Anything that happens at that airport will be done in consultation with the community," said Liberal MP James Maloney (Etobicoke-Lakeshore). The only difference, he acknowledged, is the municipal government is no longer getting a say. SEE AIRPORT, A13

# GO Expansion project hits major speed bumps

Files show \$27B project to modernize tracks has been delayed, scaled back



ANDY TAKAGI  
TRANSPORTATION REPORTER

Metrolinx's promise of two-way, all-day GO service has been delayed, internal documents from the provincial transit agency show.

Meanwhile, under the reframed vision for what's known as GO Expansion, some riders on the province's train system could find their trips getting slower, not faster.

Announced in 2018 and originally meant to be done by 2032, the \$27-billion GO Expansion plan would have effectively transformed GO from a commuter railway into a European-style rapid rail system boasting 15 minutes-or-better ser-

vice on core parts of the network.

However, the documents — obtained via a freedom of information (FOI) request made by the Ontario NDP and provided to the Star — show a new, proposed 10-year plan for GO Expansion that seemingly acknowledges a decade delay in electrifying and modernizing the network.

The 10-year plan drafted in March 2025 is a proposed plan for GO Expansion created to update the Metrolinx board of directors. It outlines an electrified network with faster travel times on the Lakeshore West and East lines, but no electrification on the Stouffville, Kitchener and Barrie lines. SEE TRANSIT, A14

GO Expansion was originally slated to be done by 2032, and would have fully electrified and modernized the network. A report says only partial electrification on two lines will be done over the next decade.

LANCE MCMILLAN/  
TORONTO STAR  
FILE PHOTO

STAR INVESTIGATION

## Veterans affairs orders probe into rehab firm

### Independent review to address concerns of inadequate care, threats to benefits

FRÉDÉRIK PLANTE  
INVESTIGATIVE REPORTER

Minister of Veterans Affairs Jill McKnight said her department will launch a review of its rehabilitation program and the company running it.

McKnight announced the review Wednesday during her opening remarks in front of the Standing Committee on Veterans Affairs as part of its ongoing study of the program.

The national rehabilitation program is administered by Partners in Canadian Veterans Rehabilitation Services (PCVRS) through a \$573-million contract with Ottawa. The contract is up for an extension at the end of this year. SEE VETERANS, A6

IMMIGRATION

## Her residency application was denied, citing information AI 'hallucinated' about her job

NICHOLAS KEUNG  
SENIOR IMMIGRATION REPORTER

Kémy Adé was shocked by the immigration refusal letter she received.

In rejecting her permanent residence application, the Immigration Department cited her current job duties, which included wiring and assembling control circuits, building control and robot panels, programming and troubleshooting.

The department said these duties didn't match the Canadian work experience she claimed.

Well, no, they didn't. Adé is a post-doctoral research fellow and guest teacher at McMaster University — and those skills are not part of her repertoire. Nor are they what she submitted in her immigration application a year ago.

"I saw this language about this job description that has nothing to do with me," said the health scientist

from France, who has a PhD from Sorbonne University in the immunology of aging. "I was disoriented how this could happen."

But a disclaimer at the bottom of the refusal letter might provide a hint.

It's believed to be the first time that the department explicitly referred to the use of generative AI to support application processing in immigration refusals. SEE APPLICATION, A14

FULL INDEX  
A2  
ON0



HOUSING

## Tax shelters

### New HST home rebate to cost \$2.2B. Who will benefit the most? A3, B1

POLITICS

## Check, please

### Strong NDP needed to hold Liberals accountable Raj A10