



For Action with Confidential Attachment

Transit Network Expansion Update

Date: November 3, 2025
To: TTC Board
From: Chief Capital Officer

Reason for Confidential Information

This report contains information explicitly supplied in confidence to the City or local board by Canada, a province or territory, or a Crown agency of any of them.

Recommendations

It is recommended that the TTC Board:

1. Receive this report for information.
2. Authorize that the information in Attachment 1 – Confidential Information remain confidential as it contains information explicitly supplied in confidence to the TTC by a Crown agency, Metrolinx.

Summary

As a leading transit operator carrying close to 420 million trips in 2024 and with more than 100 years of institutional knowledge, the TTC is contributing its considerable expertise to expand the public transit network, while placing TTC customers at the centre of all its services.

The TTC is working across operations, maintenance, engineering, communications, and planning disciplines with the City of Toronto and Metrolinx to develop the expanded services for Toronto's transit system: an integrated, accessible, safe transit network seamlessly interfacing with the existing network and connecting TTC customers with all of the mobility options within the city and neighbouring municipalities.

The highlights of this Transit Network Expansion Update report include:

- Line 5 Eglinton – Metrolinx has initiated the Revenue Service Demonstration (RSD) in October 2025.
- Line 6 Finch West – Metrolinx has initiated the RSD in September 2025.
- Line 2 Extension – The TTC is actively collaborating with Metrolinx on the Scarborough Subway Extension (SSE). The SSE Automatic Train Control option has been included as part of the ongoing Line 2 ATC procurement. This will

provide an opportunity to maximize the benefit from the ATC system and the New Subway Trains for the entire Line 2 service on the opening day of SSE and beyond.

- Line 1 Extension and Capacity Enhancement – The TTC and the City are updating the future ridership demand model for the transit network up to the 2051 horizon year. Meanwhile, Metrolinx is delivering 5 new stations for the Yonge North Subway Extension (YNSE), providing new stations in York Region across the following lower-tier municipalities: Vaughan, Markham and Richmond Hill. Investment is required in future capacity enhancement of Line 1 through additional growth trains and a train maintenance and storage facility. There are ongoing discussions between the TTC and Metrolinx to refine the capacity requirements and interdependencies for both the new fleet and additional facilities for the future state of the extended Line 1.
- Ontario Line – Subject to the next phase of the New Deal negotiation between the City and the Province, the TTC continues to work with Metrolinx to confirm the details of the TTC's roles and responsibilities for the operations of the Ontario Line.
- Eglinton Crosstown West Extension (ECWE) - In August 2025, Metrolinx selected Trillium Rail Partners to deliver the Stations, Rail and Systems (SRS) package for the Eglinton Crosstown West Extension under a Progressive Design Build (PDB) procurement model. The TTC will continue to work with Metrolinx to ensure interoperability between Line 5 Eglinton and ECWE.
- Eglinton East LRT (EELRT) – The EELRT is one of the City's Priority Transit Projects. The TTC is supporting the City by providing planning, engineering, vehicle, operations, and maintenance expertise for the project. Please note that the TTC is working closely with the City and other stakeholders to refine the project scope as well as the roles and responsibilities for this project.
- Waterfront East LRT (WELRT) – The WELRT is another of the City's Priority Transit Projects. The TTC led the planning and design work for Segment 1 of this project (Union Station to Queens Quay) and is supporting the City and Waterfront Toronto for the ongoing design work for Segment 2 and Segment 3.

Background and Analysis

The TTC continues to work with key partners, including Metrolinx, Infrastructure Ontario, York Region, and key divisions in the City to advance the transit expansion projects outlined in the report that will grow Toronto's transit network in the next decade. As the network operator for all new transit lines and maintainer for SSE and YNSE lines, the TTC is responsible for customer experience and a seamless end-to-end customer journey during transit expansion project delivery and once the new transit lines open for service.

Transit expansion programs, such as the Provincial Priority Subway Program and

Provincial LRT Program, are governed by a Toronto-Ontario Governance Framework, which includes a Toronto Transit Executive Committee with executive-level representation from the TTC, City of Toronto, Metrolinx, Infrastructure Ontario, and the Ministry of Transportation. Program and project-level steering committees have also been established to provide co-ordination and oversight of the work. The TTC uses these forums to advance the interests of the TTC in accordance with the Board's direction.

The TTC performed and managed approximately 3,000 technical reviews, between January and September 2025, in support of the Provincial LRT and Subway programs, and provided specialized engineering, operations, and multidisciplinary technical support. The technical review ensures the TTC's operational, safety, and maintenance requirements are met, compliance with TTC design standards, safeguards the TTC's assets, and assists in the seamless integration of new infrastructure into the existing transit network.

Diversity, Equity, and Inclusion Matters

As a proud leader in providing accessible and reliable public transit to the residents in Toronto and surrounding municipalities, the TTC believes that all customers should enjoy the freedom, independence, and flexibility to travel anywhere on its transit system. Expanding the TTC's transit network through this program will reduce travel times and create greater transit equity, contributing to wider access to jobs, education, healthcare, community services, and other opportunities.

Upon the completion of the projects described in this report, all of the city's Neighbourhood Improvement Areas (NIAs) will be within walking distance or a short bus/streetcar ride to connect to rapid transit.

All new stations, including interchange stations and connections to existing TTC facilities, will be designed to be accessible and in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code. All rapid transit stations will also be designed to provide connectivity with Wheel-Trans, broadening the Family of Services model.

As requested by the Board, Metrolinx has committed to conducting meaningful consultation with the TTC's Advisory Committee on Accessible Transit (ACAT) as part of the Project Specific Output Specification (PSOS) review and design review for all projects within the provincial programs. This process began in August 2021 when ACAT's Design Review Subcommittee was consulted on the subway program accessibility requirements to be included in each subway project PSOS as well as specific requirements and early concept designs for the stations to be built as part of the Ontario Line project. Over the past three years, additional consultations have been held on various other Metrolinx rapid transit projects, and ACAT consultation is expected for other projects over the coming year.

The TTC will continue to ensure ACAT receives briefings on issues of the concept of

operations and accessibility as the projects progress. The TTC is committed to ensuring ACAT is fully aware and consulted on issues of accessibility, and that the consultation is provided to Metrolinx to help inform planning and delivery.

Innovation and Sustainability Considerations

The TTC is working closely with Metrolinx and the City to identify future-proofing requirements to be included in the design for all the new-build Transit Expansion projects. Specifically, requirements include electrification infrastructure provisions for eBuses and maintenance vehicles that would enable on-route charging and/or backup charging locations at a minimum. More broadly, the City's TransformTO Net Zero Strategy has been cited as a source for requirements among Metrolinx and peer agencies to ensure these projects contribute to the goal of achieving net-zero, community-wide greenhouse gas emissions in Toronto by 2040.

Corporate Plan Alignment

Promoting sustainable transportation modes through seamless connections is a key objective (3.2) in the TTC's 2024-2028 Corporate Plan, and the work outlined in this report supports the advancement of rapid transit expansion projects being led by Metrolinx and the City of Toronto (Action 3.2.2). Initiatives being led by the TTC to build network capacity to support growth long-term (Line 1 and Line 2 Capacity Enhancement programs, etc.), also complement rapid transit expansion projects underway. Managing the interface between new expansion projects and base systems needs is central to the work being led by the TTC.

Financial Impact

Provincial Light Rail Transit Program

The Ontario-Toronto New Deal Agreement ("New Deal"), approved by City Council on December 13, 2023, included terms whereby the Province would provide \$330 million in funding over three years to the City for Operating Support for the provincially owned Line 5 (Eglinton Crosstown LRT) and Line 6 (Finch West LRT). Funding will support mobilization activities leading up to the revenue service date as well as operating and maintenance costs once the lines enter revenue service, which includes labour costs for staff to operate the lines and non-labour costs, such as traction power, utilities, and maintenance through a third-party contract. This Agreement provides provincial funding support for a three-year term commencing on April 1, 2024 and expiring on March 31, 2027. Funding from the Province beyond this date to support the operations of these lines would be subject to negotiations between the City and Province.

City Priority Expansion Projects – Eglinton East LRT and Waterfront East LRT

Eglinton East LRT (EELRT)

The Eglinton East LRT project is led by the City of Toronto in partnership with the TTC, and there is no approved full funding for the construction of this project. With the 10% design completed in 2023 and the Transit and Rail Project Assessment Process

(TRPAP) completed in 2024, the City has moved on to start the 30% design and advance it through 2025 to 2027. In 2025, the City and the TTC began work on identifying alternative Maintenance and Storage Facility (MSF) locations to address changing provincial priorities, such as the Sheppard Subway Extension. For 2026 and 2027, the TTC will be involved in intersection and roadway design, vehicle market sounding, and concept of operations and maintenance. Additional staff resources, to be funded by the City, are required to support this phase of the work.

Waterfront East LRT (WELRT)

The TTC's 2025-2034 Capital Budget and Plan only includes funds for the Preliminary Design and Engineering (PDE) phase (30% Design) of the WELRT Segment 1 component of the project. The total approved budget for the TTC's current scope of work for the WELRT project is \$27 million, of which approximately \$23.2 million has been spent to date.

City Council approved the report, [Advancing Waterfront East Light Rail Transit](#), on November 8, 2023, advancing the 60% Design for the WELRT project along Queens Quay East, from Yonge Street to Villiers Loop by Waterfront Toronto; this includes all Segments 2 and 3 components as well as the Yonge Street Infill and Queens Quay East Extension early works. The report did not include any additional funds to advance WELRT Segment 1 to be delivered by the TTC.

The TTC is currently not advancing the scope of work for the Segment 1 component, which provides the required capacity and operational improvements to the Union Station Loop, pending further funding commitment and approval, as the procurement strategy for Segment 1 will require full funding commitment for this segment to proceed.

Segments 2 and 3 are currently in 60% Design, and include the reconstruction of Queens Quay East to accommodate a streetcar right-of-way, and new infrastructure on Ookwemin Minising. The City has retained a consultant to identify the construction phasing of WELRT and interdependencies with other nearby projects, such as Gardiner reconstruction, and determine the next step to progress Segments 2 and 3 to construction.

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

Contact

Yan He, Chief Project Manager – Expansion and ATC
416-590-6888
yan.he@ttc.ca

Attachments

Appendix A Decision History
Appendix B Provincial LRT Program Update
Appendix C Provincial Priority Subway Program Update
Appendix D City Priority Transit Projects
Appendix E Sheppard Extension

Attachment 1 – Confidential Attachment

Appendix A – Decision History

Decision History

The following links contain the detailed transit network expansion updates that were presented to the TTC Board at its meetings on February 10, 2021, September 15, 2021, February 10, 2022, July 14, 2022, February 28, 2023, November 22, 2023, July 17, 2024, and April 16, 2025, respectively:

[February 10, 2021 – Transit Network Expansion](#)
[September 15, 2021 – Transit Network Expansion Update](#)
[February 10, 2022 – Transit Network Expansion Update](#)
[July 14, 2022 – Transit Network Expansion Update](#)
[February 28, 2023 – Transit Network Expansion Update](#)
[November 22, 2023 – Transit Network Expansion](#)
[July 17, 2024 – Transit Network Expansion](#)
[April 16, 2025 – Transit Network Expansion](#)

On February 22, 2024, the TTC received a [City Council Transmittal – CC13.2 Ontario New Deal Agreement](#), and the TTC Board adopted the recommendations and directed the implementation of the City’s commitments in the New Deal Term Sheet as it relates to the TTC, and directed TTC staff to engage in negotiations with respect to future transit commitments, including operations and maintenance funding, the subway agreement in principle, and continued use of the Provincial fare card system, at the appropriate time, to achieve terms that are acceptable and in the best interests of the City of Toronto and the TTC. [Decision Link](#)

Appendix B – Provincial LRT Program Update

Line 5 Eglinton

The TTC continues its operational readiness planning for revenue service, and is in active conversations with Metrolinx to refine the actual opening date.

The TTC is working closely with Crosslinx Transit Solution (CTS) to assist with line operation testing and stability. Due to the TTC Instructors' in-depth operational knowledge and experience, significant feedback has been, and continues to be, provided to project partners to improve the readiness of line.

As the ECLRT project progresses, the TTC's supporting effort to the project has increased in order to support TTC operating staff for the system's eventual revenue service operation. Part of the effort involved is working collaboratively with Metrolinx and CTS to perform due diligence reviews of testing and commissioning reports, safety documentation and operation procedures to ensure the system's readiness and safety for the TTC's Instructor and Operator training activities and Line 5 trial running. This work enabled the TTC to take control of Line 5 Transit Control and Power Control operation from the TTC Transit Control Centre in June 2025 and Metrolinx has initiated the Revenue Service Demonstration (RSD) in October 2025.

The TTC is continuing to work closely with Metrolinx and CTS as commissioning and testing progresses. As of September 2025, 100% of the post-installation check outs (PICO) and site acceptance tests (SAT) have been completed. Site integration testing (SIT) has been progressing as well, with 98% of the SIT having been completed for the facilities and 91% completed for systems. The TTC is also working closely with Metrolinx and CTS on the safety certification process and the operation handover process as required to achieve substantial completion.

Line 6 Finch West

The TTC has initiated mobilization efforts to integrate Line 6 Finch West into the TTC network, and is in active conversations with Metrolinx to refine the actual opening date. The TTC has been extensively involved in activities, such as design reviews and operational planning.

In 2025, the TTC-developed training program has been executed to train TTC's Instructor and Operators. The TTC has also been able to take control of Line 6 Transit Control and Power Control operation from the TTC Transit Control Center in September 2025. Metrolinx has initiated the Revenue Service Demonstration (RSD) in September 2025.

In the intervening weeks, the TTC, Mosaic and Metrolinx have been meeting on a daily basis to evaluate the performance of the line, system and infrastructure. The daily performance of the line has been positive for items under Mosaic's control, although there are base vehicle issues that Metrolinx has fixes for, which will be performed once Revenue Service Demonstration has been completed. It is projected that Revenue

Service Demonstration would be completed in October, and that Substantial Completion would be achieved in early November.

Additionally, work is continuing to reach Substantial Completion, and the TTC is continuing to work closely with Metrolinx and Mosaic as commissioning and testing progresses. As of September 2025, 98% of the post-installation check outs (PICO) and site acceptance tests (SAT) have been completed. Site integration testing (SIT) has been progressing as well, with 90% of the SIT completed. The TTC is working closely with Metrolinx and Mosaic on the safety certification process and the operation handover process as required to achieve Substantial Completion.

Once Revenue Service Demonstration is completed, the TTC will perform another cohort of operator training to support readiness for Revenue Service, and this training is expected to last until early December 2025. In addition, this time will be leveraged to continue providing practical experience to existing Operators and refining any training requirements prior to the commencement of revenue service.

Appendix C – Provincial Priority Subway Program Update

Operations and Maintenance Roles and Responsibilities

The TTC and Metrolinx are engaged at the working group level to define roles and responsibilities relevant to the performance of maintenance and operations functions of the Subway Program.

Based on work to date, the TTC will operate and maintain the infrastructure and the fleet for the SSE and YNSE. The TTC's roles and responsibilities for ECWE are expected to be consistent with Line 5 Eglinton.

For the Ontario Line, discussions on operations and maintenance roles and responsibilities continue at the working group level between the TTC and Metrolinx, within the transit expansion governance framework. Subject to the New Deal negotiation between the City and the Province, the TTC is working with Metrolinx to confirm the details of the TTC's roles and responsibilities for the operations of the Ontario Line, including revenue protection, safety and security, customer interfacing, and the network control centre.

The outputs of this work will inform the development of detailed Operations and Maintenance Agreements between the TTC and Metrolinx for the lines.

Comments on Innovation and Sustainability

The TTC is working closely with Metrolinx and the City to identify future-proofing requirements to be included in the design for all the new-build Transit Expansion projects. Specifically, requirements include electrification infrastructure provisions for eBuses and maintenance vehicles that would enable on-route charging and/or backup charging locations at a minimum. More broadly, the City's TransformTO Net Zero Strategy has been cited as a source for requirements that will reduce community-wide greenhouse gas emissions in Toronto to net zero by 2040.

The TTC will continue to co-ordinate with Metrolinx and other peer agencies to ensure that innovation and sustainability initiatives will be considered for all Transit Expansion projects.

Ontario Line (OL) Updates

Queen Streetcar Diversions

The construction at Queen Station for the Ontario Line requires the long-term closure of Queen Street, between Bay Street and Yonge Street, and between Yonge Street and Victoria Street. This new detour has been operational since November 2024 and will continue to operate until Queen Street is restored.

The restoration of all the required infrastructure will be funded by Metrolinx, as reported to the Board in the [February 10, 2022 Transit Network Expansion Update Report](#).

Pape Station Advanced Works

The construction of the Ontario Line North Civil works requires alterations to Line 2's Pape Station to accommodate the new interchange station between Line 2 and the Ontario Line. An advanced work contract to demolish a portion of the existing station and to relocate existing utilities was awarded by Metrolinx in Q4 2023. Demolition and utility works were completed in Q2 2025. Metrolinx is addressing construction deficiencies and will prepare a handover package for the TTC's review in Q4 2025. A bus loop closure at Pape Station has been implemented since March 2024. Surface bus routes serve passengers at on-street stops in front of Pape Station. Metrolinx has requested the bus loop remain closed until mid-2026 to accommodate the excavation work described below. During this time, 25 Don Mills and 925 Don Mills Express continue to divert to Broadview Station, resulting in ongoing operational impacts and challenges at the bus terminal.

Pape Station Support of Excavation (SOE) Works

The construction of the Pape interchange station requires deep excavations below the existing alignment of Line 2. An SOE contract was awarded by Metrolinx in Q1 2024. Piling works at Pape Station commenced in July 2024. Excavation works are scheduled to commence in Q4 2025.

Pape Tunnel Underground Stations (PTUS)

As of September 2025, the Pape Integrated Station design has successfully reached the 60% completion milestone and is progressing toward the 90% design submission, targeted for Q4 2025. In response to the increased ventilation requirements of the Ontario Line, a new West Fan Ventilation Plant (WFVP) is planned for construction atop the existing TTC Line 2 infrastructure, west of Pape Station. Property acquisition for this facility is currently underway to support the development timeline. Concurrently, the Interim East Vent Shaft is scheduled for restructuring, with procurement and design review activities expected to be finalized by the beginning of Q4 2025. Construction of the restructured shaft is planned to commence shortly thereafter, with completion anticipated by the beginning of Q2 2026, ensuring alignment with broader Ontario Line infrastructure upgrades.

Elevated Guideway Stations (EGS)

The Elevated Guideway Stations (EGS) contract comprises approximately three kilometres of elevated guideway, five elevated stations, two emergency exit buildings, and an interface with the TTC structure as part of the Line 5 Eglinton Crosstown Light Rail Transit (ECLRT) project. The construction schedule for the EGS contract spans from 2025 through Q3 2028. Don Valley Station serves as the designated interface station and includes a temporary bus loop equipped with wayfinding signage, traffic signals, and closed-circuit television (CCTV) systems. As of Q3 2025, the bus loop has reached 90% completion, with commissioning targeted for Q4 2025. The impact of construction along the corridor and at Don Valley Station on TTC travel times and

reliability is being assessed, with mitigation being discussed through traffic management working groups and exploring potential service adjustments.

In addition, a TTC bus loop is planned for construction adjacent to the Ontario Line's Thorncliffe Park Station. This facility is currently in the 30% design phase as of Q3 2025. A temporary bus facility will be required to support Ontario Line revenue service until the permanent bus loop is constructed and operational.

Osgoode Station Works

The construction of the Osgoode interchange station requires the permanent closure and demolition of the northeast entrance structure. The entrance was closed in May 2024 and has now been demolished to accommodate the construction of the Ontario Line station.

Cavern excavation of the Osgoode south shaft commenced in Q2 2025. Excavation works for the SOE for the north shaft at Osgoode Station commenced in August 2025. The majority of piling work was completed in Q2 2025, with the remaining two connection piles expected to be completed in Q1 2026.

Queen Station Works

Excavation works for the SOE for the two shafts adjacent to Queen Station commenced in May 2025. Piling work was completed in Q2 2025.

Lakeshore East Joint Corridor

Metrolinx awarded an Early Works contract in Q1 2023, involving expanding the existing Metrolinx Lakeshore East rail corridor. The project scope includes the widening of the rail corridor for a fourth GO track and two Ontario Line tracks, the replacement of existing GO bridges at Queen Street East (completed in August 2025), Dundas Street East (ongoing with tentative completion in Q1 2026), and Logan Avenue (ongoing with tentative completion in Q1 2026), and new Ontario Line bridges at Dundas Street East and Logan Avenue.

The TTC has been assisting Metrolinx and its Early Works contractor with the removal, reinstatement, and temporary and permanent support of the Overhead Contact System (OCS) cables to facilitate bridge works at Queen Street Bridge. This work includes the installation of a new bridge mount for OCS cables to the new bridge on Queen Street, which was completed in August 2025.

The Lakeshore East Joint Corridor-related work described above will require periodic short-term and extended shutdowns of the Queen Street East and Gerrard Street East streetcar tracks. Bus replacement services will be required during the periods when streetcar tracks are non-operational. Co-ordination of these shutdowns is crucial, as one of two of these routes must be available at all times to allow deployment of streetcars from the Leslie Barns Carhouse and Russell Carhouse facilities. Continuing discussions are underway between Metrolinx, the City, and the TTC to ensure that various

infrastructure projects are scheduled to mitigate impacts to area-wide mobility and operations of the streetcar network.

SSE General Update Progress and Status

The Scarborough Subway Extension (SSE) is a 7.8 km extension of the TTC's Line 2 Bloor-Danforth Subway – from the existing Kennedy Station northeast to McCowan Road and Sheppard Avenue.

Kennedy Enabling Works (KEW)

- Additional BOH rooms at track level.
- Tunnel Ventilation System Electrical Building (TVSEB) Q4 2026 ~40% Complete.
- West Ventilation Fan Plant (WVFP) Q4 2027 ~30% Complete.

Advance Tunnel SSE (Awarded to Strabag)

- Tunnelling works for the 6.9-km extension with 2.3 kilometres completed to date (34.2%).
- 7 Emergency Exit Buildings (EEB) – Completed.
- Advanced Tunnel SSE: Launch Shaft 2 Completed on May 16, 2025.

Station, Rail and System (Awarded to STC):

- Three new stations and ancillary facilities (emergency exit building and traction power substations), tunnel fit-out, and systems installation and commissioning.
- Enhanced Design Development Phase (EDDP) 60% has been completed for all three stations.
- Progressing toward Construction Design Submission (CDS) expected by the end of Q4 2025 (November).
- Sheppard East Storage was removed but as a mitigation, it is now added to Warden Siding Track project.

Line 2 ATC and SSE:

The TTC is actively collaborating with Metrolinx's Scarborough Subway Extension (SSE). The SSE option has been included as part of the TTC's ongoing Line 2 ATC procurement. This opportunity will maximize the benefit from the ATC system and the New Subway Trains for the entire Line 2 service on the opening day of SSE and beyond.

Station Planning

The TTC, City of Toronto, York Region, and Durham Region are working with Metrolinx to design new bus terminals and on-street bus connections at the future Scarborough Centre and Sheppard-McCowan stations.

Scarborough Centre: This station has been planned as part of the Line 2 East Extension as far back as 2013. Over the years, this station has always been identified as a focal point in the transit network and would require an adequately sized bus terminal to accommodate the future transit network plan. This requirement has been communicated to Metrolinx since 2019, when the project was uploaded. However, the proposed designs have not met the TTC's requirements. The TTC has continued to collaborate with Metrolinx and other stakeholders in an effort to achieve an optimized design, from the number of bus bays and layover spots to the design features of the terminal. However, the current station design remains suboptimal for TTC operations.

Guided by projected needs of the future transit network and the TTC's Service Standards and Design Manual, the TTC requested 17 dedicated bus bays at the new Scarborough Centre Station. This would accommodate customer demand and growth, and would support resilient operations at the new bus terminal. Metrolinx, citing site constraints and the need to deliver new development as part of the project ("Transit Oriented Communities" or TOC), recommended a design of only 11 bays assigned to the TTC for opening day (this number may change in future years through Metrolinx's Change Management Process). This deficiency would result in multiple bus routes sharing a single bay, leading to customer crowding on the bus platforms and slower, less convenient service overall. The limited access in the proposed design will mean more circuitous routing and longer travel times for customers and higher operating costs for the TTC.

Metrolinx has begun modelling bus operations within the terminal, and early results have confirmed the TTC's initial concerns that the terminal operates over-capacity and results in significant in-terminal service delays. More discussions are scheduled to assess bay reassignment and potential use of other assets (e.g. existing Scarborough Centre bus terminal) to offset capacity constraints. Through this work, and the future Change Management Process, the TTC remains committed to finding a viable solution with Metrolinx to address the terminal deficiencies for opening day and beyond.

Sheppard-McCowan: The design of this station will include a bus terminal that accommodates future TTC, Durham Region Transit, and York Region Transit services. While Metrolinx previously shared a proposal to convert the bus terminal to a non-fare-paid terminal, they have since committed to accommodating the TTC's request to keep it as a fare-paid terminal for opening day. A fare-paid terminal will provide an optimal and integrated customer experience since customers transferring from subway to TTC buses would not be required to cross a fare line.

Lawrence East: The design of this station will include a three-bay, TTC-only bus terminal. Given the site, design of the station, and with routes split both in-terminal and on-street, Metrolinx decided Lawrence East Station should operate as an unpaid terminal, which was agreed to by the TTC.

YNSE General Update Progress and Status

The Line 1 extension is approximately eight kilometres, running north from Finch Station to High Tech Station in Richmond Hill, with a Train Storage Facility (TSF) at the north

end to store 15 Toronto Rocket trains. The extension spans the City of Toronto, York Region, Markham, Richmond Hill, and Vaughan.

Finch Early Works (FEW)

Duct structure and power cabling between Finch traction power substation (TPSS) and Station, tail track electrical and communications works to support future YNSE work. Metrolinx Final Closeout was completed in June 2025.

Advanced Tunnel Contract (ATYNSE)

Two TBMs, with associated design and construction, underground station headwall construction, cross passages, emergency exit buildings (EEB), and related infrastructure. The Advanced Tunnel contract was awarded on August 6, 2025 to North End Connectors under the Design-Build-Finance (DBF) model.

Stations, Rail and Systems Contract (SRS)

Five stations and ancillary facilities (six EEBs and six TPSS), tunnel fit-out, systems installation, and commissioning. Preparatory works are planned for January 2026. Contract award is planned for 2028.

Station Planning

Cummer-Drewry: Currently, there has been no additional funding secured to deliver this station as part of the YNSE project.

Steeles Yonge:

In July 2024, Metrolinx informed stakeholders that the YNSE project will not construct centre-median bus platforms to enable a centre-running BRT. On August 13, 2024, the TTC responded to Metrolinx's letter, noting that the centre-running is the optimal design and requested that Metrolinx's YNSE project not preclude this integration after opening day.

The TTC, City of Toronto, and York Region have agreed in principle on the size and location of surface transit facilities that will serve Steeles Station. This includes a 10-bay bus terminal on the existing Centrepont lands, eastbound and westbound curbside bus bays to accommodate three articulated buses per direction on Steeles Avenue, east and west of Yonge Street, and an off-street bus loop accommodating nine bus layovers and Operator facility, located in the vicinity of the existing Dumont Loop immediately east of Yonge Street, on the south side of Steeles Avenue East.

It is critical to design the bus terminal and on- and off-street facilities to meet future demand to ensure customers have a seamless, accessible, safe, and convenient experience. Further, the City of Toronto and the TTC continue to request Metrolinx to design on-street bus facilities to support current operations, and to continue to protect for future operations along the Steeles corridor, which is planned to include a future BRT service.

Eglinton Crosstown West Extension (ECWE) Updates

Advanced Tunnelling Work

Advance Tunnel Contract 1 (ATC1) – The first tunnel boring machine (TBM) was launched in April 2022 from the launch shaft, and the second TBM was launched in August 2022. Twin tunnels have been completed from Renforth to Royal York. Substantial completion of the tunnels was achieved in June 2025.

Advance Tunnel Contract 2 (ATC2) – The 0.5-km tunnel between the ECLRT Mount Dennis Station and the elevated portion of the ECWE. This contract was awarded in February 2024. The tunnelling commenced in February 2025.

Elevated Guideway (EG)

The 1.5-km elevated guideway contract over the Humber River was awarded in December 2023. Construction of the structural support started in March 2025.

Stations, Rail and Systems

In August 2025, Metrolinx selected Trillium Rail Partners to deliver the Stations, Rail and Systems (SRS) package for the Eglinton Crosstown West Extension under a Progressive Design Build (PDB) procurement model. The TTC will continue to work with Metrolinx to ensure interoperability with Line 5 Eglinton.

Appendix D – City Priority Transit Projects

Waterfront Transit – Waterfront East LRT (WELRT)

The Waterfront East LRT project is one of the City's priority transit projects. The project will expand the streetcar network from Union Station, along Queens Quay East to Cherry Street and Commissioners Street, to serve the growing East Bayfront and Port Lands neighbourhoods. The latest phase of work has advanced the design of the line to 30%, while completing a constructability review, business case, and associated Class 3 cost estimates. On November 8, 2023, City Council [approved the WELRT alignment](#) from Union Station to a new loop on Ookwemin Minesing (previously known as Villiers Island), and further directed staff to advance the design of Segments 2 and 3 to 60%. Advancement on Union Station to expand the streetcar loop is on hold, pending funding availability.

In 2024, the TRPAP was completed for the section from Union Station to Silo Street to update the previously approved 2010 East Bayfront Transit Class Environmental Assessment. The remaining sections of the alignment will be covered by an update letter to the Lower Don Lands Environmental Assessment Master Plan.

On February 5, 2025, City Council approved the report for [Advancing the Waterfront East Light Rail Transit](#), and City staff will report back in Q1 2026 with updates on 60% detailed design progress for Segments 2, 3 and Early Works, including an updated cost estimate and funding requests, and the results of the Phasing and Delivery Plan, including assessing opportunities for early phase transit improvements and for advancing Segment 1 through design and to procurement.

Eglinton East LRT (EELRT)

The Eglinton East LRT project is another of the City's priority transit projects. On December 13, 2023, Council approved the recommendations for the alignment of the EELRT. This included a 10% design of the distinct service concept from Kennedy Station to Sheppard-McCowan Station (on the SSE), with a spur line on Neilson Road to connect to Malvern Town Centre. In 2024, the TRPAP was completed, and further work was done to begin identifying alternative sites for the EELRT train maintenance and storage facility. On February 5, 2025, City Council approved the report for [Advancing Eglinton East Light Rail Transit](#). 30% design work will advance with Constructability Assessment to examine project sequencing and identify risks and interface challenges with the Province's Sheppard Subway Extension and Scarborough Subway Extension, as well as cost estimate and procurement, and delivery options analysis and recommendations.

Appendix E – Sheppard Extension

Sheppard Subway Extension (ShSE)

The Sheppard Subway Extension (ShSE) is a subway expansion project led by Metrolinx, which looks at potentially extending Line 4 east toward Scarborough and west to Sheppard West Station. A draft Initial Business Case (IBC) was provided by Metrolinx in May 2025, which will include an analysis of different alignment options and technology. There are ongoing discussions between TTC, City, and Metrolinx staff to co-ordinate and identify risks and interface challenges between the Province's Sheppard Subway Extension and the EELRT project. For further details, please see [Sheppard Subway Extension \(Line 4 Extension\) Project Update](#).

Figure 1: Map of Study Area for Sheppard Subway Extension (source: Metrolinx)

