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Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

## RE: MPB38.1 - 2026 Operating and Capital Budget

Dear Mayor Chow and members of Toronto City Council,











Brent Toderian put it best: “The truth about a city’s aspirations isn’t found in its vision statement. It’s found in its budget.”<sup>1</sup> And in order to keep building a healthier, more vibrant city that fights congestion and supports more sustainable transportation options, **Cycle Toronto cautiously supports many aspects of the 2026 City Budget, but we note some worrying trends.**

### The Good:

- \$35M capital budget in 2026 to deliver 28 km of new/renewed cycling projects<sup>2</sup>
- Investment in Toronto Bike Share’s strategic growth
- Continued commitment to fund the West Toronto Railpath extension
- New funding to build the Antler-Lappin connection abandoned by Metrolinx
- TTC fare capping to support more multi-modal trips

### The Bad:

- Decreases in the 10-Year Capital Program, **with the cycling network plan cut by \$42.5M and Vision Zero Road Safety cut by nearly \$7M**

| 2025 – 2034 CAPITAL BUDGET AND PLAN   |   |   |   |   | 2026–2035 CAPITAL BUDGET AND PLAN  |  |   |   |   |
|---|---|---|---|---|--|--|---|---|---|
| \$6.131 Billion 10-Year Gross Capital Program   |   |   |   |   | \$6.6 Billion 10-Year Capital Program  |  |   |   |   |
|          |  |              |  |  |           |  |            |  |  |
| State of Good Repair (SGR) <sup>3</sup>   | Growth Related Projects   | Vision Zero Road Safety Plan <sup>4</sup>   | Cycling Network Plan <sup>4</sup>   | Congestion Management Plan <sup>4</sup>   | State of Good Repair (SGR)   | Growth Related Projects  | Vision Zero Road Safety Plan  | Cycling Network Plan  | Congestion Management Plan  |
| \$4.2 B   | \$1.1 B   | \$183 M   | \$175 M   | \$28 M  | \$4.5 B  | \$1.18 B   | \$176.8 M   | \$132.5 M   | \$55.9 M  |
| Ongoing repair of the City’s existing 5600 kilometres of Roads and 900 Bridges and Culverts | Implementation of projects to support the City’s economic and population growth.    | Implementation of safety measures on roads, sidewalks, and intersections to achieve Vision Zero | Implementation of bike lanes and cycle tracks to build the City’s cycling network   | Implementation of projects to ensure efficient network operations                   | Ongoing repair of the City’s existing 5,600 kilometres of Roads and 900 Bridges and Culverts | Implementation of projects to support the City’s economic and population growth.     | Implementation of safety measures on roads, sidewalks, and intersections to achieve Vision Zero | Implementation of bike lanes and cycle tracks to build the City’s cycling network     | Implementation of projects to ensure efficient network operations                     |

(2025 Capital budget<sup>3</sup> v. 2026 Capital budget<sup>4</sup>)

<sup>1</sup> <https://www.instagram.com/p/B31OgB-BpC1/>

<sup>2</sup> <https://www.toronto.ca/legdocs/mmis/2026/bu/bgrd/backgroundfile-264641.pdf>

<sup>3</sup> <https://www.toronto.ca/legdocs/mmis/2025/bu/bgrd/backgroundfile-252525.pdf>

<sup>4</sup> <https://www.toronto.ca/legdocs/mmis/2026/bu/bgrd/backgroundfile-264641.pdf>

**The Ugly:**

- There is an urgent need to address winter maintenance contracts that have failed to meet the city's service standards for walking and cycling for two consecutive winters
- We also note the continued growth in the Toronto Police Service budget while other programs face reductions, including the allocation of limited police resources to enforcement practices affecting cyclists in High Park and food delivery workers. We continue to urge a greater investment in the city's traffic agent program and in automated enforcement (where still permitted by the province)

Thank you for your attention to this matter.



Michael Longfield  
Executive Director

*Cycle Toronto is a member-supported charity that's been leading the change for a healthier and more vibrant cycling city since 2008. Most recently, Cycle Toronto was the lead applicant in a successful Charter challenge blocking the province from ripping out 19 km of protected bike lanes.*

