



Transit Network Expansion Update – Provincial Projects in Delivery

Date: July 22, 2026
To: TTC Board
From: Chief Capital Officer

Recommendations

It is recommended that the TTC Board:

1. Receive this report for information.

Summary

As a leading transit operator carrying more than 413 million trips in 2025 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.

This Transit Network Expansion Update report is focused on the four provincial priority projects in delivery, including the following highlights:

- 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 line.
- 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 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 the SSE and beyond.
- Line 1 Yonge North Subway Extension – Metrolinx is delivering five new stations for the Yonge North Subway Extension (YNSE), providing new stations across York Region in 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, in addition to planned and ongoing upgrades to traction power, fire ventilation, and station capacity, including the Bloor-Yonge Capacity Improvements (BYCI) Project. 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.

- Line 5 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 continues to work with Metrolinx to ensure full interoperability between existing Line 5 Eglinton and the ECWE, supporting seamless operation across the future unified Line 5 Eglinton.

Background and Analysis

The TTC continues to work with key partners, including Metrolinx, Infrastructure Ontario, York Region, and key divisions at the City of Toronto to advance transit expansion projects outlined in the report that will grow Toronto's transit network in the next decade. As the operator for the line extensions and maintainer for the SSE and YNSE, the TTC is responsible for customer experience and a seamless end-to-end customer journey, both during transit expansion project delivery and once the 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 3,700 technical reviews in 2025 and 740 technical reviews in Q1 2026 in support of these projects, and provided specialized engineering, operations, and multidisciplinary technical support alongside project management to oversee and address issues that arise. Technical reviews ensure that the TTC's operational, safety, and maintenance requirements are met along with compliance to TTC design standards and safeguarding of TTC assets, they also assist with 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 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 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 related to 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 results are provided to Metrolinx to help inform planning and delivery.

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 with the City of Toronto (Action 3.2.2). Initiatives being led by the TTC to build network capacity to support long-term growth (e.g. 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

There are no financial impacts directly associated with this report.

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

Contact

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Attachments

Appendix A – Decision History
Appendix B – Provincial Priority Subway Program Update

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, April 16, 2025, and November 3, 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](#)
[November 3, 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 Priority Subway Program Update

Ontario Line			Asset Class: Subway
Scope Description			
The Ontario Line is a 15.6-km rapid transit line that will connect Line 5 Eglinton from Don Valley Station to Exhibition Station via downtown, with 15 stations, including interchanges with Line 2 at Pape Station, and with Line 1 at Osgoode and Queen stations.			
Roles and Responsibilities			
Metrolinx is responsible for constructing the project. The TTC's general roles and responsibilities in support of the project to assist with seamless integration into the existing transit network include: • Actively participating in technical reviews with comments on submissions related to the three Ontario Line interchange stations. • Providing assistance to ongoing construction activities, coordinating Request For Information (RFI) responses, and facilitating workshops and meetings to resolve critical review comments and expedite the review process for items on the critical path. • Supporting Metrolinx with Work Order Request Forms. These forms outline the scope of work requested by Metrolinx to be performed by TTC forces as part of construction. The TTC Expansion team is managing and coordinating the necessary planning and resources together with TTC Operations and Infrastructure groups. • Finalizing Permission to Enter and Construct agreements. • Issuing Consent to Proceed letters to Metrolinx at milestones. • Actively co-ordinating mitigation of site issues, including false geotechnical instrumentation monitoring alarms and water seepage into stations due to construction. 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, including revenue protection, safety and security, customer interface, and the network control centre.			
Queen Streetcar Diversions			
Activity	Status	Forecast Date	Notes
Long-Term Detour and Closure of Queen Street, between Bay and Yonge streets, and between Yonge and Victoria Streets	Operational since November 2024	N/A	Restoration of all required infrastructure will be funded by Metrolinx, as reported to TTC Board in February 10, 2022 Transit Network Expansion Update Report

TTC Support

- Co-ordination of closures with TTC Operations, including Streetcar and Stations for continued service and customer access during diversions.

Pape Station Advance Works and Support of Excavation (SOE)

Activity	Status	Forecast Date	Notes
Pape Station Bus Loop Closure	Operational since March 2024	Planned to Q3 2026	To accommodate excavation work in Pape Tunnel Underground Stations (PTUS) contract
Piling, Excavation, and Shoring	Started July 2024	Q2 2028	Piling began in July 2024, followed by excavation in Q4 2025. TTC tunnel box now fully exposed to its base. Excavation below the tunnel will continue through Q4 2026. Temporary support structures will be constructed in stages beneath the tunnel box through Q2 2027.

TTC Support

- Surface bus routes now serve passengers at on-street stops in front of Pape Station.
- 25 Don Mills and 925 Don Mills Express continue to divert to Broadview Station, resulting in ongoing operational impacts at that bus terminal.
- Design support for modification to the existing Pape Bus Loop Platform, including updates to the bike rack area, garbage room, and stair exit.
- Bus loop testing by Transportation Planning is scheduled for late July 2026
- Temporary bus loop at Pape Station targeted for opening in September 2026, where some on-street stops can be served within the temporary terminal (i.e. 72 Pape southbound).

Pape Tunnel Underground Stations (PTUS)

Activity	Status	Forecast Date	Notes
Development Phase Contract Award	Complete	January 2024	
Pape Interchange Station 60% Design	Complete	September 2025	

New West Fan Ventilation Plant	Property Acquisition Underway	TBC	Due to increased ventilation requirements, new plant planned atop existing Line 2 infrastructure, west of Pape Station.
Interim East Vent Shaft	In Construction	Q3 2026	Procurement and design reviews completed in Q4 2025. To be commissioned with the opening of the bus loop in September 2026.
Pape Interchange Station 90% Design	In progress	July 2026	90% design will incorporate the updated TTC Ventilation strategy, including the Interim East Vent Shaft located above Line 2 infrastructure, as well as provisions within the West Fan Plant building to support a future upgrade and fit-out by the TTC.

TTC Support

- Ongoing support for construction activities, including co-ordination of RFI responses and technical reviews of submitted documents.
- Continued design and construction co-ordination with Metrolinx.

Elevated Guideway and Stations

Approximately three kilometres of elevated guideway, five elevated stations, two emergency exit buildings, and an interface with the Line 5 Eglinton Crosstown LRT.

Activity	Status	Forecast Date	Notes
Development Phase Contract Award	Complete	February 2024	
Construction	In Progress	Q3 2028	Elevated guideway under construction in Q1 2026

TTC Support

- Don Valley Station will serve as the interchange station and includes a temporary bus loop with way-finding signage, traffic signals, and closed-circuit television (CCTV) systems.
- As of Q4 2025, the bus loop at Don Valley Station has been commissioned, and the bus terminal was operational for the Line 5 opening in Q1 2026. The TTC is coordinating with Metrolinx to address the elevator out of service issue at the temporary terminal.
- Ongoing discussions with the City are underway regarding whether a bus loop will be constructed at Thorncliffe Park Station, pending the outcome of a Transit-Oriented Community (TOC) decision.

Queen Station Works			
Activity	Status	Forecast Date	Notes
Excavation for SOE for two shafts adjacent to Queen Station	Started August 2025	TBC	Cavern excavation planned for Q4 2026, following completion of bedrock excavation.
Reinforcement Works to Support Cavern Excavation	In Progress	Q3 2026	To support cavern excavation by strengthening portions of existing Queen Station.
TTC Support			
Mechanical, Electrical, and Plumbing equipment relocations and existing station demolition by Metrolinx/Contractor are required in the next phase of major works in 2027. TTC support includes service relocations and review of workplans to mitigate impacts on customers and co-ordination of partial station closures.			
Osgoode Station Works			
Activity	Status	Forecast Date	Notes
Demolition and Closure of Northeast Entrance	Complete	Q1 2025	Entrance closed in May 2024; demolition now completed; temporary vent shaft constructed and in operation.
Cavern Excavation	Commenced Q2 2025	Q4 2026	Excavation is now past the TTC tunnel structure for south shaft. North shaft excavation for SOE began in August 2025; shotcrete and rock dowel construction is ongoing. Majority of piling completed in 2025; two remaining connection piles expected to be complete in Q3 2026.
TTC Support			
Mechanical, Electrical, and Plumbing equipment relocations and existing station demolition by Metrolinx/Contractor are required in the next phase of major works in 2027. TTC support includes service relocations and review of workplans to mitigate impacts on customers and co-ordination of partial station closures.			

Lakeshore East Joint Corridor

Activity	Status	Forecast Date	Notes
Contract Award	Complete	Q1 2023	Scope includes widening the rail corridor for a fourth GO track and two Ontario Line tracks.
Replacement of existing GO Rail bridges at Queen Street East	Complete	August 2025	Bridge replacements have been completed. The remaining activity is the installation of the bridge fascia, a minor finishing component. This work is scheduled for Q3 2026.
Construction	In Progress	Q3 2026	One final closure required in Q3 2026 to complete the remaining work.

TTC Support

- 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 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 David Miller Carouse at Leslie Barns 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.

Scope Description

The Scarborough Subway Extension (SSE) is a 7.8km extension of the TTC's Line 2 Bloor-Danforth Subway – from the existing Kennedy Station travelling northeast, with stations at McCowan and Lawrence, Scarborough Centre, and McCowan and Sheppard.

Roles and Responsibilities

Metrolinx is responsible for constructing the project.

The TTC's general roles and responsibilities in support of the project to assist with seamless integration into the existing Line 2 and wider transit network include:

- Ongoing design reviews and working group meetings to support the Stations, Rail, and Systems contract.
- Coordinating contractor construction activities at Kennedy Station.
- Mitigating impacts to customers during construction at Kennedy Station and Scarborough Centre Bus Terminal.

Based on work to date on roles and responsibilities with Metrolinx, the TTC will operate and maintain the infrastructure and fleet for Line 2 and SSE. As of March 27, 2026, the TTC and Metrolinx have jointly developed a Concept of Operations document for the opening day service for Line 2 with SSE.

Kennedy Enabling Works (KEW)

Activity	Status	Forecast Date
Additional Back of House Rooms at Track Level	45%	November 1, 2027
Tunnel Ventilation System Electrical Building	40%	November 1, 2027
West Ventilation Fan Plant	55%	November 1, 2027
North Bus Terminal	25%	November 1, 2027

TTC Support

- Schedule input related to all Testing and Commissioning activities as well as all system integration work required prior to Testing and Commissioning, operational readiness, and ensuring tasks and resources are well-planned and integrated into the Metrolinx master schedule to support the upcoming milestone for Kennedy Enabling Works (KEW) handover acceptance in November 2027.
- Providing assistance to ongoing construction activities, co-ordinating RFI responses, and conducting technical reviews of submitted documents through TTC SMEs. The TTC is also facilitating workshops and meetings to resolve review comments and expedite the review process for items on the critical path for the KEW construction.

- Supporting Metrolinx with Work Order Request Forms. These outline the scope of work requested by Metrolinx to be performed by TTC forces as part of the construction. Expansion team is managing and co-ordinating the necessary planning and resources together with ECE Engineering System Integration and Operations and Infrastructure group to deliver the required preparation activities in advance of KEW handover in November 2027.
- Coordinating with Metrolinx and STC to finalize the O&M and Handover Strategy.

Advance Tunnel (ATSSE)

Activity	Status	Forecast Date
Advance Tunnel Launch Shaft 2	Complete	N/A
7 Emergency Exit Buildings	Complete	N/A
6.9 km of Tunnelling Works	62% (4.3km)	Q4 2026

TTC Support

- Providing assistance to ongoing construction activities related to the tunnelling, including the Traffic Management Plan along the tunnelling path.
- Coordinating RFI responses and conducting technical reviews of submitted documents. The TTC is also facilitating workshops and meetings as needed to resolve review comments and expedite the review process for items on the critical path for the ATSSE construction.

Stations, Rail, and Systems (SRS)

Three new stations and ancillary facilities (emergency exit building and traction power substations), tunnel fit out, and systems installation and commissioning.

Activity	Status	Forecast Date
Enhanced Design Development Phase (EDDP)	60%	November 1, 2027
Tunnel Ventilation System Electrical Building	40%	November 1, 2027
West Ventilation Fan Plant	55%	November 1, 2027
North Bus Terminal	25%	November 1, 2027

TTC Support

- Collaborating with Major Projects and Metrolinx on the Warden Siding project MOU agreement, reviewing project integration for signalling, constructability, project scope and cost sharing arrangements.
- Providing support in the ongoing design review activities, and conducting technical reviews of submissions related to the SRS design and construction.
- Facilitating workshops and meetings to resolve review comments and expedite the review process on items falling within the critical path for the SSE-SRS construction.
- Supporting Metrolinx to deliver the required activities in advance of Kennedy Tail Track demolition milestone starting in Q4 2027.

Line 2 ATC and SSE Integration

The TTC's ATC team is actively collaborating with Metrolinx's SSE team. Metrolinx has exercised an option for the installation, testing, and commissioning of the ATC system on SSE as part of the TTC's Line 2 ATC contract. 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 Station (SCS) and Sheppard-McCowan stations.

Scarborough Centre

This station has been planned as part of the Line 2 East Extension as far back as 2013 and was always identified as a focal point in the transit network, which 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 continues to collaborate with Metrolinx and other stakeholders to achieve an optimized design, from the number of bus bays and layover spots to the design features of the terminal, though 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 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 completed modelling of bus terminal operations, which confirmed the TTC's initial concerns that the terminal would operate over-capacity and result in significant service delays. More discussions are scheduled to assess bay reassignment and potential use of other assets (e.g. the 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

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 accepted by the TTC.

Scope Description

The Line 1 Yonge North Subway Extension (YNSE) will include five stations across 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.

Roles and Responsibilities

Metrolinx is responsible for constructing the project.

The TTC's general roles and responsibilities in support of the project to assist with seamless integration into the existing Line 1 and wider transit network include technical reviews related to the Advance Tunnel contract.

Based on work to date on roles and responsibilities with Metrolinx, the TTC will operate and maintain the infrastructure and fleet for Line 1 and YNSE. The TTC and Metrolinx are in the process of jointly developing the Concept of Operations and Concept of Maintenance documents for opening day service for Line 1 with YNSE.

Finch Early Works (FEW)

Activity	Status	Forecast Date
Duct structure and power cabling between Finch traction power substation (TPSS) and station, tail track electrical, and communications works to support future YNSE work.	Final Closeout Complete	June 2025

TTC Support

- Escorting Metrolinx and their contractors for periodic inspection of Metrolinx assets installed on Finch Tail Track and observing interface between Metrolinx assets and TTC infrastructure.
- Updating the FEW contractual agreements to reflect and clarify respective responsibilities of TTC and Metrolinx for operations and maintenance of FEW assets in the interim period, before handover to the TTC.

Advance Tunnel (ATYNSE)

Two TBMs, with associated design and construction, underground station headwall construction, cross passages, emergency exit buildings (EEB), and related infrastructure.

Activity	Status	Forecast Date
Design-Build-Finance Contract Award	Complete	July 31, 2025

Launch Shaft Construction		In Progress (Started August 6, 2025)	TBC
TTC Support			
- Actively participating in ongoing technical reviews and active participation in bi-weekly Transportation Management Committee. The committee co-ordinates various activities of Utility Relocations along Yonge Street to enable future tunnelling and excavation. - Subject matter experts are reviewing the impact of nearby excavation and construction activities on Finch Tail Track structure, as well as the tie-in activity planning. - Review of geotechnical, civil, and structural studies of the tunnels and evaluating the possible impact on future Operations and Maintenance.			
Stations, Rail, and Systems (SRS) Five stations and ancillary facilities (six EEBs and six TPSS), tunnel fit-out, systems installation, and commissioning			
Activity	Status	Forecast Date	Notes
Alliance Model Workshops	Planned	Spring 2026	The TTC is expected to participate as a non-voting member.
Contract Commercial Close	In Progress	Spring 2027	Underground Advance Works, including Yonge Street Detour and Utility Relocation, are being advanced from SRS contracts.
TTC Support			
- Development for the YNSE Concept of Operations document. - Train Storage Facility (TSF): The TTC is working with Metrolinx to help design facility requirements that will meet the TTC's needs as future Operator and Maintainer. The area of concerns being discussed include train maintenance feasibility, work car storage, winter O&M, scope of Rail Cars and Shops activities and parking space.			
Station Planning			
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 Steeles Avenue. On August 13, 2024, the TTC responded to Metrolinx's letter, noting that centre-running is the optimal design and requested that the 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 BRT service.

Key Risks and Mitigation Activities

- The YNSE Project currently includes a new train storage facility, which will provide additional storage and dispatching capacity for up to 15 trains, but no maintenance capacity. Based on a fleet of 84 trains after YNSE opening, the maintenance capacity of Line 1 facilities will be completely consumed and will exceed available capacity.
- Separate long-term travel models from Metrolinx and the City of Toronto agree that prior to 2051, Line 1 service levels, which can be operated with 73 in-service trains will not be sufficient to serve the anticipated demand in the peak hour, while meeting the TTC's crowding standard. The precise time when additional trains are needed to serve demand on Line 1 is largely affected by how quickly development activity occurs and what the long-term work-from-home pattern will be.
- The City of Toronto's 2025 Q4 Development Pipeline shows that development activity continues around the Yonge corridor despite the softer market. The Yonge corridor appears to remain the most desirable corridor for development in Toronto. The projected crowding levels on Line 1 based on the TTC/City of Toronto demand forecast with the service that can be provided with confirmed assets shows crowding emerging in the mid-2030s, coinciding with the opening of the YNSE. The opening of the YNSE is projected to increase Line 1 AM peak hour demand by 11% in the City/TTC model. This adds pressure as demand mounts travelling southbound toward Bloor-Yonge Station. Based on the City/TTC analysis, the quality of service is inadequate and will result in severe crowding levels from Lawrence Station to College Station.
- To address overcrowding on Line 1, the TTC has identified a program of investments under the Line 1 Capacity Enhancement Program. To achieve a higher level of service on the extended Line 1, further investment is required and is dependent on the funding and procurement of additional growth trains and a new Train Maintenance and Storage Facility.

Next Steps

- The current assets available on Line 1 constrain the service that can be provided on an extended Line 1. Joint work between the TTC and Metrolinx needs to be conducted to develop an integrated plan for serving future demand on an extended Line 1. The TTC is proposing the joint scope of work with Metrolinx including following elements:
 - Demand and capacity forecasts for Line 1.
 - Review network opportunities to address capacity constraints on Line 1.
 - Real estate strategy for network facility requirements.

Scope Description

The extension of the Line 5 Eglinton Crosstown LRT will run 9.2 kilometres from Mount Dennis Station west to Renforth Drive and will operate mainly underground, with seven new stations.

Roles and Responsibilities

Metrolinx is responsible for constructing the project.

The TTC's general roles and responsibilities in support of the project to assist with seamless integration into the existing Line 5 and wider transit network include technical reviews related to the Stations, Rail, and Systems contract.

The TTC continues to work with Metrolinx to ensure full interoperability between existing Line 5 Eglinton and ECWE, supporting seamless operation across the future unified Line 5 Eglinton, and are jointly developing a Concept of Operations document for the opening day service for Line 5 with ECWE.

Advance Tunnels

Activity	Status	Forecast Date	Notes
Advance Tunnel Contract 1 (Renforth to Royal York)	Substantial Completion	June 2025	
Advance Tunnel Contract 2 (0.5km from Mount Dennis Station to elevated guideway)	In Progress	TBC	Contract awarded in February 2024; tunnelling commenced February 2025.

TTC Support

- The TTC was engaged regarding bus stop relocations required to facilitate the construction of a temporary cycle track between Jane Street and Black Creek Drive. The TTC's involvement included reviewing and approving adjustments to bus operations affected by the construction, such as timecard modifications and bus stop relocations. The TTC was also consulted on matters related to its operations at Mount Dennis to ensure continued service and operational efficiency throughout the construction period.

Elevated Guideway

1.5km Elevated Guideway over Humber River

Activity	Status	Forecast Date	Notes
Contract Award	Complete	December 2023	

Construction of Structural Support	In Progress	TBC	Started in March 2025
TTC Support			
The TTC was consulted on bus shelters part of the Elevated Guideway scope.			
Stations, Rail, and Systems (SRS)			
Activity	Status	Forecast Date	Notes
Progressive Design-Build (PDB) Contract Award	Complete	August 2025	
Development Phase	In Progress	TBC	
TTC Support			
- The TTC continues to work with Metrolinx to ensure interoperability with existing Line 5 Eglinton and seamless operation across future Line 5. - Actively participating in ongoing 60% SRS technical reviews, through review and comment on submissions and bi-weekly Transportation Management Committee meetings and multidisciplinary working group meetings. - Co-ordinating RFI responses and facilitating workshops and meetings to resolve critical review comments and expedite the review process for items on the critical path.			