

2026 Program Summary

Transit Expansion

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Description

The Transit Expansion Division (TE) facilitates timely, coordinated, and city-building delivery of major transit projects through stewardship of Toronto's priorities, resolution of intergovernmental and interdivisional complexities, and strengthening of the systems and partnerships that make transformative transit possible. Specifically, the role of Transit Expansion is to:

1. Work with key partners such as the Province of Ontario, Metrolinx, Infrastructure Ontario, and the Toronto Transit Commission (TTC) to deliver new transit infrastructure to keep Toronto moving;
2. Provide dedicated leadership for the City's transit expansion strategy, protect and advance the City's interests and ensure municipal requirements are achieved; and
3. Proactively seek opportunities to accelerate the City's transit expansion program, by centralizing coordination.

Why We Do It

Transit Expansion transforms how Torontonians live, move, and connect for the benefit of seven generations to come. TE does this by inspiring collaboration and leveraging collective expertise to drive the delivery of an efficient and sustainable transit network.

Advancing transit expansion helps improve access to employment, education and recreation opportunities as well as community, health and government services.

The City of Toronto aims to deliver these outcomes equitably, efficiently and with excellent customer service to help improve the lives of Torontonians and work to earn their trust and confidence.

For further information about Transit Expansion, please visit: [Transit Expansion](#)

What Service We Provide

Program Management and Planning

Who We Serve: City Council and the City’s Senior Leadership Team

What We Deliver: Coordinated City involvement in planning transit expansion with external partners, and in planning and designing City-priority transit expansion projects. Transit Expansion develops legal agreements, leads secretariat and governance support, undertakes design and environmental assessment projects, and establishes program controls and reporting mechanisms of City strategic transit expansion.

Resources (gross 2026 operating budget): \$5.0 Million

Capital Implementation Coordination

Who We Serve: City Council and the City’s Senior Leadership Team

What We Deliver: Coordinated City involvement in implementing transit expansion projects and resolving issues with external partners. Transit Expansion streamlines processes for design reviews, monitors, inspects and resolves issues, oversees commissioning and testing, and coordinates the mitigation of deficiencies in City transit-related infrastructure.

Resources (gross 2026 operating budget): \$4.8 Million

Budget at a Glance

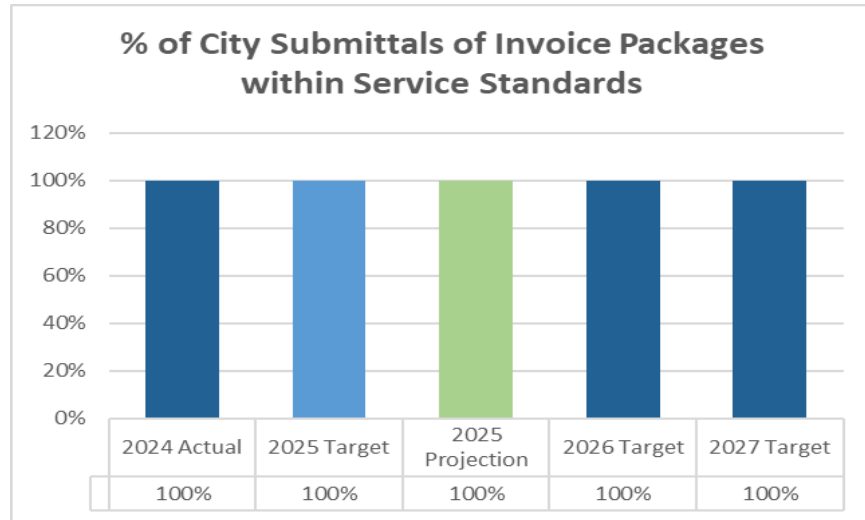
2026 OPERATING BUDGET

In \$ Millions	2026	2027	2028
Revenues	\$7.1	\$10.0	\$10.6
Gross Expenditures	\$9.8	\$12.7	\$13.3
Net Expenditures	\$2.7	\$2.7	\$2.7
Approved Positions	80	80	80

2026-2035 10-YEAR CAPITAL PLAN

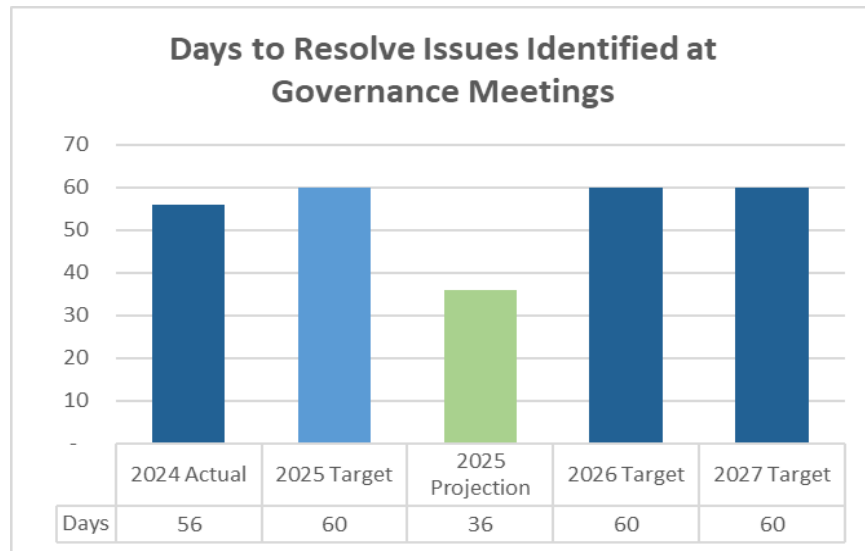
In \$ Millions	2026	2027-2035 Total	
Gross Expenditures	\$141.1	\$626.9	\$768.0
Debt	\$0.7	\$2.5	\$3.2
Recoverable Debt	\$128.9	\$564.3	\$693.2
Note: Includes 2025 carry forward funding			

How Well We Are Doing – Behind the Numbers



% of City Submittals of Invoice Packages within Service Standards

- Service Standards reflect City commitments to Metrolinx in the various resource agreements supporting the delivery of provincial transit priority projects within the City.
- TE project teams continue to work with counterparts across all 12 City transit participating divisions as well as Metrolinx to ensure these projects advance in line with delivery timelines.



Days to Resolve Issues Identified at Governance Meetings

- Project governance frameworks provide resolution and escalation pathways to resolve planning and implementation disputes and reach agreements with Metrolinx and Province of Ontario as projects advance through various stages of planning and implementation.
- Lower 2024 Actual and 2025 Projection against Target reflects TE's success in managing the City's interests and priorities in the delivery of provincially led transit projects in Toronto.

How Well We Are Doing

Service	Measure	2024 Actual	2025 Target	2025 Projection	2026 Target	2027 Target
Outcome Measures						
Program Management and Planning	% of City submittals of invoice packages within service standards	100%	100%	100%	100%	100%
	Number of City Councillor engagements to address transit related issues	39 engagements	50 engagements	71 engagements	50 engagements	50 engagements
Capital Implementation Coordination	Number of days to resolve issues identified at Governance Meetings	56 days	60 days	36 days	60 days	60 days
	Number of days to complete City technical review submissions	20 days	20 days	18 days	20 days	20 days

EXPERIENCES, CHALLENGES AND PRIORITIES**Our Experience and Success****Eglinton East Light Rail Transit (EELRT):**

- City Council adopted item [EX20.9](#) Advancing Eglinton East Light Rail Transit which approved the 10% functional design of the Eglinton East LRT program and directed the completion of a Constructability Assessment, development of a project management and resourcing plan as well as a market sounding to verify a procurement approach for the program and to prepare the project for the next phase of design. Consultation to study alternative Maintenance and Storage Facility sites began in June and is expected to be completed by the end of second quarter 2026. The development of a strategic engagement framework with TTC, City divisions and external agencies is in progress. As well, a Request for Proposal (RFP) to onboard a Technical Advisor that will lead the necessary enabling studies required to prepare the project for the next phase of design has been released to market.

Waterfront East Light Rail Transit (WELRT):

- City Council adopted item [EX20.10](#) Advancing the Waterfront East Light Rail Transit. This report facilitated an agreement between the City and Waterfront Toronto (WT) to advance design of the Queens Quay East Extension portion of the Waterfront East Light Rail Transit (WELRT) beyond 60%. Council also authorized the completion of a Phasing and Delivery Plan for the program, a recommended delivery approach as well as early phase transit improvements (Early Works). Design reviews and comments from the City and TTC have been completed and are currently under consultant review for final revisions.
- City Council adopted item [EX25.3](#) Waterfront East Light Rail Transit - Advancing Enabling Work with the Quayside Infrastructure and Public Realm Project. Work is underway to develop a construction agreement with Waterfront Toronto for the delivery of WELRT enabling works packages. The funding agreement with WT has been amended to advance Queens Quay East design beyond 60%, with completion expected by the end of the first quarter of 2026.

SmartTrack Stations Program:

- Led City participation in detailed design development of stations and delivery of early works packages.
- Collaborated with Metrolinx to award the construction contract for the East Harbour Transit Hub. Construction of this station as well as the Bloor-Lansdowne station is now underway.
- City Council adopted item [EX27.4](#) St. Clair-Old Weston Station and 2025 GO Expansion Program Updates. This report recommended service at St. Clair-Old Weston Station to change from the Kitchener GO Rail Line to the Union-Pearson Express. These service changes are required to meet Metrolinx 15-minutes-or-better service frequency commitment for the SmartTrack Stations program. Design completion of the St. Clair-Old Weston Station is anticipated by the end of second quarter 2026 with the award of the construction contract scheduled by the third quarter of 2026. Construction of the station is expected to commence shortly thereafter.

Finch West Light Rail Transit (FWLRT):

- Led the resolution of design and construction issues, ensuring efficient and timely completion of all project phases. Design review and revenue service demonstration have been completed, and the program has reached substantial completion. The commissioning, acceptance of City assets, and final completion activities are also underway.
- Leading the development of access and easement agreements as well as operational agreements.
- FWLRT has commenced operations effective December 7, 2025.

Eglinton Crosstown Light Rail Transit (ECLRT):

- Resolved design and construction issues, ensuring efficient and timely progress across all project stages, resulting in the completion of design review.
- Overseeing the commissioning and acceptance of City assets, including inspections and review of handover packages. The program is currently in revenue service demonstration.
- Leading the development of access and easement agreements as well as operational agreements.

Subway Program (i.e. Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension):

- Reviewed design and construction submissions, utilizing working groups and escalation forums as needed to resolve issues and develop collaborative solutions to support delivery of the Subway Program.
- Worked with City divisions to protect City interests and to manage the coordination of major construction by mitigating impacts of overlapping Gardiner Expressway and Exhibition Station construction schedules.
- Developing mitigation measures related to construction impacts through negotiations with Metrolinx to deliver work on behalf of the City, such as dog off-leash parks, watermain work, and protections for future City transit projects such as the EELRT.

GO Expansion:

- Expedited the resolution of issues and concerns, and supported the execution, implementation, and delivery of the GO Expansion and On Corridor Programs within the City of Toronto.
- Participated in a construction coordination working group to resolve construction staging challenges in the downtown core to ensure safe and efficient delivery while minimizing impacts to the travelling public.
- Ensured timely and thorough review of design and permit submissions for Metrolinx projects across all seven corridors to prevent construction delays.
- Maintained involvement in safeguarding City assets and the public interest in securing significant public-realm improvements.

Collaboration with City and external partners:

- Transit Expansion leads monthly working group meetings with Metrolinx and actively collaborated to resolve issues and mitigate risks related to transit resourcing agreements, project scopes, and other project-related enquiries to protect the City's interests and assets. Transit Expansion has centralized and standardized the invoicing process for Metrolinx receivables and undertakes resolution of invoicing disputes on behalf of 12 transit-participating City divisions. The program has significantly improved the efficiency and quantity of invoice approvals for all participating City divisions. These efforts have also greatly reduced the outstanding balance owed to the City.

Key Challenges and Risks

- Recruitment and retention of high-calibre transit professionals with unique skillsets to enable and sustain program delivery.
- Project development and implementation are continually impacted by unexpected developments with risks to project schedules and budget. In addition, program implementation in collaboration with participating City divisions is challenging given the significant number of construction projects underway across Toronto.

Priority Actions

- Continue to lead engagement with external stakeholders (i.e. Ontario Ministry of Transportation, Metrolinx, Infrastructure Ontario and other agencies) on transit expansion programs while resolving issues as they arise through the Ontario-Toronto Transit Governance Framework.
- Progress the City's priority transit projects, WELRT and EELRT, through design leading to readiness for construction, including coordination with all relevant internal and external stakeholders and nearby projects to minimize conflicts and pursue funding opportunities.
- Lead the coordination of City feedback on the Province's four priority subway projects (Ontario Line, Scarborough Subway Extension, Yonge North Subway Extension, and Eglinton Crosstown West Extension), as well as the GO Expansion Program, and the Province's Light Rail Transit projects (Eglinton Crosstown and Finch West) to advance these projects through various stages of completion.
- Oversee the expedited review of Metrolinx's design and procurement materials, including permits, licences, and approvals, to ensure their compliance with City requirements and priorities. Continue to lead and direct the administration and recovery of Metrolinx receivables for all transit participating City divisions.
- Oversee negotiations for several transit agreements under the Ontario-Toronto Transit Partnership, including the Subway Program Main Agreement, while securing all required City Council authorities.
- Assess and revise Transit Expansion's role to enhance its service delivery through a review of the program's strategic plan and best practices.
- Manage the retention of necessary resources and software tools such as Tableau and SharePoint to enhance internal and external coordination and to support service delivery. Develop strategies to address ongoing challenges in attracting and retaining top talent amid increased competition in the labour market.

2026 BUDGET

1. The 2026 Operating Budget for Transit Expansion of \$9.878 million gross, \$7.140 million revenue and \$2.739 million net for the following services:

Service:	Gross Expenditures (\$000s)	Revenues (\$000s)	Net Expenditures (\$000s)
Program Management and Planning	5,015.1	3,624.7	1,390.4
Capital Implementation Coordination	4,862.9	3,514.8	1,348.1
Total Program Budget	9,878.0	7,139.5	2,738.5

- The 2026 staff complement for Transit Expansion of 80.0 positions comprised of 17.7 capital positions and 62.3 operating positions.
2. The 2026 Capital Budget for Transit Expansion with cash flows and future year commitments totaling \$768.024 million as detailed by project in [Appendix 5a](#).
 3. That all third-party funding included in the 2026 Budget be subject to the execution of an agreement or receipt of funding. If such agreement or funding is not in place by 2026 or forthcoming, the approval to spend must be reassessed by City Council relative to other City-funded priorities and needs in future budget processes.

2026 OPERATING BUDGET

2026 OPERATING BUDGET OVERVIEW

Table 1: 2026 Operating Budget by Service

(In \$000s)	2024 Actual	2025 Budget	2025 Projection*	2026 Base Budget	2026 New/Enhanced	2026 Budget	Change vs. 2025 Budget	
By Service	\$	\$	\$	\$	\$	\$	\$	%
Revenues								
Program Management and Planning	4,449.4	2,794.1	4,503.9	3,624.7		3,624.7	830.6	29.7%
Capital Implementation Coordination	4,314.5	3,589.7	5,253.2	3,514.8		3,514.8	(74.9)	(2.1%)
Total Revenues	8,763.9	6,383.8	9,757.2	7,139.5		7,139.5	755.7	11.8%
Gross Expenditures								
Program Management and Planning	3,561.0	4,474.6	4,266.0	5,015.1		5,015.1	540.4	12.1%
Capital Implementation Coordination	3,453.0	4,647.7	3,979.7	4,862.9		4,862.9	215.2	4.6%
Total Gross Expenditures	7,014.0	9,122.3	8,245.7	9,878.0		9,878.0	755.7	8.3%
Net Expenditures	(1,749.9)	2,738.5	(1,511.4)	2,738.5		2,738.5		
Approved Positions**	70.0	77.0	N/A	80.0		80.0	3.0	3.9%

*2025 Projection based on 9-Month Variance

**Year-over-year comparison based on approved positions

KEY DRIVERS

Total 2026 Budget expenditures of \$9.878 million gross reflect an increase of \$0.756 million in spending above the 2025 Budget, predominantly arising from:

- Salary and benefits adjustments, as well as the addition of three positions fully funded by capital funding to sustain the capital delivery program.

EQUITY IMPACTS OF BUDGET CHANGES

No significant equity impacts: The changes in Transit Expansion's 2026 Operating Budget do not have any significant equity impacts.

2026 OPERATING BUDGET KEY COST DRIVERS

The 2026 Net Operating Budget for Transit Expansion of \$2.739 million is unchanged from the 2025 Net Budget. Table 2 below summarizes the key cost drivers for the 2026 Budget.

Table 2: 2026 Key Cost Drivers

(In \$000s)	2026				2027 Annualized Impact (Net)
	Revenues	Gross Expenditures	Net Expenditures	Positions**	
2025 Projection*	9,757.2	8,245.7	(1,511.4)	N/A	N/A
2025 Budget	6,383.8	9,122.3	2,738.5	77.0	N/A
Key Cost Drivers:					
Operating Impacts of Capital					
Capital Project Delivery Positions				3.0	
Salaries and Benefits					
Salary and Benefits Adjustments		540.7	540.7		571.6
Revenue / Recovery Changes					
Capital and Other Adjustments	755.7	282.8	(472.9)		(571.6)
Sub-Total - Key Cost Drivers	755.7	823.5	67.8	3.0	
Affordability Measures		(67.8)	(67.8)		
Total 2026 Base Budget	7,139.5	9,878.0	2,738.5	80.0	
2026 Budget	7,139.5	9,878.0	2,738.5	80.0	
Change from 2025 Budget (\$)	755.7	755.7		0.0	N/A
Change from 2025 Budget (%)	11.8%	8.3%		3.9%	N/A

*Based on 9-Month Variance

**Year-over-year comparison based on approved positions

Key Base Drivers:**Capital Project Delivery Positions:**

- \$0.334 million for the addition of three capital positions to support City-initiated transit projects fully funded by capital funding.

Salaries and Benefits:

- Salary and benefits adjustments, including increases required by contractual obligations.

Revenue Changes:

- The 2026 Operating Budget includes full cost recovery for positions funded by Metrolinx, TTC, and Transit Expansion's capital budget.

Affordability Measures

Table 3: Affordability Measures

(In \$000s)									
Recommendation	Savings Type	Equity Impact	2026				2027 (Incremental)		
			Revenues	Gross Expenditures	Net Expenditures	Positions	Gross Expenditures	Net Expenditures	Positions
Line by Line/Matching Actuals	Line-by-line	No Impact		(67.8)	(67.8)				
Total Affordability Measures				(67.8)	(67.8)	-			-

Affordability measures, as described below, are specific actions taken by Transit Expansion that achieve cost reductions without impacting service levels for City Divisions and the public.

Matching to Actuals (Line-by-line):

- A regular review of base expenditures resulted in overall saving of \$0.068 million in non-salary costs driven primarily by adjustments based on actual experience as part of the line-by-line review.

Note:

For additional information, please refer to [Appendix 2](#) for details on 2026 Service Changes; [Appendix 3](#) for the 2026 New and Enhanced Service Priorities and [Appendix 4a](#) for Operating Program Provincial/Federal Funding Streams by Funding Source, respectively.

2027 AND 2028 OUTLOOK**Table 5: 2027 and 2028 Outlook**

(In \$000s)	2026 Budget	2027 Incremental Outlook	2028 Incremental Outlook
Revenues			
Revenue Changes		2,887.8	601.9
Total Revenues	7,139.5	2,887.8	601.9
Gross Expenditures			
Salaries and Benefits Changes		2,887.8	601.9
Total Gross Expenditures	9,878.0	2,887.8	601.9
Net Expenditures	2,738.5		
Approved Positions	80.0		

Key Outlook Drivers

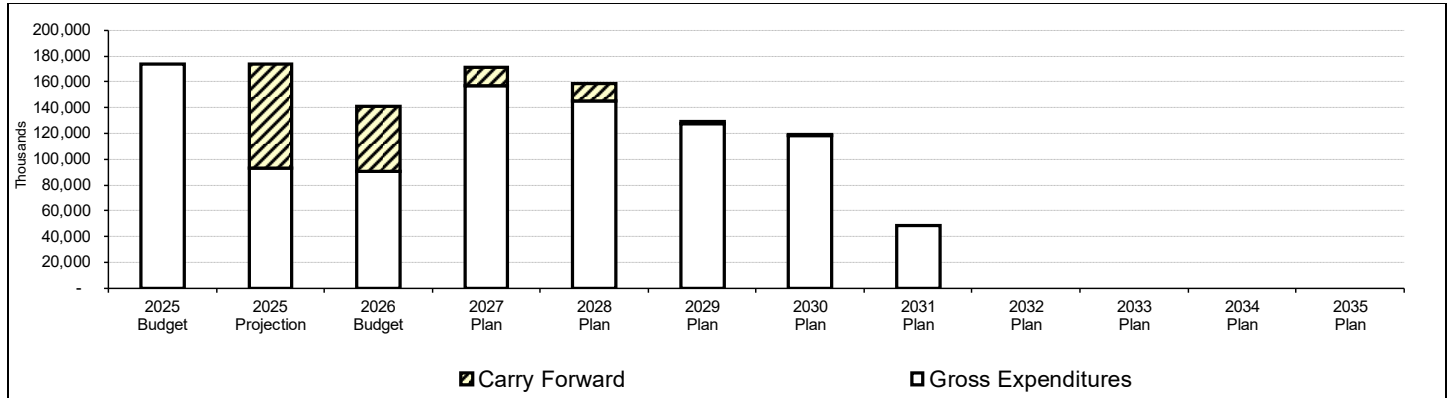
The 2027 Outlook with total gross expenditures of \$12.766 million reflects an anticipated \$2.888 million or 29.2% increase in gross expenditures above the 2026 Operating Budget. The 2028 Outlook expects a further increase of \$0.602 million or 4.7% above 2027 Outlook.

These changes arise from inflationary increases to salary and benefits, which are fully cost recovered by funding from Metrolinx, TTC and Transit Expansion's capital budget.

2026-2035 CAPITAL BUDGET AND PLAN

2026-2035 CAPITAL BUDGET AND PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



(In \$000s)	2025		2026 Capital Budget and 2027-2035 Capital Plan										Total 10-year Plan		
	Budget	Projection	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035			
	Gross Expenditures by Project Category:														
Service Improvement and Growth	173,481	92,694	141,141	171,519	159,048	129,025	118,457	48,834							768,024
Total by Project Category	173,481	92,694	141,141	171,519	159,048	129,025	118,457	48,834							768,024
Funding:															
Reserves/Reserve Funds	13,897		4,766	19,131	6,295	5,246	4,510								39,948
Development Charges	28,960		6,819	24,894											31,713
Debt	500		650	1,578	934										3,162
Debt Recoverable	130,125		128,906	125,916	151,819	123,779	113,947	48,834							693,201
Total Funding	173,481		141,141	171,519	159,048	129,025	118,457	48,834							768,024

2025 Projection based on 9-Month Variance

Project Updates
(\$80.786 Million)

The 2026-2035 Capital Budget and Plan reflect the following changes to existing projects over the nine common years (2026-2034):

- \$80.786 million carry forward and deferrals for the Eglinton East LRT, Waterfront East LRT, and SmartTrack Stations projects based on updated project schedules.

New Projects
(\$0.0 Million)


The 2026-2035 Capital Budget and Plan contains no new projects for Transit Expansion Division.

Note:

For additional information, please refer to [Appendix 4b](#) for Capital Program Provincial/Federal Funding Streams by Projects, [Appendix 5](#) for a more detailed listing of the 2026 and 2027-2035 Capital Budget and Plan by project; [Appendix 6](#) for Capacity to Deliver Review; and [Appendix 7](#) for a Summary of Capital Delivery Constraints, respectively.

2026–2035 CAPITAL BUDGET AND PLAN

\$768.0 Million 10-Year Gross Capital Program


Service Improvement and Growth
\$768.0 M 100%
Eglinton East Light Rail Transit (EELRT) Waterfront East Light Rail Transit (WELRT) SmartTrack Stations <input checked="" type="checkbox"/>

- Project supports Climate Resiliency and/or Greenhouse Gas (GHG) Reduction*

*Information above includes full project/sub-project 2026-2035 Budget and Plan cash flows. Does not break out the climate component costs separately.

- Funding constraints for the delivery of five stations for SmartTrack Stations projects as the project experiences cost escalation. Consequently, as part of Council direction ([CC24.3](#)), TE has worked with the Ontario Ministry of Transportation and Metrolinx to prioritize the delivery of three stations: East Harbour Transit Hub, Bloor-Lansdowne and St. Clair-Old Weston, while ensuring Finch Kennedy and King Liberty Stations are protected for future implementation and a funding solution is identified.
- The 2026 Budget does not include a request for funding new initiatives. However, additional resources may be required in 2026 and future years to advance EELRT and WELRT projects to their next design development phases. Any future funding requests will be presented for Council consideration through a staff report anticipated in the first quarter of 2026.

How the Capital Program is Funded

City of Toronto		Provincial Funding	Federal Funding
\$768.0 million		\$0 million	\$0 million
100%		0%	0%
Debt	\$ 3.2 million		
Reserve / Reserve Fund	\$ 39.9 million		
Development Charges	\$ 31.7 million		
Debt Recoverable	\$ 693.2 million		

The 10-Year Capital Budget and Plan for Transit Expansion reflects only the City's share of the SmartTrack project. The three orders of government have committed a total of \$1.689 billion in funding for SmartTrack, of which City funding is \$878 million (52%), Federal funding is \$585 million (35%), and Provincial funding is \$226 million (13%).

APPENDICES

Appendix 1

2026 Operating Budget by Category

Category (In \$000s)	2024 Actual	2025 Budget	2025 Projection*	2026 Budget	2026 Change from 2025 Budget	
	\$	\$	\$	\$	\$	%
Sundry and Other Revenues	8,763.9	6,383.8	9,757.2	7,139.5	755.7	11.8%
Total Revenues	8,763.9	6,383.8	9,757.2	7,139.5	755.7	11.8%
Salaries and Benefits	6,852.9	8,078.0	8,046.1	8,901.5	823.5	10.2%
Materials and Supplies	4.0	32.7	4.7	32.7		
Equipment	19.0	248.4	26.6	124.8	(123.6)	(49.8%)
Service and Rent	138.1	763.1	166.7	818.9	55.8	7.3%
Other Expenditures			1.6			
Total Gross Expenditures	7,014.0	9,122.3	8,245.7	9,878.0	755.7	8.3%
Net Expenditures	(1,749.9)	2,738.5	(1,511.4)	2,738.5		

*Projection based on 9-Month Variance

Appendix 2

Summary of 2026 Service Changes

N/A

Appendix 3

Summary of 2026 New/Enhanced Requests Included in Budget

N/A

Appendix 4a

Operating Program Provincial/Federal Funding Streams by Program

N/A

Appendix 4b

Capital Program Provincial/Federal Funding Streams by Project

N/A

Appendix 5

2026 Capital Budget; 2027-2035 Capital Plan Including Carry Forward

Projects (In \$000s)	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2035 Plan	2026-2035 Total	Health and Safety/ Legislated	SOGR	Service Improvement and Growth
EGLINTON EAST LRT	4,949	2,708									7,657			7,657
SMART TRACK STATIONS <input checked="" type="checkbox"/>	129,840	126,850	152,753	123,779	113,947	48,834					696,003			696,003
DIVISIONAL SUPPORTS FOR TRANSIT PROJECTS		6,888	6,295	5,246	4,510						22,939			22,939
WATERFRONT E LRT - DESIGN	5,702	33,549									39,251			39,251
WATERFRONT E LRT - CONSTRUCTABILITY REVIEW	650	1,524									2,174			2,174
Total Expenditures (including carry forward from 2025)	141,141	171,519	159,048	129,025	118,457	48,834					768,024			768,024

- Project supports Climate Resiliency and/or Greenhouse Gas (GHG) Reduction

*Information above includes full project/sub-project 2026-2035 Budget and Plan cash flows. Does not break out the climate component costs separately.

Appendix 5a

2026 Cash Flow and Future Year Commitments Including Carry Forward

Projects (In \$000s)	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2035 Plan	Total 2026 Cash Flow and FY Commitments	Previously Approved	Change in Scope	New with Future Year
EGLINTON EAST LRT	4,949	2,708									7,657	7,657		
SMART TRACK STATIONS	129,840	126,850	152,753	123,779	113,947	48,834					696,003	696,003		
DIVISIONAL SUPPORTS FOR TRANSIT PROJECTS		6,888	6,295	5,246	4,510						22,939	22,939		
WATERFRONT E LRT - DESIGN	5,702	33,549									39,251	39,251		
WATERFRONT E LRT - CONSTRUCTABILITY REVIEW	650	1,524									2,174	2,174		
Total Expenditure (including carry forward)	141,141	171,519	159,048	129,025	118,457	48,834					768,024	768,024		

Appendix 5b

2027-2035 Capital Plan Including Carry Forward

N/A

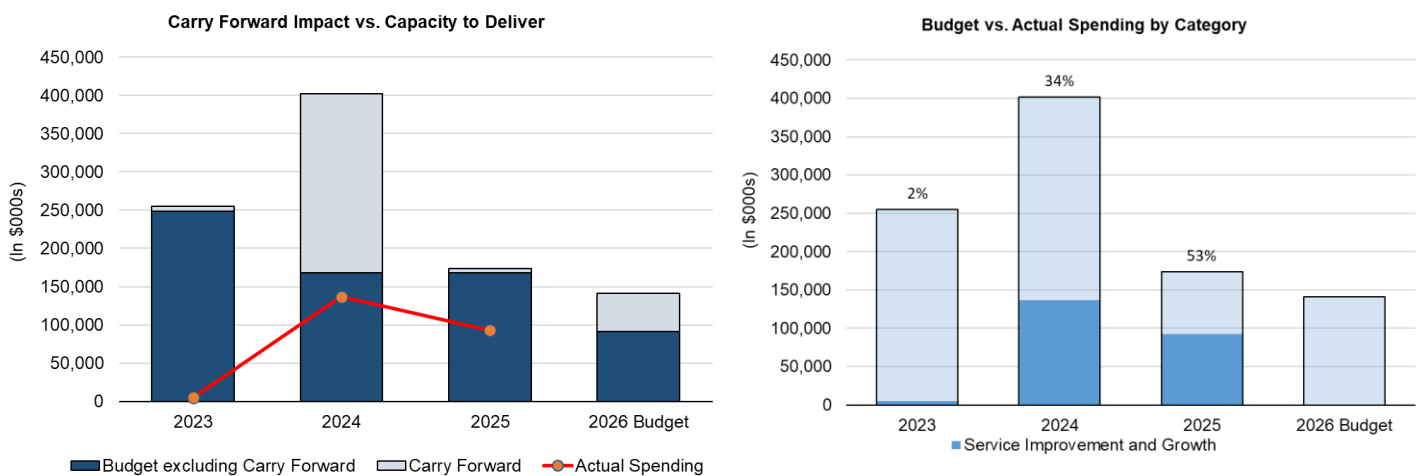
Appendix 6

Capacity to Deliver Review

The 10-Year Plan has been developed with consideration of historically demonstrated capacity to deliver within any given year of a 10-Year plan. In addition, a review was undertaken to ensure budgets align with the capacity available in the market to deliver on capital projects and assets.

A key component in determining an appropriate level of annual cash flow includes evaluating historical capacity to deliver by project categories (Chart 3 below) and assessing projected 2025 underspending that will be carried forward into the 2026-2035 Capital Budget and Plan.

Chart 3 – Capacity to Deliver



Impact of Capacity to Deliver Review on the 10-Year Plan

- Transit Expansion’s actual spending in 2024 was \$136.963 million or 34.1%.
- The projected spending for 2025 is \$92.694 million or 53.4% of the 2025 Capital Budget.
- Challenges for Transit Expansion in delivering the capital program of \$768.0 million include the following:
 - Coordination of transit project delivery with construction interdependencies related to other major capital projects.
 - For WELRT, this includes coordination with Waterfront Toronto on the Gardiner Rehabilitation project and other projects in the downtown core.
 - For EELRT, this includes coordination with Metrolinx on the delivery of the Provincial Scarborough Subway Extension.
- Based on the review of historical capital spending and an assessment of capacity to deliver, \$80.787 million in capital spending originally cash allocated for 2025 has been deferred between 2026 to 2030 to reflect previous spending results and updated project schedules.
- As part of the annual capital review process, steps were taken to achieve an optimal outcome within available funding sources based on project readiness and capacity to deliver. In 2026, Transit Expansion’s Capital Budget includes \$141.141 million in cash flow funding for the following high priority projects:
 - SmartTrack Stations (\$129.840 million)
 - Waterfront East Light Rail Transit Design and Constructability Review (\$6.352 million)
 - Eglinton East Light Rail Transit (\$4.949 million)

Appendix 7

Summary of Capital Delivery Constraints

Projects	Total Project Cost	Non-Debt Funding	Debt Required	Cash Flow (In \$ Millions)										
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
NOT INCLUDED														
<i>WELRT QQE Extension Construction</i>	129	81	48	52	65	13								
<i>WELRT Yonge St Slip Early Work</i>	141	88	53	24	43	43	31							
<i>Waterfront East Light Rail Transit (WELRT)</i>	2,570	1,608	962	264	243	538	438	332	444	216	94			
<i>Eglinton East Light Rail Transit (EELRT)</i>	4,650	2,512	2,138	286	359	487	658	743	871	743	444	60		
<i>Eglinton Crosstown Light Rail Transit Pedestrian Concourse</i>	17		17	17										
Total Needs Constraints (Not Included)	7,507	4,290	3,218	643	709	1,081	1,127	1,075	1,315	959	538	60		

In addition to the 10-Year Capital Plan of \$768.024 million, Transit Expansion has identified key transit priority projects totalling \$7.507 billion in Capital Delivery Constraints as presented in the table above. These projects are substantial in scope and require detailed financial strategies that explore various options for funding including growth-related funding tools, intergovernmental funding, and external partnership opportunities.

- Waterfront East Light Rail Transit** – The Waterfront East Light Rail Transit (WELRT), consisting of the Union Station to Queens Quay Link and the East Bayfront Light Rail Transit, is a City of Toronto priority transit project. When fully built, the WELRT will extend over 3.8 kilometres, providing over 50,000 daily trips, and supporting an estimated 100,000 residents and 50,000 jobs along the route as the area grows. The WELRT project aligns with City priorities and objectives outlined in the City’s Rapid Transit Evaluation Framework, HousingTO, TransformTO and Net Zero Strategy, offering clean, efficient, and convenient transportation options to residents, including access to affordable housing. The project also aligns closely with the strategic objectives of all levels of government, including housing targets and enabling sustainable transportation options. The most recent report on the WELRT adopted by Council in July 2025 was [EX25.3 - Waterfront East Light Rail Transit – Advancing Enabling Works with the Quayside Infrastructure and Public Realm Project](#).
- WELRT Queens Quay East Extension Construction** - Extension of Queens Quay East to Cherry Street, will be delivered under the WELRT project. This extension will improve the public realm, traffic and active transportation connectivity to the Port Lands. The extension will enable alternative routing for TTC and emergency services between Parliament Street and Cherry Street along the waterfront. Further, the Queens Quay East Extension will allow for the early implementation of the district-wide stormwater management infrastructure required to maintain Queens Quay East and enable anticipated traffic diversion routes needed by the Gardiner-Lakeshore Realignment Project anticipated for 2027-2030.
- Yonge Street Slip Early Work** - A partial infill of the Yonge Street Slip (Infill) is required to mitigate the loss of access to the Westin Harbour Castle Hotel and the ferry terminal due to the location of the future LRT portal on Queens Quay east of Bay Street. An optimized Infill design is being developed through the current 60% design process. The Infill will provide space for vehicular access to the Hotel and the ferry terminal once the portal at Bay Street is constructed.
- Eglinton East Light Rail Transit (EELRT)** – The Eglinton East Light Rail Transit (EELRT) is a proposed 18-kilometre LRT in Scarborough, which would provide transit to historically underserved communities in the City and bring higher order transit service within walking distance of an estimated additional 71,000 people. At its meeting in December 2023, City Council adopted EX10.17 - Advancing Eglinton East Light Rail Transit to advance the project and proceed with a distinct-service concept with an at-grade connection at Kennedy Station, which could deliver additional benefits including cost savings, shorter construction duration, reduced property impacts, and design flexibility. The most recent report on the EELRT adopted by Council in February 2025 was EX20.9 - Advancing Eglinton East Light Rail Transit.

Appendix 8

Inflows and Outflows to/from Reserves and Reserve Funds

N/A

Appendix 9

Glossary

Approved Position: Permanent or temporary position that support the delivery of City services and service levels in annual budget.

Actuals: An actual financial amount paid (or received) for the delivery of City services (these exclude any commitments to be paid in the future).

Capacity to Deliver Ability to deliver projects as demonstrated by historic spending patterns and approved contractual obligations.

Capital Budget and Plan: A Capital Budget and Plan is the City's 10-year strategy to acquire/build assets or extend the useful lives of existing assets. The Capital Budget is the first year of approved cash flows and future year's commitments and the remaining nine years include project estimates.

Capital Delivery Constraints: The capital needs that cannot be accommodated within the capital plan that the Division or Agency has the capacity to deliver.

Complement: Positions that support the delivery of City services and service levels as approved by Council.

Efficiencies: Reductions in the cost of delivering a service without a reduction in service level.

Operating Budget: An Operating Budget is the City's annual plan to provide services to the residents of Toronto; the budget includes all revenues and expenses needed to provide services.

Salary and Benefit Adjustments: General increases related to contractual obligations, such as cost of living, step increases, performance for pay and progression pay.

Tax-Supported Budget: Budget funded by property taxes.