

2025 Budget Notes

Transit Expansion

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Description

The Transit Expansion Division provides day-to-day leadership and oversight of the City of Toronto's participation in the multi-year, multi-billion-dollar transit network expansion program. Specifically, the role of the Transit Expansion Division is to:

1. Partner with key partners such as the Province of Ontario, Metrolinx, Infrastructure Ontario, and Toronto Transit Commission to deliver new transit infrastructure to keep Toronto moving;
2. Provide dedicated leadership for the City's transit expansion strategy, manage, 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, including centralizing coordination while seeking opportunities throughout the project lifecycle to accelerate transit expansion projects by streamlining and optimizing municipal processes where possible.

Why We Do It

The City of Toronto, the Province of Ontario, and other partners, collaborate in a coordinated, organized and integrated manner to enable the delivery of on-time and on-budget transit expansion in Toronto.

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: <https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/>

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What Service We Provide

Program Management and Planning

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

What We Deliver: Coordinate City involvement in planning transit expansion with our external partners and planning and designing city-priority transit expansion projects. Our deliverables include developing legal agreements, leading secretariat and governance support, Council reporting, design and environmental assessment of City projects, monitoring transit program development and establishing program controls and reporting mechanisms.

How Much Resources (gross 2025 operating budget): \$6.9 Million

Capital Implementation Coordination

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

What We Deliver: Coordinate City involvement in implementing transit expansion projects and resolve issues with our external partners. Our deliverables include streamlined processes for design reviews monitoring and inspections, issues resolution, commissioning, testing, acceptance, and mitigation of deficiencies in City infrastructure.

How Much Resources (gross 2025 operating budget): \$5.1 Million

Budget at a Glance

2025 OPERATING BUDGET				2025 - 2034 10-YEAR CAPITAL PLAN			
\$Million	2025	2026	2027	\$Million	2025	2026-2034	Total
Revenues	\$9.4	\$9.4	\$9.5	Gross Expenditures	\$186.3	\$668.9	\$855.2
Gross Expenditures	\$12.1	\$12.1	\$12.2	Debt	\$2.5	\$1.0	\$3.5
Net Expenditures	\$2.7	\$2.7	\$2.7	Note: Includes 2024 carry forward funding			
Approved Positions	77.0	77.0	77.0				

How Well We Are Doing – Behind the Numbers

- In April 2024, the City and Waterfront Toronto signed a design agreement to enable the Waterfront East Light Rail Transit (LRT) to advance to 60% design.
- In May 2024, the City, Toronto Transit Commission (TTC) and Metrolinx executed the Finch West Train Operating and Services Agreement (TOSA). The TOSA establishes terms to govern the operations, maintenance, and funding responsibilities of the Finch West LRT once the line is in service.
- In June 2024, the City and Metrolinx signed the Broadview Extension design services and property acquisition agreement. These agreements enable Metrolinx to advance the design of the Broadview Extension to 100% and begin property acquisition as part of the East Harbour Transit Hub. These agreements demonstrate the City's New Deal commitment to move forward on the Broadview Extension project expeditiously.
- Received City Council approval in June 2024 under [EX15.2](#) confirming the City's priorities in Transit Expansion and Transit-Oriented Communities (TOC) Projects. These priorities provide a guide to external partners that outlines the City's expectations with the Province, Metrolinx and the public more broadly in advancing transit and TOC projects. In addition, Transit Expansion Division has established a monthly Transit and TOC Leaders Roundtable consisting of senior City staff across City Divisions to review and provide strategic direction on critical, complex or non-routine permits, licenses and other agreements prior to issuance.
- The City and the Province developed the Subway Program Agreement in Principle (AIP), as part of the New Deal between Ontario and Toronto. The Subway AIP outlines the detailed roles and responsibilities of the Province and its agent Metrolinx, the City, and the TTC enabling the development of the Subway Main Agreement and related agreements. The AIP was approved by Council in July 2024 and signed in the third quarter of 2024.
- Transit Expansion has led monthly working group meetings with Metrolinx and actively collaborated to resolve issues and mitigate risks related to the transit resourcing agreements, project scope, and other project-related enquiries to manage the City's interests and assets.
- Transit Expansion has acted as the central hub for managing the City's transit expansion projects, which involves optimization and coordination of approval processes as well as the centralization and standardization of the invoicing process for Metrolinx receivables on behalf of transit-participating divisions.
- In accordance with Council direction, throughout 2024, Transit Expansion has continued advancing the design of the City's priority transit expansion projects, namely the Eglinton East LRT and the Waterfront East LRT, demonstrating the City's commitment to advance these critical higher-order transit projects.

How Well We Are Doing

Service	Measure	2022 Actual	2023 Actual	2024 Target	2024 Projection	Status	2025 Target	2026 Target
Service Levels								
Program Management and Planning	End-to-end length of time for issues to be considered and resolved at a Steering Committee	2.2 months	3 months	3 months	3 months	●	3 months	3 months
Program Management and Planning	% of City reviews of Environmental Assessment/Transit Project Assessment Process documents completed within service standards	95%	95%	95%	95%	●	95%	95%
Capital Implementation Coordination	% of City reviews of procurement documents completed within service standards	95%	95%	95%	95%	●	95%	95%
Capital Implementation Coordination	% of City reviews of capital implementation submissions completed within service standards	95%	95%	95%	95%	●	95%	95%

2024 Projection to 2024 Target Comparison

● 80-100% (MET TARGET) ● 70 - 79% (LOW RISK) ● 69% and Under (REQUIRES ATTENTION)

EXPERIENCES, CHALLENGES AND PRIORITIES

Our Experience and Success

- **Eglinton East Light Rail Transit (EELRT):** Worked toward securing approval to continue to advance design and secure environmental approvals through a Transit and Rail Project Assessment Process (TRPAP). City staff are working closely with Metrolinx to ensure the EELRT can be protected at the interfaces with the Province's Scarborough Subway Extension project at Kennedy and Sheppard-McCowan Stations.
- **Waterfront East LRT (WELRT):** Secured approval to advance to 60% design and undertake detailed design work from Queens Quay to Oowwemin Minising. City staff completed the TRPAP in 2024 and are coordinating the WELRT project with other major capital projects near the WELRT, including the Gardiner Rehabilitation project.
- **SmartTrack Stations:** Led and facilitated the City's participation in design development in anticipation of construction of the SmartTrack Program. Facilitated the progression of design on the five stations which are at varying levels of completion (Finch-Kennedy 100%, St Clair Old Weston 90%, King Liberty 100%, Bloor-Lansdowne 60%, and East Harbour 30%).
- **Finch West LRT:** Completed the design review process. Finalized agreements with third parties for utility crossings, maintenance agreements, and easements; commissioning and acceptance of assets including inspections in progress; and oversaw the documentation for handover of City Assets.
- **Eglinton Crosstown (ECLRT):** Resolved design and construction issues. Oversaw the commissioning and acceptance of City assets and reviewed handover documents. Facilitated the City's "Operational Readiness" process across all relevant divisions to prepare City resources and processes to support the future operation of the ECLRT.
- **Subway Program (i.e. Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension, and Yonge North Subway Extension):** Reviewed design and construction submissions. Worked with City Divisions and Metrolinx to ensure City's priorities and interests were protected with documented commitments. Managed major construction coordination with overlapping capital projects including Gardiner Expressway and Exhibition Station. Further mitigation of construction impacts by negotiating commitments for Metrolinx to deliver work on behalf of the city and protections for future City transit projects.
- **GO Expansion:** Supported the implementation and delivery of GO Expansion and On Corridor Programs. Led resolution of construction coordination and staging challenges in the downtown core and Union Station with Metrolinx and City divisions to deliver projects while minimizing impacts to travelling public. Advanced additional City infrastructure work through agreements with Metrolinx including sidewalks, drainage infrastructure, and park improvements.

Key Challenges and Risks

- Recruitment and retention of high calibre transit professionals with unique skillsets to enable and sustain program delivery.
- Monitoring project performance requires a higher level of project management effort which includes taking proactive measures to identify and resolve problems while keeping projects on schedule and within budget.
- Market economic challenges, such as increased costs for raw materials and labour is impacting City-initiated projects; making it difficult to adhere to the original project budget and estimates. Various cost-saving strategies are used to mitigate the impact of these market-driven challenges on the budget.
- Program implementation is at risk given the significant construction projects underway across Toronto. This is being mitigated through effective construction coordination.

Priority Actions

- Lead engagement with external stakeholders (i.e., with 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 projects, WELRT and EELRT, toward construction readiness, including coordination with all relevant internal and external stakeholders and nearby projects to minimize conflicts.
 - 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), the GO Expansion Program, and the Province's Light Rail Transit projects (i.e., Eglinton Crosstown and Finch West) to advance these projects to construction completion.
 - Oversee the expedited reviews of Metrolinx's design and procurement materials, including permits, licences, and approvals, to facilitate 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 transit program governance, including committees and working groups.
 - Manage the retention of necessary consulting services and software tools to continue to improve our internal and external coordination and to support our service delivery.
 - Develop strategies to address ongoing challenges with attracting and retaining top talent caused by increased competition in the labour market.
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CITY STAFF PREPARED BUDGET

The City Manager and Chief Financial Officer and Treasurer have prepared the following budget:

1. The 2025 Operating Budget for Transit Expansion of \$12.080 million gross, \$9.386 million revenue and \$2.694 million net for the following services:

Service:

	Gross Expenditures (\$000s)	Revenue (\$000s)	Net Expenditures (\$000s)
Program Management and Planning	6,944.9	5,285.9	1,659.0
Capital Implementation Coordination	5,135.1	4,100.3	1,034.8
Total Program Budget	12,080.0	9,386.2	2,693.8

- The 2025 staff complement for Transit Expansion of 77.0 positions comprised of 18.0 capital positions and 59.0 operating positions.
2. The 2025 Capital Budget for Transit Expansion with cash flows and future year commitments totaling \$855.236 million as detailed by project in [Appendix 5a](#).
 3. That all third-party funding included in the 2025 Budget be subject to the execution of an agreement or receipt of funding. If such agreement or funding is not in place by 2025 or forthcoming, the approval to spend must be reassessed by City Council relative to other City-funded priorities and needs in future budget processes.

**2025
OPERATING BUDGET**

2025 OPERATING BUDGET OVERVIEW

Table 1: 2025 Operating Budget by Service

(In \$000s)	2023 Actual	2024 Budget	2024 Projection*	2025 Base Budget	2025 New / Enhanced	2025 Budget	Change v. 2024 Budget	
By Service	\$	\$	\$	\$	\$	\$	\$	%
Revenues								
Capital Implementation Coordination	7,633.0	4,098.5	4,464.8	4,100.3		4,100.3	1.8	0.0%
Program Management and Planning		5,089.2	5,457.0	5,285.9		5,285.9	196.7	3.9%
Total Revenues	7,633.0	9,187.7	9,921.8	9,386.2		9,386.2	198.4	2.2%
Expenditures								
Capital Implementation Coordination	5,441.9	4,097.9	3,781.0	5,135.1		5,135.1	1,037.2	25.3%
Program Management and Planning	2,443.1	7,783.6	4,197.5	6,944.9		6,944.9	(838.8)	(10.8%)
Total Gross Expenditures	7,913.0	11,881.6	7,978.5	12,080.0		12,080.0	198.4	1.7%
Net Expenditures	280.0	2,693.8	(1,943.3)	2,693.8		2,693.8	0.0	0.0%
Approved Positions**	65.0	70.0	N/A	77.0		77.0	7.0	10.0%

* 2024 Projection based on 9 Month Variance

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

KEY DRIVERS

Total 2025 Budget expenditures of \$12.080 million gross reflects an increase of \$0.198 million in spending above 2024 budget, predominantly arising from:

- Salary and benefits adjustments, as well as the addition of seven positions partially funded by Metrolinx and capital funding to sustain and expand the capital delivery program.
- These pressures are fully offset by base expenditure savings, revenue increases, and other recoveries resulting in \$0 change in property tax funding from the 2024 budget.

EQUITY IMPACTS OF BUDGET CHANGES

No significant equity impacts: The changes in Transit Expansion's 2025 Operating Budget do not have any significant equity impacts.

2025 OPERATING BUDGET KEY COST DRIVERS

The 2025 Net Operating Budget for Transit Expansion of \$2.694 million is unchanged from the 2024 Net Budget. Table 2 below summarizes the key cost drivers for the 2025 Budget.

Table 2: 2025 Key Cost Drivers

(In \$000s)	2025				2026 Annualized impact (Net)
	Revenues	Gross	Net	Positions**	
2024 Projection*	9,921.8	7,978.5	(1,943.3)	N/A	N/A
2024 Budget	9,187.7	11,881.6	2,693.8	70.0	N/A
Key Cost Drivers:					
Salary & Benefits					
Salary and Benefits adjustments	855.3	247.1	(608.3)	7.0	36.5
Revenue Changes					
Capital and Other Revenue adjustments	(656.9)		656.9		
Sub Total Key Cost Drivers	198.4	247.1	48.6	7.0	36.5
Affordability Measures		(48.6)	(48.6)		
2025 Budget	9,386.2	12,080.0	2,693.8	77.0	36.5
Change from 2024 Budget (\$)	198.4	198.4	0.0	7.0	N/A
Change from 2024 Budget (%)	2.2%	1.7%	0.0%	10.0%	N/A

*Based on 9 Month Variance

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

Key Base Drivers:**Salary and Benefits:**

Salary and benefits adjustments, as well as the addition of seven positions, fully funded by 2025 Capital Budget, to support Provincial transit priorities and City-Initiated transit projects as well as positions anticipated to be filled in 2025.

Revenue Changes:

The 2025 Operating Budget includes full cost recovery for positions funded by Metrolinx and Transit Expansion's capital budget, as noted above.

Affordability Measures:**Table 3: Offsets and Efficiencies**

(In \$000s)									
Recommendation	Savings Type	Equity Impact	2025				2026 (Incremental)		
			Revenue	Gross	Net	Positions	Gross	Net	Positions
Alignment of Budget to Actual Experience	Line-By-Line	No Impact		(48.6)	(48.6)				
Total Affordability Measures				(48.6)	(48.6)				

Realignment to Actuals (Line by line):

- A review of base expenditures resulted in overall saving of \$0.048 million in non-salary costs driven primarily by adjustments based on actual experience as part of the line-by-line review.

2026 AND 2027 OUTLOOKS**Table 5: 2026 and 2027 Outlooks**

(In \$000s)	2025 Budget	2026 Incremental Outlook	2027 Incremental Outlook
Revenues			
Revenue Changes		39.2	33.2
Total Revenues	9,386.2	39.2	33.2
Gross Expenditures			
Salary and Benefits Changes		39.2	33.2
Total Gross Expenditures	12,080.0	39.2	33.2
Net Expenditures	2,693.8	0.0	0.0
Approved Positions	77.0		

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

Key Outlook Drivers

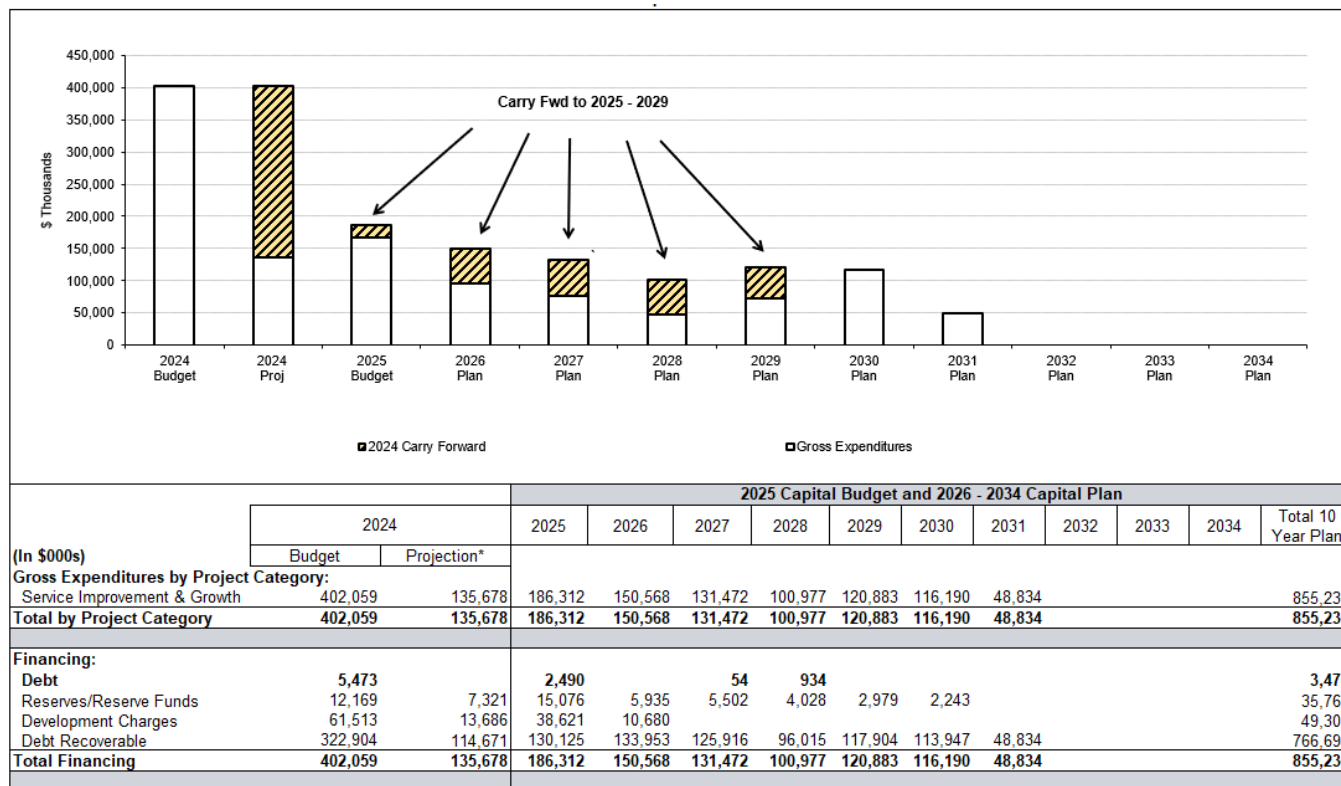
The 2026 Outlook with total gross expenditures of \$12.119 million reflects an anticipated \$0.039 million or 0.3% increase in gross expenditures above the 2025 Operating Budget due to inflationary increases anticipated over the outlook period. The 2027 Outlook expects a further increase of \$0.033 million or 0.3% above 2026 gross expenditures.

The changes arising from inflationary increases to salary and benefits are fully offset by recoveries from capital budget in corresponding years.

2025 – 2034 CAPITAL BUDGET AND PLAN

2025 – 2034 CAPITAL BUDGET AND PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



* 2024 Projection based on 9 Month Variance

Project Updates (\$214.2 million)

The 2025-2034 Capital Budget and Plan reflects the following changes to existing projects over the nine common years (2025-2033):

- \$230.3 million carry forward for several projects to reflect updated project schedules, including:
 - \$213.1 million Smart Track Stations;
 - \$8.0 million Eglinton East LRT;
 - \$9.2 million Waterfront East LRT Design and Constructability Review.
- (\$16.1 million) Transfer of the Broadview Eastern Flood Protection from Transit Expansion to Waterfront Revitalization Initiative.

New Projects (\$0.0 million)

There is no new project in the 2025-2034 Capital Budget and Plan.

Note:

For additional information, please refer to [Appendix 5](#) for a more detailed listing of the 2025 and 2026-2034 Capital Budget and Plan by project; [Appendix 7](#) for Capacity to Deliver Review; and [Appendix 8](#) for a Summary of Capital Delivery Constraint, [Appendix 9](#) for Capital Program Provincial/Federal Funding Streams by Projects, respectively.

2025 – 2034 CAPITAL BUDGET AND PLAN**How the Capital Program is Funded**

City of Toronto		Provincial Funding	Federal Funding
\$855.2 million		\$0 million	\$0 million
100%		0%	0%
Debt	\$ 3.5 million		
Reserve / Reserve Fund	\$ 35.8 million		
Development Charges / Section 42	\$ 49.3 million		
Debt Recoverable	\$ 766.6 million		

The 10-Year Capital Budget and Plan for Transit Expansion reflects only the City's share of the SmartTrack project. The 3 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

2025 Operating Budget by Category

Category (In \$000s)	2022 Actual	2023 Actual	2024 Budget	2024 Projection*	2025 Budget	2025 Change from 2024 Budget	
	\$	\$	\$	\$	\$	\$	%
Transfers From Capital			2,610.1	1,247.4	3,002.4	392.3	15.0%
Sundry and Other Revenues	5,584.3	7,633.0	6,577.7	8,674.4	6,383.8	(193.9)	(2.9%)
Total Revenues	5,584.3	7,633.0	9,187.7	9,921.8	9,386.2	198.4	2.2%
Salary and Benefits	6,603.4	7,737.1	10,788.6	7,907.7	11,035.7	247.1	2.3%
Materials & Supplies	5.2	3.2	52.0	5.1	32.7	(19.3)	(37.1%)
Equipment	55.2	18.2	252.1	37.2	248.4	(3.6)	(1.4%)
Service and Rent	108.8	126.5	788.8	28.6	763.1	(25.7)	(3.3%)
Total Gross Expenditures	6,772.5	7,885.1	11,881.6	7,978.5	12,080.0	198.4	1.7%
Net Expenditures	1,188.2	252.0	2,693.8	(1,943.3)	2,693.8		

*Projection based on 9 Month Variance

Appendix 2

Summary of 2025 Service Changes

N/A

Appendix 3

Summary of 2025 New / Enhanced Service Priorities Included in Budget

N/A

Appendix 4

Operating Program Provincial/Federal Funding Streams by Program

N/A

Appendix 5

2025 Capital Budget; 2026 - 2034 Capital Plan Including Carry Forward Funding

Projects (In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2025 - 2034 Total
EGLINTON EAST LRT	8,037										8,037
SMART TRACK STATIONS <input checked="" type="checkbox"/>	132,821	134,887	126,850	96,949	117,904	113,947	48,834				772,192
DIVISIONAL SUPPORTS FOR TRANSIT PROJECTS	4,702	4,768	4,622	4,028	2,979	2,243					23,342
CONSTRUCTABILITY REVIEW	2,490										2,490
WATERFRONT E LRT - DESIGN	38,262	10,913									49,175
Total Expenditures (including carry forward from 2024)	186,312	150,568	131,472	100,977	120,883	116,190	48,834				855,236

Health & Safety & Legislated	SOGR	Growth & Improved Service
		8,037
		772,192
		23,342
		2,490
		49,175
		855,236

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

*Information above includes full project / sub-project 2025-2034 Budget and Plan cash flows. Does not break out the climate component costs separately.

Appendix 5a

2025 Cash Flow and Future Year Commitments Including Carry Forward Funding

Projects (In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	Total 2025 Cash Flow & FY Commits
EGLINTON EAST LRT	8,037										8,037
SMART TRACK STATIONS <input checked="" type="checkbox"/>	132,821	134,887	126,850	96,949	117,904	113,947	48,834				772,192
DIVISIONAL SUPPORTS FOR TRANSIT PROJECTS	4,702	4,768	4,622	4,028	2,979	2,243					23,342
CONSTRUCTABILITY REVIEW	2,490										2,490
WATERFRONT E LRT - DESIGN	38,262	10,913									49,175
Total Expenditures (including carry forward from 2024)	186,312	150,568	131,472	100,977	120,883	116,190	48,834				855,236

Previously Approved	Change in Scope	New w/ Future Year
8,037		
772,192		
23,342		
2,490		
49,175		
855,236		

Appendix 5b

2026 - 2034 Capital Plan

N/A

Appendix 6

Reporting on Major Capital Projects: Status Update

N/A

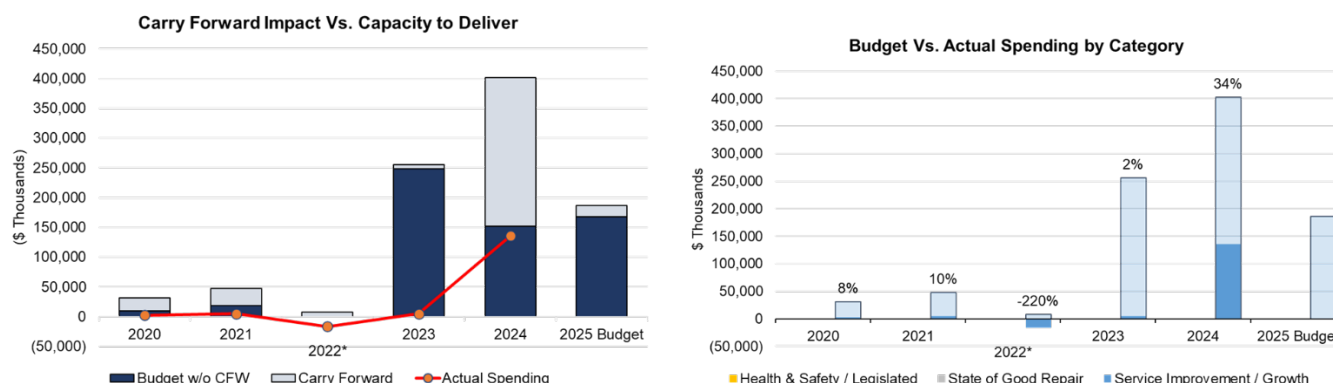
Appendix 7

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 2024 underspending that will be carried forward into the 2025-2034 Capital Budget and Plan.

Chart 3 – Capacity to Deliver



• Transit Expansion's 2022 year-end actual negative balance reflects one-time booking of accrual reversal.

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

- Transit Expansion's actual spending over the previous five years, from 2020 to 2024, has averaged \$24.6 million per year or 17.5%.
- Transit Expansion reviewed its capital spending trends and capacity to deliver projects. The projected spending for 2024 is \$135.7 million or 33.7% of the 2024 Capital Budget. Challenges in spending for projects are mainly due to agreements and coordination with stakeholders taking longer than expected to be completed.
- Based on the review of historical capital spending and an assessment of capacity to deliver, \$18.7 million in capital spending originally cash allocated in 2024 has been deferred to 2025, with an additional \$211.6 million recalibrated to 2026- 2031 to reflect previous spending results and updated project schedules.
- In 2025, Transit Expansion's Capital Budget totals \$186.3 million in capital spending on the following high priority projects:
 - Smart Tack Stations (\$137.5 million).
 - Waterfront East Light Rail Transit Design and Constructability Review (\$40.8 million)
 - Eglinton East Light Rail Transit (\$8.0 million)
- The 2025-2034 Capital Budget and Plan has been adjusted for the transfer of Broadview Eastern Flood Protection project from Transit Expansion to Waterfront Revitalization Initiative.

Appendix 8

Summary of Capital Delivery Constraints

Projects	Total Project Cost	Non-Debt Funding	Debt Required	Cash Flow (In \$ Millions)									
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
NOT INCLUDED													
<i>Eglinton East Light Rail Transit (EELRT)</i>	4,495	2,429	2,066		269	342	470	640	726	854	726	427	43
<i>Waterfront East Light Rail Transit (WELRT)</i>	2,552	1,597	955		264	243	538	435	328	440	213	91	
<i>Eglinton Crosstown Light Rail Transit Pedestrian Concourse</i>	17		17		17								
Total Delivery Constraints (Not Included)	7,065	4,026	3,039		550	585	1,008	1,075	1,054	1,294	938	518	43

In addition to the 10-Year Capital Plan of \$855.236 million, Transit Expansion has identified two key transit priority projects totalling \$7.065 billion in Capital Delivery Constraints as presented in the table above. These priority 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.

- Eglinton East LRT** – 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.
- Waterfront East LRT** - 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 on November 8, 2023 was EX9.14 - [Advancing Waterfront East Light Rail Transit](#).

Appendix 9

Capital Program Provincial/Federal Funding Streams by Project
N/A

Appendix 10

Inflows and Outflows to/from Reserves and Reserve Funds

2025 – 2034 Capital Budget and Plan

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)										Total
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	
XR1725 Scarborough Transit Reserve Fund	Beginning Balance	326,181	367,293	411,868	456,889	461,458	466,072	470,733	475,440	480,195	484,997	
	Withdrawals (-)											
	Transit Expansion ~											
	Withdrawals - Capital	(3,037)										(3,037)
	Total Withdrawals	(3,037)	-	-	-	-	-	-	-	-	-	(3,037)
	Contributions (+)											
	Other Program ~											
	Contributions - Operating	40,699	40,699	40,699								122,097
	Total Contributions	40,699	40,699	40,699	-	-	-	-	-	-	-	122,097
	Interest Income	3,450	3,876	4,322	4,569	4,615	4,661	4,707	4,754	4,802	4,850	44,607
	Balance at Year-End	367,293	411,868	456,889	461,458	466,072	470,733	475,440	480,195	484,997	489,847	163,666

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)										Total
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	
XR1730 City Building Reserve Fund	Beginning Balance	948,564	1,117,265	1,367,429	1,551,272	1,816,873	2,170,498	2,790,950	3,257,900	3,840,781	4,706,840	
	Withdrawals (-)											
	Transit Expansion ~											
	Withdrawals - Capital	(12,039)	(5,935)	(5,502)	(4,028)	(2,979)	(2,243)	-	-	-	-	(32,726)
	Other Program ~											
	Withdrawals - Capital	(104,249)	(63,656)	(168,657)	(129,864)	(88,222)	127,538	(82,566)	(26,970)	180,324	-	(356,322)
	Debt Servicing Costs	(106,988)	(146,044)	(184,931)	(224,032)	(263,345)	(302,766)	(342,187)	(379,049)	(406,090)	(436,205)	(2,791,637)
	Total Withdrawals	(223,276)	(215,635)	(359,090)	(357,924)	(354,546)	(177,471)	(424,753)	(406,019)	(225,766)	(436,205)	(3,180,685)
	Contributions (+)											
	Rate Model Contributions	381,699	453,437	528,413	606,767	688,334	773,238	861,610	953,583	1,049,299	1,148,904	7,445,286
	Total Contributions	381,699	453,437	528,413	606,767	688,334	773,238	861,610	953,583	1,049,299	1,148,904	7,445,286
	Interest Income	10,278	12,362	14,521	16,757	19,838	24,684	30,094	35,317	42,525	50,632	257,007
	Balance at Year-End	1,117,265	1,367,429	1,551,272	1,816,873	2,170,498	2,790,950	3,257,900	3,840,781	4,706,840	5,470,171	4,521,607

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)										Total
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	
XR1731 SmartTrack Funding Reserve Fund	Beginning Balance	25,378	32,309	37,591	41,701	37,355	31,513	23,668	13,799	1,887	(12,040)	
	Withdrawals (-)											
	Debt Servicing Costs	(587)	(2,297)	(3,515)	(4,740)	(6,184)	(8,120)	(10,055)	(11,991)	(13,926)	(15,862)	(77,277)
	Total Withdrawals	(587)	(2,297)	(3,515)	(4,740)	(6,184)	(8,120)	(10,055)	(11,991)	(13,926)	(15,862)	(77,277)
	Contributions (+)											
	Non-Program Expenditures ~ Contributions - Operating	7,231	7,231	7,231	-	-	-	-	-	-	-	21,693
	Total Contributions	7,231	7,231	7,231	-	-	-	-	-	-	-	21,693
	Interest Income	287	348	394	393	343	275	186	78	-	-	2,304
	Balance at Year-End	32,309	37,591	41,701	37,355	31,513	23,668	13,799	1,887	(12,040)	(27,901)	(53,279)

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)										Total
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	
XR2109 Development Charges Reserve Fund - Transit	Beginning Balance	802,455	816,041	910,230	965,904	1,036,406	1,134,934	1,283,519	1,444,170	1,577,011	1,740,878	
	Withdrawals (-)											
	Other Program ~											
	Withdrawals - Operating	(90)	(90)	(90)								(271)
	Transit Expansion ~											
	Withdrawals - Capital	(9,635)	(3,094)	-	-	-	-	-	-	-	-	(12,729)
	Other Program ~											
	Withdrawals - Capital	(255,008)	(172,501)	(212,869)	(202,152)	(160,309)	(82,390)	(75,073)	(96,379)	(70,000)	(117,875)	(1,444,556)
	Debt Servicing Costs	(425)	(1,660)	(2,529)	(3,403)	(4,440)	(5,843)	(7,245)	(8,648)	(10,050)	(11,453)	(55,698)
	Total Withdrawals	(265,158)	(177,346)	(215,489)	(205,555)	(164,749)	(88,233)	(82,318)	(105,027)	(80,050)	(129,328)	(1,513,254)
	Contributions (+)											
	Development Charges / Section 42 Contributions	270,692	262,946	261,829	266,096	252,474	224,786	229,399	222,837	227,410	221,341	2,439,810
	Total Contributions	270,692	262,946	261,829	266,096	252,474	224,786	229,399	222,837	227,410	221,341	2,439,810
	Interest Income	8,052	8,588	9,334	9,962	10,803	12,032	13,571	15,031	16,507	17,869	121,748
	Balance at Year-End	816,041	910,230	965,904	1,036,406	1,134,934	1,283,519	1,444,170	1,577,011	1,740,878	1,850,759	1,048,304

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)										Total
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	
XR2110 Development Charges Reserve Fund - Roads & Related	Beginning Balance	636,130	656,325	475,421	312,401	345,547	414,663	477,455	589,588	701,128	822,597	
	Withdrawals (-)											
	Other Program ~											
	Withdrawals - Operating ~	(90)	(90)	(90)								(271)
	Transit Expansion ~											
	Withdrawals - Capital	(28,986)	(7,586)	-	-	-	-	-	-	-	-	(36,572)
	Other Program ~											
	Withdrawals - Capital	(100,256)	(317,581)	(304,579)	(109,806)	(66,577)	(58,345)	(12,446)	(10,168)	(3,935)	(3,768)	(987,461)
	Debt Servicing Costs	(7,166)	(7,291)	(7,716)	(8,143)	(8,440)	(8,437)	(8,433)	(8,202)	(8,199)	(8,160)	(80,187)
	Total Withdrawals	(136,497)	(332,549)	(312,385)	(117,949)	(75,017)	(66,782)	(20,879)	(18,370)	(12,134)	(11,928)	(1,104,490)
	Contributions (+)											
	Development Charges / Section 42 Contributions	150,262	146,014	145,446	147,821	140,351	125,136	127,704	123,488	126,022	122,699	1,354,943
	Total Contributions	150,262	146,014	145,446	147,821	140,351	125,136	127,704	123,488	126,022	122,699	1,354,943
	Interest Income	6,430	5,631	3,920	3,273	3,782	4,438	5,309	6,421	7,581	8,780	55,565
Balance at Year-End		656,325	475,421	312,401	345,547	414,663	477,455	589,588	701,128	822,597	942,147	306,017

Appendix 11

Glossary

Approved Position: Permanent or temporary positions 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 have 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.

New / Enhanced Service Priorities: New and enhanced service changes resulting in an increase in service levels from what was previously approved by Council.

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.

Operating Impact of Completed Capital Projects: The Operating Budget Impact of Capital is the change in operating expenditure and / or revenue, which is projected to occur during the implementation of a capital project and / or when a capital project is completed. These changes should be documented on a Business Case Form in the appropriate category.

Rate Supported Budget: Budget fully funded by user fees such as Solid Waste, Toronto Water and Toronto Parking Authority.

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

State of Good Repair (SOGR): The cost of maintaining assets to ensure that they can support the delivery of City services and meet service outcomes.

Tax Supported Budget: Budget funded by property taxes.

User Fees: Includes all program-generated fees and rental revenue for the use of its services (such as the TTC fare, ice rental fees and various City permits).