

# ATTACHMENT 1

**Table 1: Chronology of events related to SmartTrack**

Date	Details
December 2014	<p><b>SmartTrack review initiated</b></p> <ul style="list-style-type: none"> <li>• The then Mayor and Executive Committee ask staff to review SmartTrack.</li> <li>• City Council directs the City Manager, in collaboration with the TTC and Provincial government, to provide an accelerated work plan for a review of the SmartTrack and Regional Express Rail plans.</li> <li>• City Council authorizes \$750,000 from the 2015 budget to conduct various studies and analyses required to review the SmartTrack plan.</li> </ul>
January 2015	<p><b>City Council adopts SmartTrack Workplan</b></p> <ul style="list-style-type: none"> <li>• City Council adopts the SmartTrack Workplan, which proposes <b>22 station stops</b> (aligning with the then Mayor's campaign vision)<sup>1</sup>, <b>comprising 13 new stations and 9 existing GO Stations</b>, to be delivered within seven years.</li> <li>• The Workplan outlines several work phases including: a review of the infrastructure requirements; planning, social, economic development considerations; and incremental costs of implementing the SmartTrack plan.</li> </ul>
October 2015	<p><b>Staff update – preliminary findings</b></p> <ul style="list-style-type: none"> <li>• Staff updates the Executive Committee on SmartTrack, providing preliminary findings, including detailed analysis on building potential new station sites.</li> </ul>
March 2016	<p><b>Staff recommends further analyzing options (ranging between 4 to 8 new stations)</b></p> <ul style="list-style-type: none"> <li>• Staff provides City Council with a preliminary ridership forecast and technical and planning analysis with a range of options to integrate SmartTrack and GO Regional Express Rail (RER).</li> <li>• These options identify specific locations of new stations, <b>subject to the new stations analysis</b>.</li> <li>• City Council adopts staff recommendation to analyze integration options C (<b>adding 7-8 new stations</b>) and D (<b>adding 4-5 new stations</b>).</li> </ul>
July 2016	<p><b>City Council approves building 6 new stations</b></p> <ul style="list-style-type: none"> <li>• Based on the business case presented in staff's report, City Council adopts staff's recommendation to build <b>6 new stations</b>. <ul style="list-style-type: none"> <li>○ The stations are Finch East, Lawrence East, Gerrard, Unilever (East Harbour), Liberty Village, and St. Clair West.</li> </ul> </li> <li>• City Council authorizes the then City Manager to negotiate cost-sharing and intergovernmental agreements with the Province of Ontario for shared costs associated with several transit projects, including SmartTrack.</li> </ul>

<sup>1</sup> [Tory reveals transit plan: wants to exploit GO Transit lines - Toronto | Globalnews.ca](http://Tory reveals transit plan: wants to exploit GO Transit lines - Toronto | Globalnews.ca)

November 2016	<p><b>City Council approves agreements with Metrolinx and Province of Ontario</b></p> <ul style="list-style-type: none"> <li>• City Council approves Summary Term Sheet and Stage Gate Process<sup>2</sup> for SmartTrack and authorizes the then Mayor, City Manager, and any other relevant City officials to negotiate, enter into, and execute agreements with the Province, Metrolinx, and/or any of its agencies.</li> <li>• The City and Province enter into an Agreement in Principle (AIP), in accordance with Council direction, to govern how they will work together to advance enhanced transit services, and establish cost-sharing principles for the SmartTrack and GO Rail Expansion Programs, subject to a conditional Stage Gate Process for decision-making.</li> </ul>
December 2017	<p><b>Staff update – SmartTrack planning concept approved for 6 new stations</b></p> <ul style="list-style-type: none"> <li>• Staff update City Council on the SmartTrack project and City council approves SmartTrack planning and design concept for six new stations.</li> </ul>
April 2018	<p><b>City Council approves funding up to \$1.463 billion, including an expected offset of \$585 million in funding from the Federal government</b></p> <ul style="list-style-type: none"> <li>• City Council approves funding a contribution of up to \$1.463 billion which includes: <ul style="list-style-type: none"> <li>◦ \$1.195 billion for base station infrastructure</li> <li>◦ \$268 million for City-initiated station requirements.</li> </ul> </li> <li>• The approved funding and financing strategy includes an expected \$585 million in Federal funding under Investing in Canada Infrastructure Program – Public Transit Stream.</li> <li>• No funding requested from the Province of Ontario at this time.</li> </ul>
April 2019	<p><b>Staff update</b></p> <ul style="list-style-type: none"> <li>• Staff updates City Council with next steps on Toronto's Transit Expansion Program, which includes SmartTrack.</li> </ul>
September 2019	<p><b>City's Transit Expansion Division created</b></p> <ul style="list-style-type: none"> <li>• The City's Transit Expansion Division is created.</li> <li>• The Transit Expansion Division leads and directs the City's participation in long-term, multi-billion-dollar transit network expansion projects by: <ul style="list-style-type: none"> <li>◦ Overseeing and facilitating all processes related to transit expansion initiatives;</li> <li>◦ Ensuring City interests and priorities are reflected in transit network expansion efforts; and,</li> <li>◦ Serving as a single point of contact for all City divisions, the TTC, Metrolinx, and other orders of government, to coordinate municipal programs and services required to advance transit expansion projects and ensure that transit-related municipal processes are streamlined for the City.</li> </ul> </li> </ul>

<sup>2</sup> The Stage Gate Process is a project management framework that divides projects into distinct stages (phases of work) separated by decision-making gates (checkpoints).

February 2021	<p><b>SmartTrack project reduced to 5 new stations</b></p> <p>City Council approves staff recommendations to remove two previously contemplated SmartTrack stations and replace them with one additional station, resulting in a <b>net scope reduction from six new stations</b> (approved July 2016) <b>to 5 new stations</b>.</p> <ul style="list-style-type: none"> <li>○ The 5 stations are Finch-Kennedy (Finch East), East Harbour (Unilever), King-Liberty (Liberty Village), St. Clair-Old Weston (St. Clair West), and the newly-added Bloor-Lansdowne.</li> <li>○ The 2 stations removed are Lawrence-Kennedy (Lawrence East) and Gerrard-Carlaw (Gerrard) as they had been replaced by 2 new planned stations being funded and delivered by the Province as part of their Subway Program, namely Lawrence Station on the Scarborough Subway Extension and Gerrard Station on the Ontario Line.</li> <li>○ The Bloor-Lansdowne station is now included as part of the SmartTrack Stations</li> </ul>
August 2021	<p><b>Revised Agreement In Principle (AIP) with Province of Ontario approved</b></p> <ul style="list-style-type: none"> <li>• The City and Province of Ontario sign a Revised AIP, based on updated terms approved by Council.</li> <li>• The City's capital contribution to the Program remains at \$1.463 billion, including an expected \$585 million in funding from the Government of Canada.</li> </ul>
April 2022	<p><b>Federal funding for SmartTrack program approved</b></p> <ul style="list-style-type: none"> <li>• The City is notified that the SmartTrack Program has received Federal approval under the Public Transit stream of the "Investing in Canada Infrastructure Program (ICIP)" for \$585 million.</li> </ul>
March 2023	<p><b>Unanticipated cost increases – City requests provincial funding</b></p> <ul style="list-style-type: none"> <li>• City Council receives a SmartTrack update from staff outlining the <b>cost estimates received from Metrolinx for the Program have increased by \$234 million</b> due to numerous unanticipated factors, including market economic challenges and market saturation for large and complex capital projects. <ul style="list-style-type: none"> <li>○ Metrolinx advises that many of these factors are expected to persist over the next few years due to higher-than-expected cost escalation, including several indices trending higher than pre-pandemic conditions.</li> </ul> </li> <li>• City Council authorizes and directs the City Manager to request the Province of Ontario to commit to pay all amounts above the original SmartTrack Program Budget of \$1.463 billion due to increased costs, which at the time of the report, was estimated at \$234 million.</li> </ul>
June 2023	<p><b>Province to cover unanticipated cost increase</b></p> <ul style="list-style-type: none"> <li>• <b>Province approves funding up to \$226 million</b> toward the costs of the SmartTrack Program, bringing the total SmartTrack budget to \$1.689 billion.</li> </ul>

July 2023	<p><b>SmartTrack project budget is capped</b></p> <ul style="list-style-type: none"> <li>The City and Province sign an Amending Agreement to the AIP, in accordance with Council direction, that acknowledges their respective financial contributions are capped at a total budget of \$1.689 billion, with the City funding \$1.463 billion (including \$585 million federal funding contribution) and the Province contributing up to \$226 million.</li> </ul>
September 2023	<p><b>City and Metrolinx sign SmartTrack Main Agreement</b></p> <ul style="list-style-type: none"> <li>The City and Metrolinx sign the SmartTrack Main Agreement (STMA). The STMA, among other matters, outlines roles and responsibilities of each party for the design and delivery of the Program.</li> </ul>
November 2024	<p><b>SmartTrack program cost pressures increase</b></p> <ul style="list-style-type: none"> <li>The Mayor receives a letter from the Ontario Minister of Transportation notifying the City of cost pressures that will exceed the approved Program Budget of \$1.689 billion for the 5-station scope.</li> </ul>
December 2024	<p><b>Delivery of 2 new stations deferred to stay within program budget</b></p> <ul style="list-style-type: none"> <li>Staff provides an update to City Council noting that cost pressures exceed the approved Program Budget. Staff provide an option analysis to City Council and recommend deferring the delivery of two stations to stay within the approved budget.</li> <li>City Council approves: <ul style="list-style-type: none"> <li><b>Deferring delivery of 2 stations</b> (Finch-Kennedy and King-Liberty).</li> <li><b>Prioritizing delivery of 3 stations</b> (East Harbour, Bloor-Lansdowne, and St. Clair-Old Weston).</li> </ul> </li> <li>Council directs staff to request the Province of Ontario to identify a funding solution to deliver the two deferred stations, and staff note that until a funding solution is identified and committed to by the Province, construction will not proceed for the two deferred stations.</li> </ul>
November 2025	<p><b>Change from GO to Union-Pearson Express for one station</b></p> <ul style="list-style-type: none"> <li>Council approves St. Clair-Old Weston station to be serviced by Union-Pearson Express (UPE) line rather than Kitchener GO Rail Line. <ul style="list-style-type: none"> <li>Metrolinx proposed a service change whereby the St. Clair-Old Weston Station would be serviced by the Union-Pearson Express (UPE) trains on the UPE line instead of GO trains on the adjacent Kitchener line.</li> </ul> </li> </ul>