

## 2026 Budget Notes

### Transportation Services

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#### Description

Transportation Services provides people and businesses a means to move safely in our diverse and changing city to connect with the places, activities, and communities that they value.

Transportation Services is responsible for the planning, engineering, design, maintenance, and operations of 5,600 kilometres of roads, 7,400 kilometres of sidewalks, 900 bridges and culverts, 2,537 traffic control signals, 490 pedestrian crossovers, and 744 centreline kilometres of bikeway network.

#### Why We Do It

Transportation Services strives to build and maintain Toronto's transportation network where:

- People and businesses are connected to a resilient and reliable transportation network where they can access opportunities and places that they value.
- People have access to streets in their communities that are complete, safe, equitable and vibrant.

*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 Transportation Services, please visit: [Transportation Services](#)

**Program/Agency:****Ashley Curtis**

Interim General Manager, Transportation Services

Tel: (416) 392-0170

Email: [Ashley.Curtis@toronto.ca](mailto:Ashley.Curtis@toronto.ca)**Corporate:****Mervyn Mendonca**

Manager, Financial Planning

Tel: (416) 397-4297

Email: [Mervyn.Mendonca@toronto.ca](mailto:Mervyn.Mendonca@toronto.ca)

## What Service We Provide

### Road and Sidewalk Management

**Who We Serve:** All road users such as pedestrians, cyclists, and vehicle operators and passengers, and businesses including utility companies.

**What We Deliver:** Roads/ sidewalks/ cycling infrastructure repairs, cleaning, and de-icing/snow clearing, Pedestrian/ cycling infrastructure implementation and maintenance, Bridges and retaining walls maintenance.

**Resources (gross 2026 operating budget):** \$315.9 Million

### Transportation Safety and Operations

**Who We Serve:** All road users such as pedestrians, cyclists, vehicle operators and passengers, emergency service providers, and businesses.

**What We Deliver:** Traffic/ transit/ pedestrian flow monitoring, Traffic control/maintenance device installation and maintenance, Traffic sign fabrication/ installation/ maintenance, Pavement markings.

**Resources (gross 2026 operating budget):** \$176.7 Million

### Permits and Application

**Who We Serve:** Community organizations, property owners, and businesses including utility companies.

**What We Deliver:** Parking permit issuance, Construction permit issuance, Street event permit issuance, Parking and right-of-way by-law enforcement, Development application review.

**Resources (gross 2026 operating budget):** \$23.3 Million

## Budget at a Glance

### 2026 OPERATING BUDGET

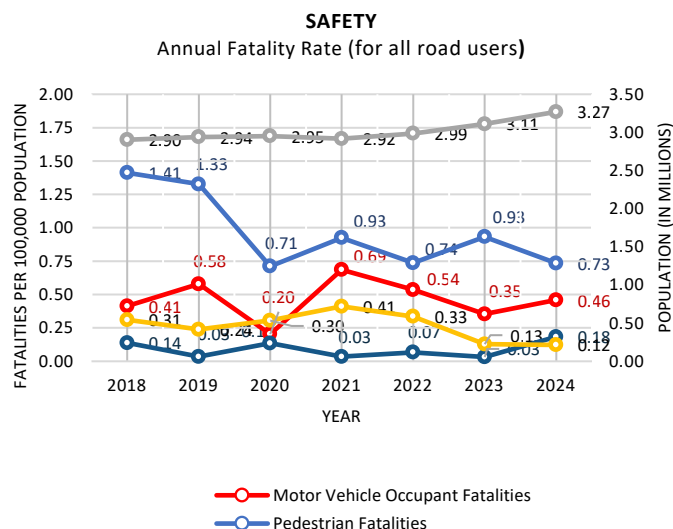
In \$ Millions	2026	2027	2028
Revenues	\$211.8	\$163.0	\$166.2
Gross Expenditures	\$516.0	\$526.3	\$573.3
Net Expenditures	\$304.2	\$363.3	\$407.1
Approved Positions	1,715.3	1,715.3	1,715.3

### 2026-2035 10-YEAR CAPITAL PLAN

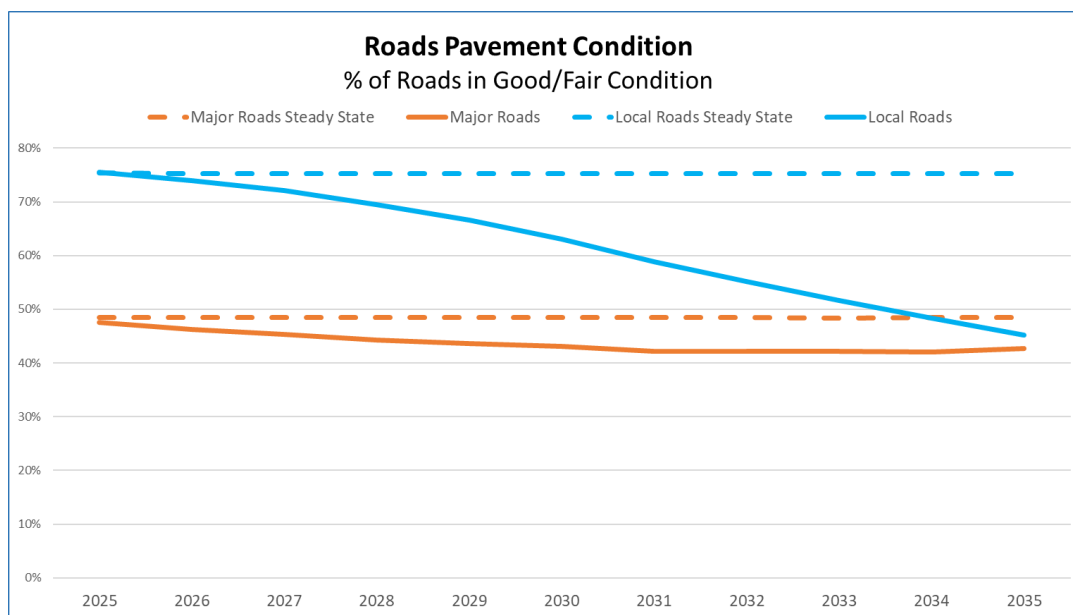
In \$ Millions	2026	2027-2035	Total
Gross Expenditures	\$584.0	\$6,033.5	\$6,617.5
Debt	\$327.3	\$3,234.6	\$3,561.9

Note: Includes 2025 carry forward funding

## How Well We Are Doing – Behind the Numbers



- 2020 fatalities appeared to be skewed due to the unique traffic patterns during the COVID-19 pandemic. However, fatality rates have not returned to pre-pandemic rates.
- While population increased by 13% between 2018 and 2024 including over 100,000 from 2022 to 2024, the number of fatalities is trending downward.
- Continued implementation of the Vision Zero Road Safety Plan in 2025 includes 66 additional school safety zones, operating 299 Red Light Cameras, numerous geometric safety improvements, approximately 50 new locations for School Crossing Guards, 188 mobile Watch Your Speed units.



- The threshold for Major Roads and Local Roads to be considered “fair” is when the Pavement Quality Index (PQI) of the road is above a score of 55 and 45, respectively.
- In 2025, the percentage of Major Roads and Local Roads in Good/Fair condition is 48% and 76% respectively.
- By the end of the 10-year period, the percentage of Major Roads and Local Roads in Good/Fair condition are anticipated to decrease to 43% and 45% respectively.

## How Well We Are Doing

Service	Measure	2024 Actual	2025 Target	2025 Projection	2026 Target	2027 Target
Outcome Measures						
Transportation Safety and Operations <sup>1</sup>	Five-year annual average of fatalities per 100,000 (all road users)	1.6	0	1.5	0	0
Road and Sidewalk Management Transportation Safety and Operations <sup>1</sup>	% roads in good to fair condition	71%	100%	69%	100%	100%
Transportation Safety and Operations <sup>1</sup>	% of people and employment within 250 metres of a dedicated bikeway	47%	100%	50%	100%	100%
Key Service Level Measures						
Road and Sidewalk Management <sup>2</sup>	% of roadway potholes made safe within 4 days of receiving an emergency service request	50%	90%	90%	90%	90%
Road and Sidewalk Management	% of arterials and collectors de-iced within 4 hours after becoming aware roadway is icy	N/A	100%	96%	100%	100%
Transportation Safety and Operations	% of safety and operations reviews investigated within prescribed service standard	76%	90%	74%	90%	90%
Permits and Applications	% of construction, street event, and parking permits validated and issued within prescribed service standard	85%	100%	96%	100%	100%
Other Measures						
Road and Sidewalk Management Transportation Safety and Operations	Capital Budget Spend Rate	88%	85%	87%	85%	85%

**Comments:**

<sup>1</sup> 2026 and 2027 Targets represent the ultimate target.

<sup>2</sup> Due to integration delays between systems, the revised service level has not been implemented for 2025. The interim service level projection is the average performance for potholes on all road classifications, except expressway, which is to make safe within 14 days.

## EXPERIENCES, CHALLENGES AND PRIORITIES

### Our Experience and Success

- Maintained capital spend rate of at least 87% including:
  - Resurfacing and reconstructing approximately 90 kilometres of local and major roads.
  - Installing and upgrading approximately 21 kilometres of cycling infrastructure.
- Accelerated Vision Zero Road Safety Plan delivery resulting in the installation of 30 traffic control devices and 738 speed bumps, and issuance of 39,494 tickets as part of the Vision Zero Enforcement team.
- Expanded Congestion Management efforts through:
  - Implementation of smart traffic signals at 56 locations,
  - Implementation of transit signal priorities at 57 locations.
- Filled over 255,000 potholes in 2025.
- Completed traffic signal timing studies on 11 arterial corridors (252 signals) to optimize throughput and reduce Greenhouse Gas (GHG) emissions while applying a Vision Zero lens to ensure that pedestrian safety is sustained.
- Supported 864 restaurants in CaféTO with 285 cafes in the curb lane and 579 sidewalk cafes.
- Made significant improvements to the Winter Maintenance program including:
  - Developing a Major Snow Event Response Plan for the Winter Maintenance Program including a Snow Removal Framework, Surge Plan, Towing Plan, and a robust communication strategy.
  - Restructuring its Operations and Maintenance Section into two sections: Winter and Seasonal Services and, Maintenance and Delivery.
  - Increasing in-house fleet capacity with 25 additional new equipment in the 2025/26 winter season.
- Advanced the Transportation Services Equity program by:
  - Developing a Walkability Dashboard Tool, which maps the density of the pedestrian network at a granular geography across the City through the construction of “walksheds” and access to essential local destinations within a 1km walk.
  - Developing a Cycling Access Dashboard Tool, which maps the density of comfortable bike routes at a granular geography across the City and access to essential local destinations within a 5km bike ride on those routes.
  - Completed a Transportation Equity Baselining report, summarizing existing conditions of access to infrastructure and multi-modal connectivity, alongside other data on physical accessibility, affordability, and climate vulnerability.
  - Developing a Pedestrian Level of Traffic Stress (PLTS) indicator as part of the Transportation Equity Opportunity Zones (TEOZ) Index update, alongside other indicators including access to micro-mobility and transit.
  - Developing novel qualitative decision-making framework for programs and projects in the categories of “Area Studies” and “Network Planning” to help staff assess social equity impacts and receive tailored recommendations.
  - Completing the Community Conversations Pilot, an interview-based community engagement project that involved 20 community organizations serving priority population groups or equity-deserving neighbourhoods on the transportation challenges affecting their communities.

### Key Challenges and Risks

#### Keeping up with Demand

- Council's comprehensive vision of a safe road network for all users has resulted in the incremental addition of new and innovative programs with significant scale and impact.
- Balancing congestion management efforts to manage the conflict between traffic volumes, large scale transit expansion projects and new development while also encouraging active and complete streets through programs such as CaféTO.
- Growing backlog in the major and local road repairs which increases the City's liability and increases the overall costs required to maintain the state of good repairs of the roads.
- Additional demand for maintenance, cleaning, and winter operations for new and existing roads and sidewalks to ensure clean, safe, and comfortable transport infrastructure for cyclists, pedestrians, transit users, vehicles, and goods movement.

- Developing effective policies and flexible infrastructure that will support emerging technologies such as zero emission vehicles and autonomous vehicles.

### Performance Measurement

- Monitoring, analyzing and managing the City's transportation network using permanent robust data collection (permanent vehicle, bicycle and pedestrian counters, data from third party navigation companies (HERE, WAZE), Bluetooth travel time sensors, digital speed display signs (Watch Your Speed), Toronto Police Services collision data, and an extensive rotating data collection program).

### Growth Pressures

- Managing and prioritizing the impact of the City's growth on the network including but not limited to road safety, congestion management, transit priorities and transit project delivery, development construction staging, capital coordination, and capital project delivery.

### Resource Pressures

- Financial and capacity constraints to address State of Good Repairs (SOGR) in roads: development of the updated Local and Major Roads Asset Management Strategy to drive sustainable long-term investment in SOGR projects.
- Recruiting and retaining top calibre diverse talent to fill existing vacancies, to address the aging workforce and ensure service standards are met.

## Priority Actions

### Program Reviews

- Continue to build **Safe and Healthy Communities** through the delivery of:
  - Vision Zero projects
  - Complete Streets including expansion of the Cycling Network;
  - School Crossing Guards and traffic warrant studies assessment;
  - Congestion Management Plan initiative;
  - Proactive support for the realignment with the Development and Growth Division.
- Facilitate **Access for Everyone** by:
  - Building equity into Transportation Services' investments;
  - Implementing RapidTO.
- Maintain **Quality Service** through:
  - A review of Street Sweeping Service to optimize levels of service, fleet size, and sweeping routes.
  - Implementation of recommended changes to strengthen winter maintenance program including:
    - Conduct a Depot Rationalization and Snow Dump Site Study.
    - Initiate improvement of Operability and Procure New Melting Technology.
    - Initiate planning for procurement of new winter maintenance contracts.

### Policy Review

- Continue full user fee review in the right-of-way in coordination with other Corporate initiatives:
  - Review of right-of-way permits to ensure full cost recovery of resources required to issue and enforce permits.
  - Work with the development and utility work industry partners to promote construction methodologies that minimize the need to occupy the right-of-way and shorten duration for permits.
  - Implement enhanced inspection and oversight of utility companies work in the right of way, in response to Auditor General findings.

### Service Delivery Review

- Evaluate capital and maintenance delivery contracts and provide strategic recommendations to enhance efficiency, reduce costs, and improve consistency of service delivery.

### Congestion Management

- Increase installations of Smart Signal and Intelligent Intersections.
- Increase Real-Time Congestion Management Capacity by updating Traffic Operation Centre.
- Strengthen our on-street Congestion Management Capacity through the traffic agent program.
- Major event traffic management and coordination, including evaluation of special events through development of Special Event Advisory Team and new framework for reviewing applications.
- New AI-Based Traffic Simulation Modelling.
- Support Strategic Capital Coordination office.

**CITY STAFF PREPARED BUDGET**

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

1. The 2026 Operating Budget for Transportation Services of \$515.964 million gross, \$211.752 million revenue and \$304.212 million net for the following services:

<b>Service:</b>	<b>Gross Expenditures (\$000s)</b>	<b>Revenues (\$000s)</b>	<b>Net Expenditures (\$000s)</b>
Permits and Applications	23,307.1	86,114.6	(62,807.5)
Road and Sidewalk Management	315,915.2	102,725.5	213,189.7
Transportation Safety and Operations	176,741.2	22,911.5	153,829.7
<b>Total Program Budget</b>	<b>515,963.5</b>	<b>211,751.6</b>	<b>304,211.9</b>

- The 2026 staff complement for Transportation Services of 1,715.3 positions comprised of 236.3 capital positions and 1,479.0 operating positions.
2. The 2026 Capital Budget for Transportation Services with cash flows and future year commitments totaling \$5,984.241 million as detailed by project in [Appendix 5a](#).
  3. The 2027-2035 Capital Plan for Transportation Services totalling \$633.330 million in project estimates as detailed by project in [Appendix 5b](#).
  4. 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	\$	\$	\$	\$	\$	\$	\$	%
<b>Revenues</b>								
Permits & Applications	86,528.9	83,697.4	88,065.5	86,114.6		86,114.6	2,417.1	2.9%
Road & Sidewalk Management	103,200.4	104,944.9	110,424.4	100,657.0	2,068.5	102,725.5	(2,219.4)	(2.1%)
Transportation Safety & Operations	9,921.6	13,036.7	13,717.4	22,911.5		22,911.5	9,874.8	75.7%
<b>Total Revenues</b>	<b>199,650.9</b>	<b>201,679.0</b>	<b>212,207.3</b>	<b>209,683.1</b>	<b>2,068.5</b>	<b>211,751.6</b>	<b>10,072.6</b>	<b>5.0%</b>
<b>Gross Expenditures</b>								
Permits & Applications	27,119.1	18,324.1	18,656.7	21,238.6	2,068.5	23,307.1	4,983.0	27.2%
Road & Sidewalk Management	282,892.7	302,082.3	307,565.0	315,915.2		315,915.2	13,833.0	4.6%
Transportation Safety & Operations	182,862.8	210,530.9	214,351.9	175,522.1	1,219.1	176,741.2	(33,789.7)	(16.0%)
<b>Total Gross Expenditures</b>	<b>492,874.6</b>	<b>530,937.3</b>	<b>540,573.6</b>	<b>512,675.9</b>	<b>3,287.6</b>	<b>515,963.5</b>	<b>(14,973.7)</b>	<b>(2.8%)</b>
<b>Net Expenditures</b>	<b>293,223.7</b>	<b>329,258.2</b>	<b>328,366.3</b>	<b>302,992.8</b>	<b>1,219.1</b>	<b>304,211.9</b>	<b>(25,046.3)</b>	<b>(7.6%)</b>
<b>Approved Positions**</b>	<b>1,549.0</b>	<b>1,679.3</b>	<b>N/A</b>	<b>1,656.3</b>	<b>59.0</b>	<b>1,715.3</b>	<b>36.0</b>	<b>2.1%</b>

\*2025 Projection based on 9-Month Variance

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

## KEY DRIVERS

**Total 2026 Budget** expenditures of \$515.964 million gross reflect a decrease of \$14.974 million in spending from the 2025 budget, predominantly arising from:

- The reduction of contract costs and staff costs for 66.0 positions related to the operations of the Automated Speed Enforcement cameras program due to legislative changes from Bill 56.
- Changes to the street lighting agreement with Toronto Hydro that has shifted maintenance of these assets to be funded through capital and is further discussed in the 2026-2035 Capital Budget and Plan section.

## EQUITY IMPACTS OF BUDGET CHANGES

**Low-Positive Equity Impact:** Transportation Services' 2026 Operating Budget includes equity-related investment through the delivery of the Congestion Management Plan and the enhanced inspection of utility cut restorations.

The addition of 27 Traffic Agents will have a low positive impact on the traffic flow at key congested intersections which will provide greater coordination in managing traffic movements across the City. These staff will facilitate the traffic flow at key congestion intersections making it safer for vulnerable road users.

The addition of 32 staff for the inspection of utility cut restoration work will improve oversight of utility work on the right of way and strengthen public safety around construction sites. Improved inspection coverage will lead to higher work standards by utilities and their contractors, which in turn help address the state of good repair for City infrastructure. This reduces defects and ensures roads and sidewalks are restored to proper conditions for all road users including pedestrians, cyclists, and drivers. More inspection coverage also means that the Division will be able to respond to Customer Service requests related to utilities faster which will further enhance accountability and improve the experience for residents and businesses. Ultimately, these resources will promote safer, more accessible streets and equitable conditions for all road users.

**2026 OPERATING BUDGET KEY COST DRIVERS**

The 2026 Net Operating Budget for Transportation Services of \$304.212 million is \$25.046 million, 7.6% less than 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**	
<b>2025 Projection*</b>	<b>212,207.3</b>	<b>540,573.6</b>	<b>328,366.3</b>	<b>N/A</b>	<b>N/A</b>
<b>2025 Budget</b>	<b>201,679.0</b>	<b>530,937.3</b>	<b>329,258.2</b>	<b>1,679.3</b>	<b>N/A</b>
<b>Key Cost Drivers:</b>					
<b>Prior Year Impacts</b>					
Reversal of One-Time Reserve Draw	(14,600.0)		14,600.0		
<b>Impacts of Capital</b>					
Maintenance of New Infrastructure and Systems		1,045.3	1,045.3		2,255.1
Support Growth and Delivery of Capital Program				18.0	
<b>Salaries and Benefits</b>					
Salary and Benefits Adjustments	769.7	9,521.0	8,751.3		8,985.5
Winter Services Unit		1,309.5	1,309.5	10.0	543.1
Other Complement Changes	831.7	899.4	67.7	6.0	67.0
<b>Non-Salary Inflation</b>					
Winter Maintenance Contract and Salt		4,150.5	4,150.5		4,275.1
Other Goods and Services Contract Increases		3,804.4	3,804.4		4,770.4
<b>Other Base Expenditure Changes</b>					
Congestion Management Plan		12,260.0	12,260.0	7.0	978.3
Toronto Hydro Street Lighting Agreement Update		(25,747.4)	(25,747.4)	2.0	82.0
Contribution to Reserves		2,629.8	2,629.8		8,212.5
<b>Revenue Changes</b>					
User Fee Inflationary Increase	3,988.1		(3,988.1)		(4,186.3)
RoDAR Fee Annualization	12,110.7		(12,110.7)		4,774.6
Other Revenue Changes	6,647.4		(6,647.4)		27,189.2
<b>Service Changes</b>					
Legislative Change - Automated Speed Enforcement	(2,021.4)	(21,581.7)	(19,560.3)	(66.0)	(373.7)
<b>Other Changes</b>					
	277.7	(649.0)	(926.8)		1,820.0
<b>Sub Total Key Cost Drivers</b>	<b>8,004.0</b>	<b>(12,358.1)</b>	<b>(20,362.1)</b>	<b>(23.0)</b>	<b>59,392.8</b>
<b>Affordability Measures</b>		<b>(5,903.3)</b>	<b>(5,903.3)</b>		<b>(2,170.1)</b>
<b>Total 2026 Base Budget</b>	<b>209,683.1</b>	<b>512,675.9</b>	<b>302,992.8</b>	<b>1,656.3</b>	<b>57,222.7</b>
<b>2026 New/Enhanced</b>	<b>2,068.5</b>	<b>3,287.6</b>	<b>1,219.1</b>	<b>59.0</b>	<b>1,863.9</b>
<b>2026 Budget</b>	<b>211,751.6</b>	<b>515,963.5</b>	<b>304,211.9</b>	<b>1,715.3</b>	<b>59,086.6</b>
<b>Change from 2025 Budget (\$)</b>	<b>10,072.6</b>	<b>(14,973.7)</b>	<b>(25,046.3)</b>	<b>36.0</b>	<b>N/A</b>
<b>Change from 2025 Budget (%)</b>	<b>5.0%</b>	<b>(2.8%)</b>	<b>(7.6%)</b>	<b>2.1%</b>	<b>N/A</b>

\*Based on 9-Month Variance

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

**Key Base Drivers:****Prior Year Impacts:**

- Reversal of one-time withdrawal from reserve funds from the prior year.

**Impacts of Capital:**

- Increase in maintenance costs to operate new facilities and infrastructure expansion following the completion of newly built road related infrastructure including cycling facilities, the completion of new roads and sidewalks by developers, installation of new traffic control signals.
- \$1.808 million for the addition of 18 positions to support the delivery of transportation capital infrastructure fully funded by capital funding.

**Salaries and Benefits:**

- Salary and benefits adjustments, including statutory inflationary increases for existing positions.
- Increase of 10 new positions for a permanent dedicated Winter Operations Unit to coordinate all aspects of winter readiness year-round, including plan development, mapping, training, contract oversight, and inter-divisional drills.
- Increase of eight new positions to support various corporate and divisional initiatives including the delivery of the Strategic Parking Framework ([IE.22.2](#)) and third-party funded programs.

**Non-Salary Inflation:**

- Inflationary increase for winter maintenance including salting.
- Inflationary increase for other goods and contractual service costs including sign and pavement markings, street lighting, and traffic control signal maintenance.

**Other Base Expenditure Changes:**

- Increased cost for the addition of seven new positions and the re-tendering of traffic signals and systems contracts to support the implementation of the Congestion Management Plan.
- Transition of street lighting maintenance cost to be funded through Transportation Services' 10-Year Capital Budget and Plan, replacing the existing Operations and Maintenance Service Agreement with Toronto Hydro.
- Increase in contributions to Fleet Reserve Fund to ensure sufficient funding for future vehicle replacement needs.

**Revenue Changes:**

- Inflationary increase of 4.97% to user fee rates.
- Annualization of Road Disruption Activity Reporting System (RoDARS) fee and other construction congestion management fees for temporary street occupation permit applicants introduced last year to support the advancement of congestion management.
- Other revenue increases for volume changes based on current trends, and for additional reserve draws including from Public Realm Reserve Fund to fund increased demand for beautification and other physical public realm improvements.

**Service Changes:**

- Reduction of contract costs and staff costs for 66.0 positions related to the operations of the Automated Speed Enforcement cameras program due to legislative changes from Bill 56.

**Other Changes:**

- Changes to interdivisional charges and recoveries for various services between rate-supported divisions.

## 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
Benefits Realignment	Line-by-line	No Impact		(4,036.5)	(4,036.5)		(2,170.1)	(2,170.1)	
Transition to In-House Consulting	Efficiency Savings	No Impact		(1,866.8)	(1,866.8)				
<b>Total Affordability Measures</b>				<b>(5,903.3)</b>	<b>(5,903.3)</b>		<b>(2,170.1)</b>	<b>(2,170.1)</b>	

Affordability measures are specific actions taken by Transportation Services that achieve cost reductions without impacting service levels for City Divisions and the public. For 2026, Transportation Services has identified a total of \$5.9 million in budget savings, including \$4.0 million in line-by-line review and \$1.9 million in efficiency savings, as outlined below:

- A review of base expenditures resulted in overall saving of \$4.036 million in benefits costs through the realignment of costs based on actual experience of recent years.
- A review of work delivered through consulting assignments has resulted in a saving of \$1.867 million as Transportation Services has identified the opportunity to deliver this value of work using in-house staff.

## New and Enhanced Requests

**Table 4: New/Enhanced Requests**

New/Enhanced Request		2026				2027 Annualized Gross	Equity Impact	Supports Key Outcome/ Priority Actions
		Revenues	Gross Expenditures	Net Expenditures	Positions			
(In \$000s)								
1	Congestion Management Plan - Increased Demand		1,219.1	1,219.1	27.0	3,083.0	Low-positive	The Traffic Agent program is a critical part of the City's Congestion Management Plan. The enhancement of the program with the additional of 27 traffic agents will improve the traffic flow at key congested intersections and will allow for greater coordination in managing traffic movements across the City.
2	Utility Cut Permitting & Inspection Improvements	2,068.5	2,068.5		32.0	4,206.1	Low-positive	Additional inspection of utility cut restoration work will improve oversight of utility work on the right of way and strengthen public safety around construction sites. Improved inspection coverage will lead to timely repairs and minimize the impact on the state of good repair for City infrastructure. More inspection coverage also means that the Division will be able to respond to Customer Service requests related to utilities faster which will further enhance accountability and improve the experience for residents and businesses. This initiative supports recommendations from the Auditor General's report on improving utility cut permit and inspections process (AU9.7).
Total New/Enhanced		2,068.5	3,287.6	1,219.1	59.0	7,289.1		

### 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	2028 Incremental
<b>Revenues</b>			
Inflationary Revenue Changes		4,186.3	4,919.7
Contribution from Reserves		(29,021.6)	(1,257.6)
Other Revenue Changes		(23,880.1)	(459.9)
<b>Total Revenues</b>	<b>211,751.6</b>	<b>(48,715.3)</b>	<b>3,202.2</b>
<b>Gross Expenditures</b>			
Salary and Benefit Adjustments		12,214.5	7,294.4
Economic Factors and Contract Cost Escalation		9,849.3	7,666.3
Other Expenditure Changes		(11,692.5)	32,024.0
<b>Total Gross Expenditures</b>	<b>515,963.5</b>	<b>10,371.3</b>	<b>46,984.8</b>
<b>Net Expenditures</b>	<b>304,211.9</b>	<b>59,086.6</b>	<b>43,782.6</b>
<b>Approved Positions</b>	<b>1,715.3</b>		

**Key Outlook Drivers**

The 2027 Outlook with total gross expenditures of \$526.335 million reflects an anticipated \$10.371 million or 2.0% increase in gross expenditures above the 2026 Operating Budget. The 2028 Outlook expects a further increase of \$46.985 million or 8.9% above the 2027 Outlook.

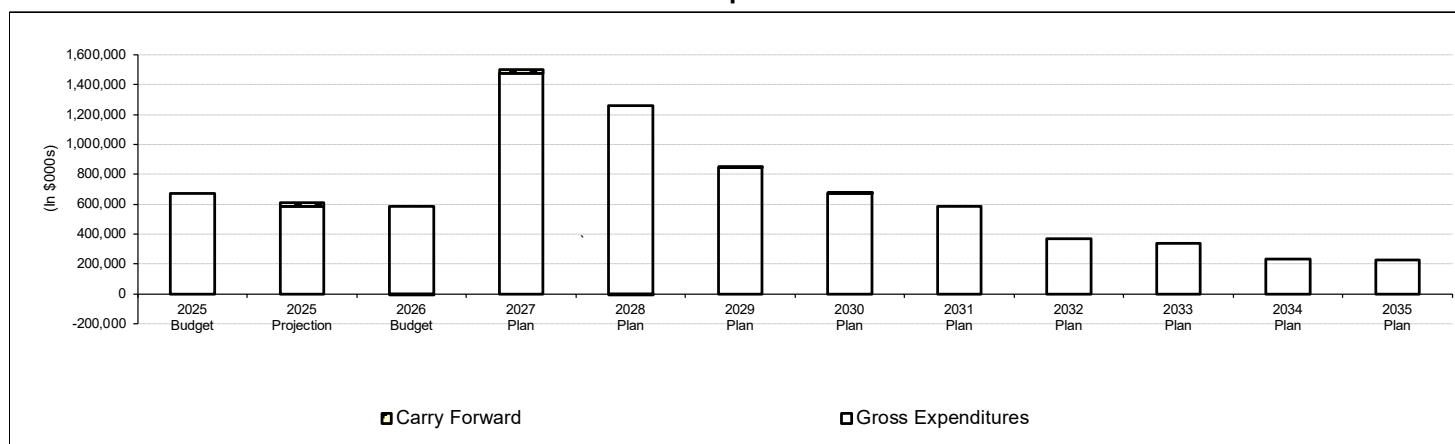
These changes arise from the following:

- Increase in expenditures related to salary and benefits adjustments and anticipated inflationary impacts for contractual and maintenance services. This is partially offset by increase in revenues related to anticipated inflationary increase in user fees.
- Decrease in revenues from Public Realm Reserve Fund contributions related to decrease in street furniture revenue (last payment to be received from agreement in 2026), and decrease in associated expenditures for Public Realm Reserve Fund withdrawals.

# **2026-2035 CAPITAL BUDGET AND PLAN**

## 2026–2035 CAPITAL BUDGET AND PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



			2026 Capital Budget and 2027-2035 Capital Plan										
(In \$000s)	2025		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total 10-Year
	Budget	Projection											
	Gross Expenditures by Project Category:												
Health and Safety/Legislated	61,499	55,220	37,337	61,590	34,082	32,281	9,183	5,059	5,091	5,125	5,158	5,193	200,098
State of Good Repair	447,092	408,254	390,561	873,000	770,878	553,894	484,217	479,819	268,894	263,247	208,377	211,913	4,504,799
Service Improvement and Growth	164,049	124,509	156,149	565,264	454,208	257,123	177,075	103,785	97,583	72,415	17,529	11,544	1,912,673
Total by Project Category	672,640	587,983	584,047	1,499,853	1,259,168	843,298	670,474	588,663	371,569	340,787	231,064	228,650	6,617,571
Funding:													
Provincial			131,199	467,358	402,469	208,000	208,003	220,463	8,494	-	-	-	1,645,986
Federal			18,879	25,318	801	4,435	6,713	1,571	1,679	967	2,344	1,018	63,726
Other Revenue			11,257	46,937	43,466	48,976	13,204	14,000	4,000	-	-	-	181,839
Reserves/Reserve Funds			37,644	32,689	15,390	9,895	5,742	5,516	1,636	-	-	-	108,512
Development Charges			57,801	285,912	266,523	155,688	78,384	62,601	79,661	61,964	3,782	3,283	1,055,598
Debt			327,267	641,640	530,519	416,304	358,428	284,512	276,099	277,856	224,938	224,348	3,561,910
Debt Recoverable			-	-	-	-	-	-	-	-	-	-	-
Total Funding			584,047	1,499,853	1,259,168	843,298	670,474	588,663	371,569	340,787	231,064	228,650	6,617,571

### Project Updates (\$423.180 Million)

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

- Increased funding for key growth projects to accommodate growth within the City, including \$121.2 million for the St. Clair Transportation Master Plan
- Increased funding to address needed service improvements, including \$86.2 million for Rockcliffe Flood Mitigation and \$35.4 million for additional investments in the Congestion Management Plan.
- A reduction of \$62.4 million in the future year funding for the City Bridge Rehabilitation program to reallocate resources toward other SOGR road needs within the program as well as support the City's debt limit.

### New Projects (\$579.5 Million)










The 2026-2035 Capital Budget and Plan includes the following key new projects:


- \$577.0 million for Toronto Hydro Street Lighting
- \$2.5 million for Antler Street and Lappin Avenue project.

#### 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****\$6.6 Billion 10-Year Capital Program**

				
<b>State of Good Repair (SOGR)</b>	<b>Growth Related Projects</b> 	<b>Vision Zero Road Safety Plan</b> 	<b>Cycling Network Plan</b> 	<b>Congestion Management Plan</b> 
<b>\$4.5 B</b>	<b>\$1.18 B</b>	<b>\$176.8 M</b>	<b>\$132.5 M</b>	<b>\$55.9 M</b>
Ongoing repair of the City's existing 5,600 kilometres of Roads and 900 Bridges and Culverts	Implementation of projects to support the City's economic and population growth.	Implementation of safety measures on roads, sidewalks, and intersections to achieve Vision Zero	Implementation of bike lanes and cycle tracks to build the City's cycling network	Implementation of projects to ensure efficient network operations

 - 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.

*New Capital Initiatives and Highlights:*

- \$577.0 million for new Toronto Hydro Street Lighting project that reflects updates to the Operations and Maintenance Service Agreement for the City funding contribution towards LED conversion, asset replacement, and state of good repair work delivered by Toronto Hydro.
- \$2.5 million for new Antler Street and Lappin Avenue project which provides a pedestrian connection between the two streets crossing the Greenway and Barrie Rail Corridor funded partially through Section 37 funding.

*Cost Escalation and Capital Prioritization*

- Transportation Services continues to experience cost escalation on its projects relative to prior years due to changing local and global economic conditions.
- Adjustments to the 10-Year Capital Plan have been made to address the pressures by balancing budget needs in program areas, offsetting debt costs with alternative funding sources, and reprioritizing projects to be completed within specific programs. The rate of cost escalation will continue to be closely monitored, and cash flow adjustments will be requested, as necessary, in response to dynamic market conditions.

*Capital Delivery and Funding Limitations*

- Various projects within Transportation's Capital Plan are managed and delivered through third-party agreements as the infrastructure is part of broader initiatives such as transit planning and housing development. This includes funding for infrastructure delivery by Metrolinx, Waterfront Toronto, Toronto Community Housing Corporation (TCHC), Toronto Hydro, etc. Transportation Services closely monitors project progress and financials to ensure works is delivered efficiently, demonstrating value for money for the City of Toronto.



- The 10 Year Capital Plan includes a \$62.4 million reduction in the future year debt funding for the City Bridge Rehabilitation program to offset SOGR needs within the road rehabilitation programs, as well as to support the City's debt limit. The City Bridge Rehabilitation program still maintains a sufficient level of funding annually (\$100 million) through to 2029.
- Recent legislative and regulatory changes, and observed reductions in development charge revenue, will impact the City's ability to recover the costs associated with growth-related infrastructure projects and support housing and growth-related capital projects across Toronto.
- The Toronto-Ontario New Deal secured provincial funding till 2026 for the Gardiner Expressway and Don Valley Parkway rehabilitations while the 3rd party due diligence process for the upload of these assets is underway. The Capital Plan assumes \$1.6 billion in provincial funding for the repair and rehabilitation of these assets over the 10-year period given the provincial commitment to upload these assets.

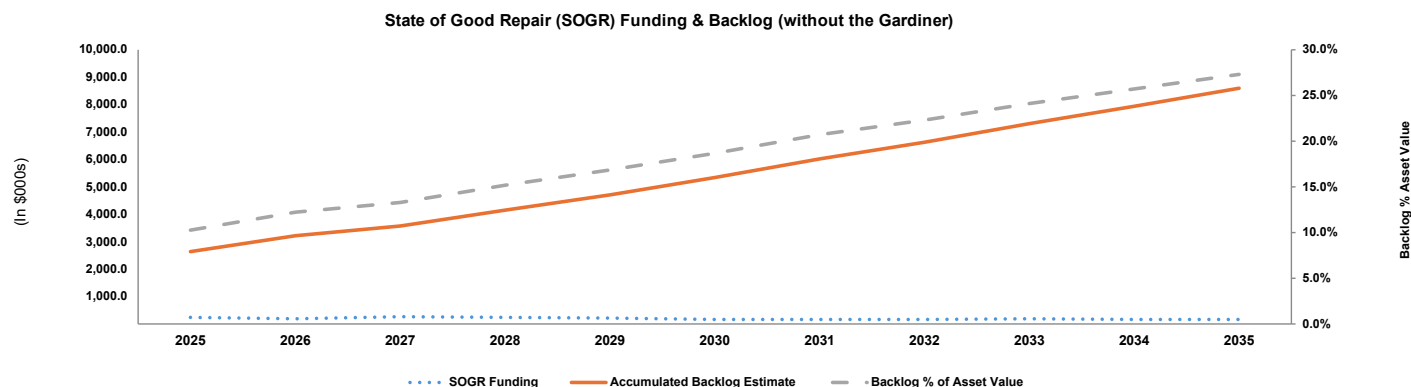
### How the Capital Program is Funded

City of Toronto		Provincial Funding		Federal Funding	
<b>\$4,907.9 M</b> <b>74.1%</b>		<b>\$1,646.0 M</b> <b>24.9%</b>		<b>\$63.7 M</b> <b>1.0%</b>	
Debt	\$ 3,561.9 M	New Deal	\$ 1,602.8 M	Disaster Mitigation and Adaptation Fund	\$ 37.6 M
Development Charges	\$ 1,055.6 M	Building Faster Fund	\$43.2 M	Active Transportation Fund	\$26.1 M
Other Revenue	\$ 181.5 M				
Reserves/ Reserve Funds	\$ 108.5 M				

## STATE OF GOOD REPAIR (SOGR) FUNDING AND BACKLOG

The chart below depicts the SOGR funding and accumulated backlog estimates for key asset classes in Transportation Services: major and local roads, bridge rehabilitation, and laneways.

**Chart 2: Total SOGR Funding and Backlog**



(In \$ Millions)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SOGR Funding	249.0	192.5	272.1	238.7	227.6	180.8	171.8	180.8	184.4	157.9	161.4
Accumulated Backlog Estimate	2,644.9	3,221.1	3,572.2	4,155.3	4,719.5	5,334.2	6,023.6	6,619.1	7,304.4	7,934.4	8,589.5
Backlog % of Asset Value	10.3%	12.2%	13.3%	15.2%	16.9%	18.7%	20.7%	22.3%	24.1%	25.7%	27.3%
Total Asset Value	25,717.1	26,360.0	26,887.2	27,424.9	27,973.4	28,532.9	29,103.6	29,685.6	30,279.4	30,884.9	31,502.6

Excluding the Gardiner Expressway and Don Valley Parkway, the 10-Year Capital Plan will fund \$2.902 billion of SOGR projects, providing an average of \$290.201 million annually. This funding will continue ongoing SOGR projects for infrastructure, including major and local roads, city bridges, and laneways. Of this, \$641.358 million is planned for the Major Road Rehabilitation Program, and \$670.568 million is planned for the Local Road Rehabilitation Program.

More than half of Transportation Services' infrastructure consists of roads and bridges that were constructed between 1950 and 1980. Annually, based on available data, Transportation Services completes updates of its asset inventory, replacement value, and capital needs for the Major and Local Road Rehabilitation Programs, and the funding required to maintain its assets in a state-of-good repair for the next ten years.

Based on current proposed 10-year capital funding in the 2026-2035 Capital Budget and Plan, the overall percentage of roads in Fair/Good condition for Major Roads is expected to decrease from approximately 48% to 43% by 2035 while the overall percentage of roads in Fair/Good condition for Local Roads is expected to decrease from 76% to 45% by 2035.

Currently, the backlog of rehabilitation needs for both road programs is expected to increase based on the level of service to have 100% of roads in good or fair condition over the next 10 years:

- The backlog for Major Roads will increase from \$1.368 billion at the end of 2025 to \$3.161 billion, or about 36 per cent of assets, by 2035; and,
- The backlog for Local Roads will increase from \$1.165 billion at the end of 2025 to \$4.649 billion, or about 32 per cent of assets, by 2035 if no additional funding for SOGR is provided.

The increase in backlog reflects the age of the infrastructure, the timing of when rehabilitation is required, and the type of rehabilitation required (mainly road reconstruction, as many roads are reaching the end of their life cycle).

The City of Toronto's 2025 Corporate Asset Management Plan ([EX23.7](#)) outlined a long-term plan for the management of Transportation Services' assets to drive sustainable long-term investment in SOGR projects and reduce the backlog. This plan complies with [Ontario Regulation 588/17: Asset Management Planning For Municipal Infrastructure](#) by detailing the characteristics and conditions of the assets, the levels of service expected from the assets, financing and other strategies, and planned actions over the lifecycle of the assets to ensure assets are providing a specified level of service in the most cost-effective manner.

For Local Roads, the Asset Management Plan proposes a reasonable steady state approach for the level of service, aiming to “hold the line”. This approach will maintain approximately three quarters of Local Roads at their current state of fair or good condition (76%) and will prevent the roads from deteriorating further.

Efforts are currently underway to update the backlog with the new proposed level of service as noted in the Asset Management Plan and will be reported through future budget processes.

Transportation Services aims to establish a new annual Local Roads Resurfacing Program aimed at “holding the line” as much as possible. The new program will be ward based and locations will be selected in areas with a high concentration of poor roads. As an immediate measure, the 2026 Capital Budget includes an additional investment of \$11.0 million for critical road work to kick-start the new Local Roads Resurfacing Program and allow for approximately 15 to 20 km of resurfacing to be completed.

The rate of deterioration for the Major Roads Rehab Program remains unchanged at this time (from 48% to 43%). Further review is required to address the challenges relating to the delivery of the Major Roads Rehabilitation Program (i.e. design uncertainty, construction complexities, coordination, etc.) which will be reported in future budget submissions.

## OPERATING IMPACT OF COMPLETED CAPITAL PROJECTS

Approval of the 2026 Capital Budget will impact the 2027 Operating Budget by a total of \$7.722 million net arising from, as shown in Table 6 below.

**Table 6: Net Operating Impact Summary**

Projects	2026 Budget		2027 Plan		2028 Plan		2029 Plan		2030 Plan		2026-2030		2026-2035	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
<b>Previously Approved</b>														
Cycling Network Plan	96.2		99.1		102.0		105.1		108.3		510.7		1,102.7	
New Roads Installation	232.0		238.9		246.1		253.5		261.1		1,231.6		2,659.4	
Missing Link Sidewalk Program	24.7		25.5		26.2		27.0		27.8		131.2		283.4	
New Traffic Control Signals	692.4		713.1		734.5		756.6		779.3		3,675.9		3,675.9	
<b>Sub-Total: Previously Approved</b>	<b>1,045.3</b>		<b>1,076.6</b>		<b>1,108.8</b>		<b>1,142.2</b>		<b>1,176.5</b>		<b>5,549.4</b>		<b>7,721.5</b>	
<b>Total (Net)</b>	<b>1,045.3</b>		<b>1,076.6</b>		<b>1,108.8</b>		<b>1,142.2</b>		<b>1,176.5</b>		<b>5,549.4</b>		<b>7,721.5</b>	

### Previously Approved projects

- The 2026 Operating Budget will increase by a total of \$1.045 million for maintenance costs arising mainly from newly built road related infrastructure including cycling facilities and the completion of new roads by developers.

The 2026 operating impact from completed capital projects, as shown in Table 6, has been included in the Transportation Services' 2026 Operating Budget. Any future operating impacts will be reviewed each year and be considered as part of future year budget processes.

**APPENDICES**

## Appendix 1

### 2026 Operating Budget by Category

Category (In \$000s)	2024 Actual	2025 Budget	2025 Projection*	2026 Budget	2026 Change from 2025 Budget	
	\$	\$	\$	\$	\$	%
Provincial Subsidies		6,900	6,900	6,900		0.0%
User Fees and Donations	86,575	82,303	82,303	97,347	15,044	18.3%
Contribution From Reserves/ Reserve Funds	53,808	44,696	56,761	41,345	(3,351)	(7.5%)
Sundry and Other Revenue	58,467	66,402	64,865	64,280	(2,122)	(3.2%)
Inter-Divisional Recoveries	801	1,378	1,378	1,879	501	36.4%
	<b>199,651</b>	<b>201,679</b>	<b>212,207</b>	<b>211,752</b>	<b>10,073</b>	<b>5.0%</b>
Salaries and Benefits	143,678	154,610	160,173	159,695	5,085	3.3%
Materials and Supplies	45,210	55,091	53,520	52,180	(2,911)	(5.3%)
Equipment	3,262	3,816	3,242	2,606	(1,211)	(31.7%)
Service And Rent	248,087	263,563	268,870	242,405	(21,158)	(8.0%)
Contribution To Reserves/ Reserve Funds	41,001	42,768	42,958	47,233	4,465	10.4%
Other Expenditures	591	324	646	324		0.0%
Inter-Divisional Charges	11,038	10,765	11,165	11,521	756	7.0%
<b>Total Gross Expenditures</b>	<b>492,866</b>	<b>530,937</b>	<b>540,574</b>	<b>515,964</b>	<b>(14,974)</b>	<b>(2.8%)</b>
<b>Net Expenditures</b>	<b>293,215</b>	<b>329,258</b>	<b>328,366</b>	<b>304,212</b>	<b>(25,046)</b>	<b>(7.6%)</b>

\*2025 Projection based on 9-Month Variance

## Appendix 2

### Summary of 2026 Service Changes

Form ID		Infrastructure Services  Program - Transportation Services	Adjustments				2027 Plan Net Change	2028 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		

37247 Legislative Change – Automated Speed Enforcement Program (Toronto)

59 Negative **Description:**

The Province passed Bill 56, the Building a More Competitive Economy Act, 2025, which removes municipalities' authority to operate automated speed cameras. The legislation took effect on November 14, 2025, requiring the discontinuation of all municipal speed camera operations across Ontario. Given the significance of this change and its direct impact on the operational and staffing requirements of the Automated Speed Enforcement (ASE) program, Transportation Services is bringing forward a corresponding reduction in required expenditures for contracted services and staffing cost associated for the 46.2 staff positions related to the automated speed enforcement program within the City of Toronto.

**Service Level Impact:**

The impact of the proposal will be that the ASE program will no longer be in effect and the 150 automated speed enforcement cameras be removed across the city.

**Equity Statement:**

The elimination of 150 automated speed enforcement cameras will result in a low negative equity impact to all road users, including persons with low income who may have limited alternatives to access safe and secure transportation. Without the cameras, it will be harder to change negative driving behaviour which will result in greater dangers to the public.

**Service:** Transportation Safety & Operations

Total Staff Prepared Budget Changes:	(19,560.3)	0.0	(19,560.3)	(46.20)	(373.7)	(146.1)
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<b>Staff Prepared Service Changes:</b>	<b>(19,560.3) </b>	<b>0.0</b>	<b>(19,560.3)</b>	<b>(46.20)</b>	<b>(373.7)</b>	<b>(146.1)</b>
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37268 Legislative Change – Automated Speed Enforcement Program (Municipalities)

59 Negative **Description:**

The Province passed Bill 56, the Building a More Competitive Economy Act, 2025, which removes municipalities' authority to operate automated speed cameras. The legislation took effect on November 14, 2025, requiring the discontinuation of all municipal speed camera operations across Ontario. Transportation Services is bringing forward a corresponding reduction in costs, revenues, and 19.8 staffing positions associated with the processing of ASE tickets for other municipalities.

**Service Level Impact:**

The impact of the proposal will be that the ASE program will no longer be in effect or supported by Transportation Services.

**Equity Statement:**

The elimination of the automated speed enforcement program will result in a low negative equity impact to all road users, including persons with low income who may have limited alternatives to access safe and secure transportation. Without the cameras, it will be harder to change negative driving behaviour which will result in greater dangers to the public.

**Service:** Transportation Safety & Operations

Total Staff Prepared Budget Changes:	(2,021.4)	(2,021.4)	0.0	(19.80)	0.0	0.0
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<b>Staff Prepared Service Changes:</b>	<b>(2,021.4)</b>	<b>(2,021.4)</b>	<b>0.0</b>	<b>(19.80)</b>	<b>0.0</b>	<b>0.0</b>
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**Summary:**

<b>Staff Prepared Service Changes:</b>	<b>(21,581.7)</b>	<b>(2,021.4)</b>	<b>(19,560.3)</b>	<b>(66.0)</b>	<b>(373.7)</b>	<b>(146.1)</b>
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<b>Staff Prepared Base Budget:</b>	<b>(21,581.7)</b>	<b>(2,021.4)</b>	<b>(19,560.3)</b>	<b>(66.0)</b>	<b>(373.7)</b>	<b>(146.1)</b>
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## Appendix 3

### Summary of 2026 New/Enhanced Requests Included in Budget

Form ID		Infrastructure Services  Program - Transportation Services	Adjustments				2027 Plan Net Change	2028 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
36217		Utility Cut Permitting & Inspection Improvements						
74	Positive	<b>Description:</b>						

A "utility cut" refers to excavating a portion of the public right-of-way (e.g., pavement, sidewalks or boulevards) to provide access to underground utilities, such as water mains, power lines, and telecommunications infrastructure. Utility companies are responsible for the permanent restoration of the public right-of-way following a cut. Transportation Services is responsible for the permitting and inspection of utility cut restorations.

Utility cuts can lead to traffic disruptions and construction-related dust and noise complaints. Improper restoration of utility cuts can also deteriorate City roads and sidewalks or result in road hazards, increasing the safety risk for drivers, cyclists and pedestrians.

In June 2025, the Auditor General report (AU9.7) identified opportunities for improvements in the utility cut permit and inspection processes. This request for additional staffing responds to the Auditor General's recommendations and will enable Transportation Services to improve utility cuts processes and to maintain City road and sidewalk safety and accessibility for all users.

**Service Level Impact:**

Transportation Services' request for 32 staff and \$2.1 million will strengthen the effectiveness, efficiency, and oversight of the utility cut permit and inspection processes, ensuring it meets current and future service demands while protecting public safety and preserving road infrastructure quality and longevity

**Equity Statement:**

The increased inspection process will have a low positive equity impact. The enhanced service will ensure safer roads for road users with mobility challenges who may have fewer alternatives to transportation resulting in greater reliability on the road network through transit and cars.

**Service: Permits & Applications**

Total Staff Prepared Budget Changes:	2,068.5	0.0	2,068.5	32.00	(2,068.5)	0.0
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**Service: Road & Sidewalk Management**

Total Staff Prepared Budget Changes:	0.0	2,068.5	(2,068.5)	0.00	2,068.5	0.0
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<b>Staff Prepared New/Enhanced Service Priorities:</b>	<b>2,068.5</b>	<b>2,068.5</b>	<b>0.0</b>	<b>32.00</b>	<b>(0.0)</b>	<b>0.0</b>
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36235	Congestion Management Plan - Increased Demand
74	Positive

**Description:**

The Traffic Agent program is a critical part of the City's Congestion Management Plan. Traffic agents manage traffic at intersections by dynamically directing all road users (pedestrians, cyclists, and drivers) in real-time. They can issue tickets for non-moving traffic violations, which deters vehicles from "blocking the box" thus improving the flow of traffic. The addition of 27 agents will enhance the program and better support the management of congestion in the city.

**Service Level Impact:**

There are currently 100 traffic agents who will actively manage the movement of people who drive, bike, and walk through intersections. This investment will increase the number of traffic agents to 127 to better manage traffic flow within intersections and improve travel times across the city.

**Equity Statement:**

The Congestion Management Plan initiative to increase traffic agents will have a low positive impact. The enhanced service will reduce congestion resulting faster travel time for all road users and vulnerable road users crossing intersections with high volumes of traffic.

**Service: Transportation Safety & Operations**

Total Staff Prepared Budget Changes:	1,219.1	0.0	1,219.1	27.00	1,863.9	185.7
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<b>Staff Prepared New/Enhanced Service Priorities:</b>	<b>1,219.1</b>	<b>0.0</b>	<b>1,219.1</b>	<b>27.00</b>	<b>1,863.9</b>	<b>185.7</b>
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**Summary:**

<b>Staff Prepared New/Enhanced Service Priorities:</b>	<b>3,287.6</b>	<b>2,068.5</b>	<b>1,219.1</b>	<b>59.00</b>	<b>1,863.9</b>	<b>185.7</b>
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## Appendix 4a

### Operating Program Provincial/Federal Funding Streams by Program

Fund Name - Program (in \$000s)	2026 Budget	2027 Outlook	2028 Outlook
<b>Provincial Funding</b>			
<i>New Deal</i>	6,900.0	6,900.0	6,900.0

## Appendix 4b

### Capital Program Provincial/Federal Funding Streams by Project

Fund Name - Project (in \$000s)	2026 Budget	2027-2035 Plan	Total
<b>Provincial Funding</b>			
<i>New Deal</i>	88,000	1,514,787	1,602,787
<i>Building Faster Fund</i>	43,199		43,199
<b>Sub-Total: Provincial Funding</b>	<b>131,199</b>	<b>1,514,787</b>	<b>1,645,986</b>
<b>Federal Funding</b>			
<i>Disaster Mitigation and Adaptation Fund</i>	6,879	30,719	37,598
<i>Active Transportation Fund</i>	12,000	14,128	26,128
<b>Sub-Total: Federal Funding</b>	<b>18,879</b>	<b>44,847</b>	<b>63,726</b>
<b>Total Funding</b>	<b>150,078</b>	<b>1,559,634</b>	<b>1,709,712</b>



## 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
<b>Health and Safety</b>														
City Bridge Rehabilitation (Critical) <input checked="" type="checkbox"/>	4,163										4,163	4,163		
Glen Road Pedestrian Bridge <input checked="" type="checkbox"/>	680	2,914									3,594	3,594		
Guide Rail Program	1,574	1,574									3,148	3,148		
Pedestrian Lighting <input checked="" type="checkbox"/>		1,061									1,061	1,061		
Road Safety Plan <input checked="" type="checkbox"/>	30,920	44,731	34,082	32,281	9,183	5,059	5,091	5,125	5,158	5,193	176,822	176,822		
Yonge St. / Heath St. Intersection Improvement <input checked="" type="checkbox"/>		11,310									11,310	11,310		
<b>Health and Safety Sub-Total</b>	<b>37,337</b>	<b>61,590</b>	<b>34,082</b>	<b>32,281</b>	<b>9,183</b>	<b>5,059</b>	<b>5,091</b>	<b>5,125</b>	<b>5,158</b>	<b>5,193</b>	<b>200,098</b>	<b>200,098</b>		
<b>State of Good Repair</b>														
City Bridge Rehabilitation <input checked="" type="checkbox"/>	75,837	103,000	100,000	100,000	51,292	39,581	40,175	40,778	41,389	42,010	634,062		634,062	
Critical Interim Road Rehabilitation Pool	11,160	11,160	11,200								33,520		33,520	
Ditch Rehabilitation and Culvert Reconstruction <input checked="" type="checkbox"/>	2,300	2,300	600								5,200		5,200	
Don Valley Parkway Rehabilitation	4,000	13,547	8,000	8,000	8,000	8,000	8,494				58,041		58,041	
Dufferin Street Bridge Rehabilitation <input checked="" type="checkbox"/>	1,000	2,373	221	1,150	192	87	156	5	14		5,198		5,198	
Dunn and Dowling Bridges <input checked="" type="checkbox"/>	500	1,039	223	870	698	486	1,014				4,830		4,830	
F. G. Gardiner Rehabilitation Program	80,000	440,561	394,469	200,000	200,003	212,463					1,527,496		1,527,496	
F.G. Gardiner - Critical Repairs	4,000	13,250									17,250		17,250	
Facility and Fleet Improvements	4,000	4,525	7,875	11,300							27,700		27,700	
Laneways	2,498	2,027	2,062	2,103	1,445	1,474	1,503	1,533	1,564	1,595	17,804		17,804	
Local Road Rehabilitation	70,000	90,000	61,441	62,730	64,045	65,386	69,573	71,034	57,455	58,904	670,568		670,568	
Major Pooled Contingency	5,500	5,500	5,500	5,500	8,556	9,500	5,500	5,500	5,500	5,500	62,056		62,056	
Major Road Rehabilitation	40,000	77,029	75,202	62,730	64,045	65,386	69,573	71,034	57,455	58,904	641,358		641,358	
Retaining Walls Rehabilitation	2,000	3,000	2,000	2,000	2,000						11,000		11,000	
Sidewalks	17,334	18,051	16,351	16,678	17,012	17,352	17,700	18,053			138,531		138,531	
Signs and Markings Asset Management	3,507	4,713	4,809	4,908	5,004	5,104	5,206	5,310			38,561		38,561	
Toronto Hydro Street Lighting	60,000	74,000	74,000	69,000	55,000	55,000	50,000	50,000	45,000	45,000	577,000		577,000	
Traffic Plant Requirements/ Signal Asset Management	6,925	6,925	6,925	6,925	6,925						34,625		34,625	
<b>State of Good Repair Sub-Total</b>	<b>390,561</b>	<b>873,000</b>	<b>770,878</b>	<b>553,894</b>	<b>484,217</b>	<b>479,819</b>	<b>268,894</b>	<b>263,247</b>	<b>208,377</b>	<b>211,913</b>	<b>4,504,799</b>		<b>4,504,799</b>	
<b>Service Improvement and Enhancement</b>														
Antler Lappin		955	1,495								2,450			2,450
Active Transportation Fund - Lawrence Heights Study		227									227			227
Active Transportation Fund - Mount Dennis Study		50									50			50
Cycling Infrastructure <input checked="" type="checkbox"/>	35,000	23,664	10,000	10,000	10,000	6,900	6,900	10,000	10,000	10,000	132,464			132,464
Eglinton Connects LRT <input checked="" type="checkbox"/>	(0)	13,000									13,000			13,000
Engineering Studies	6,000	12,000	13,798	12,000	1,500						45,298			45,298
Green Streets Improvement <input checked="" type="checkbox"/>	2,000	4,500	4,500	4,000							15,000			15,000
Housing Now Site <input checked="" type="checkbox"/>			1,958								1,958			1,958
King Street Transit Priority Corridor <input checked="" type="checkbox"/>	1,500	1,250	646								3,396			3,396
Mapping and GIS Repository	200	262									462			462
Neighbourhood Improvements	2,500	11,519	5,500								19,519			19,519
Rapid TO <input checked="" type="checkbox"/>	2,000	8,363	5,950	8,650	4,961	4,000	4,000				37,924			37,924
Rockcliffe Flood Mitigation <input checked="" type="checkbox"/>	16,282	46,392	32,386	11,848	44,731	11,156	8,168	2,415	6,850	1,544	181,771			181,771
Sheppard Bridge Over Highway 404 Public Realm Imp <input checked="" type="checkbox"/>		422									422			422
System Enhancements for Road Repair & Permits	3,000	2,900	6,500	1,600							14,000			14,000
Thunder Woman Healing Lodge		230									230			230
TO360 Wayfinding <input checked="" type="checkbox"/>	1,644	413	436	482	226						3,201			3,201
Traffic Congestion Management	10,000	26,048	14,581	2,644	2,692						55,965			55,965
West Toronto Rail Path Extension <input checked="" type="checkbox"/>	20,000	90,805	33,485								144,289			144,289
<b>Service Improvement and Enhancement Sub-Total</b>	<b>100,126</b>	<b>243,000</b>	<b>131,234</b>	<b>51,224</b>	<b>64,110</b>	<b>22,056</b>	<b>19,068</b>	<b>12,415</b>	<b>16,850</b>	<b>11,544</b>	<b>671,627</b>			<b>671,627</b>

☒ - 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.

[toronto.ca/budget](https://toronto.ca/budget)

## Appendix 5 (continued)

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
<b>Growth Related</b>														
Agincourt Improvement	☑	3,320	1,403	1,814	1,814		232				8,583			8,583
Beecroft Extension	☑	500	17,021	840	840	25					19,251			19,251
Broadview Extension Phase 1	☑	5,000	31,039	57,004	30,000						123,043			123,043
Dundas, Dupont and Annette Intersection Improvements	☑		1,647			549	549	549	549		3,843			3,843
Don Mills Crossing Bridge	☑			4,500							4,500			4,500
Emery Village Improvements	☑	200	5,856								6,056			6,056
GO Transit Expansion City Share	☑		30,400								30,400			30,400
John Street Revitalization Project	☑		2,435	17,189	17,265	8,277	8,277	9,457	6,000		68,900			68,900
LARP P1 (Lawrence-Allen Revitalization Project)	☑	1,000	4,700	4,800							10,500			10,500
LARP P2 (Lawrence-Allen Revitalization Project)	☑		1,110	816	864	480	180				3,450			3,450
LARP P3 (Lawrence-Allen Revitalization Project)	☑			400	1,500	2,000	2,000	3,100			9,000			9,000
Legion Road Extension & Grade Separation	☑	500	5,669	3,500	2,500		100				12,269			12,269
Liberty Village New Street Project	☑		14,951	36,101	24,351						75,403			75,403
Lower Yonge	☑		1,000	1,000	1,000						3,000			3,000
Metrolinx Additional Infrastructure	☑	2,038	5,594								7,632			7,632
Morningside Extension	☑		1,250								1,250			1,250
North York Service Road Extension	☑	250	7,031	5,051	20						12,352			12,352
Overlea Blvd and Don Mills Rd Improvement	☑	10,000	28,000	33,000	7,000	16,000					94,000			94,000
Port Union Road	☑	2,000	8,180								10,180			10,180
Rean to Kenaston New Road	☑	1,029	1,506								2,535			2,535
Regent Park Revitalization		756	2,575	176	387	807	484	152	227	679	6,243			6,243
Rouge Park bridge Improvements	☑		2,550	2,550	3,250	8,250	5,000				21,600			21,600
Scarlett/St Clair/Dundas	☑	1,500	17,500	16,000	26,000	18,019	9,500				88,519			88,519
Six Points Interchange Redevelopment	☑		2,784								2,784			2,784
St. Clair TMP:Keele to Old Weston	☑	20,000	98,000	89,744	45,000	45,000	44,387	65,000	53,224		460,355			460,355
Steeles Widening (Tapscott Road - Beare Road)	☑	500	12,576	29,676	17,015						59,767			59,767
Transform Yonge	☑	500	4,229	2,929	10,800	1,150	1,150	25			20,783			20,783
Work for TTC & Others		10,000	10,000	10,000	10,000	10,000					60,000			60,000
Yonge TOMorrow	☑	250	1,341	6,294	6,293	594	77				14,849			14,849
<b>Growth Related Sub-Total</b>		<b>56,023</b>	<b>322,264</b>	<b>322,973</b>	<b>205,899</b>	<b>112,965</b>	<b>81,729</b>	<b>78,515</b>	<b>60,000</b>	<b>679</b>	<b>1,241,047</b>			<b>1,241,047</b>
<b>Total Expenditures (including carry forward)</b>		<b>584,047</b>	<b>1,499,853</b>	<b>1,259,168</b>	<b>843,298</b>	<b>670,474</b>	<b>588,663</b>	<b>371,569</b>	<b>340,787</b>	<b>231,064</b>	<b>228,650</b>	<b>200,098</b>	<b>4,504,799</b>	<b>1,912,673</b>

☑ - 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	Previously Approved	Change in Scope	New with Future Year
<b>Health and Safety</b>														
City Bridge Rehabilitation (Critical)	4,163										4,163	4,163		
Glen Road Pedestrian Bridge	680	2,914									3,594	3,594		
Guide Rail Program	1,574	1,574									3,148	2,064		1,084
Pedestrian Lighting		1,061									1,061	1,061		
Road Safety Plan	30,920	44,731	34,082	32,281	9,183	1,629	1,661	1,695	1,728	1,763	159,672	133,517		26,155
Yonge St. / Heath St. Intersection Improvement		11,310									11,310	11,310		
<b>Health and Safety Sub-Total</b>	<b>37,337</b>	<b>61,590</b>	<b>34,082</b>	<b>32,281</b>	<b>9,183</b>	<b>1,629</b>	<b>1,661</b>	<b>1,695</b>	<b>1,728</b>	<b>1,763</b>	<b>182,948</b>	<b>155,709</b>		<b>27,239</b>
<b>State of Good Repair</b>														
City Bridge Rehabilitation	75,837	103,000	100,000	100,000	51,292	39,581	40,175				509,885	447,261		62,624
Critical Interim Road Rehabilitation Pool	11,160	11,160	11,200								33,520	12,079		21,441
Ditch Rehabilitation and Culvert Reconstruction	2,300	2,300	600								5,200	6,690	(1,490)	
Don Valley Parkway Rehabilitation	4,000	13,547	8,000	8,000	8,000	8,000	8,494				58,041	23,041		35,000
Dufferin Street Bridge Rehabilitation	1,000	2,373	221	1,150	192	87	156	5	14		5,198	3,905		1,293
Dunn and Dowling Bridges	500	1,039	223	870	698	486	1,014				4,830	4,300		530
F. G. Gardiner Rehabilitation Program	80,000	440,561	394,469	200,000	200,003	212,463					1,527,496	1,527,496		
F. G. Gardiner - Critical Repairs	4,000	13,250									17,250	5,000		12,250
Facility and Fleet Improvements	4,000	4,525	7,875	11,300							27,700	8,525		19,175
Laneways	2,498	2,027	2,062	2,103	1,445	1,474	1,503				13,112	8,690		4,422
Local Road Rehabilitation	70,000	90,000	61,441	62,730	64,045	65,386	69,573				483,175	348,216		134,959
Major Pooled Contingency	5,500	5,500	5,500	5,500	8,556	9,500	5,500	5,500	5,500	5,500	62,056	46,556		15,500
Major Road Rehabilitation	40,000	77,029	75,202	62,730	64,045	65,386	69,573				453,965	319,006		134,959
Retaining Walls Rehabilitation	2,000	3,000	2,000	2,000	2,000						11,000	9,441		1,559
Sidewalks	17,334	18,051	16,351	16,678	17,012						85,426	50,036		35,390
Signs and Markings Asset Management	3,507	4,713	4,809	4,908	5,004						22,941	14,424		8,517
Toronto Hydro Street Lighting	60,000	74,000	74,000	69,000	55,000	55,000	50,000	50,000	45,000	45,000	577,000			577,000
Traffic Plant Requirements/ Signal Asset Management	6,925	6,925	6,925	6,925	6,925						34,625	13,850		20,775
<b>State of Good Repair Sub-Total</b>	<b>390,561</b>	<b>873,000</b>	<b>770,878</b>	<b>553,894</b>	<b>484,217</b>	<b>457,363</b>	<b>245,988</b>	<b>55,505</b>	<b>50,514</b>	<b>50,500</b>	<b>3,932,419</b>	<b>2,848,517</b>	<b>(1,490)</b>	<b>1,085,393</b>
<b>Service Improvement and Enhancement</b>														
Antler Lappin		955	1,495								2,450			2,450
Active Transportation Fund - Lawrence Heights Study		227									227	227		
Active Transportation Fund - Mount Dennis Study		50									50	50		
Cycling Infrastructure	35,000	23,664	10,000	10,000	10,000						88,664	88,664		
Eglinton Connects LRT	(0)	13,000									13,000	12,586		414
Engineering Studies	6,000	12,000	13,798	12,000	1,500						45,298	38,331		6,967
Green Streets Improvement	2,000	4,500	4,500	4,000							15,000	5,969		9,031
Housing Now Site			1,958								1,958	1,958		
King Street Transit Priority Corridor	1,500	1,250	646								3,396	3,396		
Mapping and GIS Repository	200	262									462	462		
Neighbourhood Improvements	2,500	11,519	5,500								19,519	19,519		
Rapid TO	2,000	8,363	5,950	8,650	4,961	4,000	4,000				37,924	35,335		2,589
Rockcliffe Flood Mitigation	16,282	46,392	32,386	11,848	44,731	11,156	8,168	2,415	6,850	1,544	181,771	94,030		87,741
Sheppard Bridge Over Highway 404 Public Realm Imp		422									422	422		
System Enhancements for Road Repair & Permits	3,000	2,900	6,500	1,600							14,000	12,663		1,337
Thunder Woman Healing Lodge		230									230	230		
TO360 Wayfinding	1,644	413	436	482	226						3,201	1,998		1,203
Traffic Congestion Management	10,000	26,048	14,581	2,644	2,692						55,965	20,578		35,387
West Toronto Rail Path Extension	20,000	90,805	33,485								144,289	144,289		
<b>Service Improvement and Enhancement Sub-Total</b>	<b>100,126</b>	<b>243,000</b>	<b>131,234</b>	<b>51,224</b>	<b>64,110</b>	<b>15,156</b>	<b>12,168</b>	<b>2,415</b>	<b>6,850</b>	<b>1,544</b>	<b>627,827</b>	<b>480,709</b>		<b>147,117</b>

## Appendix 5a (continued)

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	Previously Approved	Change in Scope	New with Future Year
<b>Growth Related</b>														
Agincourt Improvement											8,583	8,784	(201)	
Agincourt Improvement		3,320	1,403	1,814	1,814		232				19,251	19,071		180
Beecroft Extension	500	17,021	840	840	25	25					123,043	123,043		
Broadview Extension Phase 1	5,000	31,039	57,004	30,000							3,843	3,843		
Dundas, Dupont and Annette Intersection Improvements		1,647			549	549	549	549			4,500	4,500		
Don Mills Crossing Bridge			4,500								6,056	5,701		355
Emery Village Improvements	200	5,856									30,400	22,000		8,400
GO Transit Expansion City Share		30,400									68,900	58,039		10,861
John Street Revitalization Project		2,435	17,189	17,265	8,277	8,277	9,457	6,000			10,500	8,190		2,310
LARP P1 (Lawrence-Allen Revitalization Project)	1,000	4,700	4,800								3,450	3,450		
LARP P2 (Lawrence-Allen Revitalization Project)		1,110	816	864	480	180					9,000	9,000		
LARP P3 (Lawrence-Allen Revitalization Project)			400	1,500	2,000	2,000	3,100				12,269	11,956		313
Legion Road Extension & Grade Separation	500	5,669	3,500	2,500		100					75,403	75,403		
Liberty Village New Street Project		14,951	36,101	24,351							3,000	3,000		
Lower Yonge		1,000	1,000	1,000							7,632	6,538		1,094
Metrolinx Additional Infrastructure	2,038	5,594									1,250	1,250		
Morningside Extension		1,250									12,352	12,352		
North York Service Road Extension	250	7,031	5,051	20							94,000	65,646		28,354
Overlea Blvd and Don Mills Rd Improvement	10,000	28,000	33,000	7,000	16,000						10,180	10,180		
Port Union Road	2,000	8,180									2,535	1,510		1,025
Rean to Kenaston New Road	1,029	1,506									6,243	6,243		
Regent Park Revitalization	756	2,575	176	387	807	484	152	227	679		21,600	11,600		10,000
Rouge Park bridge Improvements		2,550	2,550	3,250	8,250	5,000					88,519	62,700		25,819
Scarlett/St Clair/Dundas	1,500	17,500	16,000	26,000	18,019	9,500					2,784	2,784		
Six Points Interchange Redevelopment		2,784									460,355	339,131		121,224
St. Clair TMP:Keele to Old Weston	20,000	98,000	89,744	45,000	45,000	44,387	65,000	53,224			59,767	59,724		43
Steeles Widening (Tapscott Road - Beare Road)	500	12,576	29,676	17,015							20,783	20,783		
Transform Yonge	500	4,229	2,929	10,800	1,150	1,150	25				60,000	23,778		36,222
Work for TTC & Others	10,000	10,000	10,000	10,000	10,000	10,000					14,849	10,204		4,645
Yonge Tomorrow	250	1,341	6,294	6,293	594	77								
<b>Growth Related Sub-Total</b>	<b>56,023</b>	<b>322,264</b>	<b>322,973</b>	<b>205,899</b>	<b>112,965</b>	<b>81,729</b>	<b>78,515</b>	<b>60,000</b>	<b>679</b>		<b>1,241,047</b>	<b>990,402</b>	<b>(201)</b>	<b>250,846</b>
<b>Total Expenditures (including carry forward)</b>	<b>584,047</b>	<b>1,499,853</b>	<b>1,259,168</b>	<b>843,298</b>	<b>670,474</b>	<b>555,877</b>	<b>338,333</b>	<b>119,615</b>	<b>59,771</b>	<b>53,807</b>	<b>5,984,241</b>	<b>4,475,337</b>	<b>(1,691)</b>	<b>1,510,596</b>

## Appendix 5b

## 2027-2035 Capital Plan Including Carry Forward

Projects (In \$000s)	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2035 Plan	2027-2035 Total	Health and Safety/ Legislated	SOG	Service Improvement and Growth
Road Safety Plan					3,430	3,430	3,430	3,430	3,430	17,150	17,150		
City Bridge Rehabilitation							40,778	41,389	42,010	124,177		124,177	
Laneways							1,533	1,564	1,595	4,692		4,692	
Local Road Rehabilitation							71,034	57,455	58,904	187,393		187,393	
Major Road Rehabilitation							71,034	57,455	58,904	187,393		187,393	
Sidewalks					17,352	17,700	18,053			53,105		53,105	
Signs and Markings Asset Management					5,104	5,206	5,310			15,620		15,620	
Cycling Infrastructure					6,900	6,900	10,000	10,000	10,000	43,800			43,800
<b>Total Expenditures</b>					<b>32,786</b>	<b>33,236</b>	<b>221,172</b>	<b>171,293</b>	<b>174,843</b>	<b>633,330</b>	<b>17,150</b>	<b>572,380</b>	<b>43,800</b>

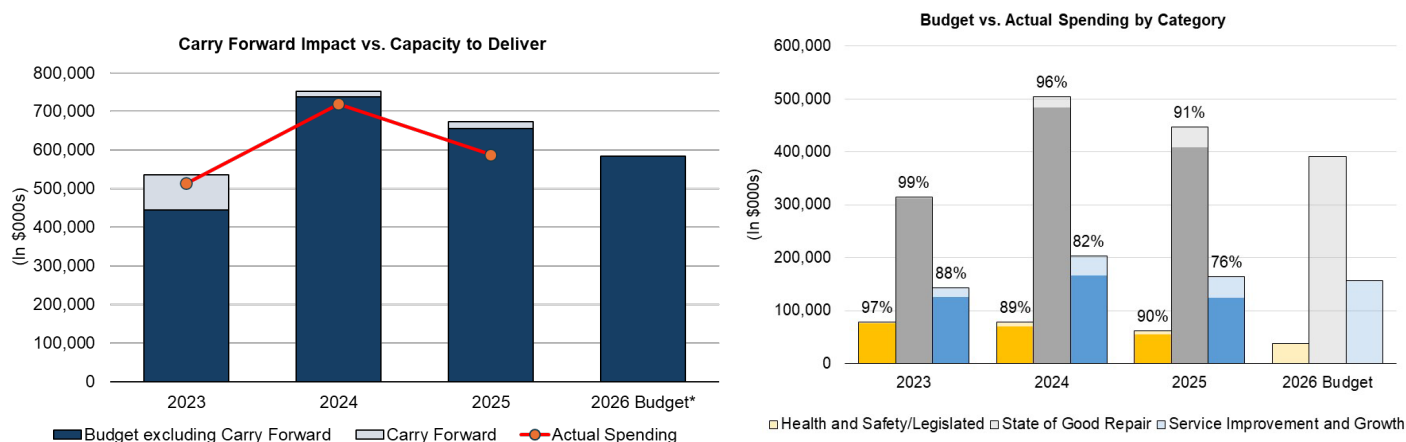
## Appendix 6

### 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

Transportation Services' actual spending over the previous three years, from 2023 to 2025, is approximately \$607.1 million per year or 92%. The projected spending for 2025 is \$588.0 million or 87% of the 2025 Capital Budget. Challenges in spending for projects are mainly due to coordination with other projects, utility relocations, and procurement delays. Unspent cash flow funding has been carried forward into 2026 and future years to continue and complete the required capital work.

Based on the review of historical capital spending constraints and a capacity to spend review, \$723.551 million in capital spending originally cash flowed in 2026 has been deferred to 2027 and beyond. Major adjustments to the Capital Plan are noted below:

- **City Bridge Rehabilitation** – Decrease of \$62.4 million in the future year debt funding to offset various SOGR road needs within the program as well as to support the City's debt limit. The Program maintains a sufficient level of funding annually (\$100 million) through to 2029.
- **Local Roads / Major Roads Rehabilitation** – Decrease of \$30.0 million in future year debt funding for the City to support the City's debt limit. The Program maintains a sufficient level of funding through the immediate years to match capacity to deliver.
- **St. Clair Transportation Master Plan** – Increase of \$121.2 million to reflect updates in project cost. The increase is mainly attributed to escalating costs of construction, escalating costs of property, Metrolinx Administrative Costs, and major utility relocations. This project is funded 100% from Development Charges.
- **Rockcliffe Flood Mitigation Program** – Increase of \$88.75 million to address the cost escalations experienced in Phase 1 of the program (Jane Street and Scarlett Road bridges). The cost escalation for these two bridge projects is a result of the completion of the 60% detailed design works, reflecting an update to construction timelines, market conditions, material costs, and further defined structural requirements and expanded extents from the completion of 60% detailed design.

- Congestion Management Plan – Increase of \$35.4 million for additional investment to increase the implementation of Smart Signals, Intelligent Intersections, and Transit Signal Priorities for 2026-2028.
- Overlea Blvd. and Don Mills Rd. Improvement – Increase of \$28.354 million to reflect updates in project cost now that the project is tender-ready. The increase is mainly attributed to escalating cost to widen bridge structure and associated road to accommodate active transportation / complete street elements.
- Scarlett St. Clair Dundas– Increase of \$25.819 million to reflect updates in project cost now that the project is tender-ready. The increase is mainly attributed to escalating costs of construction, additional property needs, and major utility relocations.
- Critical Interim Road Rehabilitation – Increase of \$21.1 million to ensure sufficient funding for critical road repairs to prolong condition of road assets in 2026 and 2027. The additional funding need is inclusive of the \$11.0 million request to initiate the new Local Road Resurfacing program aiming to flatten the road condition curve and reduce the Local Roads backlog.
- Road Safety Plan - Increase of \$18.1 million in the immediate years of the ten year capital plan ( 2026 – 2029) to address additional speed hump installation anticipated as a result of changes in Traffic Calming Policy ([IE 7.4](#)) as well as new civic improvement locations identified as a result of capital coordination and bundling of projects.

## 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
<b>NOT INCLUDED</b>													
<i>Agincourt Improvements</i>	53	47	5		3	4	23	23					
<i>Beecroft Extension</i>	15	15				1	8	7					
<i>City Bridge Rehabilitation</i>	576		576			54	69	65	74	76	78	79	81
<i>Critical Interim Road Rehabilitation Pool</i>	80		80			10	10	10	10	10	10	10	10
<i>Cycling Infrastructure</i>	206	52	155			25	25	25	28	28	25	25	25
<i>Dufferin Street Bridge Rehabilitation</i>	31	31				15	15		0				
<i>Dundas, Dupont and Annette Intersection Improvements</i>	17	15	2			1	5	5	2	2	2		
<i>Dunn and Dowling Bridges</i>	20	20			10			10					
<i>Eglinton Connects LRT</i>	135	11	124		15	15	15	15	15	15	15	15	15
<i>Emery Village Improvements</i>	11	11			8	3							
<i>GO Transit Expansion City Share</i>	127	34	93				8		118				
<i>Highland Creek Village</i>	14	14				0	0	1	1	6	6		
<i>Laneways</i>	14		14			1	1	2	2	2	2	2	2
<i>Legion Road Extension &amp; Grade Separation</i>	45	45				23	22						
<i>Local Road Rehabilitation</i>	810		810		40	70	100	100	100	100	100	100	100
<i>Lower Yonge</i>	124	93	31				4	40	40	40	1		
<i>Major Road Rehabilitation</i>	335		335				7	49	50	48	49	65	66
<i>Modernize Bridge Management System (BMS)</i>	4		4		1	1	2						
<i>Morningside Extension</i>	33	33			5	5	14	9					
<i>Sidewalks</i>	37		37									18	19
<i>Signs and Markings</i>	11		11									5	6
<i>Rapid TO</i>	60	52	8		0	1	1	8	8	7	12	11	11
<i>Rouge Park Bridges</i>	29	9	20				11	18					
<i>St Clair TMP: Keele to Old Weston</i>	19	19					19						
<i>Transform Yonge</i>	77	40	37				26	26	26				
<i>Yonge Tomorrow</i>	65	52	13		40	25							
<b>Total Needs Constraints (Not Included)</b>	<b>2,945</b>	<b>592</b>	<b>2,353</b>		<b>122</b>	<b>254</b>	<b>384</b>	<b>412</b>	<b>474</b>	<b>334</b>	<b>299</b>	<b>332</b>	<b>334</b>



## Appendix 8

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2026 Operating Budget

Reserve Account	Reserve/Reserve Fund Name	Inflow/Outflow/Balance	2026	2027	2028
XQ1015 (\$000)	VEHICLE RESERVE-TRANSPORTATION				
		<b>*Contributions (+)</b>			
		Transportation Services	6,938.8	15,151.4	45,398.3
		<b>Total Contributions</b>	<b>6,938.8</b>	<b>15,151.4</b>	<b>45,398.3</b>
		<b>*Withdrawals (-)</b>			
		Operating Budget			
		Sub-Total Operating Withdrawals	0.0	0.0	0.0
		Capital Budget and Plan			
		Fleet Services	-1,907.4	-18,243.3	-19,062.3
		<b>Sub-Total Capital Budget and Plan Withdrawals</b>	<b>-1,907.4</b>	<b>-18,243.3</b>	<b>-19,062.3</b>
		<b>Total Contributions</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>*Withdrawals (-)</b>			
		Operating Budget			
		Transportation Services	-1,500.0	-1,500.0	0.0
		<b>Sub-Total Operating Withdrawals</b>	<b>-1,500.0</b>	<b>-1,500.0</b>	<b>0.0</b>
		Capital Budget and Plan			
		Sub-Total Capital Budget and Plan Withdrawals	0.0	0.0	0.0
		<b>Total Contributions</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>*Withdrawals (-)</b>			
		Operating Budget			
		Transportation Services	-1,364.1	-1.0	-1.0
		<b>Sub-Total Operating Withdrawals</b>	<b>-1,364.1</b>	<b>-1.0</b>	<b>-1.0</b>
		Capital Budget and Plan			
		Sub-Total Capital Budget and Plan Withdrawals	0.0	0.0	0.0
XR1410 (\$000)	PUBLIC REALM RESERVE FUND				
		<b>Opening Balance</b>	<b>13,968.1</b>	<b>8,210.6</b>	<b>6,866.3</b>
		<b>*Contributions (+)</b>			
		Transportation Services	39,084.2	15,633.7	15,633.7
		<b>Total Contributions</b>	<b>39,084.2</b>	<b>15,633.7</b>	<b>15,633.7</b>
		<b>*Withdrawals (-)</b>			
		Operating Budget			
		Environment, Climate & Forestry	-998.4	-998.4	-998.4
		Parks & Recreation	-1,341.8	-1,341.8	-1,341.8
		Transportation Services	-35,967.9	-8,249.8	-8,492.2
		<b>Sub-Total Operating Withdrawals</b>	<b>-38,308.0</b>	<b>-10,589.9</b>	<b>-10,832.3</b>
		Capital Budget and Plan			
		Transportation Services	-6,644.0	-6,463.1	-8,881.7
		<b>Sub-Total Capital Budget and Plan Withdrawals</b>	<b>-6,644.0</b>	<b>-6,463.1</b>	<b>-8,881.7</b>
		<b>Total Withdrawals</b>	<b>-44,952.0</b>	<b>-17,053.1</b>	<b>-19,714.0</b>
		Interest Income	110.3	75.0	48.3
		<b>Closing Balance</b>	<b>8,210.6</b>	<b>6,866.3</b>	<b>2,834.2</b>

## Appendix 8 (continued)

**2026 Operating Budget**

Reserve Account	Reserve/Reserve Fund Name	Inflow/Outflow/Balance	2026	2027	2028
XR1413 (\$000)	PAVER MAINTENANCE RESERVE FUND	Opening Balance	876.5	894.3	912.3
		*Contributions (+)			
		Transportation Services	10.0	10.0	10.0
		Total Contributions	10.0	10.0	10.0
		*Withdrawals (-)			
		Operating Budget			
		Transportation Services	-1.0	-1.0	-1.0
		Sub-Total Operating Withdrawals	-1.0	-1.0	-1.0
		Capital Budget and Plan			
		Sub-Total Capital Budget and Plan Withdrawals	0.0	0.0	0.0
		Total Withdrawals	-1.0	-1.0	-1.0
		Interest Income	8.8	9.0	9.2
		Closing Balance	894.3	912.3	930.5

Reserve Account	Reserve/Reserve Fund Name	Inflow/Outflow/Balance	2026	2027	2028
XR1505 (\$000)	VEHICLE-FOR-HIRE RESERVE FUND	Opening Balance	21,633.7	23,313.4	25,000.8
		*Contributions (+)			
		Municipal Licensing & Standards	5,284.5	5,284.5	5,284.5
		Total Contributions	5,284.5	5,284.5	5,284.5
		*Withdrawals (-)			
		Operating Budget			
		Environment, Climate & Forestry	-137.1	-137.1	-137.1
		Municipal Licensing & Standards	-2,992.3	-2,992.3	-2,992.3
		Technology Services	-256.0	-265.0	-265.0
		Transportation Services	-443.1	-443.1	-443.1
		Sub-Total Operating Withdrawals	-3,828.4	-3,837.4	-3,837.4
		Capital Budget and Plan			
		Sub-Total Capital Budget and Plan Withdrawals	0.0	0.0	0.0
		Total Withdrawals	-3,828.4	-3,837.4	-3,837.4
		Interest Income	223.6	240.4	251.3
		Closing Balance	23,313.4	25,000.8	26,699.2

Reserve Account	Reserve/Reserve Fund Name	Inflow/Outflow/Balance	2026	2027	2028
XR2405 (\$000)	PAVEMENT DEGRADATION FEE RESERVE FUND	Opening Balance	1,362.8	503.6	1,714.6
		*Contributions (+)			
		Transportation Services	1,200.0	1,200.0	1,200.0
		Total Contributions	1,200.0	1,200.0	1,200.0
		*Withdrawals (-)			
		Operating Budget			
		Transportation Services	-2,068.5	0.0	0.0
		Sub-Total Operating Withdrawals	-2,068.5	0.0	0.0
		Capital Budget and Plan			
		Sub-Total Capital Budget and Plan Withdrawals	0.0	0.0	0.0
		Total Withdrawals	-2,068.5	0.0	0.0
		Interest Income	9.3	11.0	23.1
		Closing Balance	503.6	1,714.6	2,937.8

## 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.

**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 Adjustments:** 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).