TORONTO

REPORT FOR ACTION

Critical Investments in Streetlight Infrastructure for Public Safety

Date: March 30, 2026
To: Executive Committee
From: Chief Financial Officer and Treasurer
Wards: All

SUMMARY

Toronto's streetlighting infrastructure, which includes 173,100 luminaires, 56,900 poles and 2,477 km of overhead and underground cables, is a critical public safety and quality of life asset that supports mobility, goods movement, nighttime visibility, and economic activity across the City. The streetlighting infrastructure is owned by Toronto Hydro due to a sale that occurred in late 2005. The City of Toronto currently compensates Toronto Hydro for the operation and maintenance of the system via a 30-year service agreement (known as the "Street and Expressway Lighting Service Agreement", or "Services Agreement"). This agreement governs the delivery of streetlighting services and is separate and distinct from the City's other relationships with Toronto Hydro.

Much of the streetlighting infrastructure has reached or exceeded its useful life, creating service and asset management challenges that require a more structured, long-term renewal approach. Toronto Hydro has identified widespread deterioration in key components, particularly underground cables and structural streetlighting elements, which require strategic planned renewal rather than continued reactive maintenance. To address these risks and align the network with modern lighting standards, in collaboration with Toronto Hydro, and consistent with approvals included in the 2026 Budget, the City is recommending an enhanced, multi-year investment framework to renew the streetlighting system and support citywide conversion to energy-efficient LED lighting.

The 2026 Budget included funding for a total investment of $577 million over 10 years in the City's Capital Plan to support a comprehensive streetlighting program, including full LED conversion, enhanced capital renewal and rehabilitation investments, and sustained service standards across the citywide network. This report provides the next step by setting out the details of that investment and seeks authority to amend the Services Agreement between the City and Toronto Hydro to enable implementation. Amendments to the Services Agreement (Attachment 1) are needed to establish a revised funding model with updated terms for accountability and assurance related to

program delivery, payment, and other conditions that align with the enhanced investment intended to enable the expanded scope of work.

The streetlighting system includes both regulated and unregulated assets. Any additional City funding provided under the proposed amendments would be applied only to streetlighting assets attributable to the City of Toronto as the customer and used to deliver municipal services, regardless of regulatory classification. Importantly, these costs are not recovered through general electricity distribution rates, ensuring that there is no cross-subsidization to other electricity ratepayers.

While the Services Agreement includes expressway lighting assets, streetlighting assets located on the Gardiner Expressway and Don Valley Parkway are in transition (per the New Toronto Deal provincial upload commitment) and, as such, are not included within the City's enhanced funding framework. Should the Province elect to support enhanced investments for these assets once the transfer is complete, the Province can work with the City and Toronto Hydro to advance enhanced maintenance activities.

The recommended infrastructure investment is consistent with the City's Capital Prioritization Framework, Corporate Asset Management Plan, and state of good repair (SOGR) objectives. Work has been and will continue to be coordinated between Transportation Services and Toronto Hydro and aligned with the City's capital coordination and congestion management frameworks, to coordinate construction and support capital delivery.

The enhanced investment is expected to support the following outcomes:

- Improved public safety through more reliable lighting and fewer "lights-out" conditions.
- Renewal of aging underground and structural infrastructure to reduce failures, system outages and emergency repairs.
- Full LED conversion to improve nighttime visibility and lighting consistency.
- Strong governance, accountability, and budgetary control under the amended Services Agreement.
- Long term operating savings through energy efficiency and reduced reliance on temporary fixes.
- Improved compliance with modern lighting standards, including IES RP-8 illumination requirements.

This report is supported by the *Streetlighting Infrastructure Investment Report* (Attachment 2), prepared by Toronto Hydro in response to City Council's request for a more detailed report examining the costs and benefits of a citywide LED streetlighting conversion initiative, with further direction to assess the incremental requirement for streetlight system infrastructure renewal (2022.EX34.9). Toronto Hydro's supporting report provides detailed analysis of asset condition, safety risks, LED conversion benefits, infrastructure renewal needs, and options considered. The recommended approach in this report draws on that analysis and reflects a balanced response to

critical system risks, while recognizing the City's need to manage competing capital priorities within limited available funding.

RECOMMENDATIONS

The Chief Financial Officer and Treasurer recommends that:

1. City Council authorize the General Manager, Transportation Services, in consultation with the Chief Financial Officer and Treasurer, to negotiate and execute, on behalf of the City, amendments to the 2006 Street and Expressway Lighting Service Agreement with Toronto Hydro Energy Services Inc. based on the key terms attached as Attachment 1 - Services Agreement Amendments to this report and on such other terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor.

2. City Council authorize the General Manager, Transportation Services, in consultation with the Chief Financial Officer and Treasurer, to provide input, collaborate with Toronto Hydro Energy Services Inc., and to approve, as needed, any modifications to the annual Streetlighting Program Plan as necessary for delivery of maintenance, capital works, capital coordination or operational requirements. Any adjustments must remain within Council-approved funding, preserve the program's overall scope, and maintain the terms of the Street and Expressway Lighting Service Agreement.

3. City Council delegate standing authority to the General Manager, Transportation Services to negotiate and execute on behalf of the City any subsequent amendments to the 2006 Street and Expressway Lighting Service Agreement with Toronto Hydro Energy Services Inc., on terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor, subject to the following conditions:

    a. Any amendment shall not increase the overall funding commitment approved by Council.

    b. Any amendment shall not materially impact the potential liability of the City.

FINANCIAL IMPACT

The Services Agreement specifically governs streetlighting services, and the financial impacts described in this section are separate and distinct from the City's other financial, corporate, or regulatory relationships with Toronto Hydro.

Under the existing Services Agreement for street lighting, the City paid approximately $24.8 million to Toronto Hydro in 2025, excluding electricity usage costs. Of the total annual amount, approximately $21.3 million represented the streetlighting service fee,

comprised of $16.1 million in operating costs and $5.2 million for capped annual capital expenditures. A further $3.5 million was allocated to Special Services, including Vision Zero initiatives ($1.0 million), pedestrian scale lighting operations, and other one-time or safety focused lighting improvements. Capital expenditures are reconciled every five years through an adjustment process under the Services Agreement. Most recently, as part of the reconciliation process, Toronto Hydro incurred higher-than-expected expenditures during the 2021-2025 period to address operational needs, resulting in an $18.5 million notice to the City.

Under the enhanced investment model, the City is proposing to replace the existing service fee schedule, annual spending caps, retrospective true-ups, and other adjustment mechanisms with a single, integrated capital funding envelope governed through a Streetlighting Program Plan. Consistent with the proposed amendments to the Services Agreement, Toronto Hydro will prepare a 10-year Streetlighting Program Plan (2026–2035) which will be presented to the City, with annual updates in Q3 for each subsequent year. The plan will categorize program works and funding across defined program areas, incorporating activities previously funded through the existing service fee, and will outline associated schedules, cash flow, capital coordination confirmation, and prioritization rationale, forming the basis for annual capital funding approvals through the City's capital budget process.

As considered by City Council in February 2026, the 2026-2035 Capital Budget and Plan for Transportation Services includes $577.0 million for the enhanced streetlighting program over the remaining term of the Agreement (to 2035). The approved funding envelope supports the continuation of existing operations and maintenance, accelerated LED conversion, targeted renewal of critical underground and above-ground infrastructure and maintains a provision for approved special services. Table 1 reflects the currently planned annual funding allocations (net of HST recoveries) in the 10-Year Capital Plan, setting out the projected scope, prioritization and timing for the program.

Table 1: Enhanced Streetlighting Investment (2026-2035)

Streetlighting Program Plan ($ millions)											
Year	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**Total**
Operations and Maintenance	15.0	15.0	15.0	14.9	14.9	15.0	15.0	15.1	15.2	15.3	**150.4**
SOGR Upgrades and Other Capital	24.6	34.5	34.5	29.6	22.9	22.8	18.7	20.0	21.1	22.8	**251.5**
LED Retrofit Program	16.2	20.3	20.3	20.3	13.0	13.0	12.1	10.7	4.5	2.7	**133.1**
Special Services	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	**42.0**
Total*	**60.0**	**74.0**	**74.0**	**69.0**	**55.0**	**55.0**	**50.0**	**50.0**	**45.0**	**45.0**	**577.0**

*Includes HST (net of HST recoveries)

Subject to the Chief Financial Officer and Treasurer's written consent and all required approvals, Toronto Hydro may carry forward unspent funding to subsequent years or accelerate future year funding where it has demonstrated capacity to deliver work earlier, provided such funding remains consistent with the Streetlighting Program Plan.

Under the current Services Agreement, the City has previously managed most streetlighting costs as annual operating expenditures. The enhanced program shifts these expenditures to capital funding, with the intent to enable more planned and coordinated, multi-year renewal at scale. As a result, the program represents approximately $283.0 million in incremental capital investment over a 10-year period, with annual impacts ranging from $12.0 million to $47.0 million, supported through debt financing.

Special Services within the enhanced program are expected to be focused primarily to Pedestrian Scale Lighting (PSL), as spot improvements and Vision Zero initiatives are expected to be addressed through other funding buckets of the enhanced investment. Approximately $4.2 million annually may be allocated, at the City's discretion, to support PSL and other approved Special Services that fall outside core streetlighting programs. As part of ongoing program implementation, Transportation Services is also exploring options to improve the efficiency and sustainability of maintaining City-owned PSL assets over the longer term.

Energy costs will continue to be paid separately based on actual usage. Following full LED conversion, the City is expected to achieve annual energy savings of approximately $6.6 million. These savings will be incorporated into future Operating Budgets.

DECISION HISTORY

On December 14 and 16, 2005, City Council authorized the Deputy City Manager and Chief Financial Officer to finalize the Street and Expressway Lighting Asset Sale transaction upon adoption of Policy and Finance Committee Report No. 10, Clause No. 8, Confidential Communication from Toronto Hydro Corporation Respecting Street and Expressway Lighting, as amended:
https://www.toronto.ca/legdocs/2005/agendas/council/cc051214/cofa.pdf

On September 28, 29 and 30, 2005, City Council considered Policy and Finance Committee Report No. 8, Clause No. 4 Street and Expressway Lighting Asset Sale and directed the Deputy City Manager and Chief Financial Officer to proceed with the sale of Street and Expressway Lighting Assets to Toronto Hydro Street Lighting Inc.:
https://www.toronto.ca/legdocs/2005/agendas/council/cc050928/cofa.pdf

At its meeting on March 31, 2015, City Council directed the General Manager, Transportation Services to work with Toronto Hydro to develop a plan to modernize Toronto's streetlighting system through more energy efficient technologies, including assessment of costs, funding approaches, implementation options, and implications for aging streetlighting assets.
https://secure.toronto.ca/council/agenda-item.do?item=2015.PW2.12

At its meeting on December 15-17, 2021, City Council directed the General Manager, Transportation Services to assess the condition of existing pedestrian scale street lighting and authorized the negotiation of amendments to the Street and Expressway

Lighting Agreement with Toronto Hydro to address lighting standards, styles, and related funding impacts, with further reporting to be incorporated into a future budget process.
https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.15

At its meeting on July 19-22, 2022, Council confirmed its support in principle for proceeding with city-wide LED street and expressway lighting conversion, including related enabling infrastructure investments, and requested the General Manager, Transportation Services, in consultation with the Chief Financial Officer and Treasurer, and Toronto Hydro, to develop implementation options and an applicable budget.
https://secure.toronto.ca/council/agenda-item.do?item=2022.EX34.9

At its meeting on February 10, 2026, City Council considered and debated the Mayor's Proposed 2026 Operating and Capital Budget, which was deemed adopted, as amended, in accordance with the City of Toronto Act, 2006. The adopted budget includes Transportation Services' 2026-2035 Capital Budget and Plan.
https://secure.toronto.ca/council/agenda-item.do?item=2026.MPB38.1

COMMENTS

Overview of Proposed Services Agreement Amendments

The proposed amendments to the Services Agreement build on the existing contractual framework to support the enhanced streetlighting investment. The amendments clarify governance, establish a new funding framework with associated accountability and asset protection arrangements, while preserving appropriate flexibility for program delivery. Further detail is provided in Attachment 1.

The amended Services Agreement will establish a Streetlighting Program Plan as the primary mechanism for planning, approving, and overseeing the enhanced investment. Toronto Hydro will prepare and present a 10-year Streetlighting Program Plan (2026-2035) to the City, with annual updates, which will set out proposed scope, sequencing, coordination, and funding and will form the basis for delivery, reporting, and payment under the agreement.

The amendments replace the existing service-fee-based and adjustment-driven funding model with a single, integrated funding envelope tied to the Streetlighting Program Plan and Council-approved capital budgets. Program funding will be organized into defined categories: routine operations and maintenance, capital renewal and rehabilitation (SOGR), LED conversion, and special services. Funding will no longer be subject to inflation-based escalators, retrospective reconciliation mechanisms, or other legacy adjustment mechanisms.

The amended Services Agreement strengthens reporting, verification, and accountability provisions, including the City's ability to review and verify work and costs, require third-party verification where appropriate, and withhold, adjust, or recover payments where delivery does not align with the Streetlighting Program Plan or agreement terms.

The amendments also include protections to ensure that enhanced City funding does not duplicate costs recovered through regulated electricity distribution rates, supported by assurance and review provisions. In addition, asset protection measures confirm that any purchase or transfer of unregulated streetlighting assets to the City at the end of their useful life will occur at nominal value, and that Toronto Hydro may not dispose of streetlighting assets without the City's consent.

Finally, the proposed amendments also include a series of technical updates and clarifications, including the removal of obsolete provisions and updates to ward references. This report also seeks standing delegated authority to address similar technical or administrative updates in future years, where required to support program delivery. This authority would be exercised within Council-approved funding and preserve the overall scope of the enhanced streetlighting program.

Overview of Streetlighting System – Current State and Risks

Toronto's streetlighting system is a large, citywide network that contributes to public safety, with extensive above ground and underground infrastructure and a diverse mix of asset types, including luminaires, poles, foundations, and distribution cables, with overall system scale summarized in Table 2. These assets support nighttime visibility, safer travel for pedestrians, cyclists, transit users, and motorists, and the functioning of key corridors across all areas of the city. Toronto Hydro has provided detailed asset condition data, service trends, and risk analysis documented in Attachment 2 which have been used to inform the City's consideration of infrastructure risks, service impacts, and investment requirements.

Table 2: System Scale*

Asset / Metric	Quantity / Extent	Condition / Notes
Luminaires (total)	**173,100**	Portfolio includes cobrahead, acorn, LED, decorative, wall-packs, and other types.
Poles	**56,900**	23% of poles are past useful life (APUL).
Cables (overhead + underground)	**2,477 km**	728km of direct bury underground cable are 86% APUL
Total replacement value	**$1,298M**	Estimated replacement value for the overall streetlight asset base.

*All metrics, quantities and notes provided by Toronto Hydro

The streetlighting system is aging and increasingly failure-prone, with the greatest asset risk concentrated in underground direct buried cable components where the asset is 86% past rated life and has necessitated the installation of over 11,000 temporary overhead cable segments "jumpers" across the city. The current trajectory is for aged assets to increase from 33% of the asset base to approximately 40% by the end of 2035. With the new funding agreement which enables greater investment in maintaining key assets, staff are aiming to reduce the APUL rate to approximately 25% by the end of the Services Agreement term, while recognizing that APUL for underground distribution assets is anticipated to remain above 50%.

These condition challenges are reflected in system performance trends. Service calls have increased over time. In 2025, there were roughly 25,000 service calls and there

has been an upward trend that was moderated by reduced service calls during COVID as shown in Figure 1.

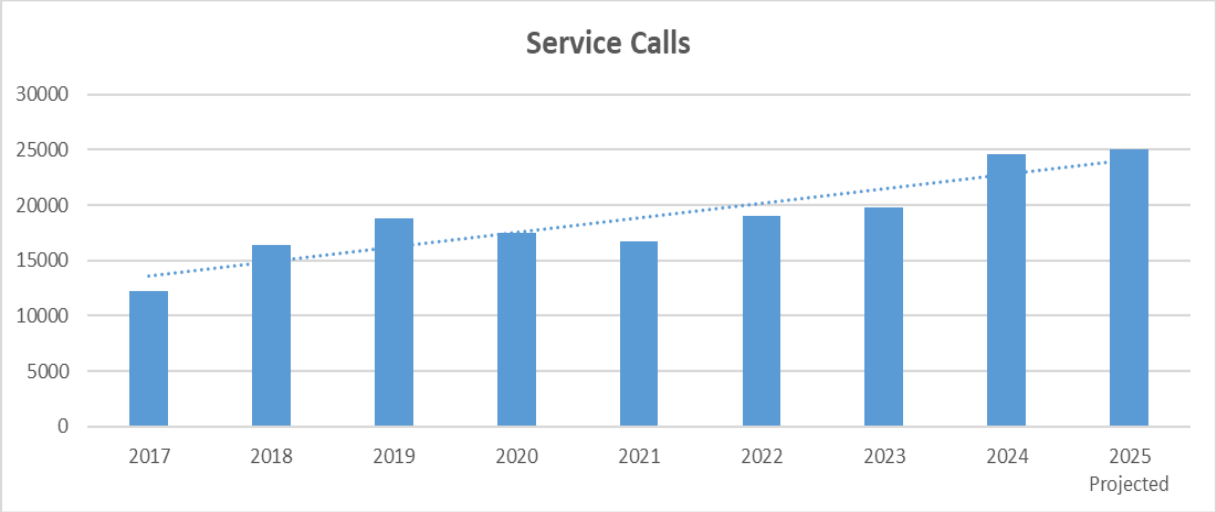

Figure 1: Service Calls 2017 to 2025

Toronto Hydro has increasingly relied on temporary repairs to maintain basic service levels. While these measures help address immediate failures, they are more disruptive, less reliable, and more costly over the long term than planned renewal. As a result, overall asset condition is projected to continue to deteriorate, increasing the share of assets past useful life and associated reliability and safety risks.

The key issues are:

- **Reliability** - Upward trend in services calls and the increasing reliance on temporary repairs for underground faults (>11,000 in 2025) are indicating system deterioration.
- **Obsolescence** - Phase out of conventional lighting technology is accelerating unplanned LED replacements and increasing operational cost pressures.
- **System Age** - Overall asset condition is projected to deteriorate further by 2035 to the point where 40% of the asset base is past rated life.
- **Location** - Impacts are not evenly distributed. Neighbourhoods with extensive direct buried cable, particularly in Etobicoke and Scarborough, face higher concentrations of asset issues and require prioritized renewal based on condition and community impact considerations.

Reliable, well-designed lighting supports visibility and contributes to reducing the prevalence and duration of “lights out” conditions. As streetlighting assets age, outages and emergency failures are projected to occur more frequently, which may affect public confidence and increase exposure to safety-related incidents.

The following risks have been identified if renewal continues to be deferred:

- **Public Safety** - Asset reliability declines as a growing proportion of assets operate beyond useful life, increasing the probability of broader outages and

failures, including those associated with deteriorated poles, fixtures, underground distribution.

- **Deteriorating Assets** - Underground distribution presents the largest vulnerability. Reliance on temporary bypass measures indicates recurring faults and repeat interventions, which are associated with higher disruption and lifecycle costs than planned renewal.
- **System Expectations** - There is a growing gap between the community expectations for lighting levels and quality, which becomes increasingly challenging under continued deterioration.
- **Technology** - Industry transition to LED technology has reduced availability of conventional products. Incremental LED replacement on aging infrastructure may increase service disruptions and reduce cost efficiency.

In addition to public safety considerations, deferral of renewal is associated with higher operational disruption and increased lifecycle costs due to repeated emergency interventions and temporary measures. The ongoing industry transition to LED technology also reduces the availability of legacy components, making piecemeal replacement less efficient and more difficult to sustain. A reactive approach heightens long-term costs and safety risks and may constrain the capacity to achieve contemporary lighting standards and service expectations.

These conditions and risks provide context for the proposed shift to a planned, multi-year renewal approach supported by the enhanced investment; intended to improve system stability and long-term asset management.

State of Good Repair, Public Safety, and Environmental Objectives

The enhanced streetlighting investment aligns with the City's State of SOGR objectives, as set out in the City's 2026 Budget and 10-Year Capital Plan, which emphasize maintaining critical infrastructure in a manner that supports public safety, service reliability, and long-term asset and financial sustainability.

Maintaining assets in a state of good repair is a core principle of the City's corporate asset management and capital planning frameworks, which prioritize planned, risk-based investment to extend asset life, improve performance, and manage lifecycle costs over time. The enhanced streetlighting investment supports these frameworks by enabling a structured, programmatic approach to renewal delivered at scale, with scope, timing, and funding aligned through the City's capital planning and approval processes.

Improvements in lighting performance and consistency support the City's Vision Zero and road safety objectives by enabling more targeted, risk-based investment in areas with higher safety needs and aging infrastructure. Toronto Hydro has indicated that the enhanced investment intends to prioritize renewal and upgrades at intersections, crossings, corridors, and other locations where improved nighttime visibility can support safer conditions for pedestrians, cyclists, transit users, and motorists.

Accelerated conversion to energy efficient LED lighting supports the City's environmental and climate objectives by reducing electricity consumption and

greenhouse gas emissions across the streetlighting network. By enabling planned, large-scale LED conversion, the enhanced investment supports improved energy efficiency, reduces dependence on aging and less efficient technologies, and contributes to sustainability goals.

Program Scope, Delivery and Coordination

Under the existing Services Agreement, Toronto Hydro is responsible for the operation, maintenance, and ongoing management of the streetlighting system in the city. The enhanced investment builds on this framework by introducing a structured, multi-year program to accelerate LED conversion and advance priority SOGR renewal, supported through a single integrated funding envelope and governed by the Streetlighting Program Plan. Routine operations and maintenance activities, including inspections, preventative and corrective maintenance, and related operational services, will continue to be delivered by Toronto Hydro through the integrated framework as the system is renewed and upgraded.

The enhanced streetlighting program consists of two additional primary capital streams:

1) **LED Conversion** - Conversion of remaining non-LED luminaires to LED technology, including the deployment of lighting controls, to achieve full system conversion in accordance with City confirmed scope, timelines, and standards; and
2) **State of Good Repair (SOGR) Upgrades** - Civil and infrastructure renewal activities, including underground distribution, poles, structural components, and related assets, to address aging infrastructure and priority renewal needs.

The City and Toronto Hydro will work collaboratively to prioritize LED conversion and SOGR renewal based on risk, asset condition, and system performance considerations. LED conversion will focus on addressing gaps between existing lighting and current RP-8 guidance, with priority on major and minor arterial roads, while best efforts will be made to improve lighting on local and collector roads using existing infrastructure where feasible. The SOGR upgrades stream will prioritize neighbourhood-based renewal activities, informed by asset condition and community impact, with particular emphasis on underground assets given their current state and renewal complexity.

Within the 10-year timeframe, the enhanced streetlighting program is intended to achieve full LED conversion, accelerated in the early years, and to advance SOGR renewal, with a focus on the highest-risk assets. Under the previous funding approach, LED conversion was projected to reach approximately 54% by 2035, with full conversion not expected until approximately 2046, excluding the impacts of increasing reactive repairs due to asset failures.

The enhanced investment reflects a balanced approach that prioritizes risk reduction and public safety outcomes within the City’s available financial capacity and broader Council considerations. While the program is intended to address the highest-risk SOGR needs, some longer-term renewal requirements are expected to remain. These residual needs will be monitored through the Streetlighting Program Plan and considered through future discussions between the City and Toronto Hydro, with any

recommendations brought forward through future capital planning and budget processes, subject to Council priorities and available funding.

The program will be planned and delivered by Toronto Hydro under the Services Agreement through the Streetlighting Program Plan, with Toronto Hydro retaining responsibility for all design, construction, and delivery activities. Program planning will be undertaken collaboratively with the City, including coordination with Transportation Services and the City's Capital Coordination and Congestion Management teams, to align streetlighting work with broader City and utility capital projects.

A key feature of the delivery approach is proactive coordination with the City's capital coordination and congestion management frameworks. Streetlighting work will be planned and sequenced to align with other City and utility capital projects, particularly on major corridors and transit routes, to minimize disruption, manage right-of-way impacts, and reduce cumulative construction pressures on communities.

Toronto Hydro's supporting report (Attachment 2) indicates that delivery will incorporate the following considerations:

- prioritizing work in areas with the greatest need for renewal and community impact;
- minimizing repeat disruption by bundling underground renewal, poles, foundations, and luminaires where feasible and coordinating with other capital work; and
- managing community impacts through coordinated planning, communications, and restoration practices.

Further details on prioritization inputs, including asset condition and community impact considerations, can be found in Attachment 2.

Expected Results from Enhanced Investment

The expected outcomes summarized below are informed by the technical modelling, options analysis, and planning considerations set out in Toronto Hydro's supporting report (Attachment 2) and are quantified in Table 3.

Overall, the modelling indicates differences in system performance and asset condition relative to the baseline contract only scenario, reflecting the combined effects of planned infrastructure renewal and accelerated LED conversion.

The projected results are organized under the following outcome areas and quantified, where relevant, in Table 3:

- **Safety and Road Safety Support** - Improved lighting performance and reduced outage duration are expected to support safer nighttime conditions, including at higher risk locations identified through City road safety and Vision Zero priorities, while replacement of high-risk assets reduces exposure to hazardous failures.
- **Reliability and Service Performance** - Targeted renewal of assets associated with unplanned failures is expected to improve service continuity and reduce

reliance on temporary measures. Deployment of lighting controls is expected to support improved fault detection and restoration response.

- **Citywide and Equity Related Outcomes** - Early program investments are expected to address the most degraded portions of the network, with benefits extending citywide as the program progresses across neighbourhoods and corridors.
- **Cost Effectiveness and Lifecycle Outcomes** - The enhanced investment is expected to deliver favorable lifecycle outcomes relative to continued reactive repair, including modeled cost savings through 2035 for dominant luminaire conversions, while recognizing higher lifecycle costs associated with certain decorative lighting types.
- **Asset Condition (SOGR)** - Compared to the contract only trajectory, the enhanced investment is expected to improve end of term asset condition outcomes and accelerate progress toward a more stable and maintainable streetlighting asset base.
- **Energy Performance and System Enablement** - Accelerated LED conversion is expected to reduce energy consumption and associated greenhouse gas emissions, with additional system management benefits enabled through adaptive controls, including scheduling, dimming strategies, and maintenance notifications.

Table 3: Expected Results – Quantitative Snapshot

Theme	Metric	Expected Result	Timeframe / Notes
Cost Effectiveness	Modeled savings vs. contract-only (Energy + O&M) — City Budgeted Funding	$70M	To 2035
Energy/GHG	Energy reduction from LED conversion	40–60%	From conversion alone
	Modeled GHG Savings	6,065 tCO2e (-25%)	To 2035
Asset Health	LED conversion progress	38% → 100%	
	Asset Past Useful Life System progress*	33% → 23%	

*While recognizing that APUL for underground distribution assets is anticipated to remain above 50%.

Conclusion

Streetlighting is a citywide infrastructure system that supports public safety, mobility, and service reliability across Toronto. This report outlines the current condition of the streetlighting asset base, the risks associated with continued deterioration, and the results of technical analysis undertaken by Toronto Hydro to assess options for renewal, LED conversion, and long-term system management.

The report sets out the details of the enhanced streetlighting investment approved as part of the City's 2026-2035 Capital Budget and Plan and describes the proposed amendments to the Services Agreement required to support implementation. These amendments establish a revised governance and funding framework, centered on a Streetlighting Program Plan, including annual updates, to guide planning, delivery, reporting, and oversight within Council approved funding.

The report also summarizes the expected results of the enhanced investment based on technical modelling and supporting analysis provided by Toronto Hydro, including projected changes related to asset condition, reliability, energy performance, and lifecycle costs relative to a contract only scenario. These results are presented for information and will be monitored over time through the Streetlighting Program Plan and associated reporting.

Together, the proposed Services Agreement amendments and the Streetlighting Program Plan provide a structured framework for managing a critical asset over the remaining term of the agreement. Ongoing monitoring, reporting, and future capital planning will remain subject to Council direction, priorities, and available funding.

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SIGNATURE

Stephen Conforti
Chief Financial Officer & Treasurer

ATTACHMENTS

Attachment 1 – Services Agreement Amendments

Attachment 2 – Streetlighting Infrastructure Investment Report