

ATTACHMENTS

Attachment 2: Table of 2025 and 2026 RoDARS Fees

Through the 2026 Budget, Transportation Services updated the RoDARS fees in *Toronto Municipal Code, Chapter 441, Fees and Charges, Appendix C - Schedule 2, Transportation Services* to help achieve cost recovery for the City. Transportation Services also amended the descriptions of TP237 and TP239, including adding an inspection fee for not providing a close out form within the prescribed time. Additionally, a new fee, TP240 was added with regards to site restoration. The previous and updated fee amounts can be found below. Updated fee amounts and descriptions, listed below, came into effect on April 1, 2026.

Rate ID	User Fee Description	Fee Basis	2025 Fee Amount	2026 Fee Amount
TP234	Road Disruption Activity Reporting System (RoDARS) application fee	Per application	\$76.51	\$107.14
TP235	Road Disruption Activity Reporting System (RoDARS) expedited application fee – Less than 3 Business days	Per application	\$375.76	\$375.76
TP236.1	Traffic Management Recovery Fee for temporary closure of Expressway	Per 50 metre per lane per day	\$40.71	\$58.61
TP236.2	Traffic Management Recovery Fee for temporary closure of Major Arterial Road	Per 50 metre per lane per day	\$40.71	\$58.61
TP236.3	Traffic Management Recovery Fee for temporary closure of Minor Arterial Road	Per 50 metre per lane per day	\$40.71	\$58.61
TP236.4	Traffic Management Recovery Fee for temporary closure of Collector Road	Per 50 metre per lane per day	\$7.63	\$10.99
TP236.5	Traffic Management Recovery Fee for temporary closure of Local Road	Per 50 metre per lane per day	\$2.54	\$3.66

Rate ID	User Fee Description	Fee Basis	2025 Fee Amount	2026 Fee Amount
TP237	To perform additional inspections, generation of notices and any associated administration required where non-permitted works, activities, events or occupations are observed or where QR code not present on site or where close out form not submitted within 3 business days of completion	Per incident	\$306.04	\$306.04
TP238	To perform additional inspections, generation of notices and any associated administration required where non-compliant traffic control setups are observed.	Per incident per day	\$306.04	\$306.04
TP239	To perform additional inspection and coordination associated with any work activity, event or occupation being undertaken past RoDARS permit end date without authorized extension.	Per incident	\$382.50	\$382.50
TP240	To perform site restoration, including but not limited to removing any recycling, garbage, litter or debris, removing any construction material, and/or restoring/repairing the street.	Per half day required	Not applicable	\$624.80

Attachment 3A: Proposed Changes to Toronto Municipal Code Chapter 743

Chapter 743, Article III.1 of the *Toronto Municipal Code* details the bylaw requirements of the Road Disruption Activity Reporting System (RoDARS). Specific proposed changes are detailed in the table below and a full draft of the proposed changes to Chapter 743 can be found in Appendix 3B. Should Council approve the recommendation to amend Chapter 743, the City Solicitor will submit a bill to this effect at the next Council meeting.

Given the extent of the amendments to Article III.1, a transition provision will be included in the amending bylaw, such that valid approvals and complete applications submitted prior to the new provisions coming into force will continue under the old regime, but requests for extensions and/or modifications will be reviewed in accordance with the new regime.

Subject of Proposed Change	Description of Proposed Change
RoDARS purpose	The bylaw amendments add new language that emphasizes the congestion management purpose of the RoDARS booking system to provide clarity about how staff make decisions during the review process.
Application process	The bylaw amendments clarify that timelines and other requirements for applications are explained on the City’s RoDARS webpage and application form. These requirements on the webpage are practical to update as operational needs evolve.
Application review	The bylaw amendments recognize the proactive work of Transportation Services staff to collaborate with applicants to minimize disruption from road closures through development of Approval-specific conditions for the timing and extent of a closure. Despite this collaboration, amendments will not prevent rejection of applications where necessary conditions are not met. The amendments recognize the potential impacts of refusals and revocations by enabling recourse to the general appeal provisions in Chapter 743, and additionally exempting applicants from the two year bar for refused applications.

Subject of Proposed Change	Description of Proposed Change
Close-out form and associated inspection fee	The bylaw amendments add a requirement for a close-out form after the temporary road closure is complete to demonstrate that the occupied portion of the road is left in good and clean condition following the work or activity. Council has already approved a new inspection fee through the 2026 Budget to facilitate compliance with close-out form requirements.
Site restoration fee	Should the site require restoration or clean up by the City or its contractors, the bylaw amendments clarify that the cost of the clean up would be the responsibility of the approval holder. This proposed change reflects recent updates to fees under Chapter 441.
Enforcement	The bylaw amendments strengthen the City's enforcement of non-compliant sites by adding the ability to issue Stop Work Orders, where necessary, and Orders to Comply. The updates clarify that failure to comply with a condition of a RoDARS Approval or an order issued is an offence and that each day in contravention is a separate and distinct offence.

Subject of Proposed Change	Description of Proposed Change
Exemptions from certain RoDARS fees	<p>The bylaw amendments propose exemptions for:</p> <ul style="list-style-type: none"> (a) Work performed by Transportation Services and by contractors performing work on behalf of Transportation Services. This exemption from RoDARS fees is already in practice but amendments provide added clarity. This work includes the Street Furniture program. (b) Street events, which are gatherings that require a temporary full or partial closure of the ROW to accommodate events such as festivals, block parties, and runs. These events often support non-profit organizations in the development of projects or activities with clear social benefits and provide benefits to the community and city as a whole. Exempting street events from RoDARS application and temporary road closure fees removes a potential barrier for hosting these types of events, and supports the community benefits they provide. (c) Residential development projects with eligible affordable and rent-controlled units approved under the City’s Rental Housing Supply Program (RHSP) and Toronto Builds Policy Framework. The amendments exempt such projects from RoDARS application fees and add a proportional reduction of temporary road closure fees which would be prorated based on the number of eligible units under the RHSP and Toronto Builds Policy Framework. These incentives directly support the City of Toronto’s objectives around increasing the supply of affordable housing in Toronto consistent with the HousingTO 2020-2030 Action Plan, and providing social benefits to the community and city as a whole. Reducing the overall cost to build affordable and rent-controlled homes would help remove financial barriers to project viability for developers. These changes to Chapter 743 would come into effect 60 days following approval by Council. <p>In both the cases of street events and development projects with eligible affordable and rent-controlled homes, the proponent would still be required to apply for a RoDARS Approval for scheduling purposes. Additionally, fees would apply as necessary for expedited applications, inspections, and site restorations.</p>

Attachment 3B: Proposed Draft Amendments to *Toronto Municipal Code Chapter 743*

CITY OF TORONTO

BY-LAW - 2026

To amend City of Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use of to update provisions related to the Road Disruption Activity Reporting System (RoDARS)

The Council of the City of Toronto enacts:

1. City of Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use of, is amended as follows:
 - (a) That §743-1(A) is amended by adding the following definition in alphabetical order:

BUSINESS DAY – means any day of the week, other than Saturday, Sunday, a statutory holiday, or any other holiday or day of observance on which the City’s municipal offices are closed.
 - (b) That **Article III.1 RoDARS** be deleted and replaced with the following:

ARTICLE III.1 RoDARS

§ 743-30.1. Road Disruption Activity Reporting System (RoDARS).

A. Application for Approval

- (1) RoDARS Approval is required for the following:
 - (a) work which requires an application being made pursuant to §743-4B or a permit under §743-4;
 - (b) work subject to the requirements of §743-5;
 - (c) an application subject to the requirements of §743-6;
 - (d) a street event under §743-7;
 - (e) a temporary street occupation under §743-18; and
 - (f) street work under **Article III.**
- (2) An application for RoDARS Approval shall:

- (a) be made on the form prescribed by the City, with all mandatory fields completed, within the timelines prescribed by the City;
 - (b) include all information and documentation required by the City (e.g., a traffic management plan); and
 - (c) include the application fee, as required by Chapter 441, Fees and Charges, subject to §743-30.1D(1) and (2).
- (3) **Complete Applications.** An application that does not include the information required by the City, or does not include the applicable fees, shall be deemed incomplete and shall not be processed until such time as all required information and applicable fees have been provided.
- (4) **Expedited Applications.** Despite § 743-30.1(2)(a), the City may, in its sole and absolute discretion, accept and consider complete applications submitted after the prescribed timelines, provided the applicant pays the expedited application fee, as provided for in Chapter 441, Fees and Charges. Acceptance of a complete application and payment of the expedited application fee under this subsection does not guarantee that the application will be reviewed prior to the proposed commencement date, nor does it guarantee that RoDARS Approval will be granted. The expedited application fee is non-refundable.

B. Application Review

- (1) Upon receipt of an application, the General Manager shall review the application for completeness and compliance with this **Article III.1** and any applicable City by-laws, standards, policies, requirements and guidelines.
- (2) Following review under §743-30.1(B)(1), the General Manager may, in their sole and absolute discretion:
- (a) approve a RoDARS Approval application;
 - (b) approve a RoDARS Approval application with conditions, including but not limited to conditions related to time and location or extent of street closures; or
 - (c) refuse a RoDARS Approval application in accordance with §743-30.1(C).
- (3) In exercising their discretion under §743-30.1(B)(2), the General Manager may consider, without limitation:
- (a) anticipated impacts to traffic operations, transit, cycling and pedestrian movement, and emergency vehicle access;

- (b) coordination with other planned or active street work, street events, or temporary street occupations;
 - (c) the applicant's past compliance with RoDARS Approvals, City by-laws and permit conditions; and
 - (d) public safety and operational considerations.
- (4) Nothing in this §743-30.1(B) limits the General Manager's authority to request additional information in support of an application.

C. Refusals

- (1) The General Manager may, in their sole and absolute discretion, refuse any application for RoDARS Approval that:
- (a) does not include the information required by the General Manager, or the application fee, as required under Chapter 441;
 - (b) is submitted outside of the prescribed timelines, despite payment of the expedited application fee;
 - (c) contains false, inaccurate or misleading information;
 - (d) is submitted by an applicant who has failed to comply with the terms or conditions of a prior RoDARS Approval, including without limitation, failure to pay fees or costs associated with a prior RoDARS Approval; or
 - (e) in the opinion of the General Manager, would negatively impact traffic operations, cause unreasonable congestion, or otherwise compromise public safety.
- (2) Section 743-48(E) does not apply to the refusal of a RoDARS Approval.

D. Fees

- (1) Despite anything contained in this **Article III.1**, no RoDARS application fee, RoDARS expedited application fee or RoDARS Traffic Management Recovery Fee for temporary road closure, as in Chapter 441, Fees and Charges, shall apply to:
- (a) the Transportation Services Division, or a third-party contractor performing work on its behalf; and
 - (b) street events under §743-7.
- (2) Despite anything contained in this **Article III.1**, no RoDARS application fee as in Chapter 441, Fees and Charges, shall apply to applicants who are eligible for exemption further to the City's Eligible Affordable Housing and Rent Controlled Project RoDARS Fee Policy.

- (3) Despite anything contained in this **Article III.1**, or Chapter 441, Fees and Charges, the amount of any RoDARS Traffic Management Recovery Fee for temporary road closure otherwise payable shall be calculated in accordance with the City's Eligible Affordable Housing and Rent Controlled Project RoDARS Fee Policy for applicants eligible under said policy.
- (4) The following fees are not refundable:
 - (a) any fees paid pursuant to this **Article III.1**, where a RoDARS Approval was obtained by means of false, inaccurate or misleading information;
 - (b) application fees and expedited application fees, where an application for RoDARS Approval is withdrawn by the applicant after the City has commenced its review of the application;
 - (c) site restoration fees.
- (5) RoDARS inspection fees will be invoiced as they are incurred, either prior to or following expiry of the RoDARS Approval.
- (6) A RoDARS Traffic Management Recovery Fee for temporary road closure estimate will be provided at the time of RoDARS Approval. The final amount will be invoiced to the Approval holder following the expiry of the RoDARS Approval.

E. Modifications to Existing RoDARS Approval. Where a modification to a RoDARS Approval is proposed, including but not limited to a time extension or an alteration to the approved temporary road closure, the applicant shall submit a written request for modification to the General Manager at least five (5) business days prior to the expiry of the existing RoDARS Approval. The written request shall include all information and documentation required by the General Manager. The General Manager may, in their sole and absolute discretion, approve, modify or refuse the requested modification.

F. General Conditions

- (1) For all RoDARS Approvals, the Approval holder shall comply with the following conditions:
 - (a) comply with all requirements in this **Article III.1**;
 - (b) display the prescribed RoDARS Capital Construction Sign at the location, including the QR code provided by the City, such that it is visible and unobstructed;
 - (c) be responsible for ensuring that the QR code is not tampered with, altered, misleading or unauthorized;
 - (d) comply with any approved traffic management plan; and
 - (e) in addition to any indemnities required under §743, shall indemnify and save harmless the City, its elected officials, officers, employees and agents, harmless with respect to any action, cost, claim, loss, injury or damage,

including third party economic loss claims whatsoever arising from the Approval holder's failure to comply with the conditions contained in this §743-30.1(F)(c). Such indemnity shall be incorporated into RoDARS Approvals by reference to this subsection and no separate indemnity in writing shall be required.

G. Close-Out

- (1) Prior to the expiry of the RoDARS Approval, the Approval holder shall restore the location to a condition satisfactory to the General Manager.
- (2) Within three (3) business days of completion of the work or thing for which a RoDARS Approval was granted, the Approval holder shall provide all mandatory information, including proof of site restoration, on the form prescribed by the City.
- (3) Where the mandatory information is not provided, or the location has not been restored to the satisfaction of the General Manager, the General Manager may:
 - (a) inspect the location, further to § 743-30.1(H)(1) of this **Article III.1** and levy any associated fees set out in Chapter 441, Fees and Charges;
 - (b) arrange for the City or its agent to carry out the site restoration, including but not limited to removing any recycling, garbage, litter or debris, removing any construction material, and/or restoring/repairing the street. All associated costs are recoverable from the Approval holder as a debt due to the City; and
 - (c) withhold or deny any subsequent RoDARS Approval until such compliance has been achieved.
- (4) Costs imposed under this section may not be appealed except as permitted under applicable law.

H. Inspections

- (1) The General Manager may enter upon and inspect a location at any reasonable time, or inspect a location remotely through the use of photographic evidence or otherwise, to determine compliance with this **Article III.1** and any Approval issued under it. Without limiting the generality of the foregoing, such inspection authority includes circumstances where any work, activity, event, or occupation is observed or suspected to be undertaken:
 - (a) without a RoDARS Approval;
 - (b) in non-compliance of this **Article III.1** or a condition of a RoDARS Approval issued hereunder;
 - (c) beyond the expiry of a RoDARS Approval issued under this **Article III.1** without an authorized extension.

- (2) Where an inspection is carried out under this section, the applicable fee may be charged in accordance with Chapter 441, Fees and Charges, and such fee is not refundable.

I. Revocation

- (1) The General Manager may revoke a RoDARS Approval at any time:
 - (a) for failure to comply with any provision of this **Article III.1**;
 - (b) for failure to comply with the conditions of any RoDARS Approval issued hereunder;
 - (c) in the interests of pedestrian, vehicular or public safety;
 - (d) where the RoDARS Approval was obtained through the submission of false, inaccurate or misleading information,

and such revocation shall take effect immediately upon notice to the Approval holder.

- (2) Section 743-48-E does not apply to the revocation of a RoDARS Approval.

J. Offence

- (1) No person shall commence or undertake any work contingent on RoDARS Approval in accordance with § 743-30.1(A) (1) unless the person has:
 - (a) obtained a RoDARS Approval;
 - (b) complied with the provisions of this **Article III.1**;
 - (c) complied with the conditions of any RoDARS Approval issued hereunder; and
 - (d) paid all applicable fees as required by the City.
- (2) Every person who fails to comply with a condition of RoDARS Approval, or fails to comply with any requirement of this **Article III.1**, is guilty of an offence.
- (3) Every person who fails to comply with an order issued under this **Article III.1** is guilty of an offence.
- (4) Each day that a contravention of §743-30.1(J)(1), (2) or (3) continues shall constitute a separate and distinct offence.

K. Orders

- (1) If an Officer is satisfied that a contravention of this **Article III.1** has occurred, the Officer may make a Stop Work Order requiring the discontinuance of the activity. That order shall set out:
 - (a) the location of the contravention;

- (b) particulars of the contravention;
 - (c) the work to be done to remedy the contravention; and
 - (d) period within which there must be compliance.
 - (2) An Officer may make an Order to Comply requiring a person who contravened this **Article III.1** to do work or take action to remedy the contravention.
 - (3) An order under this **Article III.1** may be served personally or by posting it at the location. The order is deemed received on the date it is posted or received.
- (c) Despite the coming into force of section 1(b),
- (i) any valid RoDARS Approval issued by the City under Chapter 743 prior to the date section 1(b) comes into force shall continue in force and effect until its expiry, unless otherwise revoked in accordance with the provisions in force at the time the RoDARS Approval was issued; and
 - (ii) any complete application for RoDARS Approval submitted to the City prior to the coming into force of section 1(b) shall be processed in accordance with the provisions of Chapter 743 as they read immediately prior to section 1(b) coming into force;
 - (iii) where a person holding a RoDARS Approval issued prior to the coming into force of section 1(b) seeks a modification, extension or renewal of that approval the request shall be processed in accordance with the provisions of section 1(b).
- (d) That §743-51A is deleted and replaced with the following:
- A. Any person who contravenes any provision of this chapter or any provision of a permit or agreement made hereunder, or any condition thereof, is guilty of an offence or is liable to an administrative penalty.
- (e) That section 23 to Appendix A of Chapter 743 is deleted and replaced with the following:
23. The applicant shall in writing, prior to any permit being granted by the General Manager, indemnify and save harmless the City, its elected and appointed officials, officers, employees, directors and agents from and against all actions, claims, executions, demands, damages, liabilities, liens, costs, expenses direct or indirect (including reasonable legal fees and disbursements), and losses whatsoever incurred by the City, its elected and appointed officials, officers, employees, directors and agents in connection with the issuing of the permit, the conduct of the applicant's street work, the applicant's temporary street occupation, the existence of the encroachment or the use of applicant's equipment, and/or the applicant's failure to comply with any term or condition of a permit issued or agreement entered into under this Chapter, including claims in respect of property damage or personal injury, including death, and will pay to the

City and to each such official, servant or agent on demand any loss, costs, damages and expenses, including legal fees and disbursements, that may be sustained, incurred or paid by the City or by any of its officers, servants and agents in consequence of any such action, claim, lien, execution or demand, including any monies paid or payable by the City or any of its officials, officers, servants or agents in settlement or discharge or on account thereof, provided that on default of such payment all loss, costs, damages and expenses and all such monies so paid or payable may be deducted from any security held by the City on account of the permit.

2. This by-law shall come into force as follows:
 - (a) This by-law shall come into force on the date it is enacted, except Subsections §743-30.1D(2) and (3), as set out in Subsection 1(b) of this by-law.
 - (b) Subsections §743-30.1D(2) and (3), as set out in Subsection 1(b) of this by-law shall come into force sixty (60) days after this by-law is enacted.

Enacted and passed on XXXX, 2026.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

Attachment 3C: Proposed Eligible Affordable and Rent-Controlled Housing Project RoDARS Fee Policy

POLICY TITLE:	Eligible Affordable and Rent-Controlled Housing Project RoDARS Fee Policy		
EFFECTIVE DATE:	TBD	DATE OF LAST REVIEW:	n/a
APPROVAL AUTHORITY:	Council	AMENDING AUTHORITY:	Transportation Services, General Manager, in consultation with the Executive Director, Housing Secretariat and Executive Director, Housing Development Office

POLICY STATEMENT

The City of Toronto exempts eligible affordable housing and rent-controlled projects from specified RoDARS fees in recognition of their public benefit and alignment with Council approved housing objectives. Only projects meeting the eligibility criteria in this policy may receive the exemption.

PURPOSE

This policy establishes the criteria and conditions under which RoDARS fees may be waived or reduced for Eligible Affordable and Rent-Controlled Housing Projects. Its intent is to reduce financial barriers to the delivery of affordable housing, support City priorities, and accelerate the creation of long-term affordable housing supply.

SCOPE

This policy applies to applications for Eligible Affording Housing and Rent-Controlled Projects for RoDARS Approval under Chapter 743, Streets and Sidewalks, Use of, and to the following fees payable thereunder and Chapter 441, Fees and Charges:

- RoDARS Application Fee, TP234
- RoDARS Traffic Management Recovery Fee for temporary road closure of Expressway, TP236.1

- RoDARS Traffic Management Recovery Fee for temporary road closure of Major Arterial Road, TP236.2
- RoDARS Traffic Management Recovery Fee for temporary road closure of Minor Arterial Road, TP236.3
- RoDARS Traffic Management Recovery Fee for temporary road closure of Collector Road, TP236.4
- RoDARS Traffic Management Recovery Fee for temporary road closure of Local Road, TP236.5

APPLICATION

This policy applies to all applications submitted for RoDARS Approval for Eligible Affordable and Rent-Controlled Housing Projects. This policy comes into effect on the same date as the date the companion amendments to §743-30.1D(2) and (3) come into effect (the “**Effective Date**”). This policy applies to all applications by Eligible Affordable and Rent-Controlled Housing Projects for RoDARS Approval submitted on or after the Effective Date. RoDARS Approvals issued before the effective date are not subject to this policy, and fees paid prior to the effective date are not eligible for refund unless otherwise authorized by Council.

LEGISLATION

Authority for this policy is further to Council resolution **XXXX**, dated **XXXX**.

This policy is to be read together with:

- Toronto Municipal Code Chapter 513, Housing Programs;
- Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use of; and
- Toronto Municipal Code Chapter 441, Fees and Charges.

DEFINITIONS

Eligible Affordable and Rent-Controlled Housing Project means an affordable housing project approved by the Housing Secretariat and/or Housing Development Office, as appropriate under the City’s Rental Housing Supply Program (RHSP) or Toronto Builds Policy Framework, as meeting the respective mandatory program eligibility requirements and in accordance with Toronto Municipal Code Chapter 513, Housing Programs, all as amended or replaced from time to time.

Municipal Housing Project Facility Agreement has the same meaning as the definition in the City of Toronto Municipal Code Chapter 513, Housing Programs, as amended or replaced from time to time.

POLICY

1. Eligibility

1.1 General

Eligibility for a fee waiver or reduction under this policy is limited to applicants who satisfy the following mandatory pre-requisites:

- (a) the application is for an Eligible Affordable and Rent-Controlled Housing Project;
- (b) the applicant has entered into a Municipal Housing Project Facility Agreement with the City, in a form satisfactory to the City; and
- (c) the applicant has executed and registered, or caused to be registered, a charge on title to the lands, securing the City's interests under the Municipal Housing Project Facility Agreement, in accordance with the requirements of the Rental Housing Supply Program and applicable City policies.

1.2 Verification

Transportation Services may verify eligibility for an Eligible Affordable and Rent-Controlled Housing Project at any time through documentation required under the Rental Housing Supply Program or by the Toronto Builds portfolio, including affordability commitments, program agreements, and any related reporting. Applicants must provide all information reasonably required to confirm eligibility. If an applicant fails to provide required documentation, provides inaccurate information, or is found not to meet the eligibility criteria, the City may deny or revoke the exemption and recover any fees otherwise payable under Chapter 743, Streets and Sidewalks, Use of, as set out in the applicable Municipal Housing Project Facility Agreement or under the enforcement provisions of Chapter 743, Streets and Sidewalks, Use of.

2. Waiver of Application Fee

2.1 RoDARS Application Fee, TP234 under Chapter 441, Fees and Charges

Eligible Affordable and Rent-Controlled Housing Projects are exempt from paying the application fee required by §743-30.1A(2)(c), being Ref No.

234 in Appendix C – Schedule 2, Transportation Services under Chapter 441, Fees and Charges.

2.2 RoDARS Expedited Application Fee, TP235 under Chapter 441, Fees and Charges

For clarity, Eligible Affordable Housing Projects are not exempt from paying the expedited application fee required by §743-30.1A(4), being Ref. No. 235 in Appendix C – Schedule 2, Transportation Services under Chapter 441, Fees and Charges.

3. Calculation of Traffic Management Recovery Fee Reduction

3.1 Proportional Reduction

For Eligible Affordable Housing Projects, the Traffic Management Recovery Fee payable under §743-30.1D(6) shall be reduced in proportion to the share of affordable housing units within the development, as determined by the City’s Rental Housing Supply Program or Toronto Builds portfolio.

$$\text{Traffic Management Recovery Fee Payable} = \text{Fee payable under Chapter 441} \times (1 - \text{Number of Affordable and Rent-Controlled Units} \div \text{Total Residential Units})$$

4. Fee Recovery

If, at any time, the applicant ceases to qualify as an Eligible Affordable and Rent-Controlled Housing Project, the City may recover any fees otherwise payable under Chapter 743, Streets and Sidewalks Use of as set out in the applicable Municipal Housing Project Facility Agreement.

Attachment 4: Breakdown of CMP Budget Allocation

2026-2028 3-Year Congestion Management Plan Budget (Transportation Services)			
(\$s in million)	Operating	Capital	Total
Reduce the Impact of Construction <i>-Includes ongoing collaboration with the SCCO from 2026-2030 (for 5 years, not the 3 years for other line items) representing Transportation Services’s 50% portion of total SCCO budget</i>	0	12.9	12.9
Expand the City’s Traffic Congestion Management Capacity <i>-Expanding real-time congestion management capacity -Work zone coordination, CMC operating costs -Growing the Traffic Agent Program (representing \$52.7M of line item operating budget)</i>	79.0	4.0	83.0
Improve Surface Transit Reliability <i>-Traffic signal modifications including traffic signal priority -Traffic system operations operating costs</i>	27.4	10.0	37.4
Leverage Existing and Emerging AI Technologies <i>-Smart Traffic Signals installations -Intelligent Intersections installations -ITS maintenance and SOGR</i>	108.7	47.3	156.0
Advance Travel Demand Management Strategies	10.1	0	10.1
Total	225.2	74.2	299.4

Note: Exact budget and target deliverables per category subject to emerging priorities and/or needs that may impact resource allocation.

Attachment 5A: Accelerating Implementation of Enhanced TSP Measures

The City of Toronto has a long history of supporting TSP measures as a means of improving the reliability and performance of surface transit services. To date, over 450 signalized intersections across the city operate with the legacy form of TSP, which provides either a green extension or a red truncation to assist transit vehicles. Under this approach, a surface transit vehicle arriving during a green indication may receive additional green time to clear the intersection, while a vehicle arriving during a red indication may experience a shortened red phase to reduce unnecessary delay. In 2025, City Council directed staff ([2025.MM35.15](#)) to pursue a more assertive transit signal priority policy that places a higher value on transit movement relative to left turning vehicle traffic. Enhanced TSP is the tool designed to achieve this direction.

Enhanced Transit Signal Priority in the Toronto Context

Under the new Enhanced TSP policy, surface transit vehicles approaching the intersection are provided a through movement ahead of left turning traffic, ensuring that transit vehicles benefit from consistent and dependable priority. There are three primary Enhanced TSP measures being advanced: (i) lagging left turns; and (ii) rotational phasing or phase insertion; and (iii) passive TSP.

Under the lagging left turns approach, left turns are always served after the through movement, regardless of whether a transit vehicle is detected. This method does not require additional detection or specialized infrastructure, though it does require a redesign of signal timing along the corridor and potential adjustments to reflect localized traffic conditions. Lagging left turns are less costly and faster to implement, however, they have the limitation that if a transit vehicle arrives during the left turn phase it must wait until the left turning movement and the perpendicular through movement is complete before receiving a green indication. The main benefit for transit vehicles is if the vehicle arrives on a red during the perpendicular through movement, the vehicle would experience less delay since it would not have to wait for the left-turn vehicle phase. If the transit vehicle arrives during the lagging left-turn phase, it would not provide any benefit.

The second and more advanced method of Enhanced TSP is rotational phasing or phase insertion. Under this approach, the presence of a transit vehicle is detected, and the traffic signal is adjusted so that the next phase displayed provides a through movement for the transit vehicle. This gives additional transit priority when it is present while limiting any unnecessary impacts on general traffic when transit is not approaching. Although rotational phasing offers greater efficiency and more reliable priority for transit, it requires additional detection hardware (depending on if there is no existing TSP installation), more complex timing design, and detailed corridor analysis. For cases of phase insertion, the corridor must be evaluated using digital twin modelling or traditional traffic modelling methods to ensure that the revised operations do not create adverse impacts for opposing movements, including other perpendicular transit services.

The third TSP measure, passive TSP, means that signal timings are adjusted and coordinated to produce a “green wave” for surface transit. As the vehicle progresses, it will come to multiple green lights in a row allowing for faster and more reliable travel. This measure was first used in 2023 to support the Line 3 bus replacement travel reliability, and is currently being implemented along Lines 5 and 6 to complement the other Enhanced TSP measures.

Given the increasing complexity of these new priority methods, it is important for the City to establish a warrant-based policy framework to guide decision making. This framework will help staff determine which form of Enhanced TSP is most appropriate at each intersection based on transit volumes, traffic operations, corridor characteristics, and potential impacts to other users. This structured approach ensures that the application of Enhanced TSP is both effective and context sensitive, supporting the broader goal of improving transit travel times and reliability across Toronto.

Enhanced Transit Signal Priority Program for TTC Surface Routes

In February 2026, the City and TTC completed a focused pilot program that introduced Enhanced TSP at three intersections along Spadina Avenue, specifically at King Street, College Street, and Dundas Street. The pilot generated measurable time savings at the three intersections: up to 25 seconds per direction (42 per cent) at Dundas and College Streets; and up to 10 seconds in the northbound direction (9 per cent) at King Street. Because these locations experience relatively low volumes of left turning vehicles, prioritizing through movements contributed to improved travel times not only for transit vehicles but also for general traffic, which benefited from a simplified and more efficient overall signal operation.

Following the Spadina pilot, similar signal enhancements were implemented on the Finch West LRT (Line 6) corridor and the Eglinton LRT (Line 5) corridor. On the Finch West corridor, the cumulative effect of all TSP strategies is expected to produce as much as 3.5 minutes in of improvement in each direction, representing a seven minute reduction in round trip travel time. On the Eglinton LRT corridor, the same measures could achieve up to a 1.5 minutes improvement in each direction, or 3 minutes round trip. Combined with TTC operational improvements, cumulative time savings to date are 10 minutes (Line 5) and 20 minutes (Line 6) per round trip. Work is ongoing to expand the TSP measures to include rotational signal phasing and full signal retiming to create progressions that support a continuous green wave. This is anticipated for completion by September 2026.

Building on the successful outcomes of these initial deployments, Transportation Services and the TTC have developed a comprehensive program to advance Enhanced TSP across the City. The program prioritizes high ridership corridors on streetcar corridors with dedicated ROWs. A new warrant framework is being developed to guide decision making on a location-by-location basis, assessing whether a corridor should receive lagging left turns, rotational phasing, or the full suite of TSP features. For each corridor, staff will also undertake full signal timing reviews to

ensure that transit vehicles receive favorable progression and improved coordination as they move along the route.

Plan for the Roll-Out of Enhanced Transit Signal Priority Across the City

Building on the momentum from the recent efforts to improve transit travel times on the Line 5 and Line 6 corridors, the combined Transportation Services and TTC team will advance a significant expansion of Enhanced Transit Signal Priority throughout 2026 through a combination of new installations and upgrades to existing locations. The program will focus on high ridership bus and streetcar routes, with emphasis on routes that are expected to play a critical role during FIFA World Cup 2026, including both conventional and Enhanced TSP upgrades and additions to the 509 Harbourfront, 504 King, 63/63B Ossington south of Bloor Street, 7 Bathurst Street, 512 St. Clair Avenue, 505 Dundas, and the continued buildout of the 510 Spadina Avenue corridor. Collectively, these planned installations and upgrades represent nearly 50 percent more than the number of signalized intersections equipped or upgraded with TSP in any previous year, reflecting the City’s commitment to accelerating delivery through additional temporary consulting resources and strengthened interagency coordination. The following table provides a summary of the TSP implementations planned for 2026.

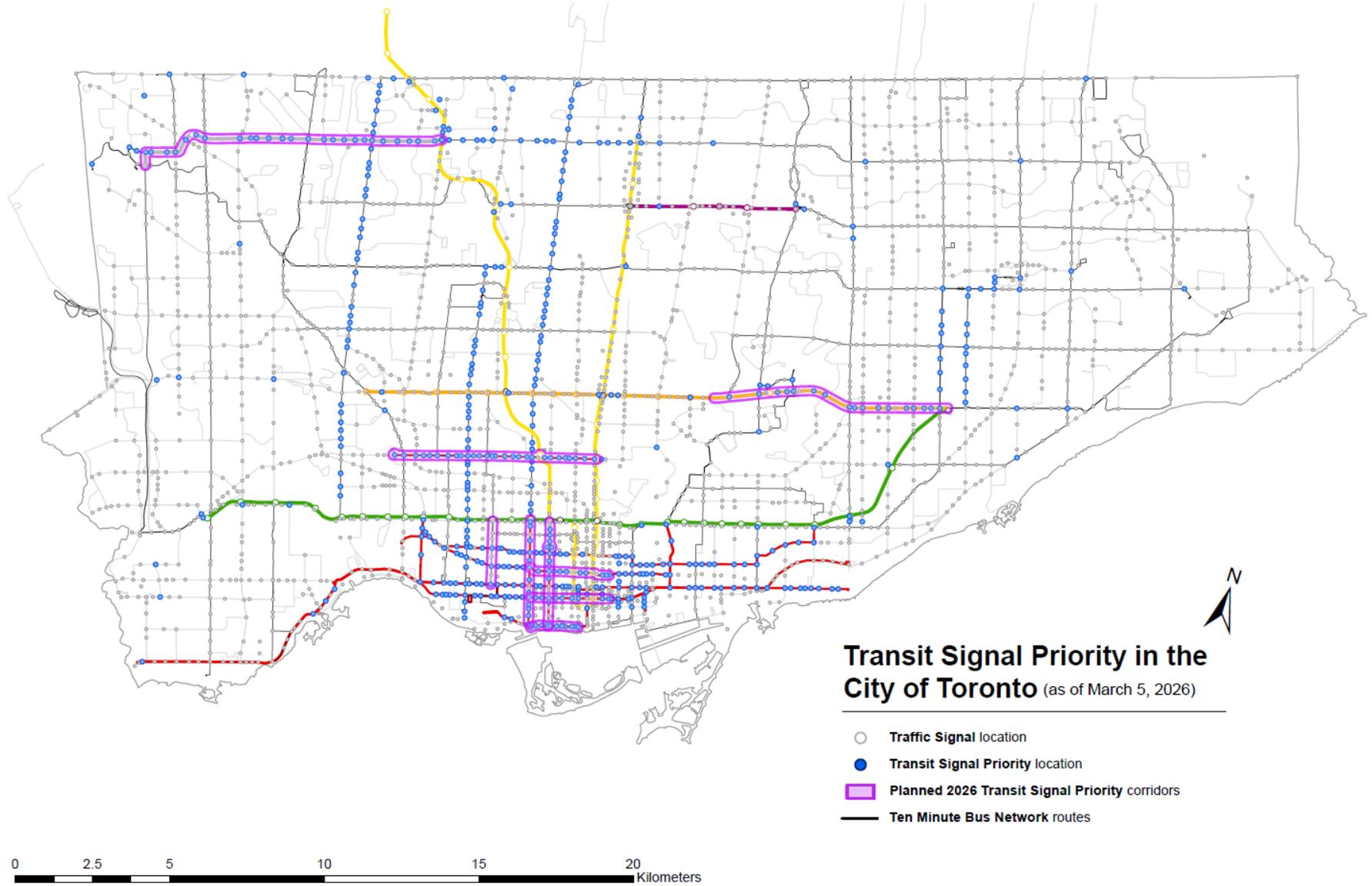
Type of Transit Signal Priority	Number of 2026 Implementations	Total Number of TSP Equipped Locations in the City (by end of 2026)
Traditional TSP	15	451
Enhanced TSP (new and existing locations)	57	57
Total	72	508

To support long-term program growth, the plan also includes the creation and training of new dedicated fulltime positions in both Transportation Services and TTC, ensuring that internal capacity is in place to sustain and further expand the program in future years. With these expanded resources, staff anticipate the ability to continue ramping up delivery beyond 2026, with an aspirational long-term objective of equipping about 800 signalized intersections across the City with TSP to support faster, more reliable transit service in the next four years. The table below shows the routes planned for new and upgraded TSP locations in the 2027 and beyond work plan, representing the highest ridership routes.

Route Number		Route Name
29/929	29	Dufferin
35/935	35	Jane Express
96/996/165	96	Wilson
86/986/116/905	86	Scarborough
44/944	44	Kipling South
65	65	Parliament
25/925	25	Don Mills
75	75	Sherbourne
24/924	24	Victoria Park
22	22	Coxwell
64	64	Main
41/941	41	Keele
39/939	39	Finch

New, additional, funding will allow the combined team to accelerate implementation. The current plan anticipates 72 new and upgraded locations in 2026 in addition to the need to add around 300 new TSP locations. To deliver this program, Transportation Services and TTC staff continue to supplement internal capacity through temporary staffing and by retaining an external engineering consultant with specialized expertise in TSP design and implementation. As staff develop greater familiarity with the new processes and tools, the program is expected to expand further in future years. Additional resources will be requested in future budget submissions in alignment with these increased delivery targets and the broader goals of improving transit reliability and managing congestion throughout the City.

Attachment 5B: Map of Transit Signal Priority Locations in the City of Toronto



Attachment 6: Status Update on Traffic Mitigation Measures at Key Locations

Effectiveness of the Support for Construction at the King and Church Streets Intersection

The intersection of King Street East and Church Street was closed to streetcars from May 2025 to August 2025, with a full closure of the intersection starting in June. From previous construction projects and the existing closure of Queen Street East associated with the Ontario Line construction, the City and TTC developed a suite of Transit Priority Measures (TPMs) that were passed by council in April ([2025.TE20.40](#)).

These measures were focused on adjustments to the curbside regulations along the diversion route, however there were challenges associated with the loading needs in the Financial District along Adelaide Street West that resulted in slower travel times. Council and the Mayor directed the City and TTC to investigate solutions at the May, 2025 Council meeting ([2025.MM30.36](#)), which was handled through an innovative off-Adelaide loading zone queue management strategy that was enabled by by-law changes passed in June ([2025.MM31.17](#)).

Monitoring was done along key corridors for both general traffic and transit. For the transit, the travel time benefits were more difficult to quantify for the full diversion route. This is because the diversion only ever operated with the TPMs in place and there were no baseline conditions when they were not in place. The conditions before the diversion started were not considered proper baseline conditions because during the diversion, there was an increase of both streetcar and general traffic on the diversion route due to the King and Church road closure. However, the enhanced loading zone strategy did have data from before and after the implementation with the diversion active.

After the implementation of the enhanced loading zone management strategy on Adelaide Street West, average transit travel times along Adelaide Street between York Street and Church Street reduced by up to 25% during the peak hours. There even appeared to be a reflected benefit for the westbound travel on Richmond Street West, which had average travel time savings of up to 5%. The variability of the travel times in both directions also was reduced as the 85th percentile travel times decreased with a 30% reduction for the eastbound travel on Adelaide and a 12% reduction on Richmond.

For general traffic, across the diversion route and adjacent roadways there was not a significant increase in travel times at locations that had TPMs. This is evidence that TPMs focused on curbside regulations improve travel for both transit and general traffic. There were some localized increases in travel time along Broadview Avenue, but otherwise no large changes (outside of decreases associated with traffic re-distribution from the closure) to general vehicle travel times over the course of construction.

Update on the Impact of the Frederick G. Gardiner Expressway Construction

The Gardiner Expressway is subject to a multi-year rehabilitation project to extend its operational lifetime. This project necessitates staged lane closures over six different sections (GS1 to GS6) of the Expressway, beginning in 2021. Sections impacted through lane closures over the last year include:

- **GS2 - Dufferin Street to Strachan Avenue (April 8, 2024 - October 27, 2025):** one eastbound and one westbound lane was closed, in addition to the eastbound on-ramp from Lake Shore Boulevard east of Jameson Avenue.
- **GS3 – Grand Avenue to east of Park Lawn Road (April 16, 2025 – ongoing):** one westbound lane is closed temporarily for stage-1 work zone from east of Park Lawn Road to Grand Avenue; eastbound existing lane shift towards south shoulder to narrow lanes but with no lane reductions.

Throughout the construction, the City used several measures to reduce the impact of the construction on road users. These measures included:

- Opening the westbound on-ramp at Jameson Avenue;
- Allowing Lakeshore Boulevard traffic to turn north onto Spadina Ave Eastbound through off-ramp at Spadina Avenue and intersection modifications.;
- Using advance warning signs on major roadways, including the Gardiner Expressway, to alert road users to the lane closures;
- Suspending all non-emergency road work on proximate key corridors to minimize disruptions on major travel routes in the vicinity;
- Implementing signal timing adjustments to account for anticipated changes in traffic patterns;
- Monitoring traffic cameras to make real-time responsive changes to evolving traffic patterns; and
- Deploying Traffic Agents at critical intersections to keep traffic moving and help ensure the safety of all road users.

Throughout the Gardiner construction, the City monitored traffic patterns and changing travel times. Overall travel times between Highway 427 and Yonge Street increased by an average of 4.7 (+19%) and 9.0 (+62%) minutes in the eastbound and westbound directions, respectively, during the AM peak hour relative to a 2024 pre-construction baseline. During the PM peak hour, travel times increased by an average of 9.6 (+52%) and 10.8 (+60%) minutes in the eastbound and westbound directions, respectively. As outlined in the tables below, travel time increases were concentrated in and upstream of sections impacted by the lane closures, denoted by the highlighted cells. It is expected that the early completion of construction between Dufferin Street and Strachan Avenue should temporarily reduce travel times along the entire corridor, especially in the eastbound direction.

Gardiner Expressway Rehabilitation Project

Average Travel Time (mins), Weekday AM Peak Hour (8 - 9 AM)

Segment	Baseline	GS2 Only	GS2+GS3
	Jan 8 - Mar 23, 2024	Apr 15, 2024 - Apr 12, 2025	Apr 16 - Sep 30, 2025
Eastbound			
427 to Islington	2.8	2.1	2.4
Islington to Park Lawn	3.4	3.6	3.9
Park Lawn to South Kingsway	4.2	4.8	3.7
South Kingsway to Exhibition	9.1	18.0	16.0
Exhibition to Yonge	4.9	3.1	3.1
Eastbound Total	24.4	31.7	29.1
Westbound			
Yonge to Exhibition	4.4	11.2	8.9
Exhibition to South Kingsway	4.4	4.1	7.4
South Kingsway to Park Lawn	1.6	1.2	3.5
Park Lawn to Islington	1.6	1.4	1.5
Islington to 427	2.5	2.6	2.2
Westbound Total	14.5	20.6	23.5

Gardiner Expressway Rehabilitation Project

Average Travel Time (mins), Weekday PM Peak Hour (5 - 6 PM)

Segment	Baseline	GS2 Only	GS2+GS3
	Jan 8 - Mar 23, 2024	Apr 15, 2024 - Apr 12, 2025	Apr 16 - Sep 30, 2025
Eastbound			
427 to Islington	2.3	2.6	3.7
Islington to Park Lawn	1.9	3.2	4.2
Park Lawn to South Kingsway	1.8	2.2	2.2
South Kingsway to Exhibition	7.1	14.7	14.7
Exhibition to Yonge	5.5	3.6	3.4
Eastbound Total	18.6	26.3	28.2
Westbound			
Yonge St to Exhibition	8.5	13.9	14.6
Exhibition to South Kingsway	3.8	3.8	6.8
South Kingsway to Park Lawn	1.6	1.1	3.4
Park Lawn to Islington	1.7	1.3	1.5
Islington to 427	2.5	2.3	2.5
Westbound Total	18.1	22.5	28.9

Exclusions

*Baseline: March 10-14, 2024 (March Break)

*GS2: December 23, 2024 - January 3, 2024 (Winter Break), March 10-14, 2025 (March Break)

Update on the Liberty Village Traffic Mitigation Plan

The City of Toronto continues to maintain a coordinated and collaborative approach with Exhibition Place in the planning and management of major and special events held within the Exhibition Place grounds and the surrounding area. This coordinated effort is intended to ensure that events are delivered in a safe, efficient, and organized manner, while minimizing potential impacts on local communities and the transportation network in and around Liberty Village.

Ongoing coordination and collaboration are achieved through regular working group meetings typically involving representatives from Exhibition Place, Ontario Place, Live Nation, Transportation Services, Municipal Licensing and Standards, Economic Development and Culture, Toronto Police Services, and the Toronto Transit Commission. These meetings provide a forum to review upcoming event schedules (e.g., sporting events at BMO Field, concerts at the RBC Amphitheatre – formerly the Budweiser Stage), discuss traffic and transit management plans, crowd control, traffic mitigation, and pickup and drop-off strategies. For large-scale major events, such as the Canadian National Exhibition (CNE), Caribbean Carnival, and other significant cultural or entertainment gatherings in and around Exhibition Place, comprehensive event management plans are developed by event organizers and reviewed at event specific meetings with a more comprehensive working group.

In addition to operational coordination, the City and Exhibition Place collaborate on proactive community engagement and traffic mitigation strategies. This includes advance notification to residents and businesses regarding event schedules and road closures, and conducting post-event debriefs to identify opportunities for continuous improvement. The City also regularly engages with the local Business Improvement Association through monthly meetings, and will continue to include the local residents' association on all meeting invitations. The City will continue efforts to support clear communication and coordination with the community.

Additionally, Traffic Agents and Paid Duty Officers are deployed to support major events and other road closures in Liberty Village. Traffic Agents will be deployed when possible, depending on other citywide needs. For example, Traffic Agents recently supported locations in Liberty Village during the construction at the King and Dufferin streets intersection to facilitate the flow of traffic and safety for all road users. Moreover, when major construction projects or major events occur in the vicinity of the neighbourhood, the City actively monitors the traffic cameras and remotely adjusts the signal timings to address congestion.

Through this ongoing coordination and collaboration, the City and Exhibition Place will continue to support the delivery of major and special events in and around Exhibition Place.

Attachment 7: Update on Previous Council Directions

Agenda Item	Council Direction	Update	Status
2025.MM35.15	Advance implementation of more aggressive, active transit signal priority at intersections along surface portions of the Line 5 Eglinton and Line 6 Finch West, subject to contractual and legal obligations, and to provide an update on progress in the first quarter of 2026.	Included in this report.	-Implementation of Enhanced TSP along Line 5 and Line 6 in progress. -3 locations along Spadina streetcar route being piloted with Enhanced TSP before broader implementation. -Plan included for rolling out Enhanced TSP to current and new TSP locations.
2025.TW23.61	Report back on the status of short and medium-term traffic mitigating actions identified and implemented from the Liberty Village Traffic Action Plan.	Included in Attachment 6 to this report.	Ongoing implementation and monitoring.
2025.IE20.3	Report back on the effectiveness of the traffic mitigation measures implemented to support the Gardiner and King/Church construction, Gardiner-Harbour Nexus, and the Liberty Village traffic mitigation plans.	Updates on the support for the Gardiner and King/Church construction and Liberty Village traffic mitigation plan included in Attachment 6 to this report.	-Updates provided for Gardiner construction, King/Church construction and Liberty Village Traffic Plan. Staff will continue to monitor and report as appropriate. -Monitoring at the Gardiner-Harbour Nexus will be prioritized with an update anticipated in the next CMP.
2025.IE20.3	Expand definition of “local” for Green Market Acceleration Program.	Definition updated.	Completed.
2025.IE20.3	Enter into contract with pointA for the delivery of Smart Commute Program services.	Contract with pointA executed for a period of one year from May 1, 2025 to March 31, 2026.	Completed.

Agenda Item	Council Direction	Update	Status
2025.IE20.3	Undertake all necessary steps including public consultation for the implementation of an escalating Road Disruption Activity Reporting System fee.	Included in this report.	<ul style="list-style-type: none"> -Per day RoDARS fees right-sized for cost recovery -A fee that has increased fee amounts dependant on duration does not align with the City's User Fee Policy. -Work is underway to assess the suite of financial tools, including incentives, available to the City with respect to ROW closures.
2025.IE20.3	Report back on the effectiveness of the Road Disruption Activity Reporting System Fees in the fall Congestion Management Plan report, along with an update on the plans for a Construction Congestion Management Levy.	Included in this report.	<ul style="list-style-type: none"> -Continued monitoring of the impact of RoDARS fees with future updates to Council. -Work underway to assess the suite of financial tools, including incentives, available to the City with respect to ROW closures. This will examine a potential Levy. -Future reports will provide a more fulsome update to Council.
2025.IE20.3	Report back on the feasibility of and steps required to implement an exemption to the Road Disruption Activity Reporting System fees for development projects containing affordable housing.	Included in this report.	Proposed exemption from application fees and a proportional reduction from temporary road closure fees based on percentage of affordable and rent-controlled units eligible under the Rental Housing Supply Program and Toronto Builds.

Agenda Item	Council Direction	Update	Status
2025.IE20.3	Develop a strategy for expansion of the City's existing Transit Signal Priority systems to all high ridership corridors and report on this to Infrastructure and Environment Committee as part of the fall Congestion Management Plan update.	Included in this report.	Accelerated expansion in 2026 ongoing. Goal is to expand to 800 locations within next four years. Additional resources will be required in 2027 to maintain accelerated pace and will be requested through future budget submissions.
2025.IE20.3	Develop a plan to significantly reduce the number of streetcar delays due to improperly parked vehicles, including exploring higher fines, and options for increased enforcement and improved timeframes for towing.	As outlined in this report, Toronto Police Services, in collaboration with the Transportation Services, recently piloted a congestion-related enforcement blitz. Results will be analyzed and inform future action.	Ongoing with an update anticipated in future reports.
2025.IE20.3	Develop and implement a pilot enforcement blitz targeting drivers who stop in No Stopping Zones during rush hour on key arterial routes.	As outlined in this report, Toronto Police Services, in collaboration with the Transportation Services, recently piloted a congestion-related enforcement blitz. Results will be analyzed and inform future action.	Completed.
2025.IE20.3	Implement signal priority along the above-ground section of the Eglinton LRT and opportunities to improve travel times through signal priority optimization for transit riders on Eglinton and on routes intersecting Eglinton Avenue while maintaining pedestrian safety.	Included in this report.	Initial phase of Enhanced TSP measures implemented. Work is ongoing to implement further measures to improve overall travel times.

Agenda Item	Council Direction	Update	Status
2025.IE20.3	Install two pilot Zipper Merge road signs, one at the Jameson to Gardiner Expressway Eastbound ramp, and one at the Spadina to Gardiner Expressway westbound ramp, and report on observations and updates on the pilot, including any recommendations on the benefits of a public education campaign.	In coordination with the Province, Transportation Services will pursue sign installation, and monitor and analyze the results of the pilot.	Ongoing with an update anticipated in future reports.
2025.IE20.3	Recommend designated select east-west priority connector roads for vehicular traffic, key performance indicators, and an inventory of existing policy linkages, consistent with the recommendation from the Toronto Regional Board of Trade Report - Breaking Gridlock: Congestion Action Plan.	Recommending designated select east-west priority connector roads for vehicular traffic requires a broader study of Toronto's transportation network and evaluation of opportunities to facilitate improved movement for all modes of transportation along corridors in the network.	Ongoing with an update anticipated in future reports.
2025.IE20.3	Suspend the application of Road Disruption Activity Reporting System fees for street events until the feasibility of exempting street events is reported on.	Included in this report.	Pending Council's adoption of the recommendation and subsequent enactment of the bill, street events will be formally exempted from certain RoDARS fees.
2024.IE12.3	Report back on opportunities to improve the speed and reliability of surface transit by reducing hours for on-street parking in the vicinity of construction-related lane restrictions.	As outlined in this report, the Surface Transit Reliability Task Force will explore and advance opportunities to improve surface transit reliability, including changes to parking, where appropriate.	Ongoing through the work of the Surface Transit Reliability Task Force.

Agenda Item	Council Direction	Update	Status
2024.IE16.7	Report back on methods for minimizing the blocking or obstructing of bicycle lanes by City of Toronto owned and contracted vehicles or by unauthorized objects, such as garbage bins and on a workplan for implementation.	The recent enforcement blitz by Toronto Police Services prioritized bicycle lane blockages, along with other congestion-related offences. Longer-term work on this item is being prioritized and will be reported on in future updates.	Ongoing, with an update anticipated in future reports.
2024.IE16.4	Review and assess opportunities in the development review process to encourage development proposals to include adequate setbacks or other design elements to minimize the need for lane occupation during construction.	Staff from the various divisions are actively engaged on this matter to review opportunities for coordination and improvement.	Ongoing, with an update anticipated in future reports.