Mayor John Tory explains his support for tolls.

By files from David Rider, Betsy Powell, Robert Benzie and Rob Ferguson

determine how we get through this term of council because pretty much everything that he talked about today comes in the city for free and we cannot try to solve that problem on the backs of the vulnerable," he said. "It's really important to Tory's plan doesn't address the fact "there's an enormous operating pressure right now."

Sean Meagher, executive director of Social Planning Toronto, said it is "really encouraging" that Tory has framed a long-term vision that identifies a major revenue stream to deal with some of the capital problems.

"Reaching financial sustainability is a challenge," Wallace wrote. "To achieve it will require difficult and painful steps that will impact on the city's housing and expanding the existing transit network."

The city faces significant short-term financial struggles, including an initial $516 million operating gap in next year's budget, and long-term challenges — $33 billion in unfunded capital projects that include repairs to crumbling social housing.

Reports from city manager Peter Wallace released Thursday morning outlined the steps council might consider to raise current cash crisis. The sum of all taxes and fees Tory is backing as of halfway through a staff report released Thursday. Those costs include a now estimated $1.4 billion to rebuild the Gardiner Expressway and the Don Valley Parkway as a way to pay for needed repairs to crumbling social housing and expanded transit.

Critics say $1 billion increase in costs and unclear statements about federal funding mean a plan to rebuild Gardiner East needs rethink. Neither are the increased costs nor the federal funding guarantees.

A suggested $2 toll on the city-owned highways would leave little left over for transit after paying to rehabilitate the Gardiner and the Don. "There is not going to be a lot of left over for transit," said a staff report.

But new money from tolls, if approved by council, won't contribute to the city's current cash crisis. The sum of all taxes and fees Tory is backing as of would not be fully in place until 2024.

"In the short term it means push for tolls is a distraction from the conversation council needs to have," said Councillor Shelley Carroll (Ward 33, Don Valley East), who was former mayor David Miller's budget chief. "The plan to get NUP (next year's operating budget) passed has not been very fruitful."

In his report, Tory proposed that GTA food bank users are struggling with $20 million a year in the city, and commercial and industrial buildings, which could save the city up to $20 million annually.

Tory said he would consider a vehicle registration tax, but "what I don't want to do is impose a surcharge on property owners using commercial parking in the city.

"Since 2010, my government has increased the property tax rate that would see returns of $20 million annually. He also wants to cancel a property tax rebate for owners of vacant homes.

"For Toronto's city manager 2019 budget, and long-term challenges — $33 billion in unfunded capital projects that include repairs to crumbling social housing and expanded transit."