

2023 Budget Notes

Transportation Services

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Description

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

Transportation Services is responsible for the planning, engineering, design, maintenance, and operations of 5,760 km of roads, 7,400 km of sidewalks, 900 bridges and culverts, 2,479 traffic control signals, 489 pedestrian crossovers, and 776 centreline km of bikeway network.

Why We Do It

Transportation Services strives to build and maintain Toronto's transportation networks so that:

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

The City of Toronto aims to deliver these outcomes equitably, efficiently and with excellent customer service to help improve the lives of Torontonians and work to earn their trust and confidence.

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What Service We Provide

Road & Sidewalk Management

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

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

How Much Resources (2023 gross operating budget): \$267.9 million

Transportation Safety & Operations

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

What We Deliver: Traffic/ transit/ pedestrian flow monitoring, traffic control/ maintenance device installation and maintenance, traffic sign fabrication/ installation/ maintenance, pavement markings, red light camera and automated speed enforcement, and Vision Zero Road Safety.

How Much Resources (2023 gross operating budget): \$167.5 million

Permits and Application

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

What We Deliver: Parking permit issuance, construction permit issuance, street event permit issuance, parking and right-of-way by-law enforcement, and development application review.

How Much Resources (2023 gross operating budget): \$19.1 million

Budget at a Glance*

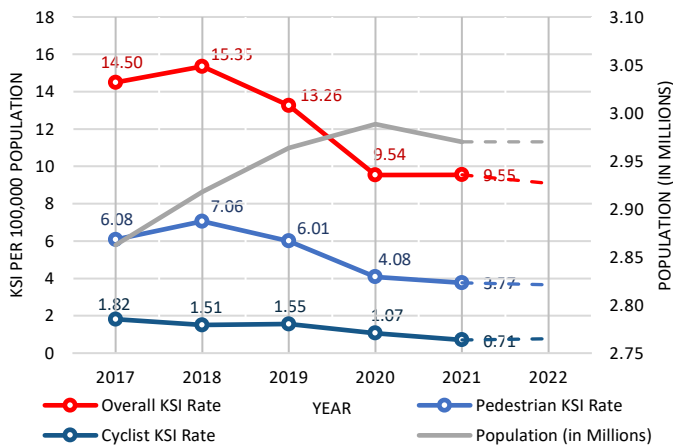
2023 OPERATING BUDGET			
<u>\$Million</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Revenues	\$ 222.4	\$ 197.0	\$ 196.8
Gross Expenditures	\$ 454.5	\$ 469.2	\$ 476.6
Net Expenditures	\$ 232.1	\$ 272.2	\$ 279.8
Approved Positions	1,522.0	1,521.0	1,521.0

2023 - 2032 10-YEAR CAPITAL PLAN			
<u>\$ Billion</u>	<u>2023</u>	<u>2024-2032</u>	<u>Total</u>
Gross Expenditures	\$ 0.435	\$ 5.100	\$ 5.535
Debt	\$ 0.323	\$ 3.929	\$ 4.246
Note: Includes 2022 carry forward funding			

How Well We Are Doing – Behind the Numbers

SAFETY

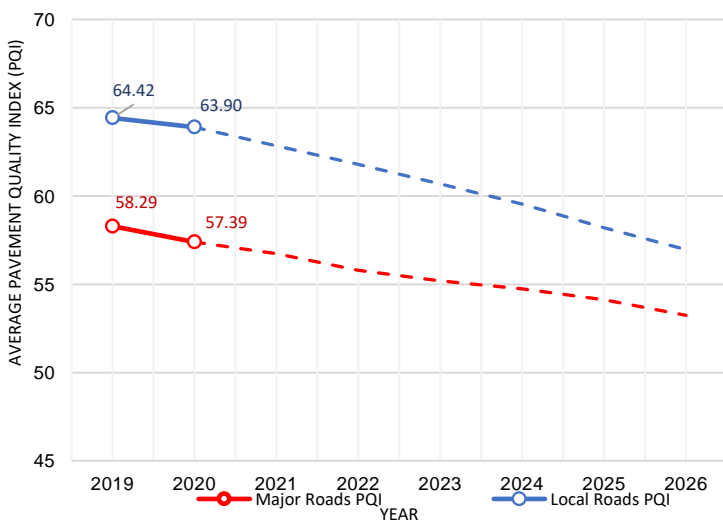
Annual KSI Rate for Vulnerable Road Users (Pedestrians and Cyclists)



- Continued commitment to eliminate traffic fatalities and serious injuries through the Vision Zero Road Safety Plan (RSP), since its inception in 2016 and last update in 2019. While population increased by 6% between 2016 and 2020, the number of traffic-related fatalities and seriously injured (KSI) is trending downward.
- 2020 and 2021 KSI rates are somewhat skewed due to the unique traffic patterns during the COVID-19 pandemic. It was forecasted that the 2022 KSI rates may increase to reflect the “new normal” of traffic patterns as the city recovers from the pandemic, and then decrease as the division continues to implement the Vision Zero RSP. Current totals indicate that the rate has remained relatively consistent between 2021 and 2022 despite traffic levels nearing pre-pandemic levels.
- Continued implementation of the Vision Zero RSP in 2022, including 56 additional school safety zones, over 250 Red Light Cameras, numerous geometric safety improvements, including quick-build projects, 23 new Traffic Control Devices, 18 Accessible Pedestrian Signal retrofits, expansion of the Traffic Calming toolbox and implementation of 209 speed humps installed at 64 sites, evaluation of the Left Turn Calming pilot, approximately 800 School Crossing Guards, over 1,000 total Pedestrian Head Start signals, 188 mobile Watch Your Speed units rotating across the city and area-based local road speed limit reductions.

STATE OF GOOD REPAIR (SOGR)

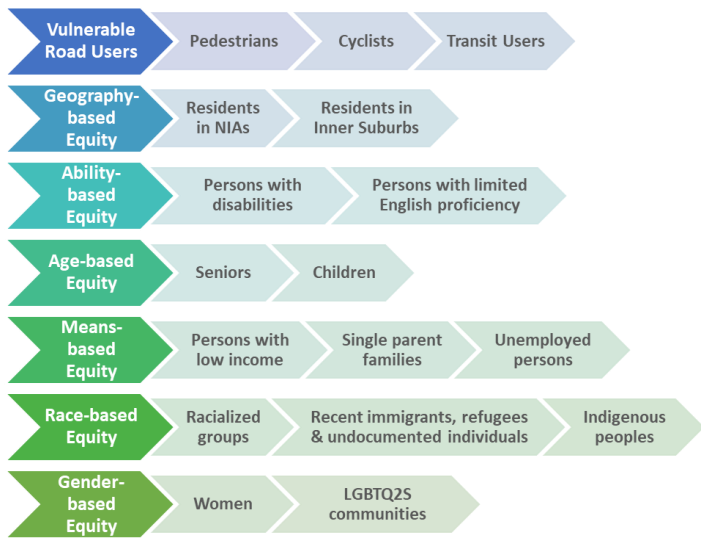
Pavement Condition by Average Pavement Quality Index (PQI) for Major and Local Roads



- It is estimated that the overall condition of Major Roads is considered “fair” at a PQI of 57.39 and Local Roads is considered “fair” at a PQI of 63.90. The threshold for Major Roads to be considered “fair” is above a PQI of 55 and Local Roads is above a PQI of 45.
- Following the existing trend, the overall condition of Major Roads will become “poor” by 2024 and Local Roads are estimated to become “poor” by 2036.
- At current funding levels, only around one-third of the rehabilitation needs for Major and Local Roads can be addressed.
- There is a need to slow down the deterioration of the pavement condition (i.e. limiting PQI reduction), and eventually flattening the curve so that we are maintaining an overall “fair” pavement condition at a minimum.
- Analysis is currently underway to assess how recent inflationary pressures in road prices will affect the PQI quality of the roads within the 10 year horizon.

Recall – A Different Perspective: Prioritization and Equity

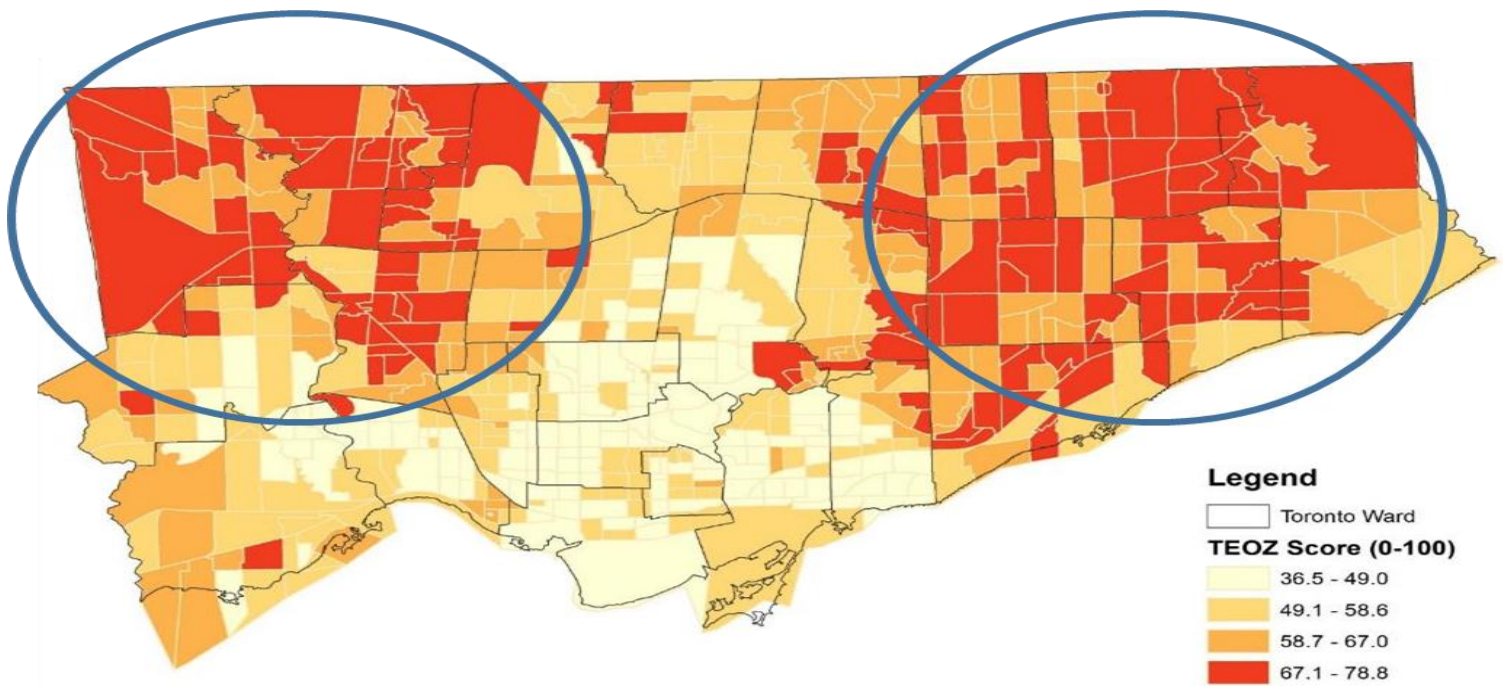
Equity Categories & Equity-Deserving Groups



- In 2020, Transportation Services developed a **Capital Program Prioritization Tool** to guide future decisions on capital investments. Evaluation criteria were used to provide a risk-based and equity-based assessment of capital programs, identify their potential impacts, and develop an annual budget and program prioritization that reflects the values and achieves the strategic objectives of the division.
- **Evaluation criteria** include Health & Safety, Legislative Compliance, Reputation, Sustainability, Economic Development, and **Equity**.
- Transportation Services continues the development of the **Transportation Equity Lens** to identify and remove transportation barriers faced by equity-deserving groups to support equitable planning and capital programming practices.
- The **Transportation Equity Lens** considers 17 equity-deserving groups within 7 equity categories.

Transportation Equity Opportunity Zones (TEOZ)

Transportation policies and projects have the opportunity to unite or divide our communities both physically and economically. While Neighbourhood Improvement Areas focus on traditional indicators of equity (i.e. low income, marginalized communities), the TEOZ Index provides a broad measure of social equity across neighbourhoods, with an enhanced focus on transportation disadvantage and built environment factors. The TEOZ Index is mapped to census tracts and calculated using scores derived from four indicator measures: Equity-Deserving Groups, Transportation Disadvantage, Neighbourhood Walkability, and Transportation Burdens.



Four Indicator Measures:

Equity Deserving Groups: Includes population group data for social groups that face disproportionate barriers to transportation. These barriers include affordability, exclusionary land use practices, safety, housing discrimination, and travel patterns not traditionally prioritized in transportation planning, among others.

Transportation Disadvantage: Seeks to count for disparities in mobility between census tracts based on the coverage and quality of existing transportation infrastructure, travel journeys and durations, and access to driving.

Neighbourhood Walkability: Measures proximity of key services and destinations by census tract. How accessible each census tract is to residents that are not drivers by measuring walkable distances.

Transportation Burdens: Accounts for the negative externalities associated with living near major transportation infrastructure using indicators of health and safety.

EQUITY IMPACTS OF CAPITAL BUDGET SUBMISSION

In 2021, the baseline for capital programs such as sidewalks and major roads programs was developed and will continue to be evaluated. In 2022, the baseline for the Vision Zero program was initiated and the TEOZ Index was developed. Moving forward, baseline development for other capital programs will also commence. Continued analysis on the equity baselines and development of an Equity Strategy is underway, taking into consideration factors such as needs, coordination, and reconciliation of past harms to communities due to transportation infrastructure, and resource capacity to drive equitable investment. The baselines, once completed, will help inform future capital project programming and prioritization to achieve positive equitable outcomes from capital works. Future investments will then, where possible, be reflective of needs, including but not limited to community requests, reviewing benefits gained with each capital install. Progress towards equitable outcomes for capital works will be measured to assess the short and long term benefits to city communities, which will then be used to inform future capital budget development.

How Well We Are Doing

Service	Measure	2020 Actual	2021 Actual	2022 Projection	Status	Ultimate Target		
Outcome Measures								
•Transportation Safety & Operations (Safe)	Number of traffic-related fatalities and seriously injured (KSI) per 100,000 population	9.4	9.6	9.1	●	0		
•Road & Sidewalk Management •Transportation Safety & Operations (Reliable, Resilient)	Overall Pavement Quality Index (PQI) for Major and Local Roads	58.9	58	57.1	●	70		
•Transportation Safety and Operations (Accessible, Connectivity, Equity)	% of people and employment within prescribed access to a cycling route	63.9%	65.3%	66.2%	●	100%		
Service	Measure	2020 Actual	2021 Actual	2022 Target	2022 Projection	Status	2023 Target	2024 Target
Service Level Measures								
•Road & Sidewalk Management (Reliable, Resilient)	% of roadway potholes made safe within 4 days of receiving a service request	88%	87%	90%	69%	●	90%	90%
•Road & Sidewalk Management (Reliable, Resilient)	% of arterials de-iced within 2-4 hours and collectors de-iced within 4-6 hours after becoming aware roadway is icy	100%	100%	100%	100%	●	100%	100%
•Transportation Safety & Operations (Safe, Accessible)	% of safety and operations reviews investigated within prescribed service standard	78%	66%	90%	71%	●	90%	90%
•Permits & Application (Accessible, Vibrant)	% of construction, street event, and parking permits validated and issued within prescribed service standard	90%	97%	100%	87%	●	100%	100%
Other Measures								
•Road & Sidewalk Management •Transportation Safety & Operations (Reliable, Resilient)	Capital Budget Spend Rate	87%	81%	90%	72%	●	90%	90%

2022 Projection to 2022 Target Comparison

● 80% - 100% ● 64 - 79% ● 63% and Under

Note: Capital Budget Spend Rate accounts for project underspending attributed to the required pause in capital spending, pending confirmation of adequate 2022 COVID-19 inter-governmental support funding. The anticipated Capital Budget Spend Rate excluding the paused spending is consistent with recent trends at 84%,

EXPERIENCES, CHALLENGES AND PRIORITIES

Our Experience and Success

- Revised approach to budget and capital program management to minimize risk and maximize spend rates. As a result, the spend rate in the past 4 years has exceeded 80%.
- Accelerated Vision Zero Road Safety Plan delivery resulting in the installation of 35 traffic control devices and 209 speed humps installed at 64 sites as well as the implementation of speed limit reductions across all local roadways in 4 wards through the installation of over 1,700 signs, and issued 34,742 tickets as part of the Vision Zero Enforcement Team.
- Resurfaced or reconstructed 49 km of local and major roads.
- Filled 180,000 potholes in 2022 despite the pressures on the maintenance crews who also installed/removed CaféTO safety equipment during the spring and autumn months.
- Traffic signal timing studies completed on 5 arterial corridors (192 signals) in 2022 to optimize throughput and reduce Greenhouse Gas (GHG) emissions while applying a Vision Zero lens to ensure that pedestrian safety is sustained.
- Successful implementation of first season of manual sidewalk clearing and unprecedented response to the January 16-17 Major Snow Event with the removal of 179,442 tonnes of snow from 3,471 km of roads.



- Supported 1,319 restaurants in CaféTO with 837 cafes in the curb lane and 37 public parklets.



Key Challenges and Risks

Keeping up with Demand

- Council's comprehensive vision of a safe road network for all users has resulted in the incremental addition of new and innovative programs with significant scale and impact.
- *Balancing congestion management efforts* to manage the conflict between managing traffic volumes while encouraging active and complete streets through programs such as ActiveTO and CaféTO.
- Growing backlog in the major and local road repairs which increases the City's liability, accelerates premature deterioration, and exponentially increases the cost of repairs over the road lifecycle.
- Additional demand for maintenance, cleaning, and winter operations for new roads and sidewalks to ensure clean, safe, and comfortable transport infrastructure for cyclists, pedestrians, transit users, vehicles, and goods movement.
- Developing effective policies and flexible infrastructure that will support emerging technologies such as autonomous vehicles.

Performance Measurement

- Monitoring, analyzing and managing the City's transportation network using permanent robust data collection (permanent vehicle, bicycle and pedestrian counters, data from 3rd party navigation companies (HERE, WAZE), Bluetooth travel time sensors, digital speed display signs (Watch Your Speed), Toronto Police Services collision data, and an extensive rotating data collection program).

Growth Pressures

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

Resource Pressures

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

Priority Actions**Program Reviews**

- Continue to build **Safe and Healthy Communities** through:
 - Vision Zero including School Crossing Guards and traffic warrant studies assessment;
 - Complete Streets including Surface Transit Improvements and expansion of the Cycling Network;
 - Implementation of MoveTO – Smart Signals.
 - Proactively supporting Concept 2 Keys through Development Review and Bill 109.
- Facilitate **Access for Everyone** through:
 - Building equity into transportation investments;
 - Advancing implementation of RapidTO.
- Maintain **Quality Service** through:
 - Review of Street Sweeping Service to optimize levels of service, fleet size, and sweeping routes.

Policy Review

- Continue full user fee review in the right-of-way in coordination with other Corporate initiatives such as Concept 2 Keys:
 - Right-of-way permits to ensure full cost recovery of resources required to issue and enforce permits.
 - Construction permits (lane occupancy) to ensure more efficient and shorter duration occupations in the right of way to reduce congestion.
 - Short-stream utility cut permits (One Stage Repairs).
- Continue a comprehensive parking strategy to govern inventory and rates.

Congestion Management

- Continue to expand the number of agencies/divisions to be represented in the Congestion Management Action Team (CMAT) as the single point of senior leadership to coordinate congestion management efforts in real-time.
- Implement Construction Hub fees to ensure sustainability and expansion of the program.

Project Delivery

- Better integration of Vision Zero Road Safety Plan improvements and capital projects identified in the Cycling Network Plan, as part of state-of-good-repair projects.
 - Expand delivery options and improve construction delivery timelines of small-scale road safety and complete street projects through a dedicated construction contract roster.
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TABLED BUDGET

The City Manager and Chief Financial Officer and Treasurer have tabled:

1. The 2023 Operating Budget for Transportation Services of \$454.465 million gross, \$222.381 million revenue, and \$232.084 million net for the following services:

Service:

	Gross Expenditures (\$000s)	Revenue (\$000s)	Net Expenditures (\$000s)
Permits & Applications	19,099.3	79,295.7	(60,196.3)
Road & Sidewalk Management	267,915.1	118,953.2	148,961.9
Transportation Safety & Operations	167,450.2	24,132.3	143,317.9
Total Program Budget	454,464.6	222,381.1	232,083.5

- The above includes a 2023 budgeted staff complement for Transportation Services of 1,522.0 positions comprised of 235.3 capital positions and 1,286.7 operating positions.
2. The 2023 Capital Budget for Transportation Services with cash flows and future year commitments totaling \$3.219 billion as detailed by project in [Appendix 6a](#).
 3. The 2024-2032 Capital Plan for Transportation Services totalling \$2.316 billion in project estimates as detailed by project in [Appendix 6b](#).
 4. That all sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2023 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs

2023 OPERATING BUDGET

2023 OPERATING BUDGET OVERVIEW

Table 1: 2023 Operating Budget by Service

(In \$000s)	2021 Actual	2022 Budget	2022 Projection	2023 Base	2023 New / Enhanced	2023 Budget	Change v. 2022 Projection	
By Service	\$	\$	\$	\$	\$	\$	\$	%
Revenues								
Road & Sidewalk Management	92,070.5	120,512.0	93,979.8	118,953.2		118,953.2	24,973.4	26.6%
Transportation Safety & Operations	9,918.4	20,978.8	13,531.6	24,132.3		24,132.3	10,600.6	78.3%
Permits & Applications	63,254.5	61,301.9	62,478.0	79,295.7		79,295.7	16,817.7	26.9%
Total Revenues	165,243.5	202,792.8	169,989.4	222,381.1		222,381.1	52,391.7	30.8%
Expenditures								
Road & Sidewalk Management	222,890.4	256,626.4	245,345.9	267,915.1		267,915.1	22,569.2	9.2%
Transportation Safety & Operations	135,093.4	160,022.3	153,971.8	165,134.5	2,315.6	167,450.2	13,478.4	8.8%
Permits & Applications	16,697.3	20,128.4	28,221.4	19,099.3		19,099.3	(9,122.1)	(32.3%)
Total Gross Expenditures	377,987.2	436,777.0	427,539.1	452,148.9	2,315.6	454,464.6	26,925.5	6.3%
Net Expenditures (including COVID-19)	212,743.8	233,984.3	257,549.6	229,767.9	2,315.6	232,083.5	(25,466.1)	(9.9%)
Required COVID-19 Support	16,845.7	2,905.7	2,905.7				(2,905.7)	(100.0%)
Net Budget (excluding COVID-19 supports)	195,898.1	231,078.5	254,643.9	229,767.9	2,315.6	232,083.5	(22,560.4)	(8.9%)
Approved Positions**	1,350.3	1,464.0	N/A	1,515.0	7.0	1,522.0	N/A	N/A

*2022 Projection based on Q3 Variance Report

**YoY comparison based on approved positions

The 2023 Budget of \$232.084 million in net expenditures reflects a \$25.466 million or 9.9% decrease from 2022 projections comprised of:

- \$2.906 million or 100% net decrease in COVID-19 impacts expected in 2023 compared to 2022 projections, as COVID impacts are expected to either be fully eliminated or for permanent impacts, included in the 2023 base budget; and
- \$22.560 million or 8.9% net decrease in the 2023 Net Budget (excluding COVID) compared to 2022 projections that were greatly impacted by winter events early in 2022.

KEY COST DRIVERS – FUNDING PRIORITIES

Total 2023 Budget expenditures of \$454.465 million gross (prior to enhancements) reflecting an increase of \$24.633 million in spending above 2022 projected year-end actuals, predominantly arising from:

- Increase in salaries and benefits, including annualised costs for approved 2022 in-year positions created to support Transit Priority, Concept-2-Keys increasing volume of development applications, and Downsview Secondary Plan; and 46 newly added positions to support Construction Hubs, Transit Priority, and increasing volume of Automated Speed Enforcement.
- Inflationary increases for existing contracts and utility escalations.
- The CaféTO program for 2023 is being accommodated in this budget until a permanent implementation plan is established.
- Contribution to Public Realm Reserve Fund fully funded by advertising revenues from the Street Furniture Program.
- Above pressures are partially offset by base expenditure savings arising from a line-by-line review, other operational savings, mitigation efforts to address COVID-19 financial impacts, and other revenue.
- The 2023 Operating Budget includes a program-specific CPI inflationary increase on user fees (excluding utility cut revenues).

COSTS TO ENHANCE SERVICES

New and Enhanced Service expenditures of \$2.316 million gross, \$2.316 million net enabling:

- \$2.316 million in expansion of Automated Speed Enforcement. The expansion of 25 speed enforcement cameras approved in 2022 as part of the budget in February 2022 (EX30.2) will result in higher charge volumes. Transportation Services is requesting additional full-time positions and an increase in contractual obligations to process higher charge volumes due to the expansion and maintain these additional cameras. It is anticipated that the increased expenditures will be fully offset by increased revenues which will be captured as camera infractions collected by Court Services.

EQUITY IMPACTS OF BUDGET CHANGES

Improving access equity for persons with disabilities, seniors, and youth:

Transportation Services' 2023 Operating Budget includes a net investment of \$0.693 million in the expansion of speed enforcement cameras and discontinuation of mechanical leaf collection. The expansion of Speed Enforcement Program will have a positive impact on persons with disabilities, seniors, and youth, by increasing their safe access to mobility including access to cycling infrastructure and sidewalks, city services, and schools. The elimination of mechanical leaf collection will have an equity neutral impact on ensuring an equitable approach for collecting yard waste city-wide.

2023 OPERATING BUDGET KEY DRIVERS

The 2023 Operating Budget for Transportation Services of \$454.465 million in gross expenditures is \$26.926 million or 6.3% higher than the 2022 Projected Actuals. Table 2 below summarizes the key cost drivers for the 2023 Budget.

Table 2: 2023 Operating Budget by Revenue / Expenditure Category

Category (In \$000s)	2020 Actual	2021 Actual	2022 Budget	2022 Projection*	2023 Budget	2023 Change from 2022 Projection	
	\$	\$	\$	\$	\$	\$	%
Provincial Subsidies							
User Fees & Donations	57,679.4	65,859.9	71,215.4	67,752.7	76,351.0	8,598.3	12.7%
Transfers From Capital	24,078.1	23,824.2	31,955.5	21,543.5	26,524.0	4,980.5	23.1%
Contribution From Reserves/Reserve Funds	26,521.2	21,156.6	26,065.7	23,989.7	44,441.1	20,451.4	85.3%
Sundry and Other Revenues	28,074.5	49,136.6	68,990.1	54,812.6	74,009.8	19,197.2	35.0%
Inter-Divisional Recoveries	5,923.9	5,266.2	4,566.1	1,890.9	1,055.2	(835.7)	(44.2%)
Total Revenues	142,277.0	165,243.5	202,792.8	169,989.4	222,381.1	52,391.7	30.8%
Salaries and Benefits	107,102.9	109,623.4	136,430.8	120,513.0	139,460.9	18,947.9	15.7%
Materials & Supplies	50,699.5	46,692.6	54,120.2	50,310.3	56,325.7	6,015.5	12.0%
Equipment	697.3	940.8	641.5	1,556.0	586.5	(969.5)	(62.3%)
Service and Rent	170,521.5	174,119.3	198,966.5	208,797.9	210,853.6	2,055.7	1.0%
Contribution To Reserves/Reserve Funds	38,099.8	33,335.9	36,463.6	36,463.6	38,153.4	1,689.8	4.6%
Other Expenditures	1,414.4	1,020.8	699.9	699.9	324.0	(375.9)	(53.7%)
Inter-Divisional Charges	5,143.3	8,948.2	9,454.5	9,198.5	8,760.4	(438.1)	(4.8%)
Total Gross Expenditures	373,678.6	374,681.1	436,777.0	427,539.1	454,464.6	26,925.5	6.3%
Net Expenditures	231,401.6	209,437.7	233,984.3	257,549.6	232,083.5	(25,466.1)	(9.9%)

*Projection based on 9 Month Variance

Key Base Drivers:**Salaries & Benefits:**

Includes inflationary increases on existing salaries and benefits and anticipated positions to be filled, to meet services demands, which were vacant in 2022 due to COVID-19 response. In addition, the increase includes annualised costs for approved 2022 in-year positions created in-year to support Transit Priorities, Concept-2-Keys increasing volume of development applications, and Downsview Secondary Plan; and 46 newly added positions to support Automated Enforcement, Transit Priority, and Construction Hubs.

Materials and Supplies:

Includes inflationary increases to salt for Winter Maintenance.

Services and Rents:

Includes increased contractual service costs such as Winter Maintenance and inflationary increases on street lighting and traffic control maintenance. Annualized cost for school crossing guards for new locations approved in 2022, and operating costs for CaféTO.

Contributions to Reserved Funds:

Includes increase to Public Realm Reserve Fund to support the Coordinated Street Furniture Program through advertising revenues from Astral Media, and one-time draws from Public Realm and Road & Repair Reserve Funds.

Other Revenue Changes:

Includes Consumer Price Index (CPI) increase on user fees (excluding utility cut revenues) to reflect inflationary and other increases to program-specific costs, cost increase to contractual services, incremental contribution from the Street Furniture Agreement, and additional revenue from the expansion of on-street permit parking.

Offsets and Efficiencies:

The **2023 Operating Budget** includes \$3.399 million in gross expenditure and \$10.445 million in net expenditures reductions attributed to:

- **Line-by-Line:** A reduction in base expenditures for contracted services and other non-salary costs contributes to Transportation Services' efforts to manage cost increases from internal and external sources.
- **Discontinue Mechanical Leaf Collection:** The contract for this legacy service ended in 2022 and this service will not be continued in 2023.

Increase of user fees above inflation: a review of existing services to realign fees to current rates resulting in an average of 8.9% adjustment.

New and Enhanced Service Priorities:

Expansion of Automated Speed Enforcement: Transportation Services is requesting additional full-time positions and an increase in contractual obligations to process higher charge volumes due to the expansion and maintain these additional cameras. It is anticipated that the increased expenditures will be fully offset by increased revenues which will be captured as camera infractions collected by Court Services.

Note:

1. For additional information on 2023 key cost drivers please refer to [Appendix 2](#) for a summary of Affordability Measures, [Appendix 3](#) a more detailed listing and descriptions of the 2023 Service Changes and [Appendix 4](#) for the 2023 New and Enhanced Service Priorities, respectively.

2024 & 2025 OUTLOOKS**Table 3: 2024 and 2025 Outlooks**

(\$000s)	2023 Budget	2024 Incremental Outlook	2025 Incremental Outlook
Revenues			
Revenue Changes - Phase out of Utility Cut Repair		(12,099.9)	(1,393.1)
Reverse 2023 One-time Draws from Reserve Fund		(14,646.8)	
Other Revenue Changes		1,409.1	1,133.1
Total Revenues	222,381.1	(25,337.5)	(260.0)
Gross Expenditures			
Salaries and Benefits		5,102.2	40.3
Automated Speed Enforcement & Red Light Camera		3,864.3	1,442.9
Other Expenditure Changes		5,817.4	5,878.6
Total Gross Expenditures	454,464.6	14,783.9	7,361.7
Net Expenditures	232,083.5	40,121.4	7,621.7
Approved Positions	1,522.0	(1.0)	0.0

Key drivers

The 2024 Outlook with total gross expenditures of \$469.248 million reflects an anticipated \$14.784 million or 3.3 per cent increase in gross expenditures over the 2023 Operating Budget. The 2025 Outlook expects an increase of \$7.362 million or 1.6 per cent above 2024 gross expenditures.

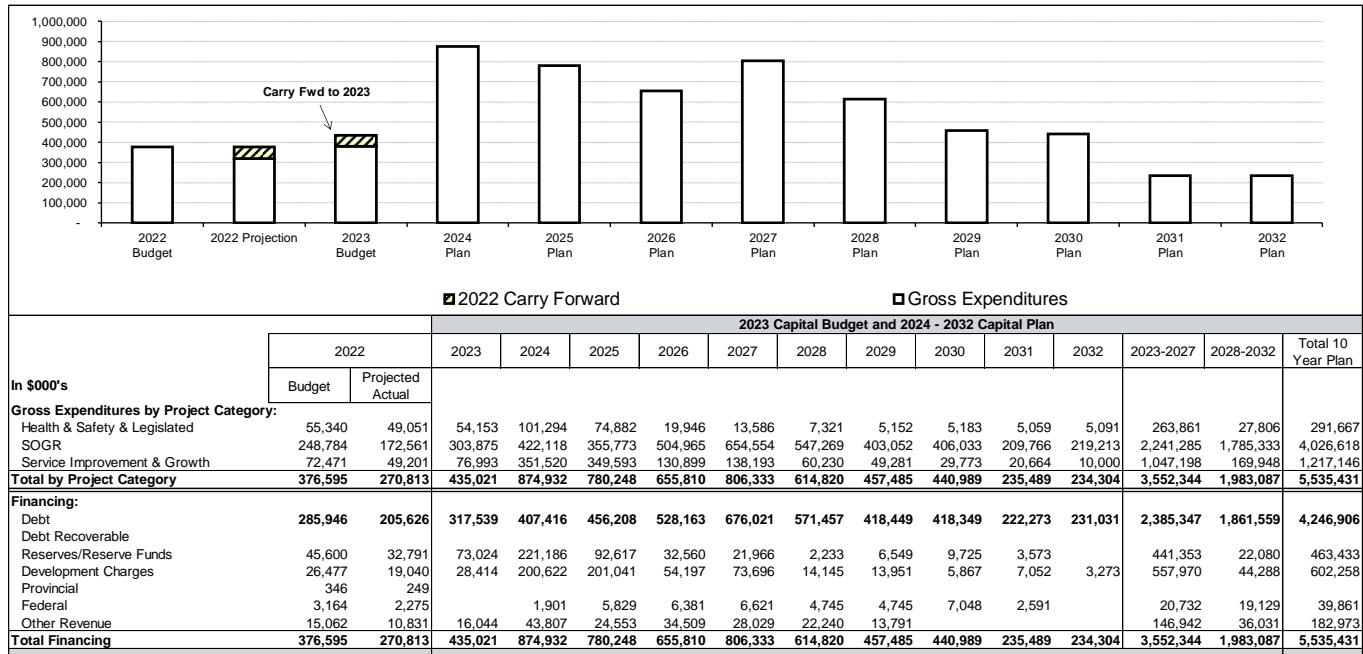
These changes primarily arise from the following:

- Increase in 2024 and 2025 expenditures are due to increasing salary & benefit costs, increase for contractual services, fleet reserve contributions and Public Realm Reserve Fund contributions related to street furniture revenue (fully recoverable from Public Realm withdrawals).
- Annualization of 58 new positions, which are all net fully funded by third party recoveries and user fees.
- Increased costs to Ministry of Transportation for Speed Enforcement and Red Light Cameras from the implementation of Administration Penal System, fully cost recovered through Court Services.

**2023 – 2032
CAPITAL BUDGET AND PLAN**

2023 2032 CAPITAL BUDGET & PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



In \$000's	2022		2023 Capital Budget and 2024 - 2032 Capital Plan													2023-2027	2028-2032	Total 10 Year Plan
	Budget	Projected Actual	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032						
	Gross Expenditures by Project Category:																	
Health & Safety & Legislated	55,340	49,051	54,153	101,294	74,882	19,946	13,586	7,321	5,152	5,183	5,059	5,091	263,861	27,806	291,667			
SOGR	248,784	172,561	303,875	422,118	355,773	504,965	654,554	547,269	403,052	406,033	209,766	219,213	2,241,285	1,785,333	4,026,618			
Service Improvement & Growth	72,471	49,201	76,993	351,520	349,593	130,899	138,193	60,230	49,281	29,773	20,664	10,000	1,047,198	169,948	1,217,146			
Total by Project Category	376,595	270,813	435,021	874,932	780,248	655,810	806,333	614,820	457,485	440,989	235,489	234,304	3,552,344	1,983,087	5,535,431			
Financing:																		
Debt	285,946	205,626	317,539	407,416	456,208	528,163	676,021	571,457	418,449	418,349	222,273	231,031	2,385,347	1,861,559	4,246,906			
Debt Recoverable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Reserves/Reserve Funds	45,600	32,791	73,024	221,186	92,617	32,560	21,966	2,233	6,549	9,725	3,573	-	441,353	22,080	463,433			
Development Charges	26,477	19,040	28,414	200,622	201,041	54,197	73,696	14,145	13,951	5,867	7,052	3,273	557,970	44,288	602,258			
Provincial	346	249	-	-	-	-	-	-	-	-	-	-	-	-	-			
Federal	3,164	2,275	-	1,901	5,829	6,381	6,621	4,745	4,745	7,048	2,591	-	20,732	19,129	39,861			
Other Revenue	15,062	10,831	16,044	43,807	24,553	34,509	28,029	22,240	13,791	-	-	-	146,942	36,031	182,973			
Total Financing	376,595	270,813	435,021	874,932	780,248	655,810	806,333	614,820	457,485	440,989	235,489	234,304	3,552,344	1,983,087	5,535,431			


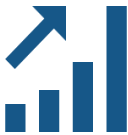







Changes to Existing Projects	New Projects	Capital Needs Constraints
<p>The 2023-2032 Capital Budget and Plan reflects the following changes to existing projects over the nine common years (2023-2031), mainly from:</p> <ul style="list-style-type: none"> Increased funding of \$75.336 million to maintain State of Good Repair of Bridge and Culvert Infrastructure. Increased funding of \$33.125 million to advance delivery of the West Toronto Rail Path Extension. Increased funding of \$17.213 million to advance the Port Union Road Project. 	<p>The 2023-2032 Capital Budget and Plan includes new projects. Key projects are as follows:</p> <ul style="list-style-type: none"> \$40.907 million to advance flood mitigation within the Rockcliffe area. \$34.880 million to advance delivery of the Port Lands Broadview Extension. \$11.310 million to advance the property acquisition for the Yonge Street / Heath Street intersection Improvement 	<p>The unmet needs over the 10-year planning horizon include the following:</p> <ul style="list-style-type: none"> \$2.701 billion of SOGR backlog projects predominantly attributed to major and local roads \$910.196 million of growth projects. As projects advance, with certainty in cost and delivery schedule, funding requests will be made to include them in future year budget processes.

Note:

For additional information, please refer to [Appendix 6](#) for a more detailed listing of the 2023 and 2024-2032 Capital Budget & Plan by project; [Appendix 7](#) for Reporting on Major Capital Projects – Status Update; [Appendix 8](#) for Capacity to Spend Review; and [Appendix 9](#) for Capital Needs Constraints, respectively

2023 – 2032 CAPITAL BUDGET AND PLAN

\$5.535 Billion 10-Year Gross Capital Program

				
State of Good Repair*	Growth Related Projects 	Vision Zero Road Safety Plan 	Cycling Network Plan 	Congestion Management Plan 
\$4.0 B	\$685 M	\$130 M	\$231 M	\$39 M
Ten year budget for State of Good Repair, mainly: 5600 km of Roads 900 Bridges & Culverts	Implementation of Growth Related projects to support the City's economic growth	Implementation of Vision Zero Road Safety Plan	Implementation of Cycling Network Plan	Implementation of projects to ensure efficient network operations

 - Project supports Climate Resiliency and / or Greenhouse Gas (GHG) Reduction*

*Information above includes full project / sub-project 2023-2032 Budget and Plan cash flows. Does not break out the climate component costs separately

The entire Transportation Services Capital Program has been reviewed and re-cast taking into consideration the need to balance capital project delivery with the City's capital affordability. Below are the key actions taken:

- Taking into consideration global supply chain and labour challenges as a result of the COVID Pandemic, a line-by-line review of the program has been completed to ensure that the cash flow schedule is re-cast to reflect City priorities and state of readiness of projects.
- Similar to other capital works, cost escalation is being experienced for Transportation related works when compared to prior years. Adjustments to the program have been made to address the pressures by balancing budget needs in program areas, offsetting debt costs with alternative funding sources, and reprioritizing works to be completed within specific programs. The rate of cost escalation is being closely monitored and further adjustments will be made to future budget submissions to reflect the dynamic market environment.
- New projects to 10 Year Capital Plan that are Council endorsed and City priorities include:
 - Yonge Street / Heath Street intersection Improvement – \$11.310 million to purchase land required to complete improvement (as per [MM32.8](#))
 - Broadview Avenue Extension – \$34.880 million to advance property acquisition and implementation of Broadview Avenue north of the rail corridor and related improvements (as per [IE31.14](#))

- Rockcliffe Flood Mitigation – \$40.907 million to advance the design and construction of the preferred solution as identified in the Municipal Class Environmental Assessment (as per [IE30.13](#)). Increases within the budget reflect funding needed to implement the transportation related infrastructure of the preferred solution.
- Metrolinx related projects: With initiatives that are to be managed and delivered by Metrolinx as part of its future transit expansion plan, project progress and financials are being closely monitored to ensure that City works are delivered efficiently, demonstrating value for money for the City of Toronto.

How the Capital Program is Funded

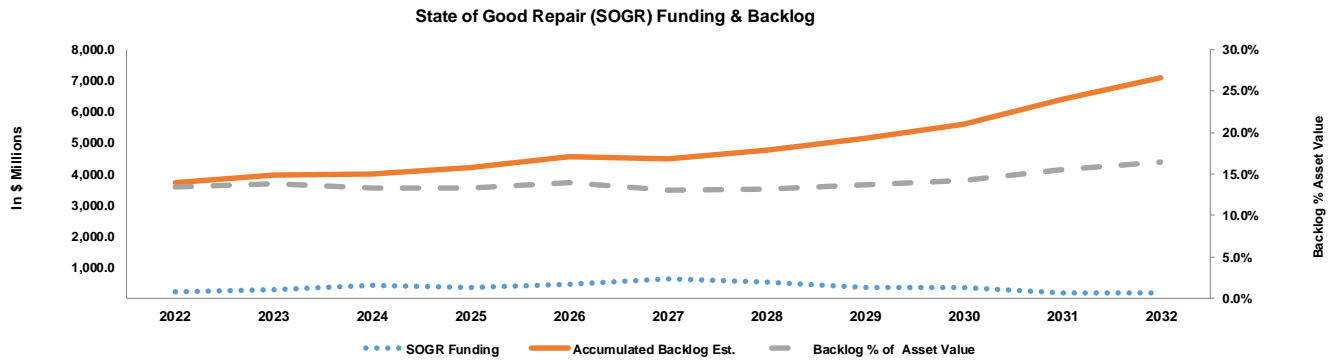
City of Toronto		Provincial Funding	Federal Funding	
\$5.496 B 99.3%		\$0 M 0%	\$0.040 B 0.7%	
Debt	\$4.247 B		DMAF Grant	\$0.040 B
Reserve / Reserve Fund	\$0.463 B			
Development Charges / Section 42*	\$0.602 B			
Other	\$0.183 B			

*Bill 23 impacts City's ability to recover the costs associated with growth-related infrastructure projects and to support complete higher density communities across Toronto. Adjustments to Development Charges revenue forecast resulting in negative reserve balances are reflected in [Appendix 10](#).

STATE OF GOOD REPAIR (SOGR) FUNDING & BACKLOG

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

Chart 2: Total SOGR Funding & Backlog



\$ Million	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SOGR Funding	230.0	276.0	409.2	348.7	456.6	614.7	510.6	366.0	368.5	171.8	180.8
Accumulated Backlog Est.	3,703.4	3,974.8	4,006.5	4,201.4	4,568.5	4,472.5	4,766.3	5,148.7	5,603.7	6,384.0	7,092.8
Backlog % of Asset Value	13.5%	13.8%	13.3%	13.4%	13.9%	13.0%	13.2%	13.7%	14.2%	15.5%	16.4%
Total Asset Value	27,444.5	28,715.3	30,045.5	31,437.8	32,895.1	34,420.5	36,017.2	37,688.6	39,438.0	41,269.3	43,186.2

The 10-Year Capital Plan will fund \$4.027 billion of SOGR projects, providing an average of \$402.662 million annually. This funding will continue ongoing SOGR projects for infrastructure, including major and local roads, city bridges and laneways. Of this, \$626.661 million is planned for the Major Road Rehabilitation Program, and \$633.825 million, is planned for Local Road Rehabilitation.

More than half of Transportation Services' infrastructure consists of roads and bridges that were constructed between 1950 and 1980. In 2019, Transportation Services completed an update of its asset inventory, replacement value, Capital needs for the Major and Local Road Rehabilitation Programs and the funding required to maintain its assets in a state-of-good repair for the next ten years. The level of service for roads is based on the average Pavement Quality Index (PQI). Typically a well-maintained, sustainable network would have an average PQI in the range of 70-75. As shown in the State of Good Repair chart on Page 3, it is estimated that the current average PQI is about 57 for Major Roads and 63 for Local Roads. The road network is continuing to deteriorate steadily based on the current resources, funding available and the short-term (<10 year) needs projection.

Based on current proposed ten-year capital funding in the 2023 budget, the overall PQI condition of Major Roads is expected to decrease from 55 to 50 by 2032 while overall PQI condition of Local Roads in poor condition is expected to decrease from 61 to 50 by 2032.

Given the cost escalation experienced with SOGR related works in the past year, the road asset value and rehabilitation needs within the next ten years has been updated. As such, the backlog of rehabilitation needs for both programs are expected to increase over the next 10 years as follows:

- The backlog for Major Roads will increase from \$1.019 billion at the end of 2022 to \$2.818 billion, or about 29 per cent of assets, by 2032; and,
- The backlog for Local Roads will increase from \$718.6 million at the end of 2022 to \$3.345 billion, or about 22 per cent of assets, by 2032.

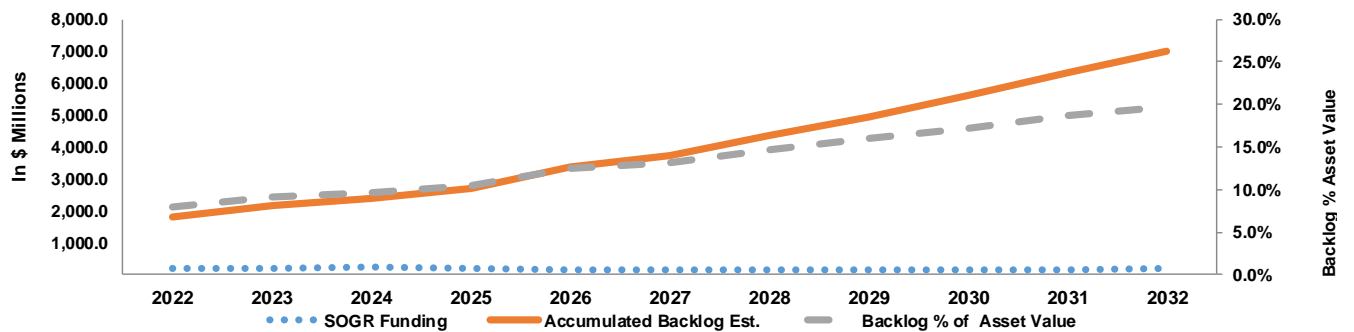
The increase in backlog reflects the history of when the infrastructure was built, when rehabilitation is required, and the type of rehabilitation required, which is mainly road reconstruction as the roads are reaching the end of their life cycle. Transportation Services' SOGR backlog was further impacted by the lack of COVID-19 funding commitments from other orders of government in 2022, which required the City to postpone or cancel capital projects as part of the City's COVID-19 backstop strategy.

On November 25, 2020, City Council adopted the Reducing the State of Good Repair Backlog and Enhancing Cycling Lane Maintenance report (IE17.3) which outlines steps and approaches to update the Local and Major Roads Asset Management Plan and develop a long-term plan for the management of assets to drive sustainable long-term investment in SOGR projects and reduce the backlog. This plan will comply with O. Reg. 588/17, detailing the characteristics and conditions of the assets, the levels of service expected from the assets, financing and other strategies, and planned actions over the lifecycle of the assets to ensure assets are providing a specified level of service in the most cost-effective manner.

It is expected that the updated Asset Management Plan will come forward to Council in 2024.

SOGR funds have been made available to continue the Strategic Rehabilitation Plan for the F. G. Gardiner Expressway. The Plan includes the implementation of the preferred alternative in the Gardiner East Environmental Assessment, including public realm improvements through the reconstruction of Lake Shore Boulevard East. A review of the program was completed to realign annual cash flow requirements to reflect historical spending patterns, project readiness, and required coordination with other major projects.

State of Good Repair (SOGR) Funding & Backlog W/O Gardiner



\$ Million	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SOGR Funding	181.3	216.0	221.7	211.4	156.6	159.7	162.8	166.0	168.5	171.8	180.8
Accumulated Backlog Est.	1,815.7	2,147.1	2,366.3	2,698.6	3,365.7	3,724.7	4,366.3	4,948.7	5,602.4	6,344.9	7,012.5
Backlog % of Asset Value	8.0%	9.1%	9.6%	10.4%	12.4%	13.1%	14.7%	15.9%	17.3%	18.7%	19.7%
Total Asset Value	22,622.8	23,667.0	24,759.9	25,903.8	27,101.1	28,354.2	29,665.8	31,038.6	32,475.5	33,979.5	35,553.7

When rehabilitation on the Gardiner is excluded, the SOGR backlog for remaining transportation infrastructure will increase from \$1.815 billion at the end of 2022 to an anticipated \$7.012 billion by year end in 2032, representing 19.7% per cent of the asset replacement value.

OPERATING IMPACT OF COMPLETED CAPITAL PROJECTS

Approval of the 2023 Capital Budget will impact the 2023 Operating Budget by a total of \$0.369 million as shown in Table 4 below.

Table 4: Net Operating Impact Summary

Projects	2023 Budget		2024 Plan		2025 Plan		2026 Plan		2027 Plan		2023-2027		2023-2032	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved														
Cycling Network Plan	235.4		257.2		281.0		289.4		298.1		1,361.0		2,991.2	
Missing Link Sidewalk Installation	7.2		7.9		8.6		8.9		9.1		41.7		91.6	
New Roads Installation	58.8		64.2		70.2		72.3		74.5		340.0		747.2	
TO360 Wayfinding	67.2		254.9		358.8		369.6		380.7		1,431.3		3,513.1	
Sub-Total: Previously Approved	368.6		584.2		718.6		740.2		762.4		3,174.0		7,343.0	

- The 2023 Operating Budget will increase by a total of \$0.369 million for maintenance costs arising mainly from newly built road related infrastructure including cycling facilities and the completion of new roads by developers.
- As part of future capital budget submissions, Transportation Services will continue to review its capital projects and analyze the impacts on operations.

APPENDICES

Appendix 1

COVID-19 Impact and Recovery

N/A

Appendix 2

2023 Affordability Measures

(\$000s)									
Recommendation	Savings Type	Equity Impact	2023				2024 (Incremental)		
			Revenue	Gross	Net	Positions	Gross	Net	Positions
Line by Line Review Savings	Base Savings	No Impact		(1,776.5)	(1,776.5)				
Discontinuation of Mechanical Leaf Collection	Service Changes	No Impact		(1,622.4)	(1,622.4)				
User Fees (Excl. UT Cut) Inflation 4.73% & DARP 4.35%	User Fee Changes Above Inflation	No Impact	2,659.2		(2,659.2)				
Add User Fee above inflation-Construction 13.27% Other 4.53%	User Fee Changes Above Inflation	No Impact	4,386.6		(4,386.6)			(45.5)	
Total Affordability Measures			7,045.8	(3,398.9)	(10,444.7)			(45.5)	

Appendix 3

Summary of 2023 Service Changes

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2024 Plan Net Change	2025 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
2023 Tabled Base Budget Before Service Changes:			453,771.3	222,381.1	231,390.3	1,514.98	37,038.9	6,518.7
27864	Discontinuation of Mechanical Leaf Collection Contract							
59	No Impact	Description:						
		Eliminate legacy service, mechanical leaf collection, which is currently provided to 7 out of 25 wards.						
		Service Level Impact:						
		This service will be eliminated.						
		Equity Statement:						
		The residents who live in the service's geographical boundaries of Scarborough and Etobicoke will have to manually bag their yard waste for disposal. However, overall this proposal will have an equity neutral impact as it will ensure an equitable approach for collecting yard waste city-wide.						
		Service: Road & Sidewalk Management						
		Total Tabled Budget Changes:	(1,622.4)	0.0	(1,622.4)	0.00	0.0	0.0
		Tabled Service Changes:	(1,622.4)	0.0	(1,622.4)	0.00	0.0	0.0
Summary:								
Tabled Service Changes:			(1,622.4)	0.0	(1,622.4)	0.00	0.0	0.0
Tabled Base Budget:			452,148.9	222,381.1	229,767.9	1,514.98	37,038.9	6,518.7

Appendix 4

Summary of 2023 New / Enhanced Service Priorities Included in Budget

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2024 Plan Net Change	2025 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
27673		Expansion of Automated Speed Enforcement - Toronto						
74	Positive	Description:						
		Expand automated speed enforcement program with additional cameras.						
		Service Level Impact:						
		Expand program.						
		Equity Statement:						
		The expansion of Speed Enforcement Camera with 25 new cameras locations will have a low positive impact. The additional new cameras will remove the barrier of safety and access to schools, city services, and employment for all communities. As such, children, youth and families will have improved access to safety to schools, transit, roads, and sidewalks						
		Service: Transportation Safety & Operations						
		Total Tabled Budget Changes:	2,315.6	0.0	2,315.6	7.00	3,082.5	1,103.0
		Tabled New/Enhanced Service Priorities:	2,315.6	0.0	2,315.6	7.00	3,082.5	1,103.0
		Summary:						
		Tabled New/Enhanced Service Priorities:	2,315.6	0.0	2,315.6	7.00	3,082.5	1,103.0

Appendix 5

Summary of 2023 New / Enhanced Service Priorities Not Included in Budget

N/A

Appendix 6

2023 Capital Budget; 2023 - 2032 Capital Plan Including Carry Forward Funding

Project Code	(In \$000s)	2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2023 - 2032 Total
Health and Safety												
TS001	City Bridge Rehabilitation (Critical) <input checked="" type="checkbox"/>	23,427	55,379	50,830								129,636
TS002	Glen Road Pedestrian Bridge <input checked="" type="checkbox"/>	5,941	10,373	242								16,556
TS003	Guide Rail Program	1,000	1,000	1,000								3,000
TS004	Pedestrian Lighting <input checked="" type="checkbox"/>	800	261									1,061
TS005	Road Safety Plan <input checked="" type="checkbox"/>	22,985	22,971	22,810	19,946	13,586	7,321	5,152	5,183	5,059	5,091	130,104
TS006	Yonge St. / Heath St. intersection Improvement <input checked="" type="checkbox"/>		11,310									11,310
Health and Safety Sub-Total		54,153	101,294	74,882	19,946	13,586	7,321	5,152	5,183	5,059	5,091	291,667
State of Good Repair												
TS007	City Bridge Rehabilitation <input checked="" type="checkbox"/>	65,926	35,621	36,170	36,727	37,293	37,852	38,420	38,996	39,581	40,175	406,761
TS008	Critical Interim Road Rehabilitation Pool	7,000	8,491	8,618	8,748	3,331						36,188
TS009	Ditch Rehabilitation and Culvert Reconstruction <input checked="" type="checkbox"/>	2,700	2,200	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	12,900
TS010	Don Valley Parkway Rehabilitation	2,558	5,058	5,058	5,135	2,558	2,558	2,558	2,558	2,558	2,558	33,157
TS011	Dufferin Street Bridge Rehabilitation <input checked="" type="checkbox"/>	1,000	1,362	181	602							3,145
TS012	Dunn and Dowling Bridges <input checked="" type="checkbox"/>	500	1,000	300								1,800
TS013	F. G. Gardiner Rehabilitation Program	60,000	187,486	137,320	300,000	455,000	347,830	200,000	200,003			1,887,639
TS014	F.G. Gardiner - Critical Repairs	5,000	5,000	5,000								15,000
TS015	Facility Improvements	4,000	4,000	1,300								9,300
TS016	Laneways	1,910	1,939	1,968	1,998	2,027	2,062	2,103	1,445	1,474	1,503	18,429
TS017	Local Road Rehabilitation	69,700	64,109	57,724	58,939	60,178	61,441	62,730	64,045	65,386	69,573	633,825
TS018	Major Pooled Contingency	5,000	6,637	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	51,637
TS019	Major Road Rehabilitation	55,000	64,645	64,724	58,939	60,178	61,441	62,730	64,045	65,386	69,573	626,661
TS020	Retaining Walls Rehabilitation	3,000	5,921	2,900								11,821
TS021	Sidewalks	12,000	16,788	17,059	16,334	16,351	16,351	16,678	17,012	17,352	17,700	163,625
TS022	Signs and Markings Asset Management	5,081	4,436	4,526	4,618	4,713	4,809	4,908	5,004	5,104	5,206	48,405
TS023	Traffic Plant Requirements/Signal Asset Management	3,500	7,425	6,925	6,925	6,925	6,925	6,925	6,925	6,925	6,925	66,325
State of Good Repair Sub-Total		303,875	422,118	355,773	504,965	654,554	547,269	403,052	406,033	209,766	219,213	4,026,618

- Project supports Climate Resiliency and / or Greenhouse Gas (GHG) Reduction

*Information above includes full project / sub-project 2023-2032 Budget and Plan cash flows. Does not break out the climate component costs separately

Appendix 6 (continued)

Project Code	(In \$000s)	2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2023 - 2032 Total
Service Improvement and Enhancement												
TS024	Cycling Infrastructure	20,000	20,000	20,000	20,000	18,000	10,000	10,000	10,000	10,000	10,000	148,000
TS025	Eglinton Connects LRT		15,000									15,000
TS026	Engineering Studies	4,238	5,038	4,388	4,038	4,038	2,000					23,740
TS027	Housing Now Site		1,200									1,200
TS028	King Street Transit Priority Corridor		1,720									1,720
TS029	Mapping and GIS Repository	400	287									687
TS031	MoveTO	6,500	11,093	11,660	7,969							37,222
TS032	Neighbourhood Improvements	2,100	8,774	6,000	2,000	2,000	2,000					22,874
TS033	Rockcliffe Flood Mitigation		4,749	14,549	15,863	16,463	11,294	11,294	16,773	6,164		97,149
TS034	Sheppard Bridge over Highway 404 Public Realm Ir		422									422
TS035	Surface Network Transit Plan	818	4,817	5,290	5,290	14,775	14,775	14,805				60,570
TS036	System Enhancements for Road Repair & Permits	1,000	1,441									2,441
TS037	Thunder Woman Healing Lodge		115									115
TS038	TO360 Wayfinding	854	1,448	519	560	966						4,347
TS039	Traffic Congestion Management	614	1,500									2,114
TS040	West Toronto Rail Path Extension	10,000	40,000	33,775								83,775
Service Improvement and Enhancement Sub-Total		46,524	117,604	96,181	55,720	56,242	40,069	36,099	26,773	16,164	10,000	501,376

Appendix 6 (continued)

Project Code	(In \$000s)	2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2023 - 2032 Total
Growth Related												
TS041	Beecroft Extension	500	20,240									20,740
TS042	Broadview Extension		4,510									4,510
TS043	Broadview Extension Phase 1		34,880									34,880
TS044	Don Mills Crossing Bridge		4,500									4,500
TS045	Emery Village Improvements	500	3,470									3,970
TS046	GO Transit Expansion City Share		22,000									22,000
TS047	John Street Revitalization Project	999	5,000	4,013	12,432	10,932	11,682	11,682				56,740
TS048	LARP P1 (Lawrence-Allen Revitalization Project)	170	4,374	2,284								6,828
TS049	LARP P2 (Lawrence-Allen Revitalization Project)		1,125	1,100	1,100							3,325
TS050	LARP P3 (Lawrence-Allen Revitalization Project)							1,500	3,000	4,500		9,000
TS051	Legion Road Extension & Grade Separation	400	3,738									4,138
TS052	Liberty Village New Street Project	500	11,250	14,951	24,351	24,351						75,403
TS053	Lower Yonge		1,500	1,500								3,000
TS054	Metrolinx Additional Infrastructure	1,670	11,000									12,670
TS055	Morningside Extension		1,250									1,250
TS056	New Courthouse Streetscape	1,800	700									2,500
TS057	North York Service Road Extension	600	5,194	2,000	4,000							11,794
TS058	Peel Gladstone	1,800	2,200									4,000
TS059	Port Union Road	4,907	8,844	7,985								21,736
TS060	Progress Ave and McCowan Road Reconfiguration					29,700						29,700
TS061	Rean to Kenaston New Road		4,454									4,454
TS062	Regent Park Revitalization	308	1,300									1,608
TS063	Re-Imagining Yonge St Shep to Finch		1,000	1,000		5,000	4,479					11,479
TS064	Scarlett/St Clair/Dundas	5,044	19,887	13,825	10,528							49,284
TS065	Six Points Interchange Redevelopment	654										654
TS066	St. Clair TMP: Keele to Old Weston		50,000	179,906								229,906
TS067	Steeles Widening (Tapscott Road - Beare Road)	408	3,500	18,280	16,200	5,400						43,788
TS068	Work for TTC & Others	9,209	6,000	4,000	4,000	4,000	4,000					31,209
TS069	Yonge Tomorrow	1,000	2,000	2,568	2,568	2,568						10,704
Growth Related Sub-Total		30,469	233,916	253,412	75,179	81,951	20,161	13,182	3,000	4,500		715,770
Total Expenditures (including carry forward from 2022)		435,021	874,932	780,248	655,810	806,333	614,820	457,485	440,989	235,489	234,304	5,535,431

Appendix 6a

2023 Cash Flow and Future Year Commitments Including Carry Forward Funding

(In \$000s)	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total 2023 Cash Flow & FY Commits	Previously Approved	Change in Scope	New w/ Future Year
Health and Safety														
<i>City Bridge Rehabilitation (Critical)</i>	23,427	55,379	50,830								129,636	54,300		75,336
<i>Glen Road Pedestrian Bridge</i>	5,941	10,373	242								16,556	19,025		(2,469)
<i>Guide Rail Program</i>	1,000	1,000	1,000								3,000	2,100		900
<i>Pedestrian Lighting</i>	800	261									1,061	800		261
<i>Road Safety Plan</i>	22,985	22,971	22,810	19,946	13,586						102,298	93,657	4,236	4,405
<i>Yonge St Heath ST intersection Improvement</i>		11,310									11,310			11,310
Health and Safety Sub-Total	54,153	101,294	74,882	19,946	13,586						263,861	169,882	4,236	89,743
State of Good Repair														
<i>City Bridge Rehabilitation</i>	65,926	35,621	36,170	36,727	7,459						181,903	184,903	(3,000)	
<i>Critical Interim Road Rehabilitation Pool</i>	7,000	8,491	8,618	8,748	3,331						36,188	22,822	13,366	
<i>Ditch Rehabilitation and Culvert Reconstruction</i>	2,700	2,200	1,000	1,000							6,900	1,644		5,256
<i>Don Valley Parkway Rehabilitation</i>	2,558	5,058	5,058	5,135							17,809	10,295	(2,621)	10,135
<i>Dufferin Street Bridge Rehabilitation</i>	1,000	1,362	181	602							3,145	2,321		824
<i>Dunn and Dowling Bridges</i>	500	1,000	300								1,800	1,500		300
<i>F. G. Gardiner Rehabilitation Program</i>	60,000	187,486	137,320	300,000	55,000	100,000					839,806	562,111	277,695	
<i>F.G. Gardiner - Critical Repairs</i>	5,000	5,000	5,000								15,000	15,000		
<i>Facility Improvements</i>	4,000	4,000	1,300								9,300	4,203		5,097
<i>Laneways</i>	1,910	1,939	1,968	1,998							7,815	9,215	(1,400)	
<i>Local Road Rehabilitation</i>	69,700	64,109	57,724	58,939	15,652						266,124	311,015	(44,891)	
<i>Major Pooled Contingency</i>	5,000	6,637	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	51,637	51,637		
<i>Major Road Rehabilitation</i>	55,000	64,645	64,724	58,939	14,442						257,750	296,326	(38,576)	
<i>Retaining Walls Rehabilitation</i>	3,000	5,921	2,900								11,821	11,821		
<i>Sidewalks</i>	12,000	16,788	17,059	1,126	1,143						48,116	46,072	(10,000)	12,044
<i>Signs and Markings Asset Management</i>	5,081	4,436	4,526								14,043	9,517	4,526	
<i>Traffic Plant Requirements/Signal Asset Management</i>	3,500	7,425	6,925	6,925							24,775	37,932	(6,000)	(7,157)
State of Good Repair Sub-Total	303,875	422,118	355,773	485,139	102,027	105,000	5,000	5,000	5,000	5,000	1,793,932	1,578,334	189,099	26,499

Appendix 6a (continued)

(In \$000s)	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total 2023 Cash Flow & FY Commits	Previously Approved	Change in Scope	New w/ Future Year
Service Improvement and Enhancement														
<i>Cycling Infrastructure</i>	20,000	20,000	20,000	20,000	18,000						98,000	98,000		
<i>Eglinton Connects LRT</i>		15,000									15,000	15,000		
<i>Engineering Studies</i>	4,238	5,038	4,388	4,038	4,038	2,000					23,740	13,902		9,838
<i>Housing NowSite</i>		1,200									1,200	1,200		
<i>King Street Transit Priority Corridor</i>		1,720									1,720	1,360		360
<i>Mapping and GIS Repository</i>	400	287									687	687		
<i>MM35.23 Thunder Woman Healing Lodge</i>		115									115	115		
<i>MoveTO</i>	6,500	11,093	11,660	7,969							37,222	31,890		5,332
<i>Neighbourhood Improvements</i>	2,100	8,774	6,000	2,000	2,000	2,000					22,874	16,874		6,000
<i>Rockcliffe Flood Mitigation</i>		4,749	14,549	15,863	16,463	11,294	11,294	16,773	6,164		97,149			97,149
<i>Sheppard Bridge over Highway 404 Public Realm Im</i>		422									422	422		
<i>Surface Network Transit Plan</i>	818	4,817	5,290	5,290	14,775	14,775	14,805				60,570	60,570		
<i>System Enhancements for Road Repair & Permits</i>	1,000	1,441									2,441	2,441		
<i>TO360 Wayfinding</i>	854	1,448	519								2,821	2,100		721
<i>Traffic Congestion Management</i>	614	1,500									2,114	2,114		
<i>West Toronto Rail Path Extension</i>	10,000	40,000	33,775								83,775	50,650	33,125	
Service Improvement and Enhancement Sub-Tota	46,524	117,604	96,181	55,160	55,276	30,069	26,099	16,773	6,164		449,850	297,325	33,125	119,400

Appendix 6a (continued)

(In \$000s)	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total 2023 Cash Flow & FY Commits	Previously Approved	Change in Scope	New w/ Future Year
Growth Related														
<i>Beecroft Extension</i>	500	20,240									20,740	20,240		500
<i>Broadview Extension</i>		4,510									4,510	4,510		
<i>Broadview Extension Phase 1</i>		34,880									34,880			34,880
<i>Don Mills Crossing Bridge</i>		4,500									4,500	4,500		
<i>Emery Village Improvements</i>	500	3,470									3,970	3,550		420
<i>GO Transit Expansion City Share</i>		22,000									22,000	22,000		
<i>John Street Revitalization Project</i>	999	5,000	4,013	12,432	10,932	11,682	11,682				56,740	47,547		9,193
<i>LARP P1 (Lawrence-Allen Revitalization Project)</i>	170	4,374	2,284								6,828	6,828		
<i>LARP P2 (Lawrence-Allen Revitalization Project)</i>		1,125	1,100	1,100							3,325	3,325		
<i>LARP P3 (Lawrence-Allen Revitalization Project)</i>							1,500	3,000	4,500		9,000	9,000		
<i>Legion Road Extension & Grade Separation</i>	400	3,738									4,138	3,500		638
<i>Liberty Village New Street Project</i>	500	11,250	14,951	24,351	24,351						75,403	75,403		
<i>Lower Yonge</i>		1,500	1,500								3,000	3,000		
<i>Metrolinx Additional Infrastructure</i>	1,670	11,000									12,670	9,670		3,000
<i>Morningside Extension</i>		1,250									1,250	1,250		
<i>New Courthouse Streetscape</i>	1,800	700									2,500	2,500		
<i>North York Service Road Extension</i>	600	5,194	2,000	4,000							11,794	11,394		400
<i>Peel Gladstone</i>	1,800	2,200									4,000	4,000		
<i>Port Union Road</i>	4,907	8,844	7,985								21,736	8,523		13,213
<i>Progress Ave and McCowan Road Reconfiguration</i>					29,700						29,700	29,700		
<i>Rean to Kenaston New Road</i>		4,454									4,454	4,300		154
<i>Regent Park Revitalization</i>	308	1,300									1,608	1,608		
<i>Re-Imagining Yonge St Shep to Finch</i>		1,000	1,000		5,000	4,479					11,479			11,479
<i>Scarlett/St Clair/Dundas</i>	5,044	19,887	13,825	10,528							49,284	40,550		8,734
<i>Six Points Interchange Redevelopment</i>	654										654	654		
<i>St Clair TMP: Keele to Old Weston</i>		50,000	179,906								229,906	229,906		
<i>Steeles Widening (Tapscott Road - Beare Road)</i>	408	3,500	18,280	16,200	5,400						43,788	43,565		223
<i>Work for TTC & Others</i>	9,209	6,000	4,000	4,000	4,000						27,209	27,209		
<i>Yonge Tomorrow</i>	1,000	2,000	2,568	2,568	2,568						10,704	10,704		
Growth Related Sub-Total	30,469	233,916	253,412	75,179	81,951	16,161	13,182	3,000	4,500		711,770	628,936		82,834
Total Expenditure (including carry forward from 2022)	435,021	874,932	780,248	635,424	252,840	151,230	44,281	24,773	15,664	5,000	3,219,413	2,668,456	232,481	318,476

Appendix 6b

2024 - 2032 Capital Plan

(In \$000s)	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total 2024-2032	Health & Safety & Legislated	SOGR	Growth & Improved Service
Health and Safety													
<i>Road Safety Plan</i>					7,321	5,152	5,183	5,059	5,091	27,806	27,806		
Health and Safety Sub-Total					7,321	5,152	5,183	5,059	5,091	27,806	27,806		
State of Good Repair													
<i>City Bridge Rehabilitation</i>				29,834	37,852	38,420	38,996	39,581	40,175	224,858		224,858	
<i>Ditch Rehabilitation and Culvert Reconstruction</i>				1,000	1,000	1,000	1,000	1,000	1,000	6,000		6,000	
<i>Don Valley Parkway Rehabilitation</i>				2,558	2,558	2,558	2,558	2,558	2,558	15,348		15,348	
<i>F. G. Gardiner Rehabilitation Program</i>				400,000	247,830	200,000	200,003			1,047,833		1,047,833	
<i>Laneways</i>				2,027	2,062	2,103	1,445	1,474	1,503	10,614		10,614	
<i>Local Road Rehabilitation</i>				44,526	61,441	62,730	64,045	65,386	69,573	367,701		367,701	
<i>Major Road Rehabilitation</i>				45,736	61,441	62,730	64,045	65,386	69,573	368,911		368,911	
<i>Sidewalks</i>			15,208	15,208	16,351	16,678	17,012	17,352	17,700	115,509		115,509	
<i>Signs and Markings Asset Management</i>			4,618	4,713	4,809	4,908	5,004	5,104	5,206	34,362		34,362	
<i>Traffic Plant Requirements/Signal Asset Management</i>				6,925	6,925	6,925	6,925	6,925	6,925	41,550		41,550	
State of Good Repair Sub-Total			19,826	552,527	442,269	398,052	401,033	204,766	214,213	2,232,686		2,232,686	
Service Improvement and Enhancement													
<i>Cycling Infrastructure</i>					10,000	10,000	10,000	10,000	10,000	50,000			50,000
<i>Neighbourhood Improvements</i>													
<i>TO360 Wayfinding</i>			560	966						1,526			1,526
Service Improvement and Enhancement Sub-Total			560	966	10,000	10,000	10,000	10,000	10,000	51,526			51,526
Growth Related													
<i>Work for TTC & Others</i>					4,000					4,000			4,000
Growth Related Sub-Total					4,000					4,000			4,000
Total Expenditures			20,386	553,493	463,590	413,204	416,216	219,825	229,304	2,316,018	27,806	2,232,686	55,526

Appendix 7

Reporting on Major Capital Projects: Status Update

Transportation Services	2022 Cash Flow			Total Project Cost		Status	Start Date	End Date		On Budget	On Time
	Approved Budget	YTD Spend	YE Projected Spend	Approved Budget	Life to Date Spend			Planned	Revised		
F. G. Gardiner*	48,701	13,593	34,091	2,307,210	370,884	On Track	01-Apr-2017	TBD (subject to completion of the award process)	N/A	Ⓞ	Ⓞ
Comments:	<p>Projects are proceeding as scheduled.</p> <p>Contract 1 - Rehabilitation of the Expressway from Jarvis to Cherry reached substantial completion. Efforts underway to close out project.</p> <p>Contract 2 - Rehabilitation of the elevated portion of the Expressway from Dufferin to Strachan - Design/Build tender to be issued in Fall 2022.</p> <p>Gardiner East:</p> <p>1) DVP East - Waterfront Toronto is the delivery agent carrying the construction works. Construction works proceeding on schedule. Work commenced in 2021 and is anticipated to continue through 2022- 2024.</p>										
Explanation for Delay:	N/A										

*The total project cost for the Gardiner reflects the 2017 - 2030 costs for Phase 1 works as per the Gardiner Expressway Strategic Rehabilitation Plan

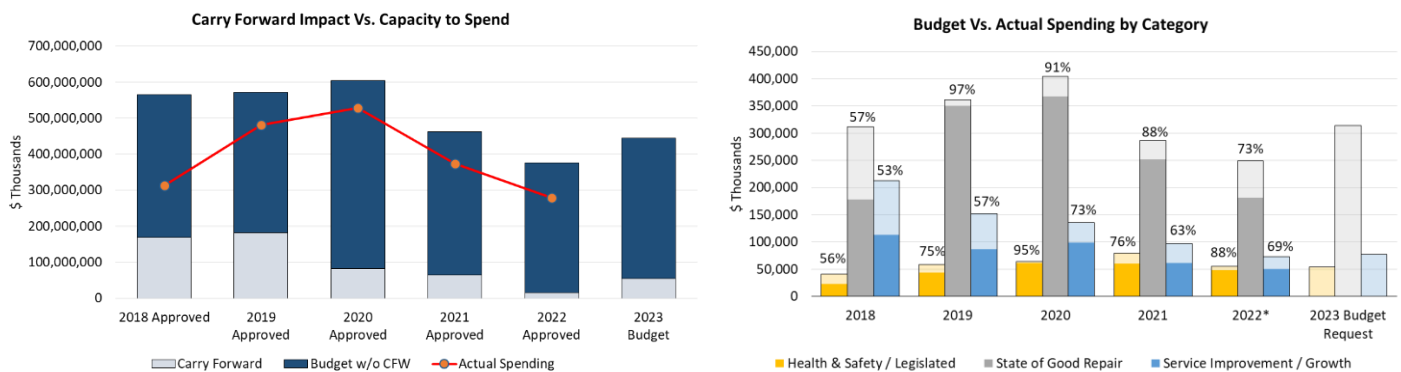
Appendix 8

Capacity to Spend Review

The 10-Year Capital Plan has been developed with consideration of other City priorities, state of readiness of projects, historical demonstrated ability to spend within any given year of the ten-year capital program as well as the level of projected 2022 underspending that will be carried forward into 2023 to complete capital work.

Since 2018, Transportation Services has implemented new practices and budget management protocols to drive project delivery, reduce risk, reduce carry forward, and increase spend rate. Chart 3 below sets out historical capacity to spend by project categories.

Chart 3 – Capacity to Spend



Capacity to Spend Review Impact on the 10-Year Plan

Transportation Services' 2023 - 2032 Budget and Capital Plan represents an investment in infrastructure totalling \$5.535 billion over 10 years. In 2023, Transportation Services has deferred \$367.459 million in capital spending originally cash flowed in 2023 into the future years. Acceleration of future years' cash flows into 2023 will be requested if projects advance ahead of schedule. Compared to last year's budget, the total funding needs in the common 9 years (2023-2031) increased by \$216.306 million. Key adjustments to the existing Capital Plan are noted below:

- City Bridge Rehabilitation – Increased \$75.336 million to align budget to State of Good Repair needs within the immediate years of the ten-year capital plan (2023/2024/2025). The increase is as a result of recent price escalation as well as pricing update for Culvert Replacements. The increase will address safety needs and ensure no backlog exist in the near future as illustrated in the capital needs constraints table in Appendix 9.
- West Toronto Rail Path Extension – Increased \$33.125 million to reflect updates in project cost now that the project is tender-ready. The increase is mainly attributed to escalating costs of construction, noise wall installation at four pedestrian bridges, cost of utility relocations, contaminated soil remediation, and mitigations to minimize noise and vibration disruptions during construction.
- Port Union Road – Increased \$17.213 million to reflect updates in project cost due to design advancement and anticipated market inflation of construction works. The increase is mainly attributed to utility relocations required and safety improvements required for cycling and pedestrians.
- Scarlett/St Clair/Dundas Bridge – Increased \$8.734 million to reflect updates in project cost due to design advancement and anticipated market inflation of construction works. The increase is mainly attributed to utility relocations required, additional drainage improvements for flood mitigation, updates to property takings required, and safety improvements required for cycling.
- Local and Major Roads Rehabilitation – Decreased \$55.476 million in the first nine years of the 10-year capital plan (approximately \$3 million per year) to balance capital project delivery with the City's capital affordability

Appendix 9

Summary of Capital Needs Constraints (In \$ Millions)

Project Description	Total Project	Non-Debt	Debt Require	Cash Flow (In \$ Millions)										
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
NOT INCLUDED														
<i>Beecroft Extension</i>	12.2	12.2			0.3	6.0	6.0							
<i>City Bridge Rehabilitation</i>	682.7		682.7				81.2	86.2	91.5	97.0	102.8	108.8	115.2	
<i>Critical Interim Road Rehabilitation Pool</i>	52.0		52.0					5.5	9.0	9.1	9.3	9.4	9.6	
<i>Cycling Infrastructure</i>	52.0	13.0	39.0					2.0	10.0	10.0	10.0	10.0	10.0	
<i>Dufferin Street Bridge Rehabilitation</i>	30.7	30.7			15.4	15.4								
<i>Dunn and Dowling Bridges</i>	22.1	22.1			10.6	11.0	0.5							
<i>Eglinton Connects LRT</i>	90.0	7.2	82.8					15.0	15.0	15.0	15.0	15.0	15.0	
<i>Emery Village Improvements</i>	6.7	6.7				6.3	0.3							
<i>F. G. Gardiner Rehabilitation Program</i>	80.3		80.3								1.3	37.7	41.3	
<i>GO Transit Expansion City Share</i>	126.7	33.9	92.7		20.8	8.4	7.7		79.1	10.7				
<i>Highland Creek Village</i>	13.6	13.6				0.4	0.4	0.6	0.6	6.0	5.7			
<i>Ingram Drive Extension - Grade Separation</i>	92.8	92.8								42.8	25.0	25.0		
<i>Laneways</i>	12.2		12.2		0.1	0.1	0.2	0.3	1.6	1.7	2.6	2.7	2.9	
<i>Legion Road Extension & Grade Separation</i>	44.2	44.2					18.3	25.8	0.1					
<i>Local Road Rehabilitation</i>	1,383.3		1,383.3		40.6	51.9	113.2	150.1	158.7	200.7	211.8	223.4	232.8	
<i>Lower Yonge</i>	101.4	76.0	25.3		3.5	1.7	32.1	32.1	32.1					
<i>Major Road Rehabilitation</i>	433.9		433.9		8.6	12.0	21.4	23.9	64.4	69.0	73.9	79.0	81.6	
<i>Metrolinx Additional Infrastructure</i>	7.8	6.2	1.6		2.8	5.0								
<i>Modernize Bridge Management System(BMS)</i>	3.5		3.5		1.0	1.0	1.5							
<i>Morningside Extension</i>	33.0	33.0			5.0	5.0	14.0	9.0						
<i>MoveTO</i>	45.9	3.7	42.2		16.2	29.7								
<i>Re-Imagining Yonge St Shep to Finch</i>	60.2	31.3	28.9					15.9	16.4	27.9				
<i>Rockcliffe Flood Mitigation</i>														
<i>SilverStar Boulevard</i>	25.0	25.0					0.6	0.6	11.9	11.9				
<i>St Clair TMP:Keele to Old Weston</i>	38.5	29.3	9.2			38.5								
<i>Yonge Street/Highway 401 Interchange Improvements</i>	192.0	169.0	23.0						56.0	56.0	40.0	40.0		
<i>Yonge TOMorrow</i>	66.2	52.9	13.2			13.2	23.7	23.7	5.6					
Total Needs Constraints (Not Included)	3,708.7	702.9	3,005.8		124.8	223.9	328.5	365.1	551.9	557.9	497.3	551.1	508.4	

Note: Laneway, Local Road, and Major Road Rehabilitation needs reflect Transportation Services capacity to spend on these projects for 2023-2032, as opposed to the 10-year Unmet Needs from prior years for these projects which reflected the entirety of the state of good repair backlog.

Appendix 10

Inflows and Outflows to/from Reserves and Reserve Funds 2023 Operating Budget

Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Light Emitting Diode (Led) Reserve Fund	XR1407			
Beginning Balance*		2,824.5	1,364.9	78.9
<i>Withdrawals(-)</i>				
Transportation Services Withdrawals - Operating		(1,500.0)	(1,300.0)	0.0
	Total Withdrawals	(1,500.0)	(1,300.0)	0.0
<i>Contributions(+)</i>				
	Total Contributions	0.0	0.0	0.0
Total Reserve / Reserve Fund Draws / Contributions		(1,500.0)	(1,300.0)	0.0
	Interest Income	40.5	13.9	1.5
Balance at Year- End		1,364.9	78.9	80.4

* Based on 9-month 2022 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Management Of Contaminated Lands RF	XR3404			
Beginning Balance*		403.3	209.2	11.4
<i>Withdrawals(-)</i>				
Transportation Services Withdrawals - Operating		(200.0)	(200.0)	(200.0)
	Total Withdrawals	(200.0)	(200.0)	(200.0)
<i>Contributions(+)</i>				
	Total Contributions	0.0	0.0	0.0
Total Reserve / Reserve Fund Draws / Contributions		(200.0)	(200.0)	(200.0)
	Interest Income	5.9	2.1	0.0
Balance at Year- End		209.2	11.4	(188.6)

* Based on 9-month 2022 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Paver Maintenance Reserve Fund	XR1413			
Beginning Balance*		512.4	531.5	550.9
<i>Withdrawals(-)</i>				
Transportation Services Contributions - Operating		(1.0)	(1.0)	(1.0)
	Total Withdrawals	(1.0)	(1.0)	(1.0)
<i>Contributions(+)</i>				
Transportation Services Withdrawals - Operating		10.0	10.0	10.0
	Total Contributions	10.0	10.0	10.0
Total Reserve / Reserve Fund Draws / Contributions		9.0	9.0	9.0
	Interest Income	10.1	10.5	10.8
Balance at Year- End		531.5	550.9	570.8

* Based on 9-month 2022 Reserve Fund Variance Report

Note: While some years are showing a negative ending balance, it is anticipated that one time funding injection / changing priorities and revised expenditures will adjust the balance.

Appendix 10 (Continued)

Inflows and Outflows to/from Reserves and Reserve Funds

2023 Operating Budget

Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Public Realm Reserve Fund	XR1410			
Beginning Balance*		26,318.3	19,444.8	20,311.8
<i>Withdrawals(-)</i>				
Transportation Services Withdrawals - Operating		(35,838.1)	(27,779.1)	(27,870.0)
Other Division/Agency Withdrawals - Operating		(2,456.7)	(2,121.7)	(2,026.7)
Transportation Services Withdrawals - Capital		(2,854.0)	(5,116.0)	(6,519.0)
	Total Withdrawals	(41,148.8)	(35,016.8)	(36,415.7)
<i>Contributions(+)</i>				
Transportation Services Contributions - Operating		33,833.4	35,499.9	37,248.8
	Total Contributions	33,833.4	35,499.9	37,248.8
Total Reserve / Reserve Fund Draws / Contributions		(7,315.4)	483.1	833.1
	Interest Income	441.9	383.9	404.2
Balance at Year- End		19,444.8	20,311.8	21,549.1

* Based on 9-month 2022 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Road & Sidewalk Repair, Mtce & Reconstr	XR1402			
Projected Beginning Balance		16,586.6	10,346.6	10,548.4
<i>Withdrawals(-)</i>				
Transportation Services Withdrawals - Operating		-6500	0	0
	Total Withdrawals	(6,500.0)	0.0	0.0
<i>Contributions(+)</i>				
Transportation Services Contributions - Operating		0.0	0.0	0.0
	Total Contributions	0.0	0.0	0.0
Total Reserve / Reserve Fund Draws / Contributions		(6,500.0)	0.0	0.0
	Interest Income	260.1	201.8	205.7
Balance at Year- End		10,346.6	10,548.4	10,754.1

* Based on 9-month 2022 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Toronto 360 Wayfinding RF	XR1414			
Beginning Balance*		21.9	13.2	4.4
<i>Withdrawals(-)</i>				
Transportation Services Contributions - Operating		(10.0)	(10.0)	0.0
	Total Withdrawals	(10.0)	(10.0)	0.0
<i>Contributions(+)</i>				
Transportation Services Withdrawals - Operating		1.0	1.0	1.0
	Total Contributions	1.0	1.0	1.0
Total Reserve / Reserve Fund Draws / Contributions		(9.0)	(9.0)	1.0
	Interest Income	0.3	0.2	0.1
Balance at Year- End		13.2	4.4	5.5

* Based on 9-month 2022 Reserve Fund Variance Report

Appendix 10 (Continued)

Inflows and Outflows to/from Reserves and Reserve Funds

2023 Operating Budget

Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Vehicle Reserve-Transportation	XQ1015			
Beginning Balance*		26,311.5	30,620.5	37,429.5
<i>Withdrawals(-)</i>				
Other Division/Agency Withdrawals - Capital		0.0	0.0	0.0
	Total Withdrawals	0.0	0.0	0.0
<i>Contributions(+)</i>				
Transportation Services Contributions - Operating		4,309.0	6,809.0	8,129.3
	Total Contributions	4,309.0	6,809.0	8,129.3
Total Reserve / Reserve Fund Draws / Contributions		4,309.0	6,809.0	8,129.3
	Interest Income	n/a	n/a	n/a
Balance at Year- End		30,620.5	37,429.5	45,558.8

* Based on 9-month 2022 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Rec'd Withdrawals (-) / Contributions (+)		
		2023	2024	2025
		\$	\$	\$
Vehicle-For-Hire Reserve Fund	XR1505			
Beginning Balance*		6,019.6	3,905.1	1,745.2
<i>Withdrawals(-)</i>				
Transportation Services Withdrawals - Operating		(391.9)	(396.1)	(396.5)
Other Division/Agency Withdrawals - Operating		(3,102.8)	(3,102.8)	(3,102.8)
	Total Withdrawals	(3,494.8)	(3,499.0)	(3,499.4)
<i>Contributions(+)</i>				
Other Division/Agency Withdrawals - Contributions		1,284.5	1,284.5	1,284.5
	Total Contributions	1,284.5	1,284.5	1,284.5
Total Reserve / Reserve Fund Draws / Contributions		(2,210.3)	(2,214.5)	(2,214.9)
	Interest Income	95.8	54.6	0.0
Balance at Year- End		3,905.1	1,745.2	(469.7)

* Based on 9-month 2022 Reserve Fund Variance Report

Note: While some years are showing a negative ending balance, it is anticipated that one time funding injection / changing priorities and revised expenditures will adjust the balance.

Inflows and Outflows to/from Reserves and Reserve Funds

2023 – 2032 Capital Budget and Plan

Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XR1403 Land Acquisition- Toronto Transportation	Beginning Balance	820	836	346	353	360	367	374	381	389	396
	Withdrawals (-)										
	Transportation - Capital	-	(501)	-	-	-	-	-	-	-	-
	Total Withdrawals	-	(501)	-	-	-	-	-	-	-	-
	Contributions (+)										
	Total Contributions	-	-	-	-	-	-	-	-	-	-
	Interest Income	16	11	7	7	7	7	7	7	8	8
Balance at Year-End		836	346	353	360	367	374	381	389	396	404

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XQ0011 Capital Financing	Beginning Balance	413,565	369,065	154,824	90,765	58,833	49,884	64,888	68,693	80,379	105,382
	Withdrawals (-)										
	Transportation - Capital	(70,170)	(211,860)	(86,098)	(30,000)	(19,000)	(233)	(6,549)	(9,725)	(3,573)	-
	Other Division/Agency	(14,331)	(42,381)	(17,961)	(41,932)	(29,950)	(24,763)	(29,646)	(18,589)	(11,424)	(21,821)
	Total Withdrawals	(84,501)	(254,241)	(104,059)	(71,932)	(48,950)	(24,996)	(36,195)	(28,314)	(14,997)	(21,821)
	Contributions (+)										
	Other Division/Agency	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
	Total Contributions	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Balance at Year-End		369,065	154,824	90,765	58,833	49,884	64,888	68,693	80,379	105,382	123,561

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XR1012 Land Acquisition	Beginning Balance	377,606	321,882	315,280	244,215	79,258	77,981	76,679	77,624	78,588	79,570
	Withdrawals (-)										
	Transportation - Capital	-	(3,709)	-	-	-	-	-	-	-	-
	Other Division/Agency	(62,479)	(9,045)	(76,467)	(168,081)	(2,795)	(2,795)	(545)	(545)	(545)	(545)
	Total Withdrawals	(62,479)	(12,754)	(76,467)	(168,081)	(2,795)	(2,795)	(545)	(545)	(545)	(545)
	Contributions (+)										
	Total Contributions	-	-	-	-	-	-	-	-	-	-
	Interest Income	6,754	6,152	5,402	3,123	1,518	1,493	1,490	1,508	1,527	1,546
Balance at Year-End		321,882	315,280	244,215	79,258	77,981	76,679	77,624	78,588	79,570	80,571

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XR2110 Dev Charges RF - Roads & Related	Beginning Balance	433,207	501,419	416,329	330,467	408,526	476,071	607,477	734,044	855,884	981,434
	Withdrawals (-)										
	Transportation - Capital	(28,501)	(200,502)	(201,041)	(54,197)	(73,696)	(14,145)	(13,951)	(5,867)	(7,052)	(3,273)
	Other Division/Agency	(31,174)	(25,945)	(30,774)	(17,841)	(12,732)	(12,729)	(12,727)	(12,724)	(12,719)	(12,488)
	Total Withdrawals	(59,675)	(226,447)	(231,815)	(72,038)	(86,428)	(26,874)	(26,678)	(18,591)	(19,771)	(15,761)
	Contributions (+)										
	Other Division/Agency	118,863	132,495	138,742	142,962	145,432	147,818	140,291	125,079	127,580	123,392
	Total Contributions	118,863	132,495	138,742	142,962	145,432	147,818	140,291	125,079	127,580	123,392
	Interest Income	9,025	8,862	7,211	7,136	8,542	10,463	12,954	15,352	17,741	20,187
Balance at Year-End		501,419	416,329	330,467	408,526	476,071	607,477	734,044	855,884	981,434	1,109,252

Appendix 10 (Continued)

Inflows and Outflows to/from Reserves and Reserve Funds

2023 – 2032 Capital Budget and Plan

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XR3028 Section 45	Beginning Balance	19,403	18,324	16,561	16,494	16,728	17,044	17,366	17,695	18,030	18,371
	<i>Withdrawals (-)</i>										
	<i>Transportation - Capital</i>	-	-	(307)	-	-	-	-	-	-	-
	<i>Other Division/Agency</i>	(1,444)	(2,100)	(79)	(87)	(10)	(10)	(10)	(10)	(10)	(10)
	Total Withdrawals	(1,444)	(2,100)	(386)	(87)	(10)	(10)	(10)	(10)	(10)	(10)
	<i>Contributions (+)</i>										
	Total Contributions	-	-	-	-	-	-	-	-	-	-
	Interest Income	364	337	319	321	326	332	339	345	351	358
Balance at Year-End		18,324	16,561	16,494	16,728	17,044	17,366	17,695	18,030	18,371	18,719

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2023 Budget	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan
XR3026 Section 37	Beginning Balance	346,748	314,596	252,140	226,278	210,331	178,548	158,190	161,094	164,053	167,071
	<i>Withdrawals (-)</i>										
	<i>Transportation - Capital</i>	(3,900)	(14,344)	(6,274)	(13,000)	(7,568)	(4,479)	-	-	-	-
	<i>Other Division/Agency</i>	(34,637)	(53,584)	(24,208)	(7,163)	(27,971)	(19,130)	(180)	(180)	(180)	(180)
	Total Withdrawals	(38,537)	(67,928)	(30,482)	(20,163)	(35,539)	(23,609)	(180)	(180)	(180)	(180)
	<i>Contributions (+)</i>										
	Total Contributions	-	-	-	-	-	-	-	-	-	-
	Interest Income	6,386	5,472	4,620	4,216	3,755	3,251	3,083	3,140	3,197	3,256
Balance at Year-End		314,596	252,140	226,278	210,331	178,548	158,190	161,094	164,053	167,071	170,148

Appendix 11

Glossary

Approved Position: Permanent or temporary positions that support the delivery of City services and service levels as approved by Council.

Actuals: An actual financial amount paid (or received) for the delivery of City services (these exclude any commitments to be paid in the future).

Capacity to Spend: Ability to spend money along with the capacity to deliver projects as demonstrated by historic spending patterns and approved contractual obligations.

Capital Budget: A Capital Budget is the City's plan to acquire / build assets or extend the useful life of existing assets; an example of a capital expenditure is the construction of a new community centre.

Capital Needs Constraints: The capital needs that cannot be accommodated within the capital plan that the Division or Agency have the capacity to deliver.

Complement: Positions that support the delivery of City services and service levels as approved by Council.

Efficiencies: Reductions in the cost of delivering a service without a reduction in service level.

New / Enhanced Service Priorities: New and enhanced service changes resulting in an increase in service levels from what was previously approved by Council.

Operating Budget: An Operating Budget is the City's annual plan to provide services to the residents of Toronto; the budget includes all revenues and expenses needed to provided services; an example of an operating cost would be the cost to run the TTC subways.

Operating Impact of Completed Capital Projects: The additional expense (or savings) and positions needed to operate or maintain a new asset; an example would be the additional expense and staff needed to operate a recently completed community centre.

Rate Supported Budget: Budget fully funded by user fees such as Solid Waste, Toronto Water and Toronto Parking Authority

State of Good Repair (SOGR): The cost of maintaining assets to ensure they are able to support the delivery of City services and meet service outcomes

Tax Supported Budget: Budget funded by property taxes.

User Fees: Program generated fee and rental revenue for the use of its services (such as the TTC fare, ice rental fees and various City permits).