

# 2023 Budget Notes

## Transit Expansion

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### Description

The Transit Expansion (TE) Division provides day-to-day leadership and oversight of the City of Toronto's participation in the long term, multi-billion-dollar transit network expansion program. Specifically, the role of the Transit Expansion Division is to:

1. Partner with key stakeholders such as the Province of Ontario, Metrolinx, Infrastructure Ontario, and TTC to deliver new transit infrastructure to keep Toronto moving;
2. Provide dedicated leadership for the City's transit expansion strategy, protect and advance the City's interests and ensure municipal requirements are met; and
3. Provide oversight of the City's transit expansion program, including centralizing coordination and seeking opportunities throughout the project lifecycle to accelerate transit expansion projects by streamlining and optimizing municipal processes where possible.

### Why We Do It

The City of Toronto, the Province of Ontario and other stakeholders partner together in a coordinated, organized and integrated manner to deliver on-time and on-budget transit expansion in Toronto.

Advancing transit expansion helps improve access to employment, education and recreation opportunities as well as community, health and government services.

*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.*

#### **Transit Expansion:**

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## What Service We Provide

### **Program Management and Planning**

**Who We Serve:** City Council and the City's Senior Leadership Team

**What We Deliver:** Coordinated City involvement in the planning of transit expansion with our external partners. Our deliveries include agreements, secretariat and governance support, environmental assessment reviews, streamlined processes for design reviews and reviewing and approving permits and licences, and establishing program controls and reporting mechanisms.

**How Much Resources (gross 2023 operating budget): \$2.5 Million**

### **Capital Implementation Coordination**

**Who We Serve:** City Council and the City's Senior Leadership Team

**What We Deliver:** Coordinated City involvement in the implementing transit expansion projects and resolving issues with our external partners. Our deliverables include streamlined processes for design reviews and inspections, commissioning, testing, acceptance and mitigation of deficiencies in City infrastructure.

**How Much Resources (gross 2023 operating budget): \$7.8 Million**

## Budget at a Glance

### 2023 OPERATING BUDGET

\$Million	2023	2024	2025
Revenues	\$8.0	\$8.0	\$8.0
Gross Expenditures	\$10.3	\$10.3	\$10.3
Net Expenditures	\$2.3	\$2.3	\$2.3
Approved Positions	65	65	65

### 2023 - 2032 10-YEAR CAPITAL PLAN

\$Million	2023	2024-2032	Total
Gross Expenditures	\$382.7	\$1,153.1	\$1,535.8
Debt	\$4.3	\$3.0	\$7.3

Note: Includes 2022 carry forward funding

## How Well We Are Doing – Behind the Numbers

- In July 2022, the City and Metrolinx signed a Subway Resource Agreement for the Subway Program, covers the approximately five-year period through to March 31, 2027.
- In July 2022, City Council approved terms to negotiate and execute a Train Operations and Funding Agreement with Metrolinx and the TTC on the ECLRT. City staff also continue to resolve construction issues as they arise on the Eglinton Crosstown LRT (ECLRT) and Finch West LRT as both projects move towards construction completion and revenue service.
- In June 2022, City Council provided authority to advance a distinct-service concept to 10% design for the Eglinton East LRT and to undertake a constructability review for the Waterfront East LRT.
- In March 2022, the City and Metrolinx signed a Master Agreement for the GO Expansion Program that advances the City's interests and protects its infrastructure, assets and services as Metrolinx undertakes this work to provide faster and more efficient trains, two-way all-day service, and 15-minute or better service on core portions of the GO rail network.

## How Well We Are Doing

Service	Measure	2020 Actual	2021 Actual	2022 Target	2022 Projection	Status	2023 Target	2024 Target
<b>Outcome Measures</b>								
<b>Program Management and Planning</b>	End-to-end length of time for issues to be considered and resolved at a Steering Committee	3 months	3 months	3 months	3 months	●	N/A**	N/A**
<b>Program Management and Planning</b>	% of City reviews of Environmental Assessment/Transit Project Assessment Process documents completed within service standard	95%	95%	100%	95%	●	95%*	95%*
<b>Program Management and Planning</b>	% of City reviews of procurement documents completed within service standard	95%	95%	100%	95%	●	95%*	95%*
<b>Capital Implementation Coordination</b>	% of City reviews of capital implementation submissions completed within service standard	95%	95%	100%	95%	●	95%*	95%*

NOTE:

\*Given the division was new as of 2019, service measure targets have been refined for 2023-2024 based on data gathered.

\*\*Due to TE's limited ability to influence the actions associated with this measure in practice, it is being removed.

**2022 Projection to 2022 Target Comparison**  
 ● 80% - 100%      ● 64 - 79%      ● 63% and Under

## EXPERIENCES, CHALLENGES AND PRIORITIES

### Our Experience and Success

- SmartTrack: The RFP for the Smart Track Station program closed in fall 2022. Early works construction is now underway at certain station areas.
- LRT: Eglinton Crosstown track installation is complete, and vehicles are being testing on the line. LRVs were delivered for the Finch West LRT and construction of the Maintenance and Storage Facility (MSF) is near complete.
- Subway Program: The Subway Program has progressed with tunneling work now underway for the Scarborough Subway Extension and the Eglinton Crosstown West Extension. Preparatory early works have begun for the Ontario Line. The Subway Program Real Estate Protocol was executed by the City, TTC and Metrolinx in June 2022.
- Go Expansion: Improvements to GO rail infrastructure have been happening incrementally in and around Union Station and along the eight GO corridors that serve 19 stations within the City. In April 2022, ONxpress Transportation Partners was awarded the OnCorridor Works contract, which will focus on the electrification of various GO corridors.

### Key Challenges and Risks

- Recruitment and retention of high calibre transit professionals in TE to support key business areas across the City, continues to be a challenge to maintain a fully staffed complement to enable and sustain program delivery.
- Monitoring project performance requires a higher level of project management efforts and it is difficult to identify problems ahead of time and resolve them while keeping the projects on schedule and within budget without appropriate resources.
- Program implementation is a key risk and challenge that can be mitigated through effective construction coordination.

### Priority Actions

- Lead engagement with external stakeholders (i.e. with Ontario Ministry of Transportation; Metrolinx, Infrastructure Ontario and other agencies) on transit expansion program while resolving issues as they arise through the Ontario-Toronto Transit Governance Framework.
- Oversee the negotiations for several transit agreements under the Ontario-Toronto Transit Partnership, including the Subway Program Agreement in Principle.
- Assess and revise the TE role to enhance the delivery of its Service through review of transit program governance, including committees and working groups.
- Retain the necessary external consulting services and software tools to continue to improve our internal and external coordination and to support our service delivery.
- Advancing design of the Eglinton East LRT to 10% and completing a Waterfront East LRT constructability assessment to report back to City Council in 2023.
- Maintain expedited reviews of Metrolinx's design and procurement materials, including permits, licences and approvals.
- Lead a strategy to address the ongoing challenges with attracting and retaining top talent caused by an increase in competition in the labour market.

- Continue to coordinate City feedback on the Province's four priority subway projects (i.e., Ontario Line, Scarborough Subway Extension, Yonge North Subway Extension, and Eglinton Crosstown West Extension) to advance these projects to construction under accelerated timelines.
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**TABLED BUDGET**

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

1. The 2023 Operating Budget for Transit Expansion of \$10.288 million gross, \$7.951 million revenue and \$2.337 million net for the following services:

**Service:**

	<b>Gross Expenditures (\$000s)</b>	<b>Revenue (\$000s)</b>	<b>Net Expenditures (\$000s)</b>
Capital Implementation Coordination	7,778.7	7,560.2	218.5
Program Management and Planning	2,508.9	390.4	2,118.5
<b>Total Program Budget</b>	<b>10,287.6</b>	<b>7,950.6</b>	<b>2,337.0</b>

- The above includes a 2023 budgeted staff complement for Transit Expansion of 65.0 positions comprised of 2.0 capital positions and 63.0 operating positions.
2. The 2023 Capital Budget for Transit Expansion with cash flows and future year commitments totaling \$1,535.8 million as detailed by project in [Appendix 6a](#).
  3. 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 Budget	2023 New / Enhanced	2023 Budget	Change v. 2022 Projection	
By Service	\$	\$	\$	\$	\$	\$	\$	%
<b>Revenues</b>								
Program Management and Planning		254.8		390.4		390.4	390.4	N/A
Capital Implementation Coordination	2,980.8	7,185.7	5,200.0	7,560.2		7,560.2	2,360.2	45.4%
<b>Total Revenues</b>	<b>2,980.8</b>	<b>7,440.5</b>	<b>5,200.0</b>	<b>7,950.6</b>		<b>7,950.6</b>	<b>2,750.6</b>	<b>52.9%</b>
<b>Expenditures</b>								
Program Management and Planning	1,881.2	2,262.3	2,056.0	2,508.9		2,508.9	452.9	22.0%
Capital Implementation Coordination	3,610.9	7,515.1	4,866.1	7,778.7		7,778.7	2,912.6	59.9%
<b>Total Gross Expenditures</b>	<b>5,492.0</b>	<b>9,777.5</b>	<b>6,922.1</b>	<b>10,287.6</b>		<b>10,287.6</b>	<b>3,365.5</b>	<b>48.6%</b>
<b>Net Expenditures (including COVID-19)</b>	<b>2,511.2</b>	<b>2,337.0</b>	<b>1,722.1</b>	<b>2,337.0</b>		<b>2,337.0</b>	<b>614.9</b>	<b>35.7%</b>
<b>Required COVID-19 Support</b>								<b>N/A</b>
<b>Net Budget (excluding COVID-19 supports)</b>	<b>2,511.2</b>	<b>2,337.0</b>	<b>1,722.1</b>	<b>2,337.0</b>		<b>2,337.0</b>	<b>614.9</b>	<b>35.7%</b>
<b>Approved Positions**</b>	<b>61.0</b>	<b>65.0</b>	<b>N/A</b>	<b>65.0</b>		<b>65.0</b>	<b>N/A</b>	<b>N/A</b>

\* 2022 Projection based on 9 Month Variance

\*\*YoY comparison based on approved positions

### KEY COST DRIVERS – FUNDING PRIORITIES

**Total 2023 Budget** expenditures of \$10.288 million gross reflecting an increase of \$3.366 million in spending above 2022 projected year-end actuals, predominantly arising from:

- Salaries and benefits include inflationary increases and the impact of anticipated positions to be filled in 2023 to meet program requirements.
- Services and rents increase for professional and technical services for the delivery of divisional priorities and operational requirements.
- Above pressures are offset by an increase to base revenue including recovery of existing positions funded by Metrolinx

### EQUITY IMPACTS OF BUDGET CHANGES

**No significant equity impacts:** The changes in Transit Expansion's 2023 Operating Budget do not have any significant equity impacts.

**2023 OPERATING BUDGET KEY DRIVERS**

The 2023 Operating Budget for Transit Expansion of \$10.288 million gross is \$3.366 million or 48.6% 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	2021	2022	2022	2023	2023 Change from 2022	
	Actual	Actual	Budget	Projection*	Budget	Projection	
	\$	\$	\$	\$	\$	\$	%
Transfers From Capital	2,001.6		258.3		255.2	255.2	
Sundry and Other Revenues	3,048.3	2,980.8	7,182.2	5,200.0	7,695.4	2,495.4	48.0%
<b>Total Revenues</b>	<b>5,049.9</b>	<b>2,980.8</b>	<b>7,440.5</b>	<b>5,200.0</b>	<b>7,950.6</b>	<b>2,750.6</b>	<b>52.9%</b>
Salaries and Benefits	3,879.4	5,298.2	8,684.5	6,577.1	9,194.6	2,617.5	39.8%
Materials & Supplies	0.0	0.6	52.0	31.5	52.0	20.5	65.0%
Equipment	53.2	21.6	252.1	63.3	252.1	188.7	298.0%
Service and Rent	1,139.8	210.7	788.8	250.1	788.8	538.7	215.4%
Other Expenditures	(22.8)	(39.2)					
Inter-Divisional Charges	0.2						
<b>Total Gross Expenditures</b>	<b>5,049.9</b>	<b>5,492.0</b>	<b>9,777.5</b>	<b>6,922.1</b>	<b>10,287.6</b>	<b>3,365.5</b>	<b>48.6%</b>
<b>Net Expenditures</b>		<b>2,511.2</b>	<b>2,337.0</b>	<b>1,722.1</b>	<b>2,337.0</b>	<b>614.9</b>	<b>35.7%</b>

\*Projection based on 9 Month Variance

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

Salaries and benefits of \$2.617 million includes inflationary increases and the impact of anticipated positions to be filled in 2023 to meet program requirements.

**Services and Rents:**

Services and rents of \$0.539 million includes increases for professional and technical services for the delivery of divisional priorities and operational requirements.

**Other Revenue Changes:**

Other revenue of \$2.495 million changes include increases for recovery of existing positions fully funded by Metrolinx.

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

(\$000s)	2023 Budget	2024 Incremental Outlook	2025 Incremental Outlook
<b>Revenues</b>			
Revenue Changes		82.8	(7.2)
<b>Total Revenues</b>	<b>7,950.6</b>	<b>82.8</b>	<b>(7.2)</b>
<b>Gross Expenditures</b>			
Salaries and Benefits		82.8	(7.2)
<b>Total Gross Expenditures</b>	<b>10,287.6</b>	<b>82.8</b>	<b>(7.2)</b>
<b>Net Expenditures</b>	<b>2,337.0</b>		
<b>Approved Positions</b>	<b>65.0</b>	<b>0.0</b>	<b>0.0</b>

**Key drivers**

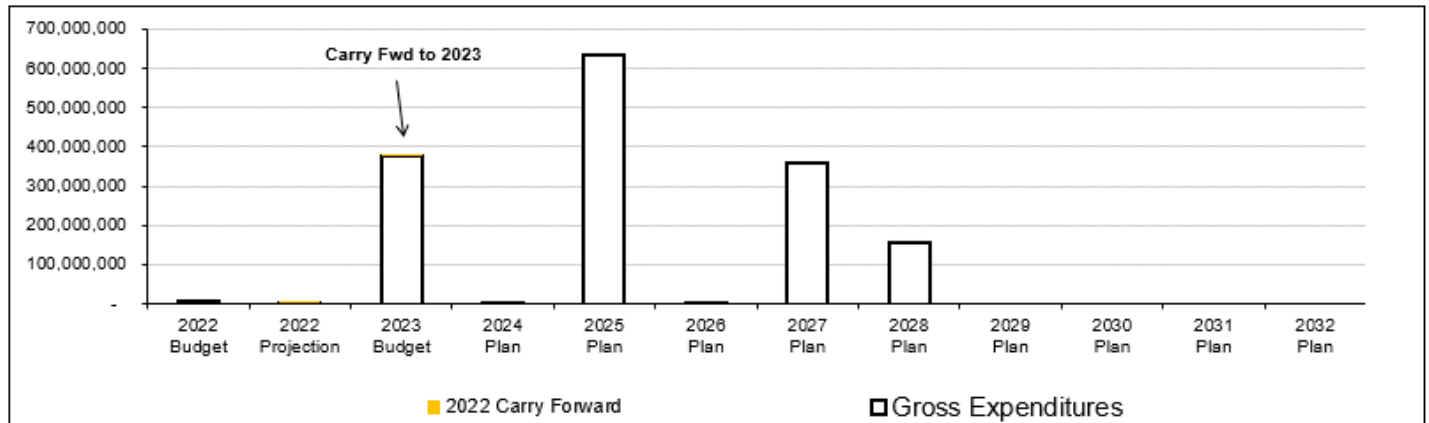
The 2024 Outlook with total gross expenditures of \$10.370 million reflects an anticipated \$0.083 million or 0.8% increase in gross expenditures above the 2023 Operating Budget; The 2025 Outlooks expects a decrease of \$0.007 million or 0.01% below 2024 gross expenditures.

These changes arise from inflationary adjustments for salaries and benefits.

**2023 – 2032  
CAPITAL BUDGET AND PLAN**

**2023 2032 CAPITAL BUDGET & PLAN OVERVIEW**

**Chart 1: 10-Year Capital Plan Overview**



In \$000's	2023 Capital Budget and 2024 - 2032 Capital Plan													Total 10 Year Plan
	2022		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032		
	Budget	Projected Actual												
<b>Gross Expenditures by Project Category:</b>														
Health & Safety & Legislated SOGR														
Service Improvement & Growth	7,509	1,400	382,686	4,563	632,397	1,000	357,153	158,000						
<b>Total by Project Category</b>	<b>7,509</b>	<b>1,400</b>	<b>382,686</b>	<b>4,563</b>	<b>632,397</b>	<b>1,000</b>	<b>357,153</b>	<b>158,000</b>					<b>1,535,799</b>	
<b>Financing:</b>														
Debt	2,960	100	4,352	1,492	1,491								7,335	
Debt Recoverable					362,847		357,153	158,000					878,000	
Reserves/Reserve Funds	4,549	1,300	6,320	1,071	1,073								8,464	
Development Charges			52,000	2,000	2,000	1,000							57,000	
Federal			320,014		264,986								585,000	
<b>Total Financing</b>	<b>7,509</b>	<b>1,400</b>	<b>382,686</b>	<b>4,563</b>	<b>632,397</b>	<b>1,000</b>	<b>357,153</b>	<b>158,000</b>					<b>1,535,799</b>	

<b>Changes to Existing Projects</b> (-\$19.3 Million)	<b>New Projects</b> (\$57.0 Million)	<b>Capital Needs Constraints</b> (\$5.2 Billion)
<p>The 2023-2032 Capital Budget and Plan reflects the following changes to existing projects over the nine common years (2023-2031):</p> <ul style="list-style-type: none"> <li>\$6.1M of carry forward funding for several projects to reflect updated project schedules including:                             <ul style="list-style-type: none"> <li>\$1.7M for SmartTrack Stations</li> <li>\$1.5M for Eglinton E LRT</li> <li>\$2.9M for a third-party Constructability Review study on Waterfront Transit</li> </ul> </li> <li>\$2.0M for Eglinton E LRT – Construction phase’s preliminary design work to reflect updated cost estimates</li> <li>Reduction of \$27.4M from Flood Protection Program due to change in funding sources for the project. Revised funding is captured in Flood Protection Program (refer to <i>New Projects</i>).</li> </ul>	<p>The 2023-2032 Capital Budget and Plan includes a new project for the Flood Protection for Broadview /Eastern project funded by Development Charges.</p>	<p>Transit Expansion has two unmet projects over the 10-year planning horizon:</p> <ul style="list-style-type: none"> <li>\$3.2B for the construction phase of the Eglinton East LRT project</li> <li>\$2.0B for Waterfront Transit</li> </ul>

**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**

**How the Capital Program is Funded**

<b>City of Toronto</b>		<b>Provincial Funding</b>	<b>Federal Funding</b>	
<b>\$950.8 M 62%</b>		<b>\$0.0 M 0%</b>	<b>\$585.0 M 38%</b>	
Debt	\$ 7.3 M		ICIP – Public Transit Stream	\$ 585.0 M
Reserve / Reserve Fund	\$ 8.5 M			
Development Charges	\$ 57.0 M			
Debt Recoverable	\$ 878.0 M			

\*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.

# APPENDICES

## **Appendix 1**

**COVID-19 Impact and Recovery**

**N/A**

## **Appendix 2**

**2023 Affordability Measures**

**N/A**

## **Appendix 3**

**Summary of 2023 Service Changes**

**N/A**

## **Appendix 4**

**Summary of 2023 New / Enhanced Service Priorities Included in Budget**

**N/A**

## **Appendix 5**

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

**N/A**



## Appendix 6

### 2023 Capital Budget; 2024 - 2032 Capital Plan Including Carry Forward Funding

(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 & Safety & Legislated	SOGR	Growth & Improved Service
EGLINTON EAST LRT	3,549										3,549			3,549
SMART TRACK STATIONS <input checked="" type="checkbox"/>	324,277	2,563	630,397		357,153	158,000					1,472,390			1,472,390
FLOOD PROTECTION FOR BROADVIEW/EASTERN <input checked="" type="checkbox"/>	52,000	2,000	2,000	1,000							57,000			57,000
CONSTRUCTABILITY REVIEW	2,860										2,860			2,860
<b>Total Expenditures (including carry forward from 2022)</b>	<b>382,686</b>	<b>4,563</b>	<b>632,397</b>	<b>1,000</b>	<b>357,153</b>	<b>158,000</b>					<b>1,535,799</b>			<b>1,535,799</b>

- Project supports Climate Resiliency and / or Greenhouse Gas (GHG) Reduction
- Project includes workforce development requirements as outlined in the City's Social Procurement Program

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

### 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
EGLINTON EAST LRT	3,549										3,549	1,549	2,000	
SMART TRACK STATIONS	324,277	2,563	630,397		357,153	158,000					1,472,390	1,472,390		
FLOOD PROTECTION FOR BROADVIEW/EASTERN	52,000	2,000	2,000	1,000							57,000			57,000
CONSTRUCTABILITY REVIEW	2,860										2,860	2,860		
<b>Total Expenditure (including carry forward from 2022)</b>	<b>382,686</b>	<b>4,563</b>	<b>632,397</b>	<b>1,000</b>	<b>357,153</b>	<b>158,000</b>					<b>1,535,799</b>	<b>1,476,799</b>	<b>2,000</b>	<b>57,000</b>

## Appendix 6b

2024 - 2032 Capital Plan

N/A

## Appendix 7

### Reporting on Major Capital Projects: Status Update

N/A

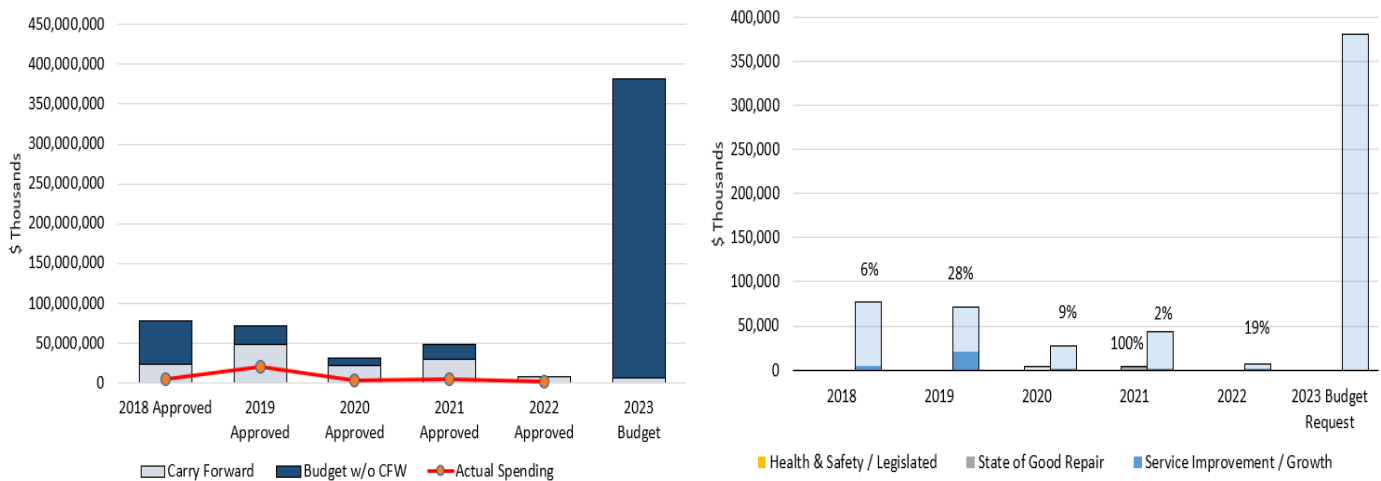
## Appendix 8

### Capacity to Spend Review

The 10-Year Capital Plan has been developed with consideration of historical demonstrated ability to spend within any given year of the ten year capital plan. A review was undertaken to ensure budgets align with Transit Expansion ability to spend and the markets capacity to deliver.

A key component in determining an appropriate level of annual cash flows includes historical capacity to spend reviews by project categories (Chart 3 below) as well as the level of projected 2022 underspending that will be carried forward into 2023 to complete capital work.

**Chart 3 – Capacity to Spend**



### Capacity to Spend Review Impact on the 10-Year Plan

Based on the review of historical capital spending constraints and a capacity to spend review, \$6.109 million in capital spending originally cash flowed in 2022 has been deferred to 2023. Key adjustments to the Capital plan are noted below:

- \$1.5 million in Eglinton East LRT funding, \$1.7 million in Smart Track Stations, and \$2.9 million Constructability Review funding have been deferred from 2022 to 2023. Spending has been deferred to reflect the pace of project spending and to mitigate the cash flow impact on the City’s finances.

## Appendix 9

### Summary of Capital Needs Constraints

Project Description	Total Project	Non-Debt	Debt Required	Cash Flow (In \$ Millions)									
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<i>EGLINTON E LRT - CONSTRUCTION</i>	3,248	3,248			17	89	119	253	361	542	573	722	573
<i>WATERFRONT TRANSIT</i>	1,957	1,152	805	246	382	280	173	175	200	200	200	102	
<b>Total Needs Constraints (Not Included)</b>	<b>5,205</b>	<b>4,400</b>	<b>805</b>	<b>246</b>	<b>400</b>	<b>368</b>	<b>291</b>	<b>428</b>	<b>561</b>	<b>742</b>	<b>773</b>	<b>824</b>	<b>573</b>

- In February 2021, City Council approved the redirection of the City's existing contribution to the Scarborough Subway Extension (\$1.2 billion) to the construction of the EELRT. Per Council direction, City staff have advised the Provincial and Federal governments of City Council's funding commitment and requested intergovernmental funding to fully fund the construction of the project.

## Appendix 10

### 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	Total
XQ0011 Capital Financing Reserve	Beginning Balance	413,438	373,937	159,696	95,637	63,705	54,755	69,759	73,564	85,250	110,253	
	Withdrawals (-)											
	Eglinton East LRT	(1,549)										(1,549)
	Other Division/Agency Withdrawals	(77,952)	(254,241)	(104,059)	(71,932)	(48,950)	(24,996)	(36,195)	(28,314)	(14,997)	(21,821)	(683,457)
	<b>Total Withdrawals</b>	<b>(79,501)</b>	<b>(254,241)</b>	<b>(104,059)</b>	<b>(71,932)</b>	<b>(48,950)</b>	<b>(24,996)</b>	<b>(36,195)</b>	<b>(28,314)</b>	<b>(14,997)</b>	<b>(21,821)</b>	<b>(685,006)</b>
	Contributions (+)											
Contributions	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	400,000
<b>Total Contributions</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>400,000</b>
<b>Balance at Year-End</b>		<b>373,937</b>	<b>159,696</b>	<b>95,637</b>	<b>63,705</b>	<b>54,755</b>	<b>69,759</b>	<b>73,564</b>	<b>85,250</b>	<b>110,253</b>	<b>128,432</b>	<b>(285,006)</b>

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	Total
XR1730 City Building Reserve Fund	Beginning Balance	492,602	705,469	937,044	1,181,943	1,378,974	1,525,927	1,621,827	1,665,677	1,656,462	1,593,148	
	Withdrawals (-)											
	Smart Track Stations	(2,771)	(1,071)	(1,073)								(4,915)
	Debt Servicing Costs	(47,706)	(94,055)	(146,740)	(199,948)	(253,347)	(306,746)	(360,145)	(413,544)	(466,944)	(517,782)	(2,806,959)
	<b>Total Withdrawals</b>	<b>(50,477)</b>	<b>(95,126)</b>	<b>(147,813)</b>	<b>(199,948)</b>	<b>(253,347)</b>	<b>(306,746)</b>	<b>(360,145)</b>	<b>(413,544)</b>	<b>(466,944)</b>	<b>(517,782)</b>	<b>(2,811,874)</b>
	Contributions (+)											
	Contributions	251,776	310,841	372,252	372,252	372,252	372,252	372,252	372,252	372,252	372,252	3,540,629
	Interest Income	11,568	15,860	20,461	24,728	28,049	30,394	31,744	32,078	31,378	29,647	255,907
<b>Total Contributions</b>	<b>263,345</b>	<b>326,700</b>	<b>392,712</b>	<b>396,979</b>	<b>400,301</b>	<b>402,646</b>	<b>403,995</b>	<b>404,330</b>	<b>403,629</b>	<b>401,899</b>	<b>3,796,537</b>	
<b>Balance at Year-End</b>		<b>705,469</b>	<b>937,044</b>	<b>1,181,943</b>	<b>1,378,974</b>	<b>1,525,927</b>	<b>1,621,827</b>	<b>1,665,677</b>	<b>1,656,462</b>	<b>1,593,148</b>	<b>1,477,265</b>	<b>984,663</b>

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	Total
XR1725 Scarborough Transit	Beginning Balance	244,770	288,619	335,343	382,978	431,541	481,052	531,528	582,989	635,453	688,940	
	Withdrawals (-)											
	Eglinton East LRT	(2,000)										(2,000)
	<b>Total Withdrawals</b>	<b>(2,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2,000)</b>
	Contributions (+)											
	Contributions	40,699	40,699	40,699	40,699	40,699	40,699	40,699	40,699	40,699	40,699	406,989
Interest Income	5,150	6,025	6,936	7,865	8,812	9,777	10,762	11,765	12,788	13,831	93,711	
<b>Total Contributions</b>	<b>45,849</b>	<b>46,724</b>	<b>47,635</b>	<b>48,564</b>	<b>49,511</b>	<b>50,476</b>	<b>51,460</b>	<b>52,464</b>	<b>53,487</b>	<b>54,530</b>	<b>500,700</b>	
<b>Balance at Year-End</b>		<b>288,619</b>	<b>335,343</b>	<b>382,978</b>	<b>431,541</b>	<b>481,052</b>	<b>531,528</b>	<b>582,989</b>	<b>635,453</b>	<b>688,940</b>	<b>743,470</b>	<b>498,700</b>

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	Total
XR2113 Dev Charges RF - Storm Water Mang Reserve Fund	Beginning Balance	62,633	21,803	28,502	34,986	40,343	47,871	56,324	63,724	68,485	73,611	
	Withdrawals (-)											
	Flood Protection for Broadview/Eastern	(52,000)	(2,000)	(2,000)	(1,000)							(57,000)
	Other Division/Agency Withdrawals	(1,675)	(4,453)	(2,646)	(3,005)	(1,958)	(1,624)	(1,459)	(1,445)	(1,634)	(1,599)	(21,498)
	Debt Servicing Costs	(9,419)	(11,345)	(14,604)	(17,242)	(17,682)	(17,677)	(17,672)	(17,667)	(17,659)	(17,242)	(158,209)
	<b>Total Withdrawals</b>	<b>(63,094)</b>	<b>(17,798)</b>	<b>(19,250)</b>	<b>(21,247)</b>	<b>(19,640)</b>	<b>(19,301)</b>	<b>(19,131)</b>	<b>(19,112)</b>	<b>(19,293)</b>	<b>(18,841)</b>	<b>(236,707)</b>
	Contributions (+)											
	Development Charge Contributions	21,448	24,012	25,120	25,877	26,317	26,748	25,372	22,596	23,048	22,371	242,907
Interest Income	815	486	613	727	852	1,006	1,159	1,277	1,372	1,470	9,777	
<b>Total Contributions</b>	<b>22,264</b>	<b>24,498</b>	<b>25,733</b>	<b>26,604</b>	<b>27,168</b>	<b>27,754</b>	<b>26,531</b>	<b>23,872</b>	<b>24,420</b>	<b>23,841</b>	<b>252,684</b>	
<b>Balance at Year-End</b>		<b>21,803</b>	<b>28,502</b>	<b>34,986</b>	<b>40,343</b>	<b>47,871</b>	<b>56,324</b>	<b>63,724</b>	<b>68,485</b>	<b>73,611</b>	<b>78,610</b>	<b>15,978</b>

## 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).