

2024 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 5,600 km of roads, 7,400 km of sidewalks, 900 bridges and culverts, 2,504 traffic control signals, 489 pedestrian crossovers, and 792 centreline km of bikeway network.

Why We Do It

Transportation Services strives to build and maintain Toronto's transportation network where:

- **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, and 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 (gross 2024 operating budget): \$285.5M

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.

How Much Resources (gross 2024 operating budget): \$169.0M

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, Development application review.

How Much Resources (gross 2024 operating budget): \$22.2M

Budget at a Glance

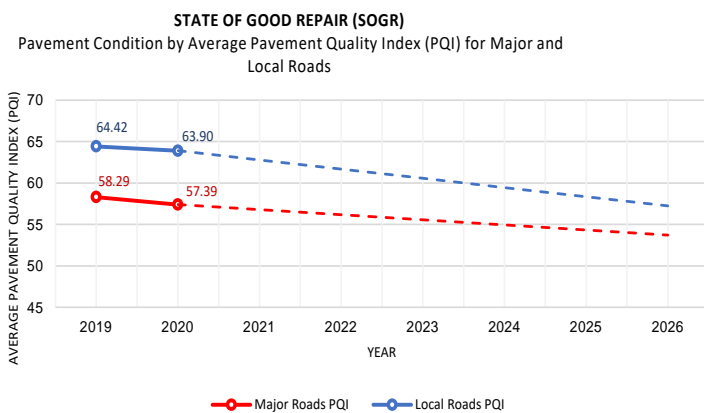
| 2024 OPERATING BUDGET | | | |
|-----------------------|-------------|-------------|-------------|
| <u>\$Million</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> |
| Revenues | \$ 226.9 | \$ 208.7 | \$ 212.0 |
| Gross Expenditures | \$ 476.8 | \$ 485.9 | \$ 515.1 |
| Net Expenditures | \$ 249.9 | \$ 277.2 | \$ 303.1 |
| Approved Positions | 1,541.0 | 1,545.0 | 1,563.0 |

| 2024 - 2033 10-YEAR CAPITAL PLAN | | | |
|---|-------------|------------------|--------------|
| <u>\$Billion</u> | <u>2024</u> | <u>2025-2033</u> | <u>Total</u> |
| Gross Expenditures | \$ 0.676 | \$ 5.068 | \$ 5.744 |
| Debt | \$ 0.353 | \$ 2.283 | \$ 2.636 |
| Note: Includes 2023 carry forward funding | | | |

How Well We Are Doing – Behind the Numbers

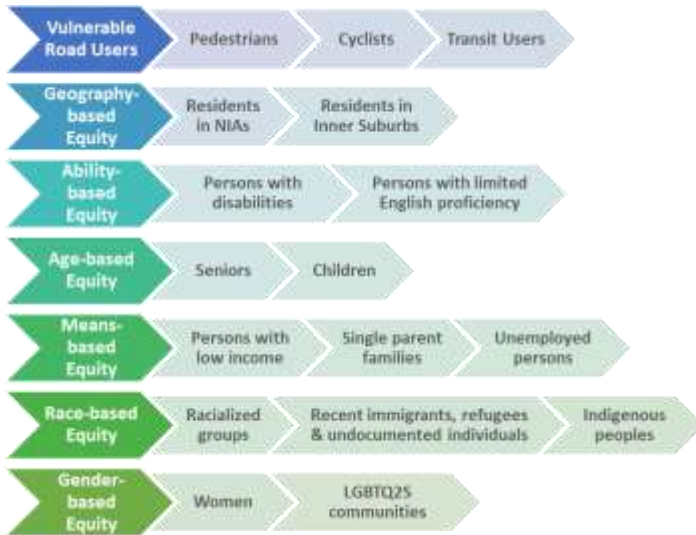


- Continued commitment to eliminate traffic fatalities and serious injuries through the Vision Zero Road Safety Plan (RSP), since its inception in 2016 and last update in 2019. While population increased by 4% between 2018 and 2022, the number of traffic-related fatalities and seriously injured (KSI) is trending downward.
- 2020 and 2021 KSI rates appeared to be skewed due to the unique traffic patterns during the COVID-19 pandemic. However, KSI rates have not returned to pre-pandemic rates as was expected. Current totals indicate that the rate has remained relatively consistent between 2021 and 2023 despite traffic levels nearing pre-pandemic levels, pointing to some apparent success as the division continues to implement the Vision Zero RSP.
- Continued implementation of the Vision Zero RSP in 2023, including 80 additional school safety zones, operating over 290 Red Light Cameras, numerous geometric safety improvements, including quick-build projects, 22 new Traffic Control Devices, 25 Accessible Pedestrian Signal retrofits, expansion of the Traffic Calming toolbox and implementation of 331 speed humps installed at 81 sites, evaluation of the Left Turn Calming pilot, approximately 851 School Crossing Guards, over 1,200 total Pedestrian Head Start signals, 188 mobile Watch Your Speed units rotating across the city and area-based local road speed limit reductions.



- It is estimated that the overall condition of Major Roads is considered “fair” at a PQI of 57 and Local Roads is considered “fair” at a PQI of 63. The threshold for Major Roads to be considered “fair” is above a PQI of 55 and Local Roads is above a PQI of 45.
- At current funding levels, only around one-third of the rehabilitation needs for Major and Local Roads can be addressed. Rehabilitation needs increase when roads are not maintained and repaired within a timeframe when the work would be effective, therefore increasing the backlog in the foreseeable future.
- There is a need to slow down the deterioration of the pavement condition (i.e. limiting PQI reduction), and eventually flattening the curve such that we are maintaining an overall “fair” pavement condition at a minimum.
- Analysis and review is currently underway to revisit how road conditions can be better reported, providing a clearer indicator of the state of City roads and future estimate within the 10 year horizon. It is anticipated that a revised reporting methodology will be rolled out as part of the 2025 budget submission and plan.

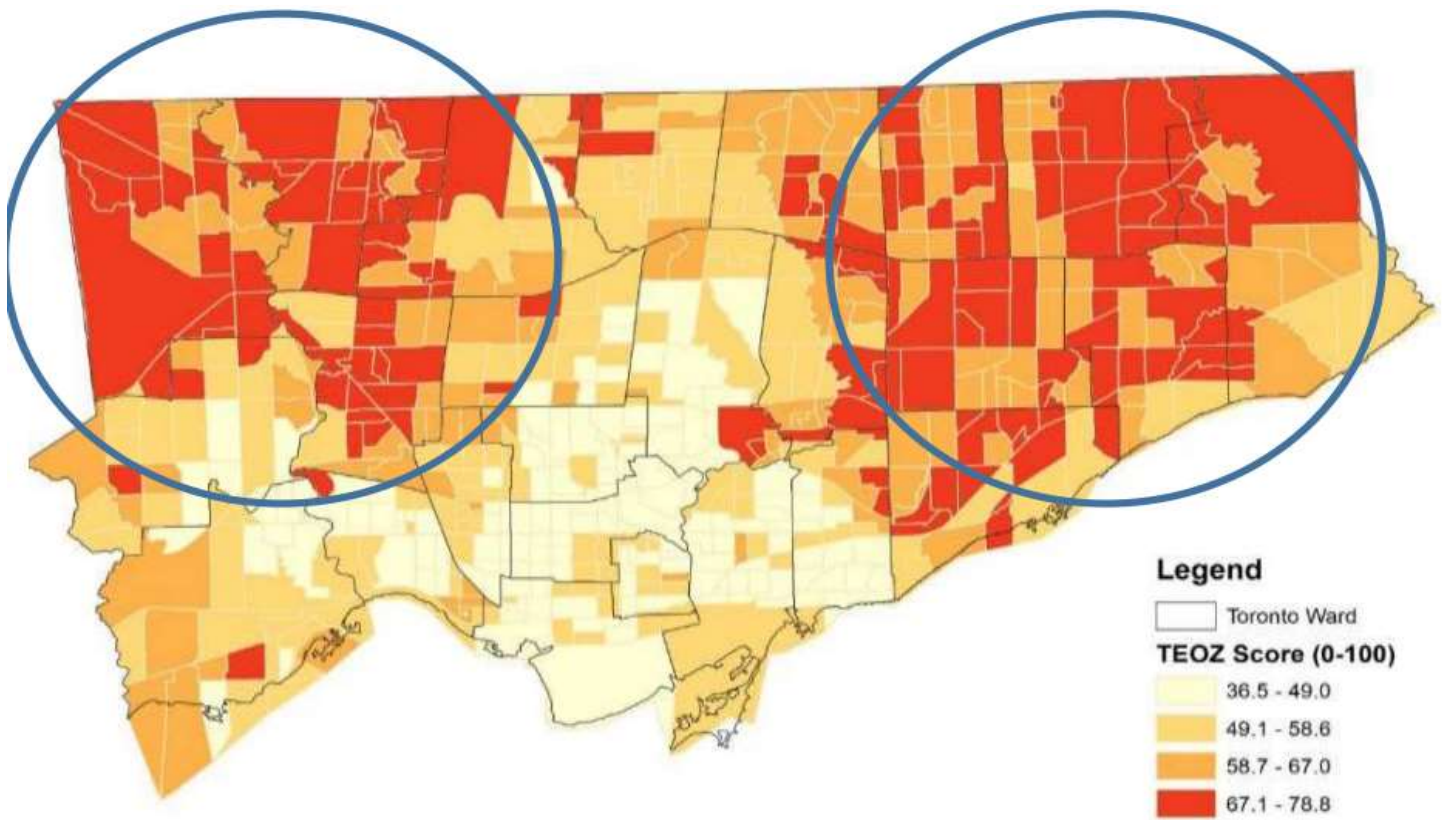
Equity Categories & Equity-Deserving Groups



- Since 2020, Transportation Services have been using a **Capital Program Prioritization Tool** to guide future decisions on capital investments. Evaluation criteria are 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.
- **Evaluation criteria** include Health & Safety, Legislative Compliance, Reputation, Sustainability, Economic Development, and **Equity**.
- The tool was expanded in 2021 to include a **Transportation Equity Lens** to help further identify 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.

TEOZ 2023 Achievements

- The TEOZ Index has been incorporated in the prioritization matrices of capital programs, shaping the selection of projects for delivery beginning in 2025 across the following programs:
 - Cycling (Priority Populations Index and Equity Scoring Tool scores used to prioritize candidate projects)
 - Traffic Calming (Priority Populations and Transportation Disadvantage Index Scores used to prioritize project locations)
 - Local Geometric Safety Improvements (projects in highest quartile areas on TEOZ Index receive priority)
 - Neighbourhood Streets Plan (TEOZ Index scores used to prioritize locations)
- The TEOZ Index has informed the equity analysis for studies including the Finch East Rapid Transit Corridor and the forthcoming Parking Strategy.

How Well We Are Doing

| Service | Measure | 2021 Actual | 2022 Actual | 2023 Projection | | Status | Ultimate Target | |
|--|---|-------------|------------------|-----------------|------------------|------------------|-----------------|-------------|
| Outcome Measures | | | | | | | | |
| •Transportation Safety & Operations (Safe) | Number of traffic-related fatalities and seriously injured (KSI) per 100,000 population | 10.1 | 10.3 | 7.6 | | | 0.0 | |
| •Road & Sidewalk Management •Transportation Safety & Operations (Reliable, Resilient) | Overall Pavement Quality Index (PQI) for Major and Local Roads | 58.0 | 57.1 | 56.2 | | | 70.0 | |
| •Transportation Safety and Operations (Accessible, Connectivity, Equity) | % of people and employment within prescribed access to a cycling route | 65% | 66% | 67% | | | 100% | |
| Service | Measure | 2021 Actual | 2022 Actual | 2023 Target | 2023 Projection | Status | 2024 Target | 2025 Target |
| Service Level Measures | | | | | | | | |
| •Road & Sidewalk Management (Reliable, Resilient) | % of roadway potholes made safe within 4 days of receiving a service request | 87% | 69% | 90% | N/A ¹ | N/A ¹ | 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% | N/A ¹ | N/A ¹ | 100% | 100% |
| •Transportation Safety & Operations (Safe, Accessible) | % of safety and operations reviews investigated within prescribed service standard | 66% | 71% | 90% | 76% | | 90% | 90% |
| •Permits & Application (Accessible, Vibrant) | % of construction, street event, and parking permits validated and issued within prescribed service standard | 97% | 87% | 100% | 85% | | 100% | 100% |
| Other Measures | | | | | | | | |
| •Road & Sidewalk Management •Transportation Safety & Operations (Reliable, Resilient) | Capital Budget Spend Rate | 81% | 74% ² | 90% | 83% | | 90% | 90% |

2023 Projection to 2023 Target Comparison

- 80% and above (MET TARGET)
- 70 - 79% (LOW RISK)
- 69% and Under (REQUIRES ATTENTION)

Note:

- 1) Due to the transition to a new work order management system which required additional training and onboarding of staff, there was insufficient data to estimate actual performance in 2023.
- 2) The 2022 Capital Budget Spend Rate reflects the corporate COVID-19 backstop provision, which, if not factored, would result in a 93% capital spend rate in 2022.

EXPERIENCES, CHALLENGES AND PRIORITIES

Our Experience and Success (Updates to Come)

- 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 22 traffic control devices and 331 road humps installed at 82 sites as well as the implementation of speed limit reductions across all local roadways in 4 wards through the installation of over 1,000 signs, and issued 28,035 tickets as part of the Vision Zero Enforcement Team.
- Resurfaced or reconstructed 94 km of local and major roads.
- Filled 201,054 potholes in 2023 despite the pressures on the maintenance crews who also installed/removed CafeTO safety equipment during the spring and autumn months.
- Traffic signal timing studies completed on 9 arterial corridors (265 signals) in 2023 to optimize throughput and reduce Greenhouse Gas (GHG) emissions while applying a Vision Zero lens to ensure that pedestrian safety is sustained.
- Supported 867 restaurants in CaféTO with 335 cafes in the curb lane and 6 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, large scale transit expansion projects and new development while also encouraging active and complete streets through programs such as 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 zero emission vehicles and 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 development review and the transition of services to the Development and Growth Division.
- 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.
 - Recruitment of vacant Operations and Maintenance positions to optimise daily operations, including pothole operations.

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).

City-Wide-Strategy

- Report to City Council with a comprehensive parking strategy to govern inventory and rates.
- Support the due diligence process as part of the provincial uploading of the Gardiner Expressway and Don Valley Parkway (DVP) highways.

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.
 - Evaluate existing and potential new Construction Hub locations to ensure sustainability and expansion of the program.
-

CITY STAFF PREPARED BUDGET

The City Manager and Chief Financial Officer and Treasurer have prepared the following budget:

1. The 2024 Operating Budget for Transportation Services of \$476.756 million gross, \$226.870 million revenue and \$249.885 million net for the following services:

Service:

| | Gross Expenditures (\$000s) | Revenue (\$000s) | Net Expenditures (\$000s) |
|------------------------------------|--|-----------------------------|--|
| Permits & Applications | 22,173.7 | 86,552.0 | (64,378.3) |
| Road & Sidewalk Management | 285,544.8 | 118,303.2 | 167,241.6 |
| Transportation Safety & Operations | 169,037.2 | 22,015.2 | 147,022.0 |
| Total Program Budget | 476,755.8 | 226,870.4 | 249,885.3 |

- The 2024 staff complement for Transportation Services of 1,541.0 positions comprised of 209.4 capital positions and 1,331.6 operating positions.
2. The 2024 Capital Budget for Transportation Services with cash flows and future year commitments totaling \$4.300 billion as detailed by project in [Appendix 5a](#).
 3. The 2025-2033 Capital Plan for Transportation Services totalling \$1.444 billion in project estimates as detailed by project in [Appendix 5b](#).
 4. That all sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2024 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.

2024 OPERATING BUDGET

2024 OPERATING BUDGET OVERVIEW

Table 1: 2024 Operating Budget by Service

| (In \$000s) | 2022 Actual | 2023 Budget | 2023 Projection* | 2023 Budget excl COVID | 2024 Base Budget | 2024 New / Enhanced | 2024 Budget | Change v. 2023 Budget excl COVID | |
|------------------------------------|------------------|------------------|------------------|------------------------|------------------|---------------------|------------------|----------------------------------|-------------|
| By Service | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | % |
| Revenues | | | | | | | | | |
| Road & Sidewalk Management | 84,526.7 | 118,953.2 | 109,768.1 | 118,953.2 | 118,303.2 | | 118,303.2 | (649.9) | (0.5%) |
| Transportation Safety & Operations | 11,844.3 | 24,132.3 | 22,268.9 | 24,132.3 | 22,015.2 | | 22,015.2 | (2,117.1) | (8.8%) |
| Permits & Applications | 74,743.8 | 82,413.8 | 76,050.1 | 82,413.8 | 86,552.0 | | 86,552.0 | 4,138.2 | 5.0% |
| Total Revenues | 171,114.8 | 225,499.2 | 208,087.2 | 225,499.2 | 226,870.4 | | 226,870.4 | 1,371.2 | 0.6% |
| Expenditures | | | | | | | | | |
| Road & Sidewalk Management | 272,959.7 | 270,129.2 | 268,432.5 | 270,129.2 | 285,544.8 | | 285,544.8 | 15,415.6 | 5.7% |
| Transportation Safety & Operations | 147,647.7 | 167,952.6 | 166,897.7 | 167,952.6 | 169,037.2 | | 169,037.2 | 1,084.6 | 0.6% |
| Permits & Applications | 17,387.0 | 21,012.2 | 20,880.2 | 21,012.2 | 22,173.7 | | 22,173.7 | 1,161.5 | 5.5% |
| Total Gross Expenditures | 437,994.4 | 459,094.0 | 456,210.4 | 459,094.0 | 476,755.8 | | 476,755.8 | 17,661.8 | 3.8% |
| Net Expenditures | 266,879.6 | 233,594.8 | 248,123.2 | 233,594.8 | 249,885.3 | | 249,885.3 | 16,290.5 | 7.0% |
| Approved Positions** | 1,464.0 | 1,541.0 | N/A | 1,541.0 | 1,541.0 | | 1,541.0 | N/A | N/A |

*2023 Projection based on 9 Month Variance

**YoY comparison based on approved positions

KEY DRIVERS

Total 2024 Budget expenditures of \$476.756 million gross reflecting an increase of \$16.291 million in spending above 2023 budget, predominantly arising from:

- Increase in salaries and benefits related to inflationary adjustments, and annualization of prior year approved additional full-time positions associated with the expansion of Automated Speed Enforcement.
- Inflationary increases for existing contracts and utility escalations.
- Contribution to the 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, discontinuation of Winter Windrow Clearing Program, CPI inflationary increases on user fee (excluding utility cut revenues), deferral of contribution to reserve fund, and other savings from realignment of business operations.

EQUITY IMPACTS OF BUDGET CHANGES

Cancellation of Winter Windrow Clearing Program:

The cancellation of the Winter Windrow Clearing Program would require a select number of households (approximately 260,000 households across the City), who are currently receiving this service, to find alternative ways to clear windrows from their driveways. The City does not have any statutory obligation to provide this service under the Provincial Minimum Maintenance Standards and is currently only provided in select areas of the City. Overall, this proposal will have an equity neutral impact as it will ensure an equitable approach for services provided broadly by the City for all residents.

2024 OPERATING BUDGET KEY COST DRIVERS

The 2024 Net Operating Budget for Transportation Services of \$249.885 million is \$16.291 million or 7.0% greater than the 2023 Net Budget. Table 2 below summarizes the key cost drivers for the 2024 Budget.

Table 2: 2024 Key Cost Drivers

| (In \$000s) | 2024 | | | | 2025 Annualized impact (Net) |
|---|-------------------|-------------------|-------------------|----------------|------------------------------|
| | Revenues | Gross | Net | Positions** | |
| 2023 Budget | 225,499.2 | 459,094.0 | 233,594.8 | 1,541.0 | N/A |
| 2023 Projection* | 208,087.2 | 456,210.4 | 248,123.2 | N/A | N/A |
| Key Cost Drivers: | | | | | |
| <i>Prior Year Impacts</i> | | | | | |
| Contribution from Reserves | (11,900.0) | | 11,900.0 | | 2,700.0 |
| <i>Operating Impacts of Capital</i> | | | | | |
| Maintenance of New Infrastructure | | 1,052.9 | 1,052.9 | | 26.3 |
| <i>Salary & Benefits</i> | | | | | |
| Salary & Benefits Adjustments | 991.3 | 3,057.6 | 2,066.3 | | 2,770.8 |
| <i>Non-Salary Inflation</i> | | | | | |
| Utilities | | 1,711.5 | 1,711.5 | | 1,347.9 |
| <i>Impacts of Service Changes</i> | | | | | |
| Winter Maintenance Contract | | 26,288.0 | 26,288.0 | | 3,327.8 |
| Transition from POA to APS System for Automated Enforcement | | | | | 4,349.4 |
| <i>Revenue Changes</i> | | | | | |
| Inflation increase of User Fees | 2,806.2 | | (2,806.2) | | (1,567.1) |
| <i>Other Changes</i> | | | | | |
| Changes to IDC/IDR | (11,733.9) | (2,768.5) | 8,965.4 | | 117.2 |
| Contribution to Reserves | 1,666.5 | 1,666.5 | | | 3,276.7 |
| Sub-Total - Key Cost Drivers | (18,169.8) | 31,008.0 | 49,177.8 | | 16,349.1 |
| Affordability Measures: | | | | | |
| Line by Line Review | 741.1 | (9,246.2) | (9,987.3) | | 4,041.3 |
| Provincial One-Time Funding for Gardiner and DVP Highways | 6,900.0 | | (6,900.0) | | 6,900.0 |
| Discontinuation of Winter Windrow Clearing Program | 11,900.0 | (4,100.0) | (16,000.0) | | |
| Sub-Total - Affordability Measures | 19,541.1 | (13,346.2) | (32,887.3) | | 10,941.3 |
| Total 2024 Budget | 226,870.4 | 476,755.8 | 249,885.3 | 1,541.0 | 27,290.3 |
| Change from 2023 Budget (\$) | 1,371.2 | 17,661.8 | 16,290.5 | - | N/A |
| Change from 2023 Budget (%) | 0.6% | 3.8% | 7.0% | - | N/A |

*Based on 9 Month Variance

**YoY comparison based on approved positions

Key Base Drivers:**Prior Year Impacts:**

- Reversal of one-time draws from the Public Realm Reserve Fund and the Road Repair Maintenance Reconstruction Reserve Fund.

Operating Impact of Capital:

- Increase in maintenance costs arising mainly from newly built road related infrastructure including cycling facilities and the completion of new roads by developers.

Salaries & Benefits:

- Includes inflationary increases to existing salaries and benefits and vacant positions to be filled, to meet services demands. Transportation Services is actively collaborating with People and Equity partners to prioritize recruitment activities to fill vacant positions to support service delivery.

Services and Rents:

- Includes increased cost of contractual services such as Winter Maintenance contracts due to inflation and number of anticipated winter events for 2024. Inflationary increases for utilities and maintenance cost for new infrastructure which includes roads, sidewalks, cycling infrastructure and traffic control signals. In 2024, the division is phasing out the utility cut repair program resulting in revenue decreases compounding the budgetary pressures.

Other Revenue Changes:

- Includes Consumer Price Index (CPI) increase on user fees of 4% (excluding utility cut revenues) to reflect inflationary increases.

Contributions to Reserved Funds:

- Annual increase in contribution to Public Realm Reserve Fund fully funded by advertising revenues from the Street Furniture Program.

Affordability Measures:**Table 3: Offsets and Efficiencies**

| (In \$000s) | | | | | | | | | |
|---|--------------------------|---------------|-----------------|-------------------|-------------------|-----------|--------------------|-----------------|-----------|
| Recommendation | Savings Type | Equity Impact | 2024 | | | | 2025 (Incremental) | | |
| | | | Revenue | Gross | Net | Positions | Gross | Net | Positions |
| Discontinuation of Winter Windrow Clearing Program | Service Level Change | No Impact | 11,900.0 | (4,100.0) | (16,000.0) | | | | |
| Line by Line Review | Efficiency Savings | No Impact | 741.1 | (9,246.2) | (9,987.3) | 4,041.3 | 4,041.3 | | |
| Provincial One-Time Funding for Gardiner and DVP Highways | Revenue Increase (Other) | No Impact | 6,900.0 | | (6,900.0) | | | 6,900.0 | |
| Total Affordability Measures | | | 19,541.1 | (13,346.2) | (32,887.3) | - | 4,041.3 | 10,941.3 | - |

The **2024 Operating Budget** includes \$13.346 million in gross expenditure and \$32.887 million in net expenditures reductions attributed to:

- Discontinuation of Winter Windrow Clearing Program:** the discontinuation of winter windrow clearing services is estimated to result in savings of \$16 million over the 2024/25 winter season. For 2024, this would reflect a cost savings of \$4.100 million in November and December; however, to recognize the full impact of this affordability measure in 2024, a one-time draw from the Public Realm Reserve Fund and the Road Repair Maintenance Reconstruction Reserve Fund is included as a bridging strategy to be reversed in 2025 and 2026.
- Line-by-Line Review:** A reduction in base expenditures for contracted services and other non-salary line items to manage cost increases from internal and external sources.
- New Deal:** One-time provincial funding of \$6.900 million for the operations and maintenance of the Gardiner Expressway and Don Valley Parkway highways as a result of the Ontario-Toronto New Deal, while the Province completes a third-party due diligence process for the upload of these assets, expected to be complete by December 31, 2024.

2025 & 2026 OUTLOOKS

Table 5: 2025 and 2026 Outlooks

| (\$000s) | 2024 Budget | 2025 Incremental Outlook | 2026 Incremental Outlook |
|---|------------------|--------------------------------|--------------------------------|
| Revenues | | | |
| Reversal of One-time Draws from Reserve Funds | | (14,600.0) | |
| Reversal of One-time Provincial Funding for Gardiner and DVP Highways | | (6,900.0) | |
| User Fee Inflationary Impacts | | 1,567.1 | 1,403.7 |
| Revenue Changes - Street Furniture | | 1,748.9 | 1,835.4 |
| Other Changes | | 28.9 | 31.9 |
| Total Revenues | 226,870.4 | (18,155.2) | 3,271.0 |
| Gross Expenditures | | | |
| Salaries and Benefits | | 2,770.8 | 5,166.4 |
| Contribution to Reserves | | 5,025.6 | 7,963.5 |
| Inflationary Impacts | | 4,675.7 | 2,410.9 |
| APS - Higher MTO Fees | | 4,349.4 | 12,455.4 |
| Other Changes | | 4,213.7 | 1,683.2 |
| Cancellation of Winter Windrow Clearing Program | | (11,900.0) | (500.0) |
| Total Gross Expenditures | 476,755.8 | 9,135.1 | 29,179.5 |
| Net Expenditures | 249,885.3 | 27,290.3 | 25,908.5 |
| Approved Positions | 1,541.0 | 4.0 | 18.0 |

Key Outlook Drivers

The 2025 Outlook with total gross expenditures of \$485.891 million reflects an anticipated \$9.135 million or 1.92% increase in gross expenditures above the 2024 Operating Budget. The 2026 Outlooks expects a further increase of \$29.180 million or 6.01% above 2025 gross expenditures.

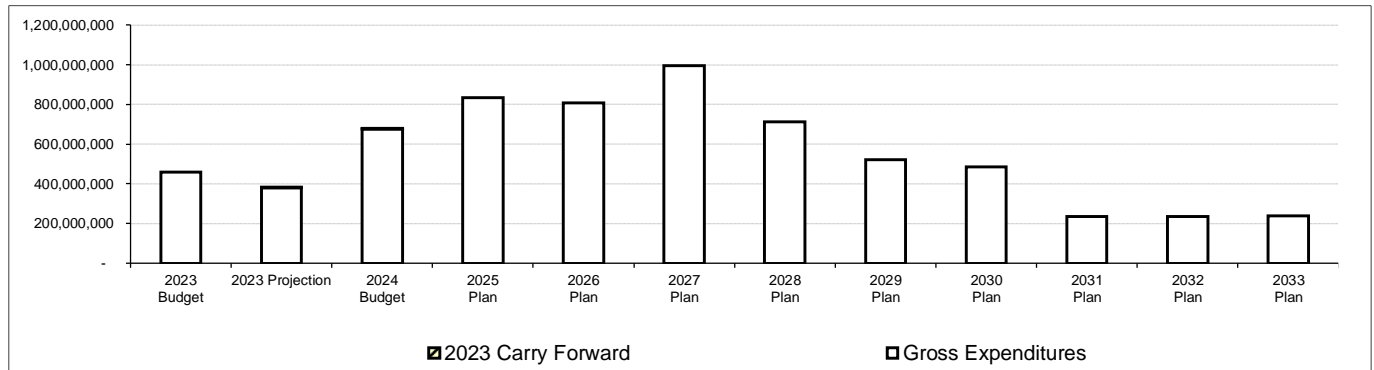
These changes arise from the following:

- Increase in 2025 and 2026 expenditures are due to increasing salary & benefit costs, anticipated inflationary impacts for contractual and maintenance services, contributions to Fleet Replacement Reserve and Public Realm Reserve Fund contributions related to street furniture revenue (fully recoverable from Public Realm withdrawals).
- Additional positions and budget required to process additional charges resulting from the expansion of Automated Speed Enforcement Cameras and annualized transition to the Administration Penalty System, revenue increase for Court Services (2025 & 2026).
- Annualized savings for cancellation of Winter Windrow Clearing Program offset by the reversal of the associated one-time reserve draw applied to capture full year savings in 2023.
- Reversal of one-time funding draws from various Reserve Funds (2025).

2024 – 2033 CAPITAL BUDGET AND PLAN

2024 2033 CAPITAL BUDGET & PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



| In \$000's | 2023 | | 2023 Capital Budget and 2024 - 2032 Capital Plan | | | | | | | | | | |
|----------------------------------|--|------------------|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | Budget | Projected Actual | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | Total 10 Year Plan |
| | Gross Expenditures by Project Category: | | | | | | | | | | | | |
| Health & Safety & Legislated | 54,153 | 49,134 | 120,093 | 92,921 | 22,176 | 13,586 | 7,321 | 5,152 | 5,183 | 5,059 | 5,091 | 5,125 | 281,707 |
| SOGR | 303,875 | 255,047 | 425,226 | 386,079 | 515,765 | 655,554 | 547,769 | 403,552 | 406,033 | 209,766 | 219,213 | 223,225 | 3,992,182 |
| Service Improvement & Growth | 100,240 | 76,674 | 130,810 | 356,243 | 271,310 | 325,927 | 158,969 | 113,498 | 72,773 | 20,664 | 10,000 | 10,000 | 1,470,194 |
| Total by Project Category | 458,268 | 380,855 | 676,129 | 835,243 | 809,251 | 995,067 | 714,059 | 522,202 | 483,989 | 235,489 | 234,304 | 238,350 | 5,744,083 |
| Financing: | | | | | | | | | | | | | |
| Debt | | | 353,015 | 406,616 | 257,442 | 283,519 | 224,254 | 215,066 | 215,788 | 219,715 | 228,473 | 232,514 | 2,636,402 |
| Debt Recoverable | | | | | | | | | | | | | |
| Reserves/Reserve Funds | | | 35,812 | 30,883 | 32,560 | 21,966 | 2,233 | 6,549 | 9,725 | 3,573 | | | 143,301 |
| Development Charges | | | 56,762 | 160,951 | 146,458 | 205,188 | 118,692 | 93,284 | 48,867 | 7,052 | 3,273 | 3,278 | 843,805 |
| Provincial | | | 197,544 | 159,819 | 310,135 | 457,558 | 350,388 | 202,558 | 202,561 | 2,558 | 2,558 | 2,558 | 1,888,237 |
| Federal | | | 6,446 | 15,583 | 15,110 | 6,621 | 4,745 | 4,745 | 7,048 | 2,591 | | | 62,889 |
| Other Revenue | | | 26,550 | 61,391 | 47,546 | 20,215 | 13,747 | | | | | | 169,449 |
| Total Financing | | | 676,129 | 835,243 | 809,251 | 995,067 | 714,059 | 522,202 | 483,989 | 235,489 | 234,304 | 238,350 | 5,744,083 |

Changes to Existing Projects

The 2024-2033 Capital Budget and Plan reflects the following changes to existing projects over the nine common years (2024-2032):

- Increased funding of \$47.200 million to maintain *State of Good Repair (SOGR) of Roads and Bridge / Culvert Infrastructure*.
- Increased funding of \$105.120 million to advance delivery of *Broadview Extension*.
- Increased funding of \$74.000 million to advance delivery of the *West Toronto Rail Path Extension*.
- Increased funding of \$74.844 million to advance the *St Clair Transportation Master Plan*.

New Projects

The 2024-2033 Capital Budget and Plan includes new projects. Key projects are as follows:

- \$5.500 million to install green infrastructure within the right of way in the immediate years.
- \$4.700 million to commence design phase of road infrastructure upgrades for the *Southwest Agincourt Transportation Connections Study*.
- \$2.280 million to commence design phase of the *Dundas/ Dupont/ Annette Intersection*.

Capital Needs Constraints

The unmet needs over the 10-year planning horizon include the following:






- \$3.083 billion of SOGR backlog projects predominantly attributed to major and local roads
- \$958.306 million of growth projects. As projects advance, with certainty in cost and delivery schedule, funding requests will be made to include them in the budget.

Note:

- Funding of \$1.9 billion for the Gardiner Expressway and Don Valley Parkway continues to be reflected in the Capital Budget and Plan for Transportation Services while the due diligence process is underway.
- For additional information, please refer to [Appendix 5](#) for a more detailed listing of the 2024 and 2025-2033 Capital Budget & Plan by project; [Appendix 6](#) for Reporting on Major Capital Projects – Status Update; [Appendix 7](#) for Capacity to Spend Review; and [Appendix 8](#) for Capital Needs Constraints, [Appendix 9](#) for Capital Program Provincial/Federal Funding Streams by Projects, respectively.

2024 – 2033 CAPITAL BUDGET AND PLAN

\$5.744 Billion 10-Year Gross Capital Program

| | | | | |
|---|---|---|--|---|
|  |  |  |  |  |
| State of Good Repair (SOGR)* | Growth Related Projects ✔ | Vision Zero Road Safety Plan** ✔ | Cycling Network Plan ✔ | Congestion Management Plan ✔ |
| \$4.0 B | \$853 M | \$119 M | \$289 M | \$33 M |
| Ongoing repair of the City’s existing 5600 km of Roads and 900 Bridges & Culverts | Implementation of projects to support the City’s economic and population growth. | Implementation of safety measures on roads, sidewalks, and intersections to achieve Vision Zero | Implementation of bike lanes and cycle tracks to build the City’s cycling network | 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 2024-2033 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

** The majority of expenditures in support of the Vision Zero Road Safety Plan (RSP) are operating expenses. The 2024-2026 annual capital budget is approximately \$25M/year, representing 30% of total planned RSP funding in each of those years.

In accordance with [CC 13.2](#) in December 2023, City Council approved the Term Sheet of the Ontario-Toronto New Deal Agreement, a package of provincial supports to assist the City with its long-term financial plan. Within the listing of provincial supports, the Gardiner Expressway and Don Valley Parkway are to be uploaded, subject to 3rd party due diligence targeted to be completed by 2024 year end. In alignment with the terms agreed on by the City, \$1.888 billion of City funds for these programs, within the 10-Year Capital Plan, have been converted to reflect funding from the Province, while the due diligence process is underway.

Aside from the above provincially supported programs noted above, 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 ability to finance and service debt. Below are the key actions taken:

- Taking into consideration global supply chain, labour challenges, and overall market inflation, 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 divisions, Transportation is experiencing significant cost escalation on its project relative 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 will continue to be closely monitored and cash flow adjustments will be requested, as necessary, based on the dynamic market environment.

- New projects to 10 Year Capital Budget and Plan that are Council endorsed and reflect City priorities include:
 - *Green Infrastructure* - \$5.500 million to install green infrastructure within the Right of Way in the immediate years (2024/2025). This is anticipated to be an on-going program for which future capital requirements will be assessed and requested, as necessary, through future budget processes.
 - *Southwest Agincourt Transportation Connections Study*- \$4.700 million to commence design phase of road infrastructure upgrades for the Southwest Agincourt Transportation Connections Study.
 - *Dundas/Dupont/Annette Intersection Redesign* - \$2.28 million to commence design phase of the intersection.
- 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

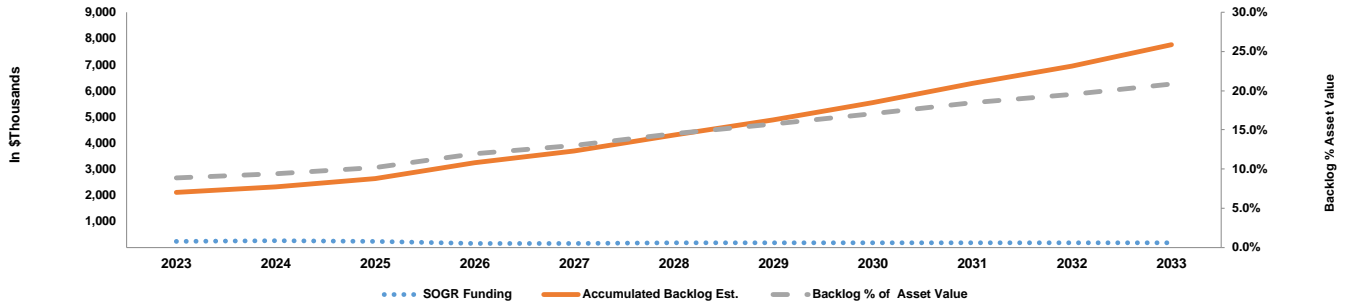
| City of Toronto | | Provincial Funding | | Federal Funding | |
|----------------------------------|------------|----------------------------------|-----------|------------------------------------|-----------|
| \$3.792 B 66.0% | | \$1.888 B 32.9% | | \$62.9 M 1.1% | |
| Debt | \$ 2.636 B | Provincial Support | \$1.888 B | DMAF / Active Transportation Grant | \$ 62.9 M |
| Reserve / Reserve Fund | \$ 143.3 M | | | | |
| Development Charges / Section 42 | \$ 843.8 M | | | | |
| Other | \$ 169.4 M | | | | |

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

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



| \$ Million | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| SOGR Funding | 216 | 259 | 221 | 157 | 160 | 163 | 166 | 169 | 172 | 181 | 184 |
| Accumulated Backlog Est. | 2,106.3 | 2,316.9 | 2,640.2 | 3,247.3 | 3,696.3 | 4,307.9 | 4,890.3 | 5,544.0 | 6,286.5 | 6,954.3 | 7,750.9 |
| Backlog % of Asset Value | 8.9% | 9.4% | 10.2% | 12.0% | 13.0% | 14.5% | 15.8% | 17.1% | 18.5% | 19.6% | 20.8% |
| Total Asset Value | 23,652.9 | 24,745.5 | 25,889.1 | 27,086.1 | 28,338.9 | 29,650.2 | 31,022.7 | 32,459.3 | 33,962.9 | 35,536.9 | 37,184.3 |

Excluding the Gardiner Expressway and Don Valley Parkway, the 10-Year Capital Plan will fund \$2.104 billion of SOGR projects, providing an average of \$210.394 million annually. This funding will continue ongoing SOGR projects for infrastructure, including major and local roads, city bridges and laneways. Of this, \$651.261 million is planned for the Major Road Rehabilitation Program, and \$647.159 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 2024-2033 Capital Budget and Plan, the overall PQI condition of Major Roads is expected to decrease from 55 to 49 by 2033 while overall PQI condition of Local Roads is expected to decrease from 59 to 49 by 2033.

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 \$1.167 billion at the end of 2023 to \$3.044 billion, or about 29 per cent of assets, by 2033; and,
- The backlog for Local Roads will increase from \$852.7 million at the end of 2023 to \$3.726 billion, or about 23 per cent of assets, by 2033.

The increase in backlog reflects the age of the infrastructure, the timing of when rehabilitation is required, as well as the type of rehabilitation required (mainly road reconstruction, as the roads are reaching the end of their life cycle).

Transportation Services is updating the Local and Major Roads Asset Management Plan and developing a long-term plan for the management of assets to drive sustainable long-term investment in SOGR projects and reduce the backlog. This plan in alignment will comply with [Ontario Regulation 588/17: Asset Management Planning For Municipal Infrastructure](#), 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.

OPERATING IMPACT OF COMPLETED CAPITAL PROJECTS

The 10-Year Capital Plan will impact future year of Transportation Services' Operating Budget by \$28.364 million net over the 2024-2033 period, as shown in Table 6 below.

Table 6: Net Operating Impact Summary

| Projects | 2024 Budget | | 2025 Plan | | 2026 Plan | | 2027 Plan | | 2028 Plan | | 2024-2028 | | 2024-2033 | |
|---------------------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|-----------------|-----------|
| | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions |
| Previously Approved | | | | | | | | | | | | | | |
| Cycling Network Plan | 485.0 | | 497.1 | | 509.6 | | 522.3 | | 535.3 | | 2,549.3 | | 13,055.3 | |
| New Roads Installation | 34.4 | | 35.3 | | 36.2 | | 37.1 | | 38.0 | | 180.9 | | 927.0 | |
| Missing Link Sidewalk program | 39.3 | | 40.3 | | 41.3 | | 42.3 | | 43.4 | | 206.7 | | 1,059.3 | |
| New Traffic Control Signals | 494.2 | | 506.5 | | 519.2 | | 532.2 | | 545.5 | | 2,597.6 | | 13,312.8 | |
| Sub-Total: Previously Approved | 1,052.9 | | 1,079.2 | | 1,106.2 | | 1,133.9 | | 1,162.2 | | 5,534.5 | | 28,364.3 | |
| Total (Net) | 1,052.9 | | 1,079.2 | | 1,106.2 | | 1,133.9 | | 1,162.2 | | 5,534.5 | | 28,364.3 | |

Previously Approved projects

- The 2024 Operating Budget will increase by a total of \$1.053 million for maintenance costs arising mainly from newly built road related infrastructure including cycling facilities and the completion of new roads by developers.
- The 2024 operating costs associated additional maintenance costs, as mentioned above, have been included in the 2024 Operating Budget for Transportation Services. Any future operating impacts will be reviewed each year and be considered as part of future year budget processes.

The future Budget Processes, Transportation Services will continue to review its capital projects and analyze the impacts on operations.

APPENDICES

Appendix 1

2024 Operating Budget by Category

| Category (In \$000s) | 2021 Actual | 2022 Actual | 2023 Budget | 2023 Projection* | 2024 Budget | 2024 Change from 2023 Budget | | 2024 Change from 2023 Projection | |
|--|------------------|------------------|------------------|---------------------|------------------|---------------------------------|-------------|-------------------------------------|-------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | % | \$ | % |
| Provincial Subsidies | | | | | 6,900.0 | 6,900.0 | | 6,900.0 | |
| Federal Subsidies | | 45.1 | | | | | | | |
| User Fees & Donations | 65,859.9 | 71,230.5 | 77,740.0 | 78,819.2 | 82,007.3 | 4,267.3 | 5.5% | 3,188.1 | 4.0% |
| Transfers From Capital | 23,824.2 | 19,938.4 | 26,524.0 | 23,534.4 | 25,886.6 | (637.3) | (2.4%) | 2,352.2 | 10.0% |
| Contribution From Reserves/Reserve Funds | 21,156.6 | 24,656.2 | 46,170.2 | 42,283.9 | 48,841.6 | 2,671.4 | 5.8% | 6,557.7 | 15.5% |
| Sundry and Other Revenues | 49,136.6 | 53,769.7 | 74,009.8 | 62,533.7 | 62,464.1 | (11,545.7) | (15.6%) | (69.6) | (0.1%) |
| Inter-Divisional Recoveries | 5,266.2 | 1,475.0 | 1,055.2 | 915.9 | 770.8 | (284.4) | (27.0%) | (145.1) | (15.8%) |
| Total Revenues | 165,243.5 | 171,114.8 | 225,499.2 | 208,087.2 | 226,870.4 | 1,371.2 | 0.6% | 18,783.3 | 9.0% |
| Salaries and Benefits | 109,623.4 | 120,870.7 | 142,701.3 | 136,172.1 | 143,673.6 | 972.3 | 0.7% | 7,501.5 | 5.5% |
| Materials & Supplies | 46,692.6 | 48,859.9 | 56,325.7 | 42,562.3 | 52,866.3 | (3,459.5) | (6.1%) | 10,304.0 | 24.2% |
| Equipment | 940.8 | 2,518.5 | 3,786.5 | 4,297.2 | 3,776.2 | (10.3) | (0.3%) | (521.0) | (12.1%) |
| Service and Rent | 174,119.3 | 217,341.0 | 209,042.6 | 224,330.7 | 228,156.0 | 19,113.4 | 9.1% | 3,825.3 | 1.7% |
| Contribution To Reserves/Reserve Funds | 33,335.9 | 37,670.7 | 38,153.4 | 39,358.9 | 39,819.9 | 1,666.5 | 4.4% | 460.9 | 1.2% |
| Other Expenditures | 1,020.8 | 2,227.7 | 324.0 | 335.5 | 324.0 | | | (11.5) | (3.4%) |
| Inter-Divisional Charges | 8,948.2 | 8,506.0 | 8,760.4 | 9,153.6 | 8,139.8 | (620.6) | (7.1%) | (1,013.8) | (11.1%) |
| Total Gross Expenditures | 374,681.1 | 437,994.4 | 459,094.0 | 456,210.4 | 476,755.8 | 17,661.8 | 3.8% | 20,545.4 | 4.5% |
| Net Expenditures | 209,437.7 | 266,879.6 | 233,594.8 | 248,123.2 | 249,885.3 | 16,290.5 | 7.0% | 1,762.1 | 0.7% |

*Projection based on 9 Month Variance

Appendix 2

Summary of 2024 Service Changes

| Form ID | | Infrastructure Services Program - Transportation Services | Adjustments | | | | 2025 Plan Net Change | 2026 Plan Net Change |
|--|---------------|--|-------------------|------------------|------------------|--------------------|-------------------------|-------------------------|
| Category | Equity Impact | | Gross Expenditure | Revenue | Net | Approved Positions | | |
| | | 2024 Staff Prepared Base Budget Before Service Changes: | 480,855.8 | 226,870.4 | 253,985.3 | 1,540.98 | 39,190.3 | 26,408.5 |
| 31015 | | Cancellation of Winter Windrow Clearing Program | | | | | | |
| 59 | No Impact | Description: | | | | | | |
| <p>The City's current Winter Windrow Clearing Program only services certain households in North York, Scarborough, and Etobicoke. The City does not have any statutory obligation to provide this service under the Provincial Minimum Maintenance Standards. Adoption of this budget would result in Transportation Services no longer providing windrow clearing as a service in the City. The service will continue for the current 2023/2024 winter season and end for the 2024/2025 winter season.</p> <p>Service Level Impact:</p> <p>The cancellation of the Winter Windrow Clearing Program would require approximately 260,000 households, who are currently receiving this service, to find alternative ways to clear windrows from their driveways.</p> <p>Equity Statement:</p> <p>The residents who live in the service's geographical boundaries would have to find alternatives to windrow clearing; However, overall this proposal will have a neutral impact as it will ensure an equitable approach for services provided broadly by the City for all residents.</p> <p>Service: Road & Sidewalk Management</p> | | | | | | | | |
| | | Total Staff Prepared Budget Changes: | (4,100.0) | 0.0 | (4,100.0) | 0.00 | (11,900.0) | (500.0) |
| | | Staff Prepared Service Changes: | (4,100.0) | 0.0 | (4,100.0) | 0.00 | (11,900.0) | (500.0) |
| Summary: | | | | | | | | |
| | | Staff Prepared Service Changes: | (4,100.0) | 0.0 | (4,100.0) | 0.00 | (11,900.0) | (500.0) |
| | | Staff Prepared Base Budget: | 476,755.8 | 226,870.4 | 249,885.3 | 1,540.98 | 27,290.3 | 25,908.5 |

Appendix 3

Summary of 2024 New / Enhanced Service Priorities Included in Budget

N/A

Appendix 4

Summary of 2024 New / Enhanced Service Priorities Not Included in Budget

N/A

Appendix 5

2024 Capital Budget; 2025 - 2033 Capital Plan Including Carry Forward Funding

| Project Code | (In \$000s) | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan | 2024 - 2033 Total | Health & Safety & Legislated | SOGR | Growth & Improved Service |
|--|--|-------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|------------------------------|----------------|---------------------------|
| Health and Safety | | | | | | | | | | | | | | | |
| TS001 | City Bridge Rehabilitation (Critical) | ☑ | 81,379 | 50,830 | | | | | | | | 132,209 | 132,209 | | |
| TS002 | Glen Road Pedestrian Bridge | ☑ | 8,393 | 6,107 | | | | | | | | 14,500 | 14,500 | | |
| TS003 | Guide Rail Program | | 1,700 | 1,700 | | | | | | | | 3,400 | 3,400 | | |
| TS004 | Pedestrian Lighting | ☑ | | 1,061 | | | | | | | | 1,061 | 1,061 | | |
| TS005 | Road Safety Plan | ☑ | 28,621 | 21,913 | 22,176 | 13,586 | 7,321 | 5,152 | 5,183 | 5,059 | 5,091 | 5,125 | 119,227 | 119,227 | |
| TS006 | Yonge St. / Heath St. Intersection Improvement | ☑ | | 11,310 | | | | | | | | 11,310 | 11,310 | | |
| Health and Safety Sub-Total | | | 120,093 | 92,921 | 22,176 | 13,586 | 7,321 | 5,152 | 5,183 | 5,059 | 5,091 | 5,125 | 281,707 | 281,707 | |
| State of Good Repair | | | | | | | | | | | | | | | |
| TS007 | City Bridge Rehabilitation | ☑ | 35,621 | 36,170 | 36,727 | 37,293 | 37,852 | 38,420 | 38,996 | 39,581 | 40,175 | 40,778 | 381,613 | | 381,613 |
| TS008 | Critical Interim Road Rehabilitation Pool | | 9,000 | 8,618 | 8,748 | 3,331 | | | | | | | 29,697 | | 29,697 |
| TS009 | Ditch Rehabilitation and Culvert Reconstruction | ☑ | 2,500 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 11,500 | | 11,500 |
| TS010 | Don Valley Parkway Rehabilitation | | 5,058 | 5,058 | 5,135 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 33,157 | | 33,157 |
| TS011 | Dufferin Street Bridge Rehabilitation | ☑ | 1,400 | 822 | 602 | | | | | | | | 2,824 | | 2,824 |
| TS012 | Dunn and Dowling Bridges | ☑ | | 1,300 | 1,800 | 1,000 | 500 | 500 | | | | | 5,100 | | 5,100 |
| TS013 | F. G. Gardiner Rehabilitation Program | | 187,486 | 149,761 | 300,000 | 455,000 | 347,830 | 200,000 | 200,003 | | | | 1,840,080 | 1,840,080 | |
| TS014 | F.G. Gardiner - Critical Repairs | | 5,000 | 5,000 | 5,000 | | | | | | | | 15,000 | | 15,000 |
| TS015 | Facility Improvements | | 4,000 | 4,000 | 4,000 | | | | | | | | 12,000 | | 12,000 |
| TS016 | Laneways | | 1,939 | 2,968 | 1,998 | 2,027 | 2,062 | 2,103 | 1,445 | 1,474 | 1,503 | 1,533 | 19,052 | | 19,052 |
| TS017 | Local Road Rehabilitation | | 70,109 | 63,724 | 58,939 | 60,178 | 61,441 | 62,730 | 64,045 | 65,386 | 69,573 | 71,034 | 647,159 | | 647,159 |
| TS018 | Major Pooled Contingency | | 6,589 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 51,589 | | 51,589 |
| TS019 | Major Road Rehabilitation | | 70,233 | 67,702 | 58,939 | 60,178 | 61,441 | 62,730 | 64,045 | 65,386 | 69,573 | 71,034 | 651,261 | | 651,261 |
| TS020 | Retaining Walls Rehabilitation | | 4,421 | 5,400 | | | | | | | | | 9,821 | | 9,821 |
| TS021 | Sidewalks | | 15,788 | 18,059 | 16,334 | 16,351 | 16,351 | 16,678 | 17,012 | 17,352 | 17,700 | 18,053 | 169,678 | | 169,678 |
| TS022 | Signs and Markings Asset Management | | 2,282 | 4,572 | 4,618 | 4,713 | 4,809 | 4,908 | 5,004 | 5,104 | 5,206 | 5,310 | 46,526 | | 46,526 |
| TS023 | Traffic Plant Requirements/Signal Asset Management | | 3,800 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 66,125 | | 66,125 |
| State of Good Repair Sub-Total | | | 425,226 | 386,079 | 515,765 | 655,554 | 547,769 | 403,552 | 406,033 | 209,766 | 219,213 | 223,225 | 3,992,182 | | 3,992,182 |
| Service Improvement and Enhancement | | | | | | | | | | | | | | | |
| TS024 | Cycling Infrastructure | ☑ | 31,103 | 30,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 141,103 | | 141,103 |
| TS025 | Eglinton Connects LRT | ☑ | 3,400 | 10,400 | 5,908 | | | | | | | | 19,708 | | 19,708 |
| TS026 | Engineering Studies | | 6,000 | 10,707 | 10,000 | 12,000 | 12,000 | | | | | | 50,707 | | 50,707 |
| TS027 | Green Streets Improvement | ☑ | 1,000 | 4,500 | | | | | | | | | 5,500 | | 5,500 |
| TS028 | Housing NowSite | ☑ | | 2,000 | | | | | | | | | 2,000 | | 2,000 |
| TS029 | King Street Transit Priority Corridor | ☑ | 500 | 2,600 | | | | | | | | | 3,100 | | 3,100 |
| TS030 | Mapping and GIS Repository | | 500 | 1,000 | | | | | | | | | 1,500 | | 1,500 |
| TS031 | MoveTO | | 7,000 | 10,359 | 7,000 | 7,652 | | | | | | | 32,011 | | 32,011 |
| TS032 | Neighbourhood Improvements | | 3,303 | 14,773 | 2,316 | 2,547 | 2,000 | | | | | | 24,939 | | 24,939 |
| TS033 | Rockcliffe Flood Mitigation | ☑ | 1,100 | 17,648 | 16,413 | 16,463 | 11,294 | 11,294 | 16,773 | 6,164 | | | 97,149 | | 97,149 |
| TS034 | Sheppard Bridge Over Highway 404 Public Realm Imp | ☑ | | 422 | | | | | | | | | 422 | | 422 |
| TS035 | Surface Network Transit Plan | ☑ | 1,908 | 6,640 | 6,347 | 1,307 | | | | | | | 16,202 | | 16,202 |
| TS036 | System Enhancements for Road Repair & Permits | | 1,700 | 2,700 | 2,075 | 1,299 | | | | | | | 7,774 | | 7,774 |
| TS037 | Thunder Woman Healing Lodge | | | 230 | | | | | | | | | 230 | | 230 |
| TS038 | TO360 Wayfinding | ☑ | 917 | 1,050 | 560 | 966 | | | | | | | 3,493 | | 3,493 |
| TS039 | Traffic Congestion Management | | 543 | | | | | | | | | | 543 | | 543 |
| TS040 | West Toronto Rail Path Extension | ☑ | 11,850 | 40,077 | 31,078 | 65,000 | | | | | | | 148,005 | | 148,005 |
| Service Improvement and Enhancement Sub-Total | | | 70,824 | 155,106 | 91,697 | 117,234 | 35,294 | 21,294 | 26,773 | 16,164 | 10,000 | 10,000 | 554,386 | | 554,386 |

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

*Information above includes full project / sub-project 2024-2033 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

Appendix 5 (Continued)

2024 Capital Budget; 2025 – 2033 Capital Plan Including Carry Forward Funding

| Project Code | (In \$000s) | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan | 2024 - 2033 Total | Health & Safety & Legislated | SOGR | Growth & Improved Service |
|---|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|------------------------------|------------------|---------------------------|
| Growth Related | | | | | | | | | | | | | | | |
| TS041 | Agincourt Improvement | 200 | 1,123 | | 3,414 | | | | | | | 4,737 | | | 4,737 |
| TS042 | Beecroft Extension | 400 | 20,288 | | | | | | | | | 20,688 | | | 20,688 |
| TS043 | Broadview Extension | | 4,076 | | | | | | | | | 4,076 | | | 4,076 |
| TS044 | Broadview Extension Phase 1 | | 34,880 | 55,120 | 50,000 | | | | | | | 140,000 | | | 140,000 |
| TS045 | Dundas, Dupont and Annette Intersection Improvements | | 600 | 600 | 710 | 210 | 160 | | | | | 2,280 | | | 2,280 |
| TS046 | Don Mills Crossing Bridge | | | | 4,500 | | | | | | | 4,500 | | | 4,500 |
| TS047 | Emery Village Improvements | 500 | 5,000 | | | | | | | | | 5,500 | | | 5,500 |
| TS048 | GO Transit Expansion City Share | | 22,000 | | | | | | | | | 22,000 | | | 22,000 |
| TS049 | John Street Revitalization Project | 1,000 | 7,596 | 12,849 | 13,395 | 12,544 | 12,544 | | | | | 59,928 | | | 59,928 |
| TS050 | LARP P1 (Lawrence-Allen Revitalization Project) | 500 | 5,451 | | | | | | | | | 5,951 | | | 5,951 |
| TS051 | LARP P2 (Lawrence-Allen Revitalization Project) | | 2,350 | 1,100 | | | | | | | | 3,450 | | | 3,450 |
| TS052 | LARP P3 (Lawrence-Allen Revitalization Project) | | | | | | 1,500 | 3,000 | 4,500 | | | 9,000 | | | 9,000 |
| TS053 | Legion Road Extension & Grade Separation | 260 | 4,424 | 2,183 | 1,300 | 123 | | | | | | 8,290 | | | 8,290 |
| TS054 | Liberty Village New Street Project | | | 14,951 | 36,101 | 24,351 | | | | | | 75,403 | | | 75,403 |
| TS055 | Lower Yonge | | 1,500 | 1,500 | | | | | | | | 3,000 | | | 3,000 |
| TS056 | Metrolinx Additional Infrastructure | 3,000 | 3,800 | 3,000 | 4,500 | | | | | | | 14,300 | | | 14,300 |
| TS057 | Morningside Extension | | 1,250 | | | | | | | | | 1,250 | | | 1,250 |
| TS058 | North York Service Road Extension | 500 | 3,010 | 2,645 | 4,000 | | | | | | | 10,155 | | | 10,155 |
| TS059 | Peel Gladstone | | 3,340 | | | | | | | | | 3,340 | | | 3,340 |
| TS060 | Port Union Road | 10,300 | 11,860 | 5,300 | | | | | | | | 27,460 | | | 27,460 |
| TS061 | Rean to Kenaston New Road | 1,735 | 1,782 | 1,500 | | | | | | | | 5,017 | | | 5,017 |
| TS062 | Regent Park Revitalization | | 1,300 | | | | | | | | | 1,300 | | | 1,300 |
| TS063 | Re-Imagining Yonge St Shep to Finch | 150 | 1,223 | 687 | 5,000 | 4,479 | | | | | | 11,539 | | | 11,539 |
| TS064 | Scarlett/St Clair/Dundas | 3,040 | 23,244 | 17,820 | 13,005 | | | | | | | 57,109 | | | 57,109 |
| TS065 | Six Points Interchange Redevelopment | | 500 | | | | | | | | | 500 | | | 500 |
| TS066 | St. Clair TMP-Keele to Old Weston | 18,000 | 18,000 | 20,000 | 50,000 | 70,000 | 78,000 | 43,000 | | | | 297,000 | | | 297,000 |
| TS067 | Steeles Widening (Tapscott Road - Beare Road) | 561 | 3,880 | 18,280 | 16,200 | 5,400 | | | | | | 44,321 | | | 44,321 |
| TS068 | Work for TTC & Others | 15,000 | 20,500 | 19,510 | 4,000 | 4,000 | | | | | | 63,010 | | | 63,010 |
| TS069 | Yonge Tomorrow | 1,000 | 2,000 | 2,568 | 2,568 | 2,568 | | | | | | 10,704 | | | 10,704 |
| Growth Related Sub-Total | | 59,986 | 201,137 | 179,613 | 208,693 | 123,675 | 92,204 | 46,000 | 4,500 | | | 915,808 | | | 911,071 |
| Total Expenditures (including carry forward from 2023) | | 676,129 | 835,243 | 809,251 | 995,067 | 714,059 | 522,202 | 483,989 | 235,489 | 234,304 | 238,350 | 5,744,083 | 281,707 | 3,992,182 | 1,465,457 |

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

*Information above includes full project / sub-project 2024-2033 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

Appendix 5a

2024 Cash Flow and Future Year Commitments Including Carry Forward Funding

| (In \$000s) | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | Total 2024 Cash Flow & FY Commits | Previously Approved | Change in Scope | New w/ Future Year |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|-----------------------------------|---------------------|-----------------|--------------------|
| Health and Safety | | | | | | | | | | | | | | |
| <i>City Bridge Rehabilitation (Critical)</i> | 81,379 | 50,830 | | | | | | | | | 132,209 | 106,209 | | 26,000 |
| <i>Glen Road Pedestrian Bridge</i> | 8,393 | 6,107 | | | | | | | | | 14,500 | 11,635 | | 2,865 |
| <i>Guide Rail Program</i> | 1,700 | 1,700 | | | | | | | | | 3,400 | 1,267 | | 2,133 |
| <i>Pedestrian Lighting</i> | | 1,061 | | | | | | | | | 1,061 | 1,061 | | |
| <i>Road Safety Plan</i> | 28,621 | 21,913 | 22,176 | 13,586 | | | | | | | 86,296 | 79,670 | | 6,626 |
| <i>Yonge St. / Heath St. Intersection Improvement</i> | | 11,310 | | | | | | | | | 11,310 | 11,310 | | |
| Health and Safety Sub-Total | 120,093 | 92,921 | 22,176 | 13,586 | | | | | | | 248,776 | 211,152 | | 37,624 |
| State of Good Repair | | | | | | | | | | | | | | |
| <i>City Bridge Rehabilitation</i> | 35,621 | 36,170 | 36,727 | 37,293 | | | | | | | 145,811 | 115,977 | | 29,834 |
| <i>Critical Interim Road Rehabilitation Pool</i> | 9,000 | 8,618 | 8,748 | 3,331 | | | | | | | 29,697 | 29,188 | | 509 |
| <i>Ditch Rehabilitation and Culvert Reconstruction</i> | 2,500 | 1,000 | 1,000 | 1,000 | | | | | | | 5,500 | 2,640 | | 2,860 |
| <i>Don Valley Parkway Rehabilitation</i> | 5,058 | 5,058 | 5,135 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 33,157 | 15,251 | | 17,906 |
| <i>Dufferin Street Bridge Rehabilitation</i> | 1,400 | 822 | 602 | | | | | | | | 2,824 | 2,824 | | |
| <i>Dunn and Dowling Bridges</i> | | 1,300 | 1,800 | 1,000 | 500 | 500 | | | | | 5,100 | 1,800 | | 3,300 |
| <i>F. G. Gardiner Rehabilitation Program</i> | 187,486 | 149,761 | 300,000 | 455,000 | 347,830 | 200,000 | 200,003 | | | | 1,840,080 | 779,806 | | 1,060,274 |
| <i>F.G. Gardiner - Critical Repairs</i> | 5,000 | 5,000 | 5,000 | | | | | | | | 15,000 | 10,000 | | 5,000 |
| <i>Facility Improvements</i> | 4,000 | 4,000 | 4,000 | | | | | | | | 12,000 | 5,300 | | 6,700 |
| <i>Laneways</i> | 1,939 | 2,968 | 1,998 | | | | | | | | 6,905 | 5,905 | | 1,000 |
| <i>Local Road Rehabilitation</i> | 70,109 | 63,724 | 58,939 | 60,178 | | | | | | | 252,950 | 175,589 | | 77,361 |
| <i>Major Pooled Contingency</i> | 6,589 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 51,589 | 46,589 | | 5,000 |
| <i>Major Road Rehabilitation</i> | 70,233 | 67,702 | 58,939 | 60,178 | | | | | | | 257,052 | 202,116 | | 54,936 |
| <i>Retaining Walls Rehabilitation</i> | 4,421 | 5,400 | | | | | | | | | 9,821 | 9,821 | | |
| <i>Sidewalks</i> | 15,788 | 18,059 | 16,334 | 1,143 | | | | | | | 51,324 | 36,116 | | 15,208 |
| <i>Signs and Markings Asset Management</i> | 2,282 | 4,572 | | | | | | | | | 6,854 | 9,008 | | (2,154) |
| <i>Traffic Plant Requirements/Signal Asset Management</i> | 3,800 | 6,925 | 6,925 | 6,925 | | | | | | | 24,575 | 21,275 | | 3,300 |
| State of Good Repair Sub-Total | 425,226 | 386,079 | 511,147 | 633,606 | 355,888 | 208,058 | 207,561 | 7,558 | 7,558 | 7,558 | 2,750,239 | 1,469,205 | | 1,281,034 |
| Service Improvement and Enhancement | | | | | | | | | | | | | | |
| <i>Agincourt Improvement</i> | | | | | | | | | | | | | | |
| <i>Cycling Infrastructure</i> | 31,103 | 30,000 | 10,000 | 10,000 | | | | | | | 81,103 | 81,103 | | |
| <i>Eglinton Connects LRT</i> | 3,400 | 10,400 | 5,908 | | | | | | | | 19,708 | 14,708 | | 5,000 |
| <i>Engineering Studies</i> | 6,000 | 10,707 | 10,000 | 12,000 | 12,000 | | | | | | 50,707 | 18,701 | | 32,006 |
| <i>Green Streets Improvement</i> | 1,000 | 4,500 | | | | | | | | | 5,500 | | | 5,500 |
| <i>Housing NowSite</i> | | 2,000 | | | | | | | | | 2,000 | 1,200 | | 800 |
| <i>King Street Transit Priority Corridor</i> | 500 | 2,600 | | | | | | | | | 3,100 | 1,720 | | 1,380 |
| <i>Mapping and GIS Repository</i> | 500 | 1,000 | | | | | | | | | 1,500 | 287 | | 1,213 |
| <i>MoveTO</i> | 7,000 | 10,359 | 7,000 | 7,652 | | | | | | | 32,011 | 32,011 | | |
| <i>Neighbourhood Improvements</i> | 3,303 | 14,773 | 2,316 | 2,547 | 2,000 | | | | | | 24,939 | 20,939 | | 4,000 |
| <i>Rockcliffe Flood Mitigation</i> | 1,100 | 17,648 | 16,413 | 16,463 | 11,294 | 11,294 | 16,773 | 6,164 | | | 97,149 | 97,149 | | |
| <i>Six Points Interchange Redevelopment</i> | | 422 | | | | | | | | | 422 | 422 | | |
| <i>Sheppard Bridge Over Highway 404 Public Realm Improvement</i> | | | | | | | | | | | | | | |
| <i>Surface Network Transit Plan</i> | 1,908 | 6,640 | 6,347 | 1,307 | | | | | | | 16,202 | 59,698 | | (43,496) |
| <i>System Enhancements for Road Repair & Permits</i> | 1,700 | 2,700 | 2,075 | 1,299 | | | | | | | 7,774 | 1,441 | | 6,333 |
| <i>Thunder Woman Healing Lodge</i> | | 230 | | | | | | | | | 230 | 230 | | |
| <i>TO360 Wayfinding</i> | 917 | 1,050 | 560 | 966 | | | | | | | 3,493 | 1,967 | | 1,526 |
| <i>Traffic Congestion Management</i> | 543 | | | | | | | | | | 543 | 543 | | |
| <i>West Toronto Rail Path Extension</i> | 11,850 | 40,077 | 31,078 | 65,000 | | | | | | | 148,005 | 83,005 | | 65,000 |
| Service Improvement and Enhancement Sub-Total | 70,824 | 155,106 | 91,697 | 117,234 | 25,294 | 11,294 | 16,773 | 6,164 | | | 494,386 | 415,124 | | 79,262 |

Appendix 5a (Continued)

2024 Cash Flow and Future Year Commitments Including Carry Forward Funding

| (In \$000s) | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | Total 2024 Cash Flow & FY Commits | Previously Approved | Change in Scope | New w/ Future Year |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|--------------|-----------------------------------|---------------------|-----------------|--------------------|
| Growth Related | | | | | | | | | | | | | | |
| <i>Agincourt Improvement</i> | 200 | 1,123 | | 3,414 | | | | | | | 4,737 | | | 4,737 |
| <i>Beecroft Extension</i> | 400 | 20,288 | | | | | | | | | 20,688 | 20,688 | | |
| <i>Broadview Extension</i> | | 4,076 | | | | | | | | | 4,076 | 4,076 | | |
| <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 | 5,000 | | | | | | | | | 5,500 | 3,492 | | 2,008 |
| <i>Dundas, Dupont and Annette Intersection Improvements</i> | | 600 | 600 | 710 | 210 | 160 | | | | | 2,280 | | | 2,280 |
| <i>GO Transit Expansion City Share</i> | | 22,000 | | | | | | | | | 22,000 | 22,000 | | |
| <i>John Street Revitalization Project</i> | 1,000 | 7,596 | 12,849 | 13,395 | 12,544 | 12,544 | | | | | 59,928 | 54,087 | | 5,841 |
| <i>LARP P1 (Lawrence-Allen Revitalization Project)</i> | 500 | 5,451 | | | | | | | | | 5,951 | 5,951 | | |
| <i>LARP P2 (Lawrence-Allen Revitalization Project)</i> | | 2,350 | 1,100 | | | | | | | | 3,450 | 3,450 | | |
| <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> | 260 | 4,424 | 2,183 | 1,300 | 123 | | | | | | 8,290 | 3,803 | | 4,487 |
| <i>Liberty Village New Street Project</i> | | | 14,951 | 36,101 | 24,351 | | | | | | 75,403 | 75,403 | | |
| <i>Lower Yonge</i> | | 1,500 | | | | | | | | | 3,000 | 3,000 | | |
| <i>Metrolinx Additional Infrastructure</i> | 3,000 | 3,800 | 3,000 | 4,500 | | | | | | | 14,300 | 11,800 | | 2,500 |
| <i>Morningside Extension</i> | | 1,250 | | | | | | | | | 1,250 | 1,250 | | |
| <i>North York Service Road Extension</i> | 500 | 3,010 | 2,645 | 4,000 | | | | | | | 10,155 | 10,155 | | |
| <i>Peel Gladstone</i> | 3,340 | | | | | | | | | | 3,340 | 3,340 | | |
| <i>Port Union Road</i> | 10,300 | 11,860 | 5,300 | | | | | | | | 27,460 | 26,679 | | 781 |
| <i>Rean to Kenaston New Road</i> | 1,735 | 1,782 | 1,500 | | | | | | | | 5,017 | 4,454 | | 563 |
| <i>Regent Park Revitalization</i> | | 1,300 | | | | | | | | | 1,300 | 1,300 | | |
| <i>Re-Imagining Yonge St Shep to Finch</i> | 150 | 1,223 | 687 | 5,000 | 4,479 | | | | | | 11,539 | 11,479 | | 60 |
| <i>Scarlett/St Clair/Dundas</i> | 3,040 | 23,244 | 17,820 | 13,005 | | | | | | | 57,109 | 47,514 | | 9,595 |
| <i>Six Points Interchange Redevelopment</i> | 500 | | | | | | | | | | 500 | | | 500 |
| <i>St. Clair TMP: Keele to Old Weston</i> | 18,000 | 18,000 | 20,000 | 50,000 | 70,000 | 78,000 | 43,000 | | | | 297,000 | 222,156 | | 74,844 |
| <i>Steeles Widening (Tapscott Road - Beare Road)</i> | 561 | 3,880 | 18,280 | 16,200 | 5,400 | | | | | | 44,321 | 44,321 | | |
| <i>Work for TTC & Others</i> | 15,000 | 20,500 | 19,510 | 4,000 | | | | | | | 59,010 | 39,010 | | 20,000 |
| <i>Yonge Tomorrow</i> | 1,000 | 2,000 | 2,568 | 2,568 | 2,568 | | | | | | 10,704 | 10,704 | | |
| Growth Related Sub-Total | 59,986 | 201,137 | 124,493 | 158,693 | 119,675 | 92,204 | 46,000 | 4,500 | | | 806,688 | 708,892 | (700) | 98,496 |
| Total Expenditure (including carry forward from 2023) | 676,129 | 835,243 | 749,513 | 923,119 | 500,857 | 311,556 | 270,334 | 18,222 | 7,558 | 7,558 | 4,300,089 | 2,804,373 | (700) | 1,496,416 |

Appendix 5b

2025 - 2033 Capital Plan

| (In \$000s) | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan | 2025 - 2033 Total | Health & Safety & Legislated | SOGR | Growth & Improved Service |
|--|-----------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|------------------------------|------------------|---------------------------|
| Health and Safety | | | | | | | | | | | | | |
| Road Safety Plan | | | | 7,321 | 5,152 | 5,183 | 5,059 | 5,091 | 5,125 | 32,931 | 32,931 | | |
| Health and Safety Sub-Total | | | | 7,321 | 5,152 | 5,183 | 5,059 | 5,091 | 5,125 | 32,931 | 32,931 | | |
| State of Good Repair | | | | | | | | | | | | | |
| City Bridge Rehabilitation | | | | 37,852 | 38,420 | 38,996 | 39,581 | 40,175 | 40,778 | 235,802 | | 235,802 | |
| Ditch Rehabilitation and Culvert Reconstruction | | | | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 | | 6,000 | |
| Laneways | | | 2,027 | 2,062 | 2,103 | 1,445 | 1,474 | 1,503 | 1,533 | 12,147 | | 12,147 | |
| Local Road Rehabilitation | | | | 61,441 | 62,730 | 64,045 | 65,386 | 69,573 | 71,034 | 394,209 | | 394,209 | |
| Major Road Rehabilitation | | | | 61,441 | 62,730 | 64,045 | 65,386 | 69,573 | 71,034 | 394,209 | | 394,209 | |
| Sidewalks | | | 15,208 | 16,351 | 16,678 | 17,012 | 17,352 | 17,700 | 18,053 | 118,354 | | 118,354 | |
| Signs and Markings Asset Management | | 4,618 | 4,713 | 4,809 | 4,908 | 5,004 | 5,104 | 5,206 | 5,310 | 39,672 | | 39,672 | |
| Traffic Plant Requirements/Signal Asset Management | | | | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 6,925 | 41,550 | | 41,550 | |
| State of Good Repair Sub-Total | | 4,618 | 21,948 | 191,881 | 195,494 | 198,472 | 202,208 | 211,655 | 215,667 | 1,241,943 | | 1,241,943 | |
| Service Improvement and Enhancement | | | | | | | | | | | | | |
| Cycling Infrastructure | | | | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 60,000 | | | 60,000 |
| Service Improvement and Enhancement Sub-Total | | | | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 60,000 | | | 60,000 |
| Growth Related | | | | | | | | | | | | | |
| Broadview Extension Phase 1 | | 55,120 | 50,000 | | | | | | | 105,120 | | | 105,120 |
| Work for TTC & Others | | | | 4,000 | | | | | | 4,000 | | | 4,000 |
| Growth Related Sub-Total | | 55,120 | 50,000 | 4,000 | | | | | | 109,120 | | | 109,120 |
| Total Expenditures | | 59,738 | 71,948 | 213,202 | 210,646 | 213,655 | 217,267 | 226,746 | 230,792 | 1,443,994 | 32,931 | 1,241,943 | 169,120 |

Appendix 6

Reporting on Major Capital Projects: Status Update

| Division/Project name | 2023 Cash Flow | | | Total Project Cost | | Status | Start Date | End Date | | On Budget | On Time |
|---|---|-----------|------------------|--------------------|--------------|----------|-------------|--|---------|-----------|---------|
| | Appr. | YTD Spend | YE Project Spend | Appr. Budget | Life to Date | | | Planned | Revised | | |
| <i>Transportation Services</i> | | | | | | | | | | | |
| F. G. Gardiner Rehabilitation Program* | 60,000 | 18,574 | 45,000 | 2,294,769 | 425,704 | On Track | 01-Apr-2017 | TBD (subject to completion of the award process) | N/A | Ⓞ | Ⓞ |
| Comments: | Projects are proceeding as scheduled. Contract 1 - Rehabilitation of the Expressway from Jarvis to Cherry reach substantial completion. Efforts underway to close out project. Contract 2 - Rehabilitation of the elevated portion of the Expressway from Dufferin to Strachan - Design/Build tender scheduled to be awarded in 2023. DVP East - Waterfront Toronto is the delivery agent carrying the construction works. Construction works proceeding on schedule. Works commenced in 2021 and anticipate to continue through 2022- 2024. | | | | | | | | | | |
| 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*

- On/Ahead of Schedule Ⓞ >70% of Approved Project Cost
- Minor Delay < 6 months Ⓨ Between 50% and 70%
- Significant Delay > 6 months Ⓡ < 50% or > 100% of Approved Project Cost

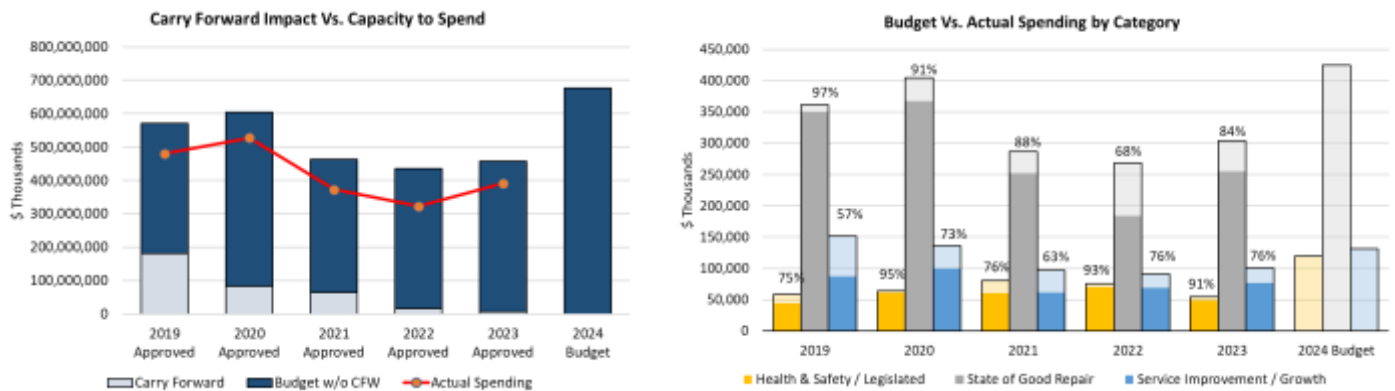
Appendix 7

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 Transportation Services 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 2023 underspending that will be carried forward into 2024 to complete capital work.

Chart 3 – Capacity to Spend



Capacity to Spend Review Impact on the 10-Year Plan

Transportation Services’ actual spending over the previous five years, from 2019 to 2023, has averaged \$417.084 million per year or 82% (this would be 86% if excluding pause on spending in 2022 to address corporate COVID-19 financial pressures).

- The projected spending for 2023 is \$380.9 million or 83.1% of the 2023 Council Approved Capital Budget. Unspent cash flow funding of \$14.780 million has been carried forward into 2024 to continue and complete the required capital work.
- Transportation Services has reviewed its historical capital spending trends and capacity to deliver projects. Based on the review of historical capital spending constraints and a capacity to spend review, \$233.754 million in capital spending originally cash flowed in 2024 has been deferred to 2025 and beyond. Major adjustments to the 10-Year Capital Plan are noted below:
 - City Bridge Rehabilitation** – Increase of \$26.000 million to align the budget to State of Good Repair (SOGR) needs for 2024. The increase is a result of recent price escalation as well as pricing update for Culvert Replacements. The SOGR Bridge Program is being reassessed as Transportation Services develops its needs and strategy for bridges, taking into consideration long term factors impacting pricing.
 - Local Roads / Major Roads Rehabilitation** – increase of \$21.200 million to commence priority road rehabilitation works. The Division has prioritized 2024 Engineering & Construction Services delivered projects taking into consideration road conditions, bundling of Road Safety / Active Transportation improvements, and Equity. Inclusive of the \$22.000 million funding request, approximately 78 km of new priority road rehabilitation works will commence in 2024.
 - Broadview Extension Phase 1** (from the rail corridor north to Eastern Ave) – In accordance with [CC 13.2](#), the City has committed to fully funding the construction and property acquisition for the Broadview Extension north of the rail corridor, and to expeditiously move forward with executing the necessary agreements to deliver the Broadview Extension as part of the East Harbour Transit Hub. The Transportation Services budget increase of \$105.120 million for this project is to reflect updates in project cost provided by Metrolinx. The increase is mainly attributed

to escalating costs of construction, property cost, Metrolinx administrative costs, and major utility relocations. A contribution towards the cost is anticipated to be funded by the adjacent developer responsible for constructing the segment of the Broadview Extension south of the rail corridor to Lake Shore Boulevard East. Funding contributions are also anticipated from other divisions and agencies as it pertains to non-Transportation related scope (i.e. underground utility relocations and transit related works). Adjustments to the budget to reflect cost-share contributions will be submitted as part of a future budget submission process.

- *West Toronto Rail Path Extension* – increased of \$74.000 million to reflect updates in project cost now that the project is tender-ready. The increase is mainly attributed to escalating costs of construction, Metrolinx Administrative Costs, and major utility relocations.
- *St Clair Transportation Master Plan* – increase of \$74.844 million to reflect updates in project cost. The increase is mainly attributed to escalating costs of construction, escalating costs of property, Metrolinx Administrative Costs, and major utility relocations.
- *Road Engineering Studies* – Increase of \$32.006 million to fund key studies such as Bloor Street East Preliminary design, Yonge Tomorrow phase 2 Environmental Assessment (EA), Steeles Corridor Feasibility study, Commissioners Street Phases 3 & 4 EA, and Rouge bridges Preliminary Design.

In accordance with [CC 13.2](#), a package of provincial supports were proposed to assist the City with its long-term financial plan. As previously noted, the Gardiner Expressway and Don Valley Parkway are to be uploaded to the Province subject to 3rd party due diligence targeted to be completed by 2024 year end. Aside from a change in funding sources from City funds to Provincial funding, the 2024 cashflows for the Gardiner Expressway and Don Valley Parkway remain the same as were approved as per the 2023-2032 Capital Budget and Plan. As discussions between the two levels of government continue, cash flow adjustments for the programs will be brought forth as in-year adjustment requests to reflect actual program needs.

Appendix 8

Summary of Capital Needs Constraints

| Project Description | Total Project Cost | Non-Debt | Debt Required | Cash Flow (In \$ Millions) | | | | | | | | | | |
|---|--------------------|--------------|----------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | |
| NOT INCLUDED | | | | | | | | | | | | | | |
| <i>Agincourt Improvements</i> | 42.7 | 42.7 | | | | | 21.3 | 21.3 | | | | | | |
| <i>Beecroft Extension</i> | 12.2 | 12.2 | | | 0.3 | 6.0 | 6.0 | | | | | | | |
| <i>City Bridge Rehabilitation</i> | 804.6 | | 804.6 | | | 81.2 | 86.2 | 91.5 | 97.0 | 102.8 | 108.8 | 115.2 | 121.9 | |
| <i>Critical Interim Road Rehabilitation Pool</i> | 61.7 | | 61.7 | | | | 5.5 | 9.0 | 9.1 | 9.3 | 9.4 | 9.6 | 9.7 | |
| <i>Cycling Infrastructure</i> | 60.0 | 15.0 | 45.0 | | | | | 10.0 | 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>Dundas, Dupont and Annette Intersection Improvements</i> | 8.9 | 8.9 | | | | | 0.8 | 2.3 | 3.8 | 2.0 | 0.1 | | | |
| <i>Dunn and Dowling Bridges</i> | 20.0 | 20.0 | | | | 10.0 | 10.0 | | | | | | | |
| <i>Eglinton Connects LRT</i> | 105.0 | 8.4 | 96.6 | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | |
| <i>Emery Village Improvements</i> | 10.4 | 10.4 | | | 5.2 | 5.2 | | | | | | | | |
| <i>GO Transit Expansion City Share</i> | 126.7 | 33.9 | 92.7 | | 29.2 | 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>Highway 2A Lighting</i> | 2.0 | | 2.0 | | 2.0 | | | | | | | | | |
| <i>Ingram Drive Extension - Grade Separation</i> | 92.8 | 92.8 | | | | | | | 42.8 | 25.0 | 25.0 | | | |
| <i>Laneways</i> | 15.2 | | 15.2 | | 0.1 | 0.2 | 0.3 | 1.6 | 1.7 | 2.6 | 2.7 | 2.9 | 3.1 | |
| <i>Legion Road Extension & Grade Separation</i> | 42.0 | 42.0 | | | | 17.3 | 24.7 | | | | | | | |
| <i>Local Road Rehabilitation</i> | 1,640.4 | | 1,640.4 | 29.9 | 75.9 | 113.2 | 150.1 | 158.7 | 200.7 | 211.8 | 223.4 | 232.8 | 243.7 | |
| <i>Lower Yonge</i> | 101.4 | 76.0 | 25.3 | | | 5.2 | 32.1 | 32.1 | 32.1 | | | | | |
| <i>Major Road Rehabilitation</i> | 507.7 | | 507.7 | | 9.0 | 21.4 | 23.9 | 64.4 | 69.0 | 73.9 | 79.0 | 81.6 | 85.5 | |
| <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> | 15.3 | 1.2 | 14.1 | | 7.7 | 7.7 | | | | | | | | |
| <i>Re-Imagining Yonge St Shep to Finch</i> | 60.2 | 31.3 | 28.9 | | | | 15.9 | 16.4 | 27.9 | | | | | |
| <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> | 18.5 | 18.5 | | | 18.5 | | | | | | | | | |
| <i>Surface Network Transit Plan</i> | 83.8 | 79.4 | 4.5 | | | | 0.3 | 21.4 | 21.4 | 20.4 | 20.3 | | | |
| <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) | 4,203.2 | 823.2 | 3,380.0 | 29.9 | 156.7 | 300.2 | 447.6 | 639.3 | 615.3 | 518.7 | 539.5 | 467.1 | 488.9 | |

Appendix 9

Capital Program Provincial/Federal Funding Streams by Project

| (In \$000s) | Intergovernmental Funding Program | Provincial Funding | Federal Funding | Total Funding |
|--|---|--------------------|-----------------|------------------|
| <i>Don Valley Parkway Rehabilitation</i> | Provincial Support | 33,157 | | 33,157 |
| <i>F. G. Gardiner Rehabilitation Program</i> | Provincial Support | 1,840,080 | | 1,840,080 |
| <i>F.G. Gardiner - Critical Repairs</i> | Provincial Support | 1,500 | | 1,500 |
| <i>Rockcliffe Flood Mitigation</i> | Disaster Mitigation and Adaptation Fund | | 39,861 | 39,861 |
| <i>West Toronto Rail Path Extension</i> | Active Transportation Fund | | 23,028 | 23,028 |
| Total Funding | | 1,874,737 | 62,889 | 1,937,626 |

Although it is not a formalized funding program, through the Ontario-Toronto New Deal Agreement the Province has agreed to provide financial support to the City for the Gardiner Expressway and Don Valley Parkway while the 3rd party due diligence process for uploading the expressways is underway.

Appendix 10

Inflows and Outflows to/from Reserves and Reserve Funds

2024 Operating Budget

Program Specific Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|-----------|-----------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Light Emitting Diode (Led) Reserve Fund | XR1407 | | | |
| Beginning Balance* | | 2,042.1 | 551.8 | (948.2) |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (1,500.0) | (1,500.0) | (1,500.0) |
| | Total Withdraw als | (1,500.0) | (1,500.0) | (1,500.0) |
| <i>Contributions(+)</i> | | | | |
| | Total Contributions | 0.0 | 0.0 | 0.0 |
| Total Reserve / Reserve Fund Draws / Contributions | | (1,500.0) | (1,500.0) | (1,500.0) |
| | Interest Income | 9.7 | 0.0 | 0.0 |
| Balance at Year- End | | 551.8 | (948.2) | (2,448.2) |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|---------|---------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Management Of Contaminated Lands RF | XR3404 | | | |
| Beginning Balance* | | 274.4 | 75.7 | (124.3) |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (200.0) | (200.0) | (200.0) |
| | Total Withdraw als | (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 | 1.3 | 0.0 | 0.0 |
| Balance at Year- End | | 75.7 | (124.3) | (324.3) |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|-------|-------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Paver Maintenance Reserve Fund | XR1413 | | | |
| Beginning Balance* | | 584.3 | 597.7 | 611.2 |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Contributions - Operating | | (1.0) | (1.0) | (1.0) |
| | Total Withdraw als | (1.0) | (1.0) | (1.0) |
| <i>Contributions(+)</i> | | | | |
| Transportation Services Withdraw als - 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 | 4.4 | 4.5 | 4.6 |
| Balance at Year- End | | 597.7 | 611.2 | 624.8 |

* Based on 9- month 2023 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

2024 Operating Budget

Program Specific Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|-------------------|-------------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Public Realm Reserve Fund | XR1410 | | | |
| Beginning Balance* | | 18,071.7 | 9,689.2 | 5,820.4 |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (36,334.0) | (28,234.5) | (28,232.4) |
| Other Division/Agency Withdraw als | | (2,840.1) | (2,975.0) | (1,535.0) |
| Transportation Services Withdraw als - Capital | | (4,812.0) | (9,966.0) | (3,120.0) |
| | Total Withdraw als | <u>(43,986.2)</u> | <u>(41,175.5)</u> | <u>(32,887.4)</u> |
| <i>Contributions(+)</i> | | | | |
| Transportation Services Contributions - Operating | | 35,499.9 | 37,248.8 | 39,084.2 |
| | Total Contributions | <u>35,499.9</u> | <u>37,248.8</u> | <u>39,084.2</u> |
| Total Reserve / Reserve Fund Draws / Contributions | | <u>(8,486.3)</u> | <u>(3,926.7)</u> | <u>6,196.9</u> |
| | Interest Income | 103.7 | 57.9 | 66.9 |
| Balance at Year- End | | <u>9,689.2</u> | <u>5,820.4</u> | <u>12,084.2</u> |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|----------------|----------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Road & Sidewalk Repair, Mtce & Reconstr | XR1402 | | | |
| Beginning Balance* | | 13,771.9 | 7,350.8 | 7,406.0 |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (6,500.0) | 0.0 | 0.0 |
| | Total Withdraw als | <u>(6,500.0)</u> | <u>0.0</u> | <u>0.0</u> |
| <i>Contributions(+)</i> | | | | |
| Transportation Services Contributions - Operating | | 0.0 | 0.0 | 0.0 |
| | Total Contributions | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| Total Reserve / Reserve Fund Draws / Contributions | | <u>(6,500.0)</u> | <u>0.0</u> | <u>0.0</u> |
| | Interest Income | 78.9 | 55.1 | 55.5 |
| Balance at Year- End | | <u>7,350.8</u> | <u>7,406.0</u> | <u>7,461.5</u> |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|---------------|---------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Toronto 360 Wayfinding RF | XR1414 | | | |
| Beginning Balance* | | 12.9 | 4.0 | (5.0) |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (10.0) | (10.0) | (10.0) |
| | Total Withdraw als | <u>(10.0)</u> | <u>(10.0)</u> | <u>(10.0)</u> |
| <i>Contributions(+)</i> | | | | |
| Transportation Services Contributions - Operating | | 1.0 | 1.0 | 1.0 |
| | Total Contributions | <u>1.0</u> | <u>1.0</u> | <u>1.0</u> |
| Total Reserve / Reserve Fund Draws / Contributions | | <u>(9.0)</u> | <u>(9.0)</u> | <u>(9.0)</u> |
| | Interest Income | 0.1 | | |
| Balance at Year- End | | <u>4.0</u> | <u>(5.0)</u> | <u>(14.0)</u> |

* Based on 9- month 2023 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

2024 Operating Budget

Program Specific Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|------------------|------------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Vehicle Reserve-Transportation | XQ1015 | | | |
| Beginning Balance* | | 10,069.8 | 6,915.6 | 5,122.5 |
| <i>Withdrawals(-)</i> | | | | |
| Other Division/Agency Withdraw als - Capital | | (7,463.2) | (9,378.8) | (22,366.9) |
| | Total Withdraw als | (7,463.2) | (9,378.8) | (22,366.9) |
| <i>Contributions(+)</i> | | | | |
| Transportation Services Contributions - Operating | | 4,309.0 | 7,585.7 | 13,713.8 |
| | Total Contributions | 4,309.0 | 7,585.7 | 13,713.8 |
| Total Reserve / Reserve Fund Draws / Contributions | | (3,154.2) | (1,793.1) | (8,653.1) |
| | Interest Income | n/a | n/a | n/a |
| Balance at Year- End | | 6,915.6 | 5,122.5 | (3,530.6) |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|----------------|----------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Vehicle-For-Hire Reserve Fund | XR1505 | | | |
| Beginning Balance* | | 5,215.0 | 4,363.4 | 3,474.6 |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (391.9) | (391.9) | (391.9) |
| Other Division/Agency Withdraw als - Operating | | (3,779.9) | (3,810.7) | (3,815.3) |
| | Total Withdraw als | (4,171.9) | (4,202.6) | (4,207.2) |
| <i>Contributions(+)</i> | | | | |
| Other Division/Agency Withdraw als - Contributions | | 3,284.5 | 3,284.5 | 3,284.5 |
| | Total Contributions | 3,284.5 | 3,284.5 | 3,284.5 |
| Total Reserve / Reserve Fund Draws / Contributions | | (887.4) | (918.1) | (922.7) |
| | Interest Income | 35.8 | 29.3 | 22.6 |
| Balance at Year- End | | 4,363.4 | 3,474.6 | 2,574.5 |

* Based on 9- month 2023 Reserve Fund Variance Report

| Reserve / Reserve Fund Name (In \$000s) | Reserve / Reserve Fund Number | Rec'd Withdrawals (-) / Contributions (+) | | |
|---|-------------------------------|---|-------------------|-------------------|
| | | 2024 | 2025 | 2026 |
| | | \$ | \$ | \$ |
| Development Application Review | XR1307 | | | |
| Beginning Balance* | | 73,857.6 | 41,750.8 | 9,493.5 |
| <i>Withdrawals(-)</i> | | | | |
| Transportation Services Withdraw als - Operating | | (2,238.2) | (2,244.9) | (2,260.3) |
| Other Division/Agency Withdraw als - Operating | | (30,300.6) | (30,203.8) | (29,680.1) |
| | Total Withdraw als | (32,538.8) | (32,448.7) | (31,940.4) |
| <i>Contributions(+)</i> | | | | |
| Other Division/Agency Withdraw als - Contributions | | 0.0 | 0.0 | 0.0 |
| | Total Contributions | 0.0 | 0.0 | 0.0 |
| Total Reserve / Reserve Fund Draws / Contributions | | (32,538.8) | (32,448.7) | (31,940.4) |
| | Interest Income | 431.9 | 191.4 | |
| Balance at Year- End | | 41,750.8 | 9,493.5 | (22,446.9) |

* Based on 9- month 2023 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

2024 – 2033 Capital Budget and Plan

Program Specific Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|---|--|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XR1403 Land Acquisition- Toronto Transportation | Beginning Balance | 820 | 826 | 329 | 331 | 334 | 336 | 339 | 341 | 344 | 347 |
| | Withdrawals (-) | | | | | | | | | | |
| | Transportation - Capital | - | (501) | - | - | - | - | - | - | - | - |
| | Total Withdrawals | - | (501) | - | - | - | - | - | - | - | - |
| | Contributions (+) | | | | | | | | | | |
| | Total Contributions | - | - | - | - | - | - | - | - | - | - |
| | Interest Income | 6 | 4 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 |
| Balance at Year-End | | 826 | 329 | 331 | 334 | 336 | 339 | 341 | 344 | 347 | 349 |

Corporate Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|--|--|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XQ0011 Capital Financing | Beginning Balance | 473,216 | 333,944 | 334,863 | 291,203 | 238,907 | 204,926 | 165,589 | 134,463 | 108,613 | 87,443 |
| | Withdrawals (-) | | | | | | | | | | |
| | Transportation - Capital | (30,500) | (16,451) | (30,000) | (19,000) | (233) | (6,549) | (9,725) | (3,573) | - | - |
| | Other Division/Agency | (108,772) | (22,630) | (54,661) | (33,296) | (33,748) | (32,788) | (21,401) | (22,277) | (21,170) | (451) |
| | Total Withdrawals | (139,272) | (39,081) | (84,661) | (52,296) | (33,981) | (39,337) | (31,126) | (25,850) | (21,170) | (451) |
| | Contributions (+) | | | | | | | | | | |
| | Other Division/Agency | - | 40,000 | 41,000 | | | | | | | |
| | Total Contributions | - | 40,000 | 41,000 | - | - | - | - | - | - | - |
| Balance at Year-End | | 333,944 | 334,863 | 291,203 | 238,907 | 204,926 | 165,589 | 134,463 | 108,613 | 87,443 | 86,992 |

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|--|--|-------------------------------|-----------------|------------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XR1012 Land Acquisition | Beginning Balance | 309,953 | 279,786 | 269,916 | 123,948 | 36,377 | 36,650 | 36,925 | 37,202 | 37,481 | 37,762 |
| | Withdrawals (-) | | | | | | | | | | |
| | Transportation - Capital | - | (4,264) | - | - | - | - | - | - | - | - |
| | Other Division/Agency | (32,370) | (7,660) | (147,439) | (88,170) | | | | | | |
| | Total Withdrawals | (32,370) | (11,924) | (147,439) | (88,170) | - | - | - | - | - | - |
| | Contributions (+) | | | | | | | | | | |
| | Other Division/Agency | 132,495 | 138,742 | 142,962 | 145,432 | 147,818 | 140,291 | 125,079 | 127,580 | 123,392 | 125,850 |
| | Total Contributions | 132,495 | 138,742 | 142,962 | 145,432 | 147,818 | 140,291 | 125,079 | 127,580 | 123,392 | 125,850 |
| | Interest Income | 2,203 | 2,054 | 1,471 | 599 | 273 | 275 | 277 | 279 | 281 | 283 |
| Balance at Year-End | | 279,786 | 269,916 | 123,948 | 36,377 | 36,650 | 36,925 | 37,202 | 37,481 | 37,762 | 38,045 |

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|--|--|-------------------------------|------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XR2110 Dev Charges RF - Roads & Related | Beginning Balance | 583,013 | 606,904 | 532,912 | 513,397 | 450,082 | 475,510 | 519,080 | 592,294 | 710,543 | 829,501 |
| | Withdrawals (-) | | | | | | | | | | |
| | Transportation - Capital | (56,716) | (159,493) | (91,255) | (138,938) | (98,692) | (65,284) | (53,389) | (7,052) | (3,273) | (3,278) |
| | Other Division/Agency | (56,333) | (57,500) | (75,131) | (73,408) | (27,156) | (35,153) | (2,628) | (7,146) | (6,914) | (6,911) |
| | Total Withdrawals | (113,049) | (216,993) | (166,386) | (212,346) | (125,848) | (100,437) | (56,017) | (14,198) | (10,187) | (10,189) |
| | Contributions (+) | | | | | | | | | | |
| | Other Division/Agency | 132,495 | 138,742 | 142,962 | 145,432 | 147,818 | 140,291 | 125,079 | 127,580 | 123,392 | 125,850 |
| | Total Contributions | 132,495 | 138,742 | 142,962 | 145,432 | 147,818 | 140,291 | 125,079 | 127,580 | 123,392 | 125,850 |
| | Interest Income | 4,446 | 4,258 | 3,909 | 3,600 | 3,458 | 3,716 | 4,152 | 4,867 | 5,754 | 6,655 |
| Balance at Year-End | | 606,904 | 532,912 | 513,397 | 450,082 | 475,510 | 519,080 | 592,294 | 710,543 | 829,501 | 951,817 |

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|--|--|-------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XR3028 Section 45 | Beginning Balance | 18,821 | 18,196 | 15,751 | 15,483 | 15,600 | 15,717 | 15,834 | 15,953 | 16,073 | 16,193 |
| | Withdrawals (-) | | | | | | | | | | |
| | Transportation - Capital | - | - | (307) | - | - | - | - | - | - | - |
| | Other Division/Agency | (763) | (2,572) | (77) | - | - | - | - | - | - | - |
| | Total Withdrawals | (763) | (2,572) | (384) | - | - | - | - | - | - | - |
| | Contributions (+) | | | | | | | | | | |
| | Other Division/Agency | 132,495 | 138,742 | 142,962 | 145,432 | 147,818 | 140,291 | 125,079 | 127,580 | 123,392 | 125,850 |
| | Total Contributions | - | - | - | - | - | - | - | - | - | - |
| | Interest Income | 138 | 127 | 117 | 116 | 117 | 118 | 119 | 120 | 121 | 121 |
| Balance at Year-End | | 18,196 | 15,751 | 15,483 | 15,600 | 15,717 | 15,834 | 15,953 | 16,073 | 16,193 | 16,315 |

Corporate Reserve / Reserve Funds

| Reserve / Reserve Fund Name (In \$000s) | Project / Sub Project Name and Number | Contributions / (Withdrawals) | | | | | | | | | |
|--|--|-------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|--------------|
| | | 2024 Budget | 2025 Plan | 2026 Plan | 2027 Plan | 2028 Plan | 2029 Plan | 2030 Plan | 2031 Plan | 2032 Plan | 2033 Plan |
| XR3026 Section 37 | Beginning Balance | 456,644 | 432,071 | 353,929 | 335,195 | 326,842 | 304,000 | 306,280 | 308,577 | 310,891 | 313,223 |
| | <i>Withdrawals (-)</i> | | | | | | | | | | |
| | <i>Transportation - Capital</i> | (4,050) | (17,037) | (11,772) | (8,115) | (7,047) | - | - | - | - | - |
| | <i>Other Division/Agency</i> | (23,843) | (64,041) | (9,537) | (2,711) | (18,152) | | | | | |
| | Total Withdrawals | (27,893) | (81,078) | (21,309) | (10,826) | (25,199) | - | - | - | - | - |
| | <i>Contributions (+)</i> | | | | | | | | | | |
| | Total Contributions | - | - | - | - | - | - | - | - | - | - |
| | Interest Income | 3,320 | 2,936 | 2,575 | 2,473 | 2,357 | 2,280 | 2,297 | 2,314 | 2,332 | 2,349 |
| Balance at Year-End | 432,071 | 353,929 | 335,195 | 326,842 | 304,000 | 306,280 | 308,577 | 310,891 | 313,223 | 315,572 | |

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).