

Appendix C: Intergovernmental Infrastructure Funding

SUMMARY

This report, completed on an annual basis as part of the budget process, summarizes federal and provincial intergovernmental infrastructure funding programs which are identified in the 2024-2033 Capital Budget and Plan as set out in the 2024 Mayor's Proposed Budget (the "2024-20233 Capital Budget and Plan").

The Government of Canada and the Ontario Government are expected to contribute approximately \$6.4 billion (13%) towards the City of Toronto's \$49.8 billion 2024-2033 Tax and Rate Supported Capital Budget and Plan (federal: \$3.0 billion; provincial: \$3.4 billion over the 10-year planning period).

The City receives funding from a variety of intergovernmental infrastructure funding programs, which are supported by targeted government policies. These programs include, but are not limited to:

- Provincial Gas Tax Fund (Dedicated Gas Tax for Public Transportation Program)
- Canada Community Building Fund (formerly the Federal Gas Tax Fund)
- Federal Disaster Mitigation and Adaptation Fund (DMAF)
- Investing in Canada Infrastructure Program (ICIP):
 - Public Transit Infrastructure Stream
 - Community, Culture, and Recreation Stream
 - COVID-19 Resilience Infrastructure Stream
- Natural Infrastructure Fund
- Active Transportation Fund

Additionally, in September 2023, the City made substantial progress with the province by establishing the Ontario-Toronto New Deal Agreement, which provides financial support from the Province that will help Toronto mitigate financial pressures, and help Toronto achieve long-term financial stability and sustainability. In December 2023, City Council approved in principle the Term Sheet to the Ontario-Toronto New Deal Agreement ([CC13.2](#)). Consequently, in alignment with the terms of the New Deal, \$1.888 billion in the 10-Year Capital Plan for the Gardiner Expressway and Don Valley Parkway (DVP) is being reflected as provincially funded while the due diligence process for uploading the assets is underway.

Given the importance of Toronto to the provincial and national economies, the City will continue to seek funding partnerships towards its transit needs, climate goals, new affordable housing targets, and homelessness services capital infrastructure strategy in the shelter system, as well as state-of-good repair infrastructure through ongoing advocacy work.

FINANCIAL IMPACT

In total, the Government of Canada and the Ontario Government are expected to contribute \$6.4 billion in funding towards the \$49.8 billion 2024-2033 Tax and Rate Supported Capital Budget and Plan (federal: \$3.0 billion; provincial: \$3.4 billion), reflect 13% of total funding in the City's 10-Year Capital Plan. Key areas of investment from other levels of government include transit and housing.

Investment in transit from a variety of programs leverage \$4.0 billion of funding in the City's 10-Year Capital Plan, including \$1.4 billion from the Government of Ontario, and \$2.6 billion from the Government of Canada. It is important to note, the provincial commitment of \$758 million funding towards 55 new subway trains in the New Deal is not included in the 10-Year Capital Plan of the Toronto Transit Commission (TTC), as it is subject to a matching funding commitment from the federal government.

Investments in housing programs leverage \$24.5 million in federal funding through the Canada Mortgage and Housing Corporation (CMHC). It is also important to note that in 2023 the federal and provincial governments announced additional funding for housing initiatives through the Housing Accelerator Fund (HAF), and the Building Faster Fund that have not been budgeted in the City's 10-Year Capital Budget Plan, but will be allocated through future budget process as Toronto's share of the funds is made available.

Intergovernmental funding programs often require the City of Toronto to commit to providing matching funds or a percentage of total eligible project costs in order to receive provincial or federal funding. The City-funded portions of the funding programs are included in the City's 10-Year Capital Plan.

In addition to the capital funding programs discussed in this report, the 2024-2033 Tax and Rate Supported Capital Budget and Plans in the Budget Notes of the relevant City divisions and agencies provide details on projects and programs comprising the \$6.4 billion in expected intergovernmental infrastructure funding. Federal and provincial funding is summarized in Table 1 below.

Table 1 – Summary of Intergovernmental Funding Programs 2024-2033

Intergovernmental Funding Program	Summary of Division/ Projects/Program	Provincial (\$000s)	Federal (\$000s)	Total ⁽²⁾ (\$000s)
1. Provincial Gas Tax ⁽¹⁾	TTC – Conventional Capital Program	939,754		939,754
2. Canada Community Building Fund (formerly Federal Gas Tax Fund)	TTC – Conventional Capital Program		1,817,065	1,817,065

3. Disaster Mitigation and Adaptation Fund (DMAF)	Parks, Forestry & Recreation, Transportation Services, Toronto Water		195,139	195,139
4. TTC Streetcar Program	TTC – Conventional Capital Program	114,353	142,172	256,525
5A. Investing in Canada Infrastructure Program (ICIP) – Public Transit Infrastructure Stream	TTC Yonge-Bloor Capacity Improvement	380,620	420,388	801,008
6. Ontario-Toronto New Deal Funding ⁽³⁾	Transportation Services	1,888,237		1,888,237
Other Project Funds				
<i>(Provincial Other: FIFA 2026, ICIP Community, Culture & Recreation Stream, Long-Term Care Minor Capital Funding Program, Ministry of Health, NG 9-1-1 Transition Support Funding, Strategic Priorities Infrastructure Fund, Ontario Seniors Dental Care Program)</i>	Economic Development & Culture, Housing Secretariat, Parks, Toronto Shelter and Support Services, Forestry & Recreation, Corporate Real Estate Management, Seniors Services and Long-Term Care,			
<i>(Federal Other: Active Transportation Fund, CMHC National Housing Co-Investment Fund, CMHC Rapid Housing Initiative, FIFA 2026, ICIP Community, Culture & Recreation Stream, Federation of Canadian Municipalities Grant, Canada Cultural Spaces Fund, Natural Infrastructure Fund, Natural Resources Canada Grant, Public Safety Canada, Zero Emission Transit Fund)</i>	Environment and Climate, Exhibition Place, Fire Services, Toronto Police Service, Toronto Public Health, Toronto Transit Commission, Transportation Services, Waterfront Revitalization Initiative	76,373	388,604	464,977
Total		3,399,337	2,963,368	6,362,705
Notes:				
(1) \$91.6 million of the annual Provincial Gas Tax allocation is applied to the TTC operating budget.				
(2) Amounts shown do not reflect carry forward amounts from prior years.				
(3) New Deal funding related to the Gardiner and DVP reflect provincial obligation of funding until assets are uploaded to the Province subject to the due diligence process.				

The City proactively commits funding for capital projects to leverage anticipated future provincial and federal funding programs. The current 10-Year Capital Plan includes intergovernmental funding commitments of \$6.4 billion over 10 years; however, the City will continue to seek additional funding partnerships towards transit needs; opportunities to advance the provincial and national climate goals; and to address regional housing and shelter needs. These programs require committed funding and successful partnerships with other orders of government.

DECISION HISTORY

City Council provides the authority to enter into intergovernmental funding agreements and has approved funding for specific projects through the capital budget process. City Council has also authorized staff to negotiate and enter into agreements, as directed, for new intergovernmental funding for priority projects.

ISSUE BACKGROUND

The City's 2024-2033 Tax and Rate Supported Capital Budget and Plan identifies \$49.8 billion in public investments to infrastructure such as transit and transportation, water and wastewater, environmental and other capital assets. Capital projects are funded from user fees (rates), reserves, development charges, borrowing (debt), and by federal and provincial government transfers.

Figure 2 - 2024-2033 Tax and Rate Supported Capital Budget and Plan: Share of Funding

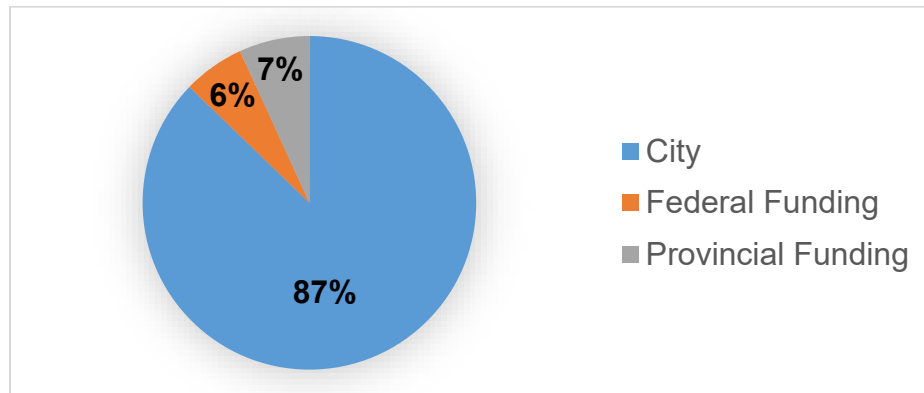
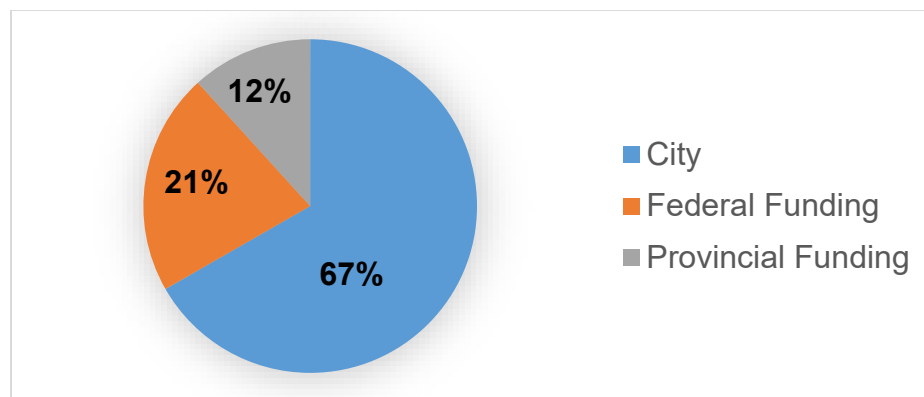


Figure 3 - TTC 2024-2033 Capital Budget and Plan: Share of Funding*



*Inclusive of TTC's base capital program. Excludes \$91.6 million per year in Provincial Gas Tax which is applied to the TTC operating budget.

Consistent with past budget years, the 10-Year Capital Plan for TTC includes the largest component of the City's intergovernmental funding. The TTC's 2024-2033 Capital Budget and Plan (excluding carry-forward funding) is \$12.2 billion, 67% funded by the City (\$8.2 billion), 12% by the Government of Ontario (\$1.4 billion), and 21% by the Government of Canada (\$2.6 billion) as shown in Figure 3. Stable, predictable and long-term federal and provincial funding is necessary to invest in state of good repair projects and plan for system expansion which can only proceed with contributions from all orders of government.

In addition to funding included in the 10-Year Capital Plan for TTC, the City also has a Transit Expansion Division with capital funding dedicated to transit initiatives such as the SmartTrack¹ Stations Program, the Waterfront East LRT, and the Eglinton East LRT, resulting in a total budgeted transit investment of over \$13.0 billion in the City's 10-Year Capital Plan.

The City is committed to continue working with other levels of government to secure funding for transit needs in the City including Waterfront East LRT, Eglinton East LRT, 55 new subway cars, and the Scarborough Busway.

COMMENTS

Current intergovernmental funding includes the: (1) Provincial Gas Tax Fund, (2) Canada Community Building Fund (formerly the Federal Gas Tax Fund), (3) Disaster Mitigation and Adaptation Fund (DMAF), (4) TTC Streetcar Program, (5) Investing in Canada Infrastructure Program (ICIP) – Public Transit, and (6) Ontario-Toronto New Deal Funding. There are also a range of smaller funding programs that the City currently leverages to support specific projects, outlined in Table 1 above.

1. Provincial Gas Tax

Introduced in 2004, the Provincial Gas Tax (PGT) currently transfers two cents per litre of provincial gas tax revenues to municipalities to expand and improve their public transit systems. The program was phased in over time, and in 2013 legislation was passed that permanently dedicates a portion of annual provincial gas tax revenues to municipalities for public transportation.

Municipal allocations change annually and are determined using a provincial allocation formula based on transit ridership (70% weighting) and population (30% weighting). Revenues must be used to support municipal public transportation expenditures above municipal baseline spending.

From 2005-2023, the City has received over \$3.1 billion in Provincial Gas Tax funding which has been invested in the operating and capital requirements of the TTC. The Ontario Government has confirmed Toronto's 2022-23 PGT allocation as \$185.5 million.

¹ The City's 10-Year Capital Plan reflects the City's share (\$0.8 billion) of the \$1.689 billion SmartTrack project. Federal funding of \$585 million and provincial funding of \$226 million is not reflected in the City's 10-Year Capital Plan as funding will flow directly to the project delivery agent (Metrolinx).

The 2024-2033 Capital Budget and Plan identifies a total of approximately \$940 million in PGT investments. The full list of planned PGT funded projects is in Schedule 1 under Table 1.

2. Canada Community Building Fund (formerly the Federal Gas Tax Fund)

Originally established in 2005 and extended in 2010 and 2014 as the Federal Gas Tax Fund, now called the Canada Community Building Fund (CCBF), this program allocates over \$2 billion per year among Canadian municipalities for investment in infrastructure which is allocated on a per capita basis. In 2013, the federal government indexed the CCBF to grow at 2% per year, with actual funding increases to be applied to the program in \$100 million increments.

The CCBF is a source of infrastructure funding, allowing municipalities the flexibility to select local priority projects within eighteen categories of eligible infrastructure. As directed by City Council, Toronto entered into an Administrative Agreement with the Government of Canada, the Ontario Government and the Association of Municipalities of Ontario in 2014 which governs the flow of funds until 2023.

Since 2005, the City has received approximately \$2.7 billion from the CCBF funding which has been directed to the TTC to leverage over \$5.5 billion of investments in the transit system. In 2023, the City received \$181.7 million in CCBF funding. The 2024-2033 Capital Budget and Plan reflects roughly \$1.8 billion in CCBF funds to be received over the 10-year period; however, actual allocations beyond 2023 will be determined as part of a new (or extended) agreement. The discussions for the new agreement for the next 10-year period is ongoing.

CCBF funding allocations over the 10-year period continues to focus on transit fleet replacement and state of good repair projects. The full list of planned federal CCBF funded projects is in Schedule 1 under Table 2.

3. Disaster Mitigation and Adaptation Fund (DMAF)

In May 2018, the federal government announced the Disaster Mitigation and Adaptation Fund, a national merit-based disaster mitigation program that will invest \$2 billion over 10 years across Canada in funding to support large-scale infrastructure projects to help communities increase resiliency and better manage the risks of disasters triggered by natural hazards. DMAF was topped up in 2021 by an additional \$1.375 billion over 12 years nationally. In accordance with the National Adaptation Strategy announced in November 2022, DMAF will receive a new additional investment of up to \$489 million nationally in capital funding over the next ten years given the urgency of adaptation needs. DMAF provides funding of up to 40% of eligible costs for municipal projects. There is no provincial funding requirement. Projects must be complete by March 31, 2028.

To date, the City has received approval for seven projects under DMAF. Funding has been approved for the following projects:

- Fairbank-Silverthorn Trunk Storm Sewer System (\$73.2M Fed / \$133.49M City)
- Midtown Toronto Relief Storm Sewer (\$37.16M Fed / \$82.84M City)
- Tree Canopy and Waterfront Shoreline (\$11.98M Fed / \$17.98M City)
- Toronto Culvert Rehabilitation (\$8.7M Fed / \$13.1M City)
- Jane Street Bridge Crossing (\$19M Fed / \$28.5M City)
- Lower Simcoe Street Underpass in downtown Toronto Project (\$5.9M Fed)
- Rockcliffe Mitigation Strategy (\$129M Fed)

Collectively, the 2024-2033 Capital Budget and Plan reflects \$195.1 million in committed DMAF funds, not including carry forwards.

4. TTC Streetcar Program

On May 12, 2021, the Government of Canada and the Ontario Government announced a total of \$360 million in funding commitments for the Toronto Transit Commission (TTC) Streetcar Program which includes the purchase of 60 new zero-emission streetcars and modifications to the TTC's Hillcrest Facility to accommodate additional streetcars through to 2027. In addition, the City will contribute \$208.7 million to fund the remaining costs for both the new streetcars and Hillcrest Facility. City and TTC staff are working with both federal and provincial officials to finalize the required intergovernmental funding agreements.

5. Government of Canada Investing In Canada Infrastructure Program (ICIP)

Infrastructure Canada (INFC) is investing \$33 billion over 11 years (2017-18 to 2028-29) through Integrated Bilateral Agreements (IBAs) with Provinces and Territories. On March 14, 2018, the federal and provincial government signed the Canada-Ontario IBA for the Investing in Canada Infrastructure Program². The agreement outlines federal investments to Ontario. The IBA includes a requirement of a minimum 33% matching contribution from provincial governments for municipal projects. The federal government will contribute up to 40% of eligible project costs with municipalities funding the remainder.

Through the IBA, Ontario has been allocated \$11.8 billion in federal funding, which is expected to be matched by \$10.2 billion in provincial funding pursuant to the March 2018 provincial announcement³. Under the ICIP IBA, the Province is responsible for "identifying and prioritizing eligible projects through engagement with local and regional governments and will submit eligible projects to Canada for approval". The IBA also stipulates the requirement that "Ontario will ensure that projects submitted for Canada's approval represent, to the satisfaction of Canada and Ontario, a fair balance of municipal and provincial projects". Below are the ICIP funding stream through which the

² <http://www.infrastructure.gc.ca/alt-format/pdf/agreements-ententes/2018/2018-ON-Bilateral-Agreement-EN.pdf>

³ <https://news.ontario.ca/moi/en/2018/03/under-the-180-billioninvesting-in.html>

City has made funding applications from the federal government, in collaboration with the province.

5A. ICIP – Public Transit Infrastructure Stream

The City has been allocated approximately \$4.9 billion in federal funding under the ICIP – Public Transit Infrastructure Stream (PTIS) based on ridership. Transit expansion projects for ICIP-PTIS funding prioritized by City Council, the Ontario Government, and the Government of Canada are the SmartTrack Stations Program, Bloor-Yonge Capacity Improvements Project; as well as the now provincially delivered Line 2 East Extension and the Ontario Line. Funding is subject to final provincial and federal Treasury Board approval and execution of transfer payment agreements. City and TTC staff continue to work with the Province and Infrastructure Canada to advance the City's ICIP-PTIS priority projects.

Funding for the federal and provincial shares of Smart-Track, \$585 million and \$226 million respectively, is not reflected in the City's 10-Year Capital Plan as funding will flow directly to Metrolinx as the delivery agent for this project. Additionally, funding for the provincially owned and delivered Line 2 East Extension and the Ontario Line is also not reflected in the City's Capital Plan.

5B. ICIP - Community, Culture and Recreation Infrastructure Stream

The Government of Canada announced, in its Budget 2016 and Budget 2017, over \$180 billion for the ICIP to support sustainable and inclusive communities, while driving economic growth. Under the bilateral agreement between the Government of Canada and the Government of Ontario, the Federal Government provided contribution funding to the Province under the Community, Culture and Recreation funding stream of ICIP.

Under the Community, Culture and Recreation funding stream, 16 projects from the City of Toronto were funded for a total of \$47.3 million in funding.

5C. ICIP – COVID-19 Resilience Infrastructure Stream

In October 2020, the Province of Ontario announced the launch of the federal-provincial \$1.05 billion, COVID-19 Resilience Infrastructure funding stream under the Investing in Canada Infrastructure Program (ICIP). In response to COVID-19, the purpose of this funding stream is to build or renovate health and safety related projects in long-term care (\$100 million), education (\$700 million) and local governments (\$250 million). Ontario reallocated \$840 million in federal funding from the ICIP-Green stream, matched with \$210 million in provincial funding towards this COVID-19 Resilience Infrastructure Stream. Under this Stream, the federal government will contribute 80% of eligible project costs with the Province covering the remaining 20%. Municipalities are not required to contribute funding to projects approved under this stream.

Toronto City Council approved the list of project applications in December 2020 under Attachments 1 and 2 of EX19.2⁴. Under the Long-Term Care Sub-Stream, 7 projects were funded for a total of \$2.3 million in funding. Under the Local Government Sub-Stream, 5 projects were approved for a total of \$24.26 million in funding.

6. Ontario-Toronto New Deal

In December 2023, City Council approved 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. Following completion of the due diligence process, the 10-Year Capital Plan will be updated to remove both the expenditures and funding associated with the projects, unlocking \$1.9 billion to be re-invested in critical infrastructure and infrastructure renewal requirements. The 2024 Mayor's Proposed Budget includes \$50 million in planned capital spending available for urgent state of good repair work and to accelerate projects including fixing potholes and beautification of parks and public spaces.

Within the New Deal agreement, the province has also committed to providing \$758 million in funding for the purchase of 55 new subway trains to replace those currently in use on Line 2. However, this funding is not included in the 10-Year Capital Plan of the TTC as it is subject to a matching funding commitment from the federal government.

Additionally, the province has committed to \$342 million for housing support over three years through the Building Faster Fund, based on Toronto exceeding annual housing targets. This new funding will enable the City to build more homes faster to tackle the affordability crisis should the City fully exceed its housing target by 125% in all three calendar years to receive up to \$342 million.

Other Funding Programs:

The Rapid Housing Initiative (RHI)

The Rapid Housing Initiative (RHI) – part of the federal government's National Housing Strategy – is a \$4 billion program that provides federal funding to facilitate the rapid construction of new housing and the acquisition of existing buildings for the purpose of rehabilitation or conversion to permanent affordable housing units. The first round of \$1 billion in funding was allocated from October 27, 2020 to March 31, 2021, including \$238 million for the City of Toronto to create over 650 new affordable homes. A second round of \$1.5 billion was allocated from June 30, 2021 – March 31, 2022; Toronto received \$201.5 million to create over 420 new affordable homes.

⁴ <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX19.2>

A third round of RHI funding was announced in November 2022. \$1.5 billion in funding is being allocated through two streams:

- Projects Stream - \$1 billion in application-based project funding
- Cities Stream - \$500 million in funding for select municipalities (41 cities across Canada, including the City of Toronto).

The 2024-2033 Capital Plan includes \$11.63 million of federal funding for the Rapid Housing Initiative. Additional funding will be invested in the Program as funding is made available.

Other Funding Programs to Support Housing

The federal and provincial government are committed to contributing towards helping Toronto achieve its housing targets. Recently announced tools such as the Housing Accelerator Fund (HAF), and the Building Faster Fund (BFF) have not been budgeted in the 2024 capital budget, but will be allocated through future budget process as Toronto's share of the funds is made available.

The government of Canada through CMHC has committed to contribute \$471 million in funding through the Housing Accelerator Fund (HAF), which will result in achieving an additional 11,780 homes in Toronto on top of what has already been projected over the next three years. The funding will accelerate City of Toronto efforts to make a generational transformation of Toronto's housing system and increase housing affordability for residents.

As previously noted, the government of Ontario has established the Building Faster Fund which will provide \$400 million in new annual funding for three years to municipalities that are on target to meet provincial housing targets by 2031. Municipalities that reach 80 per cent of their annual target each year will become eligible for funding based on their share of the overall goal of 1.5 million homes. Municipalities that exceed their target will receive a bonus on top of their allocation. Based on the funding formula, should the City fully exceed its housing target by 125% in all three calendar years the city can expect to receive up to \$342 million.

Given the City's prioritization of housing programs, the City continues to advocate for sustained and strengthened all-government investments to ensure adequate funding for both infrastructure investments and ongoing operational support, such as supportive housing.

Conclusion

The City's 2024-2033 Capital Budget and Capital Plan focuses investments on both state of good repair and new capital construction. Relationships with other orders of government through funding agreements provide significant capital contributions that help address many of the City's key strategic priorities including investments within our transit system; opportunities to advance City, provincial and national climate goals; and to invest in affordable housing needs in the region.

As reported by the City's Economic Development and Culture division as part of last year's budget process, a 2017 survey by the Centre for Spatial Economics commissioned by the Ontario Government estimated that an increase in public infrastructure spending (non-residential building construction, engineering construction, and capital outlays on machinery & equipment) generates a mid-range estimate of roughly 9 jobs per \$1 million expenditure.

The Intergovernmental and Agency Relations Unit coordinates many of these intergovernmental funding opportunities with support from key divisions including Financial Planning and Accounting Services and divisional project experts. City staff continue to identify additional intergovernmental funding opportunities to leverage funds for City Council approved priority projects. In addition to intergovernmental infrastructure funding, the City continues to seek and advocate for on-going sustainable funding to help service the operating and maintenance costs associated with capital investments.

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ATTACHMENTS

Schedule 1: Canada Community-Building Fund and Provincial Gas Tax Funding for TTC's 2024-2033 Tabled Capital Budget and Plan

SCHEDULE 1

GAS TAX FUNDING FOR TTC'S 2024-2033 TAX AND RATE SUPPORTED CAPITAL BUDGET AND PLAN

Table 1 – Canada Community Building Fund for TTC's 2024-2033 Tax and Rate Supported Capital Budget and Plan

Project	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Subway Track	23,236.00	13,626.00	11,426.00	10,234.00	10,004.00	12,723.00	13,888.00	13,200.00	13,420.00	12,920.00	134,677.00
Traction Power	21,683.00	11,669.00	-	-	-	-	-	-	8,228.00	11,998.00	53,578.00
Equipment - Various	34,440.00	38,465.00	21,473.00	18,068.00	13,397.00	10,750.00	8,641.00	8,611.00	9,747.00	9,551.00	143,978.00
On-Grade Paving Rehabilitation	6,117.00	-	-	-	-	-	-	-	-	-	6,117.00
Bridges and Tunnels - Various	25,282.00	21,163.00	20,203.00	18,323.00	15,602.00	14,609.00	15,282.00	16,898.00	19,288.00	18,918.00	185,568.00
Fire Ventilation Upgrade	-	9,367.00	9,549.00	8,291.00	12,567.00	20,228.00	24,335.00	17,394.00	16,243.00	9,341.00	127,315.00
Easier Access Phase II & III	-	54,877.00	40,196.00	30,434.00	9,004.00	-	-	-	-	-	134,511.00
Other Building and Structures- Projects	17,314.00	11,846.00	13,842.00	10,437.00	-	3,553.00	-	-	2,083.00	-	59,075.00
Purchase of 360 Wheel-Trans Vehicles	4,473.00	-	-	-	-	-	-	-	-	-	4,473.00
Bus Overhaul	33,656.00	-	-	-	-	-	-	25,565.00	30,260.00	28,875.00	118,356.00
Streetcar Overhaul Program	13,791.00	-	-	-	-	-	-	-	-	-	13,791.00
Subway Car Overhaul Program	8,647.00	-	-	-	-	-	-	-	-	-	8,647.00
ATC Resignalling	906.00	1,190.00	2,318.00	3,124.00	-	19,463.00	30,716.00	28,375.00	31,306.00	31,643.00	149,041.00

Toronto Rocket Yard & Storage Track Accommodation	4,583.00	18,017.00	-	-	-	-	-	-	-	-	22,600.00
Line 1 Capacity Enhancements	3,808.00	9,145.00	39,592.00	62,984.00	82,060.00	42,335.00	32,975.00	23,214.00	19,229.00	40,077.00	355,419.00
Line 2 Capacity Enhancements	2,846.00	2,434.00	23,107.00	19,811.00	39,072.00	58,046.00	55,869.00	48,449.00	31,902.00	18,383.00	299,919.00
Grand Total	200,782.00	191,799.00	181,706.00	181,706.00	181,706.00	181,707.00	181,706.00	181,706.00	181,706.00	181,706.00	1,817,065.00

Note: The list of projects funded by Canada Community Building Fund is subject to change.

Table 2 - Provincial Gas Tax Funding for TTC's 2024-2033 Tax and Rate Supported Capital Budget and Plan

Project	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Subway Track	-	-	-	-	-	-	-	-	-	6,800.00	6,800.00
Surface Track	22,222.00	21,351.00	17,760.00	23,324.00	22,399.00	10,021.00	9,000.00	10,800.00	9,000.00	11,250.00	157,127.00
Power Dist./Electric Systems - Various	2,227.00	2,308.00	-	-	-	-	-	-	-	-	4,535.00
On-Grade Paving Rehabilitation	-	-	-	-	-	-	-	-	-	3,749.00	3,749.00
Bridges and Tunnels - Various	13,261.00	16,708.00	12,244.00	15,269.00	15,082.00	10,863.00	9,923.00	14,081.00	13,501.00	9,957.00	130,889.00
Fire Ventilation Upgrade	-	7,318.00	6,469.00	8,015.00	12,148.00	13,370.00	12,997.00	14,495.00	11,776.00	5,189.00	91,777.00
Easier Access Phase II & III	-	38,109.00	24,361.00	23,333.00	9,303.00	-	-	-	-	-	95,106.00
Other Building and Structures-Projects	9,158.00	8,182.00	33,142.00	24,035.00	17,423.00	16,041.00	406.00	197.00	1,589.00	1,145.00	111,318.00
Bus Overhaul	21,181.00	-	-	-	17,620.00	-	20,334.00	18,260.00	22,501.00	15,198.00	115,094.00
Subway Car Overhaul Program	25,926.00	-	-	-	-	-	-	-	-	-	25,926.00
ATC Resignalling	-	-	-	-	-	15,158.00	19,999.00	20,022.00	23,278.00	16,654.00	95,111.00
Line 1 Capacity Enhancements	-	-	-	-	-	28,524.00	21,315.00	16,119.00	12,329.00	24,035.00	102,322.00
Grand Total	93,975.00	93,976.00	93,976.00	93,976.00	93,975.00	93,977.00	93,974.00	93,974.00	93,974.00	93,977.00	939,754.00

Note: The list of projects funded by Provincial Gas Tax is subject to change. Chart excludes \$91.6 million of the annual allocation from the Provincial Gas Tax as it is applied to the TTC operating budget.