

2024 Program Summary

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.

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): \$289.6M

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

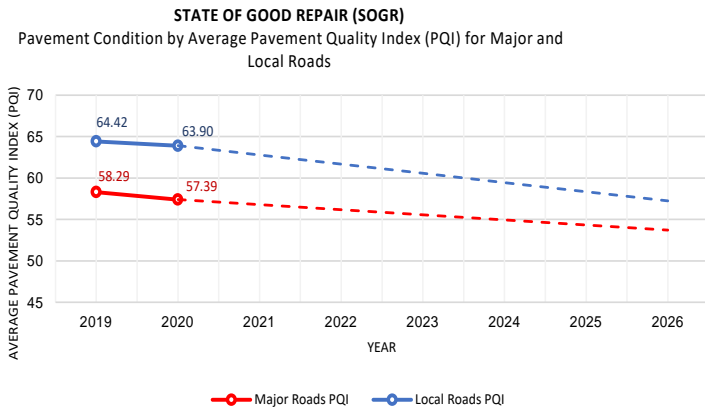
2024 OPERATING BUDGET			
<u>\$Million</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Revenues	\$ 226.9	\$ 208.7	\$ 212.0
Gross Expenditures	\$ 480.9	\$ 501.9	\$ 531.6
Net Expenditures	\$ 254.0	\$ 293.2	\$ 319.6
Approved Positions	1,541.0	1,545.0	1,563.0

2024 - 2033 10-YEAR CAPITAL PLAN			
<u>\$Billion</u>	<u>2024</u>	<u>2025-2033</u>	<u>Total</u>
Gross Expenditures	\$ 0.682	\$ 5.092	\$ 5.774
Debt	\$ 0.353	\$ 2.283	\$ 2.636
Note: Includes 2023 carry forward funding			

How Well We Are Doing – Behind the Numbers

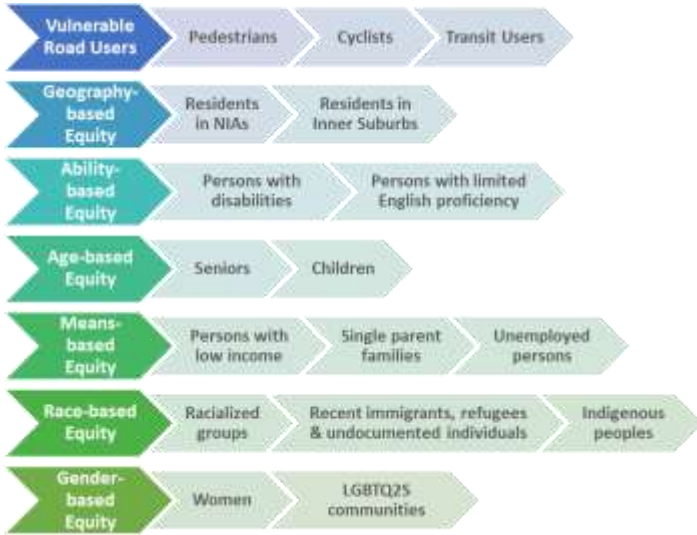


- Continued commitment to eliminate traffic fatalities and serious injuries through the Vision Zero Road Safety Plan (RSP), since its inception in 2016 and last update in 2019. While population increased by 4% between 2018 and 2022, the number of traffic-related fatalities and seriously injured (KSI) 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.

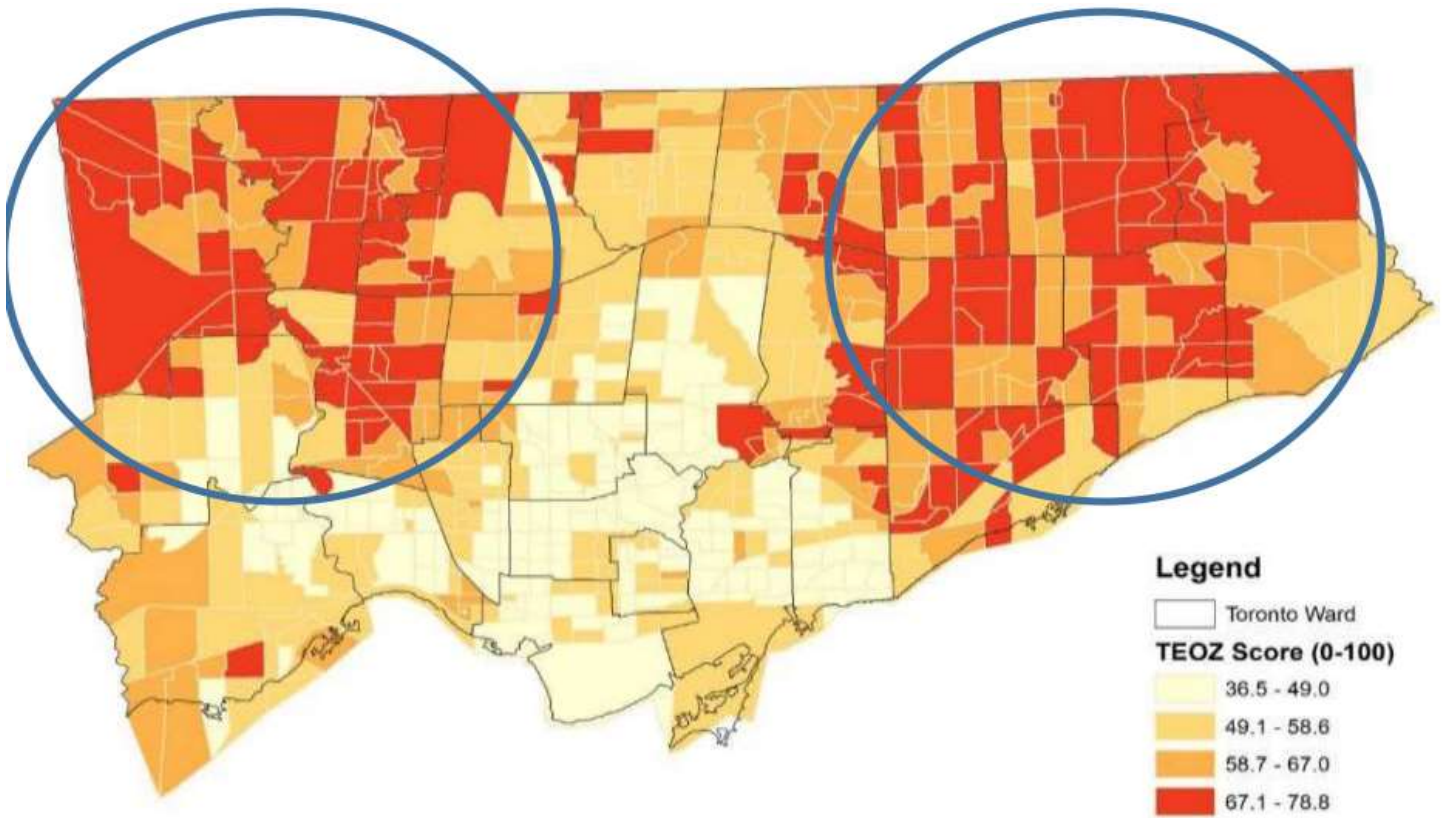
Equity Categories & Equity-Deserving Groups



- 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.
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2024 BUDGET

1. The 2024 Operating Budget for Transportation Services of \$480.856 million gross, \$226.870 million revenue and \$253.985 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	289,644.8	118,303.2	171,341.6
Transportation Safety & Operations	169,037.2	22,015.2	147,022.0
Total Program Budget	480,855.8	226,870.4	253,985.3

- 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*	2024 Base Budget	2024 New / Enhanced	2024 Budget	Change v. 2023 Budget	
By Service	\$	\$	\$	\$	\$	\$	\$	%
Revenues								
Road & Sidewalk Management	84,526.7	118,953.2	109,768.1	118,303.2		118,303.2	(649.9)	(0.5%)
Transportation Safety & Operations	11,844.3	24,132.3	22,268.9	22,015.2		22,015.2	(2,117.1)	(8.8%)
Permits & Applications	74,743.8	82,413.8	76,050.1	86,552.0		86,552.0	4,138.2	5.0%
Total Revenues	171,114.8	225,499.2	208,087.2	226,870.4		226,870.4	1,371.2	0.6%
Expenditures								
Road & Sidewalk Management	272,959.7	270,129.2	268,432.5	289,644.8		289,644.8	19,515.6	7.2%
Transportation Safety & Operations	147,647.7	167,952.6	166,897.7	169,037.2		169,037.2	1,084.6	0.6%
Permits & Applications	17,387.0	21,012.2	20,880.2	22,173.7		22,173.7	1,161.5	5.5%
Total Gross Expenditures	437,994.4	459,094.0	456,210.4	480,855.8		480,855.8	21,761.8	4.7%
Net Expenditures	266,879.6	233,594.8	248,123.2	253,985.3		253,985.3	20,390.5	8.7%
Approved Positions**	1,464.0	1,541.0	N/A	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 \$480.856 million gross reflecting an increase of \$20.391 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, 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

No significant equity impacts: The changes in Transportation Services 2024 Operating Budget do not have any significant equity impacts.

2024 OPERATING BUDGET KEY COST DRIVERS

The 2024 Net Operating Budget for Transportation Services of \$253.985 million is \$20.391 million or 8.7% 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 from Reserves	11,900.0		(11,900.0)		11,900.0
Contribution to Reserves	1,666.5	1,666.5			3,276.7
Sub-Total - Key Cost Drivers	(6,269.8)	31,008.0	37,277.8		28,249.1
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
Sub-Total - Affordability Measures	7,641.1	(9,246.2)	(16,887.3)		10,941.3
Total 2024 Budget	226,870.4	480,855.8	253,985.3	1,541.0	39,190.3
Change from 2023 Budget (\$)	1,371.2	21,761.8	20,390.5	-	N/A
Change from 2023 Budget (%)	0.6%	4.7%	8.7%	-	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 from Reserved Funds:

- Continuing one-time draws from the Public Realm Reserve Fund and the Road Repair Maintenance Reconstruction Reserve Fund to be reversed in 2025 and 2026. Contributions to the Public Realm Reserve Fund are fully funded by advertising revenues from the Street Furniture Program.

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
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			7,641.1	(9,246.2)	(16,887.3)	-	4,041.3	10,941.3	-

The **2024 Operating Budget** includes \$9.246 million in gross expenditure and \$16.887 million in net expenditures reductions attributed to:

- **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
Total Gross Expenditures	480,855.8	21,035.1	29,679.5
Net Expenditures	253,985.3	39,190.3	26,408.5
Approved Positions	1,541.0	4.0	18.0

Key Outlook Drivers

The 2025 Outlook with total gross expenditures of \$501.891 million reflects an anticipated \$21.035 million or 4.37% increase in gross expenditures above the 2024 Operating Budget. The 2026 Outlooks expects a further increase of \$29.680 million or 5.91% above 2025 gross expenditures.

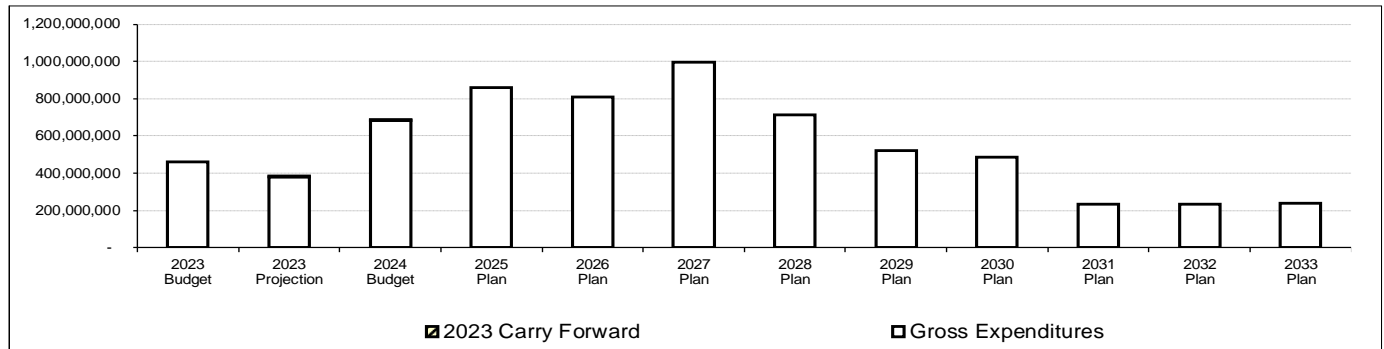
These changes arise from the following:

- 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).
- 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											Total 10 Year Plan
	Budget	Projected Actual	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033		
	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	431,226	410,079	515,765	655,554	547,769	403,552	406,033	209,766	219,213	223,225	4,022,182	
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	682,129	859,243	809,251	995,067	714,059	522,202	483,989	235,489	234,304	238,350	5,774,083	
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			41,812	54,883	32,560	21,966	2,233	6,549	9,725	3,573			173,301	
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			682,129	859,243	809,251	995,067	714,059	522,202	483,989	235,489	234,304	238,350	5,774,083	

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

\$5.774 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

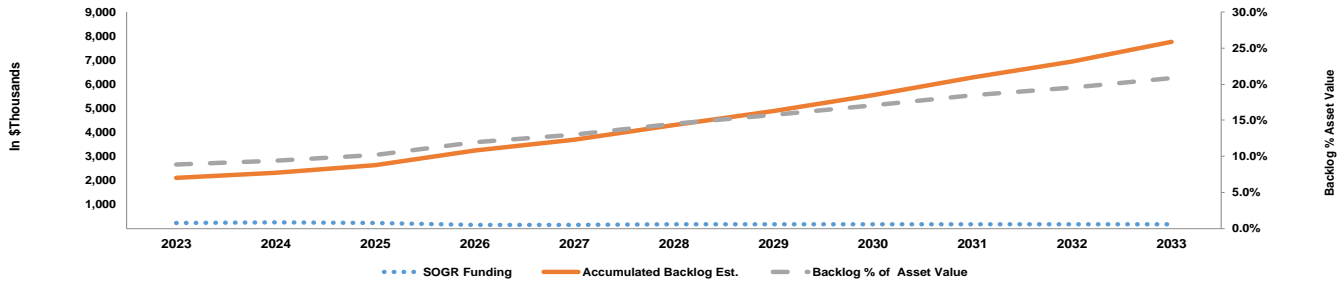
City of Toronto		Provincial Funding		Federal Funding	
\$3.823 B 66.2%		\$1.888 B 32.7%		\$62.9 M 1.1%	
Debt	\$ 2.636 B	Provincial Support	\$1.888 B	DMAF / Active Transportation Grant	\$ 62.9 M
Reserve / Reserve Fund	\$ 173.3 M				
Development Charges / Section 42	\$ 843.8 M				
Other	\$ 169.4 M				

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

*Funding and Backlog values within this section do not reflect the \$30.000 million addition as a result of Council Recommendation 2024.MPB15.1. Backlog updates will be completed as part of the 2025-2034 Capital Budget submission process.

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		13,065.3	
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	232,256.0	23,213.4	11.1%	7,925.3	3.5%
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	480,855.8	21,761.8	4.7%	24,645.4	5.4%
Net Expenditures	209,437.7	266,879.6	233,594.8	248,123.2	253,985.3	20,390.5	8.7%	5,862.1	2.4%

*Projection based on 9 Month Variance

Appendix 2

Summary of 2024 Service Changes

N/A

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	10,000	8,618	8,748	3,331							30,697		30,697	
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							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	75,109	87,724	58,939	60,178	61,441	62,730	64,045	65,386	69,573	71,034	676,159		676,159	
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		431,226	410,079	515,765	655,554	547,769	403,552	406,033	209,766	219,213	223,225	4,022,182		4,022,182	
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			915,808
Total Expenditures (including carry forward from 2023)		682,129	859,243	809,251	995,067	714,059	522,202	483,989	235,489	234,304	238,350	5,774,083	281,707	4,022,182	1,470,194

✔ - 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														
City Bridge Rehabilitation (Critical)	81,379	50,830									132,209	106,209		26,000
Glen Road Pedestrian Bridge	8,393	6,107									14,500	11,635		2,865
Guide Rail Program	1,700	1,700									3,400	1,267		2,133
Pedestrian Lighting		1,061									1,061	1,061		
Road Safety Plan	28,621	21,913	22,176	13,586							86,296	79,670		6,626
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							248,776	211,152		37,624
State of Good Repair														
City Bridge Rehabilitation	35,621	36,170	36,727	37,293							145,811	115,977		29,834
Critical Interim Road Rehabilitation Pool	10,000	8,618	8,748	3,331							30,697	29,188		1,509
Ditch Rehabilitation and Culvert Reconstruction	2,500	1,000	1,000	1,000							5,500	2,640		2,860
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	15,251		17,906
Dufferin Street Bridge Rehabilitation	1,400	822	602								2,824	2,824		
Dunn and Dowling Bridges		1,300	1,800	1,000	500	500					5,100	1,800		3,300
F. G. Gardiner Rehabilitation Program	187,486	149,761	300,000	455,000	347,830	200,000	200,003				1,840,080	779,806		1,060,274
F.G. Gardiner - Critical Repairs	5,000	5,000	5,000								15,000	10,000		5,000
Facility Improvements	4,000	4,000	4,000								12,000	5,300		6,700
Laneways	1,939	2,968	1,998								6,905	5,905		1,000
Local Road Rehabilitation	75,109	87,724	58,939	60,178							281,950	175,589		106,361
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	46,589		5,000
Major Road Rehabilitation	70,233	67,702	58,939	60,178							257,052	202,116		54,936
Retaining Walls Rehabilitation	4,421	5,400									9,821	9,821		
Sidewalks	15,788	18,059	16,334	1,143							51,324	36,116		15,208
Signs and Markings Asset Management	2,282	4,572									6,854	9,008		(2,154)
Traffic Plant Requirements/Signal Asset Management	3,800	6,925	6,925	6,925							24,575	21,275		3,300
State of Good Repair Sub-Total	431,226	410,079	511,147	633,606	355,888	208,058	207,561	7,558	7,558	7,558	2,780,239	1,469,205		1,311,034
Service Improvement and Enhancement														
Agincourt Improvement														
Cycling Infrastructure	31,103	30,000	10,000	10,000							81,103	81,103		
Eglinton Connects LRT	3,400	10,400	5,908								19,708	14,708		5,000
Engineering Studies	6,000	10,707	10,000	12,000	12,000						50,707	18,701		32,006
Green Streets Improvement	1,000	4,500									5,500			5,500
Housing Now Site		2,000									2,000	1,200		800
King Street Transit Priority Corridor	500	2,600									3,100	1,720		1,380
Mapping and GIS Repository	500	1,000									1,500	287		1,213
MoveTO	7,000	10,359	7,000	7,652							32,011	32,011		
Neighbourhood Improvements	3,303	14,773	2,316	2,547	2,000						24,939	20,939		4,000
Rockcliffe Flood Mitigation	1,100	17,648	16,413	16,463	11,294	11,294	16,773	6,164			97,149	97,149		
Six Points Interchange Redevelopment														
Sheppard Bridge Over Highway 404 Public Realm I		422									422	422		
Surface Network Transit Plan	1,908	6,640	6,347	1,307							16,202	59,698		(43,496)
System Enhancements for Road Repair & Permits	1,700	2,700	2,075	1,299							7,774	1,441		6,333
Thunder Woman Healing Lodge		230									230	230		
TO360 Wayfinding	917	1,050	560	966							3,493	1,967		1,526
Traffic Congestion Management	543										543	543		
West Toronto Rail Path Extension	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 Improv</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	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)	682,129	859,243	749,513	923,119	500,857	311,556	270,334	18,222	7,558	7,558	4,330,089	2,804,373	(700)	1,526,416

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

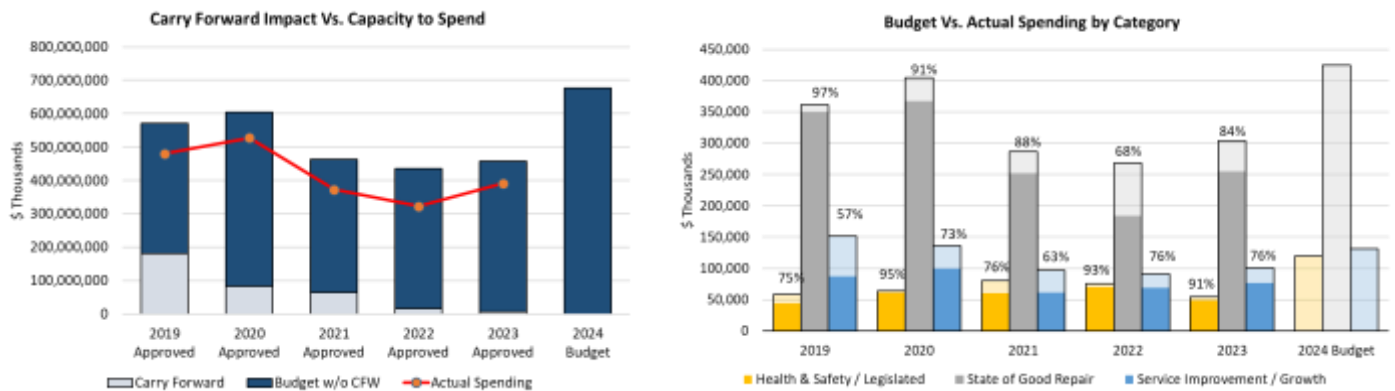
Appendix 7

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, \$227.754 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 \$50.200 million to commence road rehabilitation works. Inclusive of the additional funding, approximately 110 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	-	-	-	-	-	-	-	-	-	-
	Total Contributions	-	-	-	-	-	-	-	-	-	-
	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	-	-	-	-	-	-	-	-	-	-
	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

Appendix 10 (Continued)

Inflows and Outflows to/from Reserves and Reserve Funds

2024 – 2033 Capital Budget and Plan

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
	Withdrawals (-)										
	<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)	-	-	-	-	-
	Contributions (+)										
	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 Positions: Total approved permanent or temporary positions that support the delivery of City services and service levels in the annual budget.

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 and Plan: A Capital Budget and Plan is the City's 10-year strategy to acquire / build assets or extend the useful life of existing assets. The Capital Budget is the first year of approved cash flows and future year's commitments and the remaining nine years include project estimates.

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.

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.

Operating Impact of Completed Capital Projects: The change in operating expenditure and / or revenue which is projected to occur during the implementation of a capital project and/or when a capital project is completed.

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

Staff Complement: The operating and capital positions that support the delivery of City services and service levels in the annual budget (*see Approved Positions*).

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.