

# 2025 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 kilometres of roads, 7,400 kilometres of sidewalks, 900 bridges and culverts, 2,542 traffic control signals, 490 pedestrian crossovers, and 817 centreline kilometres 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.*

For further information about Transportation Services, please visit: <https://www.toronto.ca/city-government/accountability-operations-customer-service/city-administration/staff-directory-divisions-and-customer-service/transportation-services>

## What Service We Provide

### **Road and 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 2025 operating budget):** \$317.2 Million

### **Transportation Safety and 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 2025 operating budget):** \$217.2 Million

### **Permits and Application**

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

**What We Deliver:** Parking permit issuance, Construction permit issuance, Street event permit issuance, Parking and right-of-way by-law enforcement, Development application review.

**How Much Resources (gross 2025 operating budget):** \$27.4 Million

## Budget at a Glance

### 2025 OPERATING BUDGET

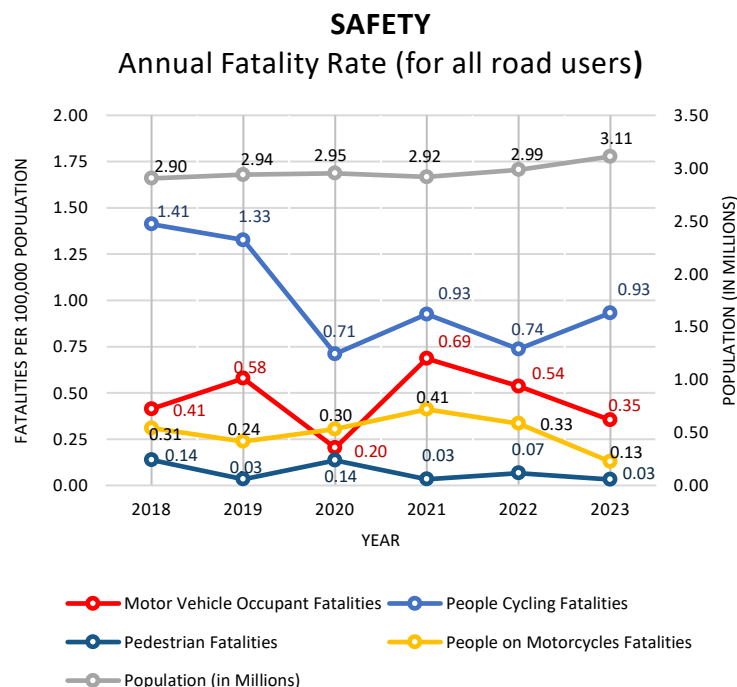
\$Million	2025	2026	2027
Revenues	\$ 266.5	\$ 240.3	\$ 177.1
Gross Expenditures	\$ 561.7	\$ 582.6	\$ 550.2
Net Expenditures	\$ 295.2	\$ 342.3	\$ 373.1
Approved Positions	1,736.3	1,736.3	1,736.3

### 2025 - 2034 10-YEAR CAPITAL PLAN

\$Billion	2025	2026-2034	Total
Gross Expenditures	\$ 0.636	\$ 5.495	\$ 6.131
Debt	\$ 0.343	\$ 2.741	\$ 3.084

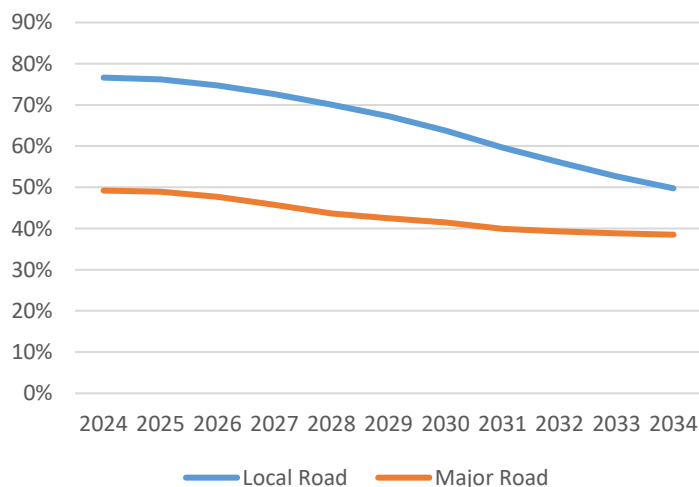
Note: Includes 2024 carry forward funding

## 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 7% between 2018 and 2023 including over 100,000 from 2022 to 2023, the number of fatalities is trending downward.
- 2020 fatalities appeared to be skewed due to the unique traffic patterns during the COVID-19 pandemic. However, fatality rates have not returned to pre-pandemic rates. Current totals indicate that the rate has remained relatively consistent between 2021 and 2023, despite traffic levels nearing pre-pandemic levels, as the division continues to implement the Vision Zero RSP.
- Continued implementation of the Vision Zero RSP in 2024, including 114 additional school safety zones, operating over 298 Red Light Cameras, numerous geometric safety improvements, including quick-build projects, 27 new Traffic Control Devices, 27 Accessible Pedestrian Signal retrofits, implementation of 355 speed humps and 81 In-Road Flexible Speed Signs, evaluation and expansion of the Left Turn Calming pilot, approximately 882 School Crossing Guards, close to 1,600 total Pedestrian Head Start signals, 188 mobile Watch Your Speed units rotating across the city and area-based local road speed limit reductions.

### Roads Pavement Condition % of Roads in Good/Fair Condition



- In 2024, the percentage of Major Roads and Local Roads in good/fair condition is 49% and 77% respectively. The threshold for a road to be considered “poor” is when the Pavement Quality Index (PQI) is below a score of 55 for Major Roads and 45 for Local Roads.
- Following the existing trend and funding envelope for the next ten years, the percentage of Major Roads and Local Roads in good/fair condition are anticipated to decrease to 38% and 50% respectively.
- At current funding levels, only around one-fourth 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 so that, at a minimum, we are maintaining an overall “fair” pavement condition.
- Analysis and review are currently underway to revisit the strategy for effective asset management of the road network. The 2025 City wide corporate asset management plan report will provide additional information.

## How Well We Are Doing

Service	Measure	2022 Actual	2023 Actual	2024 Projection		Status	Ultimate Target	
Outcome Measures								
•Transportation Safety & Operations (Safe)	Five year annual average of fatalities per 100,000 (all road users) <sup>1</sup>	2.0 <sup>2</sup>	1.8 <sup>2</sup>	1.6 <sup>2</sup>		<div></div>	0.0	
•Road & Sidewalk Management •Transportation Safety & Operations (Reliable,Resilient)	% Roads in Good to fair Condition <sup>1</sup>	71%	71%	71%		<div></div>	80-100%	
•Transportation Safety and Operations (Accessible, Connectivity, Equity)	% of people and employment within 250 metres of a dedicated bikeway <sup>1</sup>	46.7%	47.2%	49.6%		<div></div>	100.0%	
Service	Measure	2022 Actual	2023 Actual	2024 Target	2024 Projection	Status	2025 Target	2026 Target
Service Level Measures								
•Road & Sidewalk Management (Reliable, Resilient)	% of roadway potholes made safe within 4 days of receiving an emergency service request <sup>1</sup>	69%	16%	90%	50% <sup>3</sup>	<div></div>	90%	90%
•Road & Sidewalk Management (Reliable, Resilient)	% of arterials and collectors de-iced within 4 hours after becoming aware roadway is icy <sup>4</sup>	Revised service level as per 2024.IE15.3 Annual Winter Maintenance Report				N/A <sup>4</sup>	100%	100%
•Transportation Safety & Operations (Safe, Accessible)	% of safety and operations reviews investigated within prescribed service standard	71%	76%	90%	76%	<div></div>	90%	90%
•Permits & Application (Accessible, Vibrant)	% of construction, street event, and parking permits validated and issued within prescribed service standard	87%	85%	100%	85%	<div></div>	100%	100%
Other Measures								
•Road & Sidewalk Management •Transportation Safety & Operations (Reliable, Resilient)	Capital Budget Spend Rate <sup>5</sup>	74% <sup>5</sup>	96%	90%	88%	<div></div>	85%	85%

### 2024 Projection to 2024 Target Comparison

● 80% - 100% (MET TARGET)      ● 70 - 79% (LOW RISK)      ● 69% and Under (REQUIRES ATTENTION)

#### Note:

- 1) Descriptions and methodologies updated for the service areas.
- 2) Averages ignore COVID year 2020. Fatalities amongst pedestrians have seen a small drop in the past few years compared to 2016, when traffic fatalities hit a 10-year record high of 78. The 5-year averages (excluding COVID year 2020) indicate, overall, Toronto is trending in the right direction towards the target. Dedicated bikeways include bike lanes (buffered, contraflow), cycle track, multi-use trails (entrance, existing connector, boulevard). This calculation excludes edge lines, park roads, sharrows (wayfinding, connector, arterial), and signed routes.
- 3) Transportation Services completed almost 300,000 potholes repairs in 2024, a 40% increase over 2023 potholes, but attributed to delays in completing the requests within the 4 day timeline.
- 4) Standardize service level for consistency to achieve the maximum operating time as per [2024.IE15.3 - Annual Winter Maintenance](#) Report.
- 5) 2022 Capital Spend Rate = 74% delivery rate accounts for project underspending attributed to the required pause in capital delivery, pending confirmation of adequate 2022 COVID-19 inter-governmental support funding. Revised Capital Spend Rate post budget reduction = 84% with approx. \$50 million reduced for COVID backstop.

## EXPERIENCES, CHALLENGES AND PRIORITIES

### Our Experience and Success

- Maintained capital spend rate of at least 85% through:
  - Resurfacing or reconstructing approximately 80 kilometres of local and major roads.
  - Approximately 37 kilometres of cycling installations and upgrades.
- Accelerated Vision Zero Road Safety Plan delivery resulting in the installation of 27 traffic control devices and 355 speed bumps, and issued 42,929 tickets as part of the Vision Zero Enforcement Team.
- Expanded Congestion Management efforts through:
  - Implementation of 1,757 signal timing adjustments for special events.
  - Installation of 16 left-turn arrows at intersections to minimize delay for through traffic.
  - Reduced transit travel times at the King/Spadina intersection from 65 to 21 minutes when Traffic Agents were present.
- Filled 284,738 potholes in 2024.
- Traffic signal timing studies completed on 12 arterial corridors (257 signals) in 2024 to optimize throughput and reduce Greenhouse Gas (GHG) emissions while applying a Vision Zero lens to ensure that pedestrian safety is sustained.
- Supported 846 restaurants in CaféTO with 304 cafes in the curb lane and 6 public parklets.

### Transportation Equity Opportunity Zones (TEOZ) 2024 Achievements

- Transportation Services is the leading division incorporating equity into its core business (both operating and capital works).
- TEOZ Index updated with improved data on access to opportunities by different modes, access to the transportation network, distribution of transportation infrastructure, and environmental and health burdens.
- Developing a qualitative decision-making framework to help staff assess the social equity implications of their specific programs and receive tailored recommended strategies for conducting equity analysis.
- As part of TEOZ Index update, developed indicators for access to transportation enabling improved assessments of infrastructure and service distribution, including indicators for access to micro-mobility and transit.
- Initiated and continue to lead the interdivisional project team for the Transportation Equity Policy Framework, representing the first concerted and collaborative effort to advance an aligned Transportation Equity strategy across City Divisions and Agencies.
- Co-founded and co-chair the Interdivisional Transportation Equity Working Group (TEIWG) with Social Development, Finance and Administration (SDFA), a platform that enables staff across Divisions working on transportation equity to coordinate, share, and receive feedback on work.
- TEOZ Index Scores continued to influence
  - 1) The prioritization process of capital programs and plans, including the Cycling Network Plan and Neighbourhood Streets Plan,
  - 2) The prioritization of capital projects in the 2025 delivery year, and
  - 3) The approach taken to City strategies and corridor studies, including the Parking Strategy, Finch East Rapid Transit Corridor and Lawrence East Complete Street among others.
- Commissioned and completed an archival research report on the legacies of transportation infrastructure development in Toronto's history.
- Improved equity evaluation practices through population-disaggregated analyses and ongoing equity impact evaluations of capital programs.

### 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 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 and increases the overall costs required to maintain the state of good repairs of the roads.

- Additional demand for maintenance, cleaning, and winter operations for new and existing 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 State of Good Repairs (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 Road Safety Plan projects;
  - Complete Streets including expansion of the Cycling Network and Neighbourhood Streets Plan;
  - School Crossing Guards and traffic warrant studies assessment;
  - Implementation of Congestion Management Plan;
  - Alignment with the Development and Growth Division.
- Facilitate **Access for Everyone** through:
  - Building equity into transportation investments;
  - Advancing implementation of pedestrian, cycling and transit improvements, including RapidTO: Surface Transit Network Plan.
- Maintain **Quality Service** through:
  - Review of Street Sweeping Service to optimize levels of service, fleet size, and sweeping routes.

### Policy Review

- Continue full user fee review in the right-of-way in coordination with other Corporate initiatives:
  - Right-of-way permits to ensure full cost recovery of resources required to issue and enforce permits.
  - Work with the development and utility work industry partners to promote construction methodologies that minimize the need to occupy the right-of-way resulting in shorter duration for permits.
  - Short-stream utility cut permits (One Stage Repairs).

### City-Wide-Strategy

- Report to City Council with a comprehensive parking strategy.

### Congestion Management

- Expansion of traffic agent program.
- Increase various fees and penalties for blocking signalized intersections and through levy and online booking system.
- Exploring potential use of automated enforcement for bylaw infractions in coordination with Toronto Police Service and Toronto Transit Commission and piloting new technology.
- Evaluation of special events through development of Special Event Advisory Team and new framework for reviewing special event applications.
- New AI-Based Traffic Simulation Modelling.
- Support Strategic Capital Coordination office.

**2025 BUDGET**

1. The 2025 Operating Budget for Transportation Services of \$561.746 million gross, \$266.514 million revenue and \$295.232 million net for the following services:

**Service:**

	<b>Gross Expenditures (\$000s)</b>	<b>Revenue (\$000s)</b>	<b>Net Expenditures (\$000s)</b>
Permits and Applications	27,366.8	94,124.4	(66,696.6)
Road and Sidewalk Management	317,175.8	122,199.3	194,858.5
Transportation Safety and Operations	217,203.2	50,190.2	166,070.0
<b>Total Program Budget</b>	<b>561,745.8</b>	<b>266,514.0</b>	<b>295,231.9</b>

- The 2025 staff complement for Transportation Services of 1,736.3 positions comprised of 217.1 capital positions and 1,519.2 operating positions.
2. The 2025 Capital Budget for Transportation Services with cash flows and future year commitments totaling \$5.119 billion as detailed by project in [Appendix 5a](#).
  3. The 2026-2034 Capital Plan for Transportation Services totalling \$1.012 billion in project estimates as detailed by project in [Appendix 5b](#).
  4. That all third-party funding included in the 2025 Budget be subject to the execution of an agreement or receipt of funding. If such agreement or funding is not in place by 2025 or forthcoming, the approval to spend must be reassessed by City Council relative to other City-funded priorities and needs in future budget processes.

**2025  
OPERATING BUDGET**



## 2025 OPERATING BUDGET OVERVIEW

Table 1: 2025 Operating Budget by Service

(In \$000s)	2023 Actual	2024 Budget	2024 Projection*	2025 Base Budget	2025 New / Enhanced	2025 Budget	Change v. 2024 Budget	
By Service	\$	\$	\$	\$	\$	\$	\$	%
<b>Revenues</b>								
Road and Sidewalk Management	117,797.6	118,648.1	112,987.8	122,199.3		122,199.3	3,551.3	3.0%
Transportation Safety and Operations	14,985.1	22,015.2	21,800.8	42,305.6	7,884.6	50,190.2	28,175.0	128.0%
Permits and Applications	78,109.9	86,672.0	85,796.3	94,124.4		94,124.4	7,452.4	8.6%
<b>Total Revenues</b>	<b>210,892.6</b>	<b>227,335.3</b>	<b>220,584.9</b>	<b>258,629.3</b>	<b>7,884.6</b>	<b>266,514.0</b>	<b>39,178.7</b>	<b>17.2%</b>
<b>Expenditures</b>								
Road and Sidewalk Management	275,793.9	291,029.4	304,074.7	317,175.8		317,175.8	26,146.4	9.0%
Transportation Safety and Operations	175,855.5	169,377.8	172,117.0	206,784.7	10,418.5	217,203.2	47,825.3	28.2%
Permits and Applications	21,150.2	22,558.1	24,504.0	27,366.8		27,366.8	4,808.8	21.3%
<b>Total Gross Expenditures</b>	<b>472,799.6</b>	<b>482,965.3</b>	<b>500,695.6</b>	<b>551,327.3</b>	<b>10,418.5</b>	<b>561,745.8</b>	<b>78,780.5</b>	<b>16.3%</b>
<b>Net Expenditures</b>	<b>261,906.9</b>	<b>255,630.1</b>	<b>280,110.7</b>	<b>292,698.0</b>	<b>2,533.9</b>	<b>295,231.9</b>	<b>39,601.8</b>	<b>15.5%</b>
<b>Approved Positions**</b>	<b>1,541.0</b>	<b>1,549.0</b>	<b>N/A</b>	<b>1,698.3</b>	<b>38.0</b>	<b>1,736.3</b>	<b>187.3</b>	<b>12.1%</b>

\* 2024 Projection based on 9 Month Variance

\*\*Year-over-Year comparison based on approved positions

### KEY DRIVERS

**Total 2025 Budget** expenditures of \$561.746 million gross reflect an increase of \$78.781 million in spending above 2024 budget, predominantly arising from:

- Salary and benefits adjustments including the annualization of prior year approved and additional full-time positions required to stabilize complement to support delivery of congestion management, sidewalk clearing, capital delivery, and other essential programs.
- Inflationary increases for existing contracts and utility escalations.
- New and Enhanced services to expand Automated Speed Enforcement to process higher charge volumes from increase of 75 speed enforcement cameras approved as part of the City Council directed report [IE16.3 - Administrative Penalty System for Red Light Camera and Automated Speed Enforcement Violations](#), as well as increase of additional 25 traffic agents for traffic management.

The above pressures are partially offset by:

- Base revenue changes from inflationary increases on user fees.
- Defer the increase of Fleet reserve contribution to outlook years.

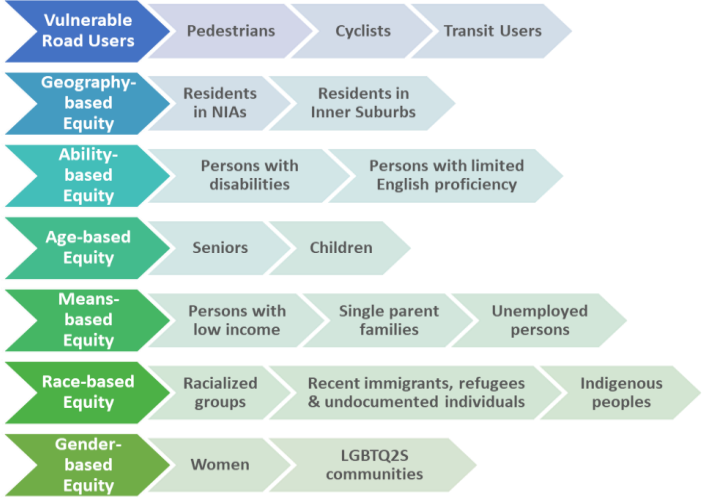
### EQUITY IMPACTS OF BUDGET CHANGES

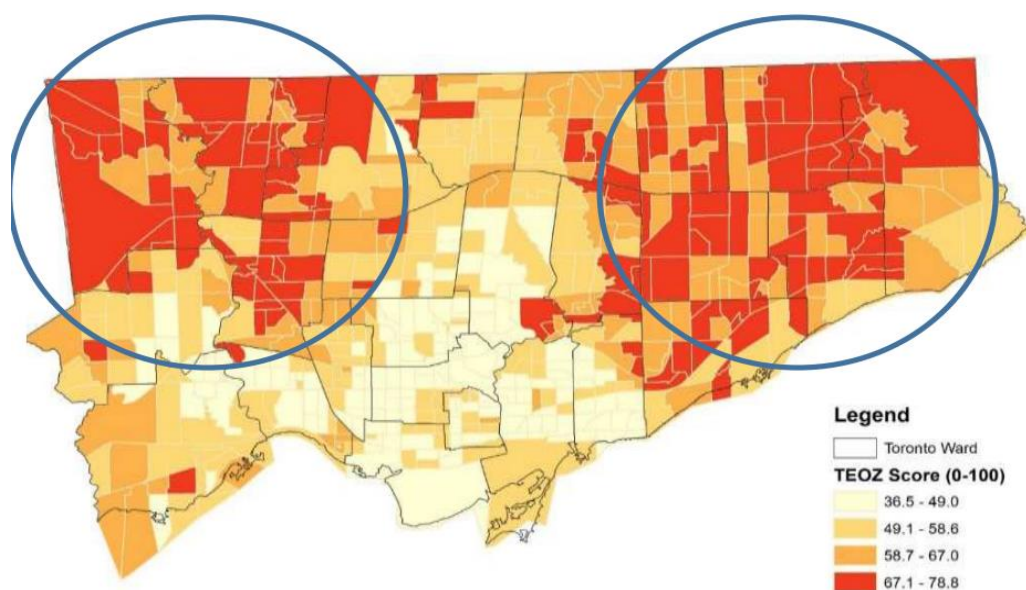
**Low-Positive Equity Impact:** Transportation Services' 2025 Operating Budget includes equity-related investment through the expansion of speed enforcement cameras and 25 additional traffic agents.

The addition of 75 new camera locations will have a low positive impact on children, youth, adults, and families by improving their safe access to, and use of, transportation infrastructure to access city services, business, and education.

Increase of 25 Traffic Agents will have a low positive impact on the traffic flow at key congested intersections which will provide greater coordination in managing traffic congestion across the City. These staff will facilitate the traffic flow at key congestion intersections.

Additionally, since 2020, Transportation Services has been using a Capital Program Prioritization Tool, which includes Transportation Equity Lens to help identify transportation barriers faced by equity-deserving groups noted below, and to support equitable investment in capital programming and planning practices.

Equity Categories and Equity-Deserving Groups	Transportation Equity Opportunity Zones (TEOZ)
	<p>Transportation policies and projects have the ability 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 (map below) 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.</p>



### 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.

**2025 OPERATING BUDGET KEY COST DRIVERS**

The 2025 Net Operating Budget for Transportation Services of \$295.232 million is \$39.602 million or 15.5% greater than the 2024 Net Budget. Table 2 below summarizes the key cost drivers for the 2025 Budget.

**Table 2: 2025 Key Cost Drivers**

(In \$000s)	2025				2026 Annualized impact (Net)
	Revenues	Gross	Net	Positions**	
<b>2024 Projection*</b>	<b>220,584.9</b>	<b>500,695.6</b>	<b>280,110.7</b>	<b>N/A</b>	<b>N/A</b>
<b>2024 Budget</b>	<b>227,335.3</b>	<b>482,965.3</b>	<b>255,630.1</b>	<b>1,549.0</b>	<b>N/A</b>
<b>Key Cost Drivers:</b>					
<i><b>Prior Year Impacts</b></i>					
CafeTO Program Sustainment	761.8	1,741.7	980.0	15.0	7.7
<i><b>Operating Impacts of Capital</b></i>					
Maintenance of New Infrastructure		1,528.8	1,528.8		61.2
Support Capital Project Delivery	1,227.7	1,227.7		7.0	
<i><b>Salary and Benefits</b></i>					
Salary and Benefits Adjustments	2,680.7	21,638.2	18,957.5		1,319.0
Traffic Agent Program		6,540.7	6,540.7	65.0	
Winter Maintenance Sidewalk Clearing		4,334.2	4,334.2	53.3	34.1
<i><b>Non-Salary Inflation</b></i>					
Winter Maintenance Contract		7,212.5	7,212.5		3,500.0
Utilities		2,435.9	2,435.9		(190.4)
<i><b>Revenue Increase</b></i>					
Inflation increase of User Fees	2,959.0		(2,959.0)		(3,077.4)
Other Revenue Changes	500.0		(500.0)		(2,500.0)
<i><b>Other Changes</b></i>					
Changes to Inter-Divisional Charges/Revenues					
Traffic Direction Program		2,400.0	2,400.0		
Other Inter-Divisional Charges/Revenues	607.2	225.3	(381.9)		382.5
Administrative Penalty System Implementation Impact	20,104.5	4,263.3	(15,841.2)		15,971.0
Maintenance Contracts and Services	(377.6)	11,864.8	12,242.4	9.0	1,500.0
Reserve Contribution and Revenue Realignment	2,830.8	2,948.9	118.1		29,981.8
<b>Sub-Total - Key Cost Drivers</b>	<b>31,294.1</b>	<b>68,362.0</b>	<b>37,067.9</b>	<b>149.3</b>	<b>46,989.5</b>
<b>Sub-Total - Base Budget</b>	<b>258,629.3</b>	<b>551,327.3</b>	<b>292,698.0</b>	<b>1,698.3</b>	<b>46,989.5</b>
<b>New/Enhanced Service Requests</b>					
Congestion Management Improvements		2,533.9	2,533.9	25.0	82.1
Expansion of Automated Speed Enforcement	7,884.6	7,884.6		13.0	
<b>Sub-Total - 2025 New / Enhanced</b>	<b>7,884.6</b>	<b>10,418.5</b>	<b>2,533.9</b>	<b>38.0</b>	<b>82.1</b>
<b>2025 Budget</b>	<b>266,514.0</b>	<b>561,745.8</b>	<b>295,231.9</b>	<b>1,736.3</b>	<b>47,071.6</b>
<b>Change from 2024 Budget (\$)</b>	<b>39,178.7</b>	<b>78,780.5</b>	<b>39,601.8</b>	<b>187.3</b>	<b>N/A</b>
<b>Change from 2024 Budget (%)</b>	<b>17%</b>	<b>16%</b>	<b>15%</b>	<b>12%</b>	<b>N/A</b>

\*Based on 9 Month Variance

\*\*Year-over-Year comparison based on approved positions

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

- Dedicated staff is required to ensure the sustainment of the CaféTO program.

**Operating Impact of Capital:**

- Increase in maintenance costs to operate new facilities and infrastructure expansion following the completion of newly built road related infrastructure including cycling facilities, the completion of new roads and sidewalks by developers, installation of new traffic control signals, and annualization of prior year operating and capital positions supporting Eglinton Connects and the Downsview Secondary work plan.

**Salary and Benefits:**

- Includes inflationary increases to existing salary and benefits to reflect the Division's effort to stabilize its complement through expedited recruitment.
- Additional 65 positions including 61 Traffic Agents and four (4) management positions supporting the Traffic Agent Program successfully piloted to ensure better coordination of access to the right-of-way and the need for improved traffic management overall to help mitigate the impacts of congestion while maintaining safety for all road users.
- It is noted that 63 positions will be transferred to the Development Review Division in 2025 to support the review of development applications as part of the organizational realignment. The budget adjustments reflecting the complement realignment will follow in 2025.

**Non-Salary Inflation:**

- Includes increased inflationary and contractual service costs primarily for winter maintenance and sidewalk clearing program, sign and pavement markings, street lighting, and traffic control signal maintenance.
- Increase in Ministry of Transportation fees to look up owners' information from license plates and annualized transition to the use of Administrative Penalty System to process charges for automated enforcement (speed enforcement and red-light cameras) which is fully cost recoverable.

**Revenue Changes:**

- Includes increase on user fees of 4.0% to reflect inflationary increases.
- City Council adopted [IE16.4 - Congestion Management Plan 2023 - 2026](#) at its meeting on October 9, 2024. As detailed in the report, Transportation Services recommended developing new fees as part of the 2025 budget process to support congestion management, including a new Road Disruption Activity Reporting System (RoDARS) fee and other construction congestion management fees for temporary street occupation permit applicants.
- Full recovery of \$27.989 million from Administrative Penalty System (APS), as part of 2025 base revenue changes.

**Contributions from Reserve Funds:**

- Continuing one-time draws from the Public Realm Reserve Fund for Public Realm initiatives such as enhanced streetscaping, neighbourhood beautification and other physical public realm improvements in the City's road allowances to be reversed in 2026 and 2027 given the expiry of the existing agreement for the Street Furniture Program.

**Contributions to Reserve Funds:**

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

**New and Enhanced Service Priorities:****Table 3: New / Enhanced Requests**

New / Enhanced Request	2025				2026 Annualized Gross	Equity Impact	Supports Key Outcome / Priority Actions
	Revenue	Gross	Net	Positions			
In \$ Thousands							
Congestion Management Improvements*		2,533.9	2,533.9	25.0	2,616.0	Low-positive	25 positions to actively manage the movement of people who drive, bike and walk through key Toronto intersections
Expansion of Automated Speed Enforcement	7,884.6	7,884.6		13.0	9,348.1	Low-positive	Increase of 75 cameras and 13 positions to alter driver behaviour to decrease speeding and increase safety.
Total New / Enhanced	7,884.6	10,418.5	2,533.9	38.0	11,964.1		

\* The 2025 Operating Budget includes funding for 100 Traffic Agents as part of the Congestion Management program;

- 14 positions existing prior to 2024,
- 61 positions recruited in 2024 and in service or undergoing training; and
- 25 new positions as per Table 3 above.

**Note:**

1. For additional information, please refer to [Appendix 2](#) for details on 2025 Service Changes; [Appendix 3](#) for the 2025 New and Enhanced Service Priorities and [Appendix 4](#) for Operating Program Provincial/Federal Funding Streams by Funding Source, respectively.

**2026 AND 2027 OUTLOOKS****Table 4: 2026 and 2027 Outlooks**

(In \$000s)	2025 Budget	2026 Incremental Outlook	2027 Incremental Outlook
<b>Revenues</b>			
Reversal of One-Time 2025 Funding		(14,600.0)	
Inflationary Revenue Changes		3,077.4	3,200.5
Non-Inflationary Revenue Changes			
Funding Agreement Changes (Street Furniture)			(28,234.0)
Other Revenue Changes		(14,657.1)	827.7
<b>Total Revenues</b>	<b>266,514.0</b>	<b>(26,179.7)</b>	<b>(24,205.8)</b>
<b>Gross Expenditures</b>			
Salary and Benefit Inflationary Impacts		3,923.0	3,490.7
Contribution to Fleet		7,084.0	1,361.6
Maintenance (Traffic Infrastructure, Signs, Pavement Markings, Street Lighting, Roads, Sidewalks and Expressways)		5,008.5	4,281.4
Non-Inflationary Expenditure Changes		4,876.3	(2,503.1)
<b>Total Gross Expenditures</b>	<b>561,745.8</b>	<b>20,891.9</b>	<b>6,630.5</b>
<b>Net Expenditures</b>	<b>295,231.9</b>	<b>47,071.6</b>	<b>30,836.3</b>
<b>Approved Positions</b>	<b>1,736.3</b>	<b>-</b>	<b>-</b>

**Key Outlook Drivers**

The 2026 Outlook with total gross expenditures of \$582.638 million reflects an anticipated \$20.892 million or 3.72% increase in gross expenditures above the 2025 Operating Budget. The 2027 Outlook expects a further increase of \$6.631 million or 1.14% above the 2026 Outlook.

These changes arise from the following:

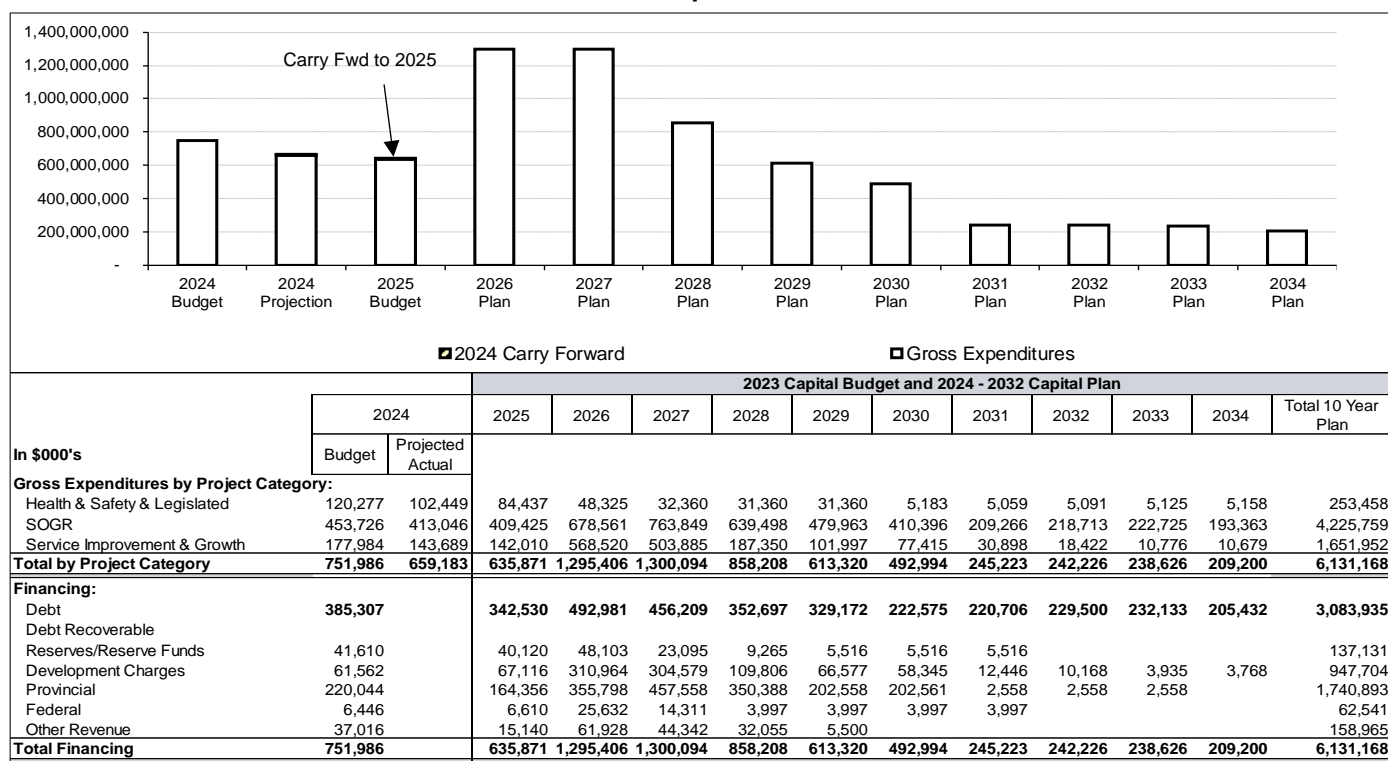
- Increases in 2026 and 2027 expenditures are due to increasing salary and benefits cost as complement continues to stabilize, anticipated inflationary impacts for contractual and maintenance services, and contributions to Fleet Replacement Reserve.
- Public Realm Reserve Fund contributions related to street furniture revenue (last payment to be received from agreement in 2026, fully recoverable from Public Realm withdrawals).
- Reversal of one-time funding draws from various Reserve Funds (2026) to be replaced by a sustainable funding source.
- Reversal of one-time revenue associated with Administrative Penalty System (APS) to be consolidated corporately within Non-Program Revenue Budget.
- Anticipated inflationary increase in user fees (2026 and 2027).

# **2025 – 2034 CAPITAL BUDGET AND PLAN**



## 2025 – 2034 CAPITAL BUDGET AND PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



### Major Project / Program Updates

The 2025-2034 Capital Budget and Plan reflects the following changes to existing projects over the nine common years (2025-2033) due to timing, scope changes or updated project costs:

- \$350.000 million increase for State of Good Repair (SOGR) of Bridges and Culverts.
- \$91.650 million increase to maintain funding levels for Vision Zero Road Safety Plan for the next five years.
- \$68.396 million increase for the Cycling Infrastructure Program.
- \$65.387 million increase to advance the St Clair Transportation Master Plan.
- Increased funding of \$64.622 million to maintain State of Good Repair (SOGR) of Local Roads

### New Projects

The 2025-2034 Capital Budget and Plan includes new projects. Key projects are as follows:

- \$67.646 million to improve Overlea Bridge as well as Overlea Blvd and Don Mills Rd (State of Good Repair and active transportation works) – enhance linkage between two new subway stations.
- \$11.600 million to commence design phase of Rouge Park bridge improvements.


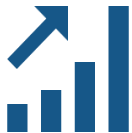







### Note:

- 2025-2034 capital budget includes a 2024 preliminary carry forward of \$11.7 million
- Funding of \$1.741 billion for the Gardiner Expressway and Don Valley Parkway rehabilitations continue to be reflected in the 10-Year Capital Budget and Plan for Transportation Services while the 3<sup>rd</sup> party due diligence process is underway.

For additional information, please refer to [Appendix 5](#) for a more detailed listing of the 2025 and 2026-2034 Capital Budget and Plan by project; [Appendix 6](#) for Reporting on Major Capital Projects – Status Update; [Appendix 7](#) for Capacity to Delivery Review; and [Appendix 8](#) for a Summary of Capital Delivery Constraints, [Appendix 9](#) for Capital Program Provincial/Federal Funding Streams by Projects, respectively.



**2025 – 2034 CAPITAL BUDGET AND PLAN****\$6.131 Billion 10-Year Gross Capital Program**

				
<b>State of Good Repair (SOGR)*</b>	<b>Growth Related Projects</b> 	<b>Vision Zero Road Safety Plan**</b> 	<b>Cycling Network Plan ***</b> 	<b>Congestion Management Plan ****</b> 
\$4.2 B	\$1.1 B	\$183 M	\$175 M	\$28 M
Ongoing repair of the City's existing 5600 kilometres of Roads and 900 Bridges and 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 2025-2034 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 \$30 million/year, representing approximately 30% of total planned RSP funding in each of those years.

\*\*\* Cycling Network Plan amount reflects future requirements as noted in the Council approved report [IE14.3 - Cycling Network Plan Update](#), and does not include the West Toronto Rail Path project.

\*\*\*\* Report is forthcoming in 2025 to update future needs of Congestion Management Plan.

The Transportation Services Capital Program has been reviewed and re-cast taking into consideration overall capacity to deliver on capital projects. 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 Services continues to experience cost escalation on its projects 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 projects 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 the 10-Year Capital Budget and Plan that reflect City priorities include:

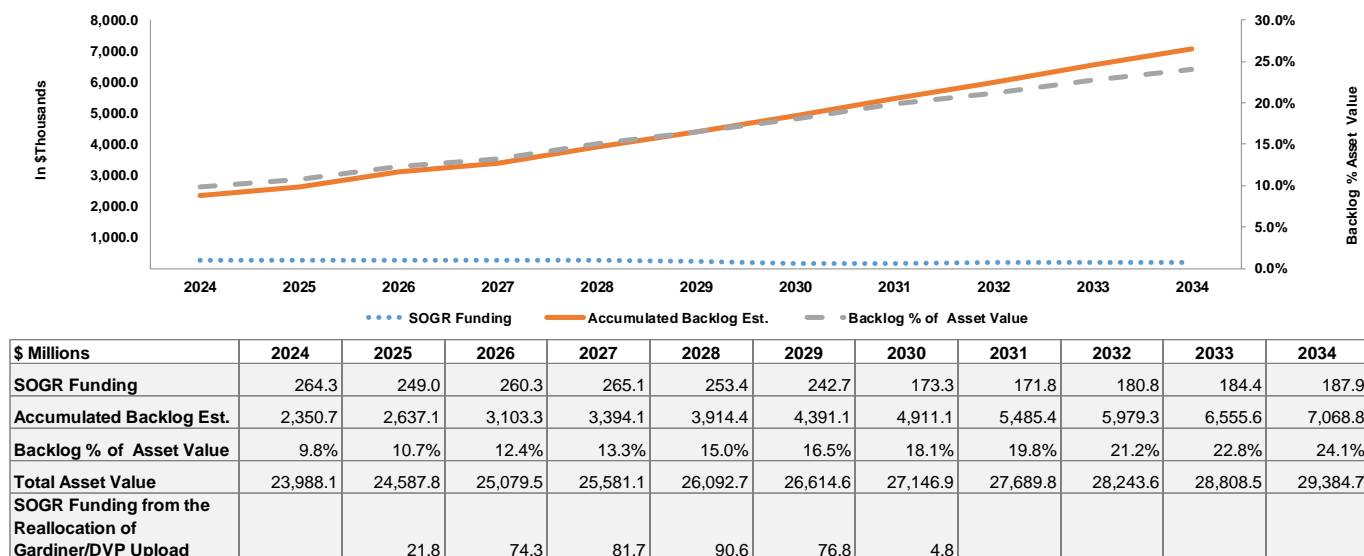
- Overlea Boulevard and Don Mills Improvement – \$67.646 million to improve Overlea Bridge as well as Overlea Boulevard and Don Mills Road, consisting of State of Good Repair rehabilitation and installation of active transportation facilities.
- Rouge Park Bridge Improvements – In response to [IE11.5 - Rouge Park Bridges Transportation Master Plan Environmental Assessment](#), \$11.600 million to commence the design phase of Rouge Park bridge improvements as outlined in the completed environmental assessment.
- Neighborhood Improvement initiatives funded from Community Benefits Charges – \$2.000 million provided to commence projects for streetscaping, public art, and urban design enhancements.
- Metrolinx related projects: With initiatives that are to be managed and delivered by Metrolinx as part of its 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	
<b>\$4.33 B</b> <b>71%</b>		<b>\$1.74 B</b> <b>28%</b>		<b>\$62.5 M</b> <b>1%</b>	
Debt	\$ 3.08 B	Provincial Support	\$ 1.74 B	Disaster Mitigation and Adaptation Fund / Active Transportation Fund	\$ 62.5 M
Reserve / Reserve Fund	\$ 137.1 M				
Development Charges / Section 42	\$ 947.7 M				
Community Benefits Charges	\$2.0 M				
Other	\$ 157.0 M				

**STATE OF GOOD REPAIR (SOGR) FUNDING AND BACKLOG**

The chart below depicts the State of Good Repair (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 and Backlog**

Excluding the Gardiner Expressway and Don Valley Parkway, the 10-Year Capital Plan will fund \$2.485 billion of SOGR projects, providing an average of \$248.486 million annually. This funding will continue ongoing SOGR projects for infrastructure, including major and local roads, city bridges, and laneways. Of this, \$647.454 million is planned for the Major Road Rehabilitation Program, and \$714.388 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. Annually, based on available data, Transportation Services completes updates of its asset inventory, replacement value, and 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.

In previous years, level of service for roads have been reported based on the Pavement Quality Index (PQI). In an effort to be more transparent, starting in 2024, level of service for roads will be presented in terms of percentage of roads in Poor/Fair/Good condition compared to the overall road network. As the division continues to convert data to represent roads' level of service in this new format, the accuracy of information will be further refined.

Based on current proposed 10-year capital funding in the 2025-2034 Capital Budget and Plan, the overall percentage of roads in Fair/Good condition for Major Roads is expected to decrease from approximately 49% to 38% by 2034 while the overall percentage of roads in Fair/Good condition for Local Roads is expected to decrease from 77% to 50% by 2034.

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. 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 \$1.291 billion at the end of 2024 to \$2.905 billion, or about 35 per cent of assets, by 2034; and,
- The backlog for Local Roads will increase from \$965.000 million at the end of 2024 to \$3.492 billion, or about 27 per cent of assets, by 2034 if no additional funding for SOGR is provided.

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

In 2025, Transportation Services is reporting on 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. As the Division continues to develop the long-term plan, further refinement to the asset condition reporting format may be completed, to be aligned with provincial reporting requirements.

## OPERATING IMPACT OF COMPLETED CAPITAL PROJECTS

The completion of previously approved capital projects within 10-Year Capital Plan will impact future years of Transportation Services' Operating Budget by \$10.074 million net over the 2025-2034 period, as shown in Table 6 below.

**Table 6: Net Operating Impact Summary**

Projects	2025 Budget		2026 Plan		2027 Plan		2028 Plan		2029 Plan		2025-2029		2025-2034	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
<b>Previously Approved</b>														
Cycling Network Plan	529.0		550.2		572.2		595.1		618.9		2,865.2		3,486.0	
New Roads Installation	492.9		512.6		533.2		554.5		576.7		2,669.9		3,248.3	
Missing Link Sidewalk program	13.4		14.0		14.5		15.1		15.7		72.7		88.5	
New Traffic Control Signals	493.4		513.1		533.7		555.0		577.2		2,672.4		3,251.4	
<b>Sub-Total: Previously Approved</b>	<b>1,528.8</b>		<b>1,589.9</b>		<b>1,653.5</b>		<b>1,719.6</b>		<b>1,788.4</b>		<b>8,280.2</b>		<b>10,074.2</b>	
<b>Total (Net)</b>	<b>1,528.8</b>		<b>1,589.9</b>		<b>1,653.5</b>		<b>1,719.6</b>		<b>1,788.4</b>		<b>8,280.2</b>		<b>10,074.2</b>	

### Previously Approved projects

- The 2025 Operating Budget will increase by a total of \$1.529 million for maintenance costs arising mainly from newly built road related infrastructure including cycling facilities and the completion of new roads by developers.
- The 2025 operating costs associated with additional maintenance costs, as mentioned above, have been included in the 2025 Operating Budget for Transportation Services. Any future operating impacts will be reviewed each year and be considered as part of future year budget processes.

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

# APPENDICES

## Appendix 1

### 2025 Operating Budget by Category

Category (In \$000s)	2022 Actual	2023 Actual	2024 Budget	2024 Projection*	2025 Budget	2025 Change from 2024 Budget	
	\$	\$	\$	\$	\$	\$	%
Provincial Subsidies			6,900.0	6,900.0	6,900.0		
Federal Subsidies	45.1						
User Fees and Donations	71,230.5	74,259.2	82,007.3	81,598.5	88,275.2	6,267.9	7.6%
Transfers From Capital	19,938.4	23,911.4	26,586.0	26,586.0	28,200.6	1,614.5	6.1%
Contribution From Reserves/Reserve Funds	24,656.2	56,865.5	47,175.1	42,793.0	46,987.4	(187.7)	(0.4%)
Sundry and Other Revenues	53,769.7	55,185.4	63,896.0	61,936.4	94,772.7	30,876.7	48.3%
Inter-Divisional Recoveries	1,475.0	671.2	770.8	770.8	1,378.1	607.2	78.8%
<b>Total Revenues</b>	<b>171,114.8</b>	<b>210,892.6</b>	<b>227,335.3</b>	<b>220,584.9</b>	<b>266,514.0</b>	<b>39,178.7</b>	<b>17.2%</b>
Salaries and Benefits	120,870.7	139,006.5	145,940.3	159,099.0	184,313.9	38,373.6	26.3%
Materials and Supplies	48,859.9	44,489.9	52,866.3	41,999.7	55,087.7	2,221.4	4.2%
Equipment	2,518.5	5,248.0	3,776.2	3,726.0	3,843.8	67.6	1.8%
Service and Rent	217,341.0	235,725.2	232,098.9	244,587.2	264,642.7	32,543.7	14.0%
Contribution To Reserves/Reserve Funds	37,670.7	40,093.5	39,819.9	39,819.9	42,768.8	2,948.9	7.4%
Other Expenditures	2,227.7	(305.6)	324.0	324.0	324.0		
Inter-Divisional Charges	8,506.0	8,542.1	8,139.8	11,139.8	10,765.1	2,625.3	32.3%
<b>Total Gross Expenditures</b>	<b>437,994.4</b>	<b>472,799.6</b>	<b>482,965.3</b>	<b>500,695.6</b>	<b>561,745.8</b>	<b>78,780.5</b>	<b>16.3%</b>
<b>Net Expenditures</b>	<b>266,879.6</b>	<b>261,906.9</b>	<b>255,630.1</b>	<b>280,110.7</b>	<b>295,231.9</b>	<b>39,601.8</b>	<b>15.5%</b>

\*Projection based on 9 Month Variance

## Appendix 2

### Summary of 2025 Service Changes

N/A

## Appendix 3

### Summary of 2025 New / Enhanced Service Priorities Included in Budget

Form ID		Infrastructure Services	Adjustments				2026 Plan Net Change	2027 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
		Program - Transportation Services						
32817		TS - Expansion of Automated Speed Enforcement						
74	Positive	<b>Description:</b> Expand automated speed enforcement program with 75 additional cameras. <b>Service Level Impact:</b> This will increase service level to operate and maintain 75 additional cameras. <b>Equity Statement:</b> The expansion of enforcement camera with 75 new cameras locations will have a low positive impact. The additional new cameras will remove the barrier of safety and access to schools, city services, and employment for all communities. As such, children, youth and families will have improved access to safety to schools, transit, roads, and sidewalks. <b>Service:</b> Transportation Safety & Operations						
Staff Prepared Budget:			7,884.6	7,884.6	0.0	13.00	0.0	0.0
Budget Committee Requested :			0.0	0.0	0.0	0.00	0.0	0.0
Mayor Proposed:			0.0	0.0	0.0	0.00	0.0	0.0
Amendments:			0.0	0.0	0.0	0.00	0.0	0.0
<b>New/Enhanced Service Priorities:</b>			<b>7,884.6</b>	<b>7,884.6</b>	<b>0.0</b>	<b>13.00</b>	<b>0.0</b>	<b>0.0</b>
34110		TS - Congestion Management Improvements						
74	Positive	<b>Description:</b> Continue to implement the Congestion Management Plan with 25 additional traffic agents to actively manage the movement of people who drive, bike and walk through key Toronto intersections. <b>Service Level Impact:</b> This will increase service level to manage congestion. <b>Equity Statement:</b> The additional 25 traffic agents will have low positive impact. The additional traffic agents will remove the barrier of safety and access to city services for all communities. <b>Service:</b> Transportation Safety & Operations						
Staff Prepared Budget:			2,533.9	0.0	2,533.9	25.00	82.1	85.0
Budget Committee Requested :			0.0	0.0	0.0	0.00	0.0	0.0
Mayor Proposed:			0.0	0.0	0.0	0.00	0.0	0.0
Amendments:			0.0	0.0	0.0	0.00	0.0	0.0
<b>New/Enhanced Service Priorities:</b>			<b>2,533.9</b>	<b>0.0</b>	<b>2,533.9</b>	<b>25.00</b>	<b>82.1</b>	<b>85.0</b>
<b>Summary:</b>								
Staff Prepared Budget:			10,418.5	7,884.6	2,533.9	38.00	82.1	85.0
Budget Committee Requested:			0.0	0.0	0.0	0.00	0.0	0.0
Mayor Proposed:			0.0	0.0	0.0	0.00	0.0	0.0
Amendments:			0.0	0.0	0.0	0.00	0.0	0.0
<b>New/Enhanced Service Priorities:</b>			<b>10,418.5</b>	<b>7,884.6</b>	<b>2,533.9</b>	<b>38.00</b>	<b>82.1</b>	<b>85.0</b>



## Appendix 4

### Operating Program Provincial/Federal Funding Streams by Program

Program Name	Federal / Provincial	Budget (in 000's)		
		2025	2026	2027
<i>NewDeal Gardiner Expressway/Don Valley Parkway Upload</i>	Provincial	6,900	6,900	6,900
<b>Sub-Total - Provincial Funding</b>		<b>6,900</b>	<b>6,900</b>	<b>6,900</b>
<b>Total Funding</b>		<b>6,900</b>	<b>6,900</b>	<b>6,900</b>

As part of the Ontario-Toronto New Deal agreement, the Gardiner Expressway and Don Valley Parkway are to be uploaded to the Province, subject to 3<sup>rd</sup> party due diligence. Future funding reflects reimbursement for continued operational support during the due diligence process, and estimated on-going funding for services provided by the City for the assets, as required by the Province, beyond the due diligence period.

## Appendix 5

**2025 Capital Budget;  
2026 - 2034 Capital Plan Including Carry Forward Funding**

Project Code	(In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2025 - 2034 Total	Health & Safety & Legislated	SOG	Growth & Improved Service
<b>Health and Safety</b>															
TS001	City Bridge Rehabilitation (Critical)	50,830										50,830	50,830		
TS002	Glen Road Pedestrian Bridge	900	3,594									4,494	4,494		
TS003	Guide Rail Program	1,000	1,000	1,000								3,000	3,000		
TS004	Pedestrian Lighting		1,061									1,061	1,061		
TS005	Road Safety Plan	31,707	31,360	31,360	31,360	31,360	5,183	5,059	5,091	5,125	5,158	182,763	182,763		
TS006	Yonge St. / Heath St. Intersection Improvement		11,310									11,310	11,310		
<b>Health and Safety Sub-Total</b>		<b>84,437</b>	<b>48,325</b>	<b>32,360</b>	<b>31,360</b>	<b>31,360</b>	<b>5,183</b>	<b>5,059</b>	<b>5,091</b>	<b>5,125</b>	<b>5,158</b>	<b>253,458</b>	<b>253,458</b>		
<b>State of Good Repair</b>															
TS007	City Bridge Rehabilitation	57,929	111,074	119,034	128,431	115,181	43,809	39,581	40,175	40,778	41,389	737,381		737,381	
TS008	Critical Interim Road Rehabilitation Pool	10,000	8,748	3,331								22,079		22,079	
TS009	Ditch Rehabilitation and Culvert Reconstruction	2,800	2,800	2,800	600							9,000		9,000	
TS010	Don Valley Parkway Rehabilitation	5,058	5,135	2,558	2,558	2,558	2,558	2,558	2,558	2,558		28,099		28,099	
TS011	Dufferin Street Bridge Rehabilitation	702	1,594	931								3,227		3,227	
TS012	Dunn and Dowling Bridges	800	1,600	600	1,500	600						5,100		5,100	
TS013	F. G. Gardiner Rehabilitation Program	154,298	345,663	455,000	347,830	200,000	200,003					1,702,794		1,702,794	
TS014	F.G. Gardiner - Critical Repairs	5,000	5,000									10,000		10,000	
TS015	Facility and Fleet Improvements	3,000	7,500									10,500		10,500	
TS016	Laneways	2,468	2,498	2,027	2,062	2,103	1,445	1,474	1,503	1,533	1,564	18,677		18,677	
TS017	Local Road Rehabilitation	87,724	80,000	80,000	61,441	62,730	64,045	65,386	69,573	71,034	72,455	714,388		714,388	
TS018	Major Pooled Contingency	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	55,000		55,000	
TS019	Major Road Rehabilitation	50,000	66,761	64,029	61,441	62,730	64,045	65,386	69,573	71,034	72,455	647,454		647,454	
TS020	Retaining Walls Rehabilitation	2,500	5,715	50	50	50	50					8,415		8,415	
TS021	SC14.21 Starfire Drive		94									94		94	
TS022	Sidewalks	15,000	17,334	16,351	16,351	16,678	17,012	17,352	17,700	18,053		151,831		151,831	
TS023	Signs and Markings Asset Management	3,046	4,620	4,713	4,809	4,908	5,004	5,104	5,206	5,310		42,720		42,720	
TS024	Traffic Plant Requirements/Signal Asset Management	3,600	6,925	6,925	6,925	6,925	6,925	6,925	6,925	6,925		59,000		59,000	
<b>State of Good Repair Sub-Total</b>		<b>409,425</b>	<b>678,561</b>	<b>763,849</b>	<b>639,498</b>	<b>479,963</b>	<b>410,396</b>	<b>209,266</b>	<b>218,713</b>	<b>222,725</b>	<b>193,363</b>	<b>4,225,759</b>		<b>4,225,759</b>	

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

\*Information above includes full project / sub-project 2025-2034 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

## Appendix 5 (Continued)

**2025 Capital Budget;  
2026 – 2034 Capital Plan Including Carry Forward Funding**

Project Code	(In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2025 - 2034 Total	Health & Safety & Legislated	SOG	Growth & Improved Service
TS025	ATF Lawrence Heights Study		227									227			227
TS026	ATF Mount Dennis Study		50									50			50
TS027	Cycling Infrastructure	35,000	35,000	35,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	175,000			175,000
TS028	Eglinton Connects LRT	7,000	10,268									17,268			17,268
TS029	Engineering Studies	6,000	14,061	12,000	12,023							44,084			44,084
TS030	Green Streets Improvement	1,500	5,000									6,500			6,500
TS031	Housing Now Site		2,000									2,000			2,000
TS032	King Street Transit Priority Corridor	500	3,000									3,500			3,500
TS033	Mapping and GIS Repository	400	200									600			600
TS034	Neighbourhood Improvements	6,200	7,450	5,547	5,300							24,497			24,497
TS035	Rapid TO	1,000	8,711	13,600	6,900	5,500						35,711			35,711
TS036	Rockcliffe Flood Mitigation	1,500	21,199	35,296	9,513	9,513	9,513	9,513				96,047			96,047
TS037	Sheppard Bridge Over Highway 404 Public Realm Imp		422									422			422
TS038	System Enhancements for Road Repair & Permits	2,700	2,700	6,750	2,650							14,800			14,800
TS039	Thunder Woman Healing Lodge		230									230			230
TS040	TO360 Wayfinding	620	650	779	433							2,482			2,482
TS041	Traffic Congestion Management	7,700	7,000	7,000	6,645							28,345			28,345
TS042	West Toronto Rail Path Extension	10,000	72,150	65,000								147,150			147,150
<b>Service Improvement and Enhancement Sub-Total</b>		<b>80,120</b>	<b>190,318</b>	<b>180,972</b>	<b>53,464</b>	<b>25,013</b>	<b>19,513</b>	<b>19,513</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>598,913</b>			<b>598,913</b>

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

\*Information above includes full project / sub-project 2025-2034 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

## Appendix 5 (Continued)

**2025 Capital Budget;  
2026 – 2034 Capital Plan Including Carry Forward Funding**

Project Code	(In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2025 - 2034 Total	Health & Safety & Legislated	SOG	Growth & Improved Service
<b>Growth Related</b>															
TS043	Agincourt Improvement	1,200	3,640	84	1,814	1,814	232					8,784			8,784
TS044	Beecroft Extension		20,116	1,594	840	25	25					22,600			22,600
TS045	Broadview Extension Phase 1	10,000	80,000	50,000								140,000			140,000
TS046	Dundas, Dupont and Annette Intersection Improvements			1,647			549	549	549	549		3,843			3,843
TS047	Don Mills Crossing Bridge			4,500								4,500			4,500
TS048	Emery Village Improvements	102	5,299									5,401			5,401
TS049	GO Transit Expansion City Share		22,000									22,000			22,000
TS050	John Street Revitalization Project	1,000	6,094	11,824	10,276	8,276	8,277	8,277	4,596			58,620			58,620
TS051	LARP P1 (Lawrence-Allen Revitalization Project)	1,000	7,867	316								9,183			9,183
TS052	LARP P2 (Lawrence-Allen Revitalization Project)		850	650	900	600	450					3,450			3,450
TS053	LARP P3 (Lawrence-Allen Revitalization Project)				400	1,500	2,000	2,000	3,100			9,000			9,000
TS054	Legion Road Extension & Grade Separation	410	2,020	4,479	2,400	2,400						11,709			11,709
TS055	Liberty Village New Street Project		14,951	36,101	24,351							75,403			75,403
TS056	Lower Yonge		1,500	1,500								3,000			3,000
TS057	Metrolinx Additional Infrastructure	3,000	2,038	4,500								9,538			9,538
TS058	Morningside Extension		1,250									1,250			1,250
TS059	North York Service Road Extension	300	1,855	6,985	3,462	25	25					12,652			12,652
TS060	Overlea Blvd and Don Mills Rd Improvement	2,000	39,908	14,508	530	10,700						67,646			67,646
TS061	Port Union Road	10,000	10,180									20,180			20,180
TS062	Rean to Kenaston New Road		3,163									3,163			3,163
TS063	Regent Park Revitalization		2,756	575	176	387	807	484	152	227	679	6,243			6,243
TS064	Rouge Park bridge Improvements		2,550	2,550	3,250	3,250						11,600			11,600
TS065	Scarlett/St Clair/Dundas	3,270	19,407	16,410	16,275	11,857		50				67,269			67,269
TS066	Six Points Interchange Redevelopment		2,392									2,392			2,392
TS067	St. Clair TMP:Keele to Old Weston	18,785	87,000	125,000	35,000	35,000	44,387					345,172			345,172
TS068	Steeles Widening (Tapscott Road - Beare Road)	500	12,576	29,676	17,015							59,767			59,767
TS069	Transform Yonge		4,212	3,446	10,629	1,150	1,150	25	25			20,637			20,637
TS070	Work for TTC & Others	9,823	19,510	4,000	4,000							37,333			37,333
TS071	Yonge TOMorrow	500	5,068	2,568	2,568							10,704			10,704
<b>Growth Related Sub-Total</b>		<b>61,890</b>	<b>378,202</b>	<b>322,913</b>	<b>133,886</b>	<b>76,984</b>	<b>57,902</b>	<b>11,385</b>	<b>8,422</b>	<b>776</b>	<b>679</b>	<b>1,053,039</b>			<b>1,053,039</b>
<b>Total Expenditures (including carry forward from 2024)</b>		<b>635,871</b>	<b>1,295,406</b>	<b>1,300,094</b>	<b>858,208</b>	<b>613,320</b>	<b>492,994</b>	<b>245,223</b>	<b>242,226</b>	<b>238,626</b>	<b>209,200</b>	<b>6,131,168</b>	<b>253,458</b>	<b>4,225,759</b>	<b>1,651,952</b>

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

\*Information above includes full project / sub-project 2025-2034 Capital Budget and Plan cash flows. Does not break out the climate component costs separately.

## Appendix 5a

## 2025 Cash Flow and Future Year Commitments Including Carry Forward Funding

(In \$000s)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total 2025 Cash Flow & FY Commits	Previously Approved	Change in Scope	New w/ Future Year
<b>Health and Safety</b>														
City Bridge Rehabilitation (Critical)	50,830										50,830	50,830		
Glen Road Pedestrian Bridge	900	3,594									4,494	4,494		
Guide Rail Program	1,000	1,000	1,000								3,000	1,920		1,080
Pedestrian Lighting		1,061									1,061	1,061		
Road Safety Plan	31,707	31,360	31,360	31,360	31,360	1,597	1,629	1,661	1,695	1,728	165,457	52,766		112,691
Yonge St. / Heath St. Intersection Improvement		11,310									11,310	11,310		
<b>Health and Safety Sub-Total</b>	<b>84,437</b>	<b>48,325</b>	<b>32,360</b>	<b>31,360</b>	<b>31,360</b>	<b>1,597</b>	<b>1,629</b>	<b>1,661</b>	<b>1,695</b>	<b>1,728</b>	<b>236,152</b>	<b>122,381</b>		<b>113,771</b>
<b>State of Good Repair</b>														
City Bridge Rehabilitation	57,929	111,074	119,034	128,431	83,909	4,813					505,190	155,190		350,000
Critical Interim Road Rehabilitation Pool	10,000	8,748	3,331								22,079	20,697		1,382
Ditch Rehabilitation and Culvert Reconstruction	2,800	2,800	2,800	600							9,000	3,000		6,000
Don Valley Parkway Rehabilitation	5,058	5,135	2,558	2,558	2,558	2,558	2,558	2,558	2,558		28,099	28,099		
Dufferin Street Bridge Rehabilitation	702	1,594	931								3,227	1,452		1,775
Dunn and Dowling Bridges	800	1,600	600	1,500	600						5,100	5,100		
F. G. Gardiner Rehabilitation Program	154,298	345,663	455,000	347,830	200,000	200,003					1,702,794	1,702,794		
F.G. Gardiner - Critical Repairs	5,000	5,000									10,000	10,000		
Facility and Fleet Improvements	3,000	7,500									10,500	8,000		2,500
Laneways	2,468	2,498	2,027	2,062	2,103						11,158	4,966		6,192
Local Road Rehabilitation	87,724	80,000	80,000	61,441	62,730	64,045					435,940	183,102		252,838
Major Pooled Contingency	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	55,000	45,000		10,000
Major Road Rehabilitation	50,000	66,761	64,029	61,441	62,730	64,045					369,006	180,790		188,216
Retaining Walls Rehabilitation	2,500	5,715	50	50	50	50					8,415	5,916		2,499
SC14.21 Starfire Drive		94									94	94		
Sidewalks	15,000	17,334	16,351	16,351							65,036	35,536		29,500
Signs and Markings Asset Management	3,046	4,620	4,713	4,809							17,188	4,574		12,614
Traffic Plant Requirements/Signal Asset Management	3,600	6,925	6,925								17,450	20,775	(3,325)	
<b>State of Good Repair Sub-Total</b>	<b>409,425</b>	<b>678,561</b>	<b>763,849</b>	<b>632,573</b>	<b>420,180</b>	<b>341,014</b>	<b>8,058</b>	<b>8,058</b>	<b>8,058</b>	<b>5,500</b>	<b>3,275,276</b>	<b>2,415,085</b>	<b>(3,325)</b>	<b>863,516</b>
<b>Service Improvement and Enhancement</b>														
ATF Lawrence Heights Study		227									227	227		
ATF Mount Dennis Study		50									50	50		
Cycling Infrastructure	35,000	35,000	35,000	10,000	10,000	10,000					135,000	36,604		98,396
Eglinton Connects LRT	7,000	10,268									17,268	15,868		1,400
Engineering Studies	6,000	14,061	12,000	12,023							44,084	44,084		
Green Streets Improvement	1,500	5,000									6,500	4,500		2,000
Housing NowSite		2,000									2,000	2,000		
King Street Transit Priority Corridor	500	3,000									3,500	2,600		900
Mapping and GIS Repository	400	200									600	1,000	(400)	
Neighbourhood Improvements	6,200	7,450	5,547	5,300							24,497	21,526		2,971
Rapid TO	1,000	8,711	13,600	6,900	5,500						35,711	14,067		21,644
Rockcliffe Flood Mitigation	1,500	21,199	35,296	9,513	9,513	9,513	9,513				96,047	96,047		
Sheppard Bridge Over Highway 404 Public Realm Imp		422									422	422		
System Enhancements for Road Repair & Permits	2,700	2,700	6,750	2,650							14,800	5,658		9,142
Thunder Woman Healing Lodge		230									230	230		
TO360 Wayfinding	620	650	779	433							2,482	2,482		
Traffic Congestion Management	7,700	7,000	7,000	6,645							28,345	23,760		4,585
West Toronto Rail Path Extension	10,000	72,150	65,000								147,150	147,150		
<b>Service Improvement and Enhancement Sub-Total</b>	<b>80,120</b>	<b>190,318</b>	<b>180,972</b>	<b>53,464</b>	<b>25,013</b>	<b>19,513</b>	<b>9,513</b>				<b>558,913</b>	<b>418,275</b>	<b>(400)</b>	<b>141,038</b>

## Appendix 5a (Continued)

## 2025 Cash Flow and Future Year Commitments Including Carry Forward Funding

Growth Related															
Agincourt Improvement	1,200	3,640	84	1,814	1,814	232						8,784	4,737	4,737	(690)
Beecroft Extension		20,116	1,594	840	25	25						22,600	20,330	20,330	(18,060)
BroadviewExtension Phase 1	10,000	80,000	50,000									140,000	34,880	34,880	70,240
Dundas, Dupont and Annette Intersection Improvements			1,647			549	549	549	549			3,843	2,280	2,280	(717)
Don Mills Crossing Bridge			4,500									4,500	4,500	4,500	(4,500)
Emery Village Improvements	102	5,299										5,401	5,006	5,006	(4,611)
GO Transit Expansion City Share		22,000										22,000	22,000	22,000	(22,000)
John Street Revitalization Project	1,000	6,094	11,824	10,276	8,276	8,277	8,277	4,596				58,620	58,620	58,620	(58,620)
LARP P1 (Lawrence-Allen Revitalization Project)	1,000	7,867	316									9,183	5,819	5,819	(2,455)
LARP P2 (Lawrence-Allen Revitalization Project)		850	650	900	600	450						3,450	3,450	3,450	(3,450)
LARP P3 (Lawrence-Allen Revitalization Project)				400	1,500	2,000	2,000	3,100				9,000	9,000	9,000	(9,000)
Legion Road Extension & Grade Separation	410	2,020	4,479	2,400	2,400							11,709	8,030	8,030	(4,351)
Liberty Village NewStreet Project		14,951	36,101	24,351								75,403	75,403	75,403	(75,403)
Lower Yonge		1,500	1,500									3,000	3,000	3,000	(3,000)
Metrolinx Additional Infrastructure	3,000	2,038	4,500									9,538	9,538	9,538	(9,538)
Morningside Extension		1,250										1,250	1,250	1,250	(1,250)
North York Service Road Extension	300	1,855	6,985	3,462	25	25						12,652	10,218	10,218	(7,784)
Overlea Blvd and Don Mills Rd Improvement	2,000	39,908	14,508	530	10,700							67,646			67,646
Peel Gladstone															
Port Union Road	10,000	10,180										20,180	20,180	20,180	(20,180)
Rean to Kenaston NewRoad		3,163										3,163	3,163	3,163	(3,163)
Regent Park Revitalization		2,756	575	176	387	807	484	152	227	679		6,243	1,608	1,608	3,027
Rouge Park bridge Improvements		2,550	2,550	3,250	3,250							11,600			11,600
Scarlett/St Clair/Dundas	3,270	19,407	16,410	16,275	11,857		50					67,269	53,516	53,516	(39,763)
Six Points Interchange Redevelopment		2,392										2,392			2,392
St. Clair TMP:Keele to Old Weston	18,785	87,000	125,000	35,000	35,000	44,387						345,172	279,785	279,785	(214,398)
Steeles Widening (Tapscott Road - Beare Road)	500	12,576	29,676	17,015								59,767	43,736	43,736	(27,705)
Transform Yonge		4,212	3,446	10,629	1,150	1,150	25	25				20,637	11,389	11,389	(2,141)
Work for TTC & Others	9,823	19,510	4,000									33,333	28,333	28,333	(23,333)
Yonge TOMorrow	500	5,068	2,568	2,568								10,704	10,704	10,704	(10,704)
Growth Related Sub-Total	61,890	378,202	322,913	129,886	76,984	57,902	11,385	8,422	776	679	1,049,039		730,475	730,475	(411,911)
Total Expenditure (including carry forward from 2023)	635,871	1,295,406	1,300,094	847,283	553,537	420,026	30,585	18,141	10,529	7,907	5,119,379	3,686,215	726,750		706,414

## Appendix 5b

## 2026 - 2034 Capital Plan

(In \$000s)	2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan	2026 - 2034 Total	Health & Safety & Legislated	SOGR	Growth & Improved Service
<b>Health and Safety</b>														
Road Safety Plan						3,586	3,430	3,430	3,430	3,430	17,306	17,306		
<b>Health and Safety Sub-Total</b>						<b>3,586</b>	<b>3,430</b>	<b>3,430</b>	<b>3,430</b>	<b>3,430</b>	<b>17,306</b>	<b>17,306</b>		
<b>State of Good Repair</b>														
City Bridge Rehabilitation					31,272	38,996	39,581	40,175	40,778	41,389	232,191		232,191	
Laneways						1,445	1,474	1,503	1,533	1,564	7,519		7,519	
Local Road Rehabilitation							65,386	69,573	71,034	72,455	278,448		278,448	
Major Road Rehabilitation							65,386	69,573	71,034	72,455	278,448		278,448	
Sidewalks					16,678	17,012	17,352	17,700	18,053		86,795		86,795	
Signs and Markings Asset Management					4,908	5,004	5,104	5,206	5,310		25,532		25,532	
Traffic Plant Requirements/Signal Asset Management				6,925	6,925	6,925	6,925	6,925	6,925		41,550		41,550	
<b>State of Good Repair Sub-Total</b>				<b>6,925</b>	<b>59,783</b>	<b>69,382</b>	<b>201,208</b>	<b>210,655</b>	<b>214,667</b>	<b>187,863</b>	<b>950,483</b>		<b>950,483</b>	
<b>Service Improvement and Enhancement</b>														
Cycling Infrastructure							10,000	10,000	10,000	10,000	40,000			40,000
<b>Service Improvement and Enhancement Sub-Total</b>							<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>40,000</b>			<b>40,000</b>
<b>Growth Related</b>														
Work for TTC & Others				4,000							4,000			4,000
<b>Growth Related Sub-Total</b>				<b>4,000</b>							<b>4,000</b>			<b>4,000</b>
<b>Total Expenditures</b>				<b>10,925</b>	<b>59,783</b>	<b>72,968</b>	<b>214,638</b>	<b>224,085</b>	<b>228,097</b>	<b>201,293</b>	<b>1,011,789</b>	<b>17,306</b>	<b>950,483</b>	<b>44,000</b>

## Appendix 6

### Reporting on Major Capital Projects: Status Update

Division/Project name	2024 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		
Transportation Services											
F. G. Gardiner*	209,986	118,180	179,613	2,380,455	477,293	On Track	01-Apr-2017	TBD (subject to the completion of the award process)	N/A	Ⓒ	Ⓒ
Comments:	<p>Projects are proceeding as scheduled.</p> <p>Contract 1 - Rehabilitation of the Expressway from Jarvis to Cherry reach substantial completion. Efforts underway to close out project.</p> <p>Contract 2 - Rehabilitation of the elevated portion of the Expressway from Dufferin to Strachan - Construction on-going.</p> <p>DVP East - Waterfront Toronto is the delivery agent carrying the construction works. Various unforeseen circumstances leading to uncertainty with project cashflows and cost. . Works commenced in 2021 and anticipate to continue through 2022- 2025.</p> <p><b>Note: budget adjusted to reflect recent provincial funding provided for GS2 contract Acceleration</b></p>										
Explanation for Delay:	N/A										
*The total project cost for the Gardiner reflects the 2017 - 2030 costs for Phase 1 works as per the Gardiner Expressway Strategic Rehabilitation Plan											
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									



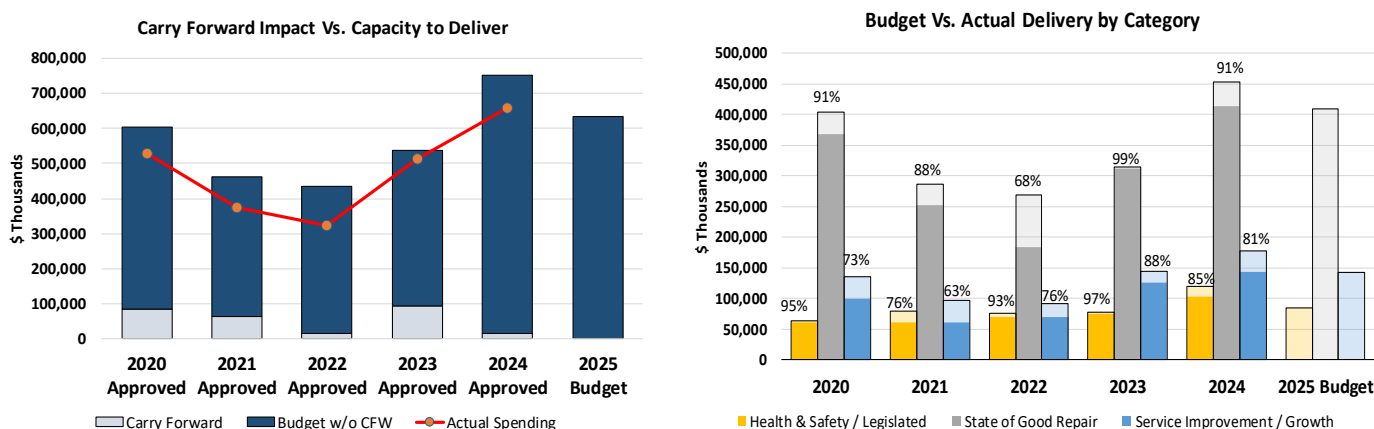
## Appendix 7

### Capacity to Deliver Review

The 10-year Plan has been developed with consideration of historically demonstrated capacity to deliver within any given year of a 10-year plan. In addition, a review was undertaken to ensure budgets align with Transportation Services and the capacity available in the market to deliver on capital projects and assets.

The key component in determining an appropriate level of annual cash flow includes evaluating historical capacity to deliver by project categories (Chart 3 below) and assessing projected 2024 underspending that will be carried forward into the 2025 capital budget and plan to complete capital work.

**Chart 3 – Capacity to Deliver**



### Impact of Capacity to Deliver Review on the 10-Year Plan

Transportation Services' actual spending over the previous five years, from 2020 to 2024, has averaged \$479.3 million per year or 85%.

- The projected spending for 2024 is \$659.183 million or 88% of the 2024 Budget. Unspent cash flow funding of \$11.700 million has been carried forward to continue and complete the required capital work.
- Transportation Services has reviewed its historical capital spending trends and capacity to deliver projects. Major adjustments to the 10-Year Capital Plan are noted below:
  - City Bridge Rehabilitation – Increase of \$350.000 million to make additional funding available to maintain State of Good Repair (SOGR) of Bridges / Culverts ([EX16.2 - Update on the Reallocation of Funding from the Provincial Upload of the F.G. Gardiner Expressway and Don Valley Parkway](#)).
  - Local Roads Rehabilitation – Increase of \$64.622 million to maintain sufficient funding levels in 2026 and 2027 to match delivery capacity for local road rehabilitation (averaging \$80 million per year for 2025 - 2027).
  - Vision Zero Road Safety Plan – Increase of \$91.650 million to maintain funding levels for Council approved Vision Zero Road Safety Plan from 2025 to 2029 ([IE18.1 - Updates on Vision Zero Road Safety Plan](#)) and to align budget with key deliverables including but not limited to Accessible Pedestrian Signals, New Traffic Signal Devices, Geometric Safety improvements, Community Safety Zones, and Traffic Calming Devices.
  - Cycling Infrastructure – Increase of \$68.4 million to deliver new and upgraded bikeways as per [IE14.3 - Cycling Network Plan Update 2025 - 2027](#).

- St Clair Transportation Master Plan – Increase of \$65.387 million to advance the St Clair Transportation Master Plan. The increase is mainly attributed to escalating costs of property given the change in land use within the area. Detail design is currently being completed by Metrolinx. After the detail design phase is fully completed, a third-party cost estimate peer review exercise will be conducted to provide assurance that the cost to the City is appropriate and represents value for money for the City.

In accordance with [CC13.2 - Ontario-Toronto New Deal Agreement](#), 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 3<sup>rd</sup> party due diligence targeted to be completed by 2025 year-end.

During the 2024 Budget process, the funding sources for the Gardiner Expressway and Don Valley Parkway projects were changed from City funds to Provincial funding. Notwithstanding this adjustment, the 2024 and 2025 cashflows for the Gardiner Expressway and Don Valley Parkway projects remain the same as were approved as per the 2023-2032 Capital Budget and Plan.

In the 2025 – 2034 Capital Budget and Plan, adjustments were made to 2025 cashflows for the Gardiner Expressway and Don Valley Parkway programs to align budgets to amounts noted in the agreement as a result of [CC13.2](#). 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 Delivery Constraints

Project Description	Total Project Cost	Non-Debt Funding	Debt Required	Cash Flow (In \$ Millions)									
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>NOT INCLUDED</b>													
<i>Agincourt Improvements</i>	52.5	47.3	5.3		3.4	3.8	22.7	22.7					
<i>Beecroft Extension</i>	15.1	15.1				7.5	7.5						
<i>City Bridge Rehabilitation</i>	486.6		486.6				48.4	69.0	70.6	72.2	73.8	75.5	77.2
<i>Congestion Management</i>	8.7	0.7	8.0		4.3	4.3							
<i>Critical Interim Road Rehabilitation Pool</i>	77.9		77.9		1.3	6.7	10.0	10.0	10.0	10.0	10.0	10.0	10.0
<i>Cycling Infrastructure</i>	175.0	43.8	131.3				25.0	25.0	25.0	25.0	25.0	25.0	25.0
<i>Dufferin Street Bridge Rehabilitation</i>	30.8	30.8					15.4	15.4		0.1			
<i>Dundas, Dupont and Annette Intersection Improvements</i>	17.2	15.5	1.7			0.8	5.4	5.4	1.9	1.9	1.9		
<i>Dunn and Dowling Bridges</i>	20.0	20.0				10.0	10.0						
<i>Eglinton Connects LRT</i>	120.0	9.6	110.4			15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
<i>Emery Village Improvements</i>	11.2	11.2			5.6	5.6							
<i>GO Transit Expansion City Share</i>	21.1	19.0	2.1						21.1				
<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>Highway 2A Safety Improvements and Sound Mitigation</i>	6.5		6.5			2.5	4.0						
<i>Laneways</i>	11.9		11.9				1.1	1.1	1.8	1.9	1.9	2.0	2.0
<i>Legion Road Extension &amp; Grade Separation</i>	46.3	46.3					23.1	23.1					
<i>Local Road Rehabilitation</i>	189.2		189.2				34.5	26.0	26.5	27.0	24.6	25.0	25.5
<i>Lower Yonge</i>	119.8	89.9	30.0			3.5	38.6	38.6	38.6	0.6			
<i>Major Road Rehabilitation</i>	352.6		352.6			10.6	47.3	48.2	49.1	50.0	48.2	49.1	50.0
<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>Rapid TO</i>	86.8	77.0	9.8			0.2	11.9	18.6	18.6	18.7	18.7		
<i>St Clair TMP:Keele to Old Weston</i>	18.5	18.5			18.5								
<i>Transform Yonge</i>	83.0	43.2	39.9				27.7	27.7	27.7				
<i>Yonge TOMorrow</i>	64.9	51.9	13.0			40.0	24.9						
<b>Total Needs Constraints (Not Included)</b>	<b>2,067.7</b>	<b>586.2</b>	<b>1,481.5</b>		<b>41.1</b>	<b>116.9</b>	<b>388.4</b>	<b>355.4</b>	<b>306.5</b>	<b>228.3</b>	<b>224.8</b>	<b>201.5</b>	<b>204.8</b>

## Appendix 9

### Capital Program Provincial/Federal Funding Streams by Project

Program Name	Federal / Provincial	Budget (in 000's)		
		2025	2026-2034	Total
Don Valley Parkway Rehabilitation	Provincial: Ontario-Toronto New Deal	5,058	23,041	28,099
F. G. Gardiner Rehabilitation Program	Provincial: Ontario-Toronto New Deal	154,298	1,548,496	1,702,794
F.G. Gardiner - Critical Repairs	Provincial: Ontario-Toronto New Deal	5,000	5,000	10,000
Rockcliffe Flood Mitigation	Federal: Disaster Mitigation and Adaptation Fund	610	38,803	39,413
West Toronto Rail Path Extension	Federal: Active Transportation Fund	6,000	17,028	23,028
<b>Total Funding</b>		<b>170,966</b>	<b>1,632,368</b>	<b>1,803,334</b>

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 3<sup>rd</sup> party due diligence process for uploading the expressways is underway.

## Appendix 10

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2025 Operating Budget

#### Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>84.7</b>	<b>84.6</b>	<b>84.4</b>
Management of Contaminated land	XR3404			
<i>Withdrawals (-)</i>				
Operating Withdrawals - Transportation Services		(1.0)	(1.0)	(1.0)
<i>Contributions (+)</i>				
Interest Income (+)		0.8	0.8	0.8
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>84.6</b>	<b>84.4</b>	<b>84.3</b>
<b>Balance at Year-End</b>		<b>84.6</b>	<b>84.4</b>	<b>84.3</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>8,603.2</b>	<b>9,501.8</b>	<b>11,362.0</b>
Vehicle Reserve - Transportation	XQ1015			
<i>Withdrawals (-)</i>				
<i>Contributions (+)</i>				
Operating Contributions - Transportation Services		4,309.0	11,393.0	12,754.6
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>12,912.2</b>	<b>20,894.8</b>	<b>24,116.6</b>
<b>Other Program / Agency Net Withdrawals &amp; Contributions</b>		<b>(3,410.4)</b>	<b>(9,532.8)</b>	<b>(8,178.1)</b>
<b>Balance at Year-End</b>		<b>9,501.8</b>	<b>11,362.0</b>	<b>15,938.5</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>17,452.0</b>	<b>18,741.5</b>	<b>20,043.9</b>
Vehicle for Hire	XR1505			
<i>Withdrawals (-)</i>				
Operating Withdrawals - Transportation Services		(391.9)	(391.9)	(391.9)
<i>Contributions (+)</i>				
Interest Income (+)		180.1	193.0	206.0
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>17,240.1</b>	<b>18,542.5</b>	<b>19,858.0</b>
<b>Other Program / Agency Net Withdrawals &amp; Contributions</b>		<b>1,501.4</b>	<b>1,501.4</b>	<b>1,501.4</b>
<b>Balance at Year-End</b>		<b>18,741.5</b>	<b>20,043.9</b>	<b>21,359.4</b>

## Appendix 10 (Continued)

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2025 Operating Budget

#### Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>14.6</b>	<b>14.7</b>	<b>14.8</b>
Toronto 360 Wayfinding	XR1414			
<i>Withdrawals (-)</i>				
<i>Operating Withdrawals - Transportation Services</i>		(1.0)	(1.0)	(1.0)
<i>Contributions (+)</i>				
<i>Operating Contributions - Transportation Services</i>		1.0	1.0	1.0
<i>Interest Income (+)</i>		0.1	0.1	0.1
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>14.7</b>	<b>14.8</b>	<b>15.0</b>
<b>Balance at Year-End</b>		<b>14.7</b>	<b>14.8</b>	<b>15.0</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>1,385.3</b>	<b>28.2</b>	<b>28.5</b>
Light Emitting Diode (LED)	XR1407			
<i>Withdrawals (-)</i>				
<i>Operating Withdrawals - Transportation Services</i>		(1,364.1)	-	-
<i>Contributions (+)</i>				
<i>Interest Income (+)</i>		7.0	0.3	0.3
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>28.2</b>	<b>28.5</b>	<b>28.7</b>
<b>Balance at Year-End</b>		<b>28.2</b>	<b>28.5</b>	<b>28.7</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>32,884.4</b>	<b>20,807.8</b>	<b>23,121.6</b>
Public Realm	XR1410			
<i>Withdrawals (-)</i>				
<i>Operating Withdrawals - Transportation Services</i>		(42,937.6)	(28,234.0)	-
<i>Capital Withdrawals - Transportation Services</i>		(4,120.0)	(6,650.0)	(3,779.0)
<i>Contributions (+)</i>				
<i>Operating Contributions - Transportation Services</i>		37,248.8	39,084.2	-
<i>Interest Income (+)</i>		267.1	218.6	201.8
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>23,342.7</b>	<b>25,226.5</b>	<b>19,544.4</b>
<b>Other Program / Agency Net Withdrawals &amp; Contributions</b>		<b>(2,535.0)</b>	<b>(2,105.0)</b>	<b>(2,105.0)</b>
<b>Balance at Year-End</b>		<b>20,807.8</b>	<b>23,121.6</b>	<b>17,439.4</b>

## Appendix 10 (Continued)

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2025 Operating Budget

#### Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>845.3</b>	<b>862.8</b>	<b>880.5</b>
Paver Maintenance	XR1413			
<i>Withdrawals (-)</i>				
Operating Withdrawals - Transportation Services		(1.0)	(1.0)	(1.0)
<i>Contributions (+)</i>				
Operating Contributions - Transportation Services		10.0	10.0	10.0
Interest Income (+)		8.5	8.7	8.9
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>862.8</b>	<b>880.5</b>	<b>898.4</b>
<b>Balance at Year-End</b>		<b>862.8</b>	<b>880.5</b>	<b>898.4</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>3,989.4</b>	<b>4,029.3</b>	<b>4,069.6</b>
Road & Sidewalk Repair	XR1402			
<i>Withdrawals (-)</i>				
<i>Contributions (+)</i>				
Interest Income (+)		39.9	40.3	40.7
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>4,029.3</b>	<b>4,069.6</b>	<b>4,110.3</b>
<b>Balance at Year-End</b>		<b>4,029.3</b>	<b>4,069.6</b>	<b>4,110.3</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025 \$	2026 \$	2027 \$
<b>Beginning Balance</b>		<b>39,296.2</b>	<b>9,044.4</b>	<b>(20,989.6)</b>
Development Application Review	XR1307			
<i>Withdrawals (-)</i>				
Operating Withdrawals - Transportation Services		(2,290.7)	(2,339.3)	(2,370.0)
<i>Contributions (+)</i>				
Interest Income (+)		240.5	-	-
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>37,245.9</b>	<b>6,705.1</b>	<b>(23,359.7)</b>
<b>Other Program / Agency Net Withdrawals &amp; Contributions</b>		<b>(28,201.6)</b>	<b>(27,694.8)</b>	<b>(27,848.9)</b>
<b>Balance at Year-End</b>		<b>9,044.4</b>	<b>(20,989.6)</b>	<b>(51,208.6)</b>

\* The division's reliance on this reserve fund in future years is anticipated to be reduced through a combination of corporate financial strategies and the implementation of the new Development Review Fee model to recover costs of providing planning and development review services.

## Appendix 10 (Continued)

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2025 – 2034 Capital Budget and Plan

#### Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR1403 Land Acquisition	Beginning Balance	844	853	358	361	365	369	372	376	380	384
	Withdrawals (-)										
	<i>Withdrawals - Capital</i>	-	(501)	-	-	-	-	-	-	-	-
	<b>Total Withdrawals</b>	-	<b>(501)</b>	-	-	-	-	-	-	-	-
	Contributions (+)										
	<b>Total Contributions</b>	-	-	-	-	-	-	-	-	-	-
	<b>Interest Income</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Balance at Year-End</b>		<b>853</b>	<b>358</b>	<b>361</b>	<b>365</b>	<b>369</b>	<b>372</b>	<b>376</b>	<b>380</b>	<b>384</b>	<b>387</b>

#### Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XQ0011 Capital Financing	Beginning Balance	426,367	389,499	364,721	366,527	320,195	266,704	215,033	178,550	128,742	128,291
	Withdrawals (-)										
	<i>Transportation - Capital</i>	(36,000)	(37,867)	(19,316)	(3,532)	(5,516)	(5,516)	(5,516)	-	-	-
	<b>Total Withdrawals</b>	<b>(36,000)</b>	<b>(37,867)</b>	<b>(19,316)</b>	<b>(3,532)</b>	<b>(5,516)</b>	<b>(5,516)</b>	<b>(5,516)</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Contributions (+)										
	<b>Total Contributions</b>	-	-	-	-	-	-	-	-	-	-
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>(869)</b>	<b>13,089</b>	<b>21,122</b>	<b>(42,800)</b>	<b>(47,975)</b>	<b>(46,154)</b>	<b>(30,967)</b>	<b>(49,808)</b>	<b>(451)</b>	-
<b>Balance at Year-End</b>		<b>389,499</b>	<b>364,721</b>	<b>366,527</b>	<b>320,195</b>	<b>266,704</b>	<b>215,033</b>	<b>178,550</b>	<b>128,742</b>	<b>128,291</b>	<b>128,291</b>

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR1012 Land Acquisition	Beginning Balance	317,164	299,779	191,262	67,318	57,711	56,797	57,365	57,938	58,518	59,103
	Withdrawals (-)										
	<i>Transportation - Capital</i>	-	(3,085)	-	-	-	-	-	-	-	-
	<b>Total Withdrawals</b>	-	<b>(3,085)</b>	-	-	-	-	-	-	-	-
	Contributions (+)										
	<b>Total Contributions</b>	-	-	-	-	-	-	-	-	-	-
	<b>Interest Income</b>	<b>3,069</b>	<b>2,443</b>	<b>1,286</b>	<b>622</b>	<b>570</b>	<b>568</b>	<b>574</b>	<b>579</b>	<b>585</b>	<b>591</b>
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>(20,454)</b>	<b>(107,875)</b>	<b>(125,231)</b>	<b>(10,229)</b>	<b>(1,484)</b>	-	-	-	-	-
<b>Balance at Year-End</b>		<b>299,779</b>	<b>191,262</b>	<b>67,318</b>	<b>57,711</b>	<b>56,797</b>	<b>57,365</b>	<b>57,938</b>	<b>58,518</b>	<b>59,103</b>	<b>59,694</b>

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR2110 Dev Charges RF - Roads & Related	Beginning Balance	636,130	656,325	475,421	312,401	345,547	414,663	477,455	589,588	701,128	822,597
	Withdrawals (-)										
	<i>Transportation - Capital</i>	(67,116)	(310,851)	(304,579)	(109,806)	(66,577)	(58,345)	(12,446)	(10,168)	(3,935)	(3,768)
	<b>Total Withdrawals</b>	<b>(67,116)</b>	<b>(310,851)</b>	<b>(304,579)</b>	<b>(109,806)</b>	<b>(66,577)</b>	<b>(58,345)</b>	<b>(12,446)</b>	<b>(10,168)</b>	<b>(3,935)</b>	<b>(3,768)</b>
	Contributions (+)										
	<b>Total Contributions</b>	-	-	-	-	-	-	-	-	-	-
	<b>Interest Income</b>	<b>6,430</b>	<b>5,631</b>	<b>3,920</b>	<b>3,273</b>	<b>3,782</b>	<b>4,438</b>	<b>5,309</b>	<b>6,421</b>	<b>7,581</b>	<b>8,780</b>
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>80,880</b>	<b>124,316</b>	<b>137,640</b>	<b>139,678</b>	<b>131,911</b>	<b>116,699</b>	<b>119,271</b>	<b>115,286</b>	<b>117,823</b>	<b>114,539</b>
<b>Balance at Year-End</b>		<b>656,325</b>	<b>475,421</b>	<b>312,401</b>	<b>345,547</b>	<b>414,663</b>	<b>477,455</b>	<b>589,588</b>	<b>701,128</b>	<b>822,597</b>	<b>942,147</b>



## Appendix 10 (Continued)

### Inflows and Outflows to/from Reserves and Reserve Funds

#### Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR3026 Community Benefits – Original Section 37	Beginning Balance	568,651	542,555	478,791	444,754	399,116	399,188	401,109	405,120	409,171	413,263
	Withdrawals (-)										
	Transportation - Capital	(5,067)	(15,729)	(12,504)	(12,047)	-	-	-	-	-	-
	<b>Total Withdrawals</b>	<b>(5,067)</b>	<b>(15,729)</b>	<b>(12,504)</b>	<b>(12,047)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Contributions (+)										
	<b>Total Contributions</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Interest Income	5,528	5,081	4,595	4,198	3,972	3,982	4,011	4,051	4,092	4,133
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>(26,557)</b>	<b>(53,116)</b>	<b>(26,128)</b>	<b>(37,789)</b>	<b>(3,900)</b>	<b>(2,061)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Balance at Year-End</b>		<b>542,555</b>	<b>478,791</b>	<b>444,754</b>	<b>399,116</b>	<b>399,188</b>	<b>401,109</b>	<b>405,120</b>	<b>409,171</b>	<b>413,263</b>	<b>417,395</b>

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR3028 Section 45	Beginning Balance	24,377	23,324	22,068	21,284	21,497	21,712	21,851	22,070	22,291	22,513
	Withdrawals (-)										
	Transportation - Capital	-	(307)	-	-	-	-	-	-	-	-
	<b>Total Withdrawals</b>	<b>-</b>	<b>(307)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Contributions (+)										
	<b>Total Contributions</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Interest Income	237	226	216	213	215	217	219	221	223	225
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>(1,291)</b>	<b>(1,175)</b>	<b>(1,000)</b>	<b>-</b>	<b>-</b>	<b>(77)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Balance at Year-End</b>		<b>23,324</b>	<b>22,068</b>	<b>21,284</b>	<b>21,497</b>	<b>21,712</b>	<b>21,851</b>	<b>22,070</b>	<b>22,291</b>	<b>22,513</b>	<b>22,739</b>

Reserve / Reserve Fund Name (In \$000s)	Project / Sub Project Name and Number	Contributions / (Withdrawals)									
		2025 Budget	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	2031 Plan	2032 Plan	2033 Plan	2034 Plan
XR4101 Community Benefits Charges Reserve Fund	Beginning Balance	5,934	4,478	3,379	108	109	111	112	113	114	115
	Withdrawals (-)										
	Transportation - Capital	-	-	(2,000)	-	-	-	-	-	-	-
	<b>Total Withdrawals</b>	<b>-</b>	<b>-</b>	<b>(2,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Contributions (+)										
	<b>Total Contributions</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Interest Income	52	39	17	1	1	1	1	1	1	1
<b>Other Program/Agency Net Withdrawals and Contributions</b>		<b>(1,508)</b>	<b>(1,138)</b>	<b>(1,288)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Balance at Year-End</b>		<b>4,478</b>	<b>3,379</b>	<b>108</b>	<b>109</b>	<b>111</b>	<b>112</b>	<b>113</b>	<b>114</b>	<b>115</b>	<b>116</b>

## Appendix 11

### Glossary

**Approved Position:** Permanent or temporary positions that support the delivery of City services and service levels in 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 Deliver:** Ability 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 lives 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 Delivery Constraints:** The capital needs that cannot be accommodated within the capital plan that the Division or Agency have the capacity to deliver.

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

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

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

**Operating Budget:** An Operating Budget is the City's annual plan to provide services to the residents of Toronto; the budget includes all revenues and expenses needed to provide services.

**Operating Impact of Completed Capital Projects:** The Operating Budget Impact of Capital is 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. These changes should be documented on a Business Case Form in the appropriate category.

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

**Salary and Benefits Adjustments:** General increases related to contractual obligations, such as cost of living, step increases, performance for pay and progression pay.

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

**Tax Supported Budget:** Budget funded by property taxes.

**User Fees:** Includes all program-generated fees and rental revenue for the use of its services (such as the TTC fare, ice rental fees and various City permits).