2014-2023

Outcomes Report

THE CANADA COMMUNITY-BUILDING FUND

(FORMERLY THE FEDERAL GAS TAX FUND)

MARCH 2025

AMO Association of Municipalities of Ontario

2014 - 2023 Investments

Between 2014 and 2023, Ontario's municipalities invested in the renewal, rehabilitation, or expansion of local infrastructure, supporting the viability, affordability, liveability and economic growth of communities across the province.

Roads, Culverts and Bridges

- 39,626 lane-km of road
- 1,591 bridges and culverts

Improved travel for millions of motorists on a tenth of Ontario's total road network.

Wastewater Systems and Landfills

- 427 km of sewers and watermains
- 35 landfills and transfer stations

Helped keep communities clean.

Public Transit

- 1,950 buses
- 254 para-transit vehicles
- 29 light rail cars
- 4,491 stops, shelters, terminals, and stations

Modernized and improved the accessibility of public transit accounting for about a third of the municipal fleet.

Public Spaces

- 140 parks and 176 playgrounds
- 987 km of bicycle/pedestrian infrastructure
- 264 community facilities

Increased access to public recreation, cultural programming and activities for nearly 4.6 million residents.

Climate, Energy and Resilience

- 547 energy efficient facility upgrades
- 26 solar energy systems
- 37 climate change resilient assets

Helped cut municipal energy costs by over $5.5 million annually and create more resilient infrastructure.

Results shown do not include investments made by the City of Toronto

and much more ...

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Executive Summary

The Canada Community-Building Fund (CCBF) plays a critical role in enabling strong, sustainable, and vibrant communities for all Canadians. This federal infrastructure funding is a permanent, predictable and stable source of funding for municipal infrastructure, the Fund is uniquely positioned to help municipal governments tackle long-term needs. The flexibility of the Fund additionally allows municipalities to invest in infrastructure projects across 18 project categories, helping local governments address local priorities and get projects moving quickly. In Ontario, the Fund is administered by the Association of Municipalities of Ontario (AMO) to all municipalities excluding the City of Toronto.

Local governments completed 8,048 projects with $6.6 billion from the Fund administered by AMO during the period 2014-2023. Municipalities directed another $9.8 billion to these projects from capital levies, reserves, other grants, and other sources. Own-source contributions to infrastructure generally increased over the 2014-2023 period, from 57% of total capital funding in 2014 to 63% in 2023.[1]

The Fund provided nearly 7% of total capital financing during this period. This played an an essential role in addressing the massive infrastructure backlog faced by municipalities while also helping to facilitate densification and development to accommodate new growth.

These investments delivered economic, environmental, and community benefits across the province. For example, nearly a tenth of Ontario's municipal road network was improved – facilitating the safe flow of goods and commuters across the province and opening new lands for development. And investments in 27 municipal public transit systems provided 6.4 million Ontarians with new buses, transitways, stops, and stations – bringing more foot traffic to local businesses and connecting employers to a broader workforce.

The benefits resulting from the 8,048 projects with support from the CCBF are summarized in Part III. Left unmentioned in the text is the broader economic impact of CCBF investment; each dollar spent on infrastructure in Ontario boosts the provincial economy by $3 to $6 and reduces costs incurred by the private sector – increasing Ontario's competitiveness.[2] This impact is particularly critical with trade disputes and other geopolitical challenges on the horizon.

Investments at the local level are guided by asset management. Asset management practices ensure that the CCBF can target local infrastructure priorities and make a real impact on communities. Municipal progress in the implementation of asset management systems – and the impact on the effective utilization of scarce infrastructure funds – is described in Part IV of this report.

PART I

The Canada Community-Building Fund

The Canada Community-Building Fund

The Canada Community-Building Fund (CCBF) provides permanent and stable federal funding for local infrastructure. Communities across Canada received $26.2 billion between 2014 and 2023. Funding is distributed to provinces, territories, and First Nations on a per-capita basis.[3]

Funds can be invested in the construction, enhancement, and/or renewal of local infrastructure, used to improve long-term plans and asset management systems, shared with other communities to achieve common goals, or banked to support future projects. The Fund is flexible; local governments decide how funds can be best directed to address local priorities.

Municipalities can spread investments of the Fund over several project categories to boost productivity and economic growth, create a cleaner environment, and build stronger cities and communities – key national objectives of the Fund. Eligible project categories are listed on the following page.[4]

PRODUCTIVITY AND ECONOMIC GROWTH

Broadband connectivity

Investments that provide Internet access to residents, businesses, and institutions

Local roads and bridges

Investments in roads, bridges, culverts, and active transportation infrastructure

Public transit

Investments that support a public transit system

Regional and local airports

Investments in terminals, runways, hangars, and other airport infrastructure

Short-line rail

Investments in railway-related infrastructure for the movement of cargo or passengers

Short-sea shipping

Investments in infrastructure related to the movement of cargo or passengers around the coast and on inland waterways

CLEAN ENVIRONMENT

Brownfield redevelopment

Investments that result in the remediation or decontamination – and subsequent redevelopment – of a brownfield site

Community energy systems

Investments that generate energy or increase energy efficiency

Drinking water

Investments that support drinking water conservation, collection, treatment and distribution systems

Solid waste

Investments that support solid waste management systems

Wastewater

Investments that support wastewater and stormwater collection, treatment and management systems

STRONG CITIES AND COMMUNITIES

Capacity-building

Investments that strengthen municipal capacity for long-term planning

Culture

Investments that support the arts, humanities, and heritage

Disaster Mitigation[5]

Investments that reduce or eliminate long-term impacts and risks associated with natural disasters

Fire stations[6]

Investments in fire stations

Recreation

Investments in recreational facilities or networks

Sport

Investments in amateur sport infrastructure

Tourism

Investments that attract travelers for recreation, leisure, business or other purposes

Administration of the CCBF in Ontario

Each province and territory has a unique – but similar – arrangement with the Government of Canada regarding the distribution and use of the Fund within its borders. In Ontario, the terms of that arrangement are set out in the *Administrative Agreement on the Federal Gas Tax Fund* (AA).[7]

Under the AA, AMO distributes funds to all 444 municipalities in Ontario except for the City of Toronto.[8] Funds are distributed to municipalities on a per-capita basis and split 50/50 between upper- and lower-tier municipalities in two-tier systems. The City of Toronto receives funding directly from the Government of Canada. The Government of Ontario delivers funds to unincorporated areas of the province.

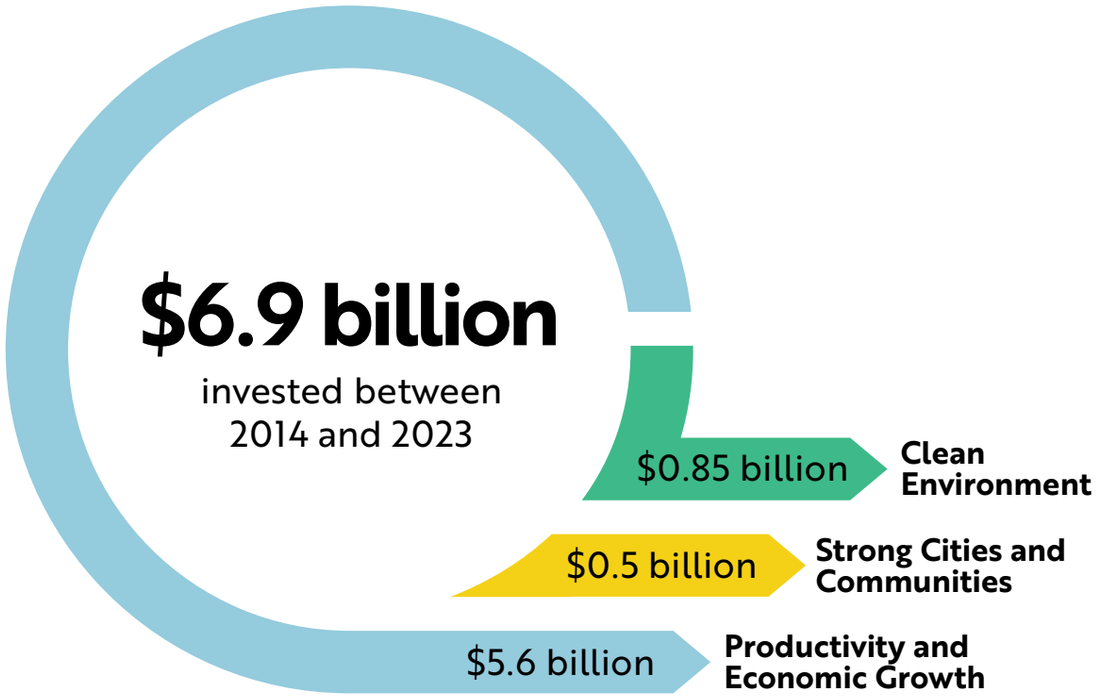
Municipalities are free to save, share, or spend funds in accordance with local priorities – subject to terms and conditions governing the transfer and use of the Fund. These terms and conditions are established in *Municipal Funding Agreements* (MFAs) between AMO and each municipal government.[9] The flexibility provided by the MFA – coupled with the delivery of predictable and upfront funding – allows municipalities to plan for the long term, address local infrastructure needs, and get projects moving quickly.

Allocation and investment of the CCBF in Ontario

Ontario's communities received $9.8 billion through the CCBF between 2014 and 2023 (Appendix A). AMO distributed over $7.7 billion of this amount to municipal governments. The remainder was allocated to Local Roads Boards by the Government of Ontario and delivered to the City of Toronto. Municipal distributions are described on the *Allocations* page of AMO's CCBF website, www.buildingcommunities.ca (BCCA).

Municipalities receiving funds through AMO invested over $6.9 billion from the CCBF between 2014 and 2023 (Appendix B).[10] Most of this funding was directed to local roads and bridges. Ontario's municipalities own an extraordinarily large network of roads, bridges, culverts, sidewalks, trails, and bikeways. Although these assets collectively require an estimated $25.4 billion to be brought into a state of good repair,[11] the CCBF has historically been relatively unique in its support for this critical infrastructure.[12]

Investments in public transit were also common – particularly in Ontario's denser cities.[13] This investment was primarily used to meet growth needs.[14] Ontario's existing municipal transit infrastructure requires an estimated $1.0 billion to be brought into a state of good repair.[15]



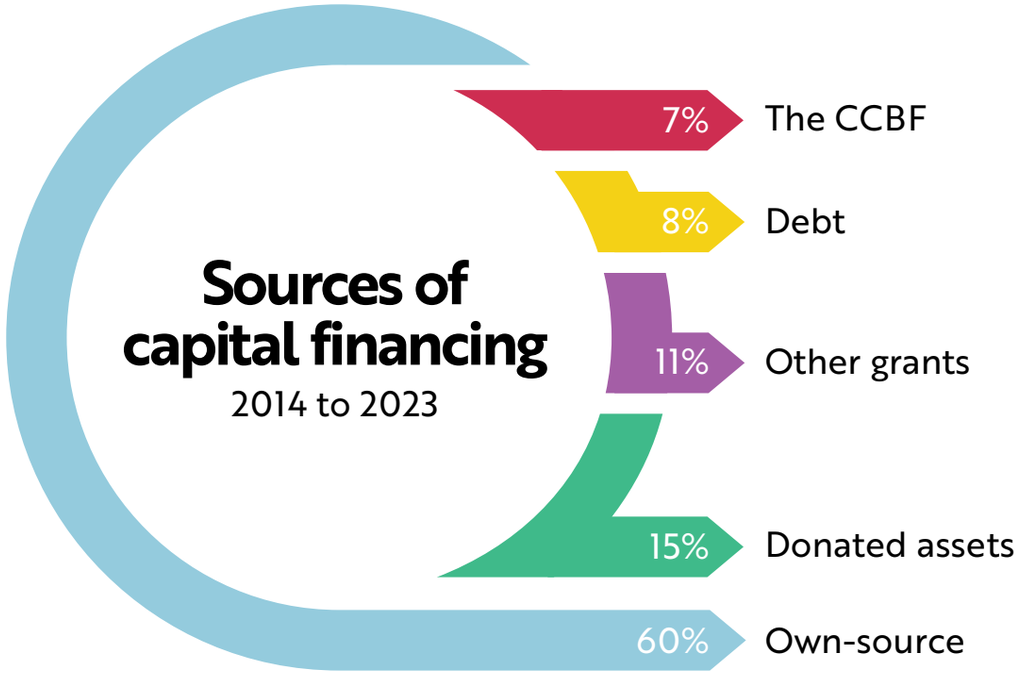
* projects are classified as described on page six - but most projects impact some combination of these three outcomes.

CCBF investment in context

The CCBF provided 6.6% of total financing – and 37.5% of total grant funding – for municipal infrastructure over the 2014-2023 period (Appendix C).[16] Other federal programs provided an additional 4.2% of total capital funding.[17] This funding supported critical investments in local infrastructure – but development charge freezes proposed in Canada's 2024 budget would cut the impact of this funding by a third.[18]

The Government of Ontario provided another 6.3% of total capital funding.[19] But municipalities invested roughly $380 million in assets that traditionally fall under provincial purview – namely facilities providing health services, social and family services, and social housing – each year between 2014 and 2023.[20] Ontario effectively provided 2.5% of total capital funding for local infrastructure after accounting for these municipal investments.[21]

Remaining funding for capital investment came from dedicated revenues (e.g., reserves, levies, and development charges, at 60%), donations (e.g., developer contributions, at 15%), and long-term debt (7%). Most of Ontario's communities drew on some combination of these sources – and invested the CCBF incrementally to maximize the impact of the Fund.[22]



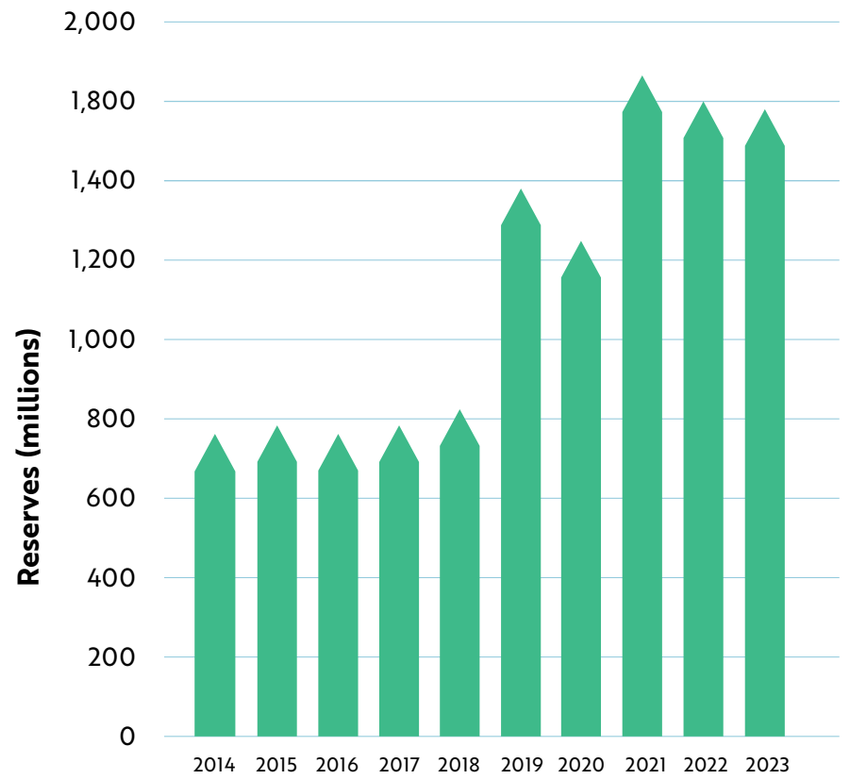
Ontario expects to add 1.5 million homes by 2031, adding significant requirements to facilitate and service growth. Municipalities plan to invest more than $250 billion over the next ten years to support this growth[23] – and to address aging assets and adapt to climate change. The CCBF – as a permanent and predictable source of funding for local infrastructure – will continue to play a critical role.

CCBF reserves

Municipal capital investment grew 34% between 2014 and 2023 (Appendix D).[24] But despite increasing municipal infrastructure investment, CCBF reserves more than doubled over the same period – largely because of the unanticipated release of top-up funds in 2019 and 2021 (Appendix E).[25] As part of effective asset management, municipalities plan infrastructure investments years in advance. The top-up helped municipalities kickstart hundreds of local infrastructure projects. Municipalities are required to use CCBF funds within five years of receipt; nearly all are on track to use 2019's top-up funding by the end of 2024.[26]

The ability to bank funds is critical – particularly for Ontario's small and rural communities. These municipalities maintain extensive road networks to bring goods into the province's urban centres, but have relatively small taxbases to cover the costs. Several smaller communities consequently save their CCBF allocations for several years before investing in infrastructure; Bluewater, for example, saved its allocations between 2018 and 2021 to reconstruct a critical road – and revitalize its downtown core – in 2022.

Most CCBF reserves are nevertheless held by Ontario's large and urban municipalities. Of the $1.8 billion in CCBF reserves at the end of 2023, half was held by Ontario's ten largest municipalities.[27] The large CCBF reserves retained by these municipalities reflects the size of their capital budgets and the value of their infrastructure; their CCBF expenditures collectively averaged $0.3 billion per year between 2014 and 2023.



Funds held in reserve are generally committed to specific projects and are invariably growing with interest earnings and investment gains (which totaled $0.2 billion between 2014 and 2023). Of the $1.8 billion in CCBF reserves at the end of 2023, $1.3 billion was committed to projects that had already been reported to AMO by the end of 2023. The remainder has since been invested in accordance with municipal priorities and long-term plans to expedite the construction of critical infrastructure; reserves have gradually declined since 2021's peak.

PART II

This Report

Scope of the report

This report summarizes the benefits generated by CCBF investment between 2014 and 2023 (both inclusive).[28] Many of these benefits were previously published in AMO's annual reports on the Fund – and summarized in AMO's earlier outcomes reports.[29] This report provides additional analyses to assess the impact of CCBF investment across Ontario over the full ten-year period.

Municipalities completed 8,048 projects with support from the Fund tackling priorities identified in asset management systems and other long-term infrastructure plans across the province. Part III describes how these projects shaped Ontario's communities. Part IV discusses the evolution of municipal asset management in Ontario.

Data sources

Municipalities report CCBF investments through AMO's online reporting system. The system prompts municipalities to describe projects and their impacts on the community, report financial transactions relating to the Fund, and respond to annual questionnaires that assess risk and monitor progress in asset management. Data presented in Part III is drawn from these reports.

AMO additionally works with municipal staff to profile projects on X, Instagram, LinkedIn, YouTube, Facebook, and BCCA. These profiles provide a deeper dive into the impact of CCBF investment on residents and local businesses across Ontario. The vignettes referenced in Part III are drawn from 433 profiles created since 2014.[30]

Part III also draws on financial information reported to the Province of Ontario by municipalities through the Financial Information Return (FIR). The FIR provides an annual snapshot of municipal revenues, expenditures, reserves, capital investment, staffing, and more. All but 99 municipalities had submitted 2023's FIR at the time of compilation.[31] An additional three had yet to submit 2022's FIR; and four had yet to submit 2021's FIR. Missing data was imputed where appropriate. Imputation methods are described in endnotes where they are used.

Part IV blends information pulled from municipal asset management plans with responses to AMO's annual questionnaires to provide a comprehensive picture of municipal progress in asset management. Data gathered from research and capacity-building programs commissioned or run by AMO also figures heavily into the analysis.

Output indicators and outcome indicators

Municipalities are prompted to report the results of each project – i.e., the outputs generated (e.g., number of streetlights replaced) and outcomes achieved (e.g., energy saved) – once construction is substantially complete. Results are reported using output and outcome indicators.

Output indicators were initially developed in 2016. These were updated in 2023 following discussions with Housing, Infrastructure and Communities Canada (HICC) and program administrators in other jurisdictions. Several indicators were added; a handful of existing indicators were removed or revised.[32] The resulting suite of output indicators better reflects the diversity of CCBF investments.

Outcome indicators were selected to ensure continuity with those used prior to 2014 and to align with measures used elsewhere (e.g., in the FIR), where possible, to minimize municipal reporting obligations. Indicators were reviewed and approved by the Fund's Oversight Committee in 2016 and were not changed through to 2023.

All output indicators – and nearly all outcome indicators – are quantitative. Outputs are reported as a simple quantity (e.g., number of streetlights replaced). Many outcomes, in contrast, are reported as a quantitative change (e.g., the decrease in energy consumption resulting from the project, as measured before and after the replacement).

Output and outcome reporting

Municipalities were required to report at least one output and one outcome. But the Fund is flexible – and some projects do not generate outputs measured by AMO's indicators. Municipal staff are consequently able to report that none of AMO's output indicators apply to the project. Of the 8,048 projects that municipalities completed with support from the Fund between 2014 and 2023, outputs were reported for all but 622.[33]

Several outputs and outcomes exist for each category. A specific output does not necessarily relate to a specific outcome; each project generates a unique set of outputs to achieve an outcome. the number of projects reported using each indicator therefore varies widely, and an output can contribute to many different outcomes.

Method

Quantitative outputs and outcomes were aggregated for presentation in Part III. The resulting value is typically shown as a simple sum (e.g., the number of streetlights replaced across all projects involving the replacement of streetlights), though averages are provided where applicable. The number of projects reporting each indicator was also determined.

Qualitative outcomes were quantified for this report. Projects reporting qualitative outcomes were reviewed to determine the number of sites or facilities impacted (e.g., the number of sites or facilities with stormwater treatment upgraded to a basic level of treatment). Quantified data was subsequently aggregated for presentation in Part III as described above.

Capacity-building output indicators were introduced in 2023 – but 291 capacity-building projects were completed between 2014 and 2022. All capacity-building projects – including those completed in 2023 – were therefore reviewed to quantify the outputs resulting from the investment.[34] At least one output indicator was found for all but 32 projects. These outputs were aggregated for presentation in Part III as described above.

Of the 622 projects that were reported without an output, 531 wrapped up before output indicators were expanded in 2020. All 622 projects were therefore reviewed to determine whether existing output indicators would apply – and to quantify the resulting output. Outputs were found for all but 122 projects.[35]

Several outcome indicators describe the number of residents impacted by an investment. To avoid double-counting when aggregating (e.g., if a municipality reported multiple projects affecting a large portion of the community), each municipality's contribution to a residential indicator was capped at its the 2021 census population.[36]

Results were reviewed prior to aggregation to identify and remove probable errors. Verification functions in AMO's reporting system minimize data entry errors, but typos and miscalculations can nevertheless result in over- or under-reporting. Errors were manually corrected where sufficient data existed to do so. An alternative output or outcome was identified and reported where reasonable. Errors were otherwise removed from the analysis. All but 58 projects had at least one output or outcome included in the analysis after review.[37]

Some duplication inevitably occurred where projects affected the same site or facility. Duplicates were manually removed when aggregating data – but projects were nevertheless included when determining the number of projects reporting each indicator.

PART III

Results achieved

Summary of the investment

Municipalities completed 8,048 projects between 2014 and 2023. The table below illustrates the distribution of these projects – and the funds that supported them – across project categories.[38] Another 1,068 projects received CCBF funding between 2014 and 2023, but were ongoing at the end of the period and are therefore not included in this report; these projects are listed in Appendix F.[39]

Category	Projects	Total CCBF funding	Total cost
Broadband connectivity	16	$ 5,551,866	$ 10,563,044
Brownfield redevelopment	7	6,447,411	20,283,711
Capacity-building	313	62,045,718	129,097,938
Community energy systems	367	191,890,466	664,231,242
Culture	70	36,720,163	137,335,543
Disaster mitigation	28	17,218,541	50,227,488
Drinking water	283	173,514,581	489,210,829
Fire stations	17	44,992,586	84,024,698
Local roads and bridges	5,696	3,988,443,667	8,495,084,340
Public transit	245	1,258,132,076	4,190,690,793
Recreation	451	155,980,078	528,657,125
Regional and local airports	19	17,555,368	62,084,143
Short-line rail	1	215,000	1,430,000
Short-sea shipping	0	0	0
Solid waste	90	336,754,265	512,982,976
Sports	18	11,809,583	115,213,116
Tourism	24	2,932,795	4,410,256
Wastewater	403	274,325,567	930,022,812
Total	**8,048**	**$ 6,584,529,729**	**$ 16,425,550,052**

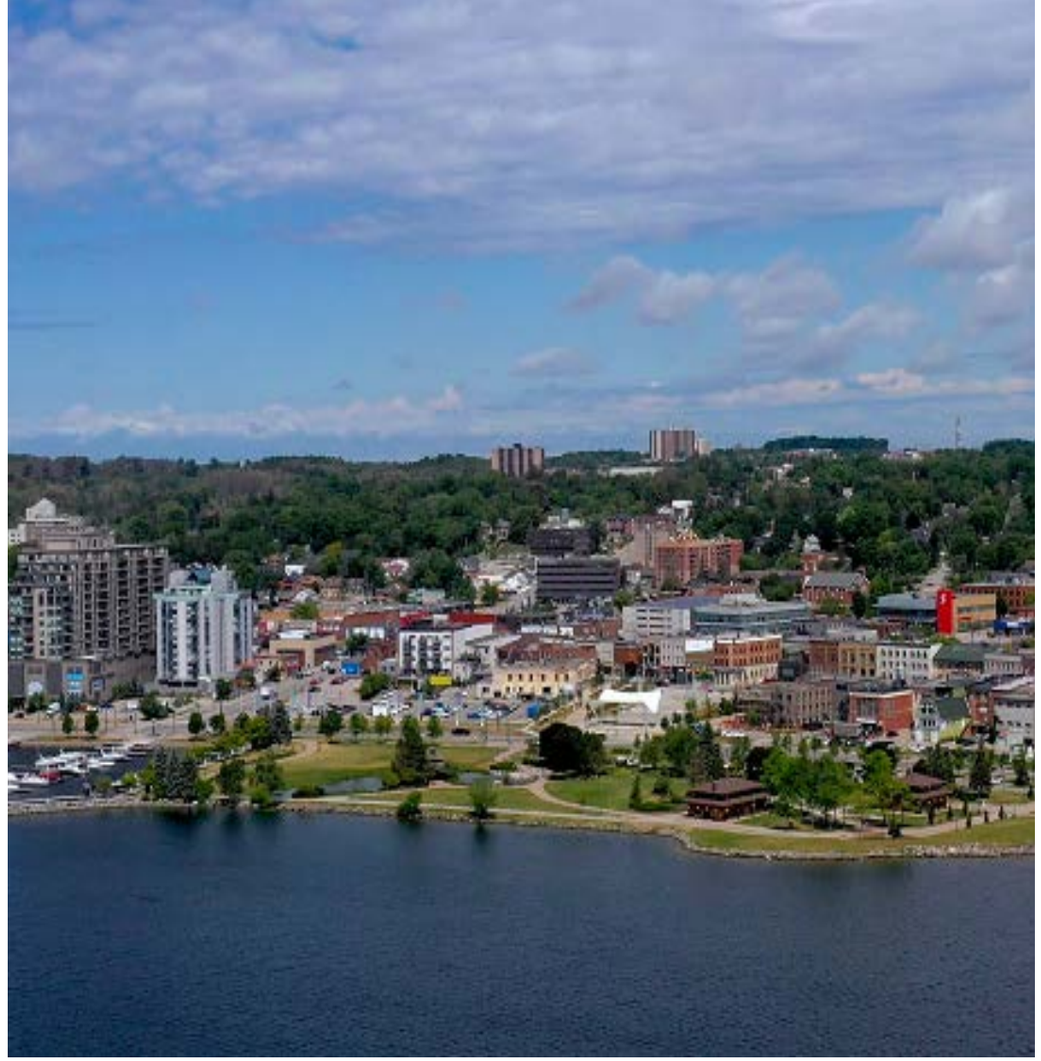
Broadband connectivity

Municipalities know reliable, high-speed internet is no longer a luxury – it's a necessity. Half of Canadians reported that they spent at least five to six hours online each day in 2023 – up from 36% in 2016.[40] Much of this time was work-related[41] – but more Canadians were also using the Internet to connect with friends and family, seek entertainment, and learn.[42]

Internet usage consequently skyrocketed. By 2023, the average Canadian household with high-speed Internet access was downloading almost 490 GB each month – up from 66 GB in 2014.[43] This was largely enabled by the expansion of broadband networks across Canada; access to high-speed Internet climbed from 85.5% in 2018 to 95.5% in 2023.[44] Residential high-speed Internet subscriptions consequently jumped 31%.[45]

High-speed Internet coverage remains limited in rural areas of the country – and in rural Ontario. But this is changing; 75% of Ontario's rural households had access to high-speed Internet in 2023 – up from 30% in 2018. And the CCBF has helped. Three rural municipalities invested the CCBF to bring high-speed Internet into their communities between 2014 and 2023.

Larger communities have also used the CCBF to expand broadband networks within their borders. York Region installed 143 km of fibre – connecting critical institutions to high-speed Internet and opening opportunities for local businesses. Barrie installed a public Wi-Fi system along its waterfront – making it easier for residents and tourists to keep in contact as they explore all that the city has to offer. And Pickering installed fibre along 4.2 km of Whites Road – bringing high-speed Internet to a new 10,000 home development.



Output indicator	Projects	Total
Length of fibre-optic cable installed or replaced (m)	12	147,339
Number of public Wi-Fi zones created or extend	2	24
Number of towers acquired, erected, rehabilitated or replaced	1	1

Outcome indicator	Projects	Total
Increase in the number of households with access to broadband speeds of 10 Mbps or higher	2	7,590
Number of businesses positively affected by investment in broadband infrastructure	14	2,754

Brownfield redevelopment

An estimated 25,000 brownfields are scattered across the cities and suburbs of Ontario.[46] The exact number, location, and size of these brownfields is unclear. But brownfields comprise roughly 3.3% of urban land in Canadian cities[47] – and with their historic proximity to services and infrastructure, they tend to be excellent candidates for remediation and redevelopment.

Brownfield remediation in Ontario is typically initiated by private owners and developers; only 4.5% of remediation efforts occurring between 2014 and 2023 were led by municipalities.[48] These owners, developers, municipalities, and other parties remediated about 3,900 brownfields over the 2014-2023 period – with a total area somewhere between 3,100 ha and 20,300 ha.[49]

Six of these sites were remediated with help from the CCBF. A closed landfill site in Kitchener was turned into a thriving community park. A former industrial site is now Waterloo's Town Square – an anchor development that has brought shops, restaurants, offices, and life to the heart of the city. And 28 units of affordable housing now sit where an old railyard once stood in St. Thomas – with more units, offices, and a fire hall planned.

Output indicator	Projects	Total
Number of sites redeveloped for the construction of eligible infrastructure	1	1
Number of sites redeveloped for the construction of public parks	5	4
Number of sites redeveloped for the construction of publicly-owned social housing	1	1

Outcome indicator	Projects	Total
Number of different types of contaminants removed or reduced to safe exposure levels during the project	1	19
Area of brownfield sites remediated or decontaminated (ha)	6	5,530
Volume of contaminated soil removed during the project (m^3)	3	7,660
Volume of contaminated water removed during the project (ML)	1	19

Capacity-building

Ontario's municipalities own more than $500 billion in infrastructure[50] – and invest around $10 billion each year (see Appendix D).[51] Extensive planning is required to manage these assets effectively. All municipalities in Ontario have consequently integrated asset management plans, policies, strategies, and practices into their capital planning processes. See Part IV of this report for more information.

Accurate and up-to-date data is critical to inform these planning processes. Many communities consequently used the CCBF to gather data describing the extent, condition, and location of their assets, assess risks impacting the long-term sustainability of infrastructure, determine levels of service required to satisfy local residents and businesses, and more. Municipalities completed 83 studies and assessments with help from the CCBF between 2014 and 2023 – providing updated data for over 1,000 assets.

Municipalities fed this data into asset management plans, official plans, other documents describing the long-term management of infrastructure. Between 2014 and 2023, municipalities created or updated 48 asset management plans, nine official plans, and 47 long-term infrastructure plans with help from the Fund. Communities invested in the installation or upgrade of 51 software systems to manage all of this data over the same period. See Part IV of this report for more information.

Output indicator	Projects	Total
Number of asset management plans developed or updated	54	48
Number of asset management policies or strategies developed or updated	17	17
Number of asset management software packages acquired or upgraded	59	51
Number of asset management studies and assessments completed or updated	83	83
Number of asset management training events completed by staff or Council	7	9
Number of assets with updated condition data	70	1,006
Number of energy audits completed	12	24
Number of integrated community sustainability plans created or updated	5	5
Number of long-term infrastructure plans created or updated	48	47
Number of official plans created or updated	9	9
Number of zoning by-laws created or updated	4	4

Community energy systems

Ontario's municipal governments consumed at least 33.3 PJ of energy in 2023[52] – about 1.3% of Ontario's total energy consumption in that year.[53] Nearly 40% of this energy was drawn from the electrical grid (2.7% of Ontario's electricity demand in 2023).[54] Another 29% was derived from natural gas.

Ontario's energy consumption fell over the 2014-2023 period[55] – and municipalities did their part to help. Ontario's local governments installed energy-efficient systems and materials in 547 community centres and other facilities, replaced 268,502 streetlights with energy-efficient alternatives, expanded district energy systems, and installed 96 electric vehicle chargers with help from the Fund between 2014 and 2023.

These investments cut energy consumption – and costs. Municipalities reported that their energy-saving retrofits and upgrades reduced their annual electricity use by 136 GWh over the 2014-2023 period (about 1.5% of their total municipal energy consumption).[56] At an average cost of 2.99 cents per kWh in 2023,[57] these investments saved municipalities roughly $4.1 million per year – reducing the burden on residents and local businesses, and liberating funds for other infrastructure improvements and programs.

Communities also used the CCBF to offset their consumption. Between 2014 and 2023, municipalities installed 26 solar energy systems – and found innovative ways to generate energy from wastewater gases. These investments helped municipalities offset their energy consumption by an additional 13.4 GWh by the end of 2023 – saving another $400,000 per year.

Output indicator	Projects	Total
Number of cogeneration systems acquired, constructed, improved or renewed	1	1
Number of district energy systems created, expanded, improved, or renewed	8	1
Number of electric vehicle charging stations installed, upgraded or replaced	8	96
Number of energy-efficient streetlights installed or replaced	97	268,502
Number of municipal buildings built with energy-efficient materials or systems	14	18
Number of municipal buildings retrofitted with energy-efficient materials or systems	234	547
Number of solar energy systems acquired, constructed, improved or renewed	7	26
Area of existing municipal buildings with energy retrofits (m^2)	50	2,221,234
Area of new municipal buildings with energy efficient materials or systems (m^2)	5	109,264

Outcome indicator	Projects	Total
Decrease in annual greenhouse gas emissions (t)	33	3,200
Decrease in the amount of energy used annually (GWh)	269	136
Decrease in the volume of fossil fuel used annually (ML)	62	483,948
Energy saved by undertaking the work (GWh per year)	1	5
Facilities receiving a certification from an accredited agency below Silver or Gold	3	3
Facilities receiving a Gold certification from an accredited agency	4	4
Facilities receiving a Silver certification from an accredited agency	2	2
Increase in the amount of energy generated annually (GWh)	8	13
Number of businesses positively affected by the investment	1	1

Culture

Ontario is home to about 400 municipal museums, archives, and art galleries[58] and 12,000 designated heritage properties.[59] These sites celebrate the history of our communities – fostering a sense of place, continuity, and belonging.[60] Prior to the pandemic, nearly 20 million visitors explored Ontario's heritage institutions each year, supporting more than 10,000 jobs across the province.[61]

Most of Ontario's heritage infrastructure is in fair condition or better. But 7.5% of facilities were at or approaching the end of their expected service life in 2017[62] – and about 12.4% of Ontario's municipal museums, archives, and art galleries were in a similar state in 2022.[63] Several communities therefore invested the CCBF to expand or restore these cultural institutions. A total of 31 museums, art galleries, heritage sites, and memorial buildings were built or renovated with the CCBF between 2014 and 2023 – preserving local history and breathing new life into historical structures.

Cultural infrastructure also provides critical opportunities for lifelong learning. Ontario's 294 library systems collectively operate 921 branches.[64] In 2023 alone, libraries delivered over 239,500 programs to nearly 4.6 million attendees of all ages and interests – up from 225,900 programs delivered to 3.8 million attendees in 2014.[65] And as Ontario grows, more libraries are needed to serve the community. A dozen municipalities – including Waterloo, Vaughan, Richmond Hill, and Hamilton – used the CCBF to expand their library systems between 2014 and 2023, creating new space to learn and grow.

Output indicator	Projects	Total
Number of art galleries constructed, expanded, or renovated	4	3
Number of arts facilities constructed, expanded or renovated	19	19
Number of community centres constructed, expanded, or renovated	7	10
Number of heritage sites or buildings renovated or restored	18	21
Number of libraries constructed, expanded, or renovated	18	16
Number of memorial buildings or structures constructed, expanded, or renovated	1	1
Number of museums constructed, expanded or renovated	7	6
Number of new or renovated monuments and sculptures	2	2
Number of public squares and plazas constructed, expanded, or renovated	3	3

Outcome indicator	Projects	Total
Increase in the number of residents participating in cultural activities in your community	20	71,856
Increase in the annual number of visitors to the community	14	72,575
Increase in the number of cultural events held annually	23	400
Number of businesses positively affected by the investment	40	1,137

Disaster mitigation

Natural disasters are becoming more frequent – and more expensive. Between 2014 and 2023, disasters cost Canadians more than $25 billion in insurable losses – more than the total amount of insurable losses incurred in the preceding 30-year period.[66] Not included in this figure are costs resulting from the disruption of supply chains, services, and life itself.

Most of this damage is caused by flooding. Roughly $700 million in insured losses – and $800 million in uninsured losses – result from floods each year.[67] About 75% of these uninsured losses fall on the shoulders of homeowners across the country. Municipalities are consequently building break walls, reinforcing retaining walls, and installing revetments to limit shoreline erosion, protect vital infrastructure, and reduce flooding risks threatening residents and local businesses.

But more investment is needed. Canada's municipalities require roughly $5 billion annually over a 50-year period to adapt to the novel demands created by climate change.[68] In the absence of this investment, the cost of maintaining Ontario's municipal sewer and wastewater infrastructure alone is expected to rise an additional 27% by 2030[69] – and result in further flooding and disruption.

Output indicator	Projects	Total
Number of erosion-mitigating natural assets created, enhanced or restored	3	6
Number of erosion-mitigating structural assets created, enhanced or renewed	19	23
Number of flood-mitigating natural assets created, enhanced or restored	4	4
Number of flood-mitigating structural assets created, enhanced or renewed	3	3
Number of landslide-mitigating natural assets created, enhanced or restored	1	1

Outcome indicator	Projects	Total
Decrease in projected annual emergency response cost ($)	6	951,300
Decrease in the area of properties at risk of damage from natural catastrophes (ha)	22	57

Drinking water

Over 60,000 km of pipe[70] carry nearly 1.6 million ML of potable water from treatment plants to communities across Ontario each year.[71] Half of this water is delivered to Ontario's households.[72] The remainder is funneled to businesses, transferred to other jurisdictions – or lost during transmission.

Roughly 13% of water is lost from the distribution system each year.[73] Some loss is unavoidable (e.g., flushing required to maintain water quality). But other losses are due to watermain breaks or other issues related to the age of the distribution system. An estimated 31.5% of municipal drinking water assets are not in a state of good repair.[74]

Municipalities are consequently investing heavily in their drinking water systems. The CCBF helped Ontario's communities rehabilitate or replace over 160 km of watermain between 2014 and 2023 – improving the reliability of the water distribution network, boosting water pressure, and reducing water loss. Watermain breaks have consequently fallen substantially from about 13 breaks per 100 km in 2014 to 6 breaks per 100 km in 2023.[75]

Water treatment plants, pumping stations, and other non-linear assets are particularly unlikely to be in a state of good repair.[76] Municipalities are therefore investing in the upgrade and renewal of three water towers and 37 water treatment plants between 2014 and 2023 – ensuring the continued delivery of clean drinking water, boosting capacity to accommodate new homes and businesses, reducing particulates, and more.

These investments collectively reduce the likelihood of breaks and loss – and ensure the continued safety of Ontario's water supply. Of the 5.2 million drinking water tests performed on municipal residential drinking water systems between 2014 and 2023, 99.8% met Ontario's strict water quality standards.[77]

Output indicator	Projects	Total
Length of existing watermains rehabilitated or replaced (m)	170	165,423
Length of new watermains installed (m)	26	13,979
Number of dams constructed, improved or renewed	2	2
Number of hydrants installed or replaced	42	326
Number of pump stations built, enhanced, or renewed	7	11
Number of storage tanks installed, expanded, rehabilitated or replaced	1	1
Number of water meters installed or replaced	13	53,708
Number of water towers constructed, upgraded or rehabilitated	9	8
Number of water treatment facilities constructed, upgraded, or rehabilitated	57	37
Number of wells constructed, improved or renewed	7	16

Outcome indicator	Projects	Total
Change in average daily residential water usage per capita (L)	1	500
Decrease in average daily water leakage (L)	11	219,384
Decrease in the amount of energy used by the treatment system per megalitre of water treated (kWh)	7	307,319
Decrease in the average number of days during which boil water advisory has been issued in a year	4	108
Decrease in the number of annual adverse water quality test results	12	37
Decrease in the number of annual watermain breaks	75	404
Facilities with a new or upgraded automated monitoring system	16	12
Increase in number of households with water meters / transmitters	6	10,922
Increase in number of properties connected to fire hydrants and/or with fire protection	24	908
Increase in the capacity of water storage tanks and reservoirs (ML)	5	267
Number of residents with access to new, rehabilitated or replaced water distribution pipes after the project	146	657,631
Assets built, improved, or renewed for the Ministry of Environment, Conservation and Park's Certificate of Approval	51	44
Volume of drinking water treated to a higher standard after the investment (ML)	29	1,290,568

Fire stations

Ontario's 437 fire departments – and the 30,716 firefighters that staff them – provide critical fire, rescue, and emergency response services across the province.[78] These firefighters collectively responded to 20,500 fire incidents each year between 2014 and 2022[79] – and thousands of additional calls for medical assistance.[80] And as Canada's population grows and ages, the number of calls for service are increasing.

Firefighters have risen to the challenge. Fires cost Ontarians nearly $900 million – and 96 lives – each year between 2014 and 2022.[81] The pandemic pushed fire fatalities to a 20-year high of 133 in 2022 – nearly twice the annual average between 2010 and 2019.[82] But fatalities began to fall in 2023[83] – and fire-related injuries have generally fallen since 2014.[84]

These achievements are particularly impressive given the age of Ontario's fire infrastructure. Financial data suggests that fire stations and vehicles across the province are about halfway through their expected lives[85] – and significantly older than this in some communities.[86] Yet with limited resources, Canada's fire departments are deferring critical infrastructure upgrades. Nearly a third delayed the construction or rehabilitation of fire stations in 2023; nearly half deferred the purchase of vehicles.[87]

The introduction of fire station infrastructure as an eligible category in 2021 has consequently been transformative for some of Ontario's fire departments. Smaller communities have expanded fire halls to increase capacity and accommodate larger vehicles, built new stations to house larger departments and replace aging facilities, and rehabilitated fire halls to renew existing facilities. Larger municipalities have built new stations to serve their growing communities and modernize their assets.

Output indicator	Projects	Total
Number of fire stations constructed	5	5
Number of fire stations renovated, expanded, or upgraded	12	12

Outcome indicator	Projects	Total
Average decrease in actual 90th percentile station notification response time for urban areas (s)	2	18
Facilities constructed or upgraded to maintain existing service levels	15	14
Increase in number of fire stations in the municipality	1	1

Local roads and bridges: roads

It's easy to take roads for granted. We rely on roads to get to work, to access goods and services, to visit our friends and families, and to explore the world around us – and we simply expect them to be there and to be in decent shape. But this is no easy task. Millions of vehicles travel Ontario's roadways each year.[88] Annual freeze-thaw cycles put engineers and asphalt to the test. And funds are in short supply.

Ontario's roadways consequently need a lot of work. Less than half of the estimated 365,281 lane-km of road owned by municipalities is in good condition.[89] About $21.1 billion is needed to bring the entire municipal road network into a state of good repair.[90]

Municipalities are doing what they can. Between 2014 and 2023, the CCBF helped local governments rehabilitate, widen, or replace 36,763 lane-km of road – or about 10% of Ontario's municipal road network. These investments reduced flood risks, improved community safety, increased access to emergency services, schools, commercial areas, and workplaces, facilitated the movement of goods from farms and industrial facilities, and created capacity for the development of infill and affordable housing.

Ontario's local governments additionally constructed or extended 2,827 lane-km of road with support from the CCBF between 2014 and 2023.[91] These new roads extended industrial parks in Warwick, Chatham-Kent, and other communities – opening over 20 acres of land for development. Extended roads built with help from the CCBF additionally connected residents of new subdivisions to their communities and created opportunities for further residential development.

Roads

Output indicator	Projects	Total
Length of curbs and gutters constructed (m)	3	738
Length of curbs and gutters rehabilitated or replaced (m)	5	2,784
Length of ditches and swales rehabilitated (m)	1	90
Length of paved roads constructed or acquired and length of unpaved roads converted to paved roads (lane-km)	440	2,521
Length of paved roads rehabilitated or replaced (lane-km)	3,638	31,335
Length of unpaved roads constructed or acquired and length of paved roads converted to unpaved roads (lane-km)	47	308
Length of unpaved roads rehabilitated or replaced (lane-km)	460	5,462
Number of railway or light rail crossings upgraded, rehabilitated or replaced	15	23
Number of roundabouts created or acquired	8	10
Number of roundabouts upgraded, rehabilitated or replaced	2	2
Number of salt or sand storage facilities constructed	9	9
Number of salt or sand storage facilities expanded, rehabilitated or replaced	8	8
Number of signalized intersections created or acquired	21	32
Number of signalized intersections upgraded, rehabilitated or replaced	122	496
Number of streetlights installed, acquired, upgraded, or replaced	99	3,592
Number of traffic calming measures installed, rehabilitated or replaced	69	1,055

Outcome indicator	Projects	Total
Increase in length of paved roads rated as good and above (lane-km)	3,142	26,146
Increase in length of unpaved roads rated as good and above (lane-km)	459	4,144
Increase in the capacity of sand or salt storage sites (t)	11	26,151
Length of roads with improved drainage (lane-km)	1,175	6,571
Number of intersections with advanced traffic management system to improve the traffic flow	153	765
Number of residents with access to new, repaired, rehabilitated or replaced roads	1,913	9,893,461
Number of residents with improved access to highways or neighbouring municipalities	885	5,507,676

Local roads and bridges: bridges and culverts

Thousands of kilometres of rivers, streams, and creeks stretch across Ontario's landscape. These waterways are essential to the prosperity of the province and bring life to its diverse ecosystems. But they also require municipalities to construct and maintain an extraordinary number of bridges and culverts to permit the safe movement of people and goods.

Municipalities own an estimated 23,759 bridges, culverts, and tunnels.[92] The majority of these structures are in good condition – thanks, in part, to regular inspections.[93] An estimated $4.3 billion is required to bring the remainder into a state of good repair.[94]

Many municipalities consequently invested the CCBF in the rehabilitation or replacement of bridges and culverts. Between 2014 and 2023, municipalities renewed 1,514 bridges and culverts with the Fund – reducing flood risks, cutting commutes, eliminating load restrictions, and facilitating the flow of goods and residents and tourists. Some structures were also widened in anticipation of new housing developments and to improve pedestrian safety and access to commercial areas.

Bridges

Output indicator	Projects	Total
Number of new bridges	21	26
Number of rehabilitated or replaced bridges	504	813
Surface area of new bridges (m^2)	27	8,388
Surface area of rehabilitated or replaced bridges (m^2)	442	223,843

Outcome indicator	Projects	Total
Number of residents with access to new, repaired, rehabilitated or replaced bridges	311	5,467,682
Increase in surface area of bridges with condition of the primary component rated as good and above (m^2)	419	167,401

Culverts

Output indicator	Projects	Total
Number of new culverts	20	47
Number of rehabilitated or replaced culverts	248	705
Surface area of new culverts (m^2)	22	1,911
Surface area of rehabilitated or replaced culverts (m^2)	190	27,943

Outcome indicator	Projects	Total
Number of residents with access to new, repaired, rehabilitated or replaced culverts	139	1,248,825
Increase in surface area of culverts with condition of the primary component rated as good and above (m^2)	199	21,861

Local roads and bridges: active transportation

More than 8,500 km of municipal paths and trails wind through Ontario's parks and run along its roads and highways.[95] Another 45,400 km of sidewalks line lively urban boulevards, sleepy suburban streets, and quiet rural routes across the province.[96] And over 6,000 km of bikeways carry cyclists across Ontario.[97]

This infrastructure makes it easier to enjoy a leisurely stroll to the store, to push through boundaries on an intense ride along the trails, and to breathe in fresh air while commuting to work. But the search for affordable housing – coupled with the rise of telecommuting during the pandemic – has pushed families further and further from urban centres. Fewer workers are consequently walking or cycling to work. While 6.5% of Ontarians did so in 2016, only 5% did so in 2023.[98]

Many Ontarians nevertheless walk, run, or cycle recreationally. About 68% of Ontario's residents ride their bike at least monthly – and most Ontarians reported that they would do so more often if their community had well-connected and safe cycling infrastructure.[99] Municipalities are listening; between 2014 and 2023, Ontario's local governments built or improved 481 km of bike lanes, bikeways, cycle tracks, and multi-use pathways – improving cyclist safety, connecting trail systems, and promoting cycle tourism. Cyclist counts on some routes have since doubled.

Canadians are also increasingly lacing up their running shoes and sneakers. About 41% of Canadians began walking more frequently during the pandemic[100] – and marathon coordinators saw record attendance in recent years.[101] Municipalities correspondingly invested in 67 footbridges and 447 km of trails, sidewalks, and pedestrian lanes – improving accessibility, protecting and promoting ecologically sensitive areas, and increasing access to local amenities.

Output indicator	Projects	Total
Length of bike lanes constructed or installed (m)	45	291,317
Length of bike lanes rehabilitated or replaced (m)	3	5,555
Length of bike paths and trails constructed or installed (m)	1	126
Length of cycle tracks constructed or installed (m)	3	2,420
Length of multi-use paths and trails constructed or installed (m)	60	165,821
Length of multi-use paths and trails rehabilitated or replaced (m)	20	16,865
Length of pedestrian lanes constructed or installed (m)	6	9,060
Length of pedestrian lanes rehabilitated or replaced (m)	4	489
Length of pedestrian paths and trails constructed or installed (m)	23	42,251
Length of pedestrian paths and trails rehabilitated or replaced (m)	16	22,028
Length of sidewalks constructed or installed (m)	133	99,712
Length of sidewalks rehabilitated or replaced (m)	173	274,405
Number of bicycle crossings installed, upgraded or replaced	5	19
Number of bridges constructed or installed	11	18
Number of bridges rehabilitated or replaced	28	49
Number of parks, beaches, open spaces, and green spaces constructed, expanded, upgraded or rehabilitated	1	1
Number of pedestrian crossings installed, upgraded or replaced	33	193
Number of streetlights installed, acquired, upgraded, or replaced	9	365
Surface area of bridges constructed or installed (m^2)	11	2,266
Surface area of bridges rehabilitated or replaced (m^2)	22	3,696

Outcome indicator	Projects	Total
Increase in surface area of pedestrian bridges where condition of the primary component is rated as good and above (m^2)	20	5,688
Number of residents with access to new, rehabilitated, or replaced bike lanes, sidewalks, trails, and/or pedestrian bridges	439	7,176,296

Public transit

Ontario's 106 municipal public transit agencies serve roughly 92% of Ontarians.[102] Over 7,000 municipal buses, streetcars, and railcars[103] carried over 800 million passengers each year[104] between thousands of stops and terminals[105] across Ontario before the pandemic. An estimated 77.5% of Ontarians with access to public transit lived within 500 m of a stop in 2019[106] – and 14.7% of Ontarians relied primarily on transit to get to work each day.[107]

But the pandemic changed many things – and public transit systems were particularly affected. Municipal transit ridership plummeted in 2020 and 2021, and was still down 37% in 2022.[108] Only 11.7% of Ontarians reported that they relied primarily on public transit to get to work in 2023.[109] Many others worked from home or took a private vehicle to get to work.

Investments in public transit are nevertheless critical to drive economic growth – bringing traffic to local businesses, connecting workers to employment centres, providing thousands of jobs, and more. Municipalities have therefore continued to expand transit systems throughout the pandemic. Between 2014 and 2023, Ontario's communities acquired or refurbished 2,250 vehicles, built, expanded, or rehabilitated 4,457 transit stops and facilities, and built 20.3 km of track – connecting residents to schools, employment, medical facilities, and other vital amenities.

Output indicator	Projects	Total
Length of bridges constructed, expanded, rehabilitated or replaced (m)	5	2,652
Length of railways, tracks, and guideways constructed, extended, rehabilitated or replaced (m)	7	20,303
Length of roadways and bus lanes constructed, extended, rehabilitated or replaced (m)	6	1,763
Length of tunnels constructed, extended, rehabilitated or replaced (m)	1	8,600
Number of conventional buses purchased or acquired	25	494
Number of conventional buses refurbished or replaced	60	1,402
Number of green buses purchased or acquired	3	54
Number of maintenance and storage facilities constructed, expanded or rehabilitated	19	21
Number of para transit vehicles purchased or acquired	11	44
Number of para transit vehicles refurbished or replaced	12	210
Number of park & ride lots constructed, expanded or rehabilitated	3	3
Number of power facilities constructed, expanded or rehabilitated	1	1
Number of stations and terminals constructed, expanded, rehabilitated or replaced	26	34
Number of stops and shelters constructed, expanded, rehabilitated or replaced	30	4,457
Number of street cars or rail cars purchased or acquired	2	23
Number of street cars or rail cars refurbished or replaced	1	6
Number of transit support vehicles purchased, acquired, refurbished or replaced	3	17

Outcome indicator	Projects	Total
Average decrease in the average age of fleet (y)	41	1
Average increase in annual revenue vehicle kilometres per capita	54	74,261
Average increase in the annual number of regular service passenger trips on conventional transit per capita	20	5,942
Increase in the number of accessible buses, streetcars, trains, LRT and other vehicles	22	475
Increase in the number of accessible transit facilities including stops, shelters, stations and platforms	14	538
Increase in the number of hours public transit vehicles are in service in a year per capita	52	4
Increase in the number of respondents who rated overall transit service as good or above based on customer satisfaction survey	2	5,219
Number of residents with improved access to transit facilities after the project	25	2,899,566
Number of transit facilities with accessibility or service upgrades/enhancements	58	1,149
Number of transit vehicles with accessibility or service upgrades/enhancements	39	3,548

Recreation

Ontario's municipalities own and operate over 14,000 parks and outdoor specialty areas, 8,500 km of trails, 2,000 community centres and multipurpose buildings, 600 arenas and curling rinks, 270 indoor pools, and more.[110] There are over 60,000 ha of parkland in large parks within the Golden Horseshoe alone – nearly 8.5 ha per 1,000 people.[111] Many Ontarians consequently have easy access to recreational opportunities;[112] 91% of Ontarians said that they lived within ten minutes of a park or green space in 2021 – up from 84% in 2013.[113]

Municipal recreation infrastructure provides Ontario's residents with an extraordinary amount of space to play, exercise, and relax. Over 6 million square metres of indoor recreation space and 75 million square metres of outdoor recreation space can be found in Ontario[114] – equivalent to roughly 4,000 NHL hockey rinks and 10,500 soccer fields.[115] Over three quarters of Ontario's parents relied on these facilities to get their children out and active as the pandemic came to an end.[116]

Continued investment in parks, green spaces, and recreation infrastructure is critical. Ontario's population is growing – and the development of parkland is not keeping up. In the Golden Horseshoe, the availability of large parks is expected to drop to 6.1 ha per 1,000 people by 2051 – even after accounting for planned investments.[117]

Municipalities are doing what they can. Between 2014 and 2023, communities invested the CCBF in 198 arenas, rinks, community centres, and seniors' centres, 176 playgrounds, 140 parks, 14 splashpads, 34 pools, 186 tennis and pickleball courts, 57 km of trail, as well as bike and skate parks, community gardens, waterfront spaces, and more. These investments help ensure continued access to recreation programs – and give Ontarians more opportunities to stay healthy, connect, and grow.

Output indicator	Projects	Total
Capacity of new, repaired, renovated, rehabilitated or upgraded arenas	20	21,178
Capacity of new, repaired, renovated, rehabilitated or upgraded community centres	8	7,251
Capacity of new, repaired, renovated, rehabilitated or upgraded fitness facilities	3	310
Length of pedestrian paths and trails constructed or installed (m)	53	56,783
Number of campgrounds constructed, expanded, upgraded or rehabilitated	2	2
Number of community, recreation and sports centres constructed, expanded, upgraded or rehabilitated	105	118
Number of golf courses constructed, expanded, upgraded or rehabilitated	1	1
Number of rinks and arenas constructed, expanded, upgraded or rehabilitated	105	90
Number of gymnasium and fitness facilities constructed, upgraded, rehabilitated or replaced	20	33
Number of ice pads constructed, upgraded, rehabilitated or replaced	12	20
Number of sports courts and fields constructed, upgraded, rehabilitated or replaced	50	198
Number of stadiums constructed, expanded, upgraded or rehabilitated	3	4
Number of swimming facilities constructed, expanded, upgraded or rehabilitated	17	16
Number of swimming pools constructed, upgraded, rehabilitated or replaced	29	34
Number of marinas, docks, and boat launches constructed, expanded, upgraded or rehabilitated	13	14
Number of parks, beaches, open spaces, and green spaces constructed, expanded, upgraded or rehabilitated	77	140
Number of playground structures, splash pads, and wading pools installed, upgraded, rehabilitated or replaced	78	190
Number of public squares and plazas constructed, expanded, or renovated	2	2
Number of ski facilities constructed or improved	1	1

Outcome indicator	Projects	Total
Increase in the annual number of visitors to the community	71	417,234
Increase in the number of registered users in a year	59	164,906
Number of businesses positively affected by the investment in recreational infrastructure	89	1,954
Number of residents who will benefit from the investment in recreational infrastructure	403	6,310,257

Regional and local airports

Ontario is home to 213 airports, 20 heliports, 69 hospital heliports, and 101 seaplane bases.[118] More than 5.7 million flights carrying approximately 453.9 million passengers departed or arrived at these airports between 2014 and 2023.[119] An additional 281,000 flights carrying more than 5.4 million tonnes of cargo passed through these airports in the same period.[120]

Most traffic passes through the four airports in Canada's National Airports System (in Toronto, Ottawa, London, and Thunder Bay). The remaining 209 airports – comprising Ontario's regional and local airports for the purposes of the Fund – served more than 3.8 million passengers each year between 2014 and 2023. These airports additionally facilitated the movement of 130,000 tonnes of cargo annually.

Air travel declined steeply during the pandemic – and had not fully recovered by the end of 2023. This was particularly true for Ontario's smaller airports – creating funding challenges and sustainability concerns. Local and regional airports served 21% fewer passengers in 2023 than they did in 2019.[121] Several communities consequently considered selling their airports.[122]

But these local and regional airports are critical conduits for trade and tourism – and vital lifelines for Ontario's remote communities. Investment is critical to grow the economy and connect our communities. Several municipalities consequently used the CCBF to resurface runways, open new terminals, rehabilitate aging terminals, and restore helipads that are used for emergency evacuations and other activities between 2014 and 2023.

Output indicator	Projects	Total
Length of runway constructed, extended or rehabilitated (m)	4	3,501
Length of taxiway constructed, extended or rehabilitated (m)	2	775
Number of aprons and ramps constructed, expanded or rehabilitated	2	3
Number of hangars and sheds constructed, expanded, enhanced or rehabilitated	1	1
Number of helipads constructed or rehabilitated	1	1
Number of navigational aids installed, upgraded or replaced	2	2
Number of parking facilities constructed, expanded or rehabilitated	1	1
Number of runway and taxiway lighting systems installed, upgraded or replaced	2	2
Number of terminals constructed, expanded, enhanced or rehabilitated	7	6

Outcome indicator	Projects	Total
Increase in the number of annual aircraft take-offs or landings at the airport	6	8,419
Increase in the number of annual airline passengers	2	274,269
Number of businesses positively affected by investment in airport infrastructure	14	1,306

Short-line rail

Short-line railways are often the first link in our supply chains. Canada's short-line railways transport $44.5 billion worth of goods over 8,736 km of track each year – and are the starting point for one in five carloads carried across the country.[123] Approximately 2,400 km of this track lies in Ontario.[124]

Many businesses critical to the economic sustainability of Ontario's communities rely on short-line railways to bring goods to market. In 2023 alone, $5.6 billion worth of goods began their journey on shortline rail in the province.[125] About 7% of carloads in Ontario originated on shortline railways.[126]

CCBF investments in short-line rail are nevertheless rare. Only one municipality – the Town of Cochrane – invested in short-line rail systems between 2014 and 2023. The Town used the Fund to construct a multi-modal rail terminal, which was subsequently leased to local businesses. Proceeds from the lease were returned to the Fund for reinvestment in other eligible projects.

Output indicator	Projects	Total
Number of stations and terminals constructed, expanded or rehabilitated	1	1

Outcome indicator	Projects	Total
Increase in the volume of cargo shipped annually (t)	1	7,800
Number of businesses positively affected by the investment	1	2

Solid waste

Ontario generated between 12.7 million and 15.5 million tonnes of non-hazardous waste in 2022 – up roughly one million tonnes per year since 2014.[127] Most of this waste ends up in the 641 landfills[128] scattered across the province.[129] But space is limited. And at this rate – in the absence of landfill expansions or the development of new sites – Ontario's landfills will reach capacity in 2034.[130]

Municipalities are doing what they can. Eleven communities used $28.3 million from the CCBF to expand landfills between 2014 and 2023 – creating new space for waste generated within and around their borders. But this is a stop-gap measure at best. More waste will need to be diverted from landfills in the coming years to manage the province's solid waste sustainably.

Ontario therefore aims to divert 50% of waste from the landfill by 2030 – and 80% by 2050. Households are doing their part; about half of the solid waste produced by Ontario's residential properties between 2014 and 2021 was recycled or reused.[131] But the diversion rate remained steady over this period – and might have declined without municipal investments in organic waste diversion programs.

Eight communities invested $9.6 million from the CCBF to facilitate organic waste diversion – by distributing green bins or upgrading transfer stations – between 2014 and 2023. And municipal ownership of compost and anaerobic facilities increased 10% between 2020 and 2022 alone.[132] The diversion rate of organic waste correspondingly rose 17% over the 2014-2021 period – offsetting the 7% decline in the diversion rate of other materials.[133]

These other materials include paper, metal, glass, and plastic – materials collected under Ontario's Blue Box Program. Municipalities made significant CCBF investments in the program between 2014 and 2023; 12 communities used $45.9 million from the Fund to build transfer stations, install dual-stream waste receptacles, upgrade material recovery facilities, and distribute blue boxes. But with the shift to full producer responsibility announced in 2021, municipalities began to sell off or lease recycling facilities.[134] Future investments in Blue Box Program initiatives are likely to decline.

Output indicator	Projects	Total
Length of access roads constructed, widened or rehabilitated (m)	2	1,640
Number of composting facilities constructed	1	1
Number of garbage or recycling trucks purchased or acquired	3	23
Number of incineration facilities constructed	2	1
Number of landfills created	1	1
Number of landfills expanded or improved	38	24
Number of loaders, compactors, dozers and excavators purchased, acquired, refurbished or replaced	1	1
Number of organics containers (i.e., green bins) purchased or replaced	7	159,516
Number of recycling and material recovery facilities constructed	2	2
Number of recycling and material recovery facilities expanded or rehabilitated	2	2
Number of recycling containers (i.e., blue boxes) purchased or replaced	13	22,206
Number of site studies completed or updated	7	7
Number of sites closed or decommissioned and number of closed or decommissioned sites enhanced or improved	5	5
Number of transfer stations constructed, expanded, or rehabilitated	9	11
Number of waste containers purchased or replaced	1	9
Number of waste-to-energy facilities expanded or rehabilitated	1	1

Outcome indicator	Projects	Total
Change in the mass of waste collected, disposed of, incinerated, or diverted annually (t)	23	167,585
Change in the mass of waste produced in a year per capita (kg)	2	3
Increase in the number of households participating in recycling collection	8	2,847
Increase in the number of households served by organics collection	4	139,289
Increase in the volume of methane gas captured annually (m^3)	3	3,362,945
Assets built, improved, or renewed for the Ministry of Environment, Conservation and Park's Certificate of Approval	37	27

Sports

Municipalities across Ontario own and operate 4,000 soccer and football fields, 3,700 baseball diamonds, 2,600 tennis courts, 1,600 ice arenas, and more.[135] But only a quarter of Ontarians regularly participate in sport each year.[136] Another quarter rarely participate in outdoor activities at all.[137] And only half of Ontario's adults – and 40% of Ontario's youth – are meeting national guidelines for physical activity.[138]

The pandemic changed how – and when and where – Canadians exercise. At the height of the pandemic, only 32% of adults reported that they were meeting national guidelines for physical activity; 42% acknowledged that they were getting less vigorous physical activity since pandemic restrictions were implemented.[139] But Canadians adapted to the new normal as the pandemic proceeded – and many found new ways to stay active.[140]

Municipal sports and recreation facilities were also impacted by pandemic restrictions. As revenues and staffing levels fell, 62% of municipal administrators across Canada reported that their community's ability to keep the doors open decreased.[141] Access to curling rinks fell 67%; access to basketball courts and arenas fell 53%.[142]

Access increased as the pandemic passed – and so did the number of children participating in sports across Canada. Parents reported that 68% of children and youth were actively participating in sports in 2022, up from 44% in 2021.[143] And three quarters of parents relied on municipal infrastructure –parks, trails, green spaces, playgrounds, and other public facilities – to give children a place to compete, play, and grow.[144]

Soccer was particularly popular, with 28% of children participating, followed by basketball (17%) and hockey or ringette (16%). And these priorities hadn't gone unnoticed. Between 2014 and 2023, municipalities built or rehabilitated 23 soccer fields, 12 basketball courts, and 85 rinks or arenas with support from the CCBF – making it easier for children to find fun opportunities to be active, build self-confidence, and connect with peers.

Output indicator	Projects	Total
Number of indoor arenas constructed, expanded, upgraded or rehabilitated	1	2
Number of indoor ice pads constructed, upgraded, rehabilitated or replaced	1	1
Number of indoor sports courts and fields constructed, upgraded, rehabilitated or replaced	1	1
Number of outdoor sports courts and fields constructed, upgraded, rehabilitated or replaced	15	21
Number of recreation and sports centres constructed, expanded, upgraded or rehabilitated	2	2

Outcome indicator	Projects	Total
Increase in annual available ice/field time (h)	5	4,790
Increase in the annual number of visitors to the community	7	321,998
Increase in the number of registered users in a year	2	2,855
Increase in the number of sporting events held annually	4	47
Number of businesses positively affected by the investment in sport infrastructure	6	82

Tourism

With thousands of lakes, endless wilderness, bustling cities, and hundreds of small and charming urban centres and rural villages, there's something for everyone in Ontario. Millions of tourists explore the province each year.[145] Their adventures add more than $30 billion to Ontario's economy and support nearly 400,000 jobs[146] – bringing employment and wealth to communities across the province.

Tourism fell drastically during the pandemic. But as travel restrictions lifted and public health concerns eased, visitors began to return to Ontario's communities.[147] Municipal investment of the CCBF is helping the sector rebound; by improving marinas and ski hills, breathing new life into waterfront spaces, upgrading tourism destinations, renovating tourism information centres, and erecting signs to identify tourism destinations, municipalities are helping local businesses attract tourists and rebuild.

Each investment in tourism infrastructure also strengthens the community itself. Scenic outlooks, marinas, open spaces, and ski hills encourage residents to get outdoors – and help them appreciate the natural beauty that surrounds them. Information centres help residents find opportunities for novelty and excitement close to home. And tourism itself inspires a sense of pride in the community and all that it offers to the world.

Output indicator	Projects	Total
Number of aquariums constructed, expanded, upgraded or rehabilitated	1	1
Number of interpretive centres constructed, expanded, upgraded or rehabilitated	1	1
Number of marinas, docks, and boat launches constructed, expanded, upgraded or rehabilitated	3	3
Number of parks, beaches, open spaces, and green spaces constructed, expanded, upgraded or rehabilitated	5	6
Number of scenic lookouts constructed, expanded, upgraded or rehabilitated	2	2
Number of ski facilities constructed or improved	1	1
Number of tourism information centres constructed, expanded, upgraded or rehabilitated	4	4
Number of tourism signs installed or replaced	8	17

Outcome indicator	Projects	Total
Increase in the annual number of visitors to the community	9	11,080
Number of businesses positively affected by the investment	17	1,347

Wastewater

Approximately 47,000 km of forcemains and sewers[148] convey about 2 million ML of sewage to lagoons and wastewater treatment plants across Ontario each year.[149] An additional 120,000 km of storm sewers, culverts, and ditches carry storm water to drainage basins throughout the province.[150] Roughly 33% of these wastewater and stormwater assets are not in a state of good repair.[151]

Sewer backups become more likely as infrastructure ages and falls into disrepair. But with continued municipal investment in forcemains and sewers across Ontario, backups are becoming less frequent. Municipalities reported roughly eight sewer backups per 100 km of wastewater mains in 2014 – but only five in 2023.[152]

The CCBF provided critical support to achieve this goal. The $274 million in CCBF funding invested in the 403 wastewater projects that wrapped up between 2014 and 2023 helped upgrade, rehabilitate, or replace 178 km of sewer – saving homeowners millions of dollars in damage, reducing municipal liability, and protecting local aquifers. Municipalities also installed 60 km of new sewer lines – building capacity for residential growth and separating combined sewers to alleviate downstream pressure.

Municipalities additionally used the CCBF to expand, upgrade, or rehabilitate 34 wastewater treatment plants between 2014 and 2023 – and the investment is paying off. Roughly 26% of wastewater systems operated by lower- and single-tier municipalities required upgrades to meet federal effluent quality standards in 2016 – but this fell to 7% by 2022.[153] An estimated 42% of Ontario's wastewater consequently received tertiary treatment in 2022 – up from 40% in 2014[154] – and combined sewer overflows correspondingly decreased over the period.[155]

Output indicator	Projects	Total
Length of combined sewer constructed (m)	1	342
Length of combined sewer rehabilitated or replaced (m)	5	2,382
Length of curbs and gutters constructed (m)	5	3,175
Length of curbs and gutters rehabilitated or replaced (m)	9	4,346
Length of ditches and swales constructed (m)	1	10
Length of ditches and swales rehabilitated (m)	4	572
Length of sanitary sewers constructed (m)	46	22,720
Length of sanitary sewers rehabilitated or replaced (m)	135	117,400
Length of storm sewers constructed (m)	83	40,022
Length of storm sewers rehabilitated or replaced (m)	107	65,587
Number of bioretention and biofiltration facilities constructed, rehabilitated, or replaced	4	4
Number of culverts constructed, rehabilitated, or replaced	6	9
Number of hauled sewage collection systems constructed	1	1
Number of outfalls and outlets constructed, rehabilitated, or replaced	8	25
Number of septic tanks rehabilitated or replaced	3	3
Number of sewage lagoons expanded or rehabilitated	10	10
Number of sewage pump stations and lift stations constructed, upgraded, rehabilitated or replaced	18	22
Number of sewage storage tanks rehabilitated or replaced	1	1
Number of snow melt facilities constructed, expanded or rehabilitated	4	4
Number of stormwater management ponds constructed, expanded or rehabilitated	29	51
Number of stormwater pump stations and lift stations upgraded, rehabilitated or replaced	2	2
Number of stormwater storage systems upgraded or rehabilitated	3	3
Number of wastewater treatment plants constructed, expanded, upgraded or rehabilitated	41	35
Number of wetlands restored or rehabilitated	2	2

Outcome indicator	Projects	Total
Decrease in the amount of energy used by the treatment system per megalitre of wastewater treated (kWh)	9	39,623
Decrease in the number of annual sanitary sewer backups	77	291
Decrease in the volume of raw or partially treated sewage bypassing treatment at sewage treatment facilities (ML)	7	22,532
Increase in reserve sewage treatment plant capacity (ML)	7	253,268
Increase in serviced area protected by green infrastructure (ha)	7	82
Increase in the total number of residents serviced by stormwater/sanitary infrastructure	119	69,651
Assets built, improved, or renewed for the Ministry of Environment, Conservation and Park's Certificate of Approval	130	128
Sites and facilities with stormwater treatment upgraded to a basic level (60% average long term removal of suspended solids)	3	3
Sites and facilities with stormwater treatment upgraded to a normal level (70% average long term removal of suspended solids)	9	9
Sites and facilities with stormwater treatment upgraded to an enhanced level (80% average long term removal of suspended solids)	32	32

PART IV

Progress in asset management

Progress in Asset Management

The efficient delivery of municipal services requires infrastructure to be in a good state with sufficient capacity to meet the evolving needs of the community. To maintain a state of good repair and balance cost, risk, and service level, local governments engage in proactive asset management (AM). AM is a strategic approach to proactively manage and efficiently invest in infrastructure to meet a pre-defined level of service. The CCBF supports sector progress in AM by providing predictable infrastructure and capacity-building funding that allows municipalities to engage in long-term planning, manage levels of service, invest in priority projects, and advance their AM programs.

This section provides an overview of progress in local government planning and AM between 2014 and 2024. Municipalities were required to develop and implement an AM plan and provide a report to AMO demonstrating how AM plans are being used to guide infrastructure planning and investment decisions, and how Funds were used to address priority projects.

A summary of AM history in Ontario and municipal adoption of AM best practices highlights the notable progress that has been achieved in the last decade, all of which has been driven in part by AMO's work and the CCBF in Ontario. While more work and resources are needed, the current state of asset management in local government showcases continuous advancement in asset management plans and strategies.

Methodology

In 2016, AMO developed a framework, through consultation with the Oversight Committee, to assess progress. To advance the framework AMO put together a Working Group. The framework was then aligned to the AM regulation (O. Reg. 588/17). To assess sector progress in AM during the 2014-2024 period, AMO used multiple data sources and engaged with several organizations to conduct independent research. Municipalities received direction to continuously improve and implement their AM plans according to the phased provincial asset management regulatory requirements in Ontario. Each year, starting in 2016, AMO collected and reviewed the most recent AM plans. A webpage was created as a source of all asset management plans; this webpage is updated regularly to reflect the evolving nature of asset management progress.[156] Additionally, all municipalities reported on the initiatives they have undertaken, and outcomes achieved in improving AM capacity through annual surveys.[157] That data was used by AMO to assess progress and develop capacity building initiatives.

Asset Management Progress in Ontario

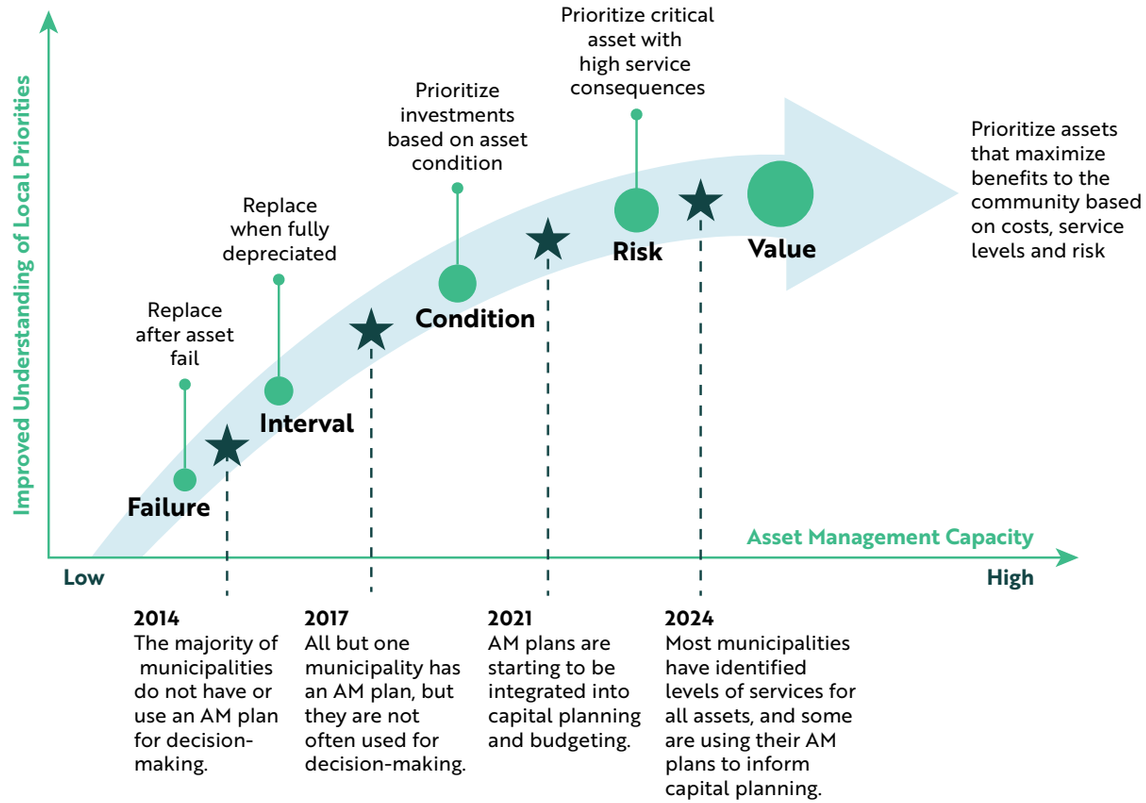
For every year between 2014-2024 AMO reported on sector progress in AM within its annual report.[158] Analysis was also included in the 2018 Outcomes Report and as a separate report in 2023 on AM Outcomes. By the end of 2013, around 50% of municipalities had a first iteration of an AM plan in place and by the end of 2017 all but one municipality had an AM plan in place. However, most asset categories had age-based condition and replacement costs that were based on inflated historical costs.[159] Many municipalities found that significant data improvements were still needed to enable accurate infrastructure planning.

Between 2013 and 2017, data and AM strategy improvements were noted. The average number of asset categories included in the AM plan grew from four to nine and significant efforts had been made to address aging infrastructure based on the plan's findings. In this time period, improvements in data and efforts to address aging assets resulted in a 12% decrease in the infrastructure backlog - i.e., the funds required to bring assets into a state of good repair - for core assets.

Between 2017 and 2021, 80% of Ontario municipalities improved their AM plans by enhancing their asset data and covering additional infrastructure asset categories again. Key findings between 2017 and 2021 include enhanced condition and replacement data. Nearly every municipality had collected condition inspection data for roads, bridges, and culverts. While municipalities reported using more accurate financial estimation techniques, nearly all municipalities continue to use historical costs[160] to estimate replacement costs for at least some of their assets.

By 2024, 98% of municipalities posted their most recent AM plan. And of those, nearly 90% were updated post 2019. While the majority of municipalities had defined levels of services for all assets, there is need for improvements in data accuracy and completeness. Additional resources are required to further operationalize AM plans.

The following graphic illustrates how Ontario municipalities have increased their AM capacity from 2014-2024 to better identify investment priorities:



AMO Support in AM Capacity-Building

Research in asset management

Under its administration of the CCBF, AMO conducts and commissions research that provides continuous updates on the state of infrastructure and AM practices in Ontario. AMO continuously facilitates an assembly of practitioners and public sector experts in AM to discuss data collection, research activities, training initiatives, and reporting requirements. The results of this research and information gathering enables AMO to better understand municipal capital planning strategies and capacity gaps, thus allowing for more effective assistance and support for municipalities in Ontario.

Technical Assistance for Municipal Staff

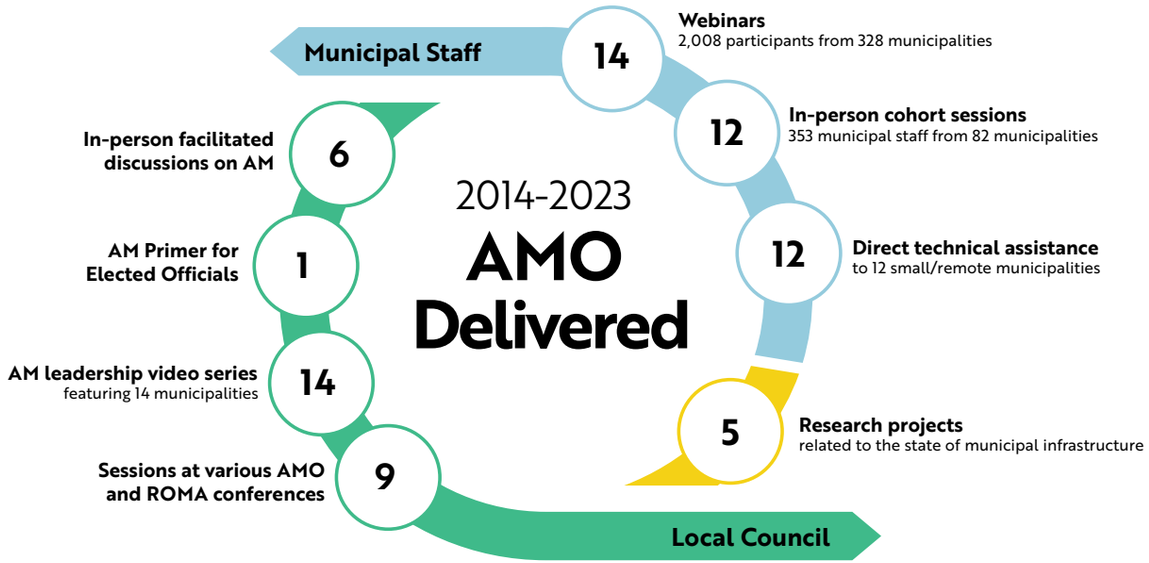
AMO worked with a community of practice comprising AM practitioners across Ontario to advance sector progress in asset management. Some of this work has been undertaken and as part of the Federation of Canadian Municipalities' Municipal Asset Management Program (MAMP), funded by the Government of Canada.

Activities included courses to help municipalities develop internal resources to make AM more meaningful; training activities that involve educating multidisciplinary staff on key milestones and templates that support the development and implementation of AM.

From 2016-2024, AMO worked directly with over 100 municipalities delivering dozens of in-person sessions. Over a dozen webinars were also provided involving over 2,000 participants. Additionally, technical support was provided to small and remote municipalities that were unable to commit staff resources.

Support for Elected Officials

AMO delivers engaging sessions and guiding documents to support elected officials as they endeavour to learn more about asset management. This includes facilitated discussions with elected officials. Additionally, through consultation with over 100 elected officials, AMO developed an Asset Management Primer. Municipalities across the province were profiled in a video series on AM community profiles speaking to the importance of the CCBF and how improved AM capacity has helped leverage CCBF funds on local infrastructure priorities.



CCBF Investment in AM Capacity Building

The CCBF enables municipalities to invest in their AM programs through the capacity-building category. Municipalities have been investing in AM plan development, AM software acquisition, staff or Council training, condition assessments, and other capacity-building projects. Between 2014 and 2023, 207 asset management projects were funded through the CCBF. A total of $91.5 million was spent on these projects, with $42.3 million funded by the CCBF.

The **City of Barrie** invested $7.3 million from the CCBF into a dozen different projects that included investments in their AM program by improving data collection strategies and condition assessment data required to update their AM plans.

The **Township of Ignace** invested over $216,000 from the CCBF in an AM policy and AM software to enable better data management, risk analysis, capital budget planning, maintenance management, and lifecycle strategy development.

The **Town of Smiths Falls** invested $79,000 in CCBF funding in their AM program by establishing a water treatment plant needs assessment, conducting building condition assessments with financial forecasting, and improving the inventory data for buildings and equipment.

The **City of Oshawa** invested more than $6.6 million from the CCBF into several projects. This included condition assessments for bridges, buildings, lighting, and roads and improvement to capital planning through comprehensive life cycle asset analysis.

The **City of Port Colborne** invested approximately $340,000 in CCBF funding to conduct a storm sewer infrastructure needs study to provide long-term capital and operating planning to support and assess the need for expansion. They also documented, reviewed, and collected data for all non-core assets for the purpose of updating the AM plan.

The **Town of Ajax,** through several projects, invested more than $1.5 million from the CCBF. This included condition assessments and energy audits for their facilities and streetlights; conducting a level of service assessment and updating their integrated Transportation Master Plan; and development of an integrated AM system.

Opportunities in AM

AM is an evolving practice that seeks to meet municipal needs as they arise. The scope of AM is expanding to better incorporate considerations pertaining to climate change, green infrastructure, growth, and housing. In accordance with O. Reg. 588/17, municipalities must include proposed levels of service and a 10-year financial and management strategy that shows how the municipality will achieve their desired levels of service. This plan must also include a description of how the municipality's growth analysis informs lifecycle and financial strategies. Support to municipalities will continue as they endeavor to finalize these detailed plans and advance their AM practices, through research, webinars, conference sessions, and other engagements directly with municipalities.

AMO is updating information from all Ontario municipalities regarding their AM program maturity and use of CCBF funds through an analysis of all active AM plans and an annual questionnaire. This comprehensive AM plan analysis is assessing compliance with Ontario regulation, capital replacement values, and maturity in the areas of climate change, green infrastructure, growth, housing, and financial strategies. This information will be included in a report that will be released later in 2025.

While considerable progress has been made, gaps in asset data quality, staff capacity, infrastructure for growth, and funding have been identified across the province. Predictable incremental federal funding – aligned with municipal AM plans – are vital in allowing the sector to build on progress made, while addressing infrastructure backlog and ensuring federal funds are used for priority projects that are aligned with national outcomes.

Appendix A: CCBF allocations (2005 to 2023)

The table below identifies CCBF allocations to AMO, the City of Toronto, and the Government of Ontario between 2005 and 2023.[161] Most CCBF funding directed to the province flowed to municipalities through AMO (79%).

Year	AMO	Toronto	Ontario	Total
2005	$ 174,300,000	$ 48,900,000	$ 696,000	$ 223,896,000
2006	174,300,000	48,900,000	696,000	223,896,000
2007	232,400,000	65,200,000	928,000	298,528,000
2008	290,500,000	81,400,000	1,161,000	373,061,000
2009	581,000,000	162,900,000	2,332,000	746,232,000
2010	590,293,000	154,367,000	2,105,000	746,765,000
2011	590,293,000	154,367,000	2,105,000	746,765,000
2012	590,293,000	154,367,000	2,105,000	746,765,000
2013	590,293,000	154,367,000	2,105,000	746,765,000
2014	590,855,385	152,201,295	1,892,316	744,948,996
2015	590,855,385	152,201,295	1,892,316	744,948,996
2016	620,398,154	159,811,360	1,986,932	782,196,446
2017	631,326,358	162,626,409	2,021,931	795,974,699
2018	649,940,923	167,421,424	2,081,548	819,443,895
2019	1,297,872,569	333,985,396	4,093,130	1,635,951,095
2020	647,931,646	166,563,972	2,011,582	816,507,200
2021	1,325,314,730	340,699,034	4,114,599	1,670,128,364
2022	677,383,084	174,135,062	2,103,017	853,621,164
2023	706,834,522	181,706,152	2,194,453	890,735,127
Total	**$ 11,552,384,757**	**$ 3,016,119,400**	**$ 38,624,825**	**$ 14,607,128,982**

Appendix B: CCBF investment (2005 to 2023)

The table below identifies the amount of CCBF invested by the 443 municipalities receiving funds through AMO between 2005 and 2023. Investments in productivity and economic growth have comprised the bulk of CCBF investment since the establishment of the Fund (80%).[162]

Year	Clean Environment	Productivity and Economic Growth	Strong Cities and Communities	Total
2005	$ 3,008,284	$ 12,837,783	$ 0	$ 15,846,066
2006	39,940,353	105,753,825	510,979	146,205,157
2007	50,567,053	162,452,136	1,709,942	214,729,131
2008	40,591,070	196,789,646	2,061,397	239,442,113
2009	97,643,000	328,474,874	2,509,917	428,627,790
2010	85,734,530	469,214,215	3,344,477	558,293,221
2011	83,541,103	416,975,597	4,865,228	505,381,929
2012	142,615,430	397,573,796	3,745,906	543,935,132
2013	111,057,544	400,783,100	5,573,632	517,414,276
2014	104,319,413	443,812,039	12,723,169	560,854,622
2015	97,888,015	473,507,849	14,727,872	586,123,736
2016	95,425,527	530,449,401	19,583,237	645,458,165
2017	83,854,691	493,809,461	28,337,027	606,001,179
2018	80,048,507	496,038,971	36,977,009	613,064,487
2019	92,224,332	648,773,575	43,225,510	784,223,417
2020	87,344,580	652,275,423	53,869,597	793,489,600
2021	67,732,623	590,023,606	71,699,358	729,455,588
2022	47,461,566	616,670,623	122,321,131	786,453,320
2023	76,490,344	633,297,103	98,719,138	808,506,585
Total	**$ 1,487,487,965**	**$ 8,069,513,023**	**$ 526,504,527**	**$ 10,083,505,514**

Appendix C: Sources of capital financing (2014-2023)

The table below identifies sources of capital financing reported in FIRs submitted by the 443 municipalities receiving funds through AMO.[163] Amounts shown are in 2023 dollars. The CCBF comprised 37.5% of total grant financing and 6.6% of total capital financing throughout the period.

Year	The CCBF	Other federal & provincial grants	Levies, reserves, and other own-source revenues	Debt	Donated or contributed assets	Total
2014	$ 721,918,738	$ 1,007,468,919	$ 5,688,472,594	$ 1,172,469,063	$ 1,374,440,847	$ 9,964,770,160
2015	712,703,323	1,255,707,996	6,278,193,861	1,226,631,027	1,591,048,309	11,064,284,517
2016	723,340,509	1,267,989,467	6,721,062,851	1,481,480,551	1,171,978,387	11,365,851,765
2017	775,274,813	862,878,547	7,033,216,380	1,434,539,050	1,708,441,552	11,814,350,342
2018	741,595,355	1,289,744,183	7,303,729,191	443,903,574	1,711,776,208	11,490,748,510
2019	969,192,731	1,184,480,458	7,119,474,918	669,907,392	2,267,747,435	12,210,802,934
2020	828,132,487	1,564,800,516	7,054,444,408	721,753,627	1,607,769,487	11,776,900,524
2021	810,161,269	1,542,744,740	7,316,018,469	892,894,256	2,247,452,718	12,809,271,452
2022	815,805,697	1,583,295,219	8,445,209,186	458,728,569	2,041,342,828	13,344,381,498
2023	782,965,426	1,603,693,715	9,023,679,405	612,671,238	2,271,545,571	14,294,555,353
Total	**$ 7,881,090,348**	**$ 13,162,803,760**	**$ 71,983,501,261**	**$ 9,114,978,345**	**$ 17,993,543,341**	**$ 120,135,917,055**

Appendix D: Municipal capital investment (2014-2023)

The table below summarizes municipal capital investment reported in FIRs submitted by the 443 municipalities receiving funds through AMO.[164] Amounts shown are in 2023 dollars.

Year	Total
2014	$ 8,606,844,187
2015	9,344,707,009
2016	9,247,583,012
2017	9,738,664,948
2018	9,334,983,736
2019	9,370,541,642
2020	9,741,732,991
2021	9,715,630,246
2022	10,220,459,414
2023	11,491,572,545
Total	**$ 96,812,719,730**

Appendix E: CCBF reserves (2005 to 2023)

The table below follows the growth in CCBF reserves between 2005 and 2023. Reserves grew drastically with the unexpected release of top-up funding in 2019 and 2021.

Year	Allocations[165]	Other revenues[166]	Expenditures	Closing balance
2005	$ 172,586,637	$ 309,368	$ 15,846,066	$ 157,049,938
2006	172,586,637	5,302,658	146,205,157	188,734,076
2007	230,202,816	7,854,057	214,729,131	212,061,818
2008	287,646,681	7,386,298	239,442,113	267,652,684
2009	575,298,348	7,874,564	428,627,790	422,197,806
2010	589,195,626	8,811,641	558,293,221	461,911,853
2011	587,350,178	10,216,031	505,381,929	554,096,131
2012	587,350,178	11,652,474	543,935,132	609,163,651
2013	587,350,178	12,432,535	517,414,276	691,532,088
2014	603,593,151	14,163,724	560,854,622	748,434,341
2015	587,901,108	13,376,261	586,123,736	763,587,973
2016	617,296,163	13,286,851	645,458,165	748,712,823
2017	628,224,368	13,438,115	606,001,179	784,374,126
2018	646,691,218	15,542,655	613,064,487	833,543,512
2019	1,303,427,490	24,743,939	784,223,417	1,377,491,523
2020	644,691,987	24,916,672	793,489,600	1,253,610,582
2021	1,321,927,815	24,696,636	729,455,588	1,870,779,446
2022	673,996,169	38,543,646	786,453,320	1,796,865,942
2023	703,300,350	87,295,770	808,634,923	1,778,827,138
Total	**$ 11,520,617,096**	**$ 341,843,895**	**$ 10,083,633,852**	**$ 1,778,827,138**

Appendix F: Ongoing projects

Municipal staff reported the investment of CCBF funds in 9,133 projects between 2014 and 2023. Of this amount, 1,068 were ongoing at the end of the period (and are therefore not included in the outputs and outcomes summarized in this report). The table below illustrates the distribution of these projects – and the funds that supported them – across project categories.[167]

Category	Projects	CCBF funding	Total cost
Broadband connectivity	12	$ 20,418,232	$ 38,327,435
Brownfield redevelopment	0	0	0
Capacity-building	52	7,270,748	16,898,400
Community energy systems	37	25,736,037	96,482,904
Culture	27	35,281,332	86,604,838
Disaster mitigation	9	12,512,477	59,142,906
Drinking water	35	35,317,819	147,937,533
Fire stations	8	2,148,557	25,457,025
Local roads and bridges	564	866,930,299	3,087,932,560
Public transit	50	199,002,416	4,931,765,659
Recreation	150	113,255,573	509,650,979
Regional and local airports	2	409,191	5,256,813
Short-line rail	0	0	0
Short-sea shipping	0	0	0
Solid waste	22	11,432,702	27,775,873
Sports	5	6,764,356	12,329,090
Tourism	7	2,092,772	14,528,786
Wastewater	88	96,957,205	584,833,167
Total	**1,068**	**$ 1,435,529,716**	**$ 9,644,923,967**

Notes

[1] See Appendix C.

[2] See The Economic Benefits of Public Infrastructure Spending in Ontario by the Centre for Spatial Economics.

[3] The CCBF is allocated to provinces, territories and First Nations on a per-capita basis, but provides a base funding amount – equal to 0.75% of total annual funding – to Prince Edward Island and each territory.

[4] Highways are also eligible under the Canada Community-Building Fund – but are not listed in the table above because highways are provincially owned and maintained in Ontario.

[5] The Disaster Mitigation category was redesigned in 2024; it is now the Resilience category. Eligible investments include investments in the construction, material enhancement, or renewal of built and natural infrastructure assets and systems that protect and strengthen the resilience of communities and withstand and sustain service in the face of climate change, natural disasters, and extreme weather events. Since this report describes the impact of CCBF investment in the 2014-2023 period, the former name – and eligibility criteria – are used here.

[6] Fire stations were made eligible for CCBF funding in 2021.

[7] The AA expired on March 31st, 2024. A new agreement was signed shortly thereafter. Investments made under this new agreement will be described in AMO's subsequent reports.

[8] Subsequent references to communities, municipalities and local governments in this report are exclusive of the City of Toronto unless otherwise noted; however, statistics drawn from Canada's Core Public Infrastructure Survey (the CCPI), the FAO's reports on municipal infrastructure and transit, and other external sources generally include the City of Toronto unless otherwise noted.

[9] MFAs – like the AA – expired on March 31st, 2024. New agreements have been established with municipal government.

[10] AMO prepares annual reports describing these investments and their impact on Ontario. Copies can be downloaded from BCCA.

[11] According to the FAO's review of Ontario's municipal infrastructure.

[12] Ontario's Connecting Links program is a notable exception. The program provided $225 million between 2016 – the year in which it was established – and 2023. The Government of Ontario additionally allocated $400 million in 2024 for municipal investments in roads and bridges that enable housing under the Housing-Enabling Core Servicing stream of the Municipal Housing Infrastructure Program.

Municipalities are also able to direct funding from the Ontario Community Infrastructure Fund to roads, bridges, and culverts. OCIF provided roughly $2 billion to communities between 2014 and 2023; see Ontario's open data portal for allocations.

Housing-enabling investments in roads and bridges are additionally eligible under the Housing Accelerator Fund. The Government of Canada has made $4.4 billion available through the Fund, with funds flowing from 2023 to 2028.

[13] Of the $1.8 billion in CCBF funding invested in public transit between 2005 and 2023, 42% was invested in Ottawa – Ontario's largest community by population (after Toronto and excluding upper-tier municipalities) at 1,017,449 people in 2021. An additional 22% was invested in Mississauga and Brampton – Ontario's two densest communities (at a combined 2,460 people per sq km in 2021) after Toronto.

[14] 245 public transit projects were completed with support from the CCBF between 2014 and 2023. A total of $1.3 billion from the CCBF was invested in these projects. Of this amount, 57% ($0.7 billion) was used to construct new transit terminals, expand bus fleets, or implement new technologies.

[15] According to the FAO's review of Ontario's municipal infrastructure.

[16] This varied considerably across Ontario. Of the 443 municipalities receiving CCBF funding through AMO, 13 relied on the CCBF for at least a third of their capital funding over the ten-year period; the CCBF comprised 3% of total capital funding or less for another 13. See Appendix C and the accompanying notes for data sources and calculation details.

[17] Federal grants (excluding the CCBF) provided $5.0 billion in capital funding between 2014 and 2023 (in 2023 dollars). See Appendix C and the accompanying notes for data sources and calculation details.

[18] Budget 2024 proposed the provision of $6 billion to provinces, territories, and municipalities through the new Canada Housing Infrastructure Fund. Access to the funding would be require a commitment to several actions – including the implementation of a freeze on development charges (DCs). DCs would need to be frozen at the rates in place on April 2, 2024. All municipalities with a population of 300,000 or more would be required to implement this freeze.

There are 15 municipalities in Ontario that meet this criterion (including the City of Toronto). These municipalities allocated $14.7 billion in DCs to capital between 2014 and 2023 (in 2023 dollars). See Appendix C and the accompanying notes for data sources and calculation details.

Annual growth in real DC allocations reported by these municipalities averaged 4.0% over this period. DC allocations from these communities would therefore grow roughly 17.0% from 2023's levels by 2027.

DC allocations from these communities totaled $1.6 billion in 2023. In the absence of freezes, they would therefore grow to $1.9 billion (in 2023 dollars) by 2027. If DC allocations to capital are frozen at 2024's levels instead, DC contributions to total capital financing would fall by $208 million (in 2023 dollars) in 2027 – 29% of non-CCBF federal funding in 2023.

[19] Provincial grants and provincial gas tax revenues provided $7.5 billion in capital funding between 2014 and 2023 (in 2023 dollars). See Appendix C and the accompanying notes for data sources and calculation details.

[20] Municipal capital investment in health services, family and social services, and social housing totaled $3.9 billion (in 2023 dollars) between 2014 and 2023. See the notes accompanying Appendix D for data sources and calculation details.

Note that donated assets are not reported by service in the FIR; municipal capital investment will therefore be overstated if health, family and social services, and social housing assets were donated to municipalities in the 2014-2023 period.

Also note that expenditures on construction-in-progress were reported by service until 2022 – but not thereafter. This analysis is therefore limited to the 2014-2022 period.

[21] Provincial grants and provincial gas tax revenues provided $6.5 billion in capital funding between 2014 and 2022 (in 2023 dollars). See the notes accompanying Appendix C for data sources and calculation details.

Municipal capital investment in health services, family and social services, and social housing totaled $3.9 billion over the same period. See the note above.

The remainder – $2.6 billion – is effectively the Government of Ontario's contribution to municipal infrastructure. This amount comprises roughly 2.5% of total capital financing (after subtracting the $3.9 billion investment in provincial infrastructure) over the 2014-2022 period.

Note that donated assets are not reported by service in the FIR; municipal capital investment will therefore be overstated if health, family and social services, and social housing assets were donated to municipalities in the 2014-2023 period.

Also note that expenditures on construction-in-progress were reported by service until 2022 – but not thereafter. The analysis described in this note is therefore limited to the 2014-2022 period.

[22] See page 9 of Part II of AMO's 2023 annual report on the Fund to learn how municipalities are investing the Fund incrementally – i.e., to complement, rather than to replace, other sources of funding for infrastructure.

[23] Of this amount, around $100 billion is connected to growth.

[24] From $8.6 billion to $11.5 billion (both in 2023 dollars). See Appendix D and the accompanying notes for data sources and calculation details.

[25] About 57% of municipalities used their CCBF allocations within a year of receipt each year between 2014 and 2018. But this ratio fell to 42% in 2019 – and 37% in 2021 – with the release of top-up funding.

[26] Of the 443 municipalities receiving CCBF funds through AMO, seven – all relatively small, with a total population of 31,842 (0.3% of the population receiving CCBF funds through AMO) – are at risk of exceeding the five-year banking limit as of February 20th, 2025. AMO will work with these communities to ensure that they return to compliance by the end of 2025.

[27] These ten municipalities comprised about 58% of the population receiving funds through AMO.

[28] The municipal fiscal year runs from January 1st to December 31st in Ontario. This report therefore covers the period from January 1st, 2014 to December 31st, 2023.

[29] The benefits generated by CCBF investment between 2014 and 2016 are summarized in AMO's Benefits of the Federal Gas Tax Fund. The benefits generated by CCBF investment between 2017 and 2021 are summarized in AMO's 2023 Outcomes Report.

[30] This includes 43 videos released on YouTube, 144 project profiles embedded in AMO's annual reports and outcomes reports, and 246 vignettes published on BCCA itself.

[31] Data was pulled from .csv files the FIR website on February 5, 2025.

[32] The addition of output indicators in 2020 – over seven years into the ten-year period covered in this report – means that the outputs generated by projects completed in or after 2020 could be more comprehensively described by municipal staff. But the number of outputs reported per project did not meaningfully change; municipal staff reported an average of 1.1 outputs per project prior to 2020 and 1.3 outputs afterward – but a median of 1 output per project in both periods.

Only unused outputs were removed. Revisions were limited to wording changes and were only made where appropriate to clarify eligibility.

[33] These 622 projects received $613.0 million from the Fund. Of this amount, $348.9 million was spent on public transit projects. These transit projects tended to involve the implementation of IT systems affecting the entire network, system-wide enhancements, or complex projects.

[34] 22 capacity-building projects wrapped up in 2023. Municipal staff reported 30 outputs resulting from these projects. Eight outputs from three projects did not fit the project description and were therefore ignored. The remainder were retained.

[35] These 122 projects received $131.6 million in CCBF funding. Of this amount $107.4 million was spent on 43 public transit projects.

[36] If, for example, a community had a 2021 census population of 1,000, its maximum contribution to a residential indicator (e.g., the number of residents with access to new, rehabilitated, or replaced bridges) would be 1,000. If that community reported three bridge projects affecting 500 residents each, only 1,000 residents would be included when aggregating this indicator. All three projects would nevertheless be included when determining the number of projects reporting the indicator.

[37] Of the 8,048 projects that ended between 2014 and 2023, 7,865 (98%) had at least one output and 7,455 (93%) had at least one outcome after the review.

[38] Total CCBF investment is shown to the end of December 31, 2023 – but financing is ongoing for 124 of the 8,048 projects that completed construction between 2014 and 2023. This amount will therefore increase as additional CCBF contributions are reported.

[39] Four projects additionally ended construction in or before 2013 – but continued to receive CCBF funding in the 2014-2023 period. These four projects collectively received $1,326,310 in CCBF funding in the 2014-2023 period.

[40] Though this fell to 47% in 2024; see the Canadian Internet Registration Authority's summary of The Canada's Internet Factbook 2024 survey.

[41] A third of Canadians who are working or looking for work spent five to six hours or more online for work (Ibid).

[42] Canadians increasingly used the Internet for instant messaging (at 50% in 2023 – up from 32% in 2016), watching movies or TV (at 46% in 2023 – up from 36% in 2016), and telephone or video chatting (at 28% in 2023 – up from 20% in 2016), and education (at 16% in 2023 – up from 12% in 2016). All of these – with the exception of instant messaging – were probably lingering effects of the pandemic; though 42% of Canadians continued to spend time online for instant messaging, only 38% used the Internet for watching movies or TV, 22% used the Internet for telephone or video chatting, and 13% used the Internet for education.

The share of Canadians exclusively watching TV online nevertheless rose significantly over the 2014-2023 period – from 8% in 2014 to 23% in 2023 (see "Percentage of Canadians 18+ who watched television exclusively online, nationally and by language" (currently tab U-T3 of the "Data – BDU" dataset) in the Canadian Radio-Television and Telecommunications Commission's (CRTC's) open data from the Communications Market Reports.

[43] See "Weighted average upload and download usage (GB) by high-speed residential Internet service subscribers" (currently tab NF-12 of the "Data - Retail fixed Internet" dataset) in the CRTC's open data from the Communications Market Reports.

[44] "High-speed" here meaning an Internet service providing 50 Mbps download speeds, 10 Mbps upload speeds, and unlimited usage. The CRTC's broadband access targets call for all Canadian households to have access to a service meeting these standards by 2031. Data describing Canada's progress toward that target is available on the CRTC's website.

[45] See "Overview of the residential Internet access market" (currently tab NI-2 of the "Data - Retail fixed Internet" dataset) in the CRTC's open data from the Communications Market Reports.

[46] See Professor Christopher De Sousa's presentation summarizing his research on the management of brownfields in Ontario.

[47] Ibid.

[48] Ontario requires property owners to file a Record of Site Condition (RSC) prior to seeking a change in land use (e.g., from industrial or commercial to residential or parkland). The RSC effectively confirms that land meets standards set for its intended use – in other words, that the site has been sufficiently remediated to be safe for residential or recreational use. RSCs are filed in Ontario's Environmental Site Registry and publicly available through Access Environment (AE).

A total of 4,232 RSCs pertaining to the 2014-2023 period were found in AE. It often takes many months to process RSCs; of the 4,232, only 3,871 had been filed (indicating that remediation is complete). Of these 3,871 RSCs, 174 were filed by a municipality.

[49] Data downloaded from AE (see the previous note) does not identify the area of each site. But previous research has found that sites with RSCs had an average area ranging from 0.80 ha (in Toronto) to 21.62 ha (in Caledon). The total area of the 4,524 RSCs reviewed in this earlier research was 23,689 ha (5.24 ha per RSC). The 3,871 RSCs filed between 2014 and 2023 therefore likely had a total area of 3,097 ha (at 0.80 ha per RSC) to 20,284 ha (at 5.24 ha per RSC). See "The management of brownfields in Ontario: A comprehensive review of remediation and reuse characteristics, trends, and outcomes, 2004–2015" by De Sousa & Spiess (2017).

[50] Assets owned by lower- and single-tier municipalities had a total replacement value of $548.0 billion in 2022. Assets owned by upper-tier municipalities and other local and regional organizations were worth an additional $141.1 billion. See Statistics Canada's table 34-10-0284-01.

[51] Municipal capital investment (MCI) averaged an estimated $9.7 billion over the 2014-2023 period. This rose from $8.6 billion in 2014 to an estimated $11.5 billion in 2023 (both amounts in 2023 dollars).

MCI data was pulled from the FIR. Data was retrieved from .csv files available on the FIR website on February 5, 2025. MCI was calculated by:

- Taking additions and betterments (column 3, line 9910, schedule 51A);
- Adding expenditures on construction-in-progress (column 2, line 9910, schedule 51C prior to 2023; column 2, line 2405, schedule 51B afterward);
- Subtracting capitalized construction-in-progress (column 3, line 9910, schedule 51C prior to 2023; column 3, line 2405, schedule 51B afterward); and
- Subtracting contributed tangible capital assets (line 1031, schedule 53).

Amounts reported in the FIR were adjusted for inflation using the average annual CPI provided in Statistics Canada's table 18-10-0005-01 (formerly CANSIM 326-0021). Amounts were expressed in 2023 dollars.

Of the 443 municipalities receiving CCBF funds through AMO, four had yet to submit 2021's FIR, another three had yet to submit 2022's FIR, and another 99 had yet to submit 2023's FIR at the time of data retrieval. Missing data was imputed to avoid understating capital investment.

Capital investment and financing vary substantially from year to year. Missing data was therefore imputed using the average of the five-year period ending with the latest submitted FIR. 2021's, 2022's, and 2023's capital investment in a community that had yet to submit 2021's FIR, for example, would be based on the average amount reported in the 2016-2020 period.

[52] Based on the energy use reported to the Government of Ontario by 222 municipalities as of February 11, 2025. Municipalities and other organizations in the broader public sector are required to report energy use and greenhouse gas emissions annually under O. Reg. 25/23. The resulting data is available on Ontario's open data site. Energy consumption was calculated by summing amounts in the "site energy use" column for all facilities in the "Municipality" subsector.

This is probably an underestimate. Only half of Ontario's 444 municipalities are included in the data – but these 222 municipalities were home to 86% of Ontario's population.

[53] Ontario consumed 2,432 PJ of energy in 2023; see energy consumption statistics available through the Canadian Centre for Energy Information (CCEI). But these statistics indicate that the public administration – including local, provincial, and federal governments – demanded only 23.8 PJ of energy in 2023. There is therefore a significant discrepancy between these statistics and municipal energy use reported to the Government of Ontario.

[54] The 222 municipalities reporting energy use to the Government of Ontario in 2023 reported the purchase of 3.659 TWh from the grid (see statistics available on Ontario's open data site). To put that draw in context, the IESO reported that Ontario generated 137.1 TWh of electricity in 2023.

[55] From 2,515 PJ in 2014 to 2,432 PJ in 2023. This was partially a consequence of the pandemic. Most of Ontario's energy is used to power the industrial and transportation sectors – and as factories went dark and commuters stayed home, energy consumption plummeted (to a low of 2,315 PJ in 2020). See energy consumption statistics available through the CCEI.

[56] 136 GWh is equivalent to 0.490 PJ.

[57] See the IESO's 2023 Year in Review.

[58] Lower- and single-tier municipalities reported that they owned 314 museums and archives and 63 art galleries in 2022's CCPI. Upper-tier municipalities and other local and regional organizations owned another 76 museums and archives and two art galleries. See Statistics Canada's table 34-10-0287-01.

Hundreds of non-municipal museums also preserve the history and culture of Ontario's communities. The Ontario Museums Association (OMA) represents 700 museums, galleries, and heritage sites.

[59] The Ontario Heritage Trust maintains a database of designated properties. The database lists 12,343 properties as of February 11, 2025.

[60] 67% of Ontario's museums interpret, engage with, and represent the stories of their local area. See the OMA's Ontario's Museums and Action Plan.

[61] Ontario's not-for-profit museums, archives, art galleries, historic sites, zoos, and botanical gardens reported 19,643,409 visits in 2017 – up from 19,396,361 in 2015 and 18,046,651 in 2013. This fell drastically during the pandemic – to 3,435,706 visits in 2020. Pre-pandemic numbers better reflect the demand for heritage services and are therefore used in this report. See the Government of Canada's 2017, 2019, and 2021 surveys of heritage institutions.

These facilities employed 10,479 full-time, part-time, and contract staff in 2017 – down from 11,687 in 2015, but up from 10,269 in 2013. Employment also declined during the pandemic, though federal support programs helped reduce the impact; these facilities employed 8,876 full-time, part-time, and contract staff in 2020.

[62] 6.2% of heritage institutions reported that facilities were in poor condition in 2017; 1.3% said that facilities were in very poor condition. See the Government of Canada's 2019 survey of heritage institutions.

[63] The replacement value of museums, archives, and art galleries owned by Ontario's local and regional organizations was an estimated $1.6 billion in 2022. The condition was reported for all but $0.1 billion worth of these facilities. Of the $1.5 billion in assets remaining, roughly 12.4% ($0.2 billion) was in poor or very poor condition. See Statistics Canada's table 34-10-0284-01 – but note that assets owned by non-municipal entities may be included.

[64] See Ontario's public library statistics. Some amounts shown in summary tables did not match corresponding totals in Ontario's open data catalogue. Summary tables were therefore ignored. Amounts shown were compiled from open data.

[65] Including 142,630 programs for children and teens and 8,938 programs for seniors; see Ontario's public library statistics.

[66] Insurable losses resulting from natural disasters totaled $22.9 million in the 30-year period extending from 1984 to 2013 – but exceeded $25.6 million between 2014 and 2023. Both amounts are expressed in 2023 dollars. Only losses exceeding $25 million between 1984 and 2021 or $30 million thereafter are included in these sums. Loss estimates for 2021-2023 are preliminary and subject to change. Losses were pulled from the Insurance Bureau of Canada's (IBC's) 2023 Facts Book and January 8, 2024 news release with the headline "Severe Weather in 2023 Caused Over $3.1 Billion in Insured Damage".

[67] See the discussion on disaster insurance losses (s. 2.8.2) in Canada's National Risk Profile.

[68] See IBC and FCM's Investing in Canada's Future: The Cost of Climate Adaptation at the Local Level (2020).

[69] Above baseline levels; see the FAO's assessment of the financial impacts of extreme rainfall on storm and wastewater infrastructure.

[70] Ontario's 444 municipalities reported ownership of 62,205 km of water distribution and transmission pipes in the 2022 FIR (schedule 80D, line 1855) – in line with the 64,837 km of linear potable water assets reported by local and regional organizations in 2022's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

In contrast, municipalities reported ownership of 60,011 km of water distribution and transmission pipes in the 2020 FIR. The latter was broadly in line with the 57,670 km estimate used in the FAO's report on the state of municipal infrastructure in 2020 and the 58,491 km reported by local and regional organizations in 2020's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[71] Ontario's treatment plants delivered a combined volume of 1,595 million cubic metres of potable water in 2021 – a roughly 2% decline from 2013's volume of 1,628 million cubic metres. All treatment plants that (a) are licensed and regulated by Ontario (excluding First Nations communities), (b) draw and process source/raw water from the environment to produce treated/potable water for consumption, and (c) serve 300 or more people are included in the data. See Statistics Canada's table 38-10-0271-01 (formerly CANSIM 153-0127).

[72] Slightly more than half in 2021 actually – but this is probably a transient consequence of the pandemic. The residential share of potable water consumption rose from 45% in 2013 to 55% in 2021 as more people worked from home. But the residential share averaged only 48% between 2013 and 2021.

Ontario's population also grew over this period – and households water consumption therefore remained relatively steady at 187 L/person/day in 2021 – down slightly from 192 L/person/day in 2013, and significantly lower than the Canadian average of 223 L/person/day in 2021. See Statistics Canada's table 38-10-0271-01 (formerly CANSIM 153-0127).

[73] Of the 1,595 million cubic metres of water processed in 2021, 208 million cubic metres was lost from the distribution system. Losses have generally fluctuated between 11% and 15% over the 2011-2021 period. See Statistics Canada's table 38-10-0271-01 (formerly CANSIM 153-0127).

[74] See the FAO's report on the state of municipal infrastructure in 2020. This is broadly consistent with asset conditions and replacement values reported in the 2022 CCPI; local and regional organizations indicated that 33.8% of potable water assets were not in a state of good repair (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[75] The number of breaks per 100 km of pipes in the water distribution network (hereafter "the ratio") was calculated using FIR data. The number of watermain breaks is reported on line 1850 of schedule 80D. The length of the distribution network is reported on line 1855 of schedule 80D.

The ratio was calculated for each municipality in each year by dividing the number of watermain breaks by the length of the distribution network and multiplying the result by 100. Missing data was not imputed; the ratio was not calculated where insufficient data was available.

Of the 443 municipalities receiving funds through AMO, only 83 reported both the number of watermain breaks and the length of the distribution network each year between 2014 and 2023. One drastically underreported the length of its water distribution system in 2014 and was consequently excluded from the analysis.

The remaining 82 municipalities reflected 70% of the population receiving CCBF funds through AMO (with a population of 7,993,056 in 2021) – and reported an average of 13 breaks per 100 km of the distribution network in 2014, but an average of only 6 breaks per 100 km of the distribution network in 2023.

Including all municipalities that reported this ratio at least once in the 2014 to 2023 period instead (260 communities) did not change the result.

[76] Local and regional organizations indicated that 32.6% of potable water pipes – but 39.0% of water treatment facilities and 37.7% of other non-linear assets – were not in a state of good repair in 2022's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[77] See Ontario's open data on drinking water quality and enforcement. Between 2014-15 and 2023-24, 5,214,116 tests were performed on municipal residential drinking water systems. Of these tests, 5,206,184 met Ontario's standards.

[78] The Ontario Association of Fire Chiefs reports that Ontario's 437 fire departments include 32 career fire departments, 210 composite fire departments and 195 volunteer fire departments. Ontario's 30,716 firefighters comprise 18,281 volunteer firefighters, 11,971 career firefighters, and 464 part time firefighters.

[79] Data provided to AMO by the Office of the Fire Marshall (OFM) indicates that there was an average of 20,492 fire incidents each year between 2014 and 2022. Fire incident statistics can be requested from the OFM; see the statistics section of the OFM's webpage.

[80] Fire departments across Canada reported that they responded to nearly 2.2 million calls for service in the 2024 Great Canadian Fire Census – up from 2.0 million in the 2022 census.

[81] Data provided to AMO by the OFM indicates that fires resulted in $8.045 billion in losses and 861 fatalities over the 2014-2022 period. Both have grown over time.

[82] According to statistics provided by Ontario's Fire Marshall in a news conference held on January 3, 2023 (as cited in the Toronto Star's "Ontario saw highest number of fire-related deaths in decades in 2022: Fire Marshal").

[83] To 123 deaths from 111 fatal fires (according to statistics noted by the Office of the Fire Marshall in a September 28, 2024 news release).

[84] See Statistics Canada's table 35-10-0194-01 (formerly CANSIM 260-0003).

[85] FIR data indicates that municipalities had amortized 46% of the fire response assets on their books in 2023 – up from 43% in 2014. The value of amortized assets was taken from column 6 of line 410 on schedule 51A; the total value of assets (i.e., closing cost balance) was taken from column 10.

Of the 443 municipalities receiving CCBF funds through AMO, four had yet to submit 2021's FIR, another three had yet to submit 2022's FIR, and another 99 had yet to submit 2023's FIR at the time of data retrieval. Missing data was excluded from the analysis to avoid understating the extent of amortization.

Data for 2023 is consequently based on the 303 municipalities that reported the ownership of fire assets (i.e., a non-zero closing cost balance) in 2023. Data for 2014 is based on the 400 municipalities that reported the ownership of fire assets in 2014.

[86] The amortization ratio of fire response assets (see the note above) varied from 4% (meaning that fire infrastructure was completely new) to 100% (meaning that fire infrastructure was at or beyond its expected life) across Ontario's municipalities in 2023.

[87] According to the Canadian Association of Fire Chief's 2024 Great Canadian Fire Census (table 16).

[88] There were 9,488,335 registered vehicles in Ontario in 2021 (see Statistics Canada's table 23-10-0308-01). Registrations declined in 2022 and 2023 – but Ontario eliminated license plate renewal fees and stickers in 2022. Registrations have therefore likely fallen as drivers overlook the need to renew their plates; see Statistics Canada's discussion of the decline in the October 21, 2024 edition of The Daily.

[89] According to the FAO's review of Ontario's municipal infrastructure. In contrast, lower- and single-tier municipalities reported that 51.5% of the $152.6 billion in road assets on their books are in good condition or better in 2022's CCPI; upper-tier municipalities and other local and regional organizations reported that 63% of the $28.1 billion in road assets that they own are in good condition or better. See Statistics Canada's table 34-10-0284-01.

[90] According to the FAO's review of Ontario's municipal infrastructure.

[91] This is a slight overstatement; it includes roads that were converted from paved to unpaved or vice versa.

[92] The FAO estimated that municipalities owned 23,759 bridges, culverts, and tunnels in its review of Ontario's municipal infrastructure. In contrast, local and regional organizations reported the ownership of 20,429 bridges, culverts, and tunnels in the 2022 CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

Both estimates fall far short of the number of structures reported in the FIR. Municipalities reported ownership of 12,481 bridges and 47,015 culverts in the 2022 FIR (on lines 1765 and 1766 of schedule 80D) – a total of 59,496 structures. But though 437 municipalities had submitted 2022's FIR at the time of data consolidation (February 5, 2025), only 347 municipalities had reported the number of bridges and 338 had reported the number of culverts in their community.

[93] Some of which are completed with support from the CCBF under the capacity-building category. Municipalities completed 15 bridge and culvert inspection projects worth nearly $6.6 million with over $0.6 million from the CCBF between 2014 and 2023. Over 244 structures were inspected under these 15 projects.

Strathroy-Caradoc, for example, inspected all 48 bridges and large culverts in the community with help from the CCBF in 2021. These structures have an estimated replacement value of $40 million – with 25% at or approach their life expectancy. The inspection provided valuable information to guide future investments in the rehabilitation and replacement of these structures.

[94] See the FAO's report on the state of municipal infrastructure in 2020.

[95] Lower- and single-tier municipalities reported that they owned 3,978 km of paved pathways and 4,598 km of non-paved trails in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 301 km of paved pathways and 1,216 km of non-paved trails. See Statistics Canada's table 34-10-0287-01.

[96] Lower- and single-tier municipalities reported that they owned 45,417 km of sidewalks in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 29 km. See Statistics Canada's table 34-10-0287-01.

[97] Lower- and single-tier municipalities reported that they owned 6,157 km of bikeways and cycleways in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 2,252 km. See Statistics Canada's table 34-10-0287-01.

[98] See "More Canadians commuting in 2024" in the August 26, 2024 edition of The Daily by Statistics Canada.

[99] The Share the Road Cycling Coalition, in collaboration with Crestview Strategies (Toronto), asked Ontarians about their cycling habits, preferences, and intentions in April 2023. The results of the poll were released on May 1, 2023. Of the 1,000 Ontarians surveyed, 68% reported that they ride their bike monthly, 65% said that they would cycle more often if there were improved cycling infrastructure, and 56% agreed that more bike lanes or paved shoulders are needed in their community.

[100] See the CFLRI's infographic summarizing findings from the 2022 Impact of COVID-19 on Physical Activity and Sport survey.

[101] See the CBC's "Why running is super trendy right now" and the Globe and Mail's "Running down a dream".

[102] The FAO identified 106 municipal transit agencies in its 2024 analysis of the province's public transit systems. These agencies served an estimated 13.9 million Ontarians in 2022 (see table 3.2) – or 92% of the province's estimated population of 15.1 million (see Statistics Canada's table 17-10-0005-01).

[103] Lower- and single-tier municipalities reported that they owned 5,400 buses, 874 heavy railcars, 65 light railcars, 204 streetcars, and 577 specialized vehicles for people with disabilities in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 1,337 buses, and 244 specialized vehicles. See Statistics Canada's table 34-10-0287-01.

[104] Ontario's municipal transit agencies carried over 876 million passengers in 2019 (see table 3.4 of the FAO's 2024 analysis of public transit in Ontario).

[105] Lower- and single-tier municipalities reported that they owned 161 passenger stations and terminals and 11,327 transit shelters in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 193 passenger stations and terminals and another 2,493 transit shelters. See Statistics Canada's table 34-10-0287-01.

But many transit stops do not have a shelter. Moovit, for example, identifies 42,520 bus stops across Ontario's municipal public transit providers (though transit providers often share stops, and this count may therefore include some duplication).

[106] Statistics Canada identified 11,482,607 Ontarians living in communities with a public transit system in 2019. Of this number, 8,898,180 (77.5%) lived within 500 m of a public transit stop. See Statistics Canada's table 23-10-0309-01.

[107] See "More Canadians commuting in 2024" in the August 26, 2024 edition of The Daily by Statistics Canada.

[108] Ontario's municipal transit agencies carried over 876 million passengers in 2019 – but only 395 million in 2020, 344 million in 2021, and 556 million in 2022 (see table 3.4 of the FAO's 2024 analysis of public transit in Ontario).

[109] See "More Canadians commuting in 2024" in the August 26, 2024 edition of The Daily by Statistics Canada.

[110] Lower- and single-tier municipalities reported that they owned 13,179 parks, 1,274 outdoor specialty areas (like off-leash dog parks), 1,242 community centres, 729 multipurpose buildings, 602 indoor ice arenas, 71 curling buildings, and 273 indoor pools, 3,978 km of paved pathways, and 4,598 km of non-paved trails in 2022's CCPI. Upper-tier municipalities and other local and regional organizations reported that they owned another 136 parks, four outdoor specialty areas, two multipurpose buildings, one curling building, one indoor pool, and 301 km of paved pathways and 1,216 km of non-paved trails. See Statistics Canada's table 34-10-0287-01.

[111] Green Infrastructure Ontario Coalition (GIO) identified 60,631 ha of "large parkland" in 2022– broadly defined to include parks, greenspaces, and natural areas that are 20 ha or larger, with a significant amount of vegetation, and a clear public access point. See GIO's report titled Improving Access to Large Parks in Ontario's Golden Horseshoe.

[112] Many – but not all. Households with lower incomes and neighbourhoods with higher proportions of visible minorities, indigenous populations, recent immigrants, children, and elderly persons tend to have poorer access to parks and green spaces.

[113] See Statistics Canada's table 38-10-0020-01 (formerly CANSIM 153-0148). See GIO's Improving Access to Large Parks in Ontario's Golden Horseshoe for a more detailed analysis of access to large parks by modality and region.

[114] Municipalities are asked to report the area of indoor and outdoor recreation space on lines 1920 and 1930 of schedule 80D to the FIR. The number of municipalities reporting is somewhat inconsistent from year to year – and total reported outdoor recreation space is therefore quite variable. But in 2023, municipalities reported 6,210,119 m^2 of indoor recreation space and 77,986,291 m^2 of outdoor recreation space.

Of the 443 municipalities receiving CCBF funds through AMO, four had yet to submit 2021's FIR, another three had yet to submit 2022's FIR, and another 99 had yet to submit 2023's FIR at the time of data retrieval. Missing data was imputed to avoid understating recreational area. Missing data was imputed using the area reported on the latest FIR.

One community reported a drastically different amount of outdoor recreation space in 2022 and 2023 than it had reported in prior years and was therefore removed from the analysis.

[115] NHL rinks measure 200 ft by 85 ft, with corner radii of 28 ft – for a total area of 1,516 m^2. FIFA soccer pitches measure 105 m by 68 m – for a total area of 7,140 m^2.

[116] 79% of Ontario's parents reported that their children used parks, trails, and green spaces, 70% reported that their children used playgrounds, and 51% reported that their children used municipal swimming pools, arenas, and other public facilities. See the Canadian Fitness and Lifestyle Research Institute's (CFLRI's) data tables describing the availability, satisfaction, and usage of physical activity and sport facilities from the 2022 Parent Survey of Physical Activity and Sport Participation among 5 to 17 year olds.

[117] See GIO's Improving Access to Large Parks in Ontario's Golden Horseshoe.

[118] See the list of official airports – i.e., airports recognized at the national level with an airport identifier – provided on Ontario's open data website. Note that this includes municipal and non-municipal airports.

[119] See Statistics Canada's table 23-10-0253-01 (formerly CANSIM 401-0044).

[120] See Statistics Canada's table 23-10-0254-01 (formerly CANSIM 401-0045).

[121] In contrast, the four airports in Canada's National Airports System (in Toronto, Ottawa, London, and Thunder Bay) saw passenger traffic down a comparatively mild 12%. See Statistics Canada's table 23-10-0253-01 (formerly CANSIM 401-0044).

[122] The Airport Management Council of Ontario and the Canadian Owners and Pilots Association flagged the potential risks to the connectivity, economic growth, and resilience of Ontario's communities in early 2024. See this article from Northern Ontario Business for more detail.

[123] See the Railway Association of Canada's national shortline railway profile.

[124] In 2023, short-line rail operators owned or operated 2,396 km of track (personal communication from the Railway Association of Canada).

[125] Note that this amount does not include the value of goods received on shortline railways in the province (personal communication from the Railway Association of Canada).

[126] Compared to 20% nationally (personal communication from the Railway Association of Canada).

[127] Estimates of waste generation in Ontario vary significantly. See AMO's Ontario Baseline Waste & Recycling Report for details.

[128] See Ontario's inventory of approved landfills. Note that many of these are private; local and regional organizations reported ownership of only 147 active landfills and 169 active dump sites in 2022's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[129] Nearly 4 million tonnes (25-30%) was diverted in 2022 – largely unchanged from 2014. Around 3 million tonnes (20-24%) was shipped to the United States. A small portion of the remainder is sent to waste-to-energy facilities. The rest ends up in Ontario's landfills. See AMO's Ontario Baseline Waste & Recycling Report.

[130] See AMO's Ontario Baseline Waste & Recycling Report.

[131] See AMO's Ontario Baseline Waste & Recycling Report.

[132] Lower-and single-tier municipalities reported ownership of 50 compost and anaerobic facilities on the CCPI in 2020 – but 55 in 2022 (see Statistics Canada's table 34-10-0287-01).

[133] Municipalities reported the diversion of 1,226,380 tonnes of organic waste in 2021 – up from 1,046,588 tonnes in 2014. In contrast, the diversion of other materials fell from 1,319,956 in 2014 to 1,223,576 in 2021. See the Resource Productivity & Recovery Authority's Datacall statistics.

Declines in the diversion rate of non-organic materials is partially due to changes in the composition of packaging materials. These have gradually transitioned from paper, glass, and metal to lightweight plastics that are more difficult to recycle; see AMO's Ontario Baseline Waste & Recycling Report).

[134] Municipalities reported $22.9 million in disposals to AMO in 2023 – entirely due to the lease or sale of material recovery facilities. These funds will be reinvested in eligible projects.

[135] Municipalities reported that they owned 3,990 rectangular sports fields with natural turf, 100 artificial turf sports fields, 3,786 baseball diamonds, 2,667 outdoor tennis and pickleball courts, 721 indoor ice arenas, and 965 outdoor ice arenas on 2020's CCPI (see Statistics Canada's table 34-10-0067-01). This specificity was removed for 2022's CCPI; local and regional organizations reported ownership of 13,315 parks and sports fields, 602 indoor ice arenas, 72 curling buildings, 110 multipurpose sports centres, 2,441 other outdoor sports facilities, and 1,278 outdoor specialty areas (like dog parks and skateparks; see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[136] Only 27.9% of Ontarians surveyed in 2016 indicated that they had regularly participated in sports in the past 12 months on the General Social Survey: Canadians at Work and Home (see Statistics Canada's table 13-10-0602-01). The results of the CFLRI's 2019-2021 Physical Activity Monitor and 2024 Physical Activity and Sport Survey suggest participation rates have not changed since then; 27% of Canadian adults reported participating in sports in both surveys, with no appreciable regional differences across the country.

[137] 22% of Ontarians surveyed in 2021 reported that they did not participate in outdoor activities close to home (i.e., within a ten-minute journey from home) on the Households and the Environment Survey. This is unchanged from 2013. See Statistics Canada's table 38-10-0121-01 (formerly CANSIM 153-0153).

[138] 51.5% of adults reported that they engaged in physical activity exceeding 150 minutes per week in 2021; 38.7% of youth (i.e., children aged 12 to 17) reported that they engaged in an average of 60 minutes of physical activity each day. See Statistics Canada's table 13-10-0096-01 (formerly CANSIM 105-0508).

These numbers were down significantly from 2015 – at 55.9% and 57.3% respectively – but the apparent decline could reflect methodological differences rather than a decrease in physical activity. As of 2019, these measures are derived from data collected from an optional content module (based on provincial and territorial selection).

[139] See the CFLRI's 2020-2021 Impact of COVID-19 on Physical Activity and Sport survey.

[140] About 41% began walking more frequently, 29% started working out at home, and 17% started gardening. See the CFLRI's infographic summarizing findings from the 2022 Impact of COVID-19 on Physical Activity and Sport survey.

[141] See the CFLRI's summary of its 2020-2021 Opportunities for Physical Activity in Canadian Communities survey.

[142] See the CFLRI's infographic illustrating the results of the 2020-2021 Opportunities for Physical Activity in Canadian Communities survey.

[143] See the results of the CFLRI's 2022 Parent Survey of Physical Activity and Sport Participation among 5 to 17 year olds. Participation rates were slightly lower in Ontario at 63%; see data tables from the survey for details.

[144] 74% of parents reported that their children used parks, trails, and green spaces, 66% reported that their children used playgrounds, and 51% reported that their children used municipal swimming pools, arenas, and other public facilities. See the CFLRI's summary of the availability, satisfaction, and usage of physical activity and sport facilities from the 2022 Parent Survey of Physical Activity and Sport Participation among 5 to 17 year olds.

Usage rates were slightly higher in Ontario – at 79%, 70%, and 51% respectively. See data tables from the survey for details.

[145] Prior to the pandemic, roughly 16 million non-resident visitors entered Ontario each year (see Statistics Canada's table 24-10-0050-01). These visitors – along with Ontarians and other Canadians – took over 130 million trips across the province in 2019 (see the "total visits by origin" table of Ontario's tourism research statistics). Visitor numbers plummeted in 2020 to 2.6 million and had yet to recover by the end of 2023 (at 12.7 million).

[146] From direct impacts (e.g., accommodation purchases), indirect impacts (e.g., from farms providing food to hotels), and induced impacts (e.g., from hotel employees' spending); see the "economic impact of Ontario's tourism receipts" table of Ontario's tourism research statistics.

The numbers cited in the text describe tourism in Ontario prior to the pandemic. The tourism economy – and the jobs that it supported – severely contracted in 2020; tourism provided a comparatively small $12.8 billion and 133,000 jobs. But with borders reopening – and with the introduction of the temporary Ontario Staycation Tax Credit – the tourism economy began to rebound; tourism provided $33.4 billion to Ontario's GDP – and 360,000 jobs – in 2022.

[147] Hotel occupancy rates fell from 60% to 70% over the ten-year period prior to the pandemic to 35% in 2020 – but had fully rebounded (to 68%) in 2023 (see the "hotel occupancy rates" table of Ontario's tourism research statistics). The number of non-resident visitors to Ontario, however, had not; the number of non-resident visitors was still down 23% in 2023 from 2019's level (at 12.6 million and 16.4 million respectively; see Statistics Canada's table 24-10-0050-01).

Short-term rental occupancy rates hadn't recovered by 2023 – but largely because the number of short-term rentals themselves drastically increased in 2023. Prior to the pandemic, in 2019, the occupancy rate of Ontario's known 73,666 short-term rental properties was 53.9%. By 2023, there were 130,286 known properties – with an occupancy rate of 43.1%.

[148] The FAO estimated that municipalities owned 2,334 km of sanitary forcemains and 44,802 km of sewer pipes in 2020. This is largely in line with the 2,416 km of sanitary forcemains and 44,820 km of sewer pipes reported by local and regional organizations in 2022's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[149] Ontario's municipal wastewater systems processed 1.9 million ML of sewage in 2022 – down slightly from 2.0 million ML in 2014 (see Statistics Canada's table 38-10-0099-01 and Ontario's municipal treated wastewater effluent data).

[150] The FAO estimated that municipalities owned 8,967 km of storm water culverts, 76,423 km of open ditches, and 40,368 km of storm water pipes in 2020. In contrast, local and regional organizations reported ownership of 6,804 storm water culverts, 90,428 km of open ditches, and 42,537 km of storm water pipes in 2022's CCPI (see Statistics Canada's table 34-10-0287-01 – but note that assets owned by non-municipal entities may be included).

[151] Based on FAO estimates from 2020. In contrast, responses to the CCPI suggest that 27% of wastewater and stormwater assets owned by local and regional organizations were not in good condition in 2022 (see Statistics Canada's table 34-10-0284-01 – but note that assets owned by non-municipal entities may be included).

[152] The number of backups per 100 km of wastewater mains (hereafter "the ratio") was calculated using FIR data. The number of wastewater backups is reported on line 1810 of schedule 80D. The length of wastewater mains is reported on line 1815 of schedule 80D.

The ratio was calculated for each municipality in each year by dividing the number of wastewater backups by the length of wastewater mains and multiplying the result by 100. Missing data was not imputed; the ratio was not calculated where insufficient data was available.

Of the 443 municipalities receiving funds through AMO, only 29 reported both the number of wastewater backups and the length of wastewater mains each year between 2014 and 2023. These 29 municipalities reflected 55% of the population receiving CCBF funds through AMO (with a population of 6,255,213 in 2021) – and reported an average of 8 backups per 100 km of wastewater main in 2014, but an average of only 5 backups per 100 km of wastewater main in 2023.

Including all municipalities that reported this ratio at least once in the 2014 to 2023 period instead (198 communities) did not change the result.

[153] See Statistics Canada's table 34-10-0235-01.

[154] See Statistics Canada's table 38-10-0124-01.

[155] From 19,400 ML in 2014 to 7,500 ML in 2022 (see Statistics Canada's table 38-10-0100-01).

[156] AM plans are regularly reviewed and renewed according to best practices and Ontario's regulatory requirements. The majority of municipalities will be implementing a new AM plan by July 1, 2025.

[157] As part of CCBF reporting, all recipients of the fund (except Toronto) are required to complete an asset management survey. Each year, the survey is updated with topical questions that aim to inform AMO's efforts to support progress in asset management.

[158] Annual Report 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023

[159] Asset replacement cost reflects the cost to replace the asset in today's dollars. It can be determined by inflating historical cost (the original purchase price) or by sourcing a current market price.

[160] Historical cost is inflated to approximate the replacement cost of an asset. This is not the most reliable reflection of the true market value for asset replacement.

[161] The administration of the CCBF in Ontario between 2014 and 2023 was governed by the Administrative Agreement on the Federal Gas Tax Fund (AA). Under the AA, AMO distributes funds to all municipalities in Ontario except for the City of Toronto. The City of Toronto receives funding directly from the Government of Canada. The Government of Ontario delivers funds to unincorporated areas of the province.

[162] Projects are classified as described on page six - but many projects impact some combination of these three outcomes.

[163] Capital financing data was pulled from lines 299 (debt), 501 (own-source revenues), 440 (the CCBF), 502 (grants), and 610 (donated tangible capital assets) of schedule 53 of the FIR. Data was retrieved from .csv files available on the FIR website on February 5, 2025.

Amounts reported in the FIR were adjusted for inflation using the average annual CPI provided in Statistics Canada's table 18-10-0005-01 (formerly CANSIM 326-0021). Amounts were expressed in 2023 dollars.

Of the 443 municipalities receiving CCBF funds through AMO, four had yet to submit 2021's FIR, another three had yet to submit 2022's FIR, and another 99 had yet to submit 2023's FIR at the time of data retrieval. Missing data was imputed to avoid understating capital financing.

Capital investment and financing vary substantially from year to year. Missing data was therefore imputed using the average of the five-year period ending with the latest submitted FIR. 2021's, 2022's, and 2023's capital financing in a community that had yet to submit 2021's FIR, for example, would be based on the average amount reported in the 2016-2020 period.

[164] Municipal capital investment data was pulled from the FIR. Data was retrieved from .csv files available on the FIR website on February 5, 2025.

Municipal capital investment was calculated by:
- Taking additions and betterments (column 3, line 9910, schedule 51A);
- Adding expenditures on construction-in-progress (column 2, line 9910, schedule 51C prior to 2023; column 2, line 2405, schedule 51B afterward);
- Subtracting capitalized construction-in-progress (column 3, line 9910, schedule 51C prior to 2023; column 3, line 2405, schedule 51B afterward); and
- Subtracting contributed tangible capital assets (line 1031, schedule 53).

Amounts reported in the FIR were adjusted for inflation using the average annual CPI provided in Statistics Canada's table 18-10-0005-01 (formerly CANSIM 326-0021). Amounts were expressed in 2023 dollars.

Of the 443 municipalities receiving CCBF funds through AMO, four had yet to submit 2021's FIR, another three had yet to submit 2022's FIR, and another 99 had yet to submit 2023's FIR at the time of data retrieval. Missing data was imputed to avoid understating capital investment.

Capital investment and financing vary substantially from year to year. Missing data was therefore imputed using the average of the five-year period ending with the latest submitted FIR. 2021's, 2022's, and 2023's capital investment in a community that had yet to submit 2021's FIR, for example, would be based on the average amount reported in the 2016-2020 period.

[165] AMO retains a portion of funding each year to administer the Fund. Allocations shown in Appendix E therefore differ from those shown in Appendix A.

[166] Other revenues include interest earnings (less administration costs, which were eligible for CCBF funding prior to 2014) and disposal revenues.

[167] Total CCBF investment is shown to the end of December 31, 2023 – but financing is ongoing for all 1,068 projects. This amount will therefore increase as additional CCBF contributions are reported.

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