



Outcomes Report

The Canada Community-Building Fund

BETWEEN 2017 AND 2021, MUNICIPALITIES...

...constructed, expanded, upgraded, or rehabilitated **68 community, recreation, and sports centres** – improving the quality and availability of recreational services provided to nearly **3.6 million Ontarians**.



... constructed, rehabilitated, or replaced **130 km of sanitary sewers and storm sewers** serving over **16,190 Ontarians** and reducing the frequency of sewer backups by **135 per year**.



...rehabilitated or replaced **18,027 lane-km of road** – enough to drive from Victoria to St. John's twice!



...installed **145,600 energy-efficient streetlights**, upgraded **367 facilities** with energy-efficient materials and systems, and more – cutting electricity needs by **69 GWh per year** and reducing Ontario's annual emissions by roughly **2 Mt of CO₂e annually**.



... purchased, acquired, refurbished, or replaced **1,176 public transit vehicles** – improving transit services delivered to nearly **5.9 million Ontarians**.



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This report describes how Ontario’s communities benefited from the Canada Community-Building Fund between 2017 and 2021 (both inclusive). Copies of this report are available on AMO’s CCBF website (www.buildingcommunities.ca).

EXECUTIVE SUMMARY

The Canada Community-Building Fund (CCBF) plays a critical role in enabling strong, clean, and vibrant communities for all Canadians. As a permanent, predictable, and stable source of funding for municipal infrastructure, the Fund helps municipal governments plan and invest in projects that truly make a difference. The flexibility of the Fund allows municipalities to invest in infrastructure projects across 18 project categories, helping local governments plan for the long term, address local infrastructure needs, 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.

Between 2017 and 2021, about \$4.6 billion in CCBF funding was transferred to Ontario's communities by AMO. The CCBF helped local governments complete 3,905 local infrastructure projects and 148 capacity-building projects. These projects delivered economic, environmental and community benefits across the province, and were worth a combined \$9.1 billion; \$3.4 billion was financed by the Fund.

As this report shows, the outcomes of this investment are diverse and many. For example, 1,588 local road projects resulted in 12,222 lane-km of paved roads rated as good or above serving nearly half of the province's population, 26 recreation projects contributed to an increase in annual registered users of 88,591, and five solid waste projects resulted in a diversion of 108,953 tonnes of waste collected annually.

At the same time, data shows that municipal own-source capital investment has grown and that municipalities have been able to effectively leverage CCBF funding to deliver on more priority infrastructure. The doubling in 2019 and 2021 was critical towards this. Investments at the local level are guided by asset management, ensuring that the CCBF can target local infrastructure priorities and make a real impact in communities. AMO has prepared a separate report on sector progress in asset management and how this progress is enhancing the effective utilization of scarce infrastructure funds.

This report highlights results of the CCBF investments made by municipalities, and how they have effectively leveraged federal investments in municipal infrastructure, delivering local solutions to broader challenges and national objectives.

March 2023





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 \$15.4 billion between 2017 and 2021, which includes a doubling of the fund in 2019 and 2021. Funding is distributed to provinces, territories, and First Nations on a per-capita basis.¹

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 to the right.²

Productivity and Economic Growth	Clean Environment	Strong Cities and Communities
 Broadband Connectivity	 Brownfield Redevelopment	 Capacity Building
 Local and Regional Airports	 Community Energy Systems	 Culture
 Local Roads and Bridges	 Drinking Water	 Disaster Mitigation
 Public Transit	 Solid Waste	 Fire Stations ³
 Short-Line Rail	 Wastewater	 Recreation
 Short-Sea Shipping		 Sport
		 Tourism

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](#). All agreements are based on five principles: respect for jurisdiction, a flexible approach, equity between jurisdictions, long-term solutions, and transparency.

Under the *Administrative Agreement*, AMO distributes funds to all 444 municipalities in Ontario except for the City of Toronto.⁴ 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 share, invest, or bank funds in accordance with local priorities – subject to terms and conditions governing the transfer and use of the Fund. This flexibility – coupled with the delivery of predictable and upfront funding – allows municipal governments to plan for the long term, address local infrastructure needs, and get projects moving quickly.



ALLOCATION OF THE CCBF IN ONTARIO

Ontario's communities have received nearly \$12.9 billion through the CCBF since the establishment of the fund in 2005. Over \$5.7 billion of this amount was transferred between 2017 and 2021. See [Appendix A](#) for a detailed history of CCBF funding in Ontario.

AMO has distributed nearly \$10.2 billion from the Fund to municipalities since 2005. Nearly \$4.6 billion of this amount was transferred between 2017 and 2021. See [AMO's CCBF website](#) for a detailed history of municipal allocations.



INVESTMENT OF THE CCBF IN ONTARIO

Municipalities receiving funds through AMO have invested nearly \$8.5 billion from the CCBF in local infrastructure since 2005. Over \$3.5 billion of this amount was invested between 2017 and 2021. See [Appendix B](#) for a detailed history of CCBF investment in Ontario.

Most of this funding was invested in local roads and bridges. Ontario's 444 municipalities own an estimated 365,281 lane-km of roads, 44,072 km of sidewalks, and 23,759 bridges, culverts, and tunnels.⁵ Although these assets collectively require an estimated \$25.4 billion to be brought into a state of good repair,⁶ the CCBF is relatively unique in its support for this critical infrastructure.⁷

Investments in public transit were also common – particularly in Ontario's denser cities and regions.⁸ Though Ontario's municipal transit infrastructure requires an estimated \$1.0 billion to be brought into a state of good repair,⁹ much of this investment was used to meet growing transit ridership.

AMO prepares annual reports describing the investment of the Fund within Ontario and the results achieved by this investment. Copies of these reports can be downloaded from [AMO's CCBF website](#).



THE NEED FOR CCBF INVESTMENT IN ONTARIO

The CCBF provides critical funding to keep Ontario's infrastructure in a state of good repair. But more is needed. Ontario's 444 municipalities require an estimated \$52.1 billion to rehabilitate assets that are in poor condition and to renew those that cannot or should not be rehabilitated.¹⁰ Infrastructure will continue to deteriorate – creating safety concerns and resulting in service disruptions – if this need is left unmet.

Municipalities are doing their part. Ontario's communities invested \$30.9 billion from reserves, levies, and other own-source revenues in local infrastructure between 2017 and 2021¹¹ – alongside the \$3.5 billion in CCBF funding noted above. But with aging infrastructure and expanding communities, this investment only scratches the surface of renewal and rehabilitation needs.

National priorities are in jeopardy without additional funding. New housing, for example, requires new infrastructure – roads and pipes that extend outward from Ontario's suburbs, stretch across the hinterland, and provide sufficient capacity in urban centres. The transition to a low-carbon economy requires adequate public transit and energy-efficient facilities.

The CCBF is well-situated to deliver the funding that municipalities need to address these priorities. But costs associated with the construction of infrastructure are rising. The price of asphalt – a key ingredient in the 15,501 lane-km of paved road built or resurfaced with the CCBF between 2017 and 2021 – jumped 44% between 2017 and 2021.¹² And the skilled labour required to restore and update Ontario's municipal buildings is in short supply.¹³

Municipalities have fortunately – and prudently – built reserves in preparation for these difficulties.¹⁴ Distributions of top-up funding in 2019 and 2021 additionally [helped](#) communities invest in the renewal and expansion of infrastructure across Ontario. But as prices increase, populations grow, infrastructure ages, our climate changes, and other challenges arise, municipalities will need more funding to deliver the services that Ontarians expect while building for the future.





PART II

This Report

SCOPE OF THE REPORT

This report summarizes the benefits generated by CCBF investment between 2017 and 2021 (both inclusive).¹⁵ Municipalities completed 3,905 infrastructure projects with support from the Fund between 2017 and 2021. [Part III](#) describes how these projects shaped Ontario's communities. [Part IV](#) explores the incremental impact of CCBF funding on municipal infrastructure investment.

Not included in this report are the benefits generated by CCBF expenditures on capacity-building initiatives. Municipalities completed 148 capacity-building projects between 2017 and 2021.¹⁶ The results of these projects are summarized in [Appendix C](#) – but these projects have wide-ranging impacts on long-term planning and asset management that are better reflected in AMO's annual assessments of municipal progress in asset management.

That progress is beyond the scope of this report. AMO has developed a [separate report](#) to explore the evolution of municipal asset management in Ontario. That report 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. As part of this work, AMO commissioned [two independent research reports](#).



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 [Twitter](#), [Instagram](#), [LinkedIn](#), [YouTube](#), and [AMO's CCBF website](#). These profiles provide a deeper dive into the impact of CCBF investment on residents and local businesses [across Ontario](#). The vignettes presented in [Part III](#) are drawn from hundreds of profiles created between 2017 and 2021.

[Part IV](#) relies heavily 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 six municipalities had submitted 2020's FIR at the time of compilation.¹⁷ An additional 48 had yet to submit 2021's FIR. Missing data was imputed where appropriate. Imputation methods are described in endnotes where they are used.



OUTPUT INDICATORS AND OUTCOME INDICATORS

Municipalities are required to report the results of each infrastructure project – i.e., the outputs generated (e.g., number of streetlights replaced) and outcomes achieved (e.g., energy saved) – once construction is substantially complete.¹⁸ Results are reported using [output](#) and [outcome](#) indicators.

Output indicators were initially developed in 2016. These were updated following discussions with Infrastructure Canada and program administrators in other jurisdictions in 2020. Several indicators were added; a handful of existing indicators were removed or revised.¹⁹ The resulting suite of output indicators better reflects the diversity of CCBF investments in local infrastructure and more closely aligns with practices in other provinces and territories.

Outcome indicators were developed in consultation with municipalities and the Province of Ontario in 2016. Indicators were selected to ensure continuity with measures used prior to 2014 where reasonable and to align with measures used elsewhere (e.g., in the FIR) where possible to minimize the reporting burden placed on municipal staff. Outcome indicators were reviewed and approved by the Fund's Oversight Committee in 2016 and have not changed since that time.

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).

Municipalities are required to report at least one output and one outcome when reporting the results of an infrastructure project. Several outputs and outcomes exist for each category, and each project is unique – i.e., each project generates a unique set of outputs to achieve a specific outcome. A specific output does not necessarily relate to a specific outcome; the number of projects reported using each indicator varies widely, and an output can contribute to many different outcomes.



METHOD

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. Only quantitative outputs and outcomes are presented; qualitative outcomes cannot be meaningfully aggregated.

Results were reviewed prior to aggregation to identify and remove probable errors and duplicates. Verification functions in AMO's reporting system minimize data entry errors, but a manual review was nevertheless necessary (e.g., to find values that were likely over- or under-reported by an order of magnitude). Some outcomes additionally result in double-counting across projects when aggregated (e.g., the number of residents affected by the investment, where multiple investments affect the same residents); a manual review was necessary to remove these duplicates.





PART III

Results achieved

SUMMARY OF THE INVESTMENT

Municipalities completed 3,905 infrastructure projects between 2017 and 2021. The table below illustrates the distribution of these projects – and the funds that supported them – across project categories.²⁰



Project Category	Completed Projects	Total CCBF Investment	Total Project Costs
Broadband Connectivity	9	\$ 4,061,905	\$ 6,893,508
Brownfield Redevelopment	5	4,537,411	16,815,806
Community Energy Systems	172	98,703,164	232,943,801
Culture	42	17,800,640	48,844,828
Disaster Mitigation	14	12,077,692	26,413,473
Drinking Water	147	110,504,274	305,874,828
Fire Stations	2	41,348	41,348
Local Roads and Bridges	2,893	2,112,849,345	4,374,239,604
Public Transit	120	533,070,751	2,966,062,442
Recreation	230	69,233,201	230,148,837
Regional and Local Airports	14	6,005,478	17,983,016
Short-line Rail	1	215,000	1,430,000
Solid Waste	30	257,687,942	313,651,888
Sports	8	4,258,452	5,505,864
Tourism	13	2,260,649	3,188,135
Wastewater	205	145,774,479	501,169,114
Total	3,905	\$ 3,379,081,732	\$ 9,051,206,492

BROADBAND CONNECTIVITY



Access to high-speed Internet has never been more essential. With the closure of schools and workplaces during the pandemic, many Canadians were forced to live life online. They relied on the Internet to learn, to work, to shop, to access government services, and to connect with their loved ones.

Internet usage skyrocketed. Canadians were already turning to the Internet for entertainment and services more and more with each passing year before the pandemic.²¹ By 2021, the average Canadian household with high-speed Internet access was downloading over 400 GB each month – up from 154 GB in 2017.²²

Investment in the broadband networks required to provide high-speed Internet is critical – and recent investments are paying off. Over 92% of Ontario’s households had access to high-speed Internet in 2021 – up from 87% in 2017.²³ Coverage is limited in rural areas of the province, but this is changing; 57% of Ontario’s rural households had access to high-speed Internet in 2021 – up from 28% in 2017. The Government of Canada aims to ensure that all households have access to high-speed Internet by 2030.

Municipalities can invest the CCBF to expand broadband networks – and a few have taken the opportunity to do so. These communities have collectively installed about 96 km of fibre-optic cable – improving access to high-speed Internet for residents, institutions, and local businesses.

Output	Projects	Total
Length of fibre-optic backbone installed or replaced (km)	6	55
Length of fibre-optic last-mile cable installed or replaced (km)	2	41
Number of towers acquired, erected, rehabilitated, or replaced	1	1

Outcome	Projects	Total
Number of businesses positively affected	8	2,482
Number of households with improved access to broadband speeds of 10 Mbps or higher	2	7,590



96 kilometres of fibre-optic cable installed or replaced



BROADBAND CONNECTIVITY



YORK REGION'S YORKNET

Through its own dark-fibre network, operated and managed by YorkNet, York Region is investing in a multi-year project to grow its fibre network. This growth will enhance the delivery of Regional services such as traffic management, transit systems, water/waste water control management, security monitoring, and emergency services. It will also make online services more readily available to the Region's 1.2 million residents.

Between 2018 and 2021, York Region expanded broadband services in its nine cities and towns, and installed hundreds of kilometres of dark fibre - a type of fibre-optic cable used to provide high-speed, low-disruption broadband Internet and data transfer. While most of this cable is buried, some is suspended overhead, and some travels underwater in Lake Simcoe.

The CCBF provided nearly \$15 million to support the installation of more than 300 km of network between 2018 and 2021 (96 km of which is included in this report; 104 km is being completed under ongoing projects). When construction of the network is complete, an additional 1,152 km of dark fibre will be added, for a total network of 1,605 km.

Since YorkNet began operations in 2018, it has expanded broadband services to 345 Regional and municipal facilities in the communities of Vaughan, Richmond Hill, Markham, King, Stouffville, Georgina, Aurora, East Gwillimbury and Newmarket. Additionally, YorkNet has interconnected the Cortellucci Vaughan Hospital and Mackenzie Richmond Hill Hospital, both managed by Mackenzie Health, with their own fibre connectivity. YorkNet also connects Southlake Regional Health Centre in Newmarket to the Ontario Research and Innovation Optical (ORION) Network.

The connectivity advancements made by YorkNet improve and optimize travel for everyone who uses the Region's roads. It enables services like digital signage at the Region's bus stops and supports intuitive technology to some of the Region's 870 traffic controls. These are just a few of the ways drivers, first responders, public transit operators, road maintenance crews and pedestrians are all getting to where they are going safely and efficiently. YorkNet's dark fibre network also allows for Internet Services Providers to connect to the network to support citizens and businesses by providing them with high-speed internet.

York Region's investments have helped close the digital divide by providing equitable broadband services to the entire region.

BROWNFIELD REDEVELOPMENT



Space is at a premium in Ontario. Between 2016 and 2021, Ontario's population grew by 5.8%.²⁴ The housing supply grew at a comparable rate²⁵ – but prices did not. New single- and semi-detached houses sold for a median \$550,000 in 2016.²⁶ This figure rose to \$795,000 in 2021 – an increase of 45%. The average price of resale residential homes followed a similar trajectory.²⁷

Housing has become unaffordable for many Ontarians. With interest rates at historic lows, investors absorbed nearly a quarter of the housing supply²⁸ – driving up prices and forcing other potential homebuyers into increasingly expensive rental units.²⁹ Homebuilders compensated by building smaller units.³⁰ But these comparatively affordable properties don't provide enough space for growing families; more Ontarians are consequently living in cramped conditions.³¹

Increased supply is not the sole solution to Ontario's housing woes. But by remediating and redeveloping brownfields in urban areas, municipalities can open land for development in spaces that are already serviced by local infrastructure – reducing sprawl, cutting costs, and improving the quality of the local environment.³²

Municipalities can use the CCBF to remediate brownfield sites – provided that the subsequent redevelopment involves the construction of social housing, parks, or other infrastructure eligible for CCBF funding. Five communities invested CCBF funds in brownfield remediation projects between 2017 and 2021 – creating new opportunities for recreation and desperately needed social housing.³³

Output	Projects	Total
Number of sites redeveloped for the construction of publicly owned social housing	2	2
Number of sites redeveloped for the construction of public parks	3	3

Outcome	Projects	Total
Total area of brownfield sites within municipal boundaries that were remediated, decontaminated or redeveloped (ha)	4	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



5 brownfield sites remediated for redevelopment

BROWNFIELD REDEVELOPMENT



ST. THOMAS TO BUILD AFFORDABLE HOUSING

The City of St. Thomas invested \$400,000 from the CCBF to remediate – and subsequently redevelop – a brownfield site between 2018 and 2021.

A 700 square-metre city-owned property at 230 Talbot Street was a prime location for development, but environmental assessments revealed the soil was contaminated. In order to identify what contaminants lay dormant in the soil, 50 boreholes were drilled, and soil samples were taken and tested for things like lead and arsenic.

The property was formerly used as a railyard in the coal-powered steam engine era, and soil testing revealed the ground was contaminated by leftover ash that was used as fill.

Remediation of the property involved removing several feet of contaminated soil to prepare it for development, along with brick and concrete from when the property was home to a grocery store and hotel.

The property is now home to St. Thomas-Elgin Social Services, along with a 28-unit affordable housing building. This project has helped address the need for more housing in the region, and a full clean-up of the property has made room for more future development.

The City recently severed a vacant portion of the property for the development of an additional 45 units of affordable housing, along with office space and a fire hall.

COMMUNITY ENERGY SYSTEMS



Our climate is changing. Storms have become more frequent and unpredictable – wreaking havoc on our communities and creating damage measured in the billions of dollars. Wildfires have swept across rural and remote parts of the province – putting lives at risk and disrupting vital sectors of our economy. And the world is running out of time to slow the pace of change.

Reductions in greenhouse gas emissions are critical to ensure the long-term sustainability of our communities. Canada therefore aims to reduce greenhouse gas emissions by 40-45% from 2005 levels by 2030 – and to reach net-zero by 2050.

Ontarians are doing their part. Ontario’s greenhouse gas emissions totalled 150 Mt of carbon dioxide equivalent (CO₂e) in 2020 – down 27% from 2005’s levels.³⁴ In per capita terms, Ontarians emitted about 10.1 t of CO₂e in 2020 – 43% below the Canadian average of 17.7 t of CO₂e per capita, and down over 37% from 2005.³⁵

CCBF investment is helping Ontario’s municipalities push the envelope even further. Between 2017 and 2021, municipalities installed 145,600 energy-efficient streetlights, upgraded 367 facilities with energy-efficient materials and systems, and more – cutting electricity needs by 69 GWh per year. These investments reduced Ontario’s annual emissions by roughly 2 Mt of CO₂e annually and cut costs – allowing municipalities to reinvest the savings into other critical services.³⁶

Output	Projects	Total
Number of electric vehicle charging stations installed, upgraded or replaced	6	210
Number of energy-efficient streetlights installed or replaced	38	145,600
Number of municipal buildings built with energy-efficient materials or systems	7	8
Number of municipal buildings retrofitted with energy-efficient materials or systems	104	367
Number of new or upgraded high energy efficient equipment in municipal buildings	4	12
Number of solar energy systems acquired, constructed, improved or renewed	3	205

Outcome	Projects	Total
Increase in annual energy generation (GWh)	5	13
Reduction in annual energy consumption (GWh)	123	69
Reduction in annual fossil fuel consumption (ML)	22	136,418
Reduction in annual greenhouse gas emissions (tonnes of CO ₂ e)	13	962



375 municipal buildings built or retrofitted with energy-efficient materials or systems

COMMUNITY ENERGY SYSTEMS



Vaughan Improves Energy Efficiency at its Civic Centre Resource Library

The City of Vaughan's Civic Centre Resource Library (CCRL) is a captivating space that serves more than 20,000 people each month. Home to more than 70,000 books, the library provides a dedicated space for community learning, gathering, creating and celebration.

In 2019, Vaughan invested \$1.1 million from the CCBF to [improve the building's energy-efficient components](#), which helped it achieve a LEED Silver certification. Energy-saving features include LED and motion sensor lighting, efficient mechanical and electrical systems, high-performance insulation and windows, drought tolerant landscaping, low-flow plumbing, roofing that reduces heat loss, and more.

The CCRL offers programs and resources in a modern public space, all while using less energy than traditional building models. Spaces like this help make communities healthier and local economies stronger.



London Creates Energy from Sewage

London invested \$4.5 million from the CCBF to [install an Organic Rankine Cycle \(ORC\) System](#) at its Greenway Pollution Centre. The ORC turns heat generated by burning sewage sludge into energy. This energy is then used to power the plant, offsetting some of the city's reliance on the grid.

The City of London's ORC System is the first of its kind in Canada and is also the city's largest single effort to cut energy use in municipal facilities. It provides a renewable, zero-emission source of energy, since the power it generates is from an existing heat source that requires no additional fuel or energy.

In 2020, it's estimated that use of the ORC System saved the city \$600,000 in energy costs and displaced 3.75 GWh of electrical consumption from Ontario's power grid, equivalent to 475 residential homes in London.

CULTURE



Ontario is home to around 700 museums³⁷ and over 11,000 designated heritage properties.³⁸ These sites celebrate the history of our communities – fostering a sense of place, continuity, and belonging. Several municipalities invested the CCBF to preserve these elements of our heritage between 2017 and 2021. These sites – alongside Ontario’s libraries and art galleries – also provide critical opportunities for lifelong learning. Ontario’s 295 library systems collectively operated 920 branches and serviced 99% of the population.³⁹

In 2021 alone, libraries received almost 70 million in-person visits and delivered 15,084 early literacy and early learning programs to 448,773 attendees.⁴⁰ Some municipalities used the CCBF to expand libraries between 2017 and 2021 – creating new space to learn and grow.

Over 70 art galleries⁴¹ – and dozens of other arts facilities and theatres⁴² – additionally inspire Ontarians to reflect, express themselves, and create each year. In 2013 (the latest year for which data is available), 47 of these galleries presented 667 exhibitions involving over 3,400 artists to 2.8 million people across Ontario – and served over 850,000 arts education participants. Several communities invested the CCBF in these facilities to help more residents find their muse.

These cultural facilities form the fabric of our communities. They are hubs for connection and creativity, spaces for understanding and tolerance, landmarks from our past, and guides for our future. They provide a sense of community, build social cohesion, and draw us closer together. And this could not be more necessary after years of isolation during the pandemic.

Output	Projects	Total
Number of art galleries constructed, expanded, or renovated	3	2
Number of arts facilities constructed, expanded, or renovated	14	15
Number of community centres constructed, expanded, or renovated	2	5
Number of heritage sites or buildings renovated or restored	10	13
Number of libraries constructed, expanded, or renovated	8	8
Number of memorial buildings or structures constructed, expanded, or renovated	1	1
Number of museums constructed, expanded, or renovated	4	3

Outcome	Projects	Total
Number of businesses positively affected	20	722
Increase in annual number of residents participating in cultural activities	14	48,490
Increase in annual number of visitors to the community	8	35,658
Increase in number of cultural events held annually	12	161



47 cultural facilities constructed, expanded, or renovated

CULTURE



Brockville's Historical Railway Tunnel

The City of Brockville renovated a piece of significant Brockville heritage, [Canada's First Railway Tunnel](#). The city invested over \$350,000 from the CCBF in this \$2.8 million project.

The tunnel was hidden underneath the city, and the goal was to turn it into a new tourist and recreation centre in the downtown core. Brockville reconstructed both exterior ends of the tunnel, opening up its full length for the first time in decades. A new concrete walking path and interactive lighting and sound system were installed, all while preserving the original features that make the tunnel unique.

The Brockville tunnel remains the top photographed and Instagrammed location in the city, and is a great source of community pride. Roughly 30,000 visitors explore the tunnel each year.



It's a Dog's Life in Snoopy's Landing

The Township of Baldwin invested over \$71,000 from the CCBF in the \$75,000 [rehabilitation of its Snoopy's Landing recreation site](#).

Improvements to Snoopy's Landing were part of a larger community makeover project, which included building community gardens for residents to plant seasonal vegetables, and the installation of a peace pole in Snoopy's Landing.

Additional work included installation of a new and efficient water system, improved lighting for the ice rink and soccer field, and enhancing the playground and parking lot. Snoopy's Landing dog park was improved as part of this project.

The work has made the site more user friendly and accessible to residents as well as members of surrounding communities.

DISASTER MITIGATION



Natural disasters are becoming more frequent – and more expensive. Disasters strike Canadian communities four times more often today than they did 50 years ago.⁴³

The cost of each disaster has climbed 1,250% over this period.⁴⁴ And the cumulative impact is measured in the billions; between 2017 and 2021, Canadians suffered over \$10 billion in insurable losses.⁴⁵ Not included in this figure are costs resulting from the disruption of supply chains, services, and life itself.

In Ontario, most of this damage is caused by flooding.⁴⁶ Municipalities are therefore investing in infrastructure that mitigates the impact of floods or the erosion that follows. Between 2017 and 2021, the CCBF helped communities build, enhance, or restore 24 assets that protect residents and businesses from flooding and erosion.

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.⁴⁷ 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 2030⁴⁸ – and result in further flooding and disruption.

Output	Projects	Total
Number of erosion-mitigating natural assets created, enhanced, or restored	3	6
Number of erosion-mitigating structural assets created, enhanced, or renewed	10	14
Number of flood-mitigating natural assets created, enhanced, or restored	1	1
Number of flood-mitigating structural assets created, enhanced, or renewed	3	3

Outcome	Projects	Total
Reduction in area at risk of damage from natural catastrophes (ha)	11	32
Reduction in projected annual emergency response cost	6	\$951,300



24 disaster-mitigating assets created, enhanced, or restored

DISASTER MITIGATION



Blind River Boat Launch Saved by Breakwall Construction

Matinenda Landing boat launch is the Town of Blind River's only access point for people who have cottages on Lake Matinenda. The Town invested over \$187,000 from the CCBF in this \$307,000 project.

Blind River is a community of about 3,400 people, located on the north channel of Lake Huron in the Algoma District. Its residents depend on the boat launch, not only for travel to and from their waterfront homes and cottages, but also for access to fish on the lake.

A breakwall – critical to protect the boat launch's structure – needed repair, but the work had been postponed for several years due to a lack of available funds. In 2019, the Town experienced unusually high water levels on Lake Matinenda, and the need for the breakwall to be reconstructed became urgent.

With the federal government providing a top-up to the Canada Community-Building Fund in 2019, municipalities in Ontario received over \$800 million in additional funding. Blind River was one of many communities that used the funding to accelerate an urgent project using this one-time top-up, and the breakwall was reconstructed without the municipality having to delay other vital infrastructure projects.

As a result of this investment, the boat launch – and roughly 300 m² of property – are better protected from damage.

DRINKING WATER



Nearly 60,000 km of pipe⁴⁹ carry over 1.6 million ML of potable water from treatment plants to communities across Ontario each year.⁵⁰ Half of this water is delivered to Ontario’s households.⁵¹ The remainder is funneled to businesses, transferred to other jurisdictions – or lost during transmission.

Roughly 15% of water is lost from the distribution system each year.⁵² 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.⁵³ Municipalities correspondingly reported over 3,800 watermain breaks in 2020.⁵⁴

Many municipalities consequently used the CCBF to rehabilitate or replace watermains, water treatment facilities, and other drinking water infrastructure between 2017 and 2021. These investments reduce the likelihood of breaks and loss – and ensure the continued safety of Ontario’s water supply. Of the 2.6 million drinking water tests performed on municipal residential drinking water systems between 2017 and 2021, 99.9% met Ontario’s strict water quality standards.⁵⁵

Output	Projects	Total
Length of watermains installed (km)	20	10
Length of watermains rehabilitated or replaced (km)	84	74
Number of hydrants installed or replaced	22	186
Number of pump stations built, enhanced, or renewed	3	5
Number of water meters installed or replaced	7	7,236
Number of water towers constructed, upgraded, or rehabilitated	1	1
Number of water treatment facilities constructed, upgraded, or rehabilitated	17	15
Number of wells constructed, improved, or renewed	3	4

Outcome	Projects	Total
Increase in capacity of water storage tanks and reservoirs (ML)	3	260
Increase in number of households with water meters or transmitters	4	10,764
Increase in number of properties connected to fire hydrants and/or with fire protection	15	480
Number of residents with access to new, rehabilitated or replaced water distribution pipes	79	45,580
Reduction in annual number of watermain breaks	41	252
Reduction in average daily water leakage (L)	5	2,459
Reduction in number of annual adverse water quality test results	6	24
Reduction in average number of days during which a boil water advisory has been issued in a year	1	95
Volume of drinking water treated to a higher standard (ML)	11	8,305



84 Kilometres of watermains installed, rehabilitated, or replaced

DRINKING WATER



LaSalle Invests in Upgrading Water Metres

In 2018, The Town of LaSalle invested \$2.2 million in CCBF funding to [replace 85% of its water meters](#). The new meters allow staff to identify abnormal water use patterns at any time, leading to early leak detection, less water usage and ultimately, lower water bills.

The meters are also equipped with radio meter reading equipment. This alleviates the need for a staff person to travel around town and take readings from each meter individually. Instead, the meter sends an automatic reading back to the department for billing on a pre-scheduled cycle.

The Town also brought utility billing in-house to better serve residents. Water customers now have a one-stop shop for any service or billing requests and can also access their accounts online. This new system is more convenient for residents and has resulted in better customer service and overall savings for the municipality.

FIRE STATIONS



Ontario's 441 fire departments – and the 30,966 firefighters that staff them – provide critical fire, rescue, and emergency response services across the province.⁵⁶ But with buildings increasingly made with synthetics and petroleum-based products, fires are burning faster and hotter than ever before.⁵⁷ And the consequences have been tragic.

Fire fatalities reached a 20-year high of 133 in 2022 – nearly twice the annual average between 2010 and 2019.⁵⁸ The pandemic is perhaps partially to blame; with Ontarians spending more time at home, the risk of residential fires increased.⁵⁹ Fire fatalities consequently grew from 72 in 2019 to 115 in 2020 and 124 in 2021.⁶⁰

Fire safety education is needed. A high percentage of fire fatalities occurred in homes without working smoke alarms.⁶¹ But infrastructure is also critical to ensure that firefighters can rapidly respond to emergencies – and municipalities are doing what they can. Fire stations were made eligible for CCBF funding in 2021; two communities promptly used the Fund to renew fire halls. Other projects are ongoing.

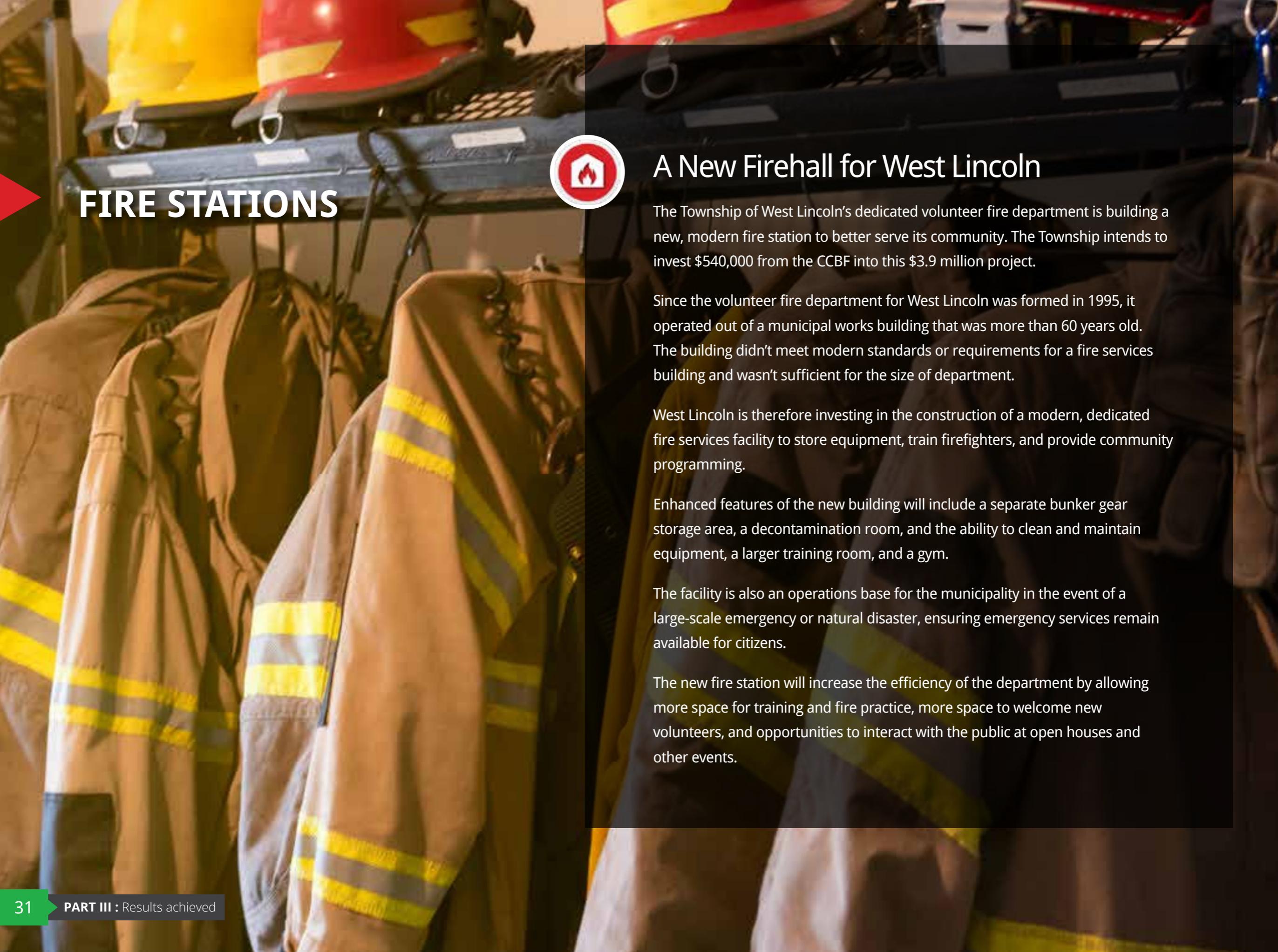
Output	Projects	Total
Number of fire stations renovated, expanded, or upgraded	2	2

Outcome	Projects	Total
Number of projects completed to maintain existing service levels	2	



2 fire stations renovated, expanded, or upgraded





FIRE STATIONS



A New Firehall for West Lincoln

The Township of West Lincoln's dedicated volunteer fire department is building a new, modern fire station to better serve its community. The Township intends to invest \$540,000 from the CCBF into this \$3.9 million project.

Since the volunteer fire department for West Lincoln was formed in 1995, it operated out of a municipal works building that was more than 60 years old. The building didn't meet modern standards or requirements for a fire services building and wasn't sufficient for the size of department.

West Lincoln is therefore investing in the construction of a modern, dedicated fire services facility to store equipment, train firefighters, and provide community programming.

Enhanced features of the new building will include a separate bunker gear storage area, a decontamination room, and the ability to clean and maintain equipment, a larger training room, and a gym.

The facility is also an operations base for the municipality in the event of a large-scale emergency or natural disaster, ensuring emergency services remain available for citizens.

The new fire station will increase the efficiency of the department by allowing more space for training and fire practice, more space to welcome new volunteers, and opportunities to interact with the public at open houses and other events.

LOCAL ROADS AND BRIDGES: ROADS



There's something wonderful about Ontario's vast geography. It's found in the serene lakes and forests of the hinterland, the bare rock of the Canadian Shield, and the dense thrill of the city. It meanders through mines and quarries, sweeps over fertile farmland, and echoes through urban canyons. It's the endless possibilities of a rich and diverse landscape – to find one's place, to grow, and to prosper. And connecting it all are kilometres and kilometres of road.

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.⁶² 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.⁶³ About \$21.1 billion is needed to bring the entire municipal road network into a state of good repair.

Municipalities are doing what they can. Between 2017 and 2021 alone, the CCBF helped local governments rehabilitate or replace 18,027 lane-km of road⁶⁴ – or about 5% of Ontario's municipal road network.

These enhancements improved drainage along 3,886 lane-km of road and restored the surface of all roads affected – reducing the risk of flooding on adjacent properties, eliminating hazards created by wear and tear, and improving the safety of motorists and pedestrians.⁶⁵

Output	Projects	Total
Length of paved roads constructed or acquired and length of unpaved roads converted to paved roads (lane-km)	218	1,211
Length of paved roads rehabilitated or replaced (lane-km)	1,762	14,290
Length of unpaved roads constructed or acquired and length of paved roads converted to unpaved roads (lane-km)	24	113
Length of unpaved roads rehabilitated or replaced (lane-km)	252	2,413
Number of railway or light rail crossings upgraded, rehabilitated, or replaced	10	18
Number of roundabouts created or acquired	4	6
Number of roundabouts upgraded, rehabilitated, or replaced	1	1
Number of signalized intersections created or acquired	12	22
Number of signalized intersections upgraded, rehabilitated, or replaced	53	157
Number of streetlights installed, acquired, upgraded, or replaced	55	1,767
Number of traffic calming measures installed, rehabilitated, or replaced	23	397
Outcome	Projects	Total
Increase in length of paved roads rated as good and above (lane-km)	1,588	12,222
Increase in length of unpaved roads rated as good and above (lane-km)	239	1,410
Increase in length of roads with improved drainage (lane-km)	634	3,886
Number of intersections with advanced traffic management systems	72	306
Number of residents with access to new, rehabilitated or replaced roads	958	5,530,165
Number of residents with improved access to highways or neighbouring municipalities	459	3,384,016



15,501

Lane-kilometres of paved roads constructed, acquired, rehabilitated, or replaced

LOCAL ROADS AND BRIDGES: ROADS



Oakville Completes Street Conversion Project

The Town of Oakville is [revitalizing its historic downtown](#) core. Work includes streetscape improvements, reconstruction of the Lakeshore Road bridge, cultural infrastructure investments, and – with support from the CCBF – the conversion of all one-way streets to two-way streets.

The conversion makes it easier for motorists to explore Oakville's downtown core. A dedicated cycling loop implemented during the conversion gives cyclists more flexibility when navigating downtown. It also provides an active transportation option for commuters and people looking to access services without a car.

Oakville invested nearly \$500,000 from the CCBF in this \$682,000 project. The two-way street system ultimately improves the flow of traffic through roughly 2 km of urban streets. And as part of the broader revitalization, the conversion helps the town create a vibrant space where people can come together in the cultural, social, and economic heart of the community.



Road Reconstruction in the Historic Village of Sparta

The Village of Sparta in Elgin County is one of Canada's oldest Quaker settlements – dating back to 1813. The main roads in this history-rich tourist destination were in need of complete reconstruction, having last been replaced in the 1960s.

In 2020, the County of Elgin launched a project to reconstruct more than 1 km of Sparta Line and Quaker Road, with the work including a new roadway, curbs and gutters, as well as drainage, sidewalk, signage and decorative street lighting installation. Over \$1.8 million from the CCBF was invested in this \$2.4 million project.

Pedestrian-friendly spaces were included in the design. Traffic-calming measures were also installed to facilitate the safe flow of vehicles through this vital transportation corridor.

LOCAL ROADS AND BRIDGES: ROADS



Elliot Lake Improves Safety of Pine and Poplar Roads

The City of Elliot Lake completed a major road rehabilitation project that will prevent flooding and increase safety.

Water and wastewater infrastructure beneath Pine Road and a section of Poplar Road (between Spruce Avenue and Willow Lane) was replaced in 2020 and 2021. A new surface was subsequently placed on the roadway. Roughly \$3 million was invested in to renew this infrastructure; over \$875,000 came from the CCBF.

The new road surface and storm systems direct stormwater to catch basins, removing much of the risk of flooding for nearby homes and yards. By reducing the likelihood of puddling on the road surface, the work also has a positive effect on ice buildup in the winter – making the area safer for drivers.



Bancroft Rebuilds Chemaushgon Road

Chemaushgon Rd is the busiest road in Bancroft. A 2.7 km section was beyond repair and creating liabilities for the Town; major potholes had appeared, and heavy traffic had created excessive wheel rutting. Complaints were common and repairs were expensive and frequent.

The Town therefore pulverized the road, applied gravel, reshaped it to final grade, and applied a final top lift of asphalt - increasing road safety, reducing complaints, and extending the useful life of the road by 15 years. The full investment of \$422,362 was covered by the CCBF.

LOCAL ROADS AND BRIDGES: BRIDGES & 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 are also ubiquitous. An extraordinary number of bridges and culverts are consequently necessary to permit the safe movement of people and goods.

Municipalities own an estimated 23,759 bridges, culverts, and tunnels.⁶⁶

The majority of these structures are in good condition – thanks, in part, to regular inspections.⁶⁷ An estimated \$4.3 billion is required to bring the remainder into a state of good repair. Many municipalities consequently invested the CCBF in the rehabilitation or replacement of bridges and culverts. Between 2017 and 2021, municipalities renewed 784 bridges and culverts with the Fund. These investments ensured the continued safety of motorists, cyclists, and pedestrians through the community.

Output	Projects	Total
Number of new bridges	16	18
Number of new culverts	17	43
Number of rehabilitated or replaced bridges	245	373
Number of rehabilitated or replaced culverts	144	411
Surface area of new bridges (m ²)	17	6,987
Surface area of new culverts (m ²)	16	1,681
Surface area of rehabilitated or replaced bridges (m ²)	219	97,261
Surface area of rehabilitated or replaced culverts (m ²)	119	16,344

Outcome	Projects	Total
Increase in surface area of bridges with condition of the primary component rated as good and above (m ²)	213	76,689
Increase in surface area of culverts with condition of the primary component rated as good and above (m ²)	124	12,789
Number of residents with access to new, rehabilitated, or replaced bridges	157	3,083,294
Number of residents with access to new, rehabilitated, or replaced culverts	97	1,155,668



845 new, rehabilitated, or replaced bridges and culverts

LOCAL ROADS AND BRIDGES: BRIDGES & CULVERTS



Overpass Rehabilitation in Cornwall

The Brookdale CN overpass is a 19-span structure with traffic volumes exceeding 10,000 vehicles per day. The overpass was built in 1965, with additional deck repairs completed in 1991. Prior to the rehabilitation, the structure was given a BCI (bridge condition index) rating of 67, with individual element ratings varying from 31 to 75. The pavement condition rating was rated “poor”.

The City of Cornwall therefore invested \$5 million to rehabilitate the bridge – with \$338,000 from the CCBF. The rehabilitation also provided opportunities to enhance the bridge. The sidewalk was widened to make room for snow-clearing equipment – providing safe, year-round access for pedestrians – and the platform was widened to allow for the creation of on-street bicycle lanes – contributing to the City’s cycling network expansion plans.

Following the rehabilitation of the overpass, the condition of the wearing surface was reinstated to “excellent”. The BCI was returned to the 90 - 100 range. Overall, the rehabilitation added 40 to 60 years of service life to various elements of the structure.



Wasaga Widens Sidewalks, Rehabilitates Main Street Bridge

The Town of Wasaga Beach invested \$7 million to rehabilitate its historic Main Street Bridge – a critical link connecting residents and visitors to its downtown and beach area along the shores of Georgian Bay. Over \$1 million was provided by the CCBF.

The Main Street Bridge serves Wasaga’s 24,000 residents year-round. It also brings 30,000 to 40,000 tourists to the community’s popular beach area and other attractions during high season weekends.

Rehabilitation work was accompanied by sidewalk widening, aesthetic improvements, and the installation of new streetlighting. It is now easier for pedestrians to walk to the downtown and beach and safer for everybody traveling at night. The Town expects that the project will also benefit commercial businesses on the beachfront, with more pedestrian and vehicular traffic as a result of bridge improvements.

LOCAL ROADS AND BRIDGES: ACTIVE TRANSPORTATION



Over 9,000 km of municipal paths and trails wind through Ontario’s parks and run along its roads and highways.⁶⁸ Another 44,072 km of sidewalk line lively urban boulevards, sleepy suburban streets, and quiet rural routes across the province.⁶⁹ Thousands of kilometres of cycling routes additionally carry cyclists across Ontario.⁷⁰

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 Ontario’s communities are changing. The search for affordable housing – coupled with the rise of telecommuting during the pandemic – pushed families further and further from urban centres.⁷¹ Suburbs – and, perhaps, commutes – are expanding. And fewer workers are consequently walking or cycling to work. While 6.5% of Ontarians did so in 2016, only 5.4% did so in 2021.⁷²

This may be a transient consequence of the pandemic. Canada’s downtowns have already started to rebound.⁷³ And municipalities are continuing to invest in active transportation infrastructure. Between 2017 and 2021, 80 municipalities used the Fund to construct or install 155 km of bike lanes, build 118 km of paths and trails, and extend or replace 180 km of sidewalk – creating new opportunities to safely walk or cycle through the community.

Output	Projects	Total
Length of bike lanes constructed or installed (km)	18	155
Length of multi-use paths and trails constructed or installed (km)	39	118
Length of pedestrian lanes constructed or installed (km)	4	9
Length of pedestrian paths and trails constructed or installed (km)	8	19
Length of sidewalks constructed or installed (km)	76	59
Length of bike lanes rehabilitated or replaced (km)	1	3
Length of multi-use paths and trails rehabilitated or replaced (km)	12	13
Length of pedestrian lanes rehabilitated or replaced (km)	4	1
Length of pedestrian paths and trails rehabilitated or replaced (km)	8	17
Length of sidewalks rehabilitated or replaced (km)	78	121
Number of bridges constructed or installed	6	12
Number of bridges rehabilitated or replaced	12	28
Surface area of bridges constructed or installed (m ²)	8	1,943
Surface area of bridges rehabilitated or replaced (m ²)	10	1,106
Number of bicycle crossings installed, upgraded, or replaced	1	4
Number of pedestrian crossings installed, upgraded, or replaced	13	58
Number of streetlights installed, acquired, upgraded, or replaced	5	273
Outcome	Projects	Total
Increase in surface area of pedestrian bridges with condition of the primary component rated as good and above (m ²)	10	3,029
Number of residents with access to new, rehabilitated or replaced bike lanes, sidewalks, hiking and walking trails, and/or pedestrian bridges	225	5,307,129



515 Kilometres of bike lanes, paths, and sidewalks constructed, installed, rehabilitated, or replaced

LOCAL ROADS AND BRIDGES: ACTIVE TRANSPORTATION



Boardwalk a Great Addition to Ajax Waterfront

A beautiful new boardwalk in the Town of Ajax is a welcome addition to the community's waterfront and beach area. The \$1.6 million project was completed through the CCBF and a partnership between the municipality and the Toronto Region Conservation Authority.

The new 140-metre-long boardwalk is a long-term solution to flooding and shoreline erosion along Ajax's William A. Parish trail and Rotary Park – an area frequented by pedestrians, beachgoers, and tourists. The spring thaw brings unpredictable turbulence to the mouth of Duffins Creek, causing erosion and other impacts on the waterfront. Staff and council decided that a long-term approach was needed.

With this in mind, the boardwalk was built elevated above flood levels, and it can withstand a 100-year storm event. It incorporates wayfinding signage and is a connecting link to existing trails and parks in the area. Aside from a great tourism attractor, the boardwalk also helps protect sensitive natural areas along the shoreline, mitigating risk to animal habitats.



Hardwood Creek Bridge Improvements Keeps Trail Access Open

Access to a popular multi-use trail in the County of Frontenac will remain open thanks to infrastructure improvements funded by the CCBF.

The Frontenac K&P Trail is a recreational trail that extends 180 km from downtown Kingston through Frontenac County north to Renfrew. It is part of the Trans Canada Trail network and forms a key north-south route in the provincial cycling network.

In 2021, Frontenac County invested \$15,000 from the CCBF into the restoration of a bridge that crosses Hardwood Creek and provides access to the K&P Trail just south of the Village of Verona.

Wood decking on the bridge was worn and beginning to disintegrate, affecting the safety and stability of the structure. The decking was replaced and treated, and the approaches to the bridge on both sides were improved with fresh stone dust and regraded to improve safety and accessibility.

The Hardwood Creek Bridge plays a key role in the local active transportation network. It not only allows for access to the K&P Trail, but also provides a route for travellers to access local businesses off the trail, giving a boost to the local economy.

Between June and December 2021, automated trail counters recorded more than 7,200 trail users in the Hardwood Creek area. Thanks to the CCBF, those travellers will continue to have access to the K&P Trail.

PUBLIC TRANSIT



Public transit is a critical component of an affordable, equitable, healthy, and safe community.⁷⁴ Municipalities consequently invest heavily in public transit systems; over 6,000 municipal buses, streetcars, and railcars⁷⁵ carried roughly 800 million passengers each year⁷⁶ between thousands of stops and terminals⁷⁷ across Ontario before the pandemic. With this investment, roughly 87% of households in Ontario’s metropolitan areas lived within 500 m of a public transit stop in 2016⁷⁸ – and 15% of Ontarians consequently relied primarily on public transit to get to work each day.⁷⁹

But the pandemic changed many things – and public transit systems were particularly affected. Across Ontario and Quebec, ridership hit a low of 15% of pre-pandemic levels in April 2020.⁸⁰ Ridership gradually recovered as vaccination rates increased and public health measures eased, but still stood at 53% of pre-pandemic levels by the end of 2021.⁸¹ Only 9% of Ontarians reported that they primarily relied on public transit to get to work in 2021.⁸²

Full recovery may take a while. Public health concerns have not disappeared, and many workers are reluctant to return to the commute. But municipalities are nevertheless expected to keep buses and trains moving on time - and are keen to avoid service reductions that could discourage ridership. Local governments have therefore continued to invest in fleet expansion and renewal, accessibility upgrades, and other public transit improvements. Between 2017 and 2021, municipalities used the Fund to acquire or renew over 1,000 transit vehicles and more.

Output	Projects	Total
Length of roadways and bus lanes constructed, extended, rehabilitated, or replaced (m)	1	940
Number of conventional buses purchased or acquired	18	275
Number of conventional buses refurbished or replaced	23	716
Number of para transit vehicles purchased or acquired	8	35
Number of para transit vehicles refurbished or replaced	8	121
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 maintenance and storage facilities constructed, expanded, or rehabilitated	2	3
Number of park & ride lots constructed, expanded, or rehabilitated	1	1
Number of stations and terminals constructed, expanded, rehabilitated, or replaced	4	5
Number of stops and shelters constructed, expanded, rehabilitated, or replaced	5	106

Outcome	Projects	Total
Increase in number of accessible facilities	6	239
Increase in number of accessible vehicles	13	105
Average increase in annual number of regular service passenger trips on conventional transit in service area per capita	6	6
Average increase in annual revenue vehicle kilometres per capita	9	1
Average increase in annual number of hours vehicles are in service per capita (%)	7	5
Decrease in average age of fleet (%)	19	13
Number of residents with improved access to transit facilities	15	2,617,236
Number of transit facilities with accessibility or service upgrades/enhancements	23	644
Number of transit vehicles with accessibility or service upgrades/enhancements	25	2,646



1,175 public transit vehicles purchased, acquired, refurbished, or replaced



PUBLIC TRANSIT



Brampton Invests in Transit Expansion

Brampton is home to one of the fastest growing transit systems in Canada. Prior to the pandemic, residents completed 2.6 million trips each month – up from one million a decade ago. Ridership fell as schools and businesses closed during the pandemic, but had bounced back by the end of 2022.

The city has continually [invested the CCBF in public transit](#) to help meet demand. Between 2017 and 2021, the CCBF helped Brampton build a 285,000 sq ft bus storage and repair facility, replace or refurbish over 268 buses, and more – cutting greenhouse gas emissions, improving access to jobs and local businesses, and connecting the community. The CCBF provided over \$72 million of the \$105 million invested in these vehicles and facilities.



Clearview Launches Local Transit Service

Transportation in rural communities can be a challenge for those without regular access to a car. Clearview Township – a small and growing community of 14,800 residents – addressed this by implementing an affordable, reliable transit system that gives residents new options to get around Stayner.

With \$108,000 from the CCBF, Clearview [purchased a bus and installed a transit farecard system](#) – building on a pilot that used a rented bus. The bus travels a route that serves all major points of interest in the town. Stops are in accessible locations near the Town Hall, grocery stores, parks, residential areas, retirement homes, schools, medical centres, and more.

The bus route directly services 4,500 residents. Monthly ridership typically exceeded 1,000 people prior to the pandemic - and had risen to nearly 1,400 by the end of 2022.



RECREATION



Ontario’s municipalities own and operate over 9,000 km of trails, 8,300 playgrounds, 1,600 ice arenas, 1,300 community centres, 1,000 splash pads, 500 pools, and more.⁸³ There are over 60,000 ha of parkland in large parks within the Golden Horseshoe alone – nearly 8.5 ha per 1,000 people.⁸⁴ Many Ontarians consequently have easy access to recreational opportunities;⁸⁵ 91% of Ontarians said that they lived within ten minutes of a park or green space in 2019 – up from 85% in 2011.⁸⁶

These parks and open spaces helped keep Ontarians in good health and good spirits during the pandemic. Municipalities across Canada saw park use increase as public health restrictions closed recreation facilities and other public spaces.⁸⁷ Of the 3,500 Canadians surveyed by Park People in 2021, 85% reported that these parks positively impacted their mental health; 81% reported that their physical health was positively impacted as well.⁸⁸

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.⁸⁹

Municipalities are doing what they can. Between 2017 and 2021, 85 communities used the CCBF to extend the lifespan of community centres, make playgrounds safer and more accessible for children of all needs, and create new spaces for residents to gather and play. These investments help ensure continued access to recreation programs – and give Ontarians more opportunities to stay healthy, connect, and grow.

Output	Projects	Total
Capacity of new, repaired, renovated, rehabilitated, or upgraded arenas	17	17,963
Capacity of new, repaired, renovated, rehabilitated, or upgraded community centres	7	6,807
Capacity of new, repaired, renovated, rehabilitated, or upgraded fitness facilities	3	310
Length of recreational paths and trails constructed, improved, or rehabilitated (km)	18	21
Number of campgrounds constructed, expanded, upgraded, or rehabilitated	1	1
Number of community, recreation and sports centres constructed, expanded, upgraded, or rehabilitated	57	68
Number of golf courses constructed, expanded, upgraded, or rehabilitated	1	1
Number of indoor arenas constructed, expanded, upgraded, or rehabilitated	53	45
Number of indoor gymnasium and fitness facilities constructed, upgraded, rehabilitated, or replaced	7	12
Number of indoor ice pads constructed, upgraded, rehabilitated, or replaced	4	6
Number of indoor skating facilities constructed, expanded, upgraded, or rehabilitated	1	1
Number of indoor sports courts and fields constructed, upgraded, rehabilitated, or replaced	2	4
Number of indoor swimming facilities constructed, expanded, upgraded, or rehabilitated	4	4
Number of indoor swimming pools constructed, upgraded, rehabilitated, or replaced	11	12
Number of marinas, docks, and boat launches constructed, expanded, upgraded, or rehabilitated	4	5
Number of outdoor gymnasium and fitness facilities constructed, upgraded, rehabilitated, or replaced	1	1
Number of outdoor ice pads constructed, upgraded, rehabilitated, or replaced	2	2
Number of outdoor skating facilities constructed, expanded, upgraded, or rehabilitated	4	4
Number of outdoor sports courts and fields constructed, upgraded, rehabilitated, or replaced	22	84
Number of outdoor swimming pools constructed, upgraded, rehabilitated, or replaced	4	4
Number of parks, beaches, open spaces, and green spaces constructed, expanded, upgraded, or rehabilitated	33	78
Number of playground structures installed, upgraded, rehabilitated, or replaced	26	116
Number of ski hills constructed or improved	1	1
Number of splash pads and wading pools constructed, upgraded, rehabilitated or replaced	1	1

Outcome	Projects	Total
Increase in annual number of visitors to the community	29	63,991
Increase in annual number of registered users	26	88,591
Number of businesses positively affected by the investment in recreational infrastructure	48	932
Number of residents who will benefit	201	4,437,366



68 community, recreation and sports centres constructed, expanded, upgraded, or rehabilitated



RECREATION



Brampton Invests in Transit Expansion Harlowe Community Centre Ready to Welcome Residents

Harlowe Hall is an important community hub in North Frontenac.

The hall is a well-attended venue where residents enjoy lively community dinners, dances, local events, and activities. It wasn't uncommon for events at the hall to attract more than 200 residents – including people from surrounding regions – prior to the pandemic.

With an investment of \$65,000 from the CCBF, North Frontenac was able to complete important upgrades to the building so it may continue to be enjoyed by residents.

Water would leak into the basement and from the roof prior to the upgrades. Thanks to the Fund, the Town was able to fully rehabilitate the roof, install new eavestroughs to direct water away from the building, and upgrade the foundation to stop water penetration into the basement.

These upgrades expanded opportunities to make use of the building. The basement, for example, can now be used for storage without flooding concerns. This project also renewed a sense of pride in the community for the Harlowe Hall, which can once again be used at full capacity.



New Hamburg Playground is a Place for Everyone to Play

New Hamburg's Optimist Youth Park has a new, colourful, engaging, and accessible playground space, thanks to the CCBF.

The Township of Wilmot invested \$88,000 from the Fund into upgrades at the park, including a play structure and ground-level interactive equipment. The town also installed new climbers, swings and slides, musical instruments, activity panels, spinners and spring riders and an accessible swing.

The park hadn't been upgraded since 2002. A raised border and a pea stone surface had made it challenging for strollers and wheelchairs to access the park. Staff replaced the entire surface with engineered wood fibre to improve accessibility.

The upgrades made the play area more inclusive. Not all children are able to climb, and some have an aversion to climbing vertical equipment. New ground-level interactive panels and spring riders allow all children to play at the park, regardless of age, ability, or preference. This makes it easier for parents and caregivers to bring multiple children to the park, since the activities are appropriate for everyone.

The playground officially opened in May 2021 and has been busy ever since. Being one of the biggest parks in New Hamburg, the upgrades and rehabilitation of Optimist Youth Park was much appreciated by the community.

REGIONAL AND LOCAL AIRPORTS



Ontario is home to 213 airports, 20 heliports, 69 hospital heliports, and 101 seaplane bases.⁹⁰ Nearly 2.6 million flights carrying almost 208.5 million passengers departed or arrived at these airports between 2017 and 2021.⁹¹ An additional 138,000 flights carrying over 2.7 million tonnes of cargo passed through these airports in the same period.⁹²

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 nearly 6 million passengers and facilitated the movement of over 581,000 tonnes of cargo between 2017 and 2021.

These airports are critical conduits for trade and tourism – and vital lifelines for Ontario's remote communities. Several communities used the CCBF to resurface runways, rehabilitate aging terminals, and restore helipads that are used for emergency evacuations and other activities between 2017 and 2021.

Output	Projects	Total
Number of terminals constructed, expanded, enhanced, or rehabilitated	4	2
Number of helipads constructed or rehabilitated	2	2
Length of runway constructed, extended, or rehabilitated (m)	2	2,469

Outcome	Projects	Total
Increase in number of annual aircraft take-offs or landings	5	8,170
Increase in number of annual airline passengers	1	790
Number of businesses positively affected	11	522



2 terminals constructed, expanded, enhanced, or rehabilitated





REGIONAL AND LOCAL AIRPORTS



New Flooring and Lighting Revitalizes Dryden Airport

Dryden's airport was built in 1969 through a partnership between the City of Dryden and Transport Canada. In 1996, full ownership of the airport was transferred over to Dryden. It's located 10 kilometres north of the city along the TransCanada Highway at the midpoint between Winnipeg and Thunder Bay.

The airport serves as a hub for regional air passenger/charter services. It is also the home of Northern Youth Programs, Mag Aerospace, and the Ontario Ministry of Natural Resources and Forestry's Fire Management Centre. Nearly 1,000 aircraft landed or departed from the airport in 2021.

Red carpeting was installed when the terminal building was constructed in 1984. The carpet continued to wear over time – eventually becoming a health and safety issue and detracting from the aesthetics of the building.

The City of Dryden invested \$46,000 from the CCBF – and \$53,000 from other sources – to renew the flooring and install LED lighting in 2021. The non-slip flooring installed in the building ensures safe access to the terminal, reduces ongoing maintenance costs, and is easy to clean and maintain. The LED lighting reduces energy consumption and costs.



Improvements to Runway 18/36 in North Bay

North Bay's Jack Garland Airport is a key logistical and engineering support hub that helps attract commercial investment to the region. Nearly 25,000 aircraft landed or departed from the airport in 2021.

A 4,492 ft × 150 ft section of the crosswind runway (runway 18/36) had reached the end of its useful life and required significant rehabilitation. North Bay therefore invested \$5.6 million to rehabilitate the hard surface – and to upgrade approach lighting to meet current safety standards, improve the runway's drainage, and remediation of operational safety surfaces. Over \$2.1 million was provided by the CCBF.

Improving the runway helped retain existing agreements with carriers while also allowing for future expansion.



SHORT-LINE RAIL

Short-line railways are often the first link in our supply chains. Ontario's short-line railways transport nearly \$8 billion worth of goods over 1,900 km of track each year – and are the starting point for one in five carloads carried across the province.⁹³ Many businesses critical to the economic sustainability of Ontario's communities rely on short-line railways to bring goods to market.

CCBF investments in short-line rail are nevertheless rare. Only one municipality – the Town of Cochrane – invested in short-line rail systems between 2017 and 2021. 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.

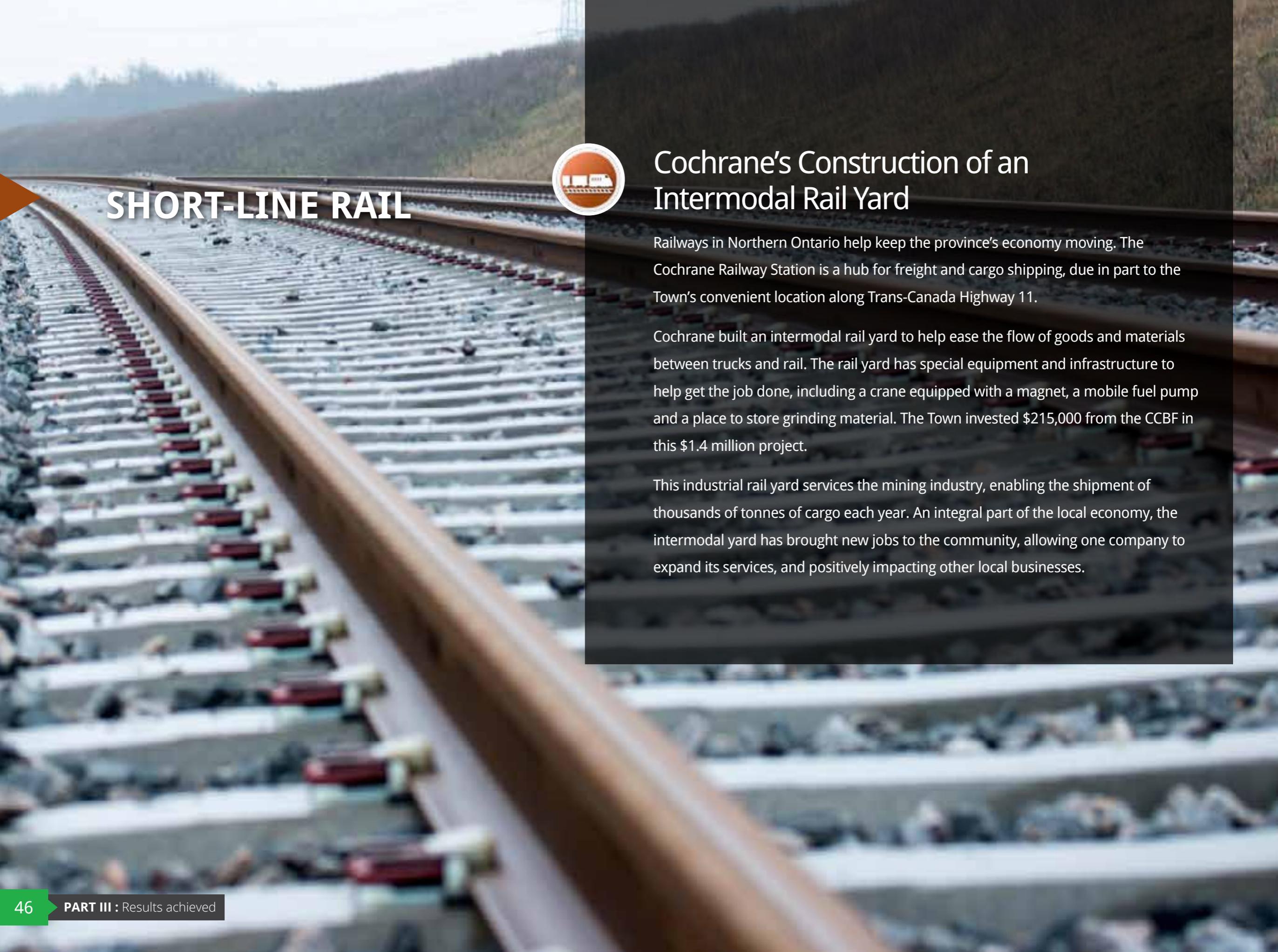
Output	Projects	Total
Number of freight loading and unloading facilities constructed, expanded, or rehabilitated	1	1

Outcome	Projects	Total
Number of businesses positively affected by the investment	1	2
Volume of cargo shipped annually	1	7,800



1 freight loading and unloading facilities constructed, expanded, or rehabilitated





SHORT-LINE RAIL



Cochrane's Construction of an Intermodal Rail Yard

Railways in Northern Ontario help keep the province's economy moving. The Cochrane Railway Station is a hub for freight and cargo shipping, due in part to the Town's convenient location along Trans-Canada Highway 11.

Cochrane built an intermodal rail yard to help ease the flow of goods and materials between trucks and rail. The rail yard has special equipment and infrastructure to help get the job done, including a crane equipped with a magnet, a mobile fuel pump and a place to store grinding material. The Town invested \$215,000 from the CCBF in this \$1.4 million project.

This industrial rail yard services the mining industry, enabling the shipment of thousands of tonnes of cargo each year. An integral part of the local economy, the intermodal yard has brought new jobs to the community, allowing one company to expand its services, and positively impacting other local businesses.



SOLID WASTE



Ontario's landfills are filling up. The 805 landfills scattered across the province accepted 8.7 million tonnes of waste in 2019.⁹⁴ An additional 3.3 million tonnes were shipped to the United States. At this rate – and in the absence of landfill expansions or the development of new sites – Ontario's landfills will reach capacity in 2034.⁹⁵

Some municipalities used the CCBF to expand landfills between 2017 and 2021 – creating new space for waste generated within and around their communities. But this is a stop-gap measure at best.⁹⁶ More waste will need to be diverted from landfills in the coming years to manage the province's solid waste sustainably.

Ontario has therefore set ambitious targets for waste diversion. Households are doing their part; nearly 50% of solid waste produced by Ontario's residential properties was recycled or reused in 2020⁹⁷ – leaving households on track to meet the province's diversion target of 50% by 2030.⁹⁸ This rate held steady over the 2017-2020 period – but is up substantially from 23% in 2002.⁹⁹

Municipalities have helped reduce the flow of waste to landfills by making it easier for residents to take advantage of recycling and organics programs. Several communities used the CCBF to distribute recycling and organics collection bins and construct convenient transfer stations between 2017 and 2021.

But much of Ontario's solid waste is produced by the industries and commercial enterprises that populate Canada's economic heartland. Ontario's households send a comparatively moderate 278 kg of waste to landfill per capita – slightly below the national average of 293 kg per capita.¹⁰⁰ While municipalities can – and do – invest in infrastructure that facilitates residential waste diversion, local governments generally do not manage the collection and processing of industrial, commercial, and institutional waste. Provincial, federal, and private sector investments - alongside clear regulation and policy from the province - are critical to drive waste diversion in the non-residential sector.

Output	Projects	Total
Length of access roads constructed, widened, or rehabilitated (m)	1	240
Number of garbage or recycling trucks purchased or acquired	2	2
Number of incineration facilities constructed	1	1
Number of landfills created	1	1
Number of landfills expanded or improved	12	6
Number of loaders, compactors, dozers, and excavators purchased, acquired, refurbished, or replaced	2	2
Number of recycling and material recovery facilities constructed	1	1
Number of recycling containers purchased or replaced	3	3,225
Number of site studies completed or updated	6	6
Number of sites closed or decommissioned and number of closed or decommissioned sites enhanced or improved	3	3
Number of transfer stations constructed, expanded, or rehabilitated	3	3

Outcome	Projects	Total
Number of households participating in recycling collection	4	2,537
Total waste collected, disposed in landfills, incinerated, and diverted from landfills annually (tonnes)	5	108,953
Volume of methane gas captured annually (ML)	1	1,316



12 solid waste collection or processing facilities constructed, expanded, or rehabilitated



SOLID WASTE



Keeping Richmond Hill Clean and Green

The City of Richmond Hill invested in keeping its community clean and waste-free.

Richmond Hill installed recycling receptacles throughout the community to help divert waste from the landfill and encourage proper disposal of recyclables. The city invested over \$633,000 from the CCBF in this \$790,000 initiative.

Richmond Hill investigated the feasibility of implementing both recycling and organics waste bins through a pilot project. While they found organic waste didn't work well, the uptake on recycling was positive, especially in containers placed near sports fields. Based on results from the pilot project, Richmond Hill was able to strategically place permanent bins in areas where they saw the most usage.

In total, 244 two-stream containers were installed, with 24 in the downtown core and 220 in Richmond Hill's various parks. The addition of these bins has helped decrease littering and has given visitors to the area the ability to participate in waste diversion. According to staff, although some contamination does happen in the bins, it's minimal and is the typical amount of contamination seen in public waste receptacles.

The municipality says feedback from residents indicates they are pleased to see Richmond Hill making an effort to reduce its environmental footprint.



SPORTS



Municipalities across Ontario own and operate over 4,000 soccer and football fields, 3,700 baseball diamonds, 2,600 tennis courts, 1,600 ice arenas, and more.¹⁰¹ But only a quarter of Ontarians regularly participate in sport each year.¹⁰² Another quarter rarely participate in outdoor activities at all.¹⁰³ And only half of Ontario’s adults – and 40% of Ontario’s youth – are meeting national guidelines for physical activity.¹⁰⁴

Keeping fit isn’t always easy – particularly in an era of endless electronic entertainment. And the closure of schools and recreation facilities during the pandemic made it even harder for Canada’s youth to get active.¹⁰⁵ But by creating ample space for sport – and with support from the CCBF – local governments are making it easier to find fun opportunities to be active, build self-confidence, and connect with peers. Between 2017 and 2021 alone, communities built or upgraded 11 tennis courts, soccer fields, and other sports infrastructure with help from the CCBF.

Output	Projects	Total
Number of outdoor sports courts and fields constructed, upgraded, rehabilitated, or replaced	8	11

Outcome	Projects	Total
Increase in annual available ice/field time (h)	1	1,600
Increase in annual number of visitors to the community	3	24,518
Increase in number of registered users in a year	1	150
Increase in number of sporting events held annually	1	10
Number of businesses positively affected by the investment	5	32



11 outdoor sports courts and fields constructed, upgraded, rehabilitated, or replaced

SPORTS



New Baseball Diamond is a Destination in Warwick

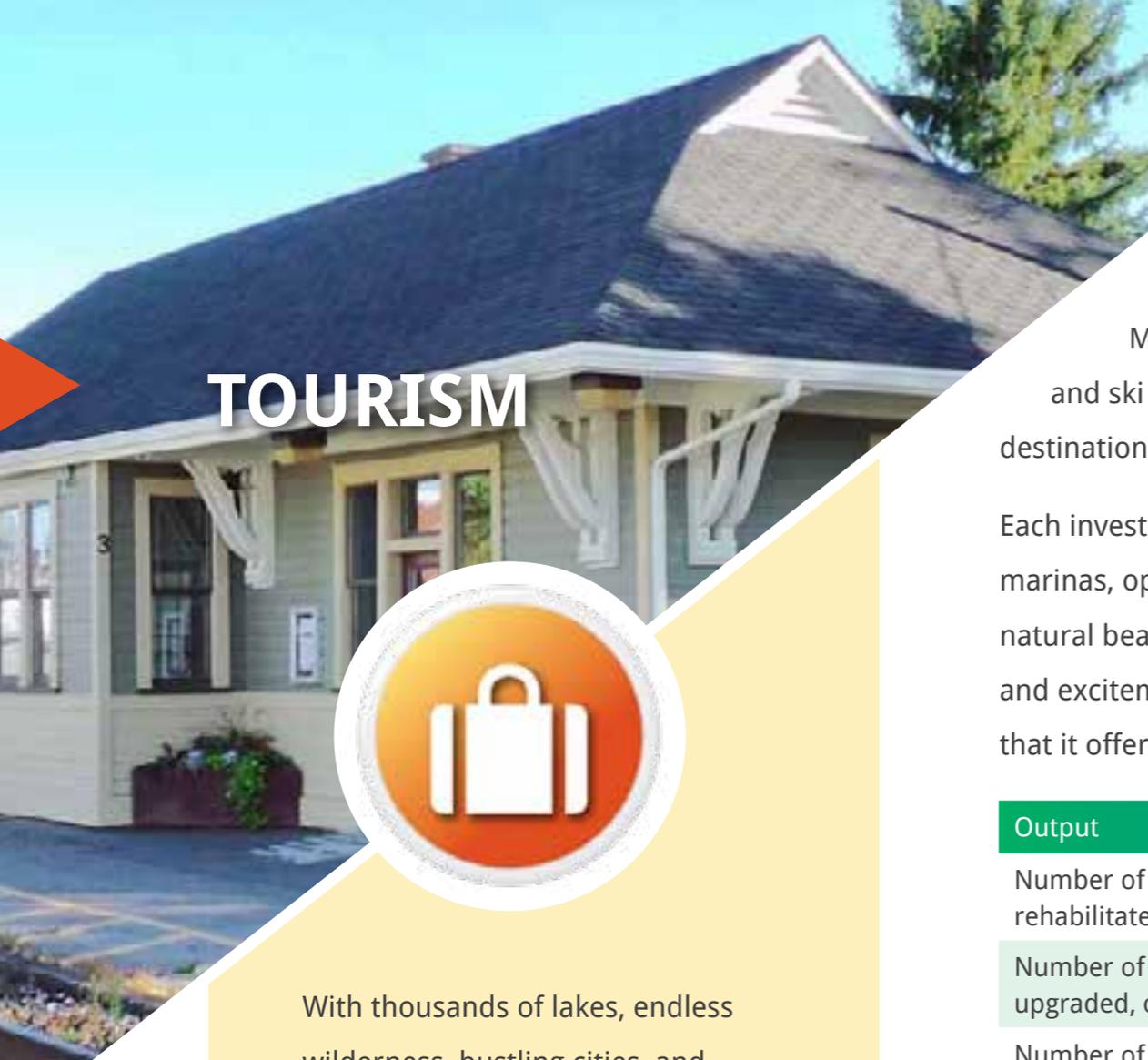
Drive through the Township of Warwick on any weekend in the summer and you'll find a crowd at the local baseball diamond.

A small township located between the cities of London and Sarnia, Warwick has a population of 3,600 – and its baseball diamond is a social hub in the community.

The Township of Warwick built a new baseball diamond in 2020 – including turf, lighting, fencing and bench seating – with help from the CCBF. The Township invested over \$370,000 from the Fund in this \$740,000 project.

With the completion of this project, Warwick Township has put itself on the map as a destination for competitive baseball and softball tournaments. More than 14 local community teams use the facility four nights a week, with tournaments scheduled several weekends throughout the summer. Without the installation of the new diamond, Warwick simply wouldn't have been able to continue offering the same level of recreational service.

The new diamond also allowed the Township to decommission an older baseball field, to make way for facility upgrades to its recreation centre. These essential projects are expanding Warwick's amenity offerings, resulting in more economic development and population growth as the community is gaining recognition as a great place to live and work.



TOURISM



With thousands of lakes, endless wilderness, bustling cities, and hundreds of small and charming urban centres, there's something for everyone in Ontario. Millions of tourists explore the province each year.¹⁰⁶ Their adventures add over \$30 billion to Ontario's economy and support nearly 400,000 jobs¹⁰⁷ – 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.¹⁰⁸

Municipal investment of the CCBF is helping the sector rebound; by improving marinas and ski hills, 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	Projects	Total
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	1	1
Number of public squares and plazas constructed, expanded, or renovated	1	1
Number of scenic lookouts constructed, expanded, upgraded, or rehabilitated	1	1
Number of ski facilities constructed or improved	1	1
Number of tourism information centres constructed, expanded, upgraded, or rehabilitated	1	1
Number of tourism signs installed or replaced	5	13
Outcome	Projects	Total
Increase in annual number of visitors to the community	4	4,160
Number of businesses positively affected	9	1,320



8 tourism facilities constructed, expanded, upgraded, or rehabilitated

TOURISM



Improved Access at Casselman's Tourism Centre

The Municipality of Casselman invested over \$21,000 from the CCBF to make its Tourist Information Centre more accessible. The parking area and access road were rebuilt – making it easier for tourists to access the wealth of information and historical treasures inside the centre. Additional parking spaces for vehicles and buses were also added.

Casselman's Tourist Information Centre and historical museum are located at the town's train station and are a popular spot for visitors. Casselman's history is closely linked to development of the railroad. Created in 2011, the museum exhibits artefacts and photographs related to railway lines and the village development, including politics, religion, business, and significant events.

WASTEWATER



Approximately 47,000 km of forcemains and sewers¹⁰⁹ convey over 2 million ML of sewage to lagoons and wastewater treatment plants across Ontario each year.¹¹⁰ An additional 120,000 km of storm sewers, culverts, and ditches carry storm water to drainage basins throughout the province.¹¹¹ Roughly 33% of these wastewater and stormwater assets are not in a state of good repair.¹¹²

Sewer backups become more likely as infrastructure ages and falls into disrepair. Municipalities reported over 1,200 sewer backups in 2020 – up from under 1,000 in 2017.¹¹³ Several communities consequently use the CCBF to renew sanitary sewers; roughly 62 km of sewers were rehabilitated or replaced between 2017 and 2021 – reducing the risk of backups and protecting local aquifers.

Some sewage is conveyed to treatment plants and lagoons through combined sewers – i.e., sewers that carry both stormwater and wastewater. These combined sewers can overflow during heavy rains, releasing stormwater and untreated sewage at designated outfall points. Over 80,800 ML was released from Ontario’s wastewater systems in this manner between 2017 and 2021.¹¹⁴ Several municipalities therefore used the Fund to separate combined sewer systems and build entirely new storm and sanitary sewers throughout this period – keeping waterways clean, increasing the capacity of wastewater collection systems, and facilitating densification in urban areas.

Output	Projects	Total
Length of curbs and gutters constructed (km)	3	2
Length of curbs and gutters rehabilitated or replaced (km)	6	4
Length of ditches and swales constructed (m)	1	10
Length of ditches and swales rehabilitated (m)	2	336
Length of combined sewer constructed (m)	1	10
Length of combined sewer rehabilitated or replaced (km)	2	1
Length of sanitary sewers constructed (km)	25	15
Length of sanitary sewers rehabilitated or replaced (km)	62	62
Length of storm sewers constructed (km)	39	19
Length of storm sewers rehabilitated or replaced (km)	55	33
Number of bioretention and biofiltration facilities constructed	2	2
Number of bioretention and biofiltration facilities rehabilitated or replaced	1	1
Number of culverts rehabilitated or replaced	1	2
Number of hauled waste facilities constructed, upgraded, or renovated	2	2
Number of outfalls and outlets constructed	1	1
Number of outfalls and outlets rehabilitated or replaced	2	2
Number of sewage lagoons expanded or rehabilitated	5	6
Number of sewage pump stations and lift stations upgraded, rehabilitated, or replaced	5	5
Number of snow melt facilities constructed	3	3
Number of stormwater management ponds expanded or rehabilitated	8	20
Number of stormwater pump stations and lift stations upgraded, rehabilitated, or replaced	1	1
Number of wastewater treatment plants expanded, upgraded, or rehabilitated	16	21
Number of wetlands restored or rehabilitated	1	1
Outcome	Projects	Total
Increase in area protected by green infrastructure (ha)	6	19
Increase in number of residents serviced by stormwater/sanitary infrastructure	51	42,184
Increase in reserve sewage treatment plant capacity (ML)	2	550
Reduction in annual number of sanitary sewer backups	37	150
Reduction in energy used by treatment system per ML of wastewater treated (kWh)	6	35
Reduction in volume of raw or partially treated sewage bypassing treatment at sewage treatment facilities (ML)	4	22,814



130 sanitary, storm, and combined sewer constructed, rehabilitated, or replaced



WASTEWATER



Central Huron Expands Stormwater Infrastructure

Heavy rains can overwhelm our storm sewers and flood our homes – and they are becoming more common with each passing year.

The Municipality of Central Huron has adapted to this new normal – and freed up property for development – by [expanding stormwater infrastructure](#). The municipality invested \$250,000 to build a new storm drain outlet; \$100,000 was drawn from the CCBF. The outlet relieves pressure on local sewers by moving rainwater to a storm pond – and away from homes and business.

Installation of the new outlet has greatly reduced the risk of storm water backups and flooding in the area. The new infrastructure also paves the way for future development in the vicinity, encouraging growth and ensuring that this forward-thinking investment benefits the community for years to come.



Niagara Region Rehabilitates the Stamford Interceptor

In 2020, AMO recognized Niagara Region for its use of the Fund in an [innovative sewer rehabilitation project](#) in the City of Niagara Falls.

Niagara Region assessed the condition of 71 segments of sewers in 2014. The assessment identified numerous areas of serious concern. Several segments – including 23 within a trunk sanitary sewer known as the Stamford Interceptor – were recommended for immediate rehabilitation.

The failure of these sewers would have been catastrophic. Failure would disrupt sanitary services provided to about 42,200 residents, create a massive sewage spill, flooded residential basements, required costly emergency repairs, and interrupted local tourism. The Region therefore rehabilitated roughly 2,300 m of the Stamford Interceptor – with \$1.5 million in support from the CCBF.

The project was recognized at AMO's annual conference in 2020 for using a “trenchless” technique which greatly reduced disruption and minimized environmental impact. Niagara Region used the trenchless method over the traditional open cut construction method because of the overwhelming social, economic, environmental, and cost-savings benefits of using this technology.



PART IV

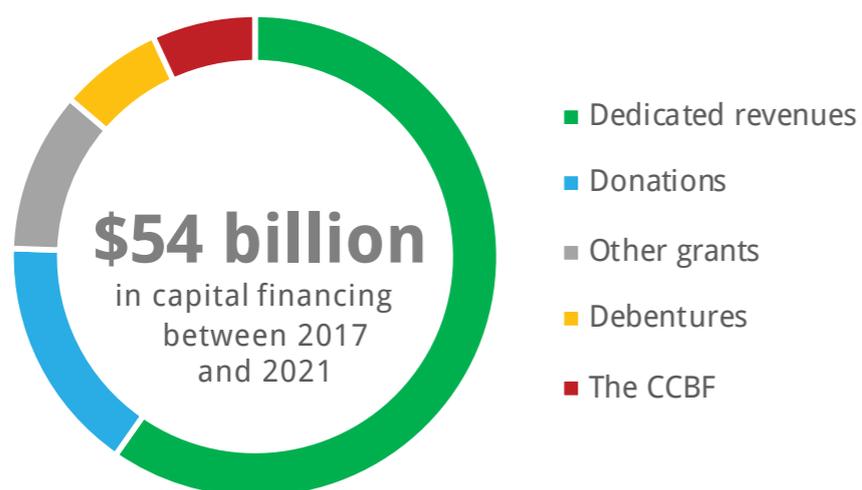
Incremental investment

INVESTMENT IN MUNICIPAL INFRASTRUCTURE

The CCBF is a critical source of funding for local infrastructure. Of the \$9.3 billion in federal and provincial funding allocated to municipal capital investments between 2017 and 2021, 40% was derived from the CCBF.¹¹⁵ Most of this CCBF funding was used to keep assets in a state of good repair; 78% of CCBF investment between 2017 and 2021 was used to renew infrastructure.

But the CCBF is not, of course, the only source of federal and provincial funding for municipal infrastructure – nor the most significant in some communities. Transfers from federal and provincial governments comprised 17% of total capital financing throughout the 2017 to 2021 period; nearly a quarter of municipalities relied on these transfers for at least half of their capital financing.

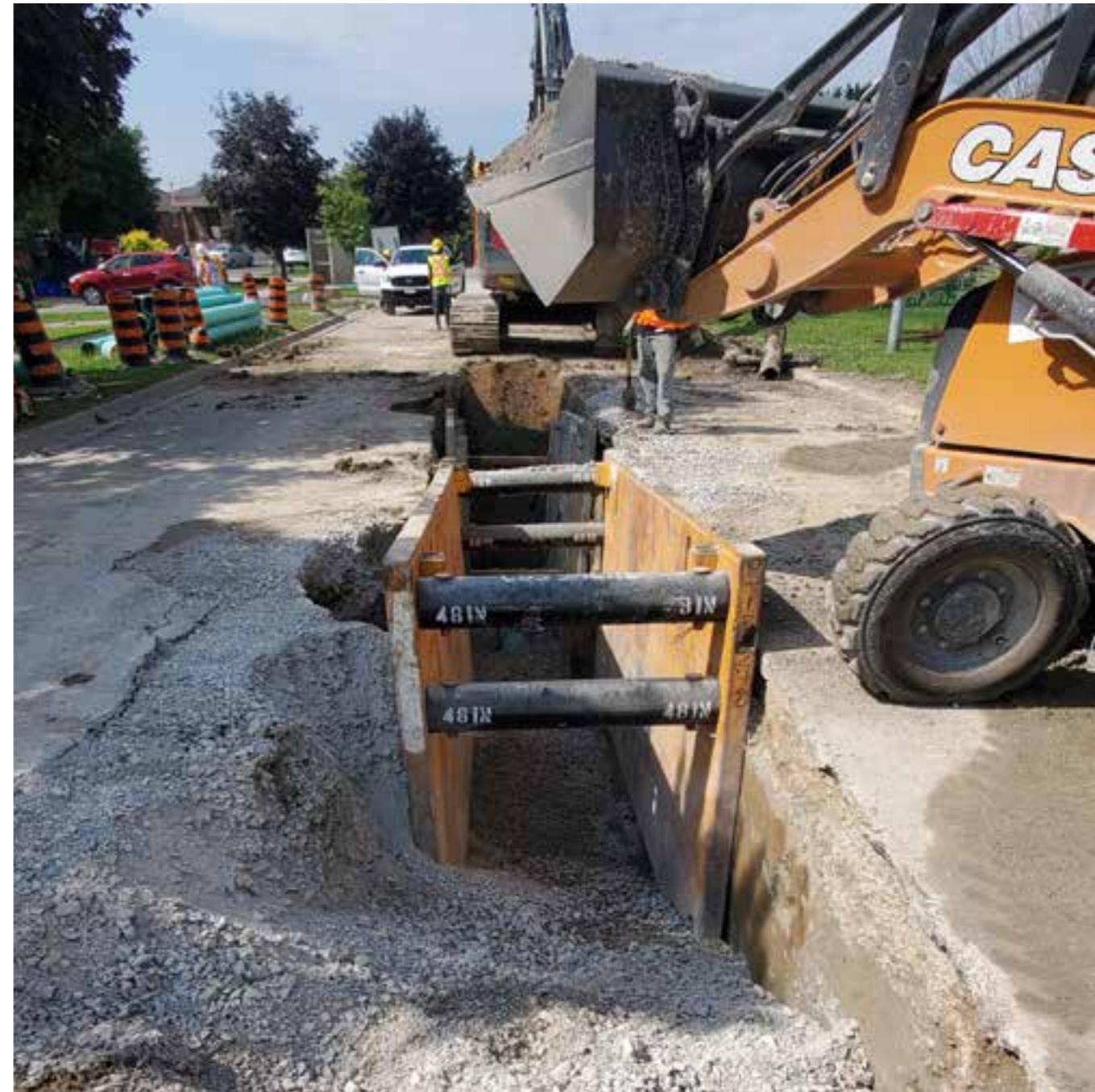
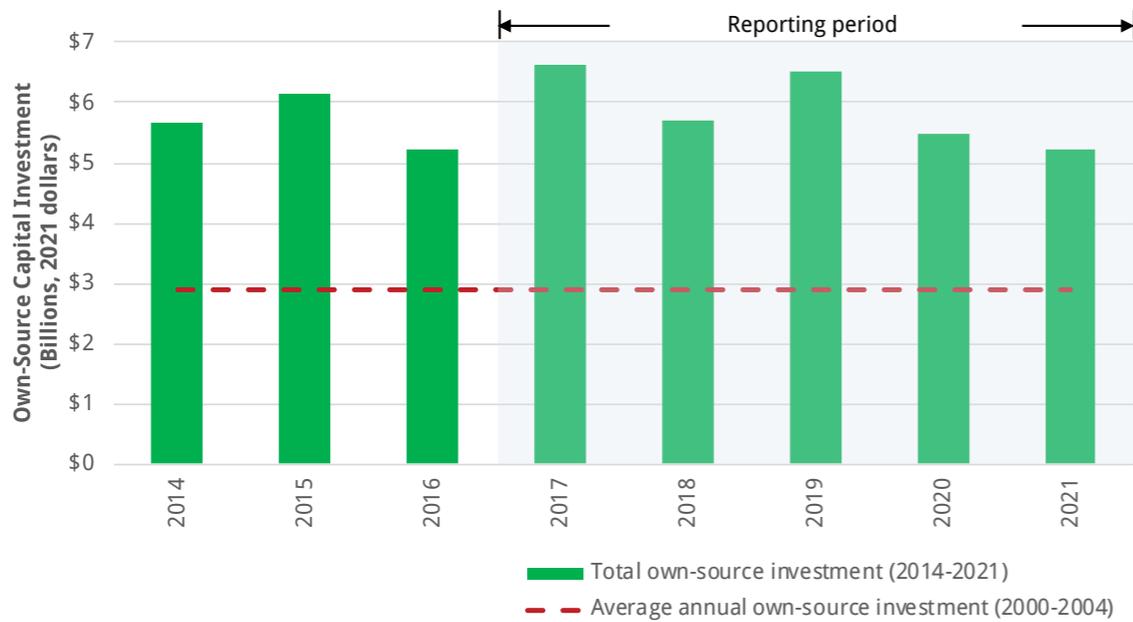
The remaining \$44.8 billion in capital financing reported between 2017 and 2021 was derived from dedicated revenues (e.g., reserves, levies, and development charges, at 60%), donations (e.g., developer contributions, at 16%), and long-term debt (7%). Most of Ontario’s communities draw on some combination of these sources – and invest the CCBF incrementally to maximize the impact of the Fund.



INCREMENTALITY

To invest the Fund incrementally is to use the Fund in a manner that complements – without replacing or displacing – other sources of funding for infrastructure. AMO examines the growth in own-source capital investment to assess whether municipalities are investing the Fund incrementally. The method used to do so is explained in [Appendix D](#).

Growth in municipal own-source capital investment indicates that municipalities are generally investing the Fund incrementally – or, at least, not using the Fund to offset allocations from reserves and levies. Own-source investment averaged \$2.9 billion annually in the five-year period prior to the establishment of the Fund – but \$5.9 billion between 2014 and 2021.¹¹⁶



LEVERAGING

Project information confirms that municipalities are leveraging CCBF funding to make the most of each federal dollar. For every \$100 invested in infrastructure and capacity-building projects from the CCBF between 2014 and 2021, municipalities invested an additional \$117 from other sources.¹¹⁷

Larger projects were particularly likely to be supported by multiple funding sources. But most CCBF projects are relatively limited in scope.¹¹⁸ These tended to draw most of their financing from the Fund; the median amount leveraged from other sources per \$100 in CCBF funding was \$32 when measured across individual projects and categories.

MUNICIPAL CAPITAL INVESTMENT

Investment data nevertheless confirms that municipalities are heavily investing in local infrastructure. Investment outpaced amortization throughout the 2014-2021 period – with municipalities investing roughly \$2 for every \$1 incurred in amortization expenses. But municipal assets continue to age; amortized assets comprised 41% of total assets in 2014 – but 46% by 2021. Despite sustained municipal investment in infrastructure, more funding is needed to keep assets in a state of good repair.

Project Category	Projects	Average Leveraged *	Median Leveraged *
Broadband Connectivity	10	\$ 96	\$ 38
Brownfield Redevelopment	6	312	154
Capacity Building	253	184	13
Community Energy Systems	320	218	11
Culture	44	182	102
Disaster Mitigation	16	313	62
Drinking Water	240	422	76
Fire Stations	2	0	0
Local Roads and Bridges	4,336	300	33
Public Transit	207	280	44
Recreation	242	205	8
Regional and Local Airports	14	115	27
Short-line Rail	1	565	565
Solid Waste	72	103	24
Sports	11	99	15
Tourism	15	48	9
Wastewater	340	553	90
Total	6,129	\$ 300	\$ 32

*per \$100 in CCBF funding

APPENDIX A: CCBF ALLOCATIONS (2005 TO 2021)

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 ¹¹⁹	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 ¹²⁰	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 ¹²¹	1,325,314,730	340,699,034	4,114,599	1,670,128,364
	\$ 10,168,167,150	\$ 2,660,278,186	\$ 34,327,355	\$ 12,862,772,691

APPENDIX B: CCBF INVESTMENT (2005 TO 2021)

The table below identifies the amount of CCBF investment among the 443 municipalities receiving funds through AMO. Investments in local roads, bridges, and active transportation networks have comprised the bulk of CCBF investment since the establishment of the Fund (60%). Investments in public transit systems have comprised an additional 20% of CCBF investment.

Year	Local Roads and Bridges	Public Transit	Other Categories	Total
2005	\$ 2,747,909	\$ 10,089,874	\$ 3,008,284	\$ 15,846,066
2006	95,665,982	10,087,843	40,451,332	146,205,157
2007	106,405,504	56,046,632	52,276,995	214,729,131
2008	128,311,613	68,478,033	42,652,468	239,442,113
2009	226,640,955	101,833,919	100,152,916	428,627,790
2010	278,143,149	191,071,066	89,079,007	558,293,221
2011	299,549,201	117,426,396	88,487,927	505,463,524
2012	316,614,043	81,009,753	146,462,185	544,085,980
2013	314,126,751	86,706,349	116,663,571	517,496,671
2014	362,263,695	81,546,208	117,061,483	560,871,386
2015	357,336,154	115,969,250	112,839,193	586,144,598
2016	370,105,030	158,556,384	116,871,807	645,533,220
2017	374,231,899	118,326,322	113,766,912	606,325,133
2018	396,762,285	99,122,055	117,579,028	613,463,369
2019	447,577,728	196,458,985	141,405,928	785,442,640
2020	545,649,091	102,226,602	147,728,550	795,604,243
2021	491,237,742	82,968,115	156,511,567	730,717,423
	\$ 5,113,368,729	\$ 1,677,923,786	\$ 1,702,999,152	\$ 8,494,291,667

APPENDIX C: CAPACITY-BUILDING INITIATIVES

Municipalities completed 148 capacity-building projects between 2017 and 2021. These projects received \$33,632,359 in CCBF funding and were valued at \$62,018,795.

AMO did not require municipalities to report outputs and outcomes resulting from these projects. Outputs generated by each project were nevertheless determined for the purposes of this report by reviewing project titles and descriptions.¹²² Output indicators were created based on the discussions with Infrastructure Canada and program administrators described in [Part II](#).

Outputs generated by capacity-building initiatives are tabulated below. Some projects involved investment in policies, strategies, and systems developed, updated, acquired, or upgraded in earlier projects. Project counts exceed total outputs where this occurred. Other total outputs were difficult to estimate from project descriptions (e.g., the number of training events completed); we have assumed that the total output is greater than the number of projects where this occurred.

Investments in asset management systems	Projects	Total
Number of asset management training events completed by staff or Council	5	> 5
Number of asset management plans developed or updated	33	33
Number of asset management policies or strategies developed or updated	12	11
Number of asset management studies and assessments completed or updated	55	> 55
Number of asset management software packages acquired or upgraded	28	25
Number of assets with updated condition data	13	364

Investments in long-term plans and studies	Projects	Total
Number of energy audits completed	6	6
Number of integrated community sustainability plans created or updated	2	2
Number of long-term infrastructure plans created or updated	26	25
Number of official plans created or updated	1	1

APPENDIX D: CALCULATING INCREMENTALITY

Overview

AMO monitors incrementality by comparing municipalities' Annualized Base Amounts to their Annualized Municipal Infrastructure Investments. A municipality's Annualized Municipal Infrastructure Investment must be at least equal to its Annualized Base Amount to demonstrate incrementality.

Definitions

- **Annualized Base Amount** – A municipality's Base Amount, averaged over the five-year period of 2000 to 2004.
- **Annualized Municipal Infrastructure Investment** – A municipality's Own-Source Capital Investment averaged over the 2014 to 2023 period.
- **Base Amount** – A municipality's Own-Source Capital Investment between January 1, 2000 and December 31, 2004.
- **Own-Source Capital Investment** – A municipality's capital spending on infrastructure, less development charges collected and capital grants received.

Calculating Own-Source Capital Investment

AMO calculates the Own-Source Capital Investment of each municipality using data extracted from FIRs. The formula is described in the table to the top right. SLCs (unique identifiers that note the schedule, line, and column from which information is drawn) are identified.

Operation	Description	SLC
Add	Additions and betterments	51A.L9910.C01.03
Add	Expenditures on construction-in-progress	51C.L9910.C01.02
Subtract	Capitalized construction-in-progress	51C.L9910.C01.03
Subtract	Development charges collected	60X.L0699.C01.01
Subtract	Federal capital grants	53X.L0425.C01.01
Subtract	Provincial capital grants	53X.L0430.C01.01
Subtract	The CCBF	53X.L0440.C01.01
Subtract	Provincial gas tax funding	53X.L0445.C01.01

Calculating Base Amounts

AMO calculates the Base Amount for each municipality using data extracted from FIRs submitted for the 2000 to 2004 reporting years. The formula is described in the table below.

Operation	Description	SLC
Add	Total capital expenditures	52X.L9910.C01.07
Subtract	Development charges collected	60X.L0699.C01.01
Subtract	Federal and provincial capital grants	50X.L0499.C01.01

NOTES

- ¹ 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.
- ² 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.
- ³ Fire station infrastructure was made eligible for funding in July 2021.
- ⁴ All subsequent references to communities, municipalities, and local governments in this report – with the exception of references to provincial statistics in Part III – are exclusive of the City of Toronto unless otherwise noted.
- ⁵ According to the FAO's [review of Ontario's municipal infrastructure](#).
- ⁶ Ibid.
- ⁷ Notable alternatives include Ontario's Connecting Links program (\$145 million between 2017 and 2021) and the Ontario Community Infrastructure Fund (\$925 million between 2017 and 2021).
- ⁸ Of the \$1.1 billion in CCBF funding invested in public transit between 2005 and 2021, 84% was invested in Ottawa, Mississauga, and Brampton. This is also true of the 2017-2021 period; 85% of the \$533.1 million invested in public transit throughout this period went toward transit systems in Ottawa, Mississauga, and Brampton.
- Brampton and Mississauga are Ontario's densest communities after Toronto (at 2,469 and 2,453 people per sq km in 2021). Ottawa is Ontario's largest community (excluding upper-tier municipalities) by population after Toronto (at 1,017,449 people in 2021).
- ⁹ According to the FAO's [review of Ontario's municipal infrastructure](#).
- ¹⁰ According to the FAO's [review of Ontario's municipal infrastructure](#).
- ¹¹ In nominal dollars; see [Part IV](#) for details.
- ¹² Measured from January 2017 to December 2021. Asphalt prices had nearly doubled by July 2022 (relative to July 2017) before falling to a comparatively reasonable 58% of January 2017's prices by January 2023. See Statistics Canada's [table 18-10-0266-01](#), using NAPCS code 262 ("asphalt (except natural) and asphalt products") and 26211 ("asphalt (except natural) and asphalt products").
- ¹³ Job vacancy rates in the building construction (NAICS code 236) and specialty trade contractors (NAICS code 238) sectors rose from just over 3% in early 2017 to 5% at the end of 2021 – and doubled by the end of 2022. Much of this change occurred in 2021. See Statistics Canada's [table 14-10-0326-01](#) (formerly CANSIM 285-0002).
- ¹⁴ Municipal CCBF reserves reached nearly \$1.9 billion at the end of 2021. Reserves have grown substantially with the release of top-up funding – despite a sustained increase in CCBF investment. This is largely a desirable consequence of effective asset management. Municipal staff plan infrastructure investments years in advance of construction and consider the condition of assets, priorities established by Council, community expectations regarding levels of service, and other factors. This planning process is critical to effectively target limited resources to long-term needs.
- ¹⁵ The municipal fiscal year runs from January 1st to December 31st in Ontario. This report therefore covers the period from January 1, 2017 to December 31, 2021.
- 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 in 2022 and 2023 will be reflected in AMO's [annual reports](#) on the Fund.
- ¹⁶ These projects received \$33,632,359 in CCBF funding and were valued at \$62,018,795.
- ¹⁷ FIR data was compiled on January 19, 2023.
- ¹⁸ Municipalities are not required to report outputs and outcomes for capacity-building projects. The benefits generated by these projects are captured in AMO's annual assessments of municipal progress in asset management.
- ¹⁹ The addition of output indicators in 2020 – over four years into the five-year period covered in this report – means that the outputs generated by projects completed in 2020 and 2021 could be more comprehensively described by municipal staff. But the average and median number of outputs reported per project did not change; municipalities reported an average of 1.3 outputs per project and a median of 1 output per project in both the 2017-2019 and 2020-2021 periods.
- Only unused outputs were removed. Revisions were limited to wording changes and were only made where appropriate to clarify eligibility.
- ²⁰ Total CCBF investment is shown to the end of December 31, 2021 – but financing is ongoing for 155 of the 3,905 projects that completed construction between 2017 and 2021.
- ²¹ Only 36% of Canadians reported spending five or more hours on the Internet each day in 2016 – but this increased to 42% in 2019 (and 55% in 2021). See the CIRA's [Trends in Internet Use and Attitudes](#).
- ²² According to [open data](#) from the CRTC's Communications Market Reports (tab N-F12: "Weighted average upload and download usage (GB) by high-speed residential Internet service subscribers, 2013-2021").
- ²³ "High-speed Internet" being an Internet service providing 50 Mbps download speeds, 10 Mbps upload speeds, and unlimited usage. See the CRTC's [ongoing assessment](#) of high-speed broadband services in Canada.
- ²⁴ According to the 2021 census; see Statistics Canada's catalogue no. [98-316-X2021001](#).
- ²⁵ The number of total private dwellings in Ontario was 5,598,391 in the 2016 census – but 5,929,250 in the 2021 census (an increase of 5.9%). Though this rate of growth roughly matches that seen with Ontario's total population (at 5.8%), households (i.e., dwellings occupied by usual residents) grew even faster (at 6.2%). See Statistics Canada's catalogue nos. [98-316-X2021001](#) and [98-316-X2016001](#).
- ²⁶ According to the CMHC's [Market Absorption Survey](#). See the "Average, Median and Price Percentiles for Absorbed Homeowner and Condominium Units (in Census Metropolitan Areas and Census Agglomerations with at least 50,000 people)" table available on the CMHC's [Housing Market Information Portal](#).

- ²⁷ See the Ontario Real Estate Association's housing statistics on the Canadian Real Estate Association's [statistics page](#).
- ²⁸ Multi-property owners accounted for 22% of residential property purchases in Ontario between 2017 and 2021 – making them the largest buyer segment in the province. These owners increased their share of home purchases throughout the 2017 to 2021 period – and collectively owned 24.6% of all residential properties in Ontario as of April 30, 2022 (see Teranet's [Market Insights](#) report from Q2 2022).
- ²⁹ Renters comprised 30.2% of private households across Ontario in 2016 – but 31.4% in 2021 (according to the [2016 census](#) and [2021 census](#)). The median rent for a one-bedroom apartment in the primary rental market rose from \$960 to \$1,229 – an increase of 28% – over that period (according to the “Historical Median Rent by Bedroom Type” table available on the CMHC's [Housing Market Information Portal](#)).
- ³⁰ Row housing and apartments comprised 59% of completions in 2016 – but 67% of completions in 2021. See the “Historical Completions by Dwelling Type” table on the CMHC's [Housing Market Information Portal](#).
- ³¹ The proportion of households living in unsuitable housing (i.e., without enough bedrooms) rose from 6.0% in 2016 to 6.7% in 2021 (according to the [2016 census](#) and [2021 census](#)).
- ³² In Toronto alone, at least 83,020 housing units with a market value exceeding \$30 billion were built on 666 ha of remediated brownfields between 2004 and 2011 (De Sousa, 2017, [Trying to smart-in-up and cleanup our act by linking regional growth planning, brownfields remediation, and urban infill in Southern Ontario Cities](#), *Urban Planning*, 2(3), 5–17). In contrast, the net dwelling unit density across Toronto is 25 dwelling units per hectare (according to the City's 2021 bulletin on [neighbourhood change and intensification](#)).
- ³³ In the Region of Peel alone, the waitlist for subsidized housing stood at 28,227 in 2021 – up 88% since 2019 (see the Region's [Housing Services 2021 Annual Report](#)).
- ³⁴ Ontario emitted an estimated 149,585 kt of CO₂e in 2020 – down from 204,370 kt of CO₂e in 2005 (based on data reported in [Canada's Official Greenhouse Gas Inventory](#), accessed on February 15, 2023). The pandemic drastically reduced emissions from transportation sources in 2020 – but even prior to the pandemic, in 2019, emissions had fallen substantially since 2005 (to 166 Mt of CO₂e – a reduction of 19%).
- ³⁵ Based on population estimates from Statistics Canada ([table 17-10-0005-01](#), formerly CANSIM 051-0001) and data reported in [Canada's Official Greenhouse Gas Inventory](#) (accessed on February 15, 2023). Per capita emissions in 2019 (i.e., prior to the pandemic) were slightly higher, at 11.4 t of CO₂e (down 30% since 2005).
- ³⁶ Municipalities reported that 13 investments in community energy systems cut 932 t of CO₂e from Ontario's annual emissions. But this is only a portion of the savings resulting from investments in community energy systems throughout the 2017-2021 period.
- Municipalities reported that 123 projects resulted in a reduction of 69 GWh in annual electricity consumption. Ontario's energy grid produced roughly 28 g of CO₂e per kWh of electricity consumed in 2020 (according to [Canada's Official Greenhouse Gas Inventory](#), accessed on February 15, 2023). The reduction of 69 GWh in electricity demand therefore cut about 1,932 t of CO₂e from Ontario's annual emissions.
- ³⁷ As of February 15, 2023; see the [about us](#) page of the Ontario Museums Association. Not all of these are owned by municipalities; municipalities reported that they owned only 343 museums and archives in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0067-01](#)). An additional 90 museums and archives were owned by other public agencies (see Statistics Canada's [table 34-10-0065-01](#)).
- ³⁸ The Ontario Heritage Trust maintains a [database](#) of designated properties. The database lists 11,466 properties as of February 15, 2023.
- ³⁹ See Ontario's public library [statistics](#).
- ⁴⁰ And more; 35,920 people benefitted from 2,436 programs for immigrants and new Canadians, 46,770 attendees utilized 2,495 maker space, digital media and self-publishing programs, and 375 career, job help and skills programs helped 7,782 attendees advance their careers.
- ⁴¹ Galleries Ontario / Ontario Galleries (GOG) worked with Hill Strategies to compile a statistical profile of art galleries in Ontario in 2013. Of GOG's art gallery members, 47 (64%) responded – suggesting that there were over 70 art galleries across the province at the time. This is consistent with the 72 publicly owned art galleries reported by municipalities and the Government of Ontario in 2020 in Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0065-01](#)); all but three of these were municipally owned (see Statistics Canada's [table 34-10-0067-01](#)).
- ⁴² Municipalities and the Government of Ontario reported ownership of 141 presentation and performance spaces in 2020 in Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0065-01](#)). All but one of these were municipally owned (see Statistics Canada's [table 34-10-0067-01](#)).
- ⁴³ Data in the [Canadian Disaster Database](#) indicates that roughly 14 natural disasters struck Canadian communities each year between 1970 and 2019 – but 3.5 occurred each year in the prior 50-year period.
- ⁴⁴ See the Canadian Institute for Climate Choices' [Tip of the Iceberg](#).
- ⁴⁵ See the Insurance Bureau of Canada's [2023 update](#) on the costs of severe weather events.
- ⁴⁶ Between 1990 and 2013, 56 floods disrupted life in Ontario's communities. An additional 21 storms and severe thunder events, 19 wildfires, 17 tornados, 14 winter storms, and more were recorded. See the [analysis](#) by Nirupama et al. in 2014's *Procedia Economics and Finance*, 18: 55-61.
- ⁴⁷ See IBC and FCM's [Investing in Canada's Future: The Cost of Climate Adaptation at the Local Level](#) (2020).
- ⁴⁸ Above baseline levels; see the FAO's [assessment](#) of the financial impacts of extreme rainfall on storm and wastewater infrastructure.
- ⁴⁹ Ontario's 444 municipalities reported ownership of 59,924 km of water distribution and transmission pipes in the [2020 FIR](#) (schedule 80D, line 1855). This is broadly in line with the 57,670 km estimate used in the [FAO's report](#) on the state of municipal infrastructure in 2020.
- ⁵⁰ Ontario's treatment plants delivered a combined volume of 1,603 million cubic metres of potable water in 2019. 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 (Statistics Canada's [table 38-10-0271-01](#); formerly CANSIM 153-0127).
- ⁵¹ Ontario's households consumed roughly 172 L/person/day in 2019 – down 17% since 2011, and significantly lower than the Canadian average of 215 L/person/day. Another 171 L/person/day was used by the non-residential sector or lost in 2019.
- ⁵² Of the 1,603 million cubic metres of water processed in 2019, 238 million cubic metres was lost from the distribution system (Statistics Canada's [table 38-10-0271-01](#); formerly CANSIM 153-0127).
- ⁵³ See the FAO's [report](#) on the state of municipal infrastructure in 2020.
- ⁵⁴ Ontario's 444 municipalities reported 3,871 breaks in the [2020 FIR](#) (schedule 80D, line 1850).
- ⁵⁵ See Ontario's [open data](#) on drinking water quality and enforcement. Between 2017-18 and 2021-22, 2,590,350 tests were performed on municipal residential drinking water systems. Of these tests, 2,586,670 met Ontario's standards.
- ⁵⁶ The Ontario Association of Fire Chiefs [reports](#) that Ontario's 441 fire departments include 32 career fire departments, 215 composite fire departments and 194 volunteer fire departments. Ontario's 30,966 firefighters comprise 18,772 volunteer firefighters, 11,574 career firefighters, and 620 part time firefighters.
- ⁵⁷ According to fire officials cited in the CBC's [“Fires are burning hotter and faster, firefighters say. That means residents have only minutes to escape”](#).
- ⁵⁸ 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”](#)).
- ⁵⁹ See the London Free Press's [“Ontario fire deaths hit near-record level amid pandemic”](#).

⁶⁰ 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](#)").

⁶¹ Ibid.

⁶² There were 9,456,317 registered vehicles in Ontario in 2021 (see Statistics Canada's [table 23-10-0308-01](#)).

⁶³ According to the FAO's [review of Ontario's municipal infrastructure](#).

⁶⁴ Most of the 1,211 lane-km of paved road reported as constructed or acquired were converted from unpaved roads.

⁶⁵ Ontario's roads are among the safest in North America. Between 2017 and 2021, the number of people killed in motor vehicle collisions on Ontario's roads fell from 0.61 to an estimated 0.50 per 10,000 licensed drivers. In 2019 (the latest year for which comparison data are available), Ontario's roads were nearly the safest in North America – and second only to those in the District of Colombia. But with an estimated 541 fatalities in 2021, one person still dies every 16 hours on Ontario's roadways. See [Ontario's Road Safety Annual Reports](#).

⁶⁶ According to the FAO's review of [Ontario's municipal infrastructure](#).

⁶⁷ Some of which are completed with support from the CCBF under the capacity-building category. Municipalities completed eight bridge and culvert inspection projects worth \$180,888 with \$135,656 from the CCBF between 2017 and 2021. Over 231 structures were inspected under these eight projects.

⁶⁸ Municipalities reported that they owned 4,501 km of paved pathways and 4,771 km of trails in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0067-01](#)).

⁶⁹ According to the FAO's [review of Ontario's municipal infrastructure](#).

⁷⁰ The Government of Ontario identified 2,710.4 km of existing on-road cycling infrastructure in 2017. As assumed 68% of this infrastructure is municipally owned. See [this](#) consultation notice from 2017 and [this](#) dataset identifying the location of this infrastructure.

⁷¹ See Statistics Canada's [analysis](#) of 2021's sub-provincial population estimates.

⁷² See Ontario's [2016 census profile](#) and [2021 census profile](#).

⁷³ Despite the slowdown in population growth seen at the start of the pandemic, downtowns grew faster between 2016 and 2021 (at 10.9%) than they did in the previous five-year period (at 4.6%; see Statistics Canada's [analysis](#) of the population growth of Canada's large urban centres).

⁷⁴ Investments in public transit cut transportation costs, make it easier for folks of all incomes and abilities to explore the community, reduce air pollution – and the deaths associated with it – improve road safety – and cut reduce the risk of pedestrian and motorist fatalities – reduce greenhouse gas emissions, and more. See the Canadian Public Health Association's [Public Transit Backgrounder](#) from 2021.

⁷⁵ Municipalities reported that they owned 5,193 buses, 204 streetcars, 874 heavy railcars, 65 light railcars, and 600 specialized transit vehicles in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0249-01](#)).

⁷⁶ Municipalities reported ridership of 853 million regular service passenger trips on conventional transit systems in 2017. This figure increased to 855 million in 2018 before falling to 770 million in 2019.

⁷⁷ Municipalities reported that they owned 178 passenger stations/terminals and 10,662 transit shelters in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0249-01](#)). But many transit stops do not have a shelter; Moovit, for example, [identifies](#) 44,224 bus stops across Ontario's public transit providers (though transit providers often share stops, and this count may therefore include some duplication).

⁷⁸ Of the 10,953,070 people living in Ontario's metropolitan areas in 2016, 9,484,790 (86.6%) lived within 500 m of a transit stop (see Statistics Canada's [table 23-10-0286-01](#)).

⁷⁹ See Ontario's [2016 census profile](#).

⁸⁰ Ridership in April averaged 106.3 million total passenger trips in Quebec and Ontario in 2018 and 2019 – but fell to 15.5 million in 2020 (see Statistics Canada's [table 23-10-0251-01](#); formerly CANSIM 408-0013).

⁸¹ Ibid.

⁸² See Ontario's [2021 census profile](#).

⁸³ Municipalities reported that they owned 4,501 km of paved pathways, 4,771 km of unpaved trails, 8,324 playgrounds, 1,352 community centres, 1,081 spray parks, splash pads, and wading pools, 721 indoor ice arenas, 965 outdoor ice arenas, 246 outdoor pools, and 346 indoor pools in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0067-01](#)).

⁸⁴ 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](#).

⁸⁵ 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.

⁸⁶ See Statistics Canada's [table 38-10-0020-01](#); formerly CANSIM 153-0148). See the Green Infrastructure Ontario Coalition'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.

⁸⁷ 94% of the 32 cities surveyed by Park People in 2021 [reported](#) that park use increased during the pandemic.

⁸⁸ Ibid.

⁸⁹ See the Green Infrastructure Ontario Coalition's [Improving Access to Large Parks in Ontario's Golden Horseshoe](#).

⁹⁰ 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.

⁹¹ See Statistics Canada's [table 23-10-0253-01](#) (formerly CANSIM 401-0044).

⁹² See Statistics Canada's [table 23-10-0254-01](#) (formerly CANSIM 401-0045).

⁹³ See the Railway Association of Canada's [Ontario Shortline Railway Profile](#).

⁹⁴ As reported by the Ontario Waste Management Association in its 2021 [State of Waste in Ontario: Landfill Report](#). This report presents the latest data available regarding solid waste disposal in Ontario.

The quantity of solid waste noted in this report are broadly in line with those published in Statistics Canada's [table 38-10-0032-01](#) (formerly CANSIM 153-0041). This table notes that Ontario disposed of 10.1 million tonnes of waste in 2018.

The number of landfills, however, differs substantially from other sources – and presumably includes dump sites. Of the 805 landfills identified in the report, 380 are municipally owned. In contrast, Statistics Canada's Canada Core Public Infrastructure Survey found 152 engineered landfills and 193 dump sites in Ontario in 2020 (for a total of 345 facilities; [table 34-10-0237-01](#)). The Financial Accountability Office of Ontario estimated the number of landfills and dump sites at 181 and 242 (respectively) in its [report](#) on municipal infrastructure in 2020 (for a total of 423 facilities).

⁹⁵ See estimates in the Ontario Waste Management Association's 2021 [State of Waste in Ontario: Landfill Report](#).

⁹⁶ Municipal landfill sites accounted for 64% of remaining landfill capacity in 2017 – but only 47% in 2020. Private landfills account for nearly all the remainder. Municipal landfill sites are generally designed for the deposit of local residential waste; the expansion of these sites therefore has little impact on the province's ability to dispose of the industrial, commercial, and industrial waste that comprises the bulk of Ontario's solid waste tonnage. See the Ontario Waste Management Association's 2021 [State of Waste in Ontario: Landfill Report](#).

⁹⁷ The diversion rate is calculated by dividing the tonnes of solid waste diverted (through the Blue Box program, organics programs, and other recycling programs) by the total tonnage of solid waste generated (i.e., both diverted and disposed). According to the Resource Productivity & Recovery Authority's *2020 Datacall Report*, households diverted 2.5 million tonnes from landfill in 2020.

Non-residential waste is not included in this amount. But data published in Statistics Canada's [table 38-10-0138-01](#) indicates that total waste diversion in Ontario totaled just under 3.5 million tonnes in 2020.

⁹⁸ Ontario aims to divert 50% of waste from the landfill by 2030 and 80% of waste from the landfill by 2050.

⁹⁹ Ontario's residential properties diverted 1,029,042 tonnes from landfill in 2002 (see Statistics Canada's [table 38-10-0033-01](#); formerly CANSIM 153-0042) and disposed of an additional 3,438,408 tonnes (see Statistics Canada's [table 38-10-0032-01](#), formerly CANSIM 153-0041).

¹⁰⁰ Of the 10,085,613 tonnes disposed of in Ontario in 2018, only 3,980,665 was produced by residential sources (see Statistics Canada's [table 38-10-0032-01](#); formerly CANSIM 153-0041). With an estimated population of 14,308,697 in 2018 (Statistics Canada's [table 17-10-0005-01](#); formerly CANSIM 051-0001), this works out to 278 kg of waste per capita. Four provinces (PE, NS, BC, and MB) and the three territories produced less waste per capita; the remaining five provinces (NB, NL, AB, SK, and QC) produced more. Solid waste disposed of per capita ranged from 134 kg in Prince Edward Island to 385 kg in Quebec.

¹⁰¹ 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 in 2020 on Canada's Core Public Infrastructure Survey (see Statistics Canada's [table 34-10-0067-01](#)).

¹⁰² 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](#)).

¹⁰³ 25% of Ontarians surveyed in 2019 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 (see Statistics Canada's [table 38-10-0121-01](#); formerly CANSIM 153-0153). This is up slightly from 22% in 2011, 2013, 2015, and 2017.

¹⁰⁴ 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).

¹⁰⁵ See Colley and Watt's [report](#) titled "The unequal impact of the COVID-19 pandemic on the physical activity habits of Canadians" (2022).

¹⁰⁶ 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 Ontario (see the "total visits by origin" table of [Ontario's tourism research statistics](#)).

¹⁰⁷ 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](#).

¹⁰⁸ Hotel occupancy rates fell from 60% to 70% over the ten-year period prior to the pandemic to 35% in 2020 – but rebounded to 44% in 2021 (see the "hotel occupancy rates" table of [Ontario's tourism research statistics](#)). The number of non-resident visitors to Ontario, however, had not substantially changed between 2020 (at 2.6 million) and 2021 (at 2.2 million; see Statistics Canada's [table 24-10-0050-01](#)).

¹⁰⁹ The FAO [estimated](#) that municipalities owned 2,334 km of sanitary forcemains and 44,802 km of sewer pipes in 2020.

¹¹⁰ Ontario's municipal treated wastewater effluent data indicate that total monthly flow summed to 2,034,792 ML in 2020. This is roughly in line with the 2,061,500 ML reported to Statistics Canada on 2017's *Municipal Wastewater Systems in Canada* survey (see [table 38-10-0124-01](#)).

¹¹¹ 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.

¹¹² Ibid.

¹¹³ Municipalities [reported](#) 1,259 wastewater main backups in 2020's FIR, but only 967 in 2017's FIR (schedule 80D, line 1810).

¹¹⁴ Data reported to the Government of Canada under the wastewater systems effluent regulations and made available on Canada's [open data website](#) indicates that 80,861 ML were released during combined sewer overflow events between 2017 and 2021.

¹¹⁵ In 2021 dollars. Financing data was pulled from schedule 53 of the FIR. Capital investment and financing vary substantially from year to year. Missing data was therefore imputed using averages for the 2014-2019 period (for 2020) or 2014-2020 period (for 2021) where necessary. 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).

¹¹⁶ Both amounts shown are in 2021 dollars. 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).

¹¹⁷ Only the 6,129 projects that ended financing between 2014 and 2021 were included in this analysis. These projects had a combined value of \$9,972,076,831, and received a total of \$4,596,149,087 from the CCBF.

¹¹⁸ The median total cost of the 6,129 projects that ended financing between 2014 and 2021 was \$0.3 million. In contrast, the average total cost of these projects was \$1.6 million.

¹¹⁹ Includes a transfer of \$13,778,253 in legacy funds.

¹²⁰ Includes top-up funding of \$819,443,895.

¹²¹ Includes top-up funding of \$816,507,200.

¹²² AMO's report on asset management outcomes profiles several projects that used CCBF funds under the capacity building category.



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