



City Budget
2012

Transportation Services Capital Budget Analyst Notes

The City of Toronto's budget is presented by program and service, in Analyst Note format. The City's Capital Budget funds major infrastructure.

2012–2021 Capital Program

2012 CAPITAL BUDGET ANALYST BRIEFING NOTES BUDGET COMMITTEE NOVEMBER 28, 2011

TABLE OF CONTENTS

PART I: RECOMMENDATIONS	1
PART II: 2012 – 2021 CAPITAL PROGRAM	
10–Year Capital Plan Summary (2012 Rec'd Budget, 2013–2021 Rec'd Plan)	2
10–Year Capital Plan Overview	4
10–Year Capital Plan: Operating Impact Summary	17
PART III: 2012 RECOMMENDED CAPITAL BUDGET	18
2012 Capital Budget by Project Category and Funding Source	18
2012 Recommended Cash Flow & Future Year Commitments	20
2012 Recommended Capital Project Highlights	21
PART IV: ISSUES FOR DISCUSSION	
2012 and Future Year Issues	22
Issues Referred to the 2012 Capital Budget Process	25
APPENDICES	
Appendix 1: 2011 Performance	26
Appendix 2: 10–Year Recommended Capital Plan Project Summary	28
Appendix 3: 2012 Recommended Capital Budget; 2013 to 2021 Capital Plan	29
Appendix 4: 2012 Recommended Cash Flow & Future Year Commitments	30
Appendix 5: 2012 Recommended Capital Projects with Financing Details	31
Appendix 6: 2012 Reserve / Reserve Fund Review	32

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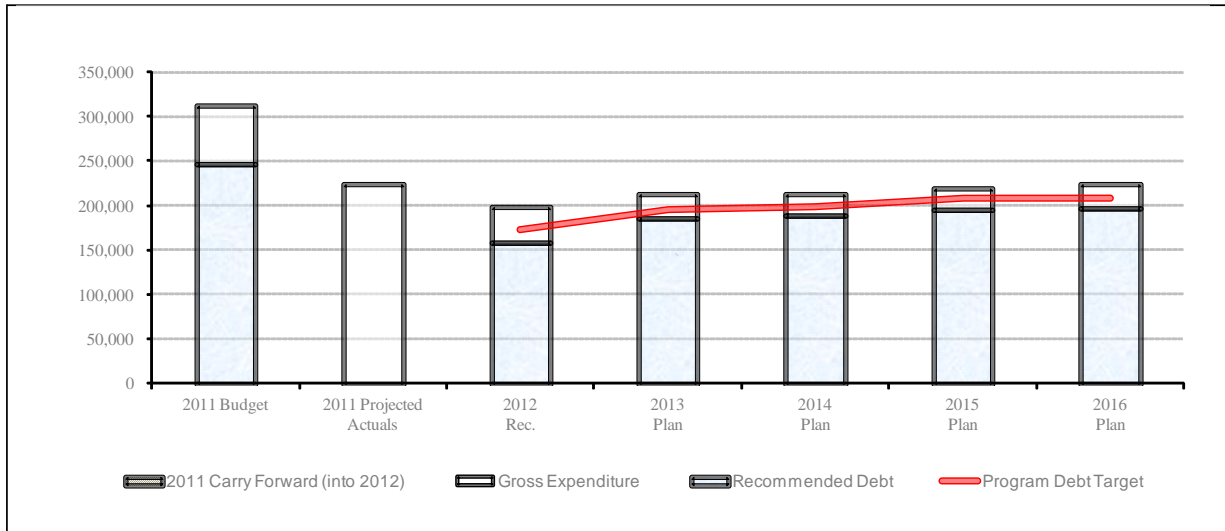
PART I: RECOMMENDATIONS

The City Manager and Chief Financial Officer recommend that:

1. Council approve the 2012 Recommended Capital Budget for Transportation Services with a total project cost of \$159.902 million, and 2012 cash flow of \$198.865 million and future year commitments of \$23.877 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 36 new/change in scope sub-projects with a 2012 total project cost of \$159.902 million that requires cash flow of \$139.125 million in 2012 and a future year commitment of \$22.777 million in 2013;
 - ii) 19 previously approved sub-projects with a 2012 cash flow of \$59.740 million and a future year commitment of \$1.100 million in 2013;
2. Council approve new debt service costs of \$2.162 million in 2012 and incremental debt costs of \$9.975 million in 2013 and \$1.760 million in 2014 resulting from the approval of the 2012 Recommended Capital Budget, to be included in the 2012 and future year operating budgets; and
3. Council approve the 2012–2021 Recommended Capital Plan for Transportation Services totaling \$1.937 billion in project estimates, comprised of \$189.288 million in 2013; \$212.439 million in 2014; \$219.698 million in 2015; \$224.962 million in 2016; \$223.166 million in 2017; \$219.914 million in 2018; \$216.585 million in 2019; \$215.654 million in 2020; and, \$215.654 million in 2021.
4. The General Manager, Transportation Services report on future year operating impacts of the 2013–2022 Capital Plan in time for consideration with the 2013 Budget Process.

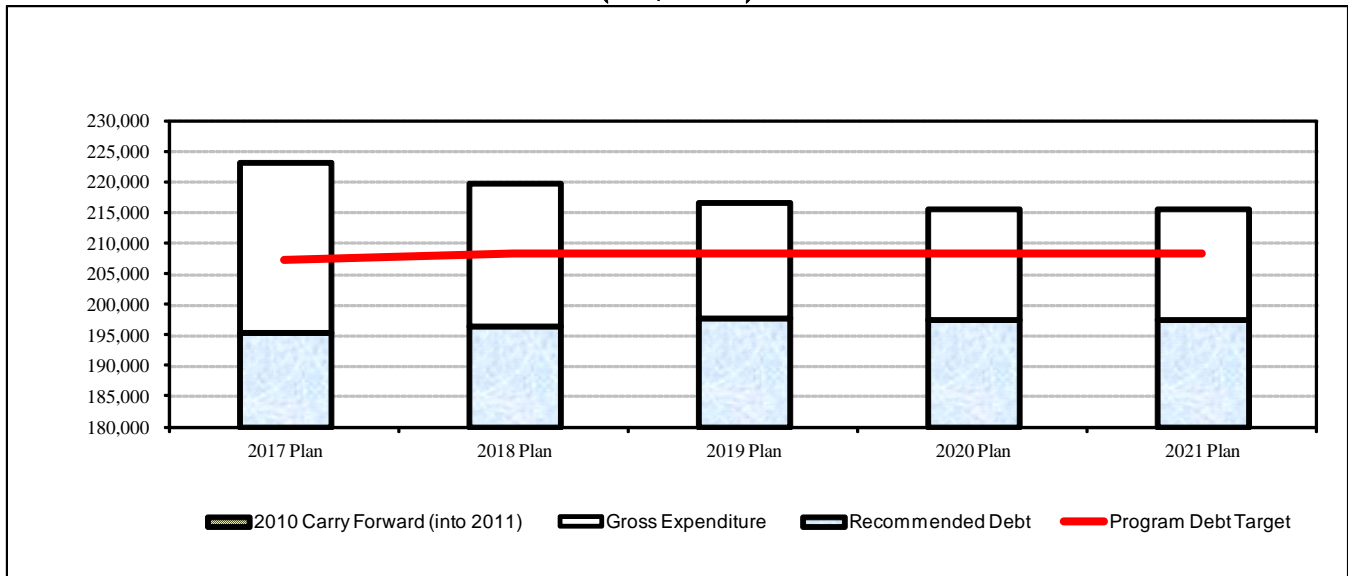
PART II: 2012 – 2021 CAPITAL PROGRAM

10-Year Capital Plan 2012 Recommended Budget, 2013–2016 Recommended Plan (In \$000s)



	2011		2012 Rec. Budget and 2013-2016 Plan					2012-2016	5-Year Total
	Budget	Projected Actual	2012	2013	2014	2015	2016		
Gross Expenditures:									
2011 Capital Budget & Approved FY Commitments	312,465	224,793	59,740	1,100				60,840	6%
Recommended Changes to Approved FY Commitments									
2012 New/Change in Scope and Future Year Commitments			139,125	22,777				161,902	15%
2013 - 2016 Capital Plan Estimates				189,288	212,439	219,698	224,962	846,387	79%
2-Year Carry Forward for Reapproval									
1-Year Carry Forward to 2012									
Total Gross Annual Expenditures & Plan	312,465	224,793	198,865	213,165	212,439	219,698	224,962	1,069,129	100%
Program Debt Target	246,270		173,120	195,169	198,469	207,479	207,504	981,741	
Financing:									
Recommended Debt	246,270		157,925	185,808	188,422	195,956	196,302	924,413	86%
Reserves/Reserve Funds	4,884		2,810	3,420	3,420	5,120	8,425	23,195	2%
Development Charges	11,440		19,560	15,378	12,038	11,362	12,975	71,313	7%
ISF	11,812								
Provincial/Federal									
Other Revenue	38,061		18,570	8,559	8,559	7,260	7,260	50,208	5%
Total Financing	312,465		198,865	213,165	212,439	219,698	224,962	1,069,129	100%
By Project Category:									
Health & Safety	18,897		9,770	10,399	10,414	10,430	10,446	51,459	5%
Legislated									
SOGR	201,491		143,540	163,336	166,583	169,272	169,031	811,762	76%
Service Improvement	40,680		23,332	16,619	17,422	15,736	17,216	90,325	8%
Growth Related	51,397		22,223	22,811	18,020	24,260	28,269	115,583	11%
Total By Project Category	312,465		198,865	213,165	212,439	219,698	224,962	1,069,129	100%
Asset Value - end of each year (\$)	10,635,000		10,635,000	10,854,660	11,084,913	11,313,571	11,564,803		
Yearly SOGR Backlog Estimate (not addressed by current plan)			39,059	18,162	41,473	36,477	64,704		
Accumulated Backlog Estimate (end of year)	298,726		337,785	355,947	397,420	433,897	498,601		
Backlog: Percentage of Asset Value (%)	2.8%		3.2%	3.3%	3.6%	3.8%	4.3%		
Debt Service Costs			2,162	13,829	21,412	20,778	21,713	79,894	
Operating Impact on Program Costs									
New Positions									

10-Year Capital Plan 2017–2021 Recommended Plan (In \$000s)



	2017 - 2021 Capital Plan						10-Year Total Percent
	2017	2018	2019	2020	2021	2012-2021	
Gross Expenditures:							
2011 Capital Budget & Approved FY Commitments						60,840	3%
Recommended Changes to Approved FY Commitments							
2012 New/Change in Scope and Future Year Commitments						161,902	7%
2017 - 2021 Capital Plan Estimates	223,166	219,914	216,585	215,654	215,654	1,937,360	90%
2-Year Carry Forward for Reapproval							
1-Year Carry Forward to 2012							
Total Gross Annual Expenditures & Plan	223,166	219,914	216,585	215,654	215,654	2,160,102	100%
Program Debt Target	207,279	208,279	208,279	208,279	208,279	2,022,136	
Financing:							
Recommended Debt	195,503	196,591	197,767	197,655	197,655	1,909,584	88%
Reserves/Reserve Funds	8,095	5,500	2,000	2,000	2,000	42,790	2%
Development Charges	12,308	10,563	9,558	8,739	8,739	121,220	6%
ISF							
Provincial/Federal							
Other Revenue	7,260	7,260	7,260	7,260	7,260	86,508	4%
Total Financing	223,166	219,914	216,585	215,654	215,654	2,160,102	100%
By Project Category:							
Health & Safety	9,003	9,020	9,037	9,037	9,037	96,593	4%
Legislated							
SOGR	169,445	175,563	181,438	182,848	181,787	1,702,843	79%
Service Improvement	16,645	15,660	15,916	15,916	15,916	170,378	8%
Growth Related	28,073	19,671	10,194	7,853	8,914	190,288	9%
Total By Project Category	223,166	219,914	216,585	215,654	215,654	2,160,102	100%
Asset Value - end of each year (\$)	11,564,803	11,782,799	12,044,265	12,290,210	12,541,074	12,796,956	
Yearly SOGR Backlog Estimate (not addressed by current plan)	32,490	36,919	24,735	63,661	55,716		
Accumulated Backlog Estimate (end of year)	498,601	541,703	574,441	640,752	701,367	753,792	
Backlog: Percentage of Asset Value (%)	4.3%	4.6%	4.8%	5.2%	5.6%	5.9%	
Debt Service Costs	20,144	17,523	16,861	16,680	16,764	167,867	
Operating Impact on Program Costs							
New Positions							

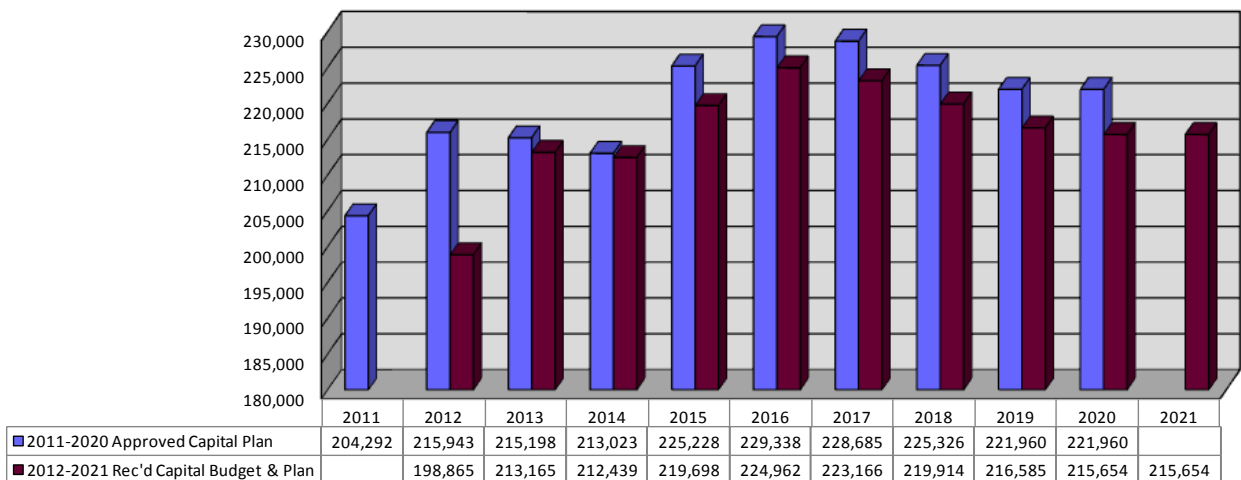
10–Year Capital Plan Overview

- Transportation Services is responsible for the maintenance of infrastructure assets valued at \$10.6 billion, comprised of 5,355 km of roads, 300 km of expressways, 7,100 km of sidewalks, 539 bridges and 2,205 traffic signals across the City.
- The 2012–2021 Recommended Capital Plan focuses on maintaining these assets in a state of good repair and continuing rehabilitation work on bridges, major and local roads and the Gardiner and Don Valley expressways.
- The 10–Year Recommended Capital Plan also allocates funding for the transportation network safety improvement and optimization projects such as Light Emitting Diode (LED) signal module conversions, accessible pedestrian signals, and advanced traffic control signal initiatives including RESCU projects.
- Several multi–year growth related initiatives such as the Six Points Interchange Redevelopment, Regent Park Revitalization, Redlea Avenue Extension, Steeles/Kennedy Grade Separation, Morning Side Extension and the service road in the North Yonge Centre will also be completed over the 10–year planning horizon, in order to accommodate development growth.
- The 2012–2021 Recommended Capital Plan totals \$2.160 billion, of which \$1.069 billion or 49.5% is projected for the first 5 years, with the final 5 years requiring funding of \$1.091 billion or 50.5%.
- The 10–year Recommended Capital Plan requires new debt funding of \$1.910 billion and it is below the debt affordability guideline for each of the ten years, for a total of \$112.552 over the 10–year period.
 - Debt funding of \$1.910 billion comprises 88% of the Transportation Services 10–Year capital funding.
 - Other sources of funding include Development Charges (\$121.220 million or 6%), third party funding (\$86.508 million or 4%) and reserve funding (\$42.790 or 2%).
- The current SOGR backlog is estimated at \$298.726 million or 2.8% of the total asset value of \$10.6 billion.
 - The 10–Year Capital Plan dedicates approximately \$170 million annually to address state of good repair projects. This will not be sufficient to eliminate the current backlog which will continue to grow to \$753.792 million or 5.9% of the asset value by 2021.
- The 2012–2021 Recommended Capital Plan includes the following Core Service Review savings:

- \$1.800 million over the 10–year period resulting from elimination of the requirement for paid duty Police officers at construction sites and special events, where possible.
- \$35.000 million in debt financing and related debt service costs by reducing the Neighborhood Improvement Program capital expenditure from \$3.500 million to \$2.000 million per year, and by replacing the debt financing for the reduced Program of \$20.000 million (over the 10–year period) with the financing from the Public Realm Reserve Fund in an equivalent amount.

Key Changes to the 2011 – 2020 Approved Capital Plan

**Changes to the 2011–2020 Approved Capital Plan
(In \$000s)**



- The 2012 Recommended Capital Budget and 2013– 2021 Capital Plan reflects a decrease of \$52.213 million or 2.6% from the 2011–2020 Approved Capital Plan. The changes to the 2011–2020 Approved Capital Plan arise from the reprioritization of Transportation Services' capital projects, based on updated schedules for infrastructure maintenance over the next 10–year period, as outlined below:
 - Additional funding has been allocated to the local and major road resurfacing projects (\$4.220 million and \$19.547 million respectively) and bridge rehabilitation (\$4.678 million). In addition to the revised maintenance schedules for these assets, this realignment of projects reflects a greater emphasis on road resurfacing in order to extend their useful life, rather than reconstruction.
 - Several traffic management projects require increased funding for accessible and other traffic control signals on various locations across the City, as well as for

network equipment and vehicle detection station replacement costs at the RESCU Situation and Control and Viewing Room (total amount of \$8.111 million).

- Increased funding was allocated to safety and operational improvement projects (\$5.066 million).
- Additional funding for the Redlea Avenue Extension project is included to acquire properties for the extension of Redlea Avenue in 2012 (\$2.000 million).
- A new project, Traffic Sign Structure Replacement Program, was added to the 10–Year Capital Plan with funding of \$0.800 million over four years, starting in 2013. Funding is required to replace older overhead sign structures approaching the life expectancy as their safety could not be addressed through simple routine maintenance.
- The above investments were offset by corresponding decreases in other projects:
 - Funding for State of Good Repair such as local and major road reconstruction projects (\$6.041 million and \$5.553 million respectively), sidewalks and laneways (\$9.575 million and \$1.100 million respectively) was redirected to road resurfacing.
 - Some of the third party projects such as TTC track replacement projects that involve TTC track work, transit and other development related projects (\$59.702 million) that were originally anticipated will not proceed.
 - Funding for the Neighborhood Improvement Program was reduced (\$13.5 million) as synergies will be realized from further consultation and coordination with other Program areas implementing similar types of public realm and civic improvement initiatives such as Economic Development and City Planning.
- A summary of project changes is presented in the table that follows.

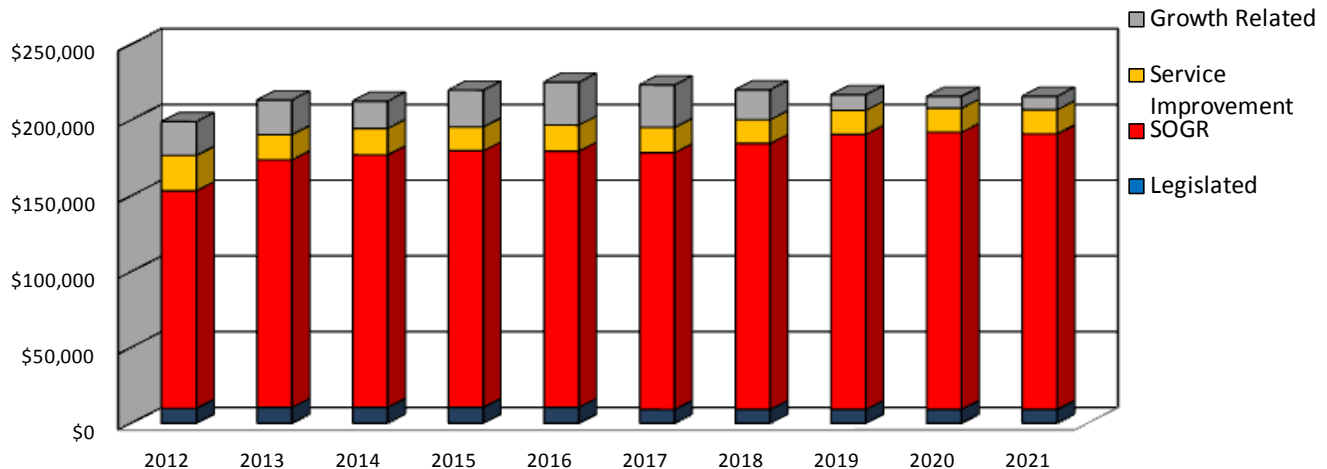
Summary of Project Changes

(In \$000s)

Key Projects	Total Project Cost	2012	2013	2014	2015	2016	2017	2018	2019	2020	2012 - 2020	Revised Total Project Cost
Previously Approved												
Roads and Structures												
City Bridge Rehabilitation	324,088	(1,000)	1,000	(500)		5,378		(200)			4,678	328,766
Major Road Reconstruction	150,135	2,426	412	(180)	(2,180)	(4,426)	(180)	(180)	(180)	(1,065)	(5,553)	144,582
Major Road Resurfacing	170,570	3,575	5,187	3,277	22	51	2,733	1,658	1,495	1,549	19,547	190,117
Local Road Reconstruction	179,540	(1,000)	(3,000)	(1,260)	563	(1,344)					(6,041)	173,499
Local Road Resurfacing	268,253	3,886	801	(1,001)	(3,000)	3,834	(1,200)			900	4,220	272,473
Sidewalks	128,873	(4,466)	(1,329)	(1,676)	540	(2,644)	(267)	(245)	(226)	674	(9,639)	119,234
Laneways	20,985	(1,000)				(100)					(1,100)	19,885
Facility Improvements	13,500	(500)									(500)	13,000
Traffic Management												
Traffic Calming	5,204	(326)	(269)	(276)	(283)	(283)	(297)	(305)	(313)	(313)	(2,665)	2,539
Advanced Traffic Signal Control	13,600	2,000	900	900	(1,350)						2,450	16,050
Traffic Control - RESCU	10,000	2,600									2,600	12,600
Accessible Pedestrian Signals (Audible Signals)	7,290	690	690	690	690	690					3,450	10,740
PXO Replacement & Visibility Enhancement			569	569	569	569					2,276	2,276
Other												
Cycling Infrastructure	79,706	(50)	(750)								(800)	78,906
Safety and Operational Improvements	6,473	549	598	585	571	571	564	550	539	539	5,066	11,539
Neighbourhood Improvements	31,500	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)	(13,500)	18,000
Scarlett/St Clair/Dundas	18,750	(6,790)	(170)	1,960	5,000						0	18,750
Redlea Avenue Extension Project		2,000									2,000	2,000
Morningside Avenue Extension	6,000	(2,800)		3,000							200	6,200
Port Union Road	3,800									(1,900)	(1,900)	1,900
Growth Related Capital Works	5,502	(372)	(372)	(372)	(372)	(372)	(372)	(190)	(190)	(190)	(2,802)	2,700
Various Construction Projects	52,000	(10,000)									(10,000)	42,000
Transit / Transportation City	45,000	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(45,000)	0
Total Previously Approved	1,540,769	(17,078)	(2,233)	(784)	(5,730)	(4,576)	(5,519)	(5,412)	(5,375)	(6,306)	(53,013)	1,487,756
New												
Traffic Sign Structure Replacement			200	200	200	200					800	800
Total New			200	200	200	200					800	800
Total Changes		(17,078)	(2,033)	(584)	(5,530)	(4,376)	(5,519)	(5,412)	(5,375)	(6,306)	(52,213)	1,488,556

2012 – 2021 Recommended Capital Plan

2012–2021 Capital Plan by Project Category
(In \$000s)



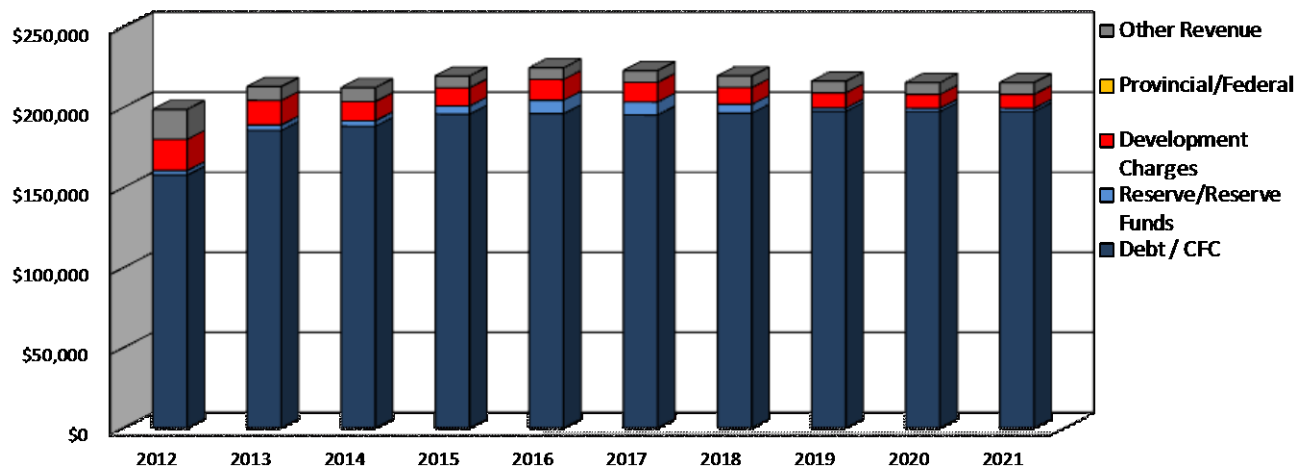
- State of Good Repair (SOGR) projects make up the largest category of projects in the Transportation Services' 10–Year Recommended Capital Plan with funding totaling \$1.703 billion or 79% of the total planned cash flow of \$2.160 billion.
 - State of Good Repair projects include maintenance and rehabilitation work on bridges, the Gardiner and Don Valley expressways, major and local road reconstruction and sidewalk maintenance.
 - \$811.762 million or 48% of the total planned cash flow for SOGR projects will be spent during the first 5 years. Annual investment in these projects will increase by 18%, from \$143.540 million or 72% in 2012 to \$169.031 million or 75% of the total in 2016. At the end of this period, total state of good repair funding will amount to 76% of the total planned cash flow.
 - Another \$891.081 million or 52% of the total cash flow is dedicated to SOGR projects during the second 5 years. The growing trend continues, with another 7% increase in investment over the period, from \$169.445 million or 76% in 2017 to \$181.787 million or 84% allocated to State of Good Repair projects in 2020. At the end of the 10–year period, State of Good Repair projects will account for \$1.703 billion or 79% of total planned spending.

- Health and Safety projects represent approximately \$96.593 million or 4% of the total Capital Plan spending of \$2.160 billion.
 - Health and Safety projects include signage and traffic safety projects such as accessible/audible pedestrian signals and the salt management program.

- \$51.459 million or 53% of the funding will be spent during the first five years. The remaining \$45.134 million or 47% is planned for the second five years of the 10–Year Capital Plan.
- Funding for these projects remains stable over the period, averaging approximately \$9.7 million annually.
- Service Improvement projects require funding of approximately 8% or \$170.378 million of the total planned cash flow included in the 10–Year Recommended Capital Plan.
 - Key Service Improvement projects include advanced traffic signal and control projects such as RESCU, safety, operational and facility improvements and cycling infrastructure enhancements.
 - \$90.325 million or 53% of project funding will be spent over the first five year period.
 - Apart from 2012 when funding for these projects is slightly higher than average (\$23.3 million), mainly due to higher investments in advanced traffic control and RESCU systems, project funding remains at consistent levels of approximately \$16.3 million annually over the period.
- Growth Related projects account for 9% or \$190.288 million of the total 10–Year Recommended Capital Plan funding.
 - Examples of Growth Related projects include completion of the service road in the North Yonge Centre, the Steeles/Kennedy Grade Separation and Six Points Interchange Redevelopment.
 - \$115.583 million or 61% in funding for these projects will be spent from 2012–2016. Annual funding will increase over the first 5–year period, from \$22.223 million or 11% in 2012 to \$28.269 or 13% in 2016. This increase coincides with the anticipated start of the Six Points Interchange Redevelopment project in 2015. At the end of this period, growth related projects will account for 11% of the total cash flow planned for this period.
 - In 2017 and 2018, significant investment in Growth Related projects (\$28.073 million and \$19.671 million respectively) will continue mostly due to the Six Points Interchange Redevelopment project, which has a total project cost of \$40.548 million. However, by the end of 2021, funding will decline to \$8.914 million or 4%. At the end of the 10–year period, Growth Related projects will account for 9% of total recommended spending.
- The main focus of the 10–Year Recommended Capital Plan is balancing the needs of existing infrastructure characterized by an aging transportation network and limited financial resources, with requirements for new facilities to accommodate growth. This is achieved by allocating stable funding to various categories of projects, with significant investment in State of Good Repair projects.

2012–2021 Capital Plan by Funding Source

(In \$000s)



- The 2012 – 2021 Recommended Capital Plan is funded primarily from debt, which accounts for 88% or \$1.910 billion in total recommended financing. The recommended debt funding is below the 10–year debt affordability guideline of \$2.022 billion, allocated to this Program, by \$112.552 million or 5.6%.
 - This was primarily achieved by maximizing the use of eligible Development Charge funding for some growth related projects that were previously funded by debt. The Development Charge revenue projections for 2012 –2021 were also revised, reflecting higher revenues due to anticipated increases in development activities. Also, debt of \$20.000 million for Neighborhood Improvement Program was reduced by replacing this financing source with funding from the Public Realm Reserve Fund.
 - \$924.413 million or 48% of the debt funding will be utilized in the first five years of the 10–Year Capital Plan period. The annual debt funding will increase by 24%, from \$157.925 million or 79% of the 2012 funding, to \$196.302 million or 87% in 2016. At the end of this period, debt funding will constitute 86% of total recommended funding.
 - In subsequent years, debt funding remains relatively stable, ranging from \$195.503 million in 2017 to \$197.655 million in 2021. At the end of the 10–year period, debt funding will represent 88% of the Transportation Services' 10–Year Recommended Capital Plan financing.
 - The debt funding trend over the 10–year period corresponds to the increase in the SOGR capital work program, which is mostly funded by debt.

- Development Charges (DC) fund approximately 6% or \$121.220 million of the 10–Year Recommended Capital Plan and it is used for Growth Related and Service Improvement projects.
 - \$71.313 million or 59% of total Development Charge financing will be spent during the first five years, with annual funding declining from \$19.560 million in 2012 to \$12.975 million in 2016. At the end of the 5–year period Development Charge funding will constitute 7% of total recommended financing.
 - Another \$49.907 million or 41% is allocated within the second 5–years of the 10–Year Recommended Capital Plan. Annual Development Charge financing will further decline to \$8.739 million in 2021, with this source representing 6% of total recommended financing. This is due to an increased investment in State of Good Repair projects, which are mostly funded from debt.
 - DC funded projects included in the 10–Year Recommended Capital Plan have been confirmed as eligible for Development Charge financing and have been included in the approved Development Charges By–law. Development Charge revenue projections were updated during the spring/summer of 2011, indicating higher than expected revenues in future years. Consequently, Development Charge funded projects were revised to ensure maximum use of available funding. As a result, revenue from this financing source was increased in the 10–Year Recommended Capital Plan. Compared to the 2011–2020 Approved Capital Plan, when Development Charges participated with \$40.925 million or 2% in the total 10–Year capital funding, funding of \$122.220 million included in this 10–Year Recommended Capital Plan, represents an increase of \$80.295 million over the 10–year period. This allowed debt funding for Transportation Services' 10–Year Capital Plan to be reduced and remain below debt affordability guideline in each of the 10 years.
- Other Third Party funding accounts for \$86.508 million or 6% of total recommended financing and include Section 37 funding for traffic control signals, construction of local roads and funding for TTC track replacement work on the City's right of ways.
 - \$50.208 million or 58% is allocated during the first five years. The remaining \$36.300 million or 42% will be used during the second 5 years of the 10–Year Capital Plan. Overall, these funding sources will slightly decline over the period as they are related to specific development projects.
- Reserve/Reserve Funds participate with approximately 2% or \$42.490 million in the financing of the 10–Year Recommended Capital Plan. This financing source is utilized for

for specific eligible Bike Plan projects of \$7.790 million (\$6.495 million during the first five years), the Six Points Interchange Redevelopment project of \$15.000 million (\$6.7 million during the first five years) and Neighborhood Improvement projects of \$20.000 million (\$10 million during the first five years).

- \$23.195 million or 54% is allocated during the first five years. Another \$15.595 million or 46% will be spent over the second 5 years of the 10–Year Capital Plan.
- The 10–Year Recommended Capital Plan is mostly funded by debt since the majority of the Transportation Services' capital projects are State of Good Repair projects. Increased Development Charge funding in this 10–Year Recommended Capital Plan enables Transportation Services to address growth related projects at a lower cost to the City, since the recommended debt funding is below the cumulative debt affordability target of \$2.022 billion by \$112.552 million or 5.6%.

Summary of Major Capital Initiatives by Category

(In \$000s)

	Total Project Cost*	2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2012-2021 Total
State of Good Repair (incl. H&S , & Leg.)												
Local Road Reconstruction	16,102	12,593	15,441	18,431	21,627	18,342	20,651	21,239	22,175	23,000	23,500	196,999
Local Road Resurfacing	31,896	29,397	30,647	28,825	28,857	28,792	28,635	30,652	32,768	33,900	33,969	306,442
Sidewalks	10,008	8,615	13,901	13,801	15,304	13,970	16,128	12,483	12,358	12,674	11,274	130,508
Laneways	1,889	1,779	2,208	2,263	2,320	2,320	2,437	2,498	2,060	2,000	2,000	21,885
Major Road Reconstruction	19,873	18,322	14,486	16,537	14,607	16,716	15,102	14,666	17,295	16,851	17,736	162,318
Major Road Resurfacing	23,873	19,802	23,461	23,665	23,026	22,568	19,476	19,383	19,341	19,395	19,341	209,458
City Bridge Rehabilitation	38,760	29,496	32,939	32,567	32,788	35,551	35,754	43,112	43,486	43,073	42,012	370,778
Gardiner (Jarvis to Dowling)	1,252	1,252	5,387	5,519	5,656	5,658	5,943	6,092	6,244	6,244	6,244	54,239
Don Valley Parkway Rehabilitation	2,153	2,153	2,207	2,262	2,319	2,319	2,435	2,496	2,558	2,558	2,558	23,865
Signal Major Modifications	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	22,900
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500	1,500	1,500	1,500	1,500	810	810	810	810	810	11,550
Traffic Plant Requirements/Signal Asset Management	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	60,000
Sub-Total	155,596	133,199	150,467	153,660	156,294	156,026	155,661	161,721	167,385	168,795	167,734	1,570,942
Service Improvements												
Cycling Infrastructure	8,700	8,450	8,400	9,150	9,400	9,700	9,100	8,100	8,303	8,303	8,303	87,209
Advanced Traffic Signal Control	4,800	4,800	2,250	2,250		1,350	1,350	1,350	1,350	1,350	1,350	17,400
Traffic Control - RESCU	4,900	3,800	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,700
LED Signal Module Conversion	2,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Signs and Markings Asset Management	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,000
Sub-Total	21,400	20,050	13,750	14,500	12,500	14,150	13,550	12,550	12,753	12,753	12,753	139,309
Growth Related												
Scarlett/St Clair/Dundas			6,790	6,960	5,000							18,750
Various Construction Projects	10,000	10,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	46,000
Steeles/Kennedy Grade Separation				500	6,600	7,526	5,280	844				20,750
North Yonge Centre	5,000	5,000	5,000									10,000
SixPoints Interchange Redevelopment					3,587	12,601	15,000	9,360				40,548
Regent Park Revitalization	1,153	1,153	461	0	1,513	582	233	1,907	734	293	1,354	8,230
Sub-Total	16,153	16,153	16,251	11,460	20,700	24,709	24,513	16,111	4,734	4,293	5,354	144,278
Total	193,149	169,402	180,468	179,620	189,494	194,885	193,724	190,382	184,872	185,841	185,841	1,854,529

*Total project cost include only costs for the 2011 recommended projects.

Major Capital Initiatives

- The 10–Year Recommended Capital Plan supports Transportation Services' objectives of delivering and maintaining safe transportation systems, infrastructure development and maintenance of state of good repair projects, and optimizing the efficient operation of the transportation network.

State of Good Repair (SOGR), Health & Safety, & Legislated

- The main focus of the 10–Year Recommended Capital Plan is to undertake on–going State of Good Repair projects for major and local roads (\$1.028 billion), bridge infrastructure (\$370.778 million), and expressways (\$78.104 million), including related traffic signal and traffic plant maintenance (\$94.450 million). All SOGR projects are debt funded.
- By 2021, Transportation Services will repair approximately 1,000 km of roads, 50 km of expressways, 600 km of sidewalks and 150 bridges.

Service Improvements

- The 10–Year Recommended Capital Plan dedicates funding of \$87.209 million for cycling infrastructure in support of the Bike Plan. This funding will be used to implement approximately 100 km of bike trails (up to 40km during the first five years), including the West Toronto Rail Path, Claireville– Humber Trail Extension, Scarborough Waterfront, East Don, Highland Creek and Black Creek trails, and approximately 80 km of critical on–street bike lane connections, where the community supports them and where they do not impede traffic flow. Opportunities for separated bicycle lanes will also be assessed and implemented as directed by Council. By 2021 there will be approximately 8,000 bicycle parking spaces with 10,000 –15,000 new post–and–ring bicycle racks. Several new or renovated high security bicycle parking stations at Union Station, Pape, Victoria Park and Finch Stations will be designed and constructed.
- Funding of \$52.100 million is allocated to various traffic control signal systems, LED signal module conversion and signs and markings asset management initiatives.

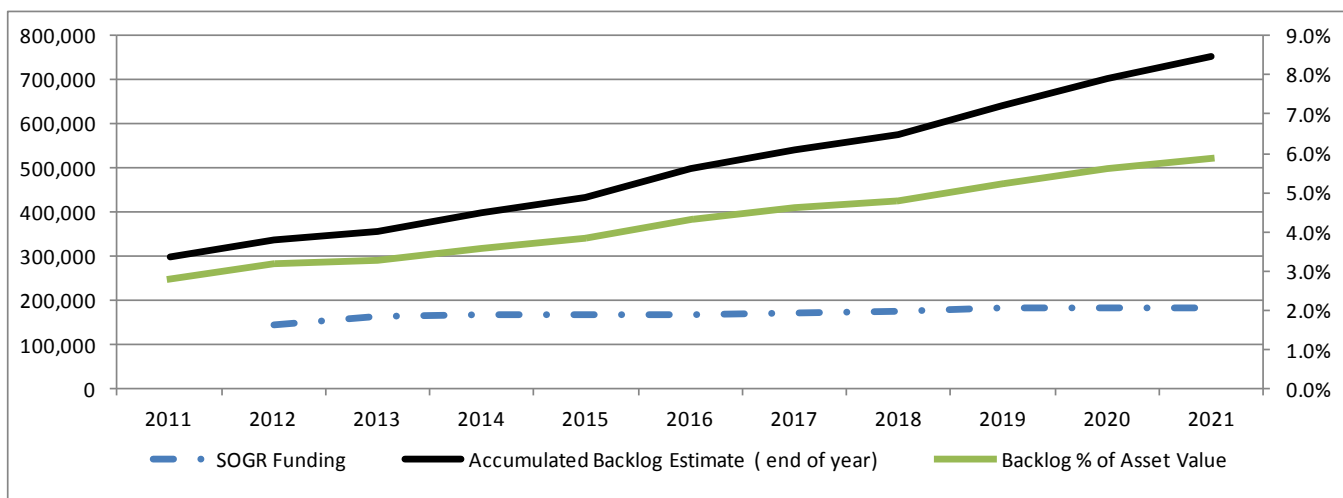
Growth Related

- Growth related projects consist of a number of different initiatives intended to accommodate growing infrastructure needs. The majority of the Growth Related projects are partially funded from Development Charges and Section 37 funding.
 - Various Construction projects involve the construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others (TTC, developers etc.), in conjunction with adjacent redevelopment. Funding in the amount of \$46.0 million is included in the 10–Year Recommended Capital Plan, and it is \$10.0 million lower compared to the 2011–2020 Plan, as it was determined that some of the previously contemplated projects will not proceed.
 - The Steeles/Kennedy Grade Separation project involves a proposed underpass at the Steeles and Kennedy intersection to improve GO rail service on the Stouffville line, resulting in safer and improved traffic operations and capacity. It is expected to take four to five years starting in 2014, to complete the project at \$20.750 million.
 - Funding in the amount of \$10.000 million is recommended over 2 years for the acquisition of land and construction work in order to complete the service road in the North Yonge Centre to support development growth. Project completion is anticipated for 2013.

- Funding in the amount of \$8.320 million is included for the Regent Park Revitalization Plan adopted by City Council in July 2003. This project is intended to redevelop and reintegrate the Regent Park community with the surrounding neighbourhood. Phases 1 and 2 of this project are currently underway.
- The main objective of the Six Point Interchange Redevelopment project is to simplify the road network and improve access to the Kipling Subway Station as a key inter-regional transit station for west end residents and for commuters living beyond the City boundaries. Transportation Services' 10-Year Recommended Capital Plan allocates \$40.548 million for this project. Funding of \$1.0 million for the design work on infrastructure and utilities was approved in 2011. This work is currently under way and preliminary results are anticipated before year end.

State of Good Repair (SOGR) Backlog

**SOGR Funding & Backlog
(In \$000s)**



- Transportation Services' infrastructure assets consist of linear assets such as bridges, roads, expressways, sidewalks and traffic signals. They are valued at \$10.6 billion, based on asset replacement costs. A large portion of Transportation Services' infrastructure consists of roads and bridges that are 40 to 50 years old.
- By year-end 2011, a backlog of state of good repair work for the on-going maintenance of Transportation Services' assets is estimated to be \$299 million, representing 2.8% of the total asset value.
- The backlog is estimated based on field observations and an engineering assessment of the condition of the pavement or bridge structure and the estimated cost of rehabilitating

this infrastructure. The individual locations that actually make up the backlog are continually changing as infrastructure that has been rehabilitated is replaced on the backlog list by infrastructure that, in the meantime, has reached its useful life span. They also depend on capital programs of Toronto Water, TTC and the numerous utility companies, which have to be coordinated with the Transportation Services' capital program.

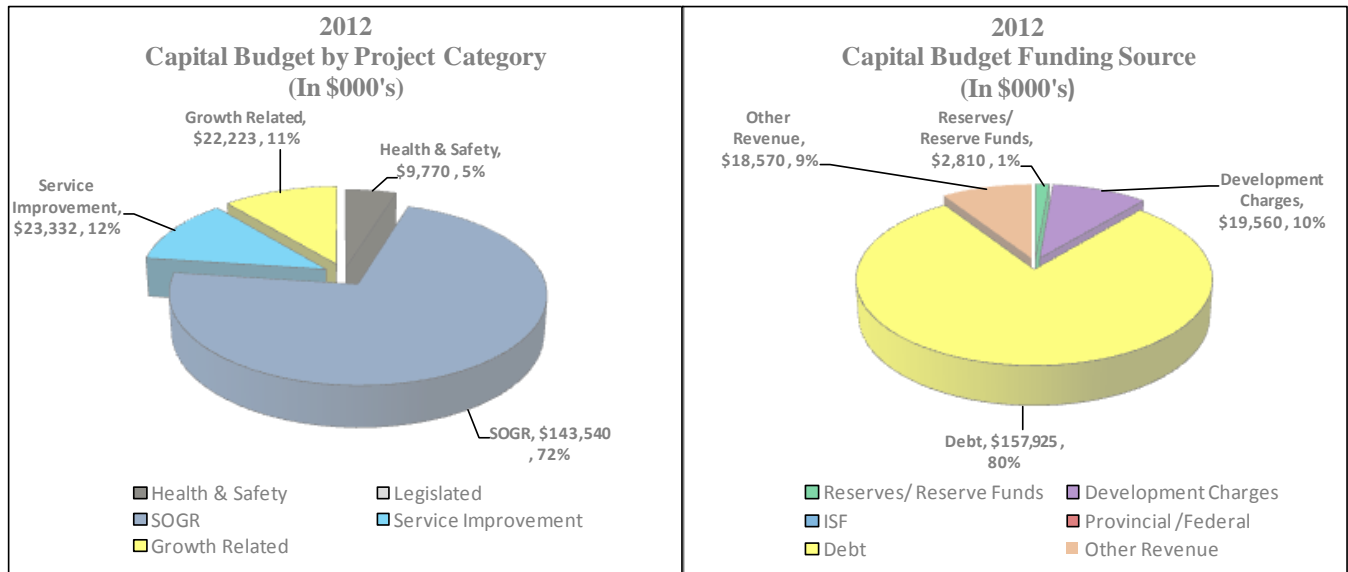
- The 10–Year Recommended Capital Plan dedicates \$1.702 billion (\$812 million during the first five years, \$890 million during the second five years), or \$170 million on average annually to address state of good repair.
 - The main focus of the 2012 Recommended Capital Budget and 2012–2021 Recommended Capital Plan is to undertake on–going State of Good Repair projects for major and local roads (\$875.217 million), bridge infrastructure (\$370.778 million), and expressways (\$78.104 million).
- However, the backlog will continue to grow despite increased spending, primarily because of aging infrastructure, since a large proportion of the City's roads and bridges that were constructed in the 1960s and 1970s, now require reconstruction and will add even further to the existing backlog, unless there is a further substantial increase in investment for SOGR projects.
- These projects often involve different City Programs and third parties requiring extensive coordination of capital work, which frequently leads to a deferral of previously scheduled State of Good Repair projects, making complete elimination of the backlog quite challenging, if not impossible.
- By the end of 2016, the current SOGR backlog of \$299 million will grow to \$499 million or 4.3% of the asset value, with a further increase over the second 5 years to \$754 million or 5.9% of the asset replacement value by the end of 2021.
- Transportation Services is focusing on the development and implementation of a new capital works program called "Shave and Pave". This rehabilitation involves a limited resurfacing focusing on the backlog locations to provide for interim improvements that should last up to 10 years. A similar type of work was carried out as part of the Infrastructure Stimulus Fund (ISF) funded project at Steeles Avenue. Consequently, the 10–Year Recommended Capital Plan redirects funding from the road reconstruction to the road resurfacing projects.

10–Year Capital Plan: Operating Impact Summary

- In general, Transportation Service is responsible for the maintenance of all additional infrastructure assets resulting from its own capital program as well as the conveyance of third party developments, once completed.
- For example, operating impacts related to the previously approved capital projects such as snow removal of elevated bike lanes at Roncensvalles, snow removal on St. Clair Avenue, GO Bus lane salting on DVP, and grass cutting activities in Hydro Corridors result in additional maintenance costs for Transportation Services. Similarly, if separated bike lanes are established on various roads across the City, they will require additional winter maintenance costs, currently estimated in range of \$20,000 per kilometer annually.
- Future operating impacts resulting from the approval of this 10–Year Recommended Capital Plan depend on actual project implementation and in, some instances, future Council direction. However, in order to ensure multi–year financial planning, it is necessary that future operating impacts are forecasted and included in the 10–Year Capital Plan. It is therefore recommended that the General Manager, Transportation Services report on future year operating impacts of the 2013–2022 Capital Plan in time for consideration with the 2013 Budget Process.

PART III – 2012 RECOMMENDED CAPITAL BUDGET

2012 Capital Budget by Project Category and Funding Source



- The 2012 Recommended Capital Budget requires new 2012 cash flow funding of \$159.902 million.
- State of Good Repair projects account for \$143.540 million or 72% of the 2012 Recommended Capital Budget. The 2012 Recommended Capital Budget has sufficient funding to address approximately 50% of the currently identified SOGR, but it does not eliminate any of the accumulated SOGR backlog.
- \$9.770 million or 5% of recommended spending is dedicated to Health and Safety projects. The most significant Health and Safety projects include the PXO Replacement and Visibility Enhancements, Signal Major Modifications and New Traffic Control Signals projects. These projects are designed to improve the safety for all users of the City’s right of ways.
- Service Improvement projects such as on-going Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversion account for another \$23.332 million or 12% of the 2012 Recommended Capital Budget.
- Growth Projects represent \$22.223 million or 11% of the 2012 Recommended Capital Budget and include continued work on projects such as the North Yonge Centre area service road and the Regent Park Revitalization project.
- The 2012 Recommended Capital Budget for Transportation Services is funded primarily from debt, which accounts for 86% or \$157.925 million of recommended

financing. This is below the debt affordability guideline of \$198.865 million set for this Program in 2012.

- Development Charges will fund \$19.560 million or 9% of the 2012 Capital Budget's expenditures.
- Funding from Reserve/Reserve Funds accounts for \$2.810 million or 1% of recommended financing. This source will be utilized for specific eligible Bike Plan projects (\$0.200 million) and neighborhood improvement projects (\$2.0 million).
- Other sources of recommended funding in the amount of \$18.570 million or 9% are derived from others, such as Section 37 funding dedicated to traffic control signal installation and construction of local road projects, and funding from TTC for its track replacement work on the City's right of ways.

2012 Recommended Cash Flow & Future Year Commitments (In \$000s)

	2010 & Prior Year Carry Forward	2012 Previously Approved Cash Flow Commitments	2012 New Cash Flow Rec'd	2012 Total Cash Flow Rec'd	2011 Carry Forwards	Total 2012 Cash Flow (Incl 2010 C/Fwd)	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total Cost
Expenditures																
Previously Approved		59,740		59,740		59,740	1,100									60,840
Change in Scope			2,000	2,000		2,000										2,000
New																
New w/Future Year			137,125	137,125		137,125	22,777									159,902
Total Expenditure		59,740	139,125	198,865		198,865	23,877									222,742
Financing																
Debt		53,269	104,656	157,925		157,925	23,075									181,000
Other			16,320	16,320		16,320										16,320
Reserves/Res Funds		2,250	2,810	5,060		5,060										5,060
Development Charges		4,221	15,339	19,560		19,560	802									20,362
ISF																
Provincial/Federal																
Total Financing		59,740	139,125	198,865		198,865	23,877									222,742

*Please refer to Appendix 4 for detailed project listings

- Transportation Services' 2012 Recommended Capital Budget is \$198.865 million and provides \$57.740 million for previously approved projects under way, and \$139.125 million for new/change in scope projects.
- The change in scope project funding of \$2.0 million reflects funding requirements for the purchase of properties for the extension of Redlea Avenue. Originally anticipated project requirements were revised after the owners of the major anticipated development in the area (the Splendid China retail mall) altered their development plans.
- New projects relate to continuing state of good repair and other projects that are scheduled for 2012. These projects include major road reconstruction (\$7.298 million) and resurfacing (\$26.373 million), local road reconstruction (\$5.516 million) and resurfacing (\$26.373 million), sidewalks (\$7.074 million), laneways (\$1.044 million) and Don Valley Parkway and Gardiner rehabilitation projects (\$11.153 million)
- Approval of the 2012 Recommended Capital Budget will result in future year commitments to cash flow funding of \$23.877 million in 2013.
- To fund the 2012 recommended cash flow and future year commitments, Transportation Services will require new debt funding of \$137.125 million in 2012 and \$23.075 million in 2013 for 2012 new projects that require a second year to complete.
- Development Charges of \$19.560 million will fund Service Improvement projects such as on-going work Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversions.
- The remaining \$18.570 million or 9% is third party funded from various sources such as Section 37 funding dedicated to traffic control signal installation and construction of local road projects, and funding for TTC track work on the City's right of ways (\$18.370 million) and reserve funding for specific eligible Bike Plan projects (\$0.200 million) and Neighborhood Improvement Program (\$2.0 million).

2012 Recommended Capital Project Highlights

2012 Recommended Capital Projects
(In \$000s)

Project	Total Project Cost	2012	2013	2014	2015	2016	2012 - 2016	2017	2018	2019	2020	2021	2012 - 2021
Signal Major Modifications	2,290	2,290					2,290						2,290
Transit Priority	1,720	1,720					1,720						1,720
Third Party Signals	1,850	1,850					1,850						1,850
Cycling Infrastructure	8,700	8,450	250				8,700						8,700
Growth Related Capital Works	300	300					300						300
Traffic Calming	200	200					200						200
Various Construction Projects	10,000	10,000					10,000						10,000
Don Valley Parkway Rehabilitation	2,153	2,153					2,153						2,153
New Traffic Control Signals / Devices	3,470	3,470					3,470						3,470
Traffic Plant Requirements/Signal Asset Management	6,000	6,000					6,000						6,000
Advanced Traffic Signal Control	4,800	4,800					4,800						4,800
Traffic Control - RESCU	4,900	3,800	1100				4,900						4,900
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500					1,500						1,500
City Bridge Rehabilitation	38,760	29,496	9264				38,760						38,760
Engineering Studies	1,862	1,732	130				1,862						1,862
Gardiner (Jarvis to Dowling)	1,252	1,252					1,252						1,252
Major Road Reconstruction	19,873	18,322	1551				19,873						19,873
Safety and Operational Improvements	1,200	1,200					1,200						1,200
Major Road Resurfacing	23,873	19,802	4071				23,873						23,873
Salt Management Program	1,150	1,150					1,150						1,150
LED Signal Module Conversion	2,000	2,000					2,000						2,000
Pedestrian Safety and Infrastructure Programs	600	600					600						600
Local Road Reconstruction	16,102	12,593	3509				16,102						16,102
Local Road Resurfacing	31,896	29,397	2,499				31,896						31,896
Sidewalks	10,008	8,615	1,393				10,008						10,008
Laneways	1,889	1,779	110				1,889						1,889
North Yonge Centre	5,000	5,000					5,000						5,000
Upgrades To Meet New ESA Requirements	1,760	1,760					1,760						1,760
Retaining Walls Rehabilitation	1,131	1,131					1,131						1,131
Permanent Count Stations	150	150					150						150
Improvements to the Easterly Elevated Deck	4,000	4,000					4,000						4,000
Backlog Western Gardiner (Dowling to 427)	5,000	5,000					5,000						5,000
Signs and Markings Asset Management	1,000	1,000					1,000						1,000
Neighbourhood Improvements	2,000	2,000					2,000						2,000
Redlea Avenue Extension Project	2,000	2,000					2,000						2,000
Morningside Avenue Extension	200	200					200						200
Regent Park Revitalization	1,153	1,153					1,153						1,153
Facility Improvements	1,000	1,000					1,000						1,000
Total (including carry forward)		198,865	23,877				222,742						222,742

The 2012 Recommended Capital Budget provides funding of \$198.865 million to:

- Begin implementation of separated bike lanes on Sherbourne Street.
- Continue state of good repair maintenance and rehabilitation work on bridges, the Gardiner and Don Valley expressways, major and local road reconstruction and sidewalk maintenance, including related traffic signal and traffic plant maintenance, salt management and pedestrian safety projects.
- Continue Service Improvement projects such as completion of the service road in the North Yonge Centre and cycling infrastructure on roads across the City.
- Continue work on Redlea Avenue (Steeles to McNicoll) and Regent Park Revitalization project.

PART IV: ISSUES FOR DISCUSSION

2012 Issues

Core Service Review Impacts: Paid Duty Police Officers

At its Special Meeting of September 26 and 27, 2011, Council adopted the following service level adjustment (Recommendation 1.g.) related to Transportation Services: "Eliminate the requirement for paid duty Police officers at construction sites where possible, and request the General Manager of Transportation Services to report to the Public Works and Infrastructure Committee with any necessary changes to City by-laws, policies, and criteria to effect this change".

On November 3, the Public Works Committee considered the report titled "Review of Paid Duty Officers' Traffic Control Assignments" from the General Manager, Transportation Services. The report recommended eliminating the specific requirement for hiring paid duty officers in the Transportation Services' permits, documents, and policies. To provide guidance in the use of police officers at Transportation Services projects, a new Memorandum of Understanding between Transportation Services and the Toronto Police Service was developed and included in the report. The report recommended that the previous policy of requiring a paid duty officer(s) whenever construction is within 30 meters of a signalized intersection be eliminated. To ensure safety of all road and right-of-way users, Transportation Services staff and the applicant will discuss and determine the appropriate traffic control measures for the proposed construction project or street event.

The above changes will reduce the requirement for paid duty officers at construction projects and street events resulting in annual savings of \$1.3 million in 2012. Of that amount, \$0.180 million relates to Transportation Services' capital projects. In order to reflect this impact, the Major Road Reconstruction project included in the 10-Year Capital Plan was reduced by \$0.180 million annually, starting in 2012 for total savings of \$1.8 million over the ten years. This project is funded by debt and therefore debt financing was also reduced by an equivalent of \$1.8 million over the 10-year period.

The report, as amended by the Public Works Committee, will be considered by City Council at its meeting on November 29 and 30, 2011.

Core Service Review Impacts: Neighborhood Improvement Program

At the same meeting (September 26 and 27th, 2011), City Council supported the continued operation of the Neighborhood Improvement Program. With consideration to existing fiscal

constraints, Council priorities and maintaining a level of service to neighbourhoods, this program is transitioning to a new model.

In 2011, the Neighbourhood Improvement Program consisted of \$3.500 million (\$79,500 per ward) funded annually from capital budget and \$0.602 million (\$13,500 per ward) funded from the operating budget.

- The forthcoming changes related to the Capital Program are as follows:
 - The existing Capital Program will be reduced from \$3.500 million to \$2.000 million per year, for a total of \$20.000 million over the 10 year period (compared to \$35.000 included in the previously approved 10–Year Capital Plan).
 - The Neighbourhood Improvement Program will no longer be debt funded. Financing will be provided from the Public Realm Reserve Fund, which is funded by the Street Furniture Program, thus reducing the debt financing by an equivalent of \$20.000 million over the 10 year period.
- Going forward, the \$2.0 million capital program will fund streetscape improvements related to other capital work projects and programs in Transportation Services. Staff will continue to meet with each City Councillor to identify and address improvement pressures in their respective wards. Staff will continue to monitor the equal distribution of funds to each ward but funds will not be allocated per ward.
- Work will be implemented by city staff in close consultation with Councillors, community groups, city divisions and a range of private partners to leverage funds and opportunities to enhance the city’s streets and ensure that projects are properly maintained. Blanket contracts for general landscape construction and various DPO's will be utilized city wide.
- Staff will continue to work with other divisions and pursue improvements to city streets to ensure community input. Staff also provides design and coordination advice to other city divisions such as Technical Services, Economic Development and Parks, Forestry and Recreation as they relate to projects that intersect with Transportation Services objectives and operations.
- The program will focus on right-of-way streetscape improvements exclusively, particularly where it can continue to enhance and support existing capital work in Transportation Services. This includes implementing, initiating and supporting projects that transform boulevards and orphaned spaces, improve public infrastructure, enhance street furniture locations and create and repair community features such as entranceways. Final decisions on the approval of projects and allocation of funds rest with the General Manager, Transportation Services.

Capacity – Ability to Spend

The 2012 Recommended Capital Budget and 2013–2021 Recommended Capital Plan totals \$2.160 billion (excluding carry forward funding). The Program's projected 2011 spending rate is 71.9%, which will result in approximately \$87.0 million of funding being carried forward to 2012. This will require aggressive spending in 2012, with an estimated cash flow of approximately \$285.0 million (including estimated carry forward funding of \$87.0 million). In subsequent years, the cash flow funding is more evenly distributed averaging \$218.0 million annually.

The state of readiness of projects was one of the main criteria for placing projects within the 10–Year Recommended Capital Plan. Generally, State of Good Repair projects are ready to proceed, with Growth Related and Service Improvement projects being less predictable due to a need to coordinate and negotiate work and funding with third parties. The State of Good Repair projects of \$143.540 million (excluding carry forward funding) comprise 72% of the 2012 Recommended Capital Budget and all recommended projects are ready to proceed.

However, the 2012 estimated cash flow of \$285 million is significantly higher than historical spending of approximately \$213.0 million (2006–2010 average). In order to address the above challenges, Transportation Services staff continue to work on establishing planning, implementation and monitoring strategies to ensure that projects are completed as scheduled. Multi–year contracts will also be used to improve capital spending rates as they allow for work to continue and also for better scheduling in terms of planning and preparation of financial and tender documentation.

Future Year Issues

State of Good Repair (SOGR) Backlog

The current SOGR backlog is estimated at \$299 million or 2.8% of the asset replacement value. Although the 10–Year Recommended Capital Plan dedicates \$170 million on average annually to address state of good repair, the backlog will continue to grow to \$754 million or 5.9% of the asset replacement value by the end of 2021. This is because a large portion of the City's roads and bridges were constructed in the 1960s and 1970s and now will be added to backlog.

The 10–Year Recommended Capital Plan is based on a backlog stabilization strategy, rather than elimination. Ideally, the focus should be on funding the infrastructure needs as they become due in an asset's life–cycle, since deferring work results in an increased future cost.

Since debt continues to be an important source of funding to address SOGR needs in the Transportation Services' 10–Year Recommended Capital Plan, there is a need to develop funding strategies, based on the City's debt affordability constraints. The Program continues to work on the overall system funding needs, project scheduling and staff resources required to further stabilize the SOGR backlog in the future. Should additional funding become available, the Program would be in a position to commence addressing the backlog of state of good repair projects.

Issues Referred to the 2012 Capital Budget Process

Steeles Avenue Widenings and Grade Separations

Three separate sections of Steeles Avenue across the top of the City have been identified for widening as well as a grade separation in the east end. The widenings include Steeles Avenue West (Hilda Ave to Bathurst St), Steeles Avenue West (Jane St to Weston Rd) and Steeles Avenue East (Beare Rd to Tapscott). The approximate cost of this work is estimated to be \$110 million.

During the 2009 Budget process, it was recommended that the General Manager for Transportation Services report back to Public Works and Infrastructure Committee prior to the 2010 Capital Budget process regarding ongoing discussions with York Region on the cost-sharing of these infrastructure improvements Steeles Widenings and Grade Separations. These discussions and negotiation are on-going and as a result, these projects have not been included in the 2012 Recommended Capital Budget.

Appendix 1

2011 Performance

2011 Key Accomplishments

In 2011, Transportation Services completed the following projects:

- ✓ Bloor/Islington Bridge rehabilitation.
- ✓ Emergency work on Jackes Avenue Bridge.
- ✓ Jameson Bridge rehabilitation.
- ✓ Slope Stabilization at South Bound DVP Beechwood to Pottery Road.
- ✓ Slope stabilization with retaining wall at Christie Street East.
- ✓ Completed over 170 projects funded by the Infrastructure Stimulus Fund (ISF) and Recreational Infrastructure Canada (RIInC) program.

2011 Capital Variance Review

2011 Budget to Actuals Comparison – Total Gross Expenditures (In \$000s)

2011 Approved	Actuals as of September 30th (3rd Qtr Variance)		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$	% Unspent
312,465	100,131	32.0%	224,793	71.9%	87,672	28.1%

- Capital expenditures for the period ending September 30th, 2011 totaled \$100,131 million or 32.0 % of the 2011 Approved Capital Budget of \$312.465 million. The Program is projecting spending of \$224.793 million or 71.9% of the 2011 Approved Capital Budget by year-end.
- The projected year-end spending rate reflects unanticipated delays in the implementation of various projects resulting in \$87.672 million under-spending. The 2011 projected spending rate, represents an improvement over last year's spending rate of 61.4%.
- The Program is responsible for implementation of approximately 169 projects funded from the Infrastructure Stimulus Fund (ISF) program and 7 projects funded by the

Recreational Infrastructure Canada (RIInC) program that commenced in late 2009. All projects will be completed on time.

Appendix 2

10 – Year Recommended Capital Plan Project Summary

Project	2012 Budget	2013	2014	2015	2016	2017	2018	2019	2020	2021	2012-2021
Signal Major Modifications	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	22,900
Transit Priority	1,720	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	17,560
Third Party Signals	1,850	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,350
Cycling Infrastructure	8,450	8,400	9,150	9,400	9,700	9,100	8,100	8,303	8,303	8,303	87,209
Growth Related Capital Works	300	300	300	300	300	300	300	300	300	300	3,000
Scarlett/St Clair/Dundas		6,790	6,960	5,000							18,750
Traffic Calming	200	270	276	283	283	298	305	312	312	312	2,851
Various Construction Projects	10,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	46,000
Don Valley Parkway Rehabilitation	2,153	2,207	2,262	2,319	2,319	2,435	2,496	2,558	2,558	2,558	23,865
New Traffic Control Signals / Devices	3,470	3,470	3,470	3,470	3,470	3,470	3,470	3,470	3,470	3,470	34,700
Traffic Plant Requirements/Signal Asset Management	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	60,000
Advanced Traffic Signal Control	4,800	2,250	2,250	0	1,350	1,350	1,350	1,350	1,350	1,350	17,400
Traffic Control - RESCU	3,800	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,700
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500	1,500	1,500	1,500	810	810	810	810	810	11,550
City Bridge Rehabilitation	29,496	32,939	32,567	32,788	35,551	35,754	43,112	43,486	43,073	42,012	370,778
Engineering Studies	1,732	1,330	1,370	1,670	1,500	1,500	1,500	1,538	1,538	1,538	15,216
Gardiner (Jarvis to Dowling)	1,252	5,387	5,519	5,656	5,658	5,943	6,092	6,244	6,244	6,244	54,239
Major Road Reconstruction	18,322	14,486	16,537	14,607	16,716	15,102	14,666	17,295	16,851	17,736	162,318
Steeles/Kennedy Grade Separation			500	6,600	7,526	5,280	844				20,750
Safety and Operational Improvements	1,200	1,269	1,276	1,283	1,283	1,297	1,305	1,313	1,313	1,313	12,852
Major Road Resurfacing	19,802	23,461	23,665	23,026	22,568	19,476	19,383	19,341	19,395	19,341	209,458
Port Union Road								1,900			1,900
Salt Management Program	1,150	1,000	1,025	1,050	1,077	1,105	1,131	1,159	1,159	1,159	11,015
LED Signal Module Conversion	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	11,000
Pedestrian Safety and Infrastructure Programs	600	610	625	641	657	673	690	707	707	707	6,617
Local Road Reconstruction	12,593	15,441	18,431	21,627	18,342	20,651	21,239	22,175	23,000	23,500	196,999
Local Road Resurfacing	29,397	30,647	28,825	28,857	28,792	28,635	30,652	32,768	33,900	33,969	306,442
Sidewalks	8,615	13,901	13,801	15,304	13,970	16,128	12,483	12,358	12,674	11,274	130,508
Laneways	1,779	2,208	2,263	2,320	2,320	2,437	2,498	2,060	2,000	2,000	21,885
North Yonge Centre	5,000	5,000									10,000
Upgrades To Meet New ESA Requirements	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	17,600
Retaining Walls Rehabilitation	1,131	1,159	1,188	1,218	1,218	1,279	1,311	1,344	1,344	1,344	12,536
Permanent Count Stations	150										150
PXO Replacement & Visibility Enhancement		569	569	569	569						2,276
Improvements to the Easterly Elevated Deck	4,000	6,000	6,000	6,000	6,000	6,000	6,000	6,150	6,150	6,150	58,450
Backlog Western Gardiner (Dowling to 427)	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	50,000
Signs and Markings Asset Management	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,000
Neighbourhood Improvements	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000
Six Points Interchange Redevelopment				3,587	12,601	15,000	9,360				40,548
Redlea Avenue Extension Project	2,000										2,000
Morningside Avenue Extension	200	3,000	3,000								6,200
Regent Park Revitalization	1,153	461	0	1,513	582	233	1,907	734	293	1,354	8,230
Facility Improvements	1,000	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	14,500
Traffic Sign Structure Replacement		200	200	200	200						800
TOTAL	198,865	213,165	212,439	219,698	224,962	223,166	219,914	216,585	215,654	215,654	2,160,102

Appendix 3

2012 Recommended Capital Budget; 2013 to 2021 Capital Plan

Appendix 4

2012 Recommended Cash Flow and Future Year Commitments

Appendix 5

2012 Recommended Capital Projects with Financing Details

Appendix 6

2012 Reserve / Reserve Fund Review

Reserve/Reserve Fund Review – Program Specific

Table 1		Projected Balance as at Dec. 31, 2011 *	Proposed Withdrawals										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2012 - 2021 Total
Development Charge Reserve Fund - Roads (XR2024, XR 2110)	Beginning Balance	20,866	28,606	21,251	13,015	19,587	30,341	41,335	53,763	66,611	80,460	80,460	
	Carry forward Funding from 2009												
	Growth Related	(672)	(243)	(219)	(219)	(219)	(219)	(219)	(243)	(243)	(243)	(243)	(2,310)
	Scarlett/St. Clair/Dundas	(130)		(1,650)	(1,691)	(1,215)							(4,556)
	Steeles/Kennedy Grade Separation				(203)	(2,673)	(3,048)	(2,138)	(380)				(8,442)
	North Yonge Centre	(2,205)	(4,050)	(3,645)									(7,695)
	Port Union Road									(855)			(855)
	Morningside Ave Extension		(126)	(1,701)	(1,701)								(3,528)
	Six Points Interchange	(1,000)				(581)	(2,041)	(2,430)	(1,685)				(6,737)
	Cycling Infrastructure		(1,442)	(1,184)	(1,239)	(1,280)	(1,317)	(1,226)	(1,261)	(1,459)	(1,495)	(1,495)	(13,398)
	Signal Modifications	(490)	(1,855)	(1,669)	(1,669)	(1,669)	(1,669)	(1,669)	(1,855)	(1,855)	(1,855)	(1,855)	(17,620)
	Engineering Studies	(69)	(312)	(215)	(222)	(271)	(243)	(243)	(270)	(277)	(277)	(277)	(2,607)
	Redlea	(1,042)	(1,620)										(1,620)
	New Traffic Control Signals	(418)	(2,811)	(2,530)	(2,530)	(2,530)	(2,530)	(2,530)	(2,811)	(2,811)	(2,811)	(2,811)	(26,705)
	Advanced Traffic Signal Control	(28)	(3,888)	(1,640)	(1,640)		(984)	(984)	(1,094)	(1,094)	(1,094)	(1,094)	(13,512)
	Traffic Control - RESCU	(1,490)	(3,078)	(802)	(802)	(802)	(802)	(802)	(891)	(891)	(891)	(891)	(10,652)
	Audible Signals	(21)	(135)	(122)	(122)	(122)	(122)	(66)	(73)	(73)	(73)	(73)	(981)
	Total Proposed Withdrawals	(7,565)	(19,560)	(15,378)	(12,038)	(11,362)	(12,975)	(12,308)	(10,563)	(9,558)	(8,739)	(8,739)	(121,220)
	Projected Contributions (Net of Other Withdrawals)	15,305	12,205	(7,514)	12,810	13,191	13,588	14,409	14,424	14,855	15,309	15,757	134,339
TOTAL RESERVE FUND BALANCE AT YEAR-END		28,606	21,251	13,015	19,587	30,341	41,335	53,763	66,611	80,460	94,419	94,419	

* Based on 3rd Quarter Variance Report

Table 2		Projected Balance as at Dec. 31, 2011 *	Proposed Withdrawals										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2012 - 2021 Total
Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114)	Beginning Balance	47,575	60,879	70,872	80,463	89,747	99,351	109,290	119,561	130,513	142,727	155,509	
	Toronto Bike Plan-CW Expansion (TBP) FY2010-2018	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(200)			(1,800)
	Mid-Humber Extend Trail Wards 1,2,7 (TBP)			(610)	(610)	(610)	(610)	(613)					(3,053)
	Additional Off-Road Bike Trails				(610)	(610)	(610)	(612)					(2,442)
	Centennial Pk(E)-Path Dev throughout (TBP) W 14,15								(529)				(529)
	Etoobicoke Valley Pk: Trail Ext. 9 TBP W16/ALTW 20)								(366)				(366)
	Total Proposed Withdrawals (Transportation only)	(200)	(200)	(810)	(1,420)	(1,420)	(1,420)	(1,425)	(1,095)	(200)			(7,990)
	Projected Contributions	13,504	10,193	10,401	10,704	11,024	11,359	11,696	12,047	12,414	12,782	13,165	95,700
TOTAL RESERVE FUND BALANCE AT YEAR-END		60,879	70,872	80,463	89,747	99,351	109,290	119,561	130,513	142,727	155,509	168,674	

* Based on 3rd Quarter Variance Report

Table 3		Projected Balance as at Dec. 31, 2011 *	Proposed Withdrawals										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2012 - 2021 Total
XR1410 Public Realm Reserve Fund	Beginning Balance		16207.18	6540.35	3797.61	2706.87	2142.54	2141.39	2741.42	7410.05	13264.21	20363.16	
	Neighborhood Improvement Project		(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,000)
	Total Proposed Withdrawals		(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,000)
	Projected Contributions (Net of Other Withdrawals)		(7,667)	(743)	909	1,436	1,999	2,600	6,669	7,854	9,099	10,406	32,562
TOTAL RESERVE FUND BALANCE AT YEAR-END		16,207	6540.35	3797.61	2706.87	2142.54	2141.39	2741.42	7410.05	13264.21	20363.16	28769.15	

* Based on 3rd Quarter Variance Report

Reserve/Reserve Fund Review –Corporate

Table 4		Projected Balance as at Dec. 31, 2011*	Proposed Withdrawals										2011 - 2020 Total
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	
XQ 0011 Capital Financing Reserve	Beginning Balance	106,841	106,841	101,841	101,841	101,841	101,841	101,841	101,841	101,841	101,841	101,841	-
	Backlog Western Gardiner		(5,000)										(5,000)
	Total Proposed Withdrawals		(5,000)										(5,000)

* Based on 3rd Quarter Variance Report

Table 5		Projected Balance as at Dec. 31, 2011*	Proposed Withdrawals										2011 - 2020 Total
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2012 Rec. Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2019 Plan	2020 Plan	
XR1012 Land Acquisition Reserve Fund	Beginning Balance	107,479	107,479	107,479	107,479	107,479	107,479	105,779	100,779	95,779	92,479	92,479	-
	Six Points Interchange						(1,700)	(5,000)	(5,000)	(3,300)			(15,000)
	Total Proposed Withdrawals						(1,700)	(5,000)	(5,000)	(3,300)			(15,000)

* Based on 3rd Quarter Variance Report