



City Budget
2013

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.

2013 - 2022 Capital Program

**2013 CAPITAL BUDGET ANALYST BRIEFING NOTES
BUDGET COMMITTEE NOVEMBER 29, 2012**

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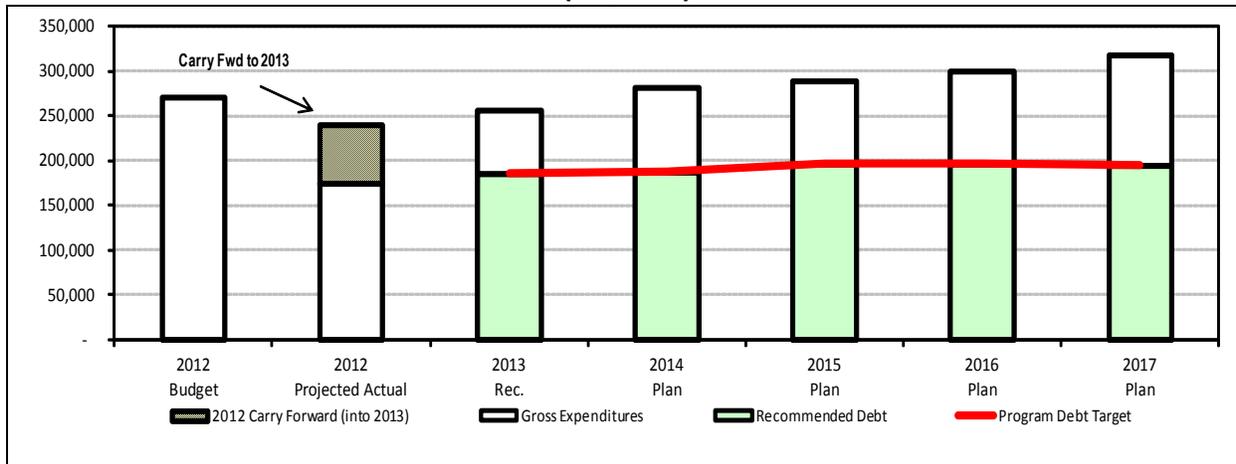
PART I: RECOMMENDATIONS

The City Manager and Acting Chief Financial Officer recommend that:

1. City Council approve the 2013 Recommended Capital Budget for Transportation Services with a total project cost of \$405.948 million, and 2013 cash flow of \$320.515 million and future year commitments of \$173.365 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 58 new/change in scope sub-projects with a 2013 total project cost of \$405.948 million that requires cash flow of \$232.583 million in 2013 and future year commitments of \$104.038 million in 2014; \$18.498 million in 2015; \$19.152 million in 2016; \$14.823 million in 2017; \$14.330 million in 2018; \$2.086 million in 2019 and \$0.438 million in 2020;
 - ii) 10 previously approved sub-projects with a 2013 cash flow of \$23.778 million;
 - b) 2012 approved cash flow for 34 previously approved sub-projects with carry forward funding from 2012 into 2013 totaling \$64.154 million.
2. City Council approve new debt service costs of \$2.850 million in 2013 and incremental debt costs of \$17.845 million in 2014; \$6.836 million in 2015; \$1.967 million in 2016; \$1.743 million in 2017; \$0.626 million in 2018 and \$0.510 million in 2019 resulting from the approval of the 2013 Recommended Capital Budget, to be included in the 2013 and future year operating budgets; and
3. City Council approve the 2014-2022 Recommended Capital Plan for Transportation Services totaling \$2.515 billion in project estimates, comprised of \$177.032 million in 2014; \$270.904 million in 2015; \$281.006 million in 2016; \$303.518 million in 2017; \$297.582 million in 2018; \$283.661 million in 2019; \$299.090 million in 2020; \$300.230 million in 2021; and, \$301.495 million in 2022.
4. The General Manager, Transportation Services report on future year operating impacts of the 2013-2022 Capital Plan in time for consideration with the 2014 Budget Process.
5. The General Manager, Transportation Services, in consultation with the Executive Director of Technical Services provide as part of the 2014 – 2023 Capital Budget and Plan submission, impacts arising from the strategic plan for the rehabilitation, repair and maintenance of the F. G. Gardiner Expressway, including an assessment of its asset value.
6. Following condition assessments of existing capital infrastructure, the General Manager of Transportation Services incorporate any required adjustments to current accumulated state of good repair backlog for each of Transportation Services asset categories as part of the 2014 - 2023 Capital Budget and Plan Submission

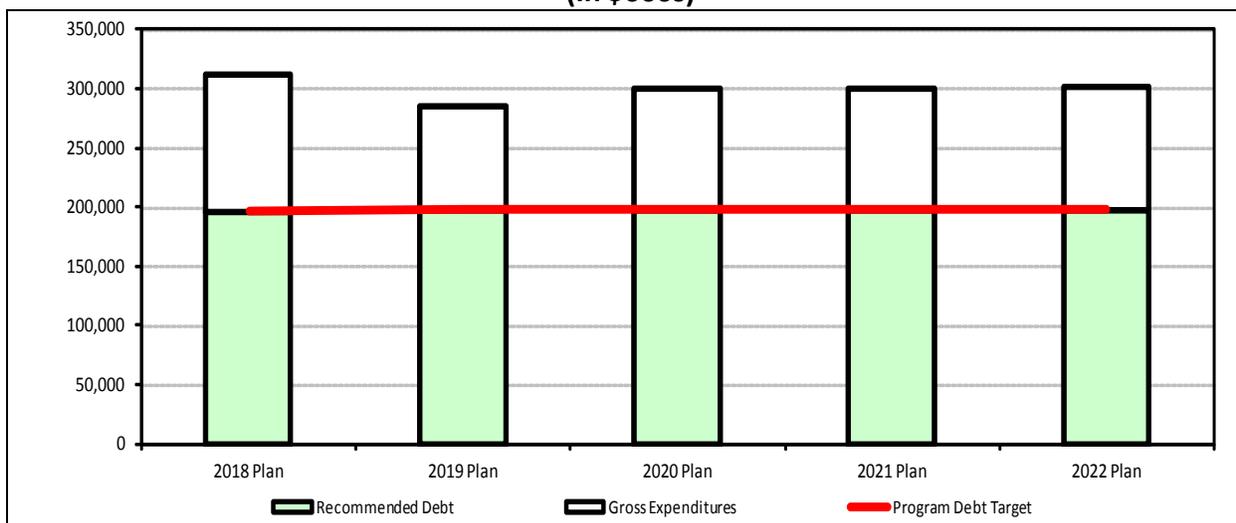
PART II: 2013 – 2022 CAPITAL PROGRAM

10-Year Capital Plan
2013 Recommended Budget, 2014 - 2017 Recommended Plan
 (In \$000s)



		2013 Rec. Budget and 2014-2017 Plan							5-Year Total Percent	
		2012	2013	2014	2015	2016	2017	2013-2017		
		Budget	Projected Actual							
Gross Expenditures:										
2012 Capital Budget & Approved FY Commitment		271,637	175,505	23,778				23,778	1.6%	
Recommended Changes to Approved FY Commitments									0.0%	
2013 New/Change in Scope and Future Year Commitments				232,583	104,038	18,498	19,152	14,823	389,094	26.9%
2014- 2017 Capital Plan Estimates					177,032	270,904	281,006	303,518	1,032,460	71.4%
2-Year Carry Forward for Reapproval										0.0%
1-Year Carry Forward to 2013			64,154							
Total Gross Annual Expenditures & Plan		271,637	175,505	256,361	281,070	289,402	300,158	318,341	1,445,332	100.0%
Program Debt Target				185,808	188,422	195,956	196,302	195,503	961,991	
Financing:										
Recommended Debt				185,808	188,422	195,955	196,302	195,503	961,990	66.6%
Reserves				14,771	63,743	64,715	68,357	77,513	289,099	20.0%
Reserve Funds				2,250	2,750	3,700	7,025	7,301	23,026	1.6%
Development Charges				21,272	15,215	17,772	21,214	30,764	106,237	7.4%
Provincial/Federal										0.0%
Other Revenue				32,260	10,940	7,260	7,260	7,260	64,980	4.5%
Total Financing				256,361	281,070	289,402	300,158	318,341	1,445,332	100.0%
By Project Category:										
Health & Safety				10,399	10,414	10,430	10,446	9,003	50,692	3.5%
Legislated SOGR				176,591	229,464	231,732	232,983	234,362	1,105,132	76.5%
Service Improvement				18,949	21,152	16,430	17,366	16,750	90,647	6.3%
Growth Related				50,422	20,040	30,810	39,363	58,226	198,861	13.8%
Total by Project Category				256,361	281,070	289,402	300,158	318,341	1,445,332	100.0%
Asset Value (\$) at year-end		9,890,000		9,890,000	10,129,300	10,409,701	10,622,305	10,837,416	11,372,189	
Yearly SOGR Backlog Estimate (not addressed by current plan)				(15,133)	(32,250)	(30,509)	(14,535)	(35,954)		
Accumulated Backlog Estimate (end of year)		964,155		949,022	916,772	886,263	871,728	835,774		
Backlog: Percentage of Asset Value (%)		9.7%		9.6%	9.1%	8.5%	8.2%	7.7%		
Debt Service Costs				3,252	22,387	35,017	30,165	23,672	114,492	
Operating Impact on Program Costs										
New Positions										

**10-Year Capital Plan
2018-2022 Recommended Plan
(In \$000s)**



	2018-2022 Capital Plan						10-Year Total Percent
	2018	2019	2020	2021	2022	2013-2022	
Gross Expenditures:							
2012 Capital Budget & Approved FY Commitments						23,778	0.8%
Recommended Changes to Approved FY Commitments							0.0%
2013 New/Change in Scope and Future Year Commitments	14,330	2,086	438			405,948	13.8%
2018 - 2022 Capital Plan Estimates	297,582	283,661	299,090	300,230	301,495	2,514,518	85.4%
Total Gross Annual Expenditures & Plan	311,912	285,747	299,528	300,230	301,495	2,944,244	100.0%
Program Debt Target	196,591	197,767	197,655	197,655	197,500	1,949,159	
Financing:							
Recommended Debt	196,591	197,766	197,655	197,655	197,500	1,949,157	66.2%
Reserves	78,248	69,128	77,125	77,827	79,247	670,674	22.8%
Reserve Funds	5,500	2,000	2,000	2,000	2,000	36,526	1.2%
Development Charges	24,313	9,593	15,488	15,488	15,488	186,607	6.3%
Provincial/Federal							0.0%
Other Revenue	7,260	7,260	7,260	7,260	7,260	101,280	3.4%
Total Financing	311,912	285,747	299,528	300,230	301,495	2,944,244	100.0%
By Project Category:							
Health & Safety	9,020	9,037	9,037	9,037	9,037	95,860	3.3%
Legislated							0.0%
SOGR	241,621	248,514	251,284	251,363	253,461	2,351,375	79.9%
Service Improvement	15,660	15,916	15,916	15,916	15,916	169,971	5.8%
Growth Related	45,611	12,280	23,291	23,914	23,081	327,038	11.1%
Total by Project Category	311,912	285,747	299,528	300,230	301,495	2,944,244	100.0%
Asset Value(\$) at year-end	11,372,189	11,614,303	11,849,554	12,094,815	12,340,817		
Yearly SOGR Backlog Estimate (not addressed by current plan)	(50,232)	(992)	(20,507)	(23,903)	(44,185)		
Accumulated Backlog Estimate (end of year)	785,542	784,550	764,043	740,140	695,955		
Backlog: Percentage of Asset Value (%)	6.9%	6.8%	6.4%	6.1%	5.6%		
Debt Service Costs	24,731	23,824	24,515	23,753	23,763	235,079	
Operating Impact on Program Costs							
New Positions							

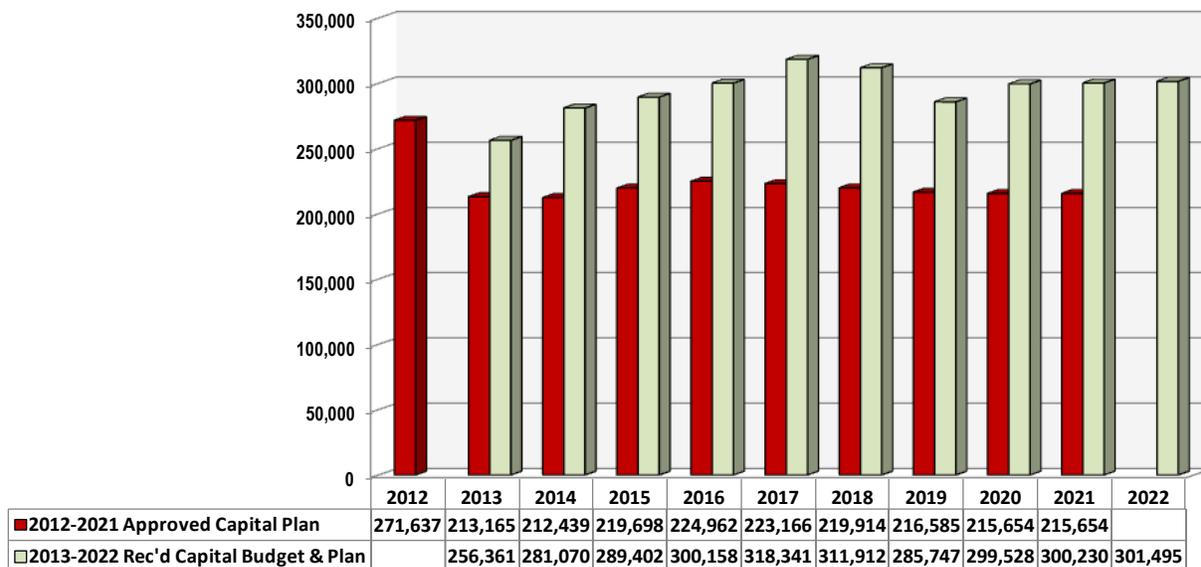
10-Year Capital Plan Overview

- Transportation Services is responsible for the maintenance of infrastructure assets valued at \$9.9 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 2013–2022 Recommended Capital Budget and Plan focuses on maintaining these assets in a state of good repair (SOGR). Specifically, additional SOGR funding of \$620.329 million is recommended for capital work on the F.G. Gardiner expressway and major roads reconstruction and resurfacing projects.
- 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, and the service road in the North Yonge Centre will be completed over the 10-year planning horizon, in order to accommodate development growth.
 - The 10-Year Recommended Capital Plan also includes additional funding of \$126.474 million for new growth related initiatives, including Steeles Widening (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation and Phase 1 of the Lawrence-Allen Revitalization Project.
- The 2013–2022 Recommended Capital Budget and Plan totals \$2.944 billion, of which \$1.445 billion or 49.1% is projected for the first 5 years, with the final 5 years requiring funding of \$1.499 billion or 50.9%.
- The 10-year Recommended Capital Plan requires new debt funding of \$1.949 billion, which is in line with the debt affordability guideline in each year of the 10-year planning period.
 - Debt funding of \$1.949 billion comprises 66.2% of the Transportation Services 10-year capital funding.
 - Additional capital financing of \$670.674 million or 22.8% will be provided from the Capital Financing Reserve, funded from proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets, dividends and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
 - Other sources of funding include Development Charges (\$186.607 million or 6.3%), third party funding (\$101.280 million or 3.4%) and reserve funds (\$36.526 or 1.2%).

- The current SOGR backlog is estimated at \$964.155 million or 9.7% of the total asset value of \$9.9 billion.
 - The 10-Year Recommended Capital Plan dedicates approximately \$235.138 million annually to address state of good repair projects, primarily the F.G. Gardiner expressway and major road reconstruction and resurfacing. This will not be sufficient to eliminate the current backlog over the 10-year period, but will result in reducing the backlog from \$964.155 million or 9.7% of the asset value to \$695.955 million or 5.6% of the asset value by 2022.
- As part of the 2013 Budget process, additional capital funding of \$748 million was identified to finance key unfunded projects that will address growth in the City; increase state of good repair funding for the resurfacing and reconstruction of major roads in the City; and to rehabilitate the F.G. Gardiner Expressway.

Key Changes to the 2012 - 2021 Approved Capital Plan

Changes to the 2012 -2021 Approved Capital Plan
(In \$000s)



The 2013 Recommended Capital Budget and 2013- 2022 Capital Plan reflects an increase of \$784.142 million or 36.3% from the 2012-2021 Approved Capital Plan. The changes to the 2012-2021 Approved Capital Plan are primarily the result of increased funding for SOGR work on the F.G. Gardiner Expressway and major road reconstruction and resurfacing projects over the next 10-year period, as outlined below:

- Additional SOGR funding has been allocated to the F. G. Gardiner expressway (\$335.239 million) and major road reconstruction and resurfacing projects (\$285.000 million).

 - With the addition of SOGR funding included in the 10-Year Recommended Capital Plan targeted at improvements to the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will now decrease over the 10-year planning period from \$964 million in 2012 to \$696 million or 5.6% of the asset replacement value by 2022.
- Funding has also been added for several key growth-related projects which will contribute to alleviating traffic in areas of the City that have experienced significant growth over recent years, including Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation for a total amount of \$100 million.
- \$6.274 million has also been added to the 10-Year Recommended Capital Plan to provide necessary infrastructure to support the first phase of the Lawrence-Allen Revitalization Project.

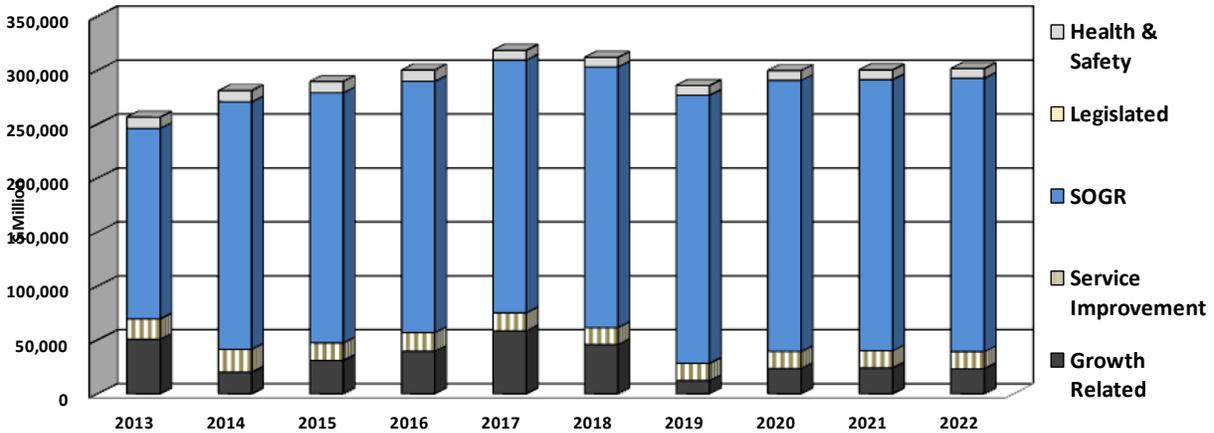
- The following chart details the key project cash flow changes to the 2013 – 2022 Approved Capital Plan.

**Summary of Project Changes
(In \$000s)**

Key Projects	Total Project Cost	2013	2014	2015	2016	2017	2018	2019	2020	2021	2013 - 2021	Revised Total Project Cost
Previously Approved												
Front Street Reconfiguration - EA & Streetscape Improvements	5,000	1,100	3,300								4,400	9,400
Various Construction Projects	40,000	21,000									21,000	61,000
Total Previously Approved	45,000	22,100	3,300								25,400	70,400
New												
F.G. Gardiner	169,831	8,613	32,981	32,724	33,952	34,917	36,058	37,076	38,436	39,576	294,333	505,160
Major Roads Reconstruction & Resurfacing	369,729	15,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	255,000	654,729
Lawrence Allen Revitalization Project (Phase 1)		13		550	1,094	1,153	940	2,086	438		6,274	6,274
St. Clair West / Metrolinx Grade Separation				2,000	6,000	12,000	12,000				32,000	32,000
Steeles Widening (Tapscott - Beare)				4,000	4,000	17,000	13,000				38,000	38,000
Legion Road Extension & Grade Separation									15,000	15,000	30,000	45,000
Other		(2,530)	2,350	430	150	105					505	
Total New	539,560	21,096	65,331	69,704	75,196	95,175	91,998	69,162	83,874	84,576	656,112	1,421,963
Total Changes	584,560	43,196	68,631	69,704	75,196	95,175	91,998	69,162	83,874	84,576	681,512	1,492,363

2013 – 2022 Recommended Capital Plan

2013–2022 Capital Plan by Project Category
(In \$000s)



The 10-Year Recommended Capital Plan of \$2.944 billion provides funding for Health and Safety projects of \$95.860 million; State of Good Repair (SOGR) projects of \$2.351 billion; Service Improvement projects of \$169.971 million, and Growth Related of \$327.038 million.

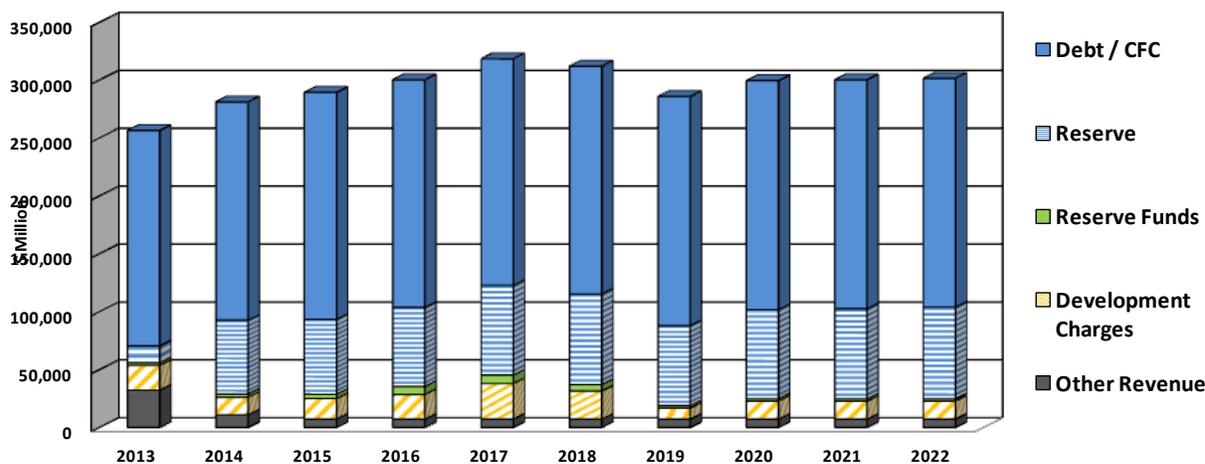
- Health and Safety projects represent approximately \$95.860 million or 3.3% of the total Capital Plan spending of \$2.944 billion.

 - Health and Safety projects include signage and traffic safety projects such as accessible/audible pedestrian signals and the salt management program.
 - \$50.692 million or 52.9% of the funding will be spent during the first five years. The remaining \$45.168 million or 47.1% is planned for the second five years of the 10-Year Capital Plan.
 - Funding for these projects remains stable over the period, averaging approximately \$9.6 million annually.
- 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 \$2.351 billion or 79.9% of the total planned cash flow of \$2.944 billion.

 - State of Good Repair projects include maintenance and rehabilitation work on bridges, expressways (F.G. Gardiner and Don Valley Parkway), major and local road reconstruction and resurfacing projects and sidewalk maintenance.
 - \$1.105 billion or 47.0% 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 32.7%, from \$176.591 million or 68.9% in 2013 to \$234.362 million or 73.6% of total expenditures in 2017. At the end of this period, total state of good repair funding will amount to 76.5% of the total planned cash flow.

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- Another \$1.246 billion or 53% of the total cash flow is dedicated to SOGR projects during the second 5 years. The growing trend continues based on increased focus of capital investment in addressing aging infrastructure, with another 4.9% increase in investment over the period, from \$241.621 million or 77.5% in 2018 to \$253.461 million or 84% allocated to State of Good Repair projects in 2022. At the end of the 10-year period, State of Good Repair projects will account for \$2.351 billion or 79.9% of total planned spending.
 - Service Improvement projects require funding of approximately 5.8% or \$169.971 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.
 - \$90.647 million or 53.3% of project funding will be spent over the first five year period.
 - Apart from 2014 when funding for these projects is slightly higher than average (\$21.152 million), mainly due to higher investments in advanced traffic control and RESCU systems, project funding remains at consistent levels of approximately \$17.0 million annually over the period.
 - Growth Related projects account for 11.1% or \$327.038 million of the total 10-Year Recommended Capital Plan funding.
 - Examples of Growth Related projects include Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation, Lawrence-Allen Revitalization Project (Phase 1), completion of the service road in the North Yonge Centre, and Six Points Interchange Redevelopment.
 - \$198.861 million or 60.8% of funding for these projects will be spent from 2013-2017. Annual funding will increase over the first 5-year period, from \$50.422 million or 19.7% in 2013 to \$58.226 or 18.3% in 2017. This increase coincides with the anticipated start of the Six Points Interchange Redevelopment project, Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, and Lawrence-Allen Revitalization Project (Phase 1) in 2015. At the end of the 10-year period, growth related projects will account for 13.8% of the total planned cash flow.
 - In 2018, significant investment in Growth Related projects (\$45.611 million) will continue primarily due to the Steeles Widenings (Tapscott Road - Beare Road) and St. Clair West/Metrolinx Georgetown Grade Separation projects. However, by the end of 2022, funding will decline to \$23.081 million or 7.6%. At the end of the 10-year period, Growth Related projects will account for 11.1% of total recommended spending.
 - The main focus of the 10-Year Recommended Capital Plan is to allocate stable funding to the various categories of projects (i.e. growth related), with significant investment in State of Good Repair projects. In this way, the City is balancing the needs of existing infrastructure characterized by an aging transportation network, with requirements to accommodate growth.
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2013–2022 Capital Plan by Funding Source
(In \$000s)



The 10-Year Recommended Capital Plan of \$2.944 billion will be financed by \$1.949 billion of debt, \$670.674 million from Reserve (Capital Finance Strategy), Reserve Funds of \$36.526 million, \$186.607 million from Development Charges, and Other Revenue of \$101.280 million (i.e. third party funding, interdivisional funding, Section 37).

- Debt accounts for \$961.990 million or 66.6% of the financing for the 2013 Budget and 2014 – 2017 Capital Plan and amounts to \$1.949 billion or 66.2% of the 10-Year Recommended Capital Plan. The program has met their debt target for each of the 1, 5 and 10-year periods.
- Capital financing from reserves constitutes \$289.099 million or 20.0% of required funding in the first 5 years and \$670.674 million or 22.8% over 10 years.
 - Financing is from reserve funding, which is to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- Reserve Funds constitute \$23.026 million or 1.6% of required funding in the first 5 years and \$36.526 million of 1.2% over 10 years.
 - This financing source is primarily for specific eligible projects (i.e. Bike Plans, Six Points Interchange Redevelopment, Neighbourhood Improvements).
- Development Charges (DC) fund approximately 6.3% or \$186.607 million of the 10-Year Recommended Capital Plan and it is used for Growth Related and Service Improvement projects.
 - \$106.237 million or 56.9% of total Development Charge financing will be spent during the first five years. In 2017, a spike in annual funding occurs for \$30.764 million as a

result of significant spending in that year on several new growth related projects (i.e. Steeles Widening (Tapscott Road - Beare Road), St. Clair West/Metrolinx Georgetown Grade Separation, Six Points Interchange Redevelopment). At the end of the 5-year period Development Charge funding will constitute 7.4% of total recommended financing.

- Another \$80.370 million or 43.1% is allocated within the second 5-years of the 10-Year Recommended Capital Plan. Annual Development Charge financing declines to \$15.488 million in 2022, with this source representing 5.1% of total recommended financing. This is due to an increased investment in State of Good Repair projects, which are funded from debt and the Capital Financing Strategy.
- Development Charge funding for eligible growth projects has been maximized resulting in an increase to DC funding of \$69 million from existing DC By-Law balances and projected contributions. 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 have been updated, indicating higher than expected revenues in future years. Consequently, Development Charge funded projects were revised to ensure maximum use of available funding. This allowed debt funding for Transportation Services' 10-Year Capital Plan to remain in line with the debt affordability guideline in each of the 10 years.
- Other Third Party funding accounts for \$101.280 million or 3.4% of total recommended financing and includes 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.
 - \$64.980 million or 64.2% is allocated during the first five years. The remaining \$36.300 million or 35.8% will be used during the second 5 years of the 10-Year Capital Plan. Overall, these funding sources will decline after 2013 and remain fairly steady over the remaining period as they are related to specific development projects.
- The 10-Year Recommended Capital Plan is primarily funded by debt as the majority of the Transportation Services' capital projects are State of Good Repair (SOGR) projects. Increased funding from the Capital Financing Reserve has allowed a significant increase in SOGR projects for the F.G. Gardiner Expressway, major road reconstruction and resurfacing and key growth related projects in the City. The increase in Development Charge funding in this 10-Year Recommended Capital Plan enables Transportation Services to address more growth related projects while meeting their debt guidelines for the period.

Major Capital Initiatives by Category

Summary of Major Capital Initiatives by Category
(In \$000s)

	2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2013-2022 Total
Health & Safety											
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
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500	1,500	1,500	1,500	810	810	810	810	810	10,860
Pedestrian Safety and Infrastructure Programs	610	625	641	657	673	690	707	707	707	707	6,724
Sub-Total	4,400	4,415	4,431	4,447	3,773	3,790	3,807	3,807	3,807	3,807	40,484
State of Good Repair (SOGR)											
F.G. Gardiner	25,000	49,500	49,380	50,610	51,860	53,150	54,470	55,830	56,970	58,390	505,160
Major Road Resurfacing	40,661	50,665	50,026	47,568	44,476	44,383	44,341	42,395	42,341	42,341	449,197
Major Road Reconstruction	16,786	19,537	17,607	21,716	20,102	19,666	22,295	23,851	24,736	24,736	211,032
City Bridge Rehabilitation	46,639	32,567	32,788	35,551	35,754	43,112	43,486	43,073	42,012	41,857	396,839
Local Road Resurfacing	30,997	28,725	28,857	28,792	28,635	30,652	32,768	33,900	33,969	34,802	312,097
Local Road Reconstruction	16,341	18,431	21,627	18,342	20,651	21,239	22,175	23,000	23,500	23,500	208,806
Sidewalks	12,901	13,801	15,304	13,970	16,128	12,483	12,358	12,674	11,274	11,274	132,167
Laneways	2,858	2,263	2,320	2,320	2,437	2,498	2,060	2,000	2,000	2,000	22,756
Traffic Plant Requirements/Signal Asset Management	7,000	6,000	5,736	6,000	6,000	6,000	6,000	6,000	6,000	6,000	60,736
Don Valley Parkway Rehabilitation	4,207	2,262	2,319	2,319	2,435	2,496	2,558	2,558	2,558	2,558	26,270
Sub-Total	203,390	223,751	225,964	227,188	228,478	235,679	242,511	245,281	245,360	247,458	2,325,060
Service Improvements											
Cycling Infrastructure	11,680	9,230	9,480	9,850	9,205	8,100	8,303	8,303	8,303	8,303	90,757
Advanced Traffic Signal Control	3,500	2,500	614	1,350	1,350	1,350	1,350	1,350	1,350	1,350	16,064
Traffic Control - RESCU	2,300	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	12,200
LED Signal Module Conversion	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,000
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
Sub-Total	19,480	14,830	13,194	14,300	13,655	12,550	12,753	12,753	12,753	12,753	139,021
Growth Related											
Scarlett/St Clair/Dundas	4,290	4,460	5,000								13,750
Various Construction Projects	29,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	65,000
North Yonge Centre	10,000										10,000
Six Points Interchange Redevelopment			3,587	12,601	15,000	9,360					40,548
Steeles Widening (Tapscott Road - Beare Road)			4,000	4,000	17,000	13,000					38,000
St Clair West/Metrolinx Georgetown Grade Separation			2,000	6,000	12,000	12,000					32,000
Legion Road Extension & Grade Separation								15,000	15,000	15,000	45,000
Regent Park Revitalization	1,614		1,513	582	233	1,907	734	293	1,354	521	8,751
Lawrence-Allen Revitalization Project (Phase 1)	13		550	1,094	1,153	940	2,086	438			6,274
Sub-Total	44,917	8,460	20,650	28,277	49,386	41,207	6,820	19,731	20,354	19,521	259,323
Total	272,187	251,456	264,239	274,212	295,292	293,226	265,891	281,572	282,274	283,539	2,763,888

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) and Health and Safety Projects

- The main focus of the 10-Year Recommended Capital Plan is to undertake on-going State of Good Repair through the following projects: F.G. Gardiner Expressway (\$505.160), major and local roads (\$1.181 billion), bridge infrastructure (\$396.839 million), sidewalks (\$132.167 million), laneways (\$22.756 million), DVP rehabilitation (\$26.270 million), and related traffic signal and traffic plant maintenance (\$60.736 million). SOGR projects are primarily funded either by debt or from the Capital Financing Reserve.
- By 2022, Transportation Services will repair approximately 1,000 km of roads, 50 km of expressways, 600 km of sidewalks and 150 bridges.
- Health and Safety projects included in the 10-Year Recommended Capital Plan are for major signal modifications (\$22.900 million) and pedestrian related issues involving accessible pedestrian signals (i.e. audible signals) for \$10.860 million and pedestrian safety and infrastructure programs for \$6.724 million.

Service Improvement Projects

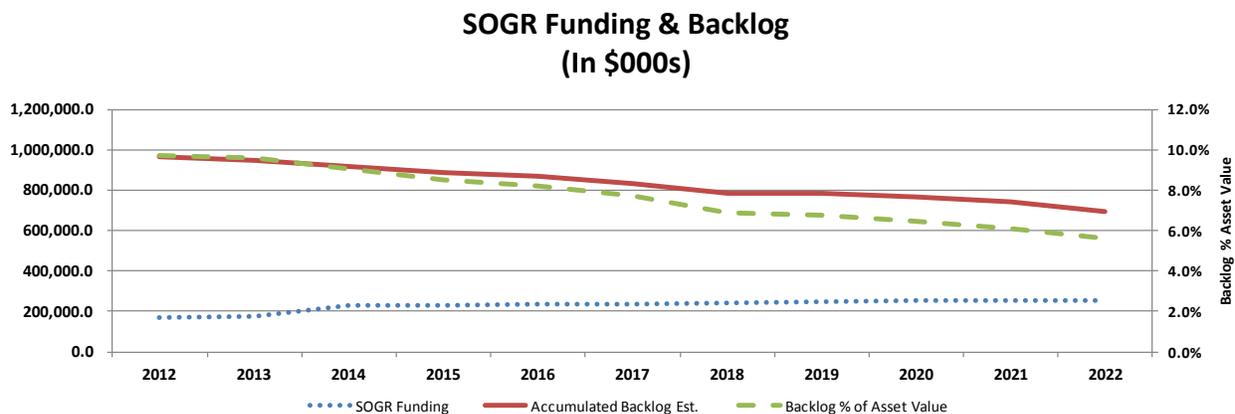
- The 10-Year Recommended Capital Plan dedicates funding of \$90.757 million for cycling infrastructure in support of the Bike Plan. This funding will be used to implement approximately 100 km of bike trails (up to 40km during the first five years), including the West Toronto Rail Path, Claireville- 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.
 - Separated bicycle lanes will continue to be assessed and implemented as directed by Council. By 2022 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 \$48.264 million is allocated to various traffic control signal systems, LED signal module conversion and signs and markings asset management initiatives.

Growth Related Projects

- 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 \$65.0 million is included in the 10-Year Recommended Capital Plan for these projects.
 - The Legion Road Extension and Grade Separation project has been included at a cost of \$45.000 million starting in 2020 and is expected to take three years for completion.
 - Funding in the amount of \$38.000 million is recommended over four years for Steeles Widenings (Tapscott Road - Beare Road). Currently, the City of Toronto is in negotiations with the Region of York and other municipalities to determine a shared cost agreement for this project as it benefits several jurisdictions.
 - \$32.00 million for the St Clair West/Metrolinx Georgetown Grade Separation project is recommended starting in 2015 and is expected to take three years to complete.
 - \$8.751 million is included in the 10-Year Recommended Capital Plan 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.

State of Good Repair (SOGR) Backlog



Transportation Services' infrastructure assets consist of linear assets such as bridges, roads, expressways, sidewalks and traffic signals. They are valued at \$9.9 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 2012, a backlog of state of good repair work for the on-going maintenance of Transportation Services' assets is estimated to be \$964 million, representing 9.7% of the total asset value (excluding the asset value of the F.G. Gardiner Expressway, which will be assessed as part of the Strategic Rehabilitation Plan).
 - The estimated \$964 million in backlog for state of good repair work, has been adjusted in 2013 to reflect revised and accelerated requirements to rehabilitate, repair and maintain the F. G. Gardiner Expressway
- 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 makeup the backlog continually change as infrastructure that has been rehabilitated is replaced on the backlog list by infrastructure that, in the meantime, has reached its useful life span. Addressing the backlog is also dependant on the 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 \$2.351 billion (\$1.105 billion during the first five years, \$1.246 billion during the second five years), which on average is \$235.137 million annually, to address state of good repair. This includes a significant increase (\$620.329 million) in SOGR funding above the 2012 – 2021 Approved Capital Budget and Plan.

- The main focus of the 2013 Recommended Capital Budget and 2014-2022 Recommended Capital Plan is to undertake on-going State of Good Repair projects for the Gardiner Expressway (\$505.160 million), major roads (\$660.229 million), local roads (\$520.903

million), bridge infrastructure (\$396.839 million), and sidewalks, laneways and expressways (\$181.193 million).

- With the infusion of \$620.329 million in additional SOGR funding in the 10-Year Recommended Capital Plan targeted at improvements to the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will now decrease over the 10-year planning period.
 - By the end of 2017, the current SOGR backlog of \$964 million will decrease to \$836 million or 7.7% of the asset value, with a further decrease over the second 5 years to \$696 million or 5.6% of the asset replacement value by the end of 2022.
- Despite this overall decrease in Transportation Services' SOGR backlog over the 10-Year Recommended Capital Plan, the backlog for Major Roads is still anticipated to increase from \$67.153 million in 2012 to \$216.258 million in 2022; and the backlog for Local Roads is anticipated to increase from \$132.319 million in 2012 to \$281.354 million in 2022.
 - The increase in backlog for these asset categories results from the City's aging infrastructure, more than half of the almost 4,500 lane-kms of arterial roads in the City were constructed during the period between the early 1960s and late 1970s. Presently, the Transportation Services is addressing infrastructure needs for those streets built in the 1950s.
 - Of the \$285 million in added funding for SOGR work on Major Roads, \$238 million will be allocated to road resurfacing, with \$47 million included for road reconstruction. Although many roads in the City have been resurfaced once, some twice, there are still many roads in the system that are in need of resurfacing within the next 15 years. Otherwise, if left unattended, there will be an increased demand for reconstruction, which costs approximately 3.5 times more than resurfacing.
 - This highlights the benefit of investing in road resurfacing prior to deterioration of road conditions, which will extend the useful life of our infrastructure and limit ongoing, more expensive road reconstruction requirements.
- In 2013, Transportation Services in consultation with Financial Planning, will develop a long term strategy (anticipated at 25 years) highlighting the requirements to continue to address the backlog of SOGR. This backlog is anticipated to grow for major and local roads, as the City's infrastructure continue to age. As part of this review, Transportation Services will perform updated condition assessments of existing capital infrastructure, incorporating any required updates to current backlog and asset value levels.
- It is recommended that following condition assessments of existing capital infrastructure, the General Manager of Transportation Services incorporate any required adjustments to the current accumulated state of good repair backlog for each of Transportation Services asset categories as part of the 2014 - 2023 Capital Budget and Plan submission.
- The following table highlights the SOGR backlog for Transportation Services by asset category:

SOGR Backlog by Asset Category (In \$000s)

Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
State of Good Repair Funding		15,133	32,250	30,509	14,535	35,954	50,232	992	20,507	23,903	44,185
Accumulated Backlog Est. (yr end)	964,155	949,022	916,772	886,263	871,728	835,774	785,542	784,550	764,043	740,140	695,955
Backlog %Asset Value	9.7%	9.6%	9.1%	8.5%	8.2%	7.7%	6.9%	6.8%	6.4%	6.1%	5.6%
Asset Value	9,890,000	9,890,000	10,129,300	10,409,701	10,622,305	10,837,416	11,372,189	11,614,303	11,849,554	12,094,815	12,340,817
*Excludes the F.G. Gardiner asset value, this will be assessed as part of the Strategic Rehabilitation Plan											
F.G. Gardiner											
State of Good Repair Funding		25,000	49,500	49,380	50,610	51,860	53,150	54,470	55,830	56,970	58,390
Accumulated Backlog Est. (yr end)	626,370	601,370	551,870	502,490	451,880	400,020	346,870	292,400	236,570	179,600	121,210
Roads - Major											
State of Good Repair Funding		(13,118)	1,000	(6,467)	1,806	12,348	(1,088)	(43,788)	(38,769)	(33,017)	(28,012)
Accumulated Backlog Est. (yr end)	67,153	80,271	79,271	85,738	83,932	71,584	72,672	116,460	155,229	188,246	216,258
Roads - Local											
State of Good Repair Funding		(3,708)	(24,119)	(19,231)	(39,268)	(36,430)	(16,090)	(10,829)	(5,864)	(487)	6,991
Accumulated Backlog Est. (yr end)	132,319	136,027	160,146	179,377	218,645	255,075	271,165	281,994	287,858	288,345	281,354
Bridge Rehabilitation											
State of Good Repair Funding		745	51	(53)	(2,770)	2,252	9,275	(3,957)	4,028	(3,313)	3,199
Accumulated Backlog Est. (yr end)	46,352	45,607	45,556	45,609	48,379	46,127	36,852	40,809	36,781	40,094	36,895
Expressways (Excluding F.G. Gardiner)											
State of Good Repair Funding		6,353	6,417	6,488	4,407	6,640	6,722	6,958	6,828	6,696	6,563
Accumulated Backlog Est. (yr end)	77,741	71,388	64,971	58,483	54,076	47,436	40,714	33,756	26,928	20,232	13,669
Sidewalks											
State of Good Repair Funding		(139)	(599)	392	(250)	(716)	(1,737)	(1,862)	(1,546)	(2,946)	(2,946)
Accumulated Backlog Est. (yr end)	14,220	14,359	14,958	14,566	14,816	15,532	17,269	19,131	20,677	23,623	26,569

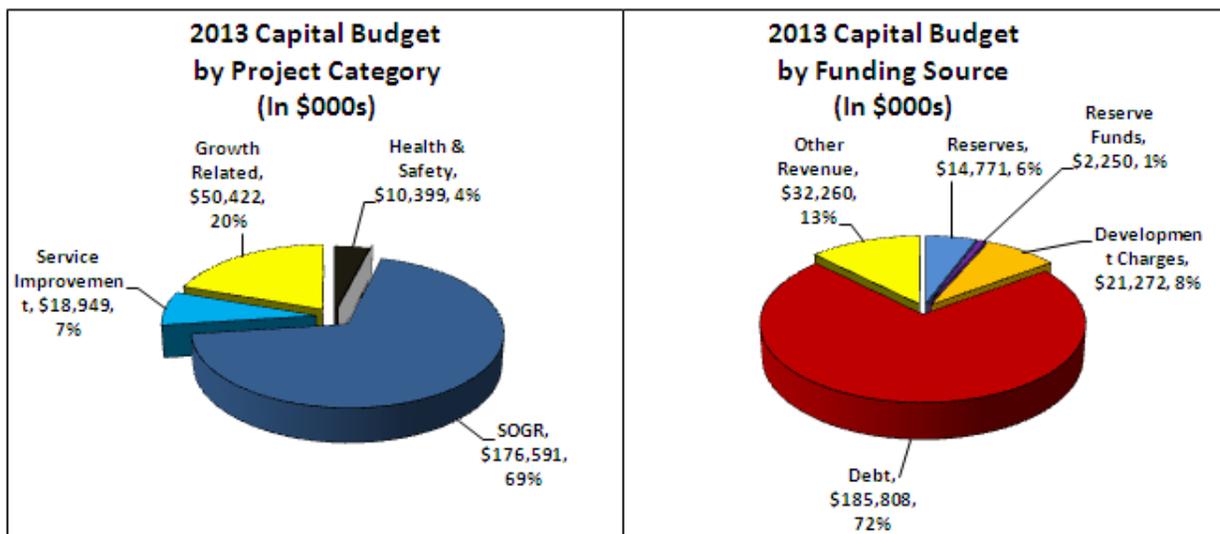
10-Year Capital Plan Impact on the Operating Budget

In general, Transportation Services 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 from the St. Clair Avenue transit right-of-way, GO Bus Bypass lane salting on DVP, and grass cutting activities in Hydro Corridors result in additional maintenance costs for Transportation Services.
- 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 the 2014 Budget process.

PART III - 2013 RECOMMENDED CAPITAL BUDGET

2013 Capital Budget by Project Category and Funding Source



The 2013 Recommended Capital Budget requires 2013 cash flow funding of \$256.361 million.

- \$10.399 million or 4.1% of recommended spending is dedicated to Health and Safety projects. The most significant Health and Safety projects include Signal Major Modifications and Accessible Pedestrian Signals (Audible Signals).
- State of Good Repair projects account for \$176.591 million or 68.8% of the 2013 Capital Budget. The 2013 Capital Budget includes a significant increase in SOGR funding for the F.G. Gardiner Expressway and major road reconstruction and resurfacing projects.
- Service Improvement projects such as on-going Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversion account for another \$18.949 million or 7.4% of the 2013 Capital Budget.
- Growth Projects represent \$50.422 million or 19.7% of the 2013 Capital Budget and include work on projects such as the North Yonge Centre area service road, the Regent Park Revitalization project, and various construction projects (construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others (TTC, developers etc.)).
- The 2013 Capital Budget for Transportation Services is funded primarily from debt, which accounts for 72.5% or \$185.808 million of recommended financing. This meets the debt affordability guideline for this Program in 2013.
- Development Charges will have been maximized for eligible projects will fund \$21.272 million or 8.3% of the 2012 Capital Budget's expenditures.

- Financing from reserve funding of \$14.771 million or 5.8% will be used primarily for SOGR work on the F.G. Gardiner expressway and major road reconstruction and resurfacing, funds in this reserve will be derived from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- Reserve Funds accounts for \$2.250 million or 0.9% of recommended financing. This source will be utilized for specific eligible Bike Plan projects and neighborhood improvement projects.
- Other sources of recommended funding in the amount of \$32.260 million or 12.5% 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.

2013 Recommended Cash Flow & Future Year Commitments

(In \$000s)

	2012 Previously Approved Cash Flow Commitments	2013 New Cash Flow Rec'd	2013 Total Cash Flow Rec'd	2012 Carry Forwards	Total 2013 Cash Flow (Incl 2012 C/Fwd)	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Cost
Expenditures															
Previously Approved	23,778		23,778	64,154	87,932										87,932
Change in Scope		3,200	3,200		3,200	2,000									5,200
New		31,723	31,723		31,723	51,575	5,648	5,648	1,000	1,000					96,594
New w/Future Year		197,660	197,660		197,660	50,463	12,850	13,504	13,823	13,330	2,086	438			304,154
Total Expenditure	23,778	232,583	256,361	64,154	320,515	104,038	18,498	19,152	14,823	14,330	2,086	438			493,880
Financing															
Debt	22,976	162,832	185,808	32,354	218,162	63,742	16,406	16,069	5,250	4,962					324,591
Other		32,260	32,260	21,339	53,599	3,372	859	859							58,689
Reserves		14,771	14,771		14,771	33,743	550	1,587	9,573	9,368	2,086	438			72,116
Reserves Funds		2,250	2,250	1,810	4,060	750									4,810
Development Charges	802	20,470	21,272	8,651	29,923	2,431	683	637							33,674
Provincial/Federal			-												-
Total Financing	23,778	232,583	256,361	64,154	320,515	104,038	18,498	19,152	14,823	14,330	2,086	438			493,880

Transportation Services' 2013 Recommended Capital Budget is \$320.515 million and provides \$23.778 million for previously approved projects under way, \$232.583 million for new/change in scope projects and \$64.154 million for funding carried forward from 2012 into 2013.

- Approval of the 2013 Recommended Capital Budget will result in adjustments to future year funding commitments for new/change in scope projects of \$104.038 million in 2014; \$18.498 million in 2015; \$19.152 million in 2016; \$14.823 million in 2017; \$14.330 million in 2018; \$2.086 million in 2019; and \$0.438 million in 2020.
- New projects relate to continuing state of good repair and other projects that are scheduled for 2013. These projects include major road reconstruction (\$23.639 million) and resurfacing (\$50.287 million), local road reconstruction (\$28.520 million) and resurfacing (\$33.987 million), sidewalks (\$14.466 million), laneways (\$3.928 million), Don Valley Parkway (\$4.207 million) and most significantly, Gardiner Expressway rehabilitation projects (\$117.570 million).
- To fund the 2013 recommended cash flow and future year commitments, Transportation Services will require new debt funding of \$185.808 million in 2013 and \$106.429 million for future year funding commitments from 2014 to 2018.
- The 2013 recommended cash flow and future year commitments also includes \$58.689 million in reserve funding to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- Development Charges of \$33.674 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 \$63.499 million 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 and reserve funding for specific eligible Bike Plan projects and Neighborhood Improvement Program (\$2.0 million).

2013 Recommended Capital Project Highlights

The 2012 Recommended Capital Budget provides funding of \$493.880 million to:

- Begin Phase 1 of the Lawrence Allen Revitalization Project (\$6.274 million) and Front Street Streetscape Improvements between York Street and Bay Street in conjunction with the Union Station Revitalization Project (\$4.4 million).
- Continue and enhance state of good repair maintenance and rehabilitation work on:
 - Bridges (\$63.849 million);
 - The Gardiner Expressway (\$117.570 million);
 - Don Valley (\$4.207 million);
 - Major road reconstruction and resurfacing (\$73.926 million);
 - Local road reconstruction and resurfacing (\$62.507 million); and
 - Additional funding for 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 (\$10 million) and cycling infrastructure (\$12.680 million) on roads across the City.
- Continue work on Redlea Avenue (Steeles to McNicoll) (\$3 million) and Regent Park Revitalization project (\$1.614 million).

**2013 Recommended Capital Project Highlights
(In \$000s)**

Project	2013	2014	2015	2016	2017	2013 - 2017	2018	2019	2020	2021	2022	2013 - 2022 Total
Signal Major Modifications	2,290	1,096	609	609		4,604						4,604
Transit Priority	2,160	477	495	495		3,627						3,627
Third Party Signals	2,900	345	364	364		3,973						3,973
Cycling Infrastructure	11,680	1,000				12,680						12,680
Growth Related Capital Works	600					600						600
Scarlett/St Clair/Dundas	4,290					4,290						4,290
Traffic Calming	420					420						420
Various Construction Projects	29,000					29,000						29,000
Don Valley Parkway Rehabilitation	4,207					4,207						4,207
New Traffic Control Signals / Devices	3,470	181	180	180		4,011						4,011
Traffic Plant Requirements/Signal Asset Management	7,000	2,116	2,129	2,129		13,374						13,374
Advanced Traffic Signal Control	3,500	668	264	264		4,696						4,696
Traffic Control - RESCU	2,300	99	60	60		2,519						2,519
Accessible Pedestrian Signals (Audible Signals)	1,500	293	297	297		2,387						2,387
City Bridge Rehabilitation	46,639	13,210	1,000	1,000	1,000	62,849	1,000					63,849
Dufferin Street Jog Elimination	3,200	2,000				5,200						5,200
Engineering Studies	2,380	170				2,550						2,550
Gardiner (Jarvis to Dowling)	200					200						200
Major Road Reconstruction	16,786	5,413	410	380	380	23,369	270					23,639
Safety and Operational Improvements	2,069					2,069						2,069
Major Road Resurfacing	40,661	8,186	410	380	380	50,017	270					50,287
Salt Management Program	1,400					1,400						1,400
LED Signal Module Conversion	1,000					1,000						1,000
Pedestrian Safety and Infrastructure Programs	610					610						610
Local Road Reconstruction	16,341	8,579	1,025	950	950	27,845	675					28,520
Local Road Resurfacing	30,997	2,990				33,987						33,987
Sidewalks	12,901	1,565				14,466						14,466
Laneways	2,858	350	205	190	190	3,793	135					3,928
North Yonge Centre Requirements	10,000					10,000						10,000
Retaining Walls Rehabilitation	2,060					2,060						2,060
PXO Visibility Enhancement	4,059					4,059						4,059
Deck	569					569						569
427)	2,000					2,000						2,000
Signs and Markings Asset Management	3,500					3,500						3,500
Neighbourhood Improvements	1,000					1,000						1,000
Redlea Avenue (Steeles - McNicoll)	3,493					3,493						3,493
Morningside Avenue Extension	3,000					3,000						3,000
Regent Park Revitalization	3,200					3,200						3,200
Traffic Sign Structure Replacement	1,614					1,614						1,614
Permit & Boulevard Parking Database	200					200						200
Facility Improvements	150					150						150
Front Street Reconfiguration EA Project)	2,300					2,300						2,300
Section 37 - Scarborough Pedestrian Walkway	3,600	5,800	550	1,094	1,153	9,400	940	2,086	438			6,274
Section 37 Front Street East Streetscaping Plan	13					100						100
F.G. Gardiner	1,298					1,298						1,298
Total (including carry forward funding)	25,000	49,500	10,500	10,760	10,770	106,530	11,040	2,086	438			117,570
	320,515	104,038	18,498	19,152	14,823	477,026	14,330	2,086	438			493,880

PART IV: ISSUES FOR DISCUSSION

2013 Issues*F.G. Gardiner Expressway*

The 10-Year Recommended Capital Plan for Transportation Services provides capital funding of \$505.160 million over the 10-year period to rehabilitate, repair and maintain the F. G. Gardiner Expressway. It is anticipated that an additional \$121.210 million will be required beyond the 10-year capital planning period in 2023 and 2024 to complete this 12 year initiative.

The 2012 – 2021 Approved Capital Budget and Plan provided \$172.498 million in funding (including funds carried forward from 2011 into 2012) for rehabilitation to the F.G. Gardiner Expressway based on construction staging over a 20 year period.

- Rehabilitation work is currently underway on the section of the F.G. Gardiner Expressway from Jarvis Street to York Street. It is estimated to cost \$12.2 million and includes the, repair to concrete girders and supporting columns. This work is expected to extend the life of this section of the Gardiner until 2029, with only periodic repairs following the completed work.

During the 2013 Capital Budget process it was determined that the deck of the Gardiner along various other portions of the Expressway required replacement and therefore, repairs need to be undertaken over a shorter period.

- The 2013 – 2022 Recommended Capital Budget and Plan provides \$335.329 million in increased funding (\$505.160 million in total) to allow for the following capital work on the F.G. Gardiner Expressway:
 - Phase 1 - The replacement of the main deck from the Don Roadway to Cherry Street (\$60 million). Construction is expected to start in the summer of 2013 and be completed by the end of 2014;
 - Phase 2 - The replacement of the main deck from Cherry to Parliament Streets (\$73.150 million);
 - Phase 3 - The replacement of the main deck from Parliament to Jarvis Streets (\$76.820 million);
 - Phases 4 – 6 - The replacement of the main deck from Strachan Avenue to Rees, with the order still to be determined (\$164.430 million, with an additional \$88.510 million anticipated for the years 2023 and 2024 beyond the 10-Year Recommended Capital Plan); and
 - \$130.760 million in funding is also provided over the 10-year planning period for required At-Grade and Bent repairs, with an additional \$32.700 million anticipated for the years 2023 and 2024.
 - The table below identifies the anticipated construction staging and annual cash flow requirements:

Description (\$000s)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2013 - 2022 Total	2023	2024	12-Year Total
Phase 1 - Don Roadway to Cherry St.	20,000	39,500	250	250							60,000			60,000
Phase 2 - Cherry St. to Parliament			35,880	36,770	250	250					73,150			73,150
Phase 3 - Parliament to Jarvis					37,690	38,630	250	250			76,820			76,820
Phases 4 - 6 (Strachan to Rees)							39,600	40,590	41,600	42,640	164,430	43,710	44,800	252,940
At-Grade Repairs	5,000	10,000	10,250	10,510	10,770	11,040	11,310	11,600	11,890	12,180	104,550	12,490	12,800	129,840
Bents Repairs			3,000	3,080	3,150	3,230	3,310	3,390	3,480	3,570	26,210	3,660	3,750	33,620
Total F.G. Gardiner Expressway	25,000	49,500	49,380	50,610	51,860	53,150	54,470	55,830	56,970	58,390	505,160	59,860	61,350	626,370

- A Request for Proposals has been issued for an engineering consultant to develop a Strategic Rehabilitation Plan for the entire Gardiner Expressway. The consultant will be selected and retained by January 2013. The scope of work broadly includes the determination of the costs and time-lines for the rehabilitation of all elements of the Gardiner to serve as the "blueprint" for the delivery of the entire facility in a safe and serviceable condition, while minimizing traffic disruption.
- The schedule calls for the Strategic Plan to be 60% complete by September 2013, and fully complete by December 2013. The 60% results will be used to inform the 2014 Capital Budget process.
- It is recommended that the General Manager, Transportation Services, in consultation with the Executive Director of Technical Services provide as part of the 2014 – 2023 Capital Budget and Plan submission, impacts arising from the strategic plan for the rehabilitation, repair and maintenance of the F. G. Gardiner Expressway, including an assessment of its asset value.

Capital Financing Strategy to Mitigate Debt Requirements

Background

- As part of the 2013 Capital Budget process, Transportation Services identified costs of \$748 million for key unfunded capital priorities that will address growth in the City; increase state of good repair funding for the resurfacing and reconstruction of major roads in the City; and to rehabilitate the F.G. Gardiner Expressway.
- The resulting increase of \$748 million in funding beyond Transportation Services 10-year debt target of \$1.949 billion goes beyond the City's debt capacity and, is therefore, not affordable.

Recommended Capital Financing Strategy

- To manage this tremendous debt need, the City is recommending the following capital financing strategy to fund increased debt requirements of \$748 million.

- Maximized Development Charge funding for eligible growth projects resulting in an increase to DC funding of \$69 million from existing DC By-Law balances and projected contributions.
- Reduced existing capital projects by \$8 million based on a re-evaluation of current capital requirements.
- Applied \$671 million in assumed reserve funding to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- This reserve funding will be applied as follows:

\$ Millions	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Capital Financing	15	64	65	68	78	78	69	77	78	79	671

- With this funding provision, maximized DC funding and modest reductions, Transportation Service's debt funding over the 10 years is at target.
- Proceeds from the monetization of City assets are based on the report entitled "Monetization Potential of City Assets" from the Deputy City Manager and Chief Financial Officer and was adopted by City Council on November 29, 2011. The City owns interests in a considerable number of marketable assets, including real estate and government business enterprises. Monetization of some of these assets has the potential to offset some of the spending and debt pressures from the TTC's Capital Program.
- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." This initiative to monetize City assets, through the sale of Enwave has generated initial proceeds for contribution to the City's Capital Financing Reserve. The potential returns of additional asset sales are uncertain at this point. However, further actions recommended and contemplated in the monetization report (e.g. monetization activities regarding Toronto Hydro, and real property dispositions by Toronto Parking Authority, Real Estate Division and Build Toronto) are expected to result in cash proceeds as high as \$600 million over the remaining term of Council.
- Transportation Services' 10-Year Recommended Capital Budget and Plan has only been able to stay within debt affordability limits by extending the approved capital financing strategy requiring the City to dedicate \$671 million in future proceeds to Transportation Services' capital needs. This requires fiscal discipline to ensure proceeds are applied as recommended over the 10 years. To this end, the City has maximized all funding sources while maintaining debt affordability requirements.
- The capital financing strategy is not only funding Transportation Services' Recommended Capital Plan but it is also providing critical support for the TTC's Recommended Capital Plan. Including the 2012 and 2013 budget process financing strategies, total funding of \$1.860 billion is required from City reserve funding for the 2013-2022 10-year period.

Issues Referred to the 2014 Capital Budget Process*Proposed Sale of Enwave Energy Corporation*

- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." Associated with this report were various motions that have been referred to the Budget Committee for consideration. These motions include:
 1. That City Council direct that \$50 million from the proceeds of the sale of Enwave be placed in the Toronto Community Housing Corporation Major Capital Account.
 2. That City Council direct that \$21.8 million of the proceeds from the sale of Enwave be used to repay the Water Capital Reserve Account to be used primarily for the basement flooding program.
 3. That City Council direct that 50 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Community Housing Corporation, specifically to the capital repair backlog.
 4. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Transit Commission (TTC), specifically for the purchase of TTC streetcars.
 5. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to Toronto Water, specifically to the Reserve Account.
- As recommended, there is \$671 million in reserve funding included in Transportation Services' 2013-2022 Recommended Capital Plan to be provided from capital financing strategy proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to transit from the Federal and Provincial government as well as the 2013 Development Charge By-Law review.
- Failure to direct \$671 million in funding from those sources to Transportation Services would result in a reduction to Transportation Service's Capital Program which would affect critical SOGR projects.
- The capital financing strategy is not only funding Transportation Services' Recommended Capital Plan but it is also providing critical support for the TTC's Recommended Capital Plan. Including the 2012 and 2013 budget process financing strategies, total funding of \$1.860 billion is required from City reserve funding for the 2013-2022 10-year period.

Legion Road

At its meeting of June 6, 2012 City Council approved the report PW15.12 'Infrastructure Improvements to Address Traffic Congestion in the Humber Bay Shores and Mystic Point Area' that requested the City Manager to establish and fix a date for the commencement and the completion of the capital project to extend Legion Road from its northern limit to the Park Lawn Road exit ramp of the eastbound F.G. Gardiner Expressway.

The 10-Year Recommended Capital Plan provides \$45 million from 2020 to 2022 to complete this extension, which will help to manage traffic congestion in an area that has experienced significant growth over recent years.

Building on the Coroner's Pedestrian Death Review

At its meeting of October 22, 2012 the Board of Health approved the report HL17.1 Building on the Coroner's Pedestrian Death Review' that directed this report be forwarded to Budget Committee for consideration during the 2013 Transportation Services Capital Budget.

Transportation Services has many ongoing initiatives funded through the 2013 Recommended Capital Budget, to make Toronto safer for pedestrians including the implementation of the Toronto Walking Strategy, approved by Council in 2009. The Toronto Walking Strategy is a 52-action blueprint that includes a range of projects that involves internal and external partners to improve walking conditions and to encourage walking. Some of the existing initiatives include the following:

- Pedestrian Priority Crossings
- Accessible Pedestrian Signals
- Longer Pedestrian Walk Times at Signals
- Pedestrian Countdown Signals
- Enhanced Pedestrian Crossing Pavement Markings ("Zebra" crossings)
- Sidewalk Construction and Repairs

Additionally, Transportation Services will report to the Public Works and Infrastructure Committee in early 2013 on City initiatives for reducing pedestrian collisions and improving pedestrian safety.

Appendix 1

2012 Performance

2012 Key Accomplishments

In 2012, Transportation Services achieved the following:

- Anticipated completion of several major capital projects including:
 - ✓ Bloor St. West from Keele St. to Clendenan Avenue.
 - ✓ Dundas St. West from Howard Park Avenue to Dovercourt Rd.
 - ✓ Sherbourne St. from King St. East to Gerard St. East.
 - ✓ Evans Avenue from Abbey Lane to Kipling Avenue.
 - ✓ Wilson Avenue from Dufferin St. to Keele St.
 - ✓ McCaul St. from Queen St. West to College St.
 - ✓ Progress Avenue, Midland Avenue to Borough Dr.
 - ✓ Dufferin St. from Springhurst Avenue to Queen St. West.
 - ✓ Burnhamthorpe Rd. from Martin Grove Rd. to The East Mall.
- Continued state of good repair maintenance and rehabilitation work on bridges, expressways, major and local road reconstruction and sidewalk maintenance, including related traffic signal and traffic plant maintenance, salt management and pedestrian safety projects.
- Continued Service Improvement projects such as completion of the service road in the North Yonge Centre and cycling trails in the parks and ravine systems, and in hydro and rail corridors across the City.
- Continued work on Redlea Avenue (Steeles to McNicoll) and Regent Park Revitalization project.
- Began implementation of separated bike lanes on Sherbourne Street, which will be essentially completed by the end of 2012.

2012 Capital Variance Review**2012 Budget to Actual Comparison****(In \$000s)**

2012 Approved	Actuals as of Sept. 30, 2012 (3rd Quarter Variance)		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
271.637	71.907	26.5%	175.505	64.6%	96.132	35.4%

Capital expenditures for the period ending September 30, 2012 total \$71.907 million or 26.5% for the 2012 Approved Capital Budget of \$271.637 million. The Program is projecting expenditures of \$175.505 million or 64.6% by year-end.

The projected year-end under-spending is primarily attributable to projects that require third party coordination and/or funding, community consultation, or are development/transit dependent. These projects would include road resurfacing & reconstruction; neighbourhood improvements; traffic control projects; infrastructure enhancements; bridge rehabilitation; etc. In addition, under-spending is also anticipated for various projects where contracts were issued later than expected.

At this time, the Program estimates that the required carry forward funding for 2012 will be \$64.154 million or 23.6% of its 2012 Approved Capital Budget. Some of the large projects requiring carry forward funding include: road resurfacing and reconstruction (\$10.550 million); city bridge rehabilitation (\$19.900 million); Gardiner Expressway rehabilitation (\$5.700 million); DVP rehabilitation (\$2.000 million); neighbourhood improvements / sidewalks (\$3.401 million); North Yonge Centre (\$5.000 million); various construction projects related to the TTC (\$4.000 million); and cycling infrastructure (\$3.000 million).

Appendix 2

10-Year Recommended Capital Plan Project Summary (In \$000s)

Project	2013	2014	2015	2016	2017	2013 - 2017	2018	2019	2020	2021	2022	2013 - 2022
Signal Major Modifications	2,290	2,290	2,290	2,290	2,290	11,450	2,290	2,290	2,290	2,290	2,290	22,900
Transit Priority	2,160	1,760	1,760	1,760	1,760	9,200	1,760	1,760	1,760	1,760	1,760	18,000
Third Party Signals	2,900	1,500	1,500	1,500	1,500	8,900	1,500	1,500	1,500	1,500	1,500	16,400
Steeles Widening (Tapscott Road - Beare Road)			4,000	4,000	17,000	25,000	13,000					38,000
Cycling Infrastructure	11,680	9,230	9,480	9,850	9,205	49,445	8,100	8,303	8,303	8,303	8,303	90,757
Growth Related Capital Works	600	300	300	300	300	1,800	300	300	300	300	300	3,300
Scarlett/St Clair/Dundas	4,290	4,460	5,000			13,750						13,750
Traffic Calming	420	276	283	283	298	1,560	305	312	312	312	312	3,113
Various Construction Projects	29,000	4,000	4,000	4,000	4,000	45,000	4,000	4,000	4,000	4,000	4,000	65,000
Don Valley Parkway Rehabilitation	4,207	2,262	2,319	2,319	2,435	13,542	2,496	2,558	2,558	2,558	2,558	26,270
New Traffic Control Signals / Devices	3,470	3,470	3,470	3,470	3,470	17,350	3,470	3,470	3,470	3,470	3,470	34,700
Traffic Plant Requirements/Signal Asset Management	7,000	6,000	5,736	6,000	6,000	30,736	6,000	6,000	6,000	6,000	6,000	60,736
Advanced Traffic Signal Control	3,500	2,500	614	1,350	1,350	9,314	1,350	1,350	1,350	1,350	1,350	16,064
Traffic Control - RESCU	2,300	1,100	1,100	1,100	1,100	6,700	1,100	1,100	1,100	1,100	1,100	12,200
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500	1,500	1,500	810	6,810	810	810	810	810	810	10,860
City Bridge Rehabilitation	46,639	32,567	32,788	35,551	35,754	183,299	43,112	43,486	43,073	42,012	41,857	396,839
Dufferin Street Jog Elimination	3,200	2,000				5,200						5,200
Engineering Studies	2,380	1,370	1,670	1,500	1,500	8,420	1,500	1,538	1,538	1,538	1,538	16,072
Gardiner (Jarvis to Dowling)	200					200						200
Major Road Reconstruction	16,786	19,537	17,607	21,716	20,102	95,748	19,666	22,295	23,851	24,736	24,736	211,032
Scarborough Golf Town Road/CN Grade Separation		500	6,600	7,526	5,280	19,906	844					20,750
Safety and Operational Improvements	2,069	1,276	1,283	1,283	1,297	7,208	1,305	1,313	1,313	1,313	1,313	13,765
Major Road Resurfacing	40,661	50,665	50,026	47,568	44,476	233,396	44,383	44,341	42,395	42,341	42,341	449,197
Port Union Road								1,900				1,900
Salt Management Program	1,400	1,025	1,050	1,077	1,105	5,657	1,131	1,159	1,159	1,159	1,159	11,424
LED Signal Module Conversion	1,000	1,000	1,000	1,000	1,000	5,000	1,000	1,000	1,000	1,000	1,000	10,000
Pedestrian Safety and Infrastructure Programs	610	625	641	657	673	3,206	690	707	707	707	707	6,724
Local Road Reconstruction	16,341	18,431	21,627	18,342	20,651	95,392	21,239	22,175	23,000	23,500	23,500	208,806
Local Road Resurfacing	30,997	28,725	28,857	28,792	28,635	146,006	30,652	32,768	33,900	33,969	34,802	312,097
Sidewalks	12,901	13,801	15,304	13,970	16,128	72,104	12,483	12,358	12,674	11,274	11,274	132,167
Laneways	2,858	2,263	2,320	2,320	2,437	12,198	2,498	2,060	2,000	2,000	2,000	22,756
North Yonge Centre Upgrades To Meet New ESA Requirements	10,000					10,000						10,000
Retaining Walls Rehabilitation	2,060	1,760	1,760	1,760	1,760	9,100	1,760	1,760	1,760	1,760	1,760	17,900
PXO Visibility Enhancement	4,059	1,188	1,218	1,218	1,279	8,962	1,311	1,344	1,344	1,344	1,344	15,649
Improvements to the Easterly Elevated Deck	569	569	569	569		2,276						2,276
Backlog Western Gardiner (Dowling to 427)	2,000					2,000						2,000
Signs and Markings Asset Management	3,500					3,500						3,500
Neighbourhood Improvements	1,000	1,000	1,000	1,000	1,000	5,000	1,000	1,000	1,000	1,000	1,000	10,000
Six Points Interchange Redevelopment	3,493	2,000	2,000	2,000	2,000	11,493	2,000	2,000	2,000	2,000	2,000	21,493
Redlea Avenue (Steeles - McNicoll)			3,587	12,601	15,000	31,188	9,360					40,548
Morningside Avenue Extension	3,000					3,000						3,000
Regent Park Revitalization	3,200	3,000				6,200						6,200
Traffic Sign Structure Replacement	1,614		1,513	582	233	3,942	1,907	734	293	1,354	521	8,751
Permit & Boulevard Parking Database	200	200	200	200		800						800
Facility Improvements	150	100				250						250
Front Street Reconfiguration EA	2,300	1,500	1,500	1,500	1,500	8,300	1,500	1,500	1,500	1,500	1,500	15,800
Legion Road Extension & Grade Separation	3,600	5,800				9,400			15,000	15,000	15,000	45,000
St Clair West/Metrolinx Georgetown Grade Separatio			2,000	6,000	12,000	20,000	12,000					32,000
LARP(Lawrence-Allen Revitalization Project)	13		550	1,094	1,153	2,810	940	2,086	438			6,274
Section 37 - Wilson Avenue		20				20						20
Section 37 - Scarborough Pedestrian Walkway	100					100						100
Section 37 Front Street East Streetscaping Plan	1,298					1,298						1,298
F.G. Gardiner	25,000	49,500	49,380	50,610	51,860	226,350	53,150	54,470	55,830	56,970	58,390	505,160
Total (including carry forwards)	320,515	281,070	289,402	300,158	318,341	1,509,486	311,912	285,747	299,528	300,230	301,495	3,008,398

Appendix 3
2013 Recommended Capital Budget;
2014 to 2022 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Transportation Services

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By														
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
<u>TRN906086 Laneways</u>																										
0	11	Laneways 2013 & Future	CW	S5	03	2,098	2,263	2,320	2,320	2,437	11,438	10,558	21,996	0	0	0	0	0	0	0	0	21,996	0	21,996		
Sub-total						2,858	2,263	2,320	2,320	2,437	12,198	10,558	22,756	0	0	0	0	0	0	650	0	22,106	0	22,756		
<u>TRN906355 North Yonge Centre</u>																										
0	9	North Yonge Centre - History 2012	CW	S2	05	5,000	0	0	0	0	5,000	0	5,000	0	0	4,050	0	0	0	0	0	950	0	5,000		
0	10	North Yonge Centre - 2013	CW	S5	05	5,000	0	0	0	0	5,000	0	5,000	0	0	4,051	0	0	0	0	0	949	0	5,000		
Sub-total						10,000	0	0	0	0	10,000	0	10,000	0	0	8,101	0	0	0	0	0	1,899	0	10,000		
<u>TRN906405 Upgrades To Meet New ESA Requirements</u>																										
0	9	2009 Traffic Control Projects	CW	S2	01	300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300		
0	12	Upgrades to Meet New ESA 2013 & Future	CW	S5	01	1,760	1,760	1,760	1,760	1,760	8,800	8,800	17,600	0	0	0	0	0	0	0	0	0	17,600	0	17,600	
Sub-total						2,060	1,760	1,760	1,760	1,760	9,100	8,800	17,900	0	0	0	0	0	0	0	0	0	17,900	0	17,900	
<u>TRN906857 Retaining Walls Rehabilitation</u>																										
0	7	Retaining Walls History 2012	CW	S2	03	900	0	0	0	0	900	0	900	0	0	0	0	0	0	900	0	0	0	900		
0	8	Retaining Walls 2013 & Future	CW	S5	03	3,159	1,188	1,218	1,218	1,279	8,062	6,687	14,749	0	0	0	0	0	0	0	0	0	14,749	0	14,749	
Sub-total						4,059	1,188	1,218	1,218	1,279	8,962	6,687	15,649	0	0	0	0	0	0	900	0	14,749	0	15,649		
<u>TRN907125 PXO Visibility Enhancement</u>																										
0	5	PXO Visibility Enhan - 2013 Future	CW	S5	01	569	569	569	569	0	2,276	0	2,276	0	0	0	0	0	0	0	0	0	2,276	0	2,276	
Sub-total						569	569	569	569	0	2,276	0	2,276	0	0	0	0	0	0	0	0	0	2,276	0	2,276	
<u>TRN907189 Improvements to the Easterly Elevated Deck</u>																										
0	5	DVP to Jarvis History 2012	CW	S2	03	2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	2,000	0	2,000		
Sub-total						2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	0	2,000	0	2,000	
<u>TRN907190 Backlog Western Gardiner (Dowling to 427)</u>																										
0	5	Backlog Western Gardiner History 2012	CW	S2	03	3,500	0	0	0	0	3,500	0	3,500	0	0	0	0	0	0	3,500	0	0	0	3,500		
Sub-total						3,500	0	0	0	0	3,500	0	3,500	0	0	0	0	0	0	3,500	0	0	0	3,500		
<u>TRN907247 Signs and Markings Asset Management</u>																										
0	5	Signs and Markings Asset Management 2013 & Future	CW	S5	04	1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000	0	0	0	0	0	0	0	0	0	10,000	0	10,000	
Sub-total						1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000	0	0	0	0	0	0	0	0	0	0	10,000	0	10,000

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Transportation Services

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907312 Neighbourhood Improvements																									
0	4	Neighbourhood Improvements History 2012	CW	S2	03	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	1,000	0	0	0	0	0	1,000	
0	5	Neighbourhood Improvements 2013 & Future	CW	S5	03	2,092	2,000	2,000	2,000	2,000	10,092	10,000	20,092	0	0	0	0	20,000	0	92	0	0	0	20,092	
0	6	McAlpine Road Streetscape	10	S2	03	251	0	0	0	0	251	0	251	0	0	0	0	0	251	0	0	0	0	251	
0	7	Sherbourne Street Improvements	10	S2	03	150	0	0	0	0	150	0	150	0	0	0	0	0	150	0	0	0	0	150	
Sub-total						3,493	2,000	2,000	2,000	2,000	11,493	10,000	21,493	0	0	0	0	21,000	0	493	0	0	0	21,493	
TRN907323 Six Points Interchange Redevelopment																									
0	2	Six Points Interchange Redevelopment 2015 & Future	CW	S6	05	0	0	3,587	12,601	15,000	31,188	9,360	40,548	0	0	7,299	0	15,000	0	0	0	18,249	0	40,548	
Sub-total						0	0	3,587	12,601	15,000	31,188	9,360	40,548	0	0	7,299	0	15,000	0	0	0	18,249	0	40,548	
TRN907328 Redlea Avenue (Steeles - McNicoll)																									
0	2	Redlea - History 2012	39	S2	05	1,000	0	0	0	0	1,000	0	1,000	0	0	1,000	0	0	0	0	0	0	0	1,000	
0	3	Redlea - 2013	39	S5	05	2,000	0	0	0	0	2,000	0	2,000	0	0	1,620	0	0	0	0	0	380	0	2,000	
Sub-total						3,000	0	0	0	0	3,000	0	3,000	0	0	2,620	0	0	0	0	0	380	0	3,000	
TRN907371 Morningside Avenue Extension																									
0	1	Morningside Avenue Extension History 2012	42	S2	05	200	0	0	0	0	200	0	200	0	0	126	0	0	0	0	74	0	0	200	
0	2	Morningside Avenue Extension 2013 & Future	42	S5	05	3,000	3,000	0	0	0	6,000	0	6,000	0	0	3,780	0	0	0	2,220	0	0	0	6,000	
Sub-total						3,200	3,000	0	0	0	6,200	0	6,200	0	0	3,906	0	0	0	2,220	74	0	0	6,200	
TRN907546 Regent Park Revitalization																									
0	3	Regent Park Revitalization - History 2012	27	S2	05	1,153	0	0	0	0	1,153	0	1,153	0	0	0	0	0	0	1,153	0	0	0	1,153	
0	4	Regent Park Revitalization - 2013 & Future	27	S5	05	461	0	1,513	582	233	2,789	4,809	7,598	0	0	0	0	0	0	0	7,598	0	0	7,598	
Sub-total						1,614	0	1,513	582	233	3,942	4,809	8,751	0	0	0	0	0	0	0	8,751	0	0	0	8,751
TRN907617 Traffic Sign Structure Replacement																									
0	1	Traffic Sign Structure Replacement 2013	CW	S5	01	200	200	200	200	0	800	0	800	0	0	0	0	0	0	0	800	0	0	800	
Sub-total						200	200	200	200	0	800	0	800	0	0	0	0	0	0	0	800	0	0	0	800
TRN907638 Permit & Boulevard Parking Database																									
0	1	Permit Boulevard Parking Database	CW	S5	04	150	100	0	0	0	250	0	250	0	0	0	0	0	0	0	250	0	0	250	
Sub-total						150	100	0	0	0	250	0	250	0	0	0	0	0	0	0	250	0	0	0	250

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Transportation Services

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907673 Facility Improvements																								
0 4	Facility Improvements History 2011	CW	S2	03	800	0	0	0	0	800	0	800	0	0	0	0	0	0	800	0	0	0	800	
0 5	Facility Improvements 2013 & Future	CW	S5	03	1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	15,000	0	15,000	
Sub-total					2,300	1,500	1,500	1,500	1,500	8,300	7,500	15,800	0	0	0	0	0	0	800	0	15,000	0	15,800	
TRN907831 Front Street Reconfiguration EA																								
0 1	Front Street Reconfiguration EA	28	S4	05	2,500	2,500	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0	5,000	
0 2	Front Street Reconfiguration Streetscape Impr.	28	S4	04	1,100	3,300	0	0	0	4,400	0	4,400	0	0	0	1,000	0	3,400	0	0	0	0	4,400	
Sub-total					3,600	5,800	0	0	0	9,400	0	9,400	0	0	0	1,000	0	3,400	0	5,000	0	0	9,400	
TRN907838 Legion Road Extension & Grade Separation																								
0 1	Legion Road Extension Grade Separation	06	S6	05	0	0	0	0	0	0	45,000	45,000	0	0	20,250	0	0	0	0	0	24,750	0	45,000	
Sub-total					0	0	0	0	0	0	45,000	45,000	0	0	20,250	0	0	0	0	0	0	24,750	0	45,000
TRN907839 St Clair West/Metrolinx Georgetown Grade Sepa																								
0 1	St Clair West/Metrolinx Georgetown	11	S6	05	0	0	2,000	6,000	12,000	20,000	12,000	32,000	0	0	14,400	0	0	0	0	0	17,600	0	32,000	
Sub-total					0	0	2,000	6,000	12,000	20,000	12,000	32,000	0	0	14,400	0	0	0	0	0	0	17,600	0	32,000
TRN907840 LARP(Lawrence-Allen Revitalization Project)																								
0 1	LARP Phase 1 (Ranee & North East)	15	S5	05	13	0	550	1,094	1,153	2,810	3,464	6,274	0	0	0	6,274	0	0	0	0	0	0	6,274	
Sub-total					13	0	550	1,094	1,153	2,810	3,464	6,274	0	0	0	6,274	0	0	0	0	0	0	0	6,274
TRN907852 Section 37 Wilson Avenue																								
0 1	Bathurst Street to Dufferin Road	CW	S6	05	0	20	0	0	0	20	0	20	0	0	0	0	0	0	20	0	0	0	20	
Sub-total					0	20	0	0	0	20	0	20	0	0	0	0	0	0	0	20	0	0	0	20
TRN907853 Section 37 - Scarborough Pedestrian Walkway																								
0 1	Triton (southside Borough Drive to East)	38	S5	05	100	0	0	0	0	100	0	100	0	0	0	0	0	0	100	0	0	0	100	
Sub-total					100	0	0	0	0	100	0	100	0	0	0	0	0	0	100	0	0	0	100	
TRN907870 Section 37 Front Street East Streetscaping Plan																								
0 1	Section 37 Front Street East Streetscaping Plan	28	S4	05	1,298	0	0	0	0	1,298	0	1,298	0	0	0	0	0	0	1,298	0	0	0	1,298	
Sub-total					1,298	0	0	0	0	1,298	0	1,298	0	0	0	0	0	0	1,298	0	0	0	1,298	
TRN907910 F.G. Gardiner																								

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Transportation Services						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
<u>Sub-Project No.</u>	<u>Project Name</u>	<u>Ward</u>	<u>Stat.</u>	<u>Cat.</u>		2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907910	<u>F.G. Gardiner</u>																							
0 1	Phase 1 - Don Roadway to Cherry St.	CW	S4	03		20,000	39,500	250	250	0	60,000	0	60,000	0	0	0	33,555	0	0	0	0	26,445	0	60,000
0 2	Phase 2 - Cherry St. to Parliament	CW	S6	03		0	0	35,880	36,770	250	72,900	250	73,150	0	0	0	71,435	0	0	0	0	1,715	0	73,150
0 3	Phase 3 - Parliament to Jarvis	CW	S6	03		0	0	0	0	37,690	37,690	39,130	76,820	0	0	0	76,820	0	0	0	0	0	0	76,820
0 4	Phases 4 - 6 (Strachan to Bathurst)	CW	S6	03		0	0	0	0	0	0	164,430	164,430	0	0	0	161,622	0	0	0	0	2,808	0	164,430
0 5	At-Grade Repairs	CW	S5	03		5,000	10,000	10,250	10,510	10,770	46,530	58,020	104,550	0	0	0	36,399	0	0	0	0	68,151	0	104,550
0 6	Bents Repair	CW	S6	03		0	0	3,000	3,080	3,150	9,230	16,980	26,210	0	0	0	0	0	0	0	0	26,210	0	26,210
	Sub-total					25,000	49,500	49,380	50,610	51,860	226,350	278,810	505,160	0	0	0	379,831	0	0	0	0	125,329	0	505,160
Total Program Expenditure						320,515	281,070	289,402	300,158	318,341	1,509,486	1,498,912	3,008,398	0	0	195,258	670,674	38,336	0	39,849	82,770,981,511	0	3,008,398	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Transportation Services					Current and Future Year Cash Flow Commitments and Estimates							Current and Future Year Cash Flow Commitments and Estimates Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																							
Development Charges					29,923	15,215	17,772	21,214	30,764	114,888	80,370	195,258	0	0	195,258	0	0	0	0	0	0	0	195,258
Reserves (Ind. "XQ" Ref.)					14,771	63,743	64,715	68,357	77,513	289,099	381,575	670,674	0	0	0	670,674	0	0	0	0	0	0	670,674
Reserve Funds (Ind. "XR" Ref.)					4,060	2,750	3,700	7,025	7,301	24,836	13,500	38,336	0	0	0	0	38,336	0	0	0	0	0	38,336
Other1 (Internal)					21,439	4,330	1,760	1,760	1,760	31,049	8,800	39,849	0	0	0	0	0	0	39,849	0	0	0	39,849
Other2 (External)					32,160	6,610	5,500	5,500	5,500	55,270	27,500	82,770	0	0	0	0	0	0	0	0	82,770	0	82,770
Debt					218,162	188,422	195,955	196,302	195,503	994,344	987,167	1,981,511	0	0	0	0	0	0	0	0	0,981,511	0	1,981,511
Total Program Financing					320,515	281,070	289,402	300,158	318,341	1,509,486	1,498,912	3,008,398	0	0	195,258	670,674	38,336	0	39,849	82,770	981,511	0	3,008,398

Status Code	Description
S2	S2 Prior Year (With 2013 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2013 and/or Future Year Cost/Cashflow
S4	S4 New - Stand-Alone Project (Current Year Only)
S5	S5 New (On-going or Phased Projects)
S6	S6 New - Future Year (Commencing in 2014 & Beyond)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 4
2013 Recommended Cash Flow and
Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Transportation Services

						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Ward	Stat.	Cat.		2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN906081 Local Road Reconstruction																								
0 12	Local Road Reconstruction 2013 & Future	CW	S5	03		11,432	8,579	1,025	950	950	22,936	675	23,611	0	0	0	0	0	0	0	0	23,611	0	23,611
	Sub-total					16,341	8,579	1,025	950	950	27,845	675	28,520	0	0	0	0	0	0	0	0	28,520	0	28,520
TRN906082 Local Road Resurfacing																								
0 10	Local Road Resurfacing History 2012	CW	S2	03		5,499	0	0	0	0	5,499	0	5,499	0	0	0	0	0	0	3,000	0	2,499	0	5,499
0 11	Local Road Resurfacing 2013 & Future	CW	S5	03		25,498	2,990	0	0	0	28,488	0	28,488	0	0	0	0	0	0	0	0	28,488	0	28,488
	Sub-total					30,997	2,990	0	0	0	33,987	0	33,987	0	0	0	0	0	0	3,000	0	30,987	0	33,987
TRN906085 Sidewalks																								
0 10	Sidewalks History 2012	CW	S2	03		3,393	0	0	0	0	3,393	0	3,393	0	0	0	0	0	0	2,000	0	1,393	0	3,393
0 11	Sidewalks 2013 & Future	CW	S5	03		9,508	1,565	0	0	0	11,073	0	11,073	0	0	0	0	0	0	0	0	11,073	0	11,073
	Sub-total					12,901	1,565	0	0	0	14,466	0	14,466	0	0	0	0	0	0	2,000	0	12,466	0	14,466
TRN906086 Laneways																								
0 10	Laneways History 2012	CW	S2	03		760	0	0	0	0	760	0	760	0	0	0	0	0	0	650	0	110	0	760
0 11	Laneways 2013 & Future	CW	S5	03		2,098	350	205	190	190	3,033	135	3,168	0	0	0	0	0	0	0	0	3,168	0	3,168
	Sub-total					2,858	350	205	190	190	3,793	135	3,928	0	0	0	0	0	0	650	0	3,278	0	3,928
TRN906355 North Yonge Centre																								
0 9	North Yonge Centre - History 2012	CW	S2	05		5,000	0	0	0	0	5,000	0	5,000	0	0	4,050	0	0	0	0	0	950	0	5,000
0 10	North Yonge Centre - 2013	CW	S5	05		5,000	0	0	0	0	5,000	0	5,000	0	0	4,051	0	0	0	0	0	949	0	5,000
	Sub-total					10,000	0	0	0	0	10,000	0	10,000	0	0	8,101	0	0	0	0	0	1,899	0	10,000
TRN906405 Upgrades To Meet New ESA Requirements																								
0 9	2009 Traffic Control Projects	CW	S2	01		300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300
0 12	Upgrades to Meet New ESA 2013 & Future	CW	S5	01		1,760	0	0	0	0	1,760	0	1,760	0	0	0	0	0	0	0	0	1,760	0	1,760
	Sub-total					2,060	0	0	0	0	2,060	0	2,060	0	0	0	0	0	0	0	0	2,060	0	2,060
TRN906857 Retaining Walls Rehabilitation																								
0 7	Retaining Walls History 2012	CW	S2	03		900	0	0	0	0	900	0	900	0	0	0	0	0	0	900	0	0	0	900
0 8	Retaining Walls 2013 & Future	CW	S5	03		3,159	0	0	0	0	3,159	0	3,159	0	0	0	0	0	0	0	0	3,159	0	3,159
	Sub-total					4,059	0	0	0	0	4,059	0	4,059	0	0	0	0	0	0	900	0	3,159	0	4,059

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Transportation Services						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By									
<u>Sub-Project No.</u>	<u>Project Name</u>	<u>Ward Stat. Cat.</u>	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																					
	Development Charges		29,923	2,431	683	637	0	33,674	0	33,674	0	0	33,674	0	0	0	0	0	0	0	33,674
	Reserves (Ind. "XQ" Ref.)		14,771	33,743	550	1,587	9,573	60,224	11,892	72,116	0	0	0	72,116	0	0	0	0	0	0	72,116
	Reserve Funds (Ind. "XR" Ref.)		4,060	750	0	0	0	4,810	0	4,810	0	0	0	0	4,810	0	0	0	0	0	4,810
	Other1 (Internal)		21,439	3,027	495	495	0	25,456	0	25,456	0	0	0	0	0	0	25,456	0	0	0	25,456
	Other2 (External)		32,160	345	364	364	0	33,233	0	33,233	0	0	0	0	0	0	0	33,233	0	0	33,233
	Debt		218,162	63,742	16,406	16,069	5,250	319,629	4,962	324,591	0	0	0	0	0	0	0	0	324,591	0	324,591
Total Program Financing			320,515	104,038	18,498	19,152	14,823	477,026	16,854	493,880	0	0	33,674	72,116	4,810	0	25,456	33,233	324,591	0	493,880

Status Code	Description
S2	S2 Prior Year (With 2013 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2013 and/or Future Year Cost/Cashflow)
S4	S4 New - Stand-Alone Project (Current Year Only)
S5	S5 New (On-going or Phased Projects)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 5

2013 Recommended Capital Project with Financing Details

(Phase 2) 06-Transportation Services

Sub-Project Category: 01,02,03,04,05,06,07

Type: B Sub-Project Status: S2

Type: C Sub-Project Status: S2,S3,S4,S5



CITY OF TORONTO

Appendix 5: 2013 Recommended Capital Project with Financing Details
Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing										
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
0	<u>TRN000001</u>	<u>Signal Major Modifications</u>													
0	6 Signal Major Modifications 2013 & Future	1/1/2013	12/31/2013	1,194	0	0	1,021	0	0	0	0	0	173	0	
0	8 13TM-01TP Signal Major Modification 2013-2016	1/1/2013	12/31/2016	1,096	0	0	834	0	0	0	0	0	262	0	
	Project Sub-total:			2,290	0	0	1,855	0	0	0	0	0	435	0	
0	<u>TRN000171</u>	<u>Transit Priority</u>													
0	8 Transit Priority History 2012	1/1/2012	12/31/2012	400	0	0	0	0	0	0	400	0	0	0	
0	9 Transit Priority 2013 & Future	1/1/2012	12/31/2012	1,283	0	0	0	0	0	0	1,283	0	0	0	
0	10 13TM-01TP Transit Priority 2013-2016	1/1/2013	12/31/2016	477	0	0	0	0	0	0	477	0	0	0	
	Project Sub-total:			2,160	0	0	0	0	0	0	2,160	0	0	0	
0	<u>TRN000172</u>	<u>Third Party Signals</u>													
0	6 2009 Third Party Signals	9/9/2008	9/9/2008	1,400	0	0	0	0	0	0	1,400	0	0	0	
0	7 Third Party Signals 2013 & Future	1/1/2013	12/31/2013	1,155	0	0	0	0	0	0	0	1,155	0	0	
0	8 13TM-01TP Third Party Signals 2013-2016	1/1/2013	12/31/2016	345	0	0	0	0	0	0	0	345	0	0	
	Project Sub-total:			2,900	0	0	0	0	0	0	1,400	1,500	0	0	
0	<u>TRN000183</u>	<u>Cycling Infrastructure</u>													
0	10 Mid Humber Extend Trail Wards 1,2,7 2013 - 2016	10/20/2013	10/20/2013	750	0	0	650	0	0	0	0	0	100	0	
0	12 Toronto Bike Plan - CW Expansion 2013-2018	1/1/2013	12/18/2018	400	0	0	400	0	0	0	0	0	0	0	
0	13 Additional Off-Road Bike Trails	10/20/2008	10/20/2008	750	0	0	650	0	0	0	0	0	100	0	
0	22 Cycling Infrastructure History 2012	1/1/2012	12/31/2012	3,250	0	0	1,442	0	810	0	0	0	998	0	
0	23 Cycling Infrastructure 2013 & future	1/1/2013	12/31/2013	6,530	0	0	1,256	0	0	0	0	0	5,274	0	
	Project Sub-total:			11,680	0	0	4,398	0	810	0	0	0	6,472	0	
0	<u>TRN000184</u>	<u>Growth Related Capital Works</u>													
0	9 Growth Related Capital Works History 2012	1/1/2012	12/31/2012	300	0	0	243	0	0	0	0	0	57	0	
0	10 Growth Related Capital Works 2013 & Future	1/1/2012	12/31/2012	300	0	0	243	0	0	0	0	0	57	0	
	Project Sub-total:			600	0	0	486	0	0	0	0	0	114	0	
0	<u>TRN000191</u>	<u>Scarlett/St Clair/Dundas</u>													
0	2 Scarlett/St Clair/Dundas - 2012 & Future	1/1/2013	12/31/2013	4,290	0	0	1,158	0	0	0	0	0	3,132	0	
	Project Sub-total:			4,290	0	0	1,158	0	0	0	0	0	3,132	0	
0	<u>TRN000370</u>	<u>Traffic Calming</u>													
0	8 Traffic Calming History 2012	1/1/2012	12/31/2012	150	0	0	0	0	0	0	0	0	150	0	
0	9 Traffic Calming 2013 & Future	1/1/2012	12/31/2012	270	0	0	0	0	0	0	0	0	270	0	
	Project Sub-total:			420	0	0	0	0	0	0	0	0	420	0	

(Phase 2) 06-Transportation Services

Sub-Project Category: 01,02,03,04,05,06,07

Type: B Sub-Project Status: S2

Type: C Sub-Project Status: S2,S3,S4,S5



CITY OF TORONTO

Appendix 5: 2013 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013 Cash Flow	Financing										
					Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
0	<u>TRN025</u>	<u>Various Construction Projects</u>													
0	8 Various Construction Projects History 2012	1/1/2012	12/31/2012	4,000	0	0	0	0	0	0	0	4,000	0	0	
0	9 Various Construction Projects 2013 & Future	1/1/2012	12/31/2012	25,000	0	0	0	0	0	0	0	25,000	0	0	
	Project Sub-total:			29,000	0	0	0	0	0	0	0	29,000	0	0	
0	<u>TRN029</u>	<u>Don Valley Parkway Rehabilitation</u>													
0	12 Don Valley Parkway Rehabilitation History 2012	5/3/2011	5/3/2011	2,000	0	0	0	0	0	0	0	0	2,000	0	
0	13 Don Valley Parkway Rehabilitation 2013 & Future	1/1/2013	12/31/2013	2,207	0	0	0	0	0	0	0	0	2,207	0	
	Project Sub-total:			4,207	0	0	0	0	0	0	0	0	4,207	0	
0	<u>TRN031</u>	<u>New Traffic Control Signals / Devices</u>													
0	10 New Traffic Control Signals/ Devices 2013 & Future	1/1/2013	12/31/2013	3,289	0	0	2,811	0	0	0	0	0	478	0	
0	11 13TM-01TP New Traffic Control Signal 2013-2016	1/1/2013	12/31/2016	181	0	0	0	0	0	0	0	0	181	0	
	Project Sub-total:			3,470	0	0	2,811	0	0	0	0	0	659	0	
0	<u>TRN034</u>	<u>Traffic Plant Requirements/Signal Asset Management</u>													
0	6 2009 Traffic Plant Requirements	9/9/2008	9/9/2008	1,000	0	0	0	0	0	0	1,000	0	0	0	
0	10 Traffic Plant Req'd/Signal Asset Man 2013 & future	1/1/2012	12/31/2012	3,884	0	0	0	0	0	0	0	0	3,884	0	
0	11 13TM-01TP Traffic Plant Requirements 2013-2016	1/1/2013	12/31/2016	2,116	0	0	0	0	0	0	0	0	2,116	0	
	Project Sub-total:			7,000	0	0	0	0	0	0	1,000	0	6,000	0	
0	<u>TRN035</u>	<u>Advanced Traffic Signal Control</u>													
0	7 2009 Advanced Traffic Signal Control	9/10/2008	9/10/2008	1,000	0	0	1,000	0	0	0	0	0	0	0	
0	9 Advanced Traffic Signal Control 2013 & Future	1/1/2012	12/31/2012	1,582	0	0	1,315	0	0	0	0	0	267	0	
0	10 13TM-01TP Advanced Traffic Signal Control 2013-2016	1/1/2013	12/31/2016	668	0	0	508	0	0	0	0	0	160	0	
0	11 Additonal Funding	6/1/2012	6/1/2012	250	0	0	0	0	0	0	0	0	250	0	
	Project Sub-total:			3,500	0	0	2,823	0	0	0	0	0	677	0	
0	<u>TRN036</u>	<u>Traffic Control - RESCU</u>													
0	7 2009 Traffic Control - RESCU 2011-2013	9/10/2008	12/31/2013	2,201	0	0	1,280	0	0	0	0	0	921	0	
0	11 13TM-01TP Traffic Control RESCU 2013-2016	1/1/2013	12/31/2016	99	0	0	89	0	0	0	0	0	10	0	
	Project Sub-total:			2,300	0	0	1,369	0	0	0	0	0	931	0	
0	<u>TRN037</u>	<u>Accessible Pedestrian Signals (Audible Signals)</u>													
0	9 Accessible Pedestrian Signals 2013 & Future	1/1/2013	12/31/2013	1,207	0	0	135	0	0	0	0	0	1,072	0	
0	10 13TM-01TP Audible Signals 2013-2016	1/1/2013	12/31/2016	293	0	0	0	0	0	0	0	0	293	0	
	Project Sub-total:			1,500	0	0	135	0	0	0	0	0	1,365	0	
0	<u>TRN055</u>	<u>City Bridge Rehabilitation</u>													
0	11 City Bridge Rehabilitation - 2011	7/6/2010	7/6/2010	7,000	0	0	0	0	0	0	0	0	7,000	0	



CITY OF TORONTO

Appendix 5: 2013 Recommended Capital Project with Financing Details

Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing											
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable		
0	<u>TRN055</u>	<u>City Bridge Rehabilitation</u>														
0	12 City Bridge History 2012	1/1/2012	12/31/2012	21,264	0	0	0	0	0	0	0	0	0	21,264	0	
0	13 City Bridge 2013 & Future	1/1/2013	12/31/2013	17,375	0	0	0	0	0	0	0	0	0	17,375	0	
0	14 Bridge Assessments	11/27/2012	11/27/2012	1,000	0	0	0	0	0	0	0	0	0	1,000	0	
	Project Sub-total:			46,639	0	0	0	0	0	0	0	0	0	46,639	0	
0	<u>TRN077</u>	<u>Dufferin Street Jog Elimination</u>														
0	1 CN & Expropriations	1/1/2013	12/31/2014	3,200	0	0	1,600	0	0	0	0	0	0	1,600	0	
	Project Sub-total:			3,200	0	0	1,600	0	0	0	0	0	0	1,600	0	
0	<u>TRN160</u>	<u>Engineering Studies</u>														
0	9 Engineering Studies - History 2012	1/1/2012	12/31/2012	630	0	0	312	0	0	0	188	0	130	0		
0	10 Engineering Studies - 2013 & Future	1/1/2012	12/31/2012	1,200	0	0	239	0	0	0	0	0	961	0		
0	11 Downsview Area Secondary Plan	1/1/2013	12/31/2013	550	0	0	0	0	0	0	0	550	0	0		
	Project Sub-total:			2,380	0	0	551	0	0	0	188	550	1,091	0		
0	<u>TRN180</u>	<u>Gardiner (Jarvis to Dowling)</u>														
0	7 Jarvis to Dowling - History 2012	5/3/2011	5/3/2011	200	0	0	0	0	0	0	0	0	0	200	0	
	Project Sub-total:			200	0	0	0	0	0	0	0	0	0	200	0	
0	<u>TRN350</u>	<u>Major Road Reconstruction</u>														
0	12 Major Road Reconstructio History 2012	1/1/2012	12/31/2012	4,351	0	0	0	0	0	0	0	0	0	4,351	0	
0	13 Major Road Reconstructio 2013 & Future	1/1/2013	12/31/2013	12,435	0	0	0	0	0	0	0	0	0	12,435	0	
	Project Sub-total:			16,786	0	0	0	0	0	0	0	0	0	16,786	0	
0	<u>TRN380</u>	<u>Safety and Operational Improvements</u>														
0	8 Safety and Operational Improvements History 2012	1/1/2012	12/31/2012	800	0	0	0	0	0	0	0	0	0	800	0	
0	9 Safety and Operational Improvements 2013 & Future	1/1/2012	12/31/2012	1,269	0	0	0	0	0	0	0	0	0	1,269	0	
	Project Sub-total:			2,069	0	0	0	0	0	0	0	0	0	2,069	0	
0	<u>TRN396</u>	<u>Major Road Resurfacing</u>														
0	11 Major Road Resurfacing History 2012	1/1/2012	12/31/2012	6,771	0	0	0	0	0	0	2,700	0	4,071	0		
0	12 Major Road Resurfacing 2013 & Future	1/1/2012	12/31/2012	33,890	0	0	0	14,569	0	0	0	0	19,321	0		
	Project Sub-total:			40,661	0	0	0	14,569	0	0	2,700	0	23,392	0		
0	<u>TRN906072</u>	<u>Salt Management Program</u>														
0	10 Salt Management Program History 2012	1/1/2012	12/31/2012	400	0	0	0	0	0	0	400	0	0	0		
0	11 Salt Management Program 2013 & Future	1/1/2012	12/31/2012	1,000	0	0	0	0	0	0	0	0	1,000	0		
	Project Sub-total:			1,400	0	0	0	0	0	0	400	0	1,000	0		



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Appendix 5: 2013 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing												
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable			
0	<u>TRN906079 LED Signal Module Conversion</u>																
0	6 Led Signal Module Conversion 2013 & Future	1/1/2013	12/31/2013	1,000	0	0	0	0	0	0	0	0	0	0	1,000	0	
	Project Sub-total:			1,000	0	0	0	0	0	0	0	0	0	0	1,000	0	
0	<u>TRN906080 Pedestrian Safety and Infrastructure Programs</u>																
0	9 Pedestrian Safety & Infrastructure 2013 & Future	1/1/2012	12/31/2012	610	0	0	0	0	0	0	0	0	0	0	610	0	
	Project Sub-total:			610	0	0	0	0	0	0	0	0	0	0	610	0	
0	<u>TRN906081 Local Road Reconstruction</u>																
0	11 Local Road Reconstruction History 2012	5/3/2011	5/3/2011	4,909	0	0	0	0	0	0	0	0	0	0	4,909	0	
0	12 Local Road Reconstruction 2013 & Future	1/1/2013	12/31/2013	11,432	0	0	0	0	0	0	0	0	0	0	11,432	0	
	Project Sub-total:			16,341	0	0	0	0	0	0	0	0	0	0	16,341	0	
0	<u>TRN906082 Local Road Resurfacing</u>																
0	10 Local Road Resurfacing History 2012	1/1/2013	12/31/2013	5,499	0	0	0	0	0	0	0	3,000	0	0	2,499	0	
0	11 Local Road Resurfacing 2013 & Future	1/1/2013	12/31/2013	25,498	0	0	0	0	0	0	0	0	0	0	25,498	0	
	Project Sub-total:			30,997	0	0	0	0	0	0	0	3,000	0	0	27,997	0	
0	<u>TRN906085 Sidewalks</u>																
0	10 Sidewalks History 2012	5/3/2011	5/3/2011	3,393	0	0	0	0	0	0	0	2,000	0	0	1,393	0	
0	11 Sidewalks 2013 & Future	1/1/2013	12/31/2013	9,508	0	0	0	0	0	0	0	0	0	0	9,508	0	
	Project Sub-total:			12,901	0	0	0	0	0	0	0	2,000	0	0	10,901	0	
0	<u>TRN906086 Laneways</u>																
0	10 Laneways History 2012	1/1/2012	12/31/2012	760	0	0	0	0	0	0	0	650	0	0	110	0	
0	11 Laneways 2013 & Future	1/1/2013	12/31/2013	2,098	0	0	0	0	0	0	0	0	0	0	2,098	0	
	Project Sub-total:			2,858	0	0	0	0	0	0	0	650	0	0	2,208	0	
0	<u>TRN906355 North Yonge Centre</u>																
0	9 North Yonge Centre - History 2012	1/1/2012	12/31/2012	5,000	0	0	4,050	0	0	0	0	0	0	0	950	0	
0	10 North Yonge Centre - 2013	1/1/2013	12/31/2013	5,000	0	0	4,051	0	0	0	0	0	0	0	949	0	
	Project Sub-total:			10,000	0	0	8,101	0	0	0	0	0	0	0	1,899	0	
0	<u>TRN906405 Upgrades To Meet New ESA Requirements</u>																
0	9 2009 Traffic Control Projects	10/5/2008	10/5/2008	300	0	0	0	0	0	0	0	0	0	0	300	0	
0	12 Upgrades to Meet New ESA 2013 & Future	1/1/2013	12/31/2013	1,760	0	0	0	0	0	0	0	0	0	0	1,760	0	
	Project Sub-total:			2,060	0	0	0	0	0	0	0	0	0	0	2,060	0	
0	<u>TRN906857 Retaining Walls Rehabilitation</u>																
0	7 Retaining Walls History 2012	1/1/2012	12/31/2012	900	0	0	0	0	0	0	0	900	0	0	0	0	



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Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing												
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable			
<u>0</u>	<u>TRN906857</u>	<u>Retaining Walls Rehabilitation</u>															
0	8 Retaining Walls 2013 & Future	1/1/2013	12/31/2013	3,159	0	0	0	0	0	0	0	0	0	0	3,159	0	
	Project Sub-total:			4,059	0	0	0	0	0	0	0	900	0	3,159	0		
<u>0</u>	<u>TRN907125</u>	<u>PXO Visibility Enhancement</u>															
0	5 PXO Visibility Enhan - 2013 Future	1/1/2013	12/31/2013	569	0	0	0	0	0	0	0	0	0	569	0		
	Project Sub-total:			569	0	0	0	0	0	0	0	0	0	569	0		
<u>0</u>	<u>TRN907189</u>	<u>Improvements to the Easterly Elevated Deck</u>															
0	5 DVP to Jarvis History 2012	1/1/2012	12/31/2012	2,000	0	0	0	0	0	0	0	0	0	2,000	0		
	Project Sub-total:			2,000	0	0	0	0	0	0	0	0	0	2,000	0		
<u>0</u>	<u>TRN907247</u>	<u>Signs and Markings Asset Management</u>															
0	5 Signs and Markings Asset Management 2013 & Future	1/1/2012	12/31/2012	1,000	0	0	0	0	0	0	0	0	0	1,000	0		
	Project Sub-total:			1,000	0	0	0	0	0	0	0	0	0	1,000	0		
<u>0</u>	<u>TRN907312</u>	<u>Neighbourhood Improvements</u>															
0	4 Neighbourhood Improvements History 2012	1/1/2011	12/31/2011	1,000	0	0	0	0	1,000	0	0	0	0	0	0	0	
0	5 Neighbourhood Improvements 2013 & Future	1/1/2013	12/31/2013	2,092	0	0	0	0	2,000	0	92	0	0	0	0	0	
0	6 McAlpine Road Streetscape	11/20/2012	11/20/2012	251	0	0	0	0	0	0	251	0	0	0	0	0	
0	7 Sherbourne Street Improvements	11/21/2012	11/21/2012	150	0	0	0	0	0	0	150	0	0	0	0	0	
	Project Sub-total:			3,493	0	0	0	0	3,000	0	493	0	0	0	0	0	
<u>0</u>	<u>TRN907328</u>	<u>Redlea Avenue (Steeles - McNicoll)</u>															
0	2 Redlea - History 2012	1/1/2012	12/31/2012	1,000	0	0	1,000	0	0	0	0	0	0	0	0	0	
0	3 Redlea - 2013	1/1/2013	12/31/2013	2,000	0	0	1,620	0	0	0	0	0	0	380	0		
	Project Sub-total:			3,000	0	0	2,620	0	0	0	0	0	0	380	0		
<u>0</u>	<u>TRN907371</u>	<u>Morningside Avenue Extension</u>															
0	1 Morningside Avenue Extension History 2012	1/1/2012	12/31/2012	200	0	0	126	0	0	0	0	0	0	74	0		
0	2 Morningside Avenue Extension 2013 & Future	1/1/2012	12/31/2012	3,000	0	0	1,890	0	0	0	0	1,110	0	0	0		
	Project Sub-total:			3,200	0	0	2,016	0	0	0	0	1,110	74	0	0		
<u>0</u>	<u>TRN907546</u>	<u>Regent Park Revitalization</u>															
0	3 Regent Park Revitalization - History 2012	1/1/2012	12/31/2012	1,153	0	0	0	0	0	0	0	0	0	1,153	0		
0	4 Regent Park Revitalization - 2013 & Future	1/1/2012	12/31/2012	461	0	0	0	0	0	0	0	0	0	461	0		
	Project Sub-total:			1,614	0	0	0	0	0	0	0	0	0	1,614	0		



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Appendix 5: 2013 Recommended Capital Project with Financing Details

Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing													
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable				
0	<u>TRN907617</u>	<u>Traffic Sign Structure Replacement</u>																
0	1 Traffic Sign Structure Replacement 2013	1/1/2013	12/31/2013	200	0	0	0	0	0	0	0	0	0	0	200	0		
	Project Sub-total:			200	0	0	0	0	0	0	0	0	0	0	200	0		
0	<u>TRN907638</u>	<u>Permit & Boulevard Parking Database</u>																
0	1 Permit Boulevard Parking Database	1/1/2013	12/31/2013	150	0	0	0	0	0	0	0	0	0	0	150	0		
	Project Sub-total:			150	0	0	0	0	0	0	0	0	0	0	150	0		
0	<u>TRN907673</u>	<u>Facility Improvements</u>																
0	4 Facility Improvements History 2011	1/1/2012	12/31/2012	800	0	0	0	0	0	0	0	800	0	0	0	0		
0	5 Facility Improvements 2013 & Future	1/1/2012	12/31/2012	1,500	0	0	0	0	0	0	0	0	0	0	1,500	0		
	Project Sub-total:			2,300	0	0	0	0	0	0	0	800	0	0	1,500	0		
0	<u>TRN907831</u>	<u>Front Street Reconfiguration EA</u>																
0	1 Front Street Reconfiguration EA	1/1/2013	12/31/2013	2,500	0	0	0	0	0	0	0	0	0	0	2,500	0		
0	2 Front Street Reconfiguration Streetscape Impr.	11/26/2012	11/26/2012	1,100	0	0	0	0	250	0	850	0	0	0	0	0		
	Project Sub-total:			3,600	0	0	0	0	250	0	850	0	0	0	2,500	0		
0	<u>TRN907840</u>	<u>LARP(Lawrence-Allen Revitalization Project)</u>																
0	1 LARP Phase 1 (Ranee & North East)	1/1/2013	12/31/2022	13	0	0	0	13	0	0	0	0	0	0	0	0		
	Project Sub-total:			13	0	0	0	13	0	0	0	0	0	0	0	0		
0	<u>TRN907853</u>	<u>Section 37 - Scarborough Pedestrian Walkway</u>																
0	1 Triton (southside Borough Drive to East)	5/7/2013	5/7/2013	100	0	0	0	0	0	0	0	100	0	0	0	0		
	Project Sub-total:			100	0	0	0	0	0	0	0	100	0	0	0	0		
0	<u>TRN907870</u>	<u>Section 37 Front Street East Streetscaping Plan</u>																
0	1 Section 37 Front Street East Streetscaping Plan	1/1/2013	12/31/2013	1,298	0	0	0	0	0	0	1,298	0	0	0	0	0		
	Project Sub-total:			1,298	0	0	0	0	0	0	1,298	0	0	0	0	0		
1	<u>TRN907190</u>	<u>Backlog Western Gardiner (Dowling to 427)</u>																
0	5 Backlog Western Gardiner History 2012	1/1/2012	12/31/2012	3,500	0	0	0	0	0	0	0	3,500	0	0	0	0		
	Project Sub-total:			3,500	0	0	0	0	0	0	3,500	0	0	0	0	0		
1	<u>TRN907910</u>	<u>F.G. Gardiner</u>																
0	1 Phase 1 - Don Roadway to Cherry St.	1/1/2013	3/31/2016	20,000	0	0	0	0	0	0	0	0	0	0	20,000	0		

(Phase 2) 06-Transportation Services

Sub-Project Category: 01,02,03,04,05,06,07

Type: B Sub-Project Status: S2

Type: C Sub-Project Status: S2,S3,S4,S5



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Appendix 5: 2013 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing				2013	Financing										
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1	TRN907910	F.G. Gardiner													
0		5 At-Grade Repairs	1/1/2013	12/31/2024	5,000	0	0	0	189	0	0	0	0	4,811	0
		Project Sub-total:			25,000	0	0	0	189	0	0	0	0	24,811	0
Program Total:					320,515	0	0	29,923	14,771	4,060	0	21,439	32,160	218,162	0

- Status Code Description**
- S2 S2 Prior Year (With 2013 and/or Future Year Cashflow)
 - S3 S3 Prior Year - Change of Scope 2013 and/or Future Year Cost(Cashflow)
 - S4 S4 New - Stand-Alone Project (Current Year Only)
 - S5 S5 New (On-going or Phased Projects)

- Category Code Description**
- 01 Health and Safety C01
 - 02 Legislated C02
 - 03 State of Good Repair C03
 - 04 Service Improvement and Enhancement C04
 - 05 Growth Related C05
 - 06 Reserved Category 1 C06
 - 07 Reserved Category 2 C07

Appendix 6

2013 Reserve / Reserve Fund Review
(In \$000s)

Reserve/Reserve Fund Review - Program Specific

Table 1		Projected Balance as at Dec. 31, 2012 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2013 - 2022 Total
Development Charge Reserve Fund - Roads (XR2024, XR 2110)	Beginning Balance	32,781	33,423	7,193	9,210	8,978	5,662	(7,523)	(14,812)	(7,033)	(4,785)	(2,173)	
	Carry forward Funding from 2009												
	Growth Related	(243)	(243)	(243)	(243)	(243)	(243)	(243)	(243)	(243)	(243)	(243)	(2,430)
	Scarlett/St.Clair/Dundas		(1,158)	(1,204)	(1,350)								(3,712)
	Dufferin Street Jog	-	(1,600)	(1,000)	-	-	-	-					(2,600)
	Steeles/Kennedy Grade Separation			(225)	(2,970)	(3,387)	(2,376)	(380)					(9,338)
	North Yonge Centre	(4,050)	(4,050)										(4,050)
	St. Clair Avenue/Metrolinx Georgetown Grade Separation	-			(900)	(2,700)	(5,400)	(5,400)					(14,400)
	Legion Road Extension and Grade Separation	-							(6,750)	(6,750)	(6,750)		(20,250)
	Steeles Widening (Tapscott Road - Beare Road)	-			(2,520)	(2,520)	(10,710)	(8,190)					(23,940)
	Port Union Road								(855)				(855)
	Morningside Ave Extension	(126)	(1,890)	(1,890)									(3,780)
	Six Points Interchange				(646)	(2,268)	(2,700)	(1,685)					(7,299)
	Cycling Infrastructure	(1,442)	(1,256)	(1,391)	(1,436)	(1,490)	(1,441)	(1,422)	(1,495)	(1,495)	(1,495)	(1,495)	(14,416)
	Signal Modifications	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(1,855)	(18,550)
	Engineering Studies	(312)	(239)	(247)	(301)	(270)	(270)	(277)	(277)	(277)	(277)	(277)	(2,705)
	Redlea	(1,620)	(1,620)										(1,620)
	New Traffic Control Signals	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(2,811)	(28,110)
	Advanced Traffic Signal Control	(3,888)	(1,823)	(1,823)	(214)	(1,094)	(1,094)	(1,095)	(1,095)	(1,095)	(1,095)	(1,095)	(11,523)
	Traffic Control - RESCU	(3,078)	(891)	(891)	(891)	(891)	(891)	(891)	(891)	(891)	(891)	(891)	(8,910)
	Audible Signals	(135)	(135)	(135)	(135)	(135)	(73)	(73)	(73)	(73)	(73)	(73)	(978)
	Total Proposed Withdrawals	(19,560)	(19,571)	(13,715)	(16,272)	(19,664)	(29,864)	(24,315)	(9,595)	(15,490)	(15,490)	(15,490)	(179,466)
	Projected Contributions (Net of Other Withdrawals)	20,202	15,441	15,732	16,040	16,348	16,679	17,026	17,374	17,738	18,102	18,466	168,946
Withdrawals by Other Programs (i.e. Waterfront)*		(22,100)										(22,100)	
TOTAL RESERVE FUND BALANCE AT YEAR-END		33,423	7,193	9,210	8,978	5,662	(7,523)	(14,812)	(7,033)	(4,785)	(2,173)	803	

* Based on 3rd Quarter Variance Report

Table 2		Projected Balance as at Dec. 31, 2012 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2013 - 2022 Total
Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114)	Beginning Balance		47,126	58,559	70,447	82,606	94,985	108,287	122,776	137,553	152,633	168,017	
	Toronto Bike Plan-CW Expansion (TBP) FY2010-2018		(400)	(200)	(200)	(200)	(10)						(1,010)
	Mid-Humber Extend Trail Wards 1,2,7 (TBP)		(650)	(650)	(650)	(650)							(2,600)
	Additional Off-Road Bike Trails		(650)	(650)	(650)	(650)							(2,600)
	Centennial Pk(E)-Path Dev throughout (TBP) W14,15						(555)						(555)
	Erbicoke Valley Pk: Trail Est. 9 TBP W16/ALTW 20)					(50)	(334)						(384)
	Total Proposed Withdrawals (Transportation only)		(1,700)	(1,500)	(1,500)	(1,550)	(899)						(7,149)
Projected Contributions		13,133	13,388	13,659	13,929	14,201	14,489	14,777	15,080	15,384	15,688	143,728	
TOTAL RESERVE FUND BALANCE AT YEAR-END (Excluding funding to Parks and Recreation)		47,126	58,559	70,447	82,606	94,985	108,287	122,776	137,553	152,633	168,017	183,705	

* Based on 3rd Quarter Variance Report

Table 3		Projected Balance as at Dec. 31, 2012 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2012 - 2022 Total
XR1410 Public Realm Reserve Fund	Beginning Balance		7614	5364	2614	614	(1386)	(3386)	(5386)	(7386)	(9386)	(11386)	
	Neighbourhood Improvement Project		(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,000)
	Front Street Reconfiguration EA		(250)	(750)									(1,000)
	Proposed Withdrawals		(2,250)	(2,750)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(21,000)
TOTAL RESERVE FUND BALANCE AT YEAR-END		7614	5,364	2,614	614	(1,386)	(3,386)	(5,386)	(7,386)	(9,386)	(11,386)	(13,386)	

* Based on 3rd Quarter Variance Report

Reserve/Reserve Fund Review – Corporate

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec. 31, 2012*	Contributions / (Withdrawals)										2011 - 2020 Total
			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		116127	116127	116127	116127	114427	109427	104427	101127	101127	101127	
	Six Points Interchange					(1,700)	(5,000)	(5,000)	(3,300)				(15,000)
	Proposed Withdrawals					(1,700)	(5,000)	(5,000)	(3,300)				(15,000)
TOTAL RESERVE FUND BALANCE AT YEAR-END			116,127	116,127	116,127	116,127	114,427	109,427	104,427	101,127	101,127	101,127	

* Based on 3rd Quarter Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2012	Contributions / (Withdrawals)										2013 - 2022 Total Contributions / (Withdrawals)	
			2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan		
XQ 0011 Capital Financing Reserve	Beginning Balance as of Jan. 1, 2012	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Contributions / (Withdrawals)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Major Road Reconstruction		(3,000)	(3,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(7,000)	(7,000)	(7,000)	(7,000)	(47,000)
	Major Road Resurfacing LARP(Lawrence-Allen Revitalization Project)	(14,569)	(27,000)	(27,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(23,000)	(23,000)	(23,000)	(23,000)	(237,569)
	F.G. Gardiner	(13)	(33,743)	(34,165)	(37,263)	(46,360)	(47,308)	(37,042)	(46,687)	(47,827)	(49,247)			(379,831)
Total Proposed Contributions / (Withdrawals)			(14,771)	(63,743)	(64,715)	(68,357)	(77,513)	(78,248)	(69,128)	(77,125)	(77,827)	(79,247)	(670,674)	
Total Reserve Fund Balance at Year-End		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

* Contributions will be provided via the capital financing strategy including proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as an anticipated increase in Development Charge funding following completion of the 2013 Development Charge By-Law review.