



Transportation Services

2014 – 2023 CAPITAL BUDGET AND PLAN OVERVIEW

2014 – 2023 Capital Budget and Plan Highlights

Transportation Services maintains infrastructure valued at \$9.890 billion, comprised of 5,600 km of roads, 300 km of expressways, 7,945 km of sidewalks, 539 bridges and 2,159 traffic control signals.

The 2014–2023 Recommended Capital Budget and Plan focuses on maintaining these assets in a state of good repair (SOGR). Specifically, SOGR funding of \$677.565 million is included for major road rehabilitation, \$541.617 million for local road resurfacing/reconstruction, \$535.109 million for the F. G. Gardiner expressway, \$396.307 million for city bridges and \$130.540 million for sidewalks.

Funding has also been allocated for cycling infrastructure, safety improvement projects such as Light Emitting Diode (LED) signal module conversions, accessible pedestrian signals, and advanced traffic control signal initiatives including RESCU projects.

Growth related initiatives over multiple years are funded including the Six Points Interchange Redevelopment, Regent Park Revitalization, Yonge Street / Highway 401 Interchange Improvements, property acquisition for the Ingram Drive Extension and Traffic Congestion Management for roadways / expressways.

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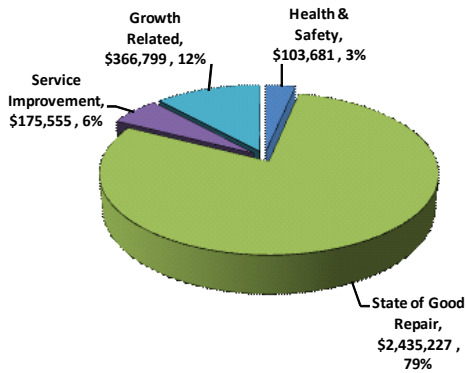
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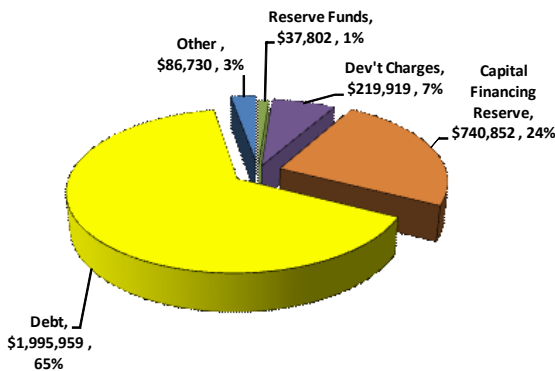
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Capital Spending and Financing

2014-2023 Capital Budget and Plan Expenditures
\$3.081 Billion
(\$Million)



2014-2023 Capital Budget and Plan by Funding Source
\$3.081 Billion (\$Million)



Where does the money go?

The 2014–2023 Recommended Capital Budget and Plan totals \$3.081 billion. It provides funding for Health and Safety projects of \$103.681 million; State of Good Repair projects of \$2.435 billion; Service Improvement projects of \$175.555 million; and Growth Related projects of \$366.799 million.

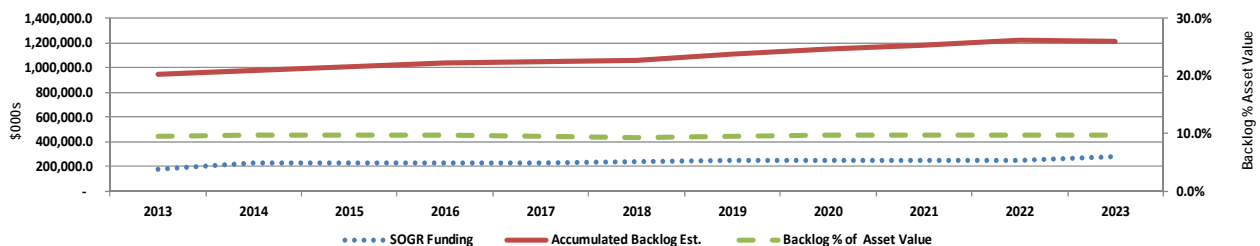
A primary focus of the 2014-2023 Recommended Capital Budget and Plan is to continue the state of good repair projects for transportation related infrastructure, including major and local roads, the F. G. Gardiner expressway, city bridges and sidewalks.

Where does the money comes from?

The 10-year Recommended Capital Plan requires:

- Debt funding of \$1.996 billion (64.8%).
- Additional capital financing of \$740.852 million (24.0%) will be provided from the Capital Financing Reserve, funded from surplus operating funds in accordance with the City's surplus management policy, Build Toronto and one-time TPA dividends and anticipated contributions from the Federal / Provincial government.
- Additional funding from Development Charges (\$219.919 million or 7.1%), third party funding (\$86.730 million or 2.8%) and reserve funds (\$37.802 or 1.2%).

State of Good Repair Backlog



The 10-Year Recommended Capital Plan spending on State of Good Repair (SOGR) is \$2.435 billion. However, this will not be sufficient to reduce the overall backlog which will remain constant at approximately 9.6% as a percentage of asset value in 2013 and 2023, primarily as a result of the increase in SOGR backlog for local roads following an updated condition assessment completed in 2013. This is due to the upcoming wave of aging infrastructure that will occur over the 10 years.

Key Challenges and Priority Actions

Addressing the State of Good Repair Backlog – the 2013 year-end backlog is estimated at \$949.022 million and is anticipated to grow to \$1.215 billion by 2023.

- ✓ The 10-Year Recommended Capital Plan includes funding of \$2.442 billion to address accumulated backlog primarily for major and local roads and the rehabilitation of the F.G. Gardiner.

The Management of Traffic Congestion in the City – As densification in the City of Toronto continues, the demands on the City's road network also increases resulting in congestion.

- ✓ The 10-Year Recommended Capital Plan includes funding for traffic congestion management projects and growth related projects that help manage traffic congestion in areas that have experienced significant growth over recent years.

2014 Recommended Capital Budget

The 2014 Recommended Capital Budget for Transportation Services of \$380.248 million, including carry forward funding will:

- Begin the Traffic Congestion Management project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$3.000 million).
- Continue and enhance state of good repair maintenance and rehabilitation work on:
 - City Bridges (\$37.052 million);
 - F. G. Gardiner Expressway (\$51.246 million);
 - Major road rehabilitation (\$83.317 million);
 - Local road reconstruction and resurfacing (\$47.422 million); and
 - Additional funding for sidewalk maintenance, including related traffic signal and traffic plant maintenance and pedestrian safety projects.
- Continue health and safety projects such as audible pedestrian signals (\$2.850 million), new traffic control signals / devices (\$6.393 million) and major modifications to signals (\$4.237 million).
- Continue work on service improvement projects such as cycling infrastructure (\$12.476 million), traffic control - RESCU (\$3.590 million) and advanced traffic signal control (\$4.625 million).



II: RECOMMENDATIONS

Recommendations

The City Manager and Chief Financial Officer recommend that:

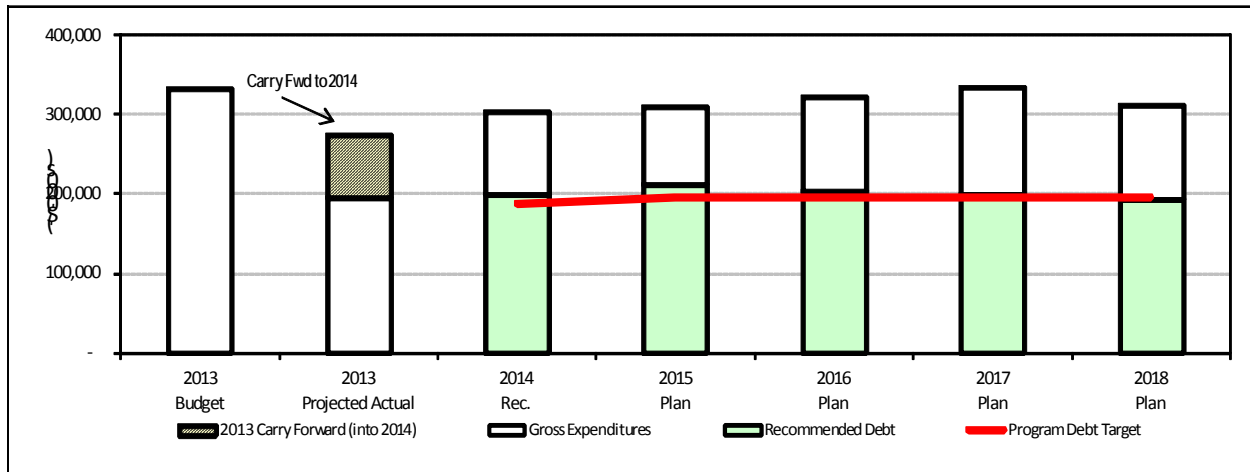
1. City Council approve the 2014 Recommended Capital Budget for Transportation Services with a total project cost of \$274.372 million, and 2014 cash flow of \$380.248 million and future year commitments of \$204.018 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 46 new / change in scope sub-projects with a 2014 total project cost of \$274.372 million that requires cash flow of \$201.349 million in 2014 and a future year cash flow commitment of \$43.418 million in 2015, \$7.000 million in 2020, \$7.181 million in 2021, \$7.617 million in 2022 and \$7.807 million in 2023;
 - ii) 26 previously approved sub-projects with a 2014 cash flow of \$101.288 million; and a future year cash flow commitment of \$56.865 million in 2015; \$24.096 million in 2016; \$20.149 million in 2017; \$19.788 million in 2018; \$9.159 million in 2019; \$0.688 million in 2020; \$0.250 million in 2021; and
 - b) 2013 approved cash flow for 50 previously approved sub-projects with carry forward funding from 2013 into 2014 totaling \$77.611 million.
2. City Council approve new debt service costs of \$2.438 million in 2014 and incremental debt costs of \$15.073 million in 2015, \$4.461 million in 2016, \$0.123 million in 2020, \$0.845 million in 2021, \$0.871 million in 2022 and \$0.919 million in 2023 resulting from the approval of the 2014 Recommended Capital Budget, to be included in the 2014 and future year operating budgets.
3. City Council approve the 2015-2023 Recommended Capital Plan for Transportation Services totaling \$2.575 billion in project estimates, comprised of \$208.521 million in 2015; \$297.855 million in 2016; \$314.194 million in 2017; \$291.876 million in 2018; \$276.343 million in 2019; \$291.591 million in 2020; \$292.799 million in 2021; \$293.883 million in 2022; and \$307.545 million in 2023.
4. City Council consider operating costs of \$0.216 million net in 2014, and an additional incremental \$0.216 million net in 2015; and \$0.216 million net in 2016, emanating from the approval of the 2014 Recommended Capital Budget for inclusion in the 2014 and future year operating budgets.
5. City Council direct that all sub-projects with third party financing be approved conditionally, subject to the receipt of such funding in 2014.
6. City Council authorize the Executive Director, Engineering and Construction Services to amend Purchase Order No. 6038321 with the Toronto Transit Commission for contract administration services related to the Front Street West Reconfiguration between Bay Street and York Street by an additional amount of \$1,500,000 net of all taxes (\$1,526,400

net of HST recoveries) revising the current contract value from \$8,849,557.52 to \$10,349,557.52 net of all taxes (\$10,531,709.73 net of HST recoveries).

7. City Council direct that 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 2015 Capital Budget Process.

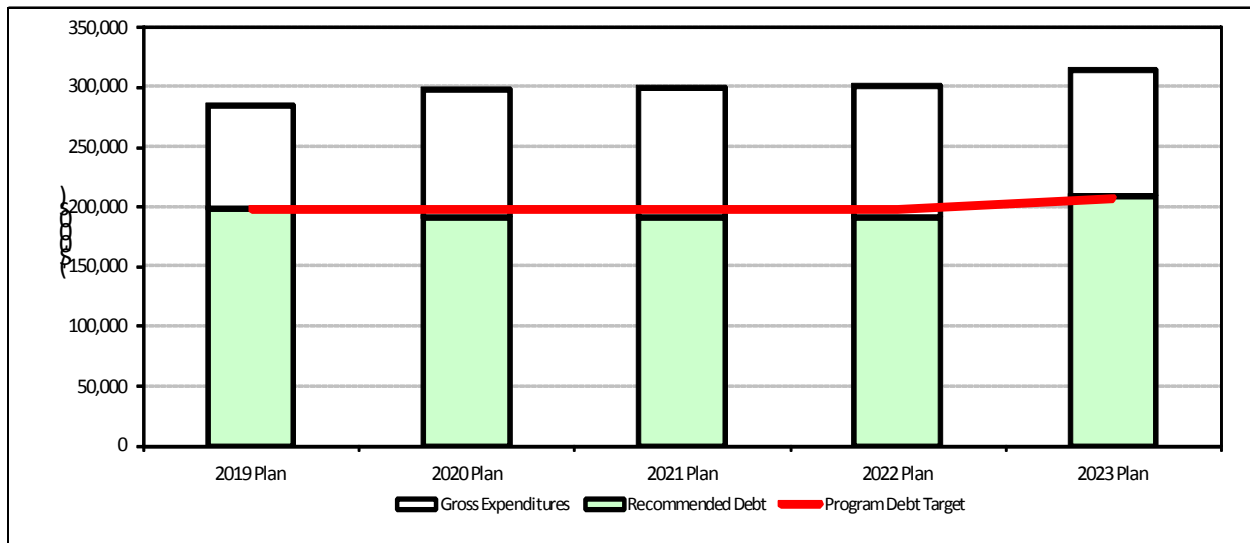
III: 10-YEAR CAPITAL PLAN

10 - Year Capital Plan
 2014 Recommended Budget, 2015 – 2018 Recommended Plan
 (In \$000s)



	2013		2014 Budget and 2015 - 2018 Plan					5-Year Total Percent	
	Budget	Projected Actual	2014	2015	2016	2017	2018		2014 - 2018
Gross Expenditures:									
2013 Capital Budget & Approved FY Commitments	333,452	196,748	101,288	56,865	24,096	20,149	19,788	222,186	14.1%
Recommended Changes to Approved FY Commitments								-	
2014 New/Change in Scope and Future Year Commitments			201,349	43,418				244,767	15.5%
2015- 2018 Capital Plan Estimates				208,521	297,855	314,194	291,876	1,112,446	70.4%
2-Year Carry Forward for Reapproval									
1-Year Carry Forward to 2014		77,611							
Total Gross Annual Expenditures & Plan	333,452	274,359	302,637	308,804	321,951	334,343	311,664	1,579,399	100.0%
Program Debt Target			188,422	195,955	196,302	195,503	196,591	972,773	
Financing:									
Recommended Debt			200,557	212,769	204,360	199,595	194,151	1,011,432	64.0%
Reserves			60,643	64,152	68,100	77,265	78,000	348,160	22.0%
Reserve Funds			4,667	3,750	7,025	7,060	5,300	27,802	1.8%
Development Charges			17,040	21,383	26,341	39,298	28,713	132,775	8.4%
Provincial/Federal									
Other Revenue			19,730	6,750	16,125	11,125	5,500	59,230	3.8%
Total Financing			302,637	308,804	321,951	334,343	311,664	1,579,399	100.0%
By Project Category:									
Health & Safety			11,239	11,280	11,323	9,908	9,951	53,701	3.4%
Legislated									
SOGR			225,589	229,369	231,649	232,209	239,442	1,158,258	73.3%
Service Improvement			20,719	17,480	18,366	17,750	16,660	90,975	5.8%
Growth Related			45,090	50,675	60,613	74,476	45,611	276,465	17.5%
Total by Project Category			302,637	308,804	321,951	334,343	311,664	1,579,399	100.0%
Asset Value (\$) at year-end	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)			(31,900)	(30,475)	(26,665)	(6,719)	(11,509)		
Accumulated Backlog Estimate (end of year)	949,022		980,922	1,011,397	1,038,062	1,044,781	1,056,290		
Backlog: Percentage of Asset Value (%)	9.6%		9.7%	9.7%	9.8%	9.6%	9.3%		
Debt Service Costs			3,510	24,329	25,436	24,489	23,904	101,668	
Operating Impact on Program Costs			216	216	216			648	
New Positions									

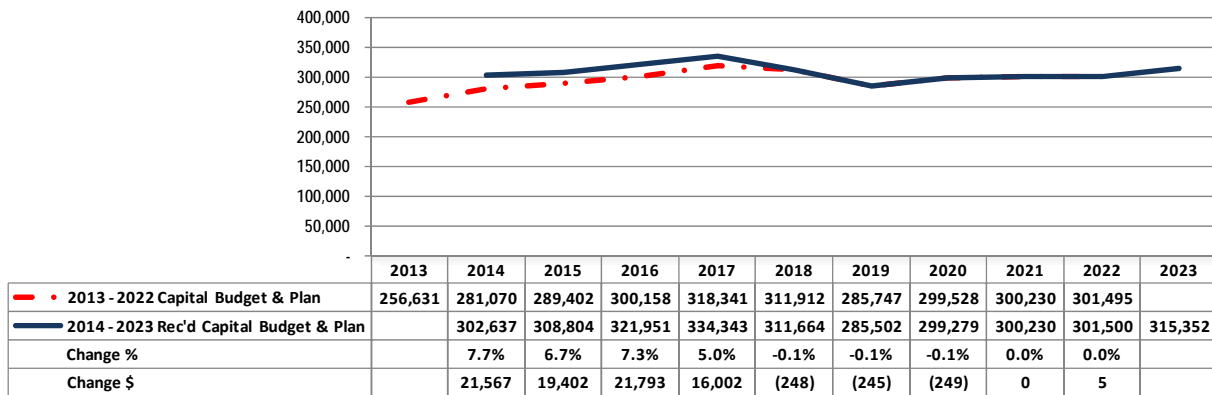
**10 - Year Capital Plan
2019 - 2023 Recommended Plan
(In \$000s)**



	2019 - 2023 Capital Plan						10-Year Total Percent
	2019	2020	2021	2022	2023	2014 - 2023	
Gross Expenditures:							
2013 Capital Budget & Approved FY Commitments	9,159	688	250			232,283	7.5%
Recommended Changes to Approved FY Commitments		7,000	7,181	7,617	7,807	274,372	8.9%
2014 New/Change in Scope and Future Year Commitments	276,343	291,591	292,799	293,883	307,545	2,574,607	83.6%
Total Gross Annual Expenditures & Plan	285,502	299,279	300,230	301,500	315,352	3,081,262	100.0%
Program Debt Target	197,766	197,655	197,655	197,500	207,500	1,970,849	
Financing:							
Recommended Debt	199,577	191,885	191,418	191,630	210,017	1,995,959	64.8%
Reserves	68,883	76,876	77,827	79,252	89,854	740,852	24.0%
Reserve Funds	2,000	2,000	2,000	2,000	2,000	37,802	1.2%
Development Charges	9,542	23,018	23,485	23,118	7,981	219,919	7.1%
Provincial/Federal							
Other Revenue	5,500	5,500	5,500	5,500	5,500	86,730	2.8%
Total Financing	285,502	299,279	300,230	301,500	315,352	3,081,262	100.0%
By Project Category:							
Health & Safety	9,996	9,996	9,996	9,996	9,996	103,681	3.4%
Legislated							
SOGR	246,310	249,076	249,404	251,507	280,672	2,435,227	79.0%
Service Improvement	16,916	16,916	16,916	16,916	16,916	175,555	5.7%
Growth Related	12,280	23,291	23,914	23,081	7,768	366,799	11.9%
Total by Project Category	285,502	299,279	300,230	301,500	315,352	3,081,262	100.0%
Asset Value(\$) at year-end	11,614,303	11,849,554	12,094,815	12,340,817	12,587,633		
Yearly SOGR Backlog Estimate (not addressed by current plan)	(50,368)	(42,471)	(37,817)	(30,983)	2,661		
Accumulated Backlog Estimate (end of year)	1,106,658	1,149,129	1,186,946	1,217,929	1,215,268		
Backlog: Percentage of Asset Value (%)	9.5%	9.7%	9.8%	9.9%	9.7%		
Debt Service Costs	23,440	23,863	23,064	23,020	23,363	218,417	
Operating Impact on Program Costs						648	
New Positions							

Key Changes to the 2013 - 2022 Approved Capital Plan

Changes to the 2013 -2022 Approved Capital Plan
(In \$000s)



The 2014 Recommended Capital Budget and the 2015 - 2023 Recommended Capital Plan reflects an increase of \$78.027 million from the 2013 to 2022 Approved Capital Plan.

Changes to previously approved projects in the 2013 – 2022 Approved Capital Plan include the following:

- *Engineering Studies* - Increase of \$8.000 million to fund the backlog of Environmental Assessment studies. Costs in 2014 are estimated at \$2.470 million and similar costs are anticipated for the remainder of the 2014-2023 Capital Plan period.
- *Traffic Control (RESCU)* – Increase of \$1.900 million to improve the RESCU goal of providing accurate traveler information. This project will reduce the number and severity of vehicular collisions by providing early detection of incidents and improves the movement of people and goods. RESCU programs include monitoring of the Gardiner-Lake Shore corridor, Don Valley Parkway (DVP), William R. Allen Rd. and critical signalized intersections throughout the City.
- *Work for TTC & Others* – Increase of \$10.0 million to address 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.
- *Cycling Infrastructure* – Increase of \$0.717 million primarily to address the BIXI Expansion as part of the Pan/Parapan Am Games as approved by Council (EX33.13) at its meeting of July 16, 17, 18 and 19, 2013.
- Over the 2014-2022 planning period, there are cash flow realignments for a variety of other projects, which reflect more updated schedules for implementation or historical spending rates, and allow for the incorporation of additional projects deemed necessary. Key projects that have been adjusted include: City Bridge Rehabilitation (reduction of \$5.250 million); Traffic Plant Requirements / Signal Asset Management (reduction of \$2.700 million); New Traffic Control Signals / Devices (reduction of \$1.800 million); and F. G.

Gardiner (deferral of \$4.905 million outside of the 10-Year Recommended Capital Plan period as approved by Council - EX31.26) at its meeting of May 7, 8, 9 and 10, 2013.

The new projects that are additions to the 2013 – 2022 Approved Capital Plan include the following:

- *Traffic Congestion Management* (\$18.000 million from 2014 to 2017)- Expansion of the existing Intelligent Transportation Systems (ITS) to help manage congestion on arterial roadways and expressways. As densification continues in the City of Toronto, the demands on the City's road network also increases resulting in congestion. Efforts must be made to maximize the effectiveness and efficiency of the existing road network and this project will allow Transportation Services the ability to detect, confirm and respond to recurring and non-recurring congestion.
- *Yonge Street / Highway 401 Interchange Improvements* (\$25.000 million) - Several transportation studies undertaken by both the City and the Province have identified the need for improvements to the Yonge Street / Highway 401 interchange to address traffic congestion and improve traffic operations at this location, particularly in light of the growth in development along the Yonge Street corridor to the north. The costs of this project are expected to be shared equally with the Province.
- *Ingram Drive Extension – Grade Separation* (\$11.715 million) – The 10-Year Recommended Capital Plan includes funding to begin implementation on a road extension on Ingram Drive within the Castlefield - Caledonia Design and Decor District to improve mobility and accessibility in this employment zone, in keeping with the concluded EA study. An opportunity currently exists to acquire property for the extension. It is anticipated that an additional \$18.285 million in funding will be required to complete this work. Additional funding will be considered as part of the 2015 Budget Process through a review of existing project costs, reprioritization of existing projects or the identification of available funding.
- *Traffic Plant Restoration* (\$2.900 million) - This project is required to install underground traffic signal infrastructure. This program is essential for the rebuild of traffic control signals that require underground infrastructure replacement; the replacement of traffic controller pads; and the relocation of traffic signal plant necessitated by utility pole replacement programs. This project will also include the rebuilding of 44 existing traffic control signals in the City to current standards.
- Other new projects include the *King Liberty Cycling Pedestrian Bridge* (\$6.000 million), the *York/Bay/Yonge Reconfiguration* (\$5.000 million), the *Allen Rd. Individual EA* (\$2.500 million), the *CP Industrial Spur Line* (\$1.400 million) and the *Pan Am Path* (\$0.250 million).

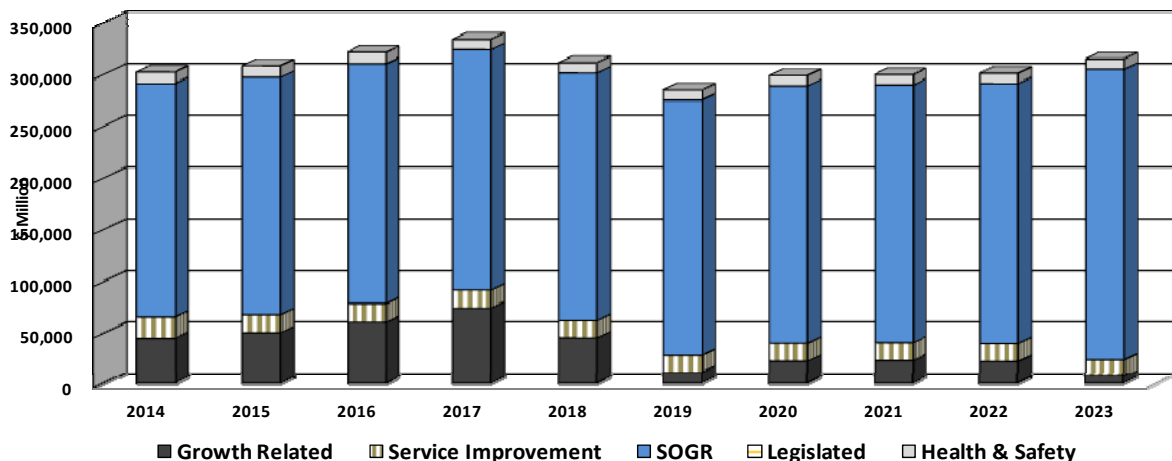
The following chart details the key project cash flow changes to the 2014 – 2023 Approved Capital Plan.

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

	Total Project Cost	2014		2015		2016		2017		2018		2014 - 2018		2014 - 2022		Revised Total Project Cost
		Gross	Debt	Gross	Debt	Gross	Debt	Gross	Debt	Gross	Debt	Gross	Debt	Gross	Debt	
Previously Approved																
Engineering Studies	16,230	500	500	500	500	1,000	1,000	1,000	1,000	1,000	1,000	4,000	4,000	8,000	8,000	24,230
City Bridge Rehabilitation	401,557	(750)	(750)	(1,000)	(1,000)	(500)	(500)	(500)	(500)	(500)	(500)	(3,250)	(3,250)	(5,250)	(5,250)	396,307
Traffic Plant Requirements / Signal Asset Management	59,436	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(1,500)	(1,500)	(2,700)	(2,700)	56,736
Pedestrian Safety and Infrastructure Programs	6,821	150										150		150		6,971
Scarborough Golf Town Road / CN Grade Separation	20,750	(500)	(275)									(500)	(275)	(500)	(275)	20,250
New Traffic Control Signals / Devices	34,500	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(200)	(1,000)	(1,000)	(1,800)	(1,800)	32,700
Permit and Boulevard Parking Database	32,800	(100)	(100)									(100)	(100)	(100)	(100)	32,700
Cycling Infrastructure	87,380	717										717		717		88,097
Traffic Control - RESCU	10,000	1,400	1,400	500	500							1,900	1,900	1,900	1,900	11,900
Work for TTC and Others	40,000	10,000										10,000		10,000		50,000
Local Road Reconstruction	220,965			(250)	(250)							(250)	(250)	(250)	(250)	220,715
F. G. Gardiner	540,014	(3,100)		(563)		(257)		(248)		(248)		(4,416)		(4,905)		535,109
Total Previously Approved		7,817	275	(1,313)	(750)	(257)		(248)		(248)		5,751	(475)	5,262	(475)	
New																
Traffic Congestion Management		3,000	3,000	5,000	5,000	5,000	5,000	5,000	5,000			18,000	18,000	18,000	18,000	18,000
Pan Am Path		200		50								250		250		250
Traffic Plant Restoration		1,300	1,300	800	800	800	800					2,900	2,900	2,900	2,900	2,900
Allen Road Individual EA		1,250	1,025	1,250	1,250							2,500	2,275	2,500	2,275	2,500
Ingram Drive Extension - Grade Separation		6,600	6,600	5,115	5,115							11,715	11,715	11,715	11,715	11,715
Yonge Street/Highway 401 Interchange Improvements				2,500	625	11,250	2,825	11,250	2,800			25,000	6,250	25,000	6,250	25,000
King Liberty Cycling Pedestrian Bridge				6,000	6,000							6,000	6,000	6,000	6,000	6,000
CP Industrial Spur Line		1,400										1,400		1,400		1,400
York/Bay/Yonge Reconfiguration						5,000						5,000		5,000		5,000
Total New		13,750	11,925	20,715	18,790	22,050	8,625	16,250	7,800	-	-	72,765	47,140	72,765	47,140	
Total Changes		21,567	12,200	19,402	18,040	21,793	8,625	16,002	7,800	(248)	-	78,516	46,665	78,027	46,665	

2014 – 2023 Recommended Capital Plan

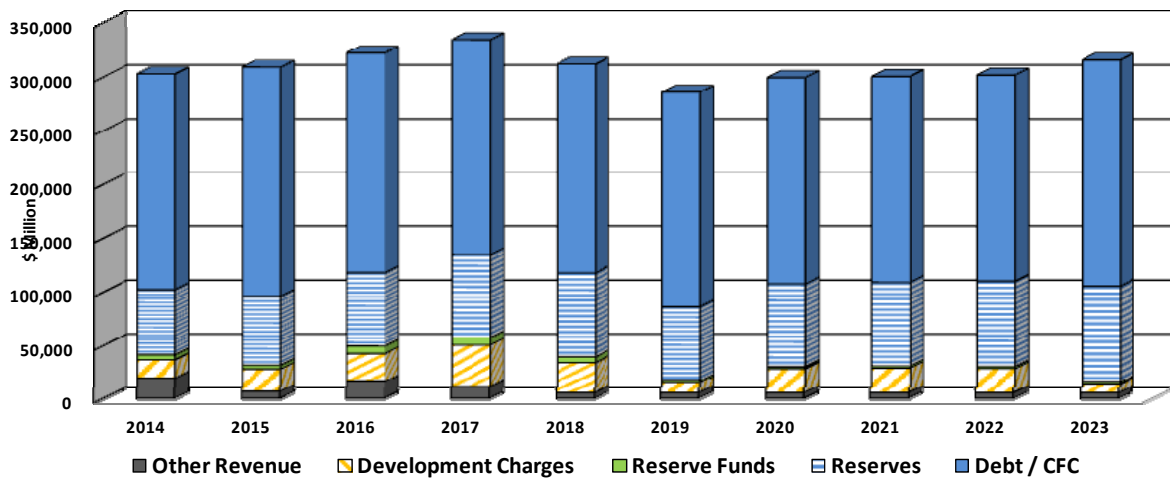
**2014 – 2023 Capital Plan by Project Category
(In \$000s)**



- The 10-Year Recommended Capital Plan for Transportation Services of \$3.081 billion provides funding for Health and Safety projects of \$103.681 million; State of Good Repair (SOGR) projects of \$2.435 billion; Service Improvement projects of \$175.555 million, and Growth Related of \$366.799 million.
- Health and Safety projects represent approximately \$103.681 million or 3.4% of the total Capital Plan spending of \$3.081 billion.
 - Health and Safety projects include signage and traffic safety projects such as accessible/audible pedestrian signals and the salt management program.
 - \$53.701 million or 51.8% of the project expenditures will be incurred during the first five years. The remaining \$49.980 million or 48.2% is planned for the second five years of the 10-Year Capital Plan.
 - Project expenditures remains at consistent levels of approximately \$10.368 million annually over the 10-year period.
- State of Good Repair (SOGR) projects make up the largest category of projects in the Transportation Services' 10-Year Capital Plan with funding totaling \$2.435 billion or 79.0% of the total planned cash flow of \$3.081 billion.
 - State of Good Repair projects include maintenance and rehabilitation work on bridges, expressways (F.G. Gardiner and Don Valley Parkway), major road rehabilitation and local road reconstruction and resurfacing projects and sidewalk repairs.
 - \$1.158 billion or 47.6% 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 6.1%, from \$225.589 million or 74.5% in 2014 to \$239.442 million or 76.8% of total expenditures in 2018. At the end of this period, total state of good repair funding will amount to 73.3% of the total planned cash flow.
 - Another \$1.277 billion or 52.4% of the total cash flow is dedicated to SOGR projects during the second 5 years. The expenditure trend reflects the increased focus of capital investment in addressing aging infrastructure, with another 14.0% increase in investment over the period, from \$246.310 million or 86.3% in 2019 to \$280.672 million or 89% allocated to State of Good Repair projects in 2023. At the end of the 10-year period, State of Good Repair projects will account for \$2.435 billion or 79.0% of total planned spending.
- Service Improvement projects require funding of approximately 5.7% or \$175.555 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.
 - \$90.975 million or 51.8% of project expenditures will be incurred over the first five year period.

- Apart from 2014 when funding for these projects is slightly higher than average (\$20.719 million), mainly due to higher investments in advanced traffic control and RESCU systems, project expenditures remain at consistent levels of approximately \$17.556 million annually over the period.
- Growth Related projects account for 11.9% or \$366.799 million of the total 10-Year Recommended Capital Plan project expenditures.
 - Examples of Growth Related projects include the Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation, Lawrence-Allen Revitalization Project (Phase 1), Traffic Congestion Management, Yonge Street / Highway 401 Interchange Improvements, and the Six Points Interchange Redevelopment.
 - \$276.465 million or 75.4% of funding for these projects will be spent from 2014-2018. Annual funding will increase over the first 5-year period, from \$45.090 million or 14.9% in 2014 to a ceiling of \$74.476 or 22.3% 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, Scarborough Golf Town Road/CN Grade Separation, Yonge Street / Highway 401 Interchange Improvements, King Liberty Cycling Pedestrian Bridge, and Lawrence-Allen Revitalization Project (Phase 1) in 2015.
 - In 2016 and 2017 specifically, significant investment in Growth Related projects (\$60.613 million and \$74.476 million respectively) are planned primarily for the Steeles Widenings (Tapscott Road - Beare Road), St. Clair West/Metrolinx Georgetown Grade Separation, Traffic Congestion Management, Scarborough Golf Town Road/CN Grade Separation, and Yonge Street / Highway 401 Interchange Improvements projects. However, by the end of 2023, funding will decline to \$7.768 million or 2.5%. At the end of the 10-year period, Growth Related projects will account for 11.9% of total spending.
- The main focus of the 10-Year Capital Plan is to allocate stable funding to the various categories of projects (i.e. growth related), with a particularly 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.

2014–2023 Capital Plan by Funding Source
(In \$000s)



- The 10-Year Recommended Capital Plan of \$3.081 billion will be funded by \$1.996 billion of debt, \$740.852 million from Reserves (Capital Financing Reserve), Reserve Funds of \$37.802 million, \$219.919 million from Development Charges, and Other Revenue of \$86.730 million (i.e. third party funding, interdivisional funding, Section 37).
- Debt accounts for \$1.011 billion or 64.0% of the funding for the 2014 Budget and 2015 – 2018 Capital Plan and amounts to \$1.996 billion or 64.8% of the 10-Year Recommended Capital Plan.
- The recommended debt funding is above the 10-year debt affordability guidelines of \$1.971 billion allocated to this Program by \$25.110 million. This was primarily due to \$17.900 million in added debt financing to fund the new Traffic Congestion Management project.
- Capital financing from reserves constitutes \$348.160 million or 22.0% of required funding in the first 5 years and \$740.852 million or 24.0% over the 10 year period.

 - This funding source is financed from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, anticipated contributions to Transportation Services from the Federal and Provincial government as well as future one-time dividends from Build Toronto and the Toronto Parking Authority.
- Reserve Funds constitute \$27.802 million or 1.8% of required funding in the first 5 years and \$37.802 million or 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 7.1% or \$219.919 million of the 10-Year Recommended Capital Budget and Plan and are used for Growth Related and Service Improvement projects.

- \$132.775 million or 60.4% of total Development Charge financing will be spent during the first five years. In 2017, a spike in annual funding occurs for \$39.298 million as a result of significant spending in that year on several growth related projects (i.e. Steeles Widening (Tapscott Road - Beare Road), St. Clair West/Metrolinx Georgetown Grade Separation, Six Points Interchange Redevelopment, Scarborough Golf Town Road/CN Grade Separation, Yonge Street / Highway 401 Interchange Improvements). At the end of the 5-year period Development Charge funding will constitute 8.4% of total financing.
- Another \$87.144 million or 39.6% is allocated within the second 5-years of the 10-Year Capital Plan. Annual Development Charge financing declines to \$7.981 million in 2023, with this source representing 2.5% of total 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 \$33.312 million. The DC funding estimates are based on existing DC By-Law balances, and revenue projections and development charge rates approved by Council at its meeting of October 8, 9 10 and 11, 2013. DC funded projects included in the 10-Year Recommended Capital Plan have been confirmed as eligible for Development Charge financing and the approved 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 Recommended Capital Plan to increase funding for \$70.515 million in previously unfunded capital priorities.
- Other Third Party funding accounts for \$86.730 million or 2.8% of total 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, Yonge Street / Highway 401 Interchange Improvements, and York/Bay/Yonge Reconfiguration.
- \$59.230 million or 68.3% is allocated during the first five years. The remaining \$27.500 million or 31.7% will be used during the second 5 years of the 10-Year Recommended Capital Plan. Overall, these funding sources will decline after 2016/17 and remain fairly steady over the remaining period as they are related to specific development projects.

Major Capital Initiatives by Category

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

	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
Total Expenditures by Category											
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
New Traffic Control Signals / Devices	3,270	3,270	3,270	3,270	3,270	3,270	3,270	3,270	3,270	3,270	32,700
Accessible Pedestrian Signals (Audible Signals)	1,500	1,500	1,500	810	810	810	810	810	810	810	10,170
Salt Management Program	1,025	1,050	1,077	1,105	1,131	1,159	1,159	1,159	1,159	1,159	11,183
Pedestrian Safety and Infrastructure Programs	625	641	657	673	690	707	707	707	707	707	6,821
Upgrades To Meet New ESA Requirements	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	17,600
PXO Visibility Enhancement	569	569	569								1,707
Traffic Sign Structure Replacement	200	200	200								600
Sub-Total	11,239	11,280	11,323	9,908	9,951	9,996	9,996	9,996	9,996	9,996	103,681
State of Good Repair											
Don Valley Parkway Rehabilitation	2,262	2,319	2,319	2,435	2,496	2,558	2,558	2,558	2,558	2,558	24,621
Traffic Plant Requirements/Signal Asset Mgmt.	5,700	5,436	5,700	5,700	5,700	5,700	5,700	5,700	5,700	5,700	56,736
City Bridge Rehabilitation	31,817	31,788	35,051	35,254	42,612	42,986	42,573	41,512	41,357	51,357	396,307
Major Road Rehabilitation	70,202	67,633	69,284	64,578	64,049	66,636	66,246	67,077	67,077	74,783	677,565
Local Road Reconstruction	18,431	21,377	18,342	20,651	21,239	22,175	23,000	23,500	23,500	28,500	220,715
Local Road Resurfacing	28,725	28,857	28,792	28,635	30,652	32,768	33,900	33,969	34,802	39,802	320,902
Sidewalks	13,801	15,304	13,970	16,128	12,483	12,358	12,674	11,274	11,274	11,274	130,540
Laneways	2,263	2,320	2,320	2,437	2,498	2,060	2,000	2,000	2,000	2,000	21,898
Retaining Walls Rehabilitation	1,188	1,218	1,218	1,279	1,311	1,344	1,344	1,344	1,344	1,344	12,934
Neighbourhood Improvements	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000
Traffic Plant Restoration	1,300	800	800								2,900
Facility Improvements	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000
F.G. Gardiner	46,400	48,817	50,353	51,612	52,902	54,225	55,581	56,970	58,395	59,854	535,109
Sub-Total	225,589	229,369	231,649	232,209	239,442	246,310	249,076	249,404	251,507	280,672	2,435,227
Service Improvements											
Cycling Infrastructure	9,947	9,480	9,850	9,205	8,100	8,303	8,303	8,303	8,303	8,303	88,097
Traffic Calming	276	283	283	298	305	312	312	312	312	312	3,005
Advanced Traffic Signal Control	2,500	614	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	13,914
Pan Am Path	200	50									250
Traffic Control - RESCU	2,500	1,600	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	12,900
Engineering Studies	1,870	2,170	2,500	2,500	2,500	2,538	2,538	2,538	2,538	2,538	24,230
Safety and Operational Improvements	1,276	1,283	1,283	1,297	1,305	1,313	1,313	1,313	1,313	1,313	13,009
Pedestrian Safety and Infrastructure Programs	150										150
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	20,719	17,480	18,366	17,750	16,660	16,916	16,916	16,916	16,916	16,916	175,555
Growth Related											
Transit Priority	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	17,600
Third Party Signals	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000
Ingram Drive Extension - Grade Separation	6,600	5,115									11,715
Steeles Widening (Tapscott Road - Beare Road)		4,000	4,000	17,000	13,000						38,000
Growth Related Capital Works	300	300	300	300	300	300	300	300	300	300	3,000
Scarlett/St Clair/Dundas	4,460	5,000									9,460
Work for TTC & Others	14,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	50,000
Dufferin Street Jog Elimination	2,000										2,000
Scarborough Golf Town Road/CN Grade Separation		6,600	7,526	5,280	844						20,250
Traffic Congestion Management	3,000	5,000	5,000	5,000							18,000
Allen Road Individual EA	1,250	1,250									2,500
Port Union Road						1,900					1,900
Six Points Interchange Redevelopment		3,587	12,601	15,000	9,360						40,548
Morningside Avenue Extension	3,000										3,000
Regent Park Revitalization		1,513	582	233	1,907	734	293	1,354	521	208	7,345
Yonge Street/Highway 401 Interchange Improvements		2,500	11,250	11,250							25,000
King Liberty Cycling Pedestrian Bridge		6,000									6,000
York/Bay/Yonge Reconfiguration			5,000								5,000
CP Industrial Spur Line	1,400										1,400
Legion Road Extension & Grade Separation							15,000	15,000	15,000		45,000
St Clair West/Metrolinx Georgetown Grade Separation		2,000	6,000	12,000	12,000						32,000
Lawrence-Allen Revitalization Project		550	1,094	1,153	940	2,086	438				6,261
Front Street Reconfiguration EA	5,800										5,800
Section 37 Wilson Avenue	20										20
Sub-Total	45,090	50,675	60,613	74,476	45,611	12,280	23,291	23,914	23,081	7,768	366,799
Total Expenditures by Category	302,637	308,804	321,951	334,343	311,664	285,502	299,279	300,230	301,500	315,352	3,081,262

Major Capital Initiatives

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

Health and Safety Projects

- Health and Safety projects included in the 10-Year Recommended Capital Plan address major signal modifications (\$22.900 million), new traffic control signals (\$32.700 million), pedestrian related issues involving accessible pedestrian signals (i.e. audible signals) for \$10.170 million and pedestrian safety and infrastructure programs for \$6.821 million.

State of Good Repair (SOGR)

- The main focus of the 10-Year Recommended Capital Plan is to ensure the State of Good Repair of the City's transportation infrastructure through the following projects: F.G. Gardiner Expressway rehabilitation (\$535.109), major and local road resurfacing and reconstruction (\$1.219 billion), bridge infrastructure rehabilitation (\$396.307 million), sidewalk replacement (\$130.540 million), laneway rehabilitation (\$21.898 million), DVP rehabilitation (\$24.621 million), and related traffic signal and traffic plant maintenance (\$59.636 million).
- By 2023, Transportation Services will repair approximately 1,000 km of roads, 50 km of expressways, 600 km of sidewalks and 150 bridges.

Service Improvement Projects

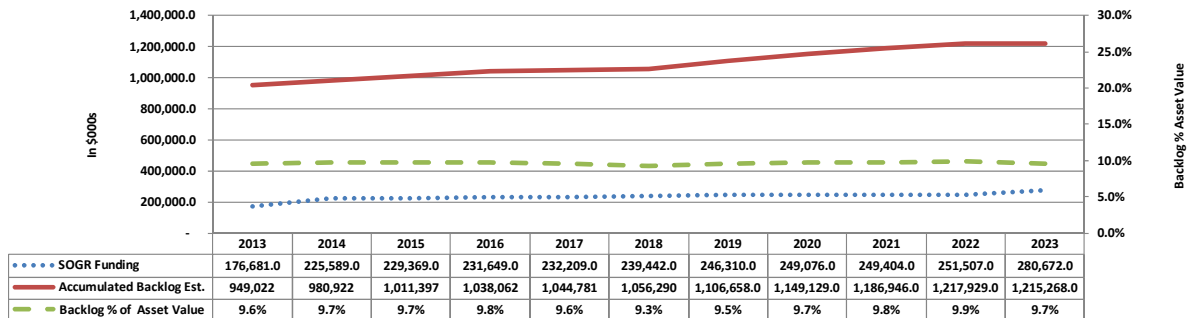
- The 10-Year Recommended Capital Plan dedicates funding of \$88.097 million for cycling infrastructure in support of the Bike Plan. This funding will be used to implement approximately 100 km of bike trails (up to 40km during the first five years), including the West Toronto Rail Path, Claireville- 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 2023 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 \$46.814 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.
 - Project work for TTC and Others 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 \$50.000 million is recommended in the 10-Year Capital Plan for these projects based on information provided to the City by the TTC.
 - 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 required over four years for Steeles Widening (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.
 - \$32.000 million has been allocated for the St Clair West/Metrolinx Georgetown Grade Separation project that will start in 2015 and is expected to take three years to complete.
 - \$7.345 million is included in the 10-Year 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 Points 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.
 - \$25.00 million is recommended for the Yonge Street / Highway 401 Interchange Improvements project to address traffic congestion and improve traffic operations at this location starting in 2015 and to be completed by 2018.
 - \$18.000 million is included in the 10-Year Capital Plan for the Traffic Congestion Management project that is intended to expand the existing Intelligent Transportation Systems (ITS) to help manage congestion on arterial roadways and expressways.
 - \$11.715 million in funding for the Ingram Drive Extension – Grade Separation project is included in the 10-Year Recommended Capital Plan to begin implementation of a road extension within the Castlefield - Caledonia Design and Decor District to improve mobility and accessibility in this employment zone. The recommended funding will be used to acquire the property needed to complete the future project.

State of Good Repair (SOGR) Backlog

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



The 10-Year Recommended Capital Plan dedicates \$1.158 billion to SOGR spending in the first five years of the Plan and an additional \$1.277 billion over the last five years which on average is \$243.523 million annually.

Transportation Services' has stewardship over linear assets such as bridges, roads, expressways, sidewalks and traffic signals that are valued at \$10.129 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 2013, the accumulated backlog of state of good repair work for Transportation Services' assets is estimated to be \$949.022 million, representing 9.4% 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 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 \$2.435 billion to address state of good repair, which represents an increase of \$83.852 million in SOGR funding above the 2013 – 2022 Approved Capital Budget and Plan, primarily arising from the addition of funding for the 11th year of the 13 year F. G. Gardiner rehabilitation project.

- The main focus of the 2014 Recommended Capital Budget and 2015-2023 Recommended Capital Plan is to rehabilitate the F. G. Gardiner Expressway (\$535.109 million), major roads (\$677.565 million), local roads (\$541.617 million), bridge infrastructure (\$396.307 million), and sidewalks, laneways and expressways (\$177.059 million).

- While the additional SOGR funding that was added to last year's budget has been continued in the 2014 – 2023 Recommended Capital Budget and Plan for the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will continue to increase over the 10-year planning period based on newly completed field assessments because of the upcoming wave of aging infrastructure. By 2023, the current SOGR backlog of \$949.022 million will increase to \$1.215 billion, but as a percentage of asset value, it remains constant at approximately 9.6%.
 - The backlog for Major Roads is still anticipated to increase from \$80.271 million in 2013 to \$231.809 million in 2023; and the backlog for Local Roads is anticipated to increase from \$136.027 million in 2013 to \$844.410 million in 2023.
 - As part of the 2013 - 2022 Approved Capital Budget and Plan (EX21.7), City Council approved the recommendation 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."
 - Subsequently, Transportation Services undertook condition assessments of local road capital infrastructure and determined that approximately \$125.0 million of SOGR funding is required for the rehabilitation needs of local roads. Given that the average annual SOGR funding for local roads is approximately \$54.161 million, there is an annual shortfall of approximately \$71 million. However, the shortfall could rise as high as \$85 million per year, over the upcoming years, due to the upcoming wave of aging infrastructure.
 - In 2014, Transportation Services in consultation with Financial Planning will develop a long term strategy to address Transportation Services' SOGR backlog. As part of this review, Transportation Services will continue to update condition assessments of existing capital infrastructure, incorporating any required updates to current backlog value levels.
 - 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, Transportation Services is addressing infrastructure needs for those streets built in the 1950s.
 - 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 this infrastructure and limit ongoing, more expensive road reconstruction requirements.

- The following table highlights the SOGR backlog for Transportation Services by asset category:

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

Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
State of Good Repair Funding		(31,900)	(30,475)	(26,665)	(6,719)	(11,509)	(50,368)	(42,471)	(37,817)	(30,983)	2,661
Accumulated Backlog Est. (yr end)	949,022	980,922	1,011,397	1,038,062	1,044,781	1,056,290	1,106,658	1,149,129	1,186,946	1,217,929	1,215,268
Backlog %Asset Value	9.6%	9.7%	9.7%	9.8%	9.6%	9.3%	9.5%	9.7%	9.8%	9.9%	9.7%
Asset Value	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	12,587,633
*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		46,400	48,817	50,353	51,612	52,902	54,225	55,581	56,970	58,395	59,854
Accumulated Backlog Est. (yr end)	601,370	554,970	506,153	455,800	404,188	351,286	297,061	241,480	184,510	126,115	66,261
Roads - Major											
State of Good Repair Funding		1,000	(6,467)	1,806	12,348	(1,088)	(43,788)	(38,769)	(33,017)	(28,012)	(15,551)
Accumulated Backlog Est. (yr end)	80,271	79,271	85,738	83,932	71,584	72,672	116,460	155,229	188,246	216,258	231,809
Roads - Local											
State of Good Repair Funding		(77,844)	(74,766)	(77,866)	(75,714)	(73,109)	(70,057)	(68,100)	(67,531)	(66,698)	(56,698)
Accumulated Backlog Est. (yr end)	136,027	213,871	288,637	366,503	442,217	515,326	585,383	653,483	721,014	787,712	844,410
Bridge Rehabilitation											
State of Good Repair Funding		(3,299)	(1,116)	(3,027)	2,004	9,027	8,556	7,805	6,149	5,720	15,444
Accumulated Backlog Est. (yr end)	45,607	48,906	50,022	53,049	51,045	42,018	33,462	25,657	19,508	13,788	(1,656)
Expressways (Excluding F.G. Gardiner)											
State of Good Repair Funding		2,262	2,319	2,319	2,435	2,496	2,558	2,558	2,558	2,558	2,558
Accumulated Backlog Est. (yr end)	71,388	69,126	66,807	64,488	62,053	59,557	56,999	54,441	51,883	49,325	46,767
Sidewalks											
State of Good Repair Funding		(419)	738	(250)	596	(1,737)	(1,862)	(1,546)	(2,946)	(2,946)	(2,946)
Accumulated Backlog Est. (yr end)	14,359	14,778	14,040	14,290	13,694	15,431	17,293	18,839	21,785	24,731	27,677

- As reflected in the table above, capital investment in Transportation Services' SOGR projects are anticipated to reduce the 2013 SOGR backlog for the following asset categories:
 - The **F.G. Gardiner Expressway** from \$601.370 million in 2013 to \$66.261 million by 2023;
 - **Bridge Rehabilitation** from \$45.607 million in 2013 to the elimination of the SOGR backlog by 2023; and
 - **Expressway** from \$71.388 million in 2013 to \$46.767 million by 2023.
- It is also important to note that despite the level of funding included in the 2014 – 2023 Recommended Capital Plan for Transportation Services' SOGR projects, the 2013 SOGR backlog is anticipated to increase further for the following asset categories:
 - The **Roads - Major** asset category will increase from an SOGR backlog of \$80.271 million in 2013 to \$231.809 million by 2023, even with \$690.680 million in SOGR funding dedicated to *Major Road Rehabilitation* included in the 10-Year Recommended Capital Plan;
 - The SOGR backlog for **Roads - Local** will increase from \$136.027 million in 2013 to \$844.410 million by 2023, despite \$541.883 million in SOGR funding dedicated to this asset category in the 10-year planning period; and
 - **Sidewalks** SOGR backlog will also increase from \$14.359 million in 2013 to \$27.677 million by 2023. Funding of \$132.507 million is included in the 10-Year Recommended Capital Plan for this asset category.

10-Year Capital Plan: Impact on the Operating Budget

Operating Impact Summary
(In \$000s)

Program Costs, Revenues and Net (\$000s)	2014 Rec'd Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
2014 Recommended Capital Budget											
Program Gross Expenditure	216.0										216.0
Program Revenue											-
Program Costs (Net)	216.0										216.0
Approved Positions											-
2015 - 2023 Capital Plan											
Program Gross Expenditure		216.0	216.0								432.0
Program Revenue											-
Program Costs (Net)		216.0	216.0								432.0
Approved Positions											-
Total											
Program Gross Expenditure	216.0	216.0	216.0								648.0
Program Revenue											-
Program Costs (Net)	216.0	216.0	216.0								648.0
Approved Positions											

The 10-Year Recommended Capital Plan will increase future year Operating Budgets by a total of \$0.648 million net over the 2014 – 2016 period, as shown in the table above.

This is comprised of funding to sustain the following:

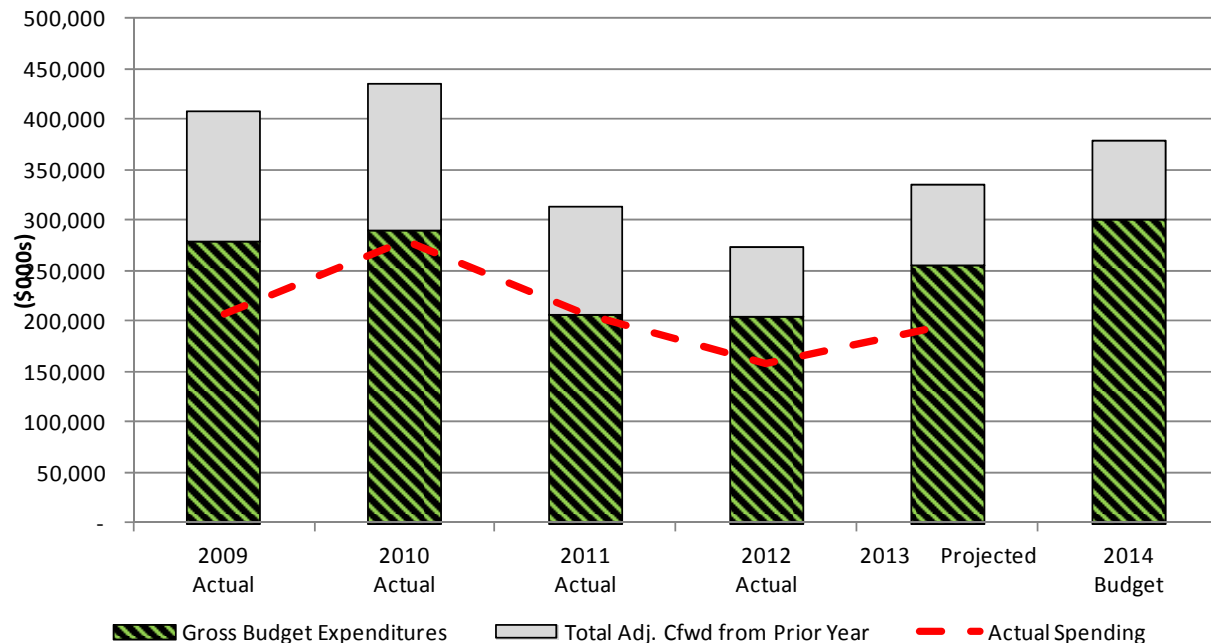
- In 2014, Transportation Services will require additional operating funding of \$0.216 million; of which \$0.036 million is needed to maintain and service the Wellesley St. separated bike lane; and \$0.180 million for operational costs of new signal infrastructure.
- The costs noted above will continue to incrementally increase in 2015 and 2016, there will be operating cost increases in the total, that amount to \$0.648 million by 2016.

Net Operating Impact by Project
(In \$000s)

Projects	2014 Rec'd Budget		2015 Plan		2016 Plan		2017 Plan		2018 Plan		2014 - 2018 Budget & Plan		2019 - 2023 Capital Plan	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved projects														
Cycling Infrastructure	36.0											36.0		
New Projects -2014														
New Traffic Control Signals / Devices	180.0											180.0		
New Projects - Future Year														
Cycling Infrastructure			36.0		36.0							72.0		
New Traffic Control Signals / Devices			180.0		180.0							360.0		
Total Recommended (Net)	216.0		216.0		216.0							648.0		

Capacity to Spend

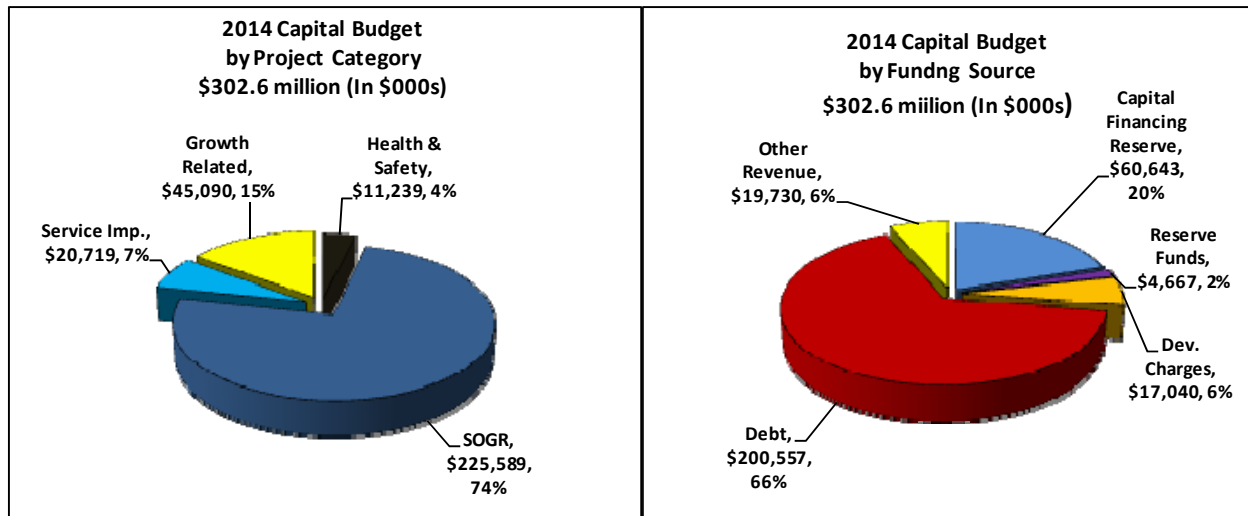
Capacity to Spend – Budget vs. Actual
(In \$000s)



- Transportation Services’ spending rate over the previous five years, from 2008 to 2012, averaged \$211.919 million or 60.4% of its average capital budget of \$350.607 million. The highest capacity to spend rate of 66.2% in 2011 (reflected in the above chart) was a result of enhanced capital project activity due to the Federal Infrastructure Stimulus Program.
- Cash flow funding in the 2014-2023 Recommended Capital Budget and Plan were critically evaluated and adjusted or deferred based on the readiness to proceed of certain projects.
- Based on this review of spending experience, adjustments and readiness to proceed, the following changes are included in the 2014 – 2023 Recommended Capital Plan:
 - A reduction of \$5.250 million to City Bridge Rehabilitation over 10 years;
 - A decrease of \$2.700 million to Traffic Plant Requirements / Signal Asset Management from 2014 to 2022; and
 - \$1.800 million in reductions over the 10-Year Recommended Plan for New Traffic Control Signals / Devices.

IV: 2014 RECOMMENDED CAPITAL BUDGET

2014 Capital Budget by Project Category and Funding Source



Note: Excludes carry forward funding

The 2014 Recommended Capital Budget, excluding funding carried forward from 2013 to 2014, requires new 2014 cash flow funding of \$302.637 million.

- \$11.239 million or 3.7% of 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 \$225.589 million or 74.5% of the 2013 Capital Budget project expenditures. The 2014 Recommended Capital Budget provides significant SOGR funding for the F.G. Gardiner Expressway and major road rehabilitation projects.
- Service Improvement projects such as Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversion account for another \$20.719 million or 6.8% of the 2014 Recommended Capital Budget's project funding.
- Growth Projects total \$45.090 million and represent 14.9% of the 2014 Recommended Capital Budget's expenditures and include work on projects such as the Morningside Avenue Extension, Traffic Congestion Management project, and Work for TTC and Others projects (construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others {TTC, developers etc.}).
- The 2014 Recommended Capital Budget for Transportation Services is funded primarily from debt, which accounts for 66.3% or \$200.557 million of financing. This exceeds the debt affordability guideline for this Program in 2014 by \$12.135 million in part due to the new Traffic Congestion Management project.
- Financing from reserve funding of \$60.643 million or 20.0% will be used primarily for SOGR work on the F.G. Gardiner expressway and major road rehabilitation. 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, anticipated contributions to Transportation from the Federal and Provincial government as well as Build Toronto dividends.

- Development Charges which have been maximized for eligible projects will fund \$17.040 million or 5.6% of the 2014 Recommended Capital Budget's expenditures.
- Reserve Funds account for \$4.667 million or 1.5% of financing. This source will be utilized for specific eligible Bike Plan projects and neighbourhood improvement projects.
- Other sources of funding in the amount of \$19.730 million or 6.5% 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.

**2014 Recommended Cash Flow & Future Year Commitments
(In \$000s)**

	2014 Prev. Appr'd Cash Flow Commit. Incl. Rec'd Changes	2014 New Cash Flow Rec'd	2014 Total Cash Flow Rec'd	2013 Carry Forwards	Total 2014 Cash Flow (Incl. 2013 C/Fwd)	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Cost
Expenditures															
Previously Approved	101,288		101,288	77,611	178,899	56,865	24,096	20,149	19,788	9,159	688	250			309,894
Change in Scope											7,000	7,181	7,617	7,807	29,605
New		10,137	10,137		10,137	5,615									15,752
New w/Future Year		191,212	191,212		191,212	37,803									229,015
Total Expenditure	101,288	201,349	302,637	77,611	380,248	100,283	24,096	20,149	19,788	9,159	7,688	7,431	7,617	7,807	584,266
Financing															
Debt	61,242	139,315	200,557	36,870	237,427	64,539	19,149	8,400	8,192	7,073	7,250	7,431	7,617	7,807	374,885
Other	2,895	16,835	19,730	21,649	41,379	364	364								42,107
Reserve Funds	1,100	3,567	4,667	250	4,917	50									4,967
Reserves	30,643	30,000	60,643		60,643	34,152	3,451	11,749	11,596	2,086	438				124,115
Development Charges Provincial/Federal	5,408	11,632	17,040	18,842	35,882	1,178	1,132								38,192
Total Financing (including carry forward funding)	101,288	201,349	302,637	77,611	380,248	100,283	24,096	20,149	19,788	9,159	7,688	7,431	7,617	7,807	584,266

Transportation Services' 2014 Recommended Capital Budget is \$380.248 million including carry forward funding of \$77.611 provides \$101.288 million for previously approved projects already underway and \$201.349 million for new projects.

- Over and above the \$130.995 million already committed for previously approved projects from 2015 to 2021, approval of the 2014 Capital Budget will result in future year funding commitments for new projects of \$43.418 million in 2015; \$7.000 million in 2020; \$7.181 million in 2021; \$7.617 million in 2022; and \$7.807 million in 2023.
 - Beginning in 2020, additional cash flow commitments are required for the planned 10-year F.G. Gardiner program management assignment.
- New projects relate the *Traffic Congestion Management* project (\$3.000 million) and the *Ingram Drive Extension* (\$11.715 million), as well as continuing state of good repair work scheduled for 2014. SOGR projects include major road rehabilitation (\$70.752 million) and local road reconstruction (\$16.374 million) and resurfacing (\$28.810 million), sidewalks (\$13.754 million), laneways (\$2.013 million), Don Valley Parkway (\$2.262 million) and city bridge rehabilitation projects (\$30.376 million).
- To fund the 2014 cash flow and future year commitments, Transportation Services will require new debt funding of \$200.557 million in 2014 and \$137.458 million for future year funding commitments from 2015 to 2023, predominately for rehabilitation and a 10-year project management assignments for the F.G. Gardiner Expressway.
- The 2014 cash flow and future year commitments will be partially funded (\$124.115 million) from reserve funding utilizing the City's Capital Financing Strategy.
- Development Charges of \$38.192 million will fund Service Improvement projects such as Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversions.
- The remaining \$47.074 million will be 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 Neighbourhood Improvement Program.

2014 Recommended Capital Project Highlights

2014 Recommended Capital Project Highlights
(In \$000s)

Project	2014	2015	2016	2017	2018	2014 - 2018	2019	2020	2021	2022	2023	2014 - 2023 Total
Accessible Pedestrian Signals (Audible Signals)	2,850	297	297			3,444						3,444
Advanced Traffic Signal Control	4,625	264	264			5,153						5,153
Allen Road Individual EA	1,250					1,250						1,250
City Bridge Rehabilitation	37,052	12,769	1,000	1,000	1,000	52,821						52,821
CP Industrial Spur Line	1,400					1,400						1,400
Cycling Infrastructure	12,476	500				12,976						12,976
Don Valley Parkway Rehabilitation	2,442					2,442						2,442
Dufferin Street Jog Elimination	2,000					2,000						2,000
Engineering Studies	1,870	170				2,040						2,040
F.G. Gardiner	51,246	48,817	15,704	16,096	16,498	148,361	7,073	7,250	7,431	7,617	7,807	185,539
Facility Improvements	1,500					1,500						1,500
Front Street Reconfiguration EA	9,883					9,883						9,883
Growth Related Capital Works	525					525						525
Ingram Drive Extension - Grade Separation	6,600	5,115				11,715						11,715
Laneways	3,228	305	190	190	135	4,048						4,048
LARP (Lawrence-Allen Revitalization Project)		550	1,094	1,153	940	3,737	2,085	438				6,260
LED Signal Module Conversion	1,800					1,800						1,800
Local Road Reconstruction	18,697	7,547	950	950	675	28,819						28,819
Local Road Resurfacing	28,725	3,075				31,800						31,800
Major Road Rehabilitation	83,317	14,969	760	760	540	100,346						100,346
Morningside Avenue Extension	5,443					5,443						5,443
Neighbourhood Improvements	2,000					2,000						2,000
New Traffic Control Signals / Devices	6,393	180	180			6,753						6,753
North Yonge Centre	8,494					8,494						8,494
Pan Am Path	200	50				250						250
Pedestrian Safety and Infrastructure Programs	1,080					1,080						1,080
PXO Visibility Enhancement	962					962						962
Redlea Avenue (Steeles to McNicoll)	3,000					3,000						3,000
Regent Park Revitalization	461					461						461
Retaining Walls Rehabilitation	1,688					1,688						1,688
Safety and Operational Improvements	2,228					2,228						2,228
Salt Management Program	1,025					1,025						1,025
Scarlett/St Clair/Dundas	8,321					8,321						8,321
Section 37 - Scarborough Pedestrian Walkway	100					100						100
Section 37 Front Street East Streetscaping Plan	1,298					1,298						1,298
Section 37 Wilson Avenue	20					20						20
Sidewalks	15,768	1,518				17,286						17,286
Signal Major Modifications	4,237	609	609			5,455						5,455
Signs and Markings Asset Management	1,850					1,850						1,850
Third Party Signals	2,775	364	364			3,503						3,503
Traffic Calming	276					276						276
Traffic Congestion Management	3,000					3,000						3,000
Traffic Control - RESCU	3,590	560	60			4,210						4,210
Traffic Plant Requirements/Signal Asset Mgmt.	9,900	2,129	2,129			14,158						14,158
Traffic Plant Restoration	1,300					1,300						1,300
Traffic Sign Structure Replacement	340					340						340
Transit Priority	3,344	495	495			4,334						4,334
Upgrades To Meet New ESA Requirements	3,168					3,168						3,168
Work for TTC & Others	16,500					16,500						16,500
Total (Including carry forward funding)	380,248	100,283	24,096	20,149	19,788	544,564	9,159	7,688	7,431	7,617	7,807	584,266

The 2014 Recommended Capital Budget provides funding of \$584.266 million to:

- Begin the Traffic Congestion Management project (\$3.000 million), the Allen Road Individual EA (\$1.250 million), the Pan Am Path project as part of the Pan/Parapan Am Games (\$0.250 million) and the initial phase of the Ingram Drive Extension – Grade Separation (\$11.715 million) by acquiring property for this purpose.
- Continue state of good repair maintenance and rehabilitation work on:
 - City Bridges (\$52.821 million);
 - The F. G. Gardiner Expressway (\$185.539 million);
 - Don Valley Parkway (\$2.442 million);
 - Major road rehabilitation (\$100.346 million);
 - Local road reconstruction and resurfacing (\$60.619 million); and
 - Sidewalk maintenance (\$17.286 million), related traffic signal and traffic plant maintenance (\$14.158 million), salt management (\$1.025 million) and pedestrian safety projects (\$1.080 million).
- Continue Service Improvement projects such as cycling infrastructure projects (\$12.976 million) on roads across the City.
- Continue work on Redlea Avenue (Steeles to McNicoll) (\$3.000 million) and the Lawrence Allen Revitalization project (\$6.260 million).
- Complete the service road in the North Yonge Centre (\$8.494 million).

V: ISSUES FOR DISCUSSION

2014 Issues

State of Good Repair (SOGR) Backlog

- The funding need is significant for expressway, road and bridge infrastructure to eliminate the rehabilitation backlog and to maintain the aging infrastructure network in a state of good repair.
- As noted in greater detail in the ***State of Good Repair (SOGR) Backlog*** section of these notes on page 18, even with additional SOGR funding that was added to the 2013 – 2022 Approved Capital Plan that continues into the 2014 – 2023 Capital Budget and Plan for the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will continue to increase over the 10-year planning period. By 2023, the current SOGR backlog of \$949.022 million will increase to \$1.215 billion while the percentage of asset value remains constant at approximately 9.6%.
 - In 2014, Transportation Services in consultation with Financial Planning, will develop a long term strategy highlighting the requirements to continue to address the backlog of SOGR. As part of this review, Transportation Services will continue to perform updated condition assessments of existing capital infrastructure, incorporating any required updates to current backlog value levels.
- It is recommended that 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 2015 Capital Budget Process.

Capital Financing Strategy

- In order to manage the significant debt needed to address SOGR funding requirements for major roads and the F. G. Gardiner expressway, Transportation Services is continuing its reliance on the capital financing strategy introduced in 2013.
- \$740.852 million from the Capital Financing Reserve will be required to fund Transportation Services' 2014-2023 Recommended Capital Budget and Plan, which will be provided from the City's capital financing strategy that utilizes proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, anticipated contributions to transit from the Federal and Provincial government as well as Build Toronto and Toronto Parking Authority one-time dividends.
- It is anticipated that the capital financing strategy will continue to help fund Transportation Services' Capital Program into the year 2025, representing the anticipated final year to complete capital work required for the F.G. Gardiner Expressway, based on the rehabilitation option.

Major Capital Projects

- *F. G. Gardiner Expressway* – At its meeting of May 7, 2013, Council approved “Revisions to the F.G. Gardiner Expressway Rehabilitation Project” (EX31.26) which revised the phasing of the F.G. Gardiner Expressway Rehabilitation Project to start work on the deck replacement program on the Westerly Deck instead of the Easterly Deck given the resumption of the Gardiner East EA.
- The 2014-2023 Recommended Capital Budget and Plan for Transportation Services provides capital funding of \$535.109 million over the 10-year period to rehabilitate, repair and maintain the F. G. Gardiner Expressway.
 - Elevated Portion - \$367.771 million
 - At-Grade Repairs - \$99.124 million
 - Program Management - \$68.214 million
- Transportation Services will continue to monitor progress and determine the costs and time-lines for the overall strategic rehabilitation plan for the Gardiner Expressway to ensure the entire project is delivered in a safe and serviceable condition, while minimizing traffic disruption.
- While the 10-Year Recommended Capital Plan includes funding to rehabilitate the F. G. Gardiner Expressway, an environmental assessment is nearing completion that will identify a preferred solution for the easterly portion of the expressway. It is anticipated that staff will report to Council in the Spring of 2014 on the preferred solution (maintain, improve, replace or remove).
- Any required adjustments resulting from preferred solution for the easterly portion will be submitted as part of future Capital Budget processes.

Future Year Issues*Unfunded Priority Projects*

- As part of the 2014 Capital Budget process, Transportation Services identified \$236.880 million of key unfunded capital priorities aimed at addressing growth in the City; increasing state of good repair funding; providing additional service improvements; and addressing health and safety needs.
 - As a result of freed up debt capacity primarily emanating from additional DC funding arising from Council's approval of the new 2013 DC Bylaw, \$70.515 million in previously unfunded capital projects have been added to the 2014-2023 Recommended Capital Budget and Plan. They include:
 - ✓ *Yonge Street / Highway 401 Interchange Improvements* (\$25.000 million);
 - ✓ *Traffic Congestion Management* (\$18.000 million);
 - ✓ *York/Bay/Yonge Reconfiguration* (\$5.000 million);
 - ✓ *Traffic Control (RESCU)*(\$1.900 million);

- ✓ *Traffic Plant Restoration* (\$2.900 million);
- ✓ *King Liberty Cycling Pedestrian Bridge* (\$6.000 million); and
- ✓ *Ingram Drive Extension – Grade Separation* (\$11.715 million).

Issues Referred to the 2014 Capital Budget Process

PW25.9 - Allen Road Environmental Assessment Study - Terms of Reference

- *At its meeting of October 8, 9, 10 and 11, 2013, Council directed that*
 - Pending Provincial approval of the Individual EA Terms of Reference, City Council direct the General Manager, Transportation Services to include for consideration in the 2014 Capital Budget for Transportation Services as a new project, \$2.5 million in new capital funding in order retain consulting expertise and to initiate in 2014 the Individual Environmental Assessment for Allen Road between Transit Road and Eglinton Avenue West.
 - The 2014 Recommended Capital Budget and Plan includes \$2.500 million in funding for the Allen Road Individual EA.

Appendix 1

2013 Performance

2013 Key Accomplishments

In 2013, Transportation Services accomplished the following:

- Anticipated completion of several major capital projects including:
 - ✓ Avenue Rd. from Eglinton Ave. to Oxtan Ave.
 - ✓ Bloor St. W. from Old Mill Dr. to Riverview Gardens.
 - ✓ Keele St. from Falstaff Ave. to Greenbrook Dr.
 - ✓ Lawrence Ave. E. from McCowan Rd. to Markham Rd.
 - ✓ Finch Ave W. from Kipling Ave to Islington Ave.
 - ✓ Burnhamthorpe Rd. from The West Mall to The East Mall.
 - ✓ Don Valley Parkway from St. Dennis Dr to Grenoble Dr/Spanbridge.
- 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 cycling trails in the parks and ravine systems, and in hydro and rail corridors across the City.
- Continued work on the Redlea Avenue (Steeles to McNicoll) and Regent Park Revitalization projects.
- Completion of the service road in the North Yonge Centre.

2013 Capital Variance Review

2013 Budget to Actual Comparison (In \$000s)

2013 Approved	Actuals as of Sept. 30, 2013 (3rd Quarter Variance)		Projected Actuals at Year End		Unspent Balance	
	\$	\$	% Spent	\$	% Spent	\$ Unspent
333,452	79,892	24.0%	196,748	59.0%	136,704	41.0%

Capital expenditures for the 9 months ending September 30, 2013 totaled \$79.892 million or 24.0% of its 2013 Approved Capital Budget of \$333.452 million. The projected year-end spending is expected to be \$196.748 million or 59.0% of the 2013 Approved Capital Budget.

The majority of under spending is attributable to savings of \$54.149 million or 16.2% of the 2013 Approved Capital Budget for completed projects (where funding is not required to be

carried forward to 2014) and projects where contracts valued at \$49.659 million have already been awarded but actual expenditures will not occur until 2014.

The rate of spending for the nine months ended September 30, 2013 is consistent with project schedules for construction as most are weather / temperature dependent. Typically, the majority of cash flow funding is spent during the traditional construction season through to the latter part of the year, after contracts are tendered and awarded. Contract awards for the reconstruction, repair and resurfacing of various roads; rehabilitation of bridges; etc. have already been awarded and committed, but a low spend rate is reflected due to the time lag. Spending on these projects will increase significantly in the fourth quarter, resulting in a much higher spend rate by year-end.

The Program had spending of \$69.702 million to the end of the third quarter and expects to spend \$162.775 million or 63.8% by year-end on projects that are considered on track. These are ongoing capital programs with annual projects and include the following:

- The Major Roads program incurred expenditures of \$17.940 million as of the third quarter and projects spending of \$32.614 million or 58.8% by year-end. Addressing Transportation Services' state of good repair backlog was a key capital priority during the 2013 Budget process. This is reflected in increased base funding for the Major Road Resurfacing program (additional \$15 million budgeted).
- The Local Road Rehabilitation program had expenditures of \$11.086 million as of September 30th and \$36.279 million or 84.3% is projected to be spent by year-end.
- The Sidewalk Rehabilitation program, that ensures the safety of pedestrians, had spending of \$3.383 million and \$6.591 million or 69.3% is projected to be spent by year-end.
- The Infrastructure Enhancement project's capital expenditure totalled \$4.994 million as of the third quarter and \$15.283 million or 48.7% is projected to be spent by year-end. This capital program consists of cycling infrastructure projects, specifically off-street trail projects that had spending of \$1.093 million and is projecting spending of \$3.914 million by year-end; and various construction projects (i.e. TTC track replacement) that had spending of \$1.400 million and is projecting spending of \$2.050 million by year-end.
- The City Bridge Rehabilitation project's capital expenditure totalled \$14.833 million as of September 30th and \$34.080 million or 75.2% is projected to be spent by year-end.
- The Neighbourhood Improvement project's capital expenditure totalled \$4.488 million as of the third quarter and \$4.210 million or 93.8% is projected to be spent by year-end.

Most of the year-end under-spending is anticipated in Transportation capital projects that require third party coordination and/or funding; community consultation; or are development/transit dependent. These projects include Neighbourhood Improvements program; Traffic Control projects; Infrastructure Enhancements project; and Bridge Rehabilitation program.

At this time, the Program estimates that its required carry forward funding for 2013 will be \$77.610 million or 23.3% of its 2013 Approved Capital Budget. Some of the large projects

requiring carry forward funding include: road resurfacing / reconstruction (\$14.346 million); city bridge rehabilitation (\$5.735 million); Gardiner Expressway rehabilitation (\$4.846 million); traffic control (\$20.589 million); sidewalks (\$1.967 million); infrastructure enhancements (\$24.917 million); various construction projects related to the TTC (\$2.500 million); and cycling infrastructure (\$2.529 million).

Appendix 2

10-Year Recommended Capital Plan Project Summary

(In \$000s)

Project	2014 Budget	Plan									2014 - 2023
		2015	2016	2017	2018	2019	2020	2021	2022	2023	
Accessible Pedestrian Signals (Audible Signals)	2,850	1,500	1,500	810	810	810	810	810	810	810	11,520
Advanced Traffic Signal Control	4,625	614	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	16,039
Allen Road Individual EA	1,250	1,250									2,500
City Bridge Rehabilitation	37,052	31,788	35,051	35,254	42,612	42,986	42,573	41,512	41,357	51,357	401,542
CP Industrial Spur Line	1,400										1,400
Cycling Infrastructure	12,476	9,480	9,850	9,205	8,100	8,303	8,303	8,303	8,303	8,303	90,626
Don Valley Parkway Rehabilitation	2,442	2,319	2,319	2,435	2,496	2,558	2,558	2,558	2,558	2,558	24,801
Dufferin Street Jog Elimination	2,000										2,000
Engineering Studies	1,870	2,170	2,500	2,500	2,500	2,538	2,538	2,538	2,538	2,538	24,230
F.G. Gardiner	51,246	48,817	50,353	51,612	52,902	54,225	55,581	56,970	58,395	59,854	539,955
Facility Improvements	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000
Front Street Reconfiguration EA	9,883										9,883
Growth Related Capital Works	525	300	300	300	300	300	300	300	300	300	3,225
Ingram Drive Extension - Grade Separation	6,600	5,115									11,715
King Liberty Cycling Pedestrian Bridge Laneways	3,228	6,000	2,320	2,437	2,498	2,060	2,000	2,000	2,000	2,000	6,000
LARP (Lawrence-Allen Revitalization Project)		550	1,094	1,153	940	2,086	438				22,863
LED Signal Module Conversion	1,800	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,261
Legion Road Extension & Grade Separation							15,000	15,000	15,000		10,800
Local Road Reconstruction	18,697	21,377	18,342	20,651	21,239	22,175	23,000	23,500	23,500	28,500	45,000
Local Road Resurfacing	28,725	28,857	28,792	28,635	30,652	32,768	33,900	33,969	34,802	39,802	220,981
Major Road Rehabilitation	83,317	67,633	69,284	64,578	64,049	66,636	66,246	67,077	67,077	74,783	320,902
Morningside Avenue Extension	5,443										690,680
Neighbourhood Improvements	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	5,443
New Traffic Control Signals / Devices	6,393	3,270	3,270	3,270	3,270	3,270	3,270	3,270	3,270	3,270	20,000
North Yonge Centre	8,494										35,823
Pan Am Path	200	50									8,494
Pedestrian Safety and Infrastructure Programs	1,080	641	657	673	690	707	707	707	707	707	250
Port Union Road						1,900					7,276
PXO Visibility Enhancement	962	569	569								1,900
Redlea Avenue (Steeles to McNicoll)	3,000										2,100
Regent Park Revitalization	461	1,513	582	233	1,907	734	293	1,354	521	208	3,000
Retaining Walls Rehabilitation	1,688	1,218	1,218	1,279	1,311	1,344	1,344	1,344	1,344	1,344	7,806
Safety and Operational Improvements	2,228	1,283	1,283	1,297	1,305	1,313	1,313	1,313	1,313	1,313	13,434
Salt Management Program	1,025	1,050	1,077	1,105	1,131	1,159	1,159	1,159	1,159	1,159	13,961
Scarborough Golf Town Road/CN Grade Separation		6,600	7,526	5,280	844						11,183
Section 37 - Scarborough Pedestrian Walkway	100										20,250
Scarlett/St Clair/Dundas	8,321	5,000									100
Section 37 Front Street East Streetscaping Plan	1,298										13,321
Section 37 Wilson Avenue	20										1,298
Sidewalks	15,768	15,304	13,970	16,128	12,483	12,358	12,674	11,274	11,274	11,274	20
Signal Major Modifications	4,237	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	2,290	132,507
Signs and Markings Asset Management	1,850	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	24,847
Six Points Interchange Redevelopment		3,587	12,601	15,000	9,360						10,850
St Clair West/Metrolinx Georgetown Grade Separation		2,000	6,000	12,000	12,000						40,548
Steeles Widening (Tapscott Road - Beare Road)		4,000	4,000	17,000	13,000						32,000
Third Party Signals	2,775	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	38,000
Traffic Calming	276	283	283	298	305	312	312	312	312	312	16,275
Traffic Congestion Management	3,000	5,000	5,000	5,000							3,005
Traffic Control - RESCU	3,590	1,600	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	18,000
Traffic Plant Requirements/Signal Asset Mgmt.	9,900	5,436	5,700	5,700	5,700	5,700	5,700	5,700	5,700	5,700	13,990
Traffic Plant Restoration	1,300	800	800								60,936
Traffic Sign Structure Replacement	340	200	200								2,900
Transit Priority	3,344	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	740
Upgrades To Meet New ESA Requirements	3,168	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	1,760	19,184
Work for TTC & Others	16,500	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	19,008
Yonge Street/Highway 401 Interchange Improvements		2,500	11,250	11,250							52,500
York/Bay/Yonge Reconfiguration			5,000								25,000
Total (Including carry forward funding)	380,247	308,804	321,951	334,343	311,664	285,502	299,279	300,230	301,500	315,352	3,158,872

Appendix 3
2014 Recommended Capital Budget;
2015 to 2023 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 Capital Plan

Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By									
					2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing	
TRN000001 Signal Major Modifications																							
0 6	Signal Major Modifications 2013 & Future	CW	S2	01	851	0	0	0	0	851	0	851	0	0	678	0	0	0	0	173	0	851	
0 8	13TM-01TP Signal Major Modification 2013-2016	CW	S2	01	2,192	609	609	0	0	3,410	0	3,410	0	0	2,606	0	0	0	0	804	0	3,410	
0 9	Signal Major Modifications 2014 & Future	CW	S5	01	1,194	1,681	1,681	2,290	2,290	9,136	11,450	20,586	0	0	9,678	0	0	0	0	10,908	0	20,586	
Sub-total					4,237	2,290	2,290	2,290	2,290	13,397	11,450	24,847	0	0	12,962	0	0	0	0	11,885	0	24,847	
TRN000171 Transit Priority																							
0 9	Transit Priority 2013 History	CW	S2	05	1,283	0	0	0	0	1,283	0	1,283	0	0	0	0	0	1,283	0	0	0	1,283	
0 10	13TM-01TP Transit Priority 2013-2016	CW	S2	05	778	495	495	0	0	1,768	0	1,768	0	0	1,467	0	0	0	301	0	0	1,768	
0 11	Transit Priority 2014 & Future	CW	S5	05	1,283	1,265	1,265	1,760	1,760	7,333	8,800	16,133	0	0	16,133	0	0	0	0	0	0	16,133	
Sub-total					3,344	1,760	1,760	1,760	1,760	10,384	8,800	19,184	0	0	17,600	0	0	0	1,584	0	0	0	19,184
TRN000172 Third Party Signals																							
0 7	Third Party Signals 2013 History	CW	S2	05	1,155	0	0	0	0	1,155	0	1,155	0	0	0	0	0	0	1,155	0	0	1,155	
0 8	13TM-01TP Third Party Signals 2013-2016	CW	S2	05	465	364	364	0	0	1,193	0	1,193	0	0	0	0	0	0	1,193	0	0	1,193	
0 9	Third Party Signals 2014 & Future	CW	S5	05	1,155	1,136	1,136	1,500	1,500	6,427	7,500	13,927	0	0	0	0	0	0	13,927	0	0	13,927	
Sub-total					2,775	1,500	1,500	1,500	1,500	8,775	7,500	16,275	0	0	0	0	0	0	0	16,275	0	0	16,275
TRN000181 Steeles Widening (Tapscott Road - Beare Road)																							
0 1	Steeles Widening (Tapscott Road - Beare Road)	42	S6	05	0	4,000	4,000	17,000	13,000	38,000	0	38,000	0	0	33,440	0	0	0	0	4,560	0	38,000	
Sub-total					0	4,000	4,000	17,000	13,000	38,000	0	38,000	0	0	33,440	0	0	0	0	4,560	0	38,000	
TRN000183 Cycling Infrastructure																							
0 7	Centennial Pk(E) Path Dev throughout (TBP) W14,15	03	S6	04	0	0	50	600	0	650	0	650	0	0	585	0	40	0	0	25	0	650	
0 9	Etobicoke Valley Pk: Trail Ext. 9	06	S6	04	0	0	50	400	0	450	0	450	0	0	405	0	45	0	0	0	0	450	
0 23	Cycling Infrastructure 2013 History	CW	S2	04	3,529	0	0	0	0	3,529	0	3,529	0	0	0	0	0	0	0	3,529	0	3,529	
0 24	Mid Humber Extend Trail Wards 1,2,7 2013 - 2016	CW	S5	04	750	750	750	0	0	2,250	0	2,250	0	0	1,950	0	0	0	0	300	0	2,250	
0 25	Toronto Bike Plan - CW Expansion 2014-2018	CW	S5	04	500	500	500	500	500	2,500	0	2,500	0	0	1,000	0	0	0	0	1,500	0	2,500	
0 26	Cycling Infrastructure 2014 & future	CW	S5	04	6,230	7,480	7,750	7,705	7,600	36,765	41,515	78,280	0	0	14,272	0	0	0	0	64,008	0	78,280	
0 27	Additional Off Road Bike Trails - 2014 & Future	CW	S5	04	750	750	750	0	0	2,250	0	2,250	0	0	1,950	0	0	0	0	300	0	2,250	

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 Capital Plan**

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TRN000183 Cycling Infrastructure</u>																								
0	28	Bike Share Expansion	CW	S4	04	717	0	0	0	0	717	0	717	0	0	0	0	667	0	50	0	0	0	717
Sub-total						12,476	9,480	9,850	9,205	8,100	49,111	41,515	90,626	0	0	20,162	0	752	0	50	0	69,662	0	90,626
<u>TRN000184 Growth Related Capital Works</u>																								
0	10	Growth Related Capital Works 2013 History	CW	S2	05	225	0	0	0	0	225	0	225	0	0	168	0	0	0	0	0	57	0	225
0	11	Growth Related Capital Works - 2014 & Future	CW	S5	05	300	300	300	300	300	1,500	1,500	3,000	0	0	1,800	0	0	0	0	0	1,200	0	3,000
Sub-total						525	300	300	300	300	1,725	1,500	3,225	0	0	1,968	0	0	0	0	0	1,257	0	3,225
<u>TRN000191 Scarlett/St Clair/Dundas</u>																								
0	2	Scarlett/St Clair/Dundas - 2013 History	11	S2	05	3,861	0	0	0	0	3,861	0	3,861	0	0	729	0	0	0	0	0	3,132	0	3,861
0	3	Scarlett/St Clair/Dundas - 2014 & Future	11	S5	05	4,460	5,000	0	0	0	9,460	0	9,460	0	0	3,500	0	0	0	0	0	5,960	0	9,460
Sub-total						8,321	5,000	0	0	0	13,321	0	13,321	0	0	4,229	0	0	0	0	0	9,092	0	13,321
<u>TRN000370 Traffic Calming</u>																								
0	10	Traffic Calming 2014 & Future	CW	S5	04	276	283	283	298	305	1,445	1,560	3,005	0	0	0	0	0	0	0	0	3,005	0	3,005
Sub-total						276	283	283	298	305	1,445	1,560	3,005	0	0	0	0	0	0	0	0	3,005	0	3,005
<u>TRN025 Work for TTC & Others</u>																								
0	9	Various Construction Projects 2013 History	CW	S2	05	2,500	0	0	0	0	2,500	0	2,500	0	0	0	0	0	0	0	2,500	0	0	2,500
0	10	Work for TTC & Others - Future 2014-2023	CW	S5	05	14,000	4,000	4,000	4,000	4,000	30,000	20,000	50,000	0	0	0	0	0	0	0	50,000	0	0	50,000
Sub-total						16,500	4,000	4,000	4,000	4,000	32,500	20,000	52,500	0	0	0	0	0	0	0	52,500	0	0	52,500
<u>TRN029 Don Valley Parkway Rehabilitation</u>																								
0	13	Don Valley Parkway Rehabilitation 2013 History	CW	S2	03	180	0	0	0	0	180	0	180	0	0	0	0	0	0	0	180	0	0	180
0	14	Don Valley Parkway Rehabilitation 2014 & Future	CW	S5	03	2,262	2,319	2,319	2,435	2,496	11,831	12,790	24,621	0	0	0	0	0	0	0	24,621	0	0	24,621
Sub-total						2,442	2,319	2,319	2,435	2,496	12,011	12,790	24,801	0	0	0	0	0	0	0	24,801	0	0	24,801
<u>TRN031 New Traffic Control Signals / Devices</u>																								
0	10	New Traffic Control Signals/ Devices 2013 History	CW	S2	01	3,123	0	0	0	0	3,123	0	3,123	0	0	2,645	0	0	0	0	478	0	0	3,123
0	11	13TM-01TP New Traffic Control Signal 2013-2016	CW	S2	01	181	180	180	0	0	541	0	541	0	0	0	0	0	0	0	541	0	0	541
0	12	New Traffic Control Signals/ Devices 2014 & Future	CW	S5	01	3,089	3,090	3,090	3,270	3,270	15,809	16,350	32,159	0	0	16,350	0	0	0	0	15,809	0	0	32,159
Sub-total						6,393	3,270	3,270	3,270	3,270	19,473	16,350	35,823	0	0	18,995	0	0	0	0	16,828	0	0	35,823

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN034 Traffic Plant Requirements/Signal Asset Manage																									
0	10	Traffic Plant Req'd/Signal Asset Man 2013	CW	S2	03	3,884	0	0	0	0	3,884	0	3,884	0	0	0	0	0	0	0	3,884	0	3,884		
0	11	13TM-01TP Traffic Plant Requirements 2013-2016	CW	S2	03	2,432	2,129	2,129	0	0	6,690	0	6,690	0	0	0	0	0	0	0	6,690	0	6,690		
0	12	Traffic Plant Req'd/Signal Asse 14-23	CW	S5	03	3,584	3,307	3,571	5,700	5,700	21,862	28,500	50,362	0	0	0	0	0	0	0	50,362	0	50,362		
Sub-total						9,900	5,436	5,700	5,700	5,700	32,436	28,500	60,936	0	0	0	0	0	0	0	60,936	0	60,936		
TRN035 Advanced Traffic Signal Control																									
0	9	Advanced Traffic Signal Control 2013 History	CW	S2	04	1,582	0	0	0	0	1,582	0	1,582	0	0	1,315	0	0	0	0	0	267	0	1,582	
0	10	13TM-01TPAdvanced Traffic Signal Control 2013-2016	CW	S2	04	961	264	264	0	0	1,489	0	1,489	0	0	1,023	0	0	0	0	0	466	0	1,489	
0	11	Additonal Funding 2013 History	CW	S2	04	250	0	0	0	0	250	0	250	0	0	0	0	0	0	0	0	250	0	250	
0	12	Additonal Funding - 2014-2014	CW	S5	04	250	350	0	0	0	600	0	600	0	0	93	0	0	0	0	0	507	0	600	
0	13	ATSC - 2014 and Future	CW	S5	04	1,582	0	1,086	1,350	1,350	5,368	6,750	12,118	0	0	5,974	0	0	0	0	0	6,144	0	12,118	
Sub-total						4,625	614	1,350	1,350	1,350	9,289	6,750	16,039	0	0	8,405	0	0	0	0	0	7,634	0	16,039	
TRN036 Traffic Control - RESCU																									
0	6	Traffic Control - RESCU 2014 & Future	CW	S5	04	1,001	1,040	1,040	1,100	1,100	5,281	5,500	10,781	0	0	1,121	0	0	0	0	0	9,660	0	10,781	
0	7	2009 Traffic Control - RESCU 2011-2013	CW	S2	04	1,001	0	0	0	0	1,001	0	1,001	0	0	80	0	0	0	0	0	921	0	1,001	
0	11	13TM-01TP Traffic Control RESCU 2013-2016	CW	S2	04	188	60	60	0	0	308	0	308	0	0	168	0	0	0	0	0	140	0	308	
0	12	ITS Initiative - RESCU	CW	S4	04	1,400	500	0	0	0	1,900	0	1,900	0	0	0	0	0	0	0	0	1,900	0	1,900	
Sub-total						3,590	1,600	1,100	1,100	1,100	8,490	5,500	13,990	0	0	1,369	0	0	0	0	0	0	12,621	0	13,990
TRN037 Accessible Pedestrian Signals (Audible Signals)																									
0	9	Accessible Pedestrian Signals 2013 & Future	CW	S2	01	1,057	0	0	0	0	1,057	0	1,057	0	0	0	0	0	0	0	0	1,057	0	1,057	
0	10	13TM-01TP Audible Signals 2013-2016	CW	S2	01	586	297	297	0	0	1,180	0	1,180	0	0	0	0	0	0	0	0	1,180	0	1,180	
0	12	Accessible Pedestrian Signals 2014 & Future	CW	S5	01	1,207	1,203	1,203	810	810	5,233	4,050	9,283	0	0	1,118	0	0	0	0	0	8,165	0	9,283	
Sub-total						2,850	1,500	1,500	810	810	7,470	4,050	11,520	0	0	1,118	0	0	0	0	0	0	10,402	0	11,520
TRN055 City Bridge Rehabilitation																									
0	12	City Bridge History 2012	CW	S2	03	1,565	0	0	0	0	1,565	0	1,565	0	0	0	0	0	0	0	0	1,565	0	1,565	
0	13	City Bridge 2013 History	CW	S2	03	15,880	0	0	0	0	15,880	0	15,880	0	0	0	0	0	0	0	0	15,880	0	15,880	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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															
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing					
<u>TRN055 City Bridge Rehabilitation</u>																												
0	14	Bridge Assessments	CW	S2	03	1,000	1,000	1,000	1,000	1,000	5,000	0	5,000	0	0	0	0	0	0	0	0	0	0	0	5,000	0	5,000	
0	15	City Bridge 2014 & Future	CW	S5	03	18,607	30,788	34,051	34,254	41,612	159,312	219,785	379,097	0	0	0	0	0	0	0	0	0	0	0	379,097	0	379,097	
Sub-total						37,052	31,788	35,051	35,254	42,612	181,757	219,785	401,542	0	0	0	0	0	0	0	0	0	0	0	401,542	0	401,542	
<u>TRN077 Dufferin Street Jog Elimination</u>																												
0	1	CN & Expropriations 2013-2014	13	S2	05	2,000	0	0	0	0	2,000	0	2,000	0	0	1,000	0	0	0	0	0	0	0	0	1,000	0	2,000	
Sub-total						2,000	0	0	0	0	2,000	0	2,000	0	0	1,000	0	0	0	0	0	0	0	0	0	1,000	0	2,000
<u>TRN160 Engineering Studies</u>																												
0	10	Engineering Studies - 2013 History	CW	S2	04	170	0	0	0	0	170	0	170	0	0	0	0	0	0	0	0	0	0	0	170	0	170	
0	12	Engineering Studies - 2014 & Future	CW	S5	04	1,700	2,170	2,500	2,500	2,500	11,370	12,690	24,060	0	0	6,787	0	0	0	0	0	0	0	0	0	17,273	0	24,060
Sub-total						1,870	2,170	2,500	2,500	2,500	11,540	12,690	24,230	0	0	6,787	0	0	0	0	0	0	0	0	0	17,443	0	24,230
<u>TRN350 Major Road Reconstruction</u>																												
0	13	Major Road Reconstructio History 2013	CW	S2	03	3,115	0	0	0	0	3,115	0	3,115	0	0	0	0	0	0	0	0	0	0	0	3,115	0	3,115	
Sub-total						3,115	0	0	0	0	3,115	0	3,115	0	0	0	0	0	0	0	0	0	0	0	0	3,115	0	3,115
<u>TRN355 Scarborough Golf Town Road/CN Grade Separat</u>																												
0	3	Steeles/Kennedy Grade Separation - 2014 Future	39	S6	05	0	6,600	7,526	5,280	844	20,250	0	20,250	0	0	11,137	0	0	0	0	0	0	0	0	0	9,113	0	20,250
Sub-total						0	6,600	7,526	5,280	844	20,250	0	20,250	0	0	11,137	0	0	0	0	0	0	0	0	0	9,113	0	20,250
<u>TRN380 Transportation Safety & Local Improvement Prog</u>																												
0	9	Safety and Operational Improvements 2013 History	CW	S2	04	952	0	0	0	0	952	0	952	0	0	0	0	0	0	0	0	0	0	0	952	0	952	
0	10	Transportation Safety & Local Improvement 2014 & F	CW	S5	04	1,276	1,283	1,283	1,297	1,305	6,444	6,565	13,009	0	0	0	0	0	0	0	0	0	0	0	0	13,009	0	13,009
Sub-total						2,228	1,283	1,283	1,297	1,305	7,396	6,565	13,961	0	0	0	0	0	0	0	0	0	0	0	0	13,961	0	13,961
<u>TRN396 Major Road Resurfacing</u>																												
0	12	Major Road Resurfacing 2013 History	CW	S2	03	10,000	0	0	0	0	10,000	0	10,000	0	0	0	0	0	0	0	10,000	0	0	0	0	0	10,000	
Sub-total						10,000	0	0	0	0	10,000	0	10,000	0	0	0	0	0	0	10,000	0	0	0	0	0	0	10,000	
<u>TRN906071 Port Union Road</u>																												
0	2	Port Union Road - Future	44	S6	05	0	0	0	0	0	0	1,900	1,900	0	0	1,330	0	0	0	0	0	0	0	0	570	0	1,900	
Sub-total						0	0	0	0	0	0	1,900	1,900	0	0	1,330	0	0	0	0	0	0	0	0	0	570	0	1,900

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 Capital Plan**

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By																	
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing						
<u>TRN906072 Salt Management Program</u>																													
0	12	Salt Management Program 2014 & Future			CW	S5	01	1,025	1,050	1,077	1,105	1,131	5,388	5,795	11,183	0	0	0	0	0	0	0	0	0	0	11,183	0	11,183	
Sub-total							1,025	1,050	1,077	1,105	1,131	5,388	5,795	11,183	0	0	0	0	0	0	0	0	0	0	0	11,183	0	11,183	
<u>TRN906079 LED Signal Module Conversion</u>																													
0	6	Led Signal Module Conversion 2013 History			CW	S2	04	800	0	0	0	0	800	0	800	0	0	0	0	0	0	0	0	0	0	800	0	800	
0	7	Led Signal Module Conversion 2014 & 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	0	10,000	0	10,000	
Sub-total							1,800	1,000	1,000	1,000	1,000	5,800	5,000	10,800	0	0	0	0	0	0	0	0	0	0	0	0	10,800	0	10,800
<u>TRN906080 Pedestrian Safety and Infrastructure Programs</u>																													
0	9	Pedestrian Safety & Infrastructure 2013 History			CW	S2	01	305	0	0	0	0	305	0	305	0	0	0	0	0	0	0	0	0	0	305	0	305	
0	10	PSIP - 2014 & Future			CW	S5	01	625	641	657	673	690	3,286	3,535	6,821	0	0	752	0	0	0	0	0	0	0	6,069	0	6,821	
0	11	Wayfinding Strategy Pilot			CW	S2	04	150	0	0	0	0	150	0	150	0	0	0	150	0	0	0	0	0	0	0	0	150	
Sub-total							1,080	641	657	673	690	3,741	3,535	7,276	0	0	752	0	150	0	0	0	0	0	0	6,374	0	7,276	
<u>TRN906081 Local Road Reconstruction</u>																													
0	12	Local Road Reconstruction 2013 History			CW	S2	03	8,845	1,025	950	950	675	12,445	0	12,445	0	0	0	0	0	0	0	0	0	0	12,445	0	12,445	
0	13	Local Road Reconstruction 2014 & Future			CW	S5	03	9,852	20,352	17,392	19,701	20,564	87,861	120,675	208,536	0	0	0	0	0	0	0	0	0	0	0	208,536	0	208,536
Sub-total							18,697	21,377	18,342	20,651	21,239	100,306	120,675	220,981	0	0	0	0	0	0	0	0	0	0	0	0	220,981	0	220,981
<u>TRN906082 Local Road Resurfacing</u>																													
0	11	Local Road Resurfacing 2013 History			CW	S2	03	2,990	0	0	0	0	2,990	0	2,990	0	0	0	0	0	0	0	0	0	0	2,990	0	2,990	
0	12	Local Road Resurfacing 2014 & Future			CW	S5	03	25,735	28,857	28,792	28,635	30,652	142,671	175,241	317,912	0	0	0	0	0	0	0	0	0	0	0	317,912	0	317,912
Sub-total							28,725	28,857	28,792	28,635	30,652	145,661	175,241	320,902	0	0	0	0	0	0	0	0	0	0	0	0	320,902	0	320,902
<u>TRN906085 Sidewalks</u>																													
0	11	Sidewalks 2013 History			CW	S2	03	3,532	0	0	0	0	3,532	0	3,532	0	0	0	0	0	0	0	0	1,967	0	1,565	0	3,532	
0	12	Sidewalks 2014 & Future			CW	S5	03	12,236	15,304	13,970	16,128	12,483	70,121	58,854	128,975	0	0	0	0	0	0	0	0	0	0	0	128,975	0	128,975
Sub-total							15,768	15,304	13,970	16,128	12,483	73,653	58,854	132,507	0	0	0	0	0	0	0	0	0	1,967	0	130,540	0	132,507	
<u>TRN906086 Laneways</u>																													
0	11	Laneways 2013 History			CW	S2	03	1,315	205	190	190	135	2,035	0	2,035	0	0	0	0	0	0	0	0	965	0	1,070	0	2,035	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
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	S2	05	2,000	0	0	0	0	2,000	0	2,000	0	0	1,620	0	0	0	0	0	0	380	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	126	0	0	0	0	126	0	126	0	0	126	0	0	0	0	0	0	0	126	
0	2	Morningside Avenue Extension 2013 & Future	42	S2	05	2,317	0	0	0	0	2,317	0	2,317	0	0	1,890	0	0	0	0	427	0	0	2,317	
0	3	Morningside Avenue Extension 2014 & Future Years	42	S5	05	3,000	0	0	0	0	3,000	0	3,000	0	0	1,890	0	0	0	0	1,110	0	0	3,000	
Sub-total						5,443	0	0	0	0	5,443	0	5,443	0	0	3,906	0	0	0	0	1,537	0	0	5,443	
TRN907546 Regent Park Revitalization																									
0	4	Regent Park Revitalization - 2013 & Future	27	S2	05	461	0	0	0	0	461	0	461	0	0	0	0	0	0	0	0	461	0	461	
0	5	Regent Park Revitalization	27	S6	05	0	1,513	582	233	1,907	4,235	3,110	7,345	0	0	3,233	0	0	0	0	0	4,112	0	7,345	
Sub-total						461	1,513	582	233	1,907	4,696	3,110	7,806	0	0	3,233	0	0	0	0	0	4,573	0	7,806	
TRN907617 Traffic Sign Structure Replacement																									
0	1	Traffic Sign Structure Replacement 2013 History	CW	S2	01	140	0	0	0	0	140	0	140	0	0	0	0	0	0	0	140	0	0	140	
0	2	Traffic Sign Structure Replacement 2014 Future	CW	S5	01	200	200	200	0	0	600	0	600	0	0	0	0	0	0	0	0	600	0	600	
Sub-total						340	200	200	0	0	740	0	740	0	0	0	0	0	0	0	0	740	0	740	
TRN907673 Facility Improvements																									
0	6	Facility Improvements - 2014 & 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						1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	0	15,000	0	15,000
TRN907831 Front Street Reconfiguration EA																									
0	1	Front Street Reconfiguration EA	28	S2	05	4,801	0	0	0	0	4,801	0	4,801	0	0	2,500	0	0	0	0	2,301	0	0	4,801	
0	2	Front Street Reconfiguration Streetscape Impr.	28	S2	05	5,083	0	0	0	0	5,083	0	5,083	0	0	0	1,000	0	3,400	683	0	0	0	5,083	
Sub-total						9,884	0	0	0	0	9,884	0	9,884	0	0	2,500	0	1,000	0	3,400	683	2,301	0	0	9,884
TRN907834 York/Bay/Yonge Reconfiguration																									
0	1	York/Bay/Yonge Reconfiguration	28	S6	05	0	0	5,000	0	0	5,000	0	5,000	0	0	0	0	0	5,000	0	0	0	0	5,000	
Sub-total						0	0	5,000	0	0	5,000	0	5,000	0	0	0	0	0	0	5,000	0	0	0	0	5,000

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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											
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TRN907871 Traffic Plant Restoration</u>																								
0	1	Traffic Plant Restoration 2014-2018	CW	S5	03	1,300	800	800	0	0	2,900	0	2,900	0	0	0	0	0	0	2,900	0	2,900		
Sub-total						1,300	800	800	0	0	2,900	0	2,900	0	0	0	0	0	0	2,900	0	2,900		
<u>TRN907926 Major Road Rehabilitation</u>																								
0	1	Major Road Rehabilitation 2014 & Future	CW	S5	03	56,603	66,813	68,524	63,818	63,509	319,267	341,819	661,086	0	0	0	300,000	0	0	0	361,086	0	661,086	
0	2	History 2013 - With 2014 to 2018 Cash Flow	CW	S2	03	13,599	820	760	760	540	16,479	0	16,479	0	0	0	0	0	0	0	16,479	0	16,479	
Sub-total						70,202	67,633	69,284	64,578	64,049	335,746	341,819	677,565	0	0	0	300,000	0	0	0	377,565	0	677,565	
<u>TRN907937 Traffic Congestion Management</u>																								
0	1	Traffic Congestion Management	CW	S5	05	3,000	5,000	5,000	5,000	0	18,000	0	18,000	0	0	0	0	0	0	0	18,000	0	18,000	
Sub-total						3,000	5,000	5,000	5,000	0	18,000	0	18,000	0	0	0	0	0	0	0	18,000	0	18,000	
<u>TRN907939 Allen Road Individual EA</u>																								
0	1	Allen Road Individual EA	CW	S5	05	1,250	1,250	0	0	0	2,500	0	2,500	0	0	700	0	0	0	0	1,800	0	2,500	
Sub-total						1,250	1,250	0	0	0	2,500	0	2,500	0	0	700	0	0	0	0	1,800	0	2,500	
<u>TRN908015 Pan Am Path</u>																								
0	1	Pan Am Path	CW	S2	04	200	50	0	0	0	250	0	250	0	0	0	250	0	0	0	0	0	250	
Sub-total						200	50	0	0	0	250	0	250	0	0	0	250	0	0	0	0	0	250	
<u>TRN908026 CP Industrial Spur Line</u>																								
0	1	CP Industrial Spur Line	37	S4	05	1,400	0	0	0	0	1,400	0	1,400	0	0	0	900	0	500	0	0	0	1,400	
Sub-total						1,400	0	0	0	0	1,400	0	1,400	0	0	0	900	0	500	0	0	0	1,400	
<u>TRN907323 Six Points Interchange Redevelopment</u>																								
0	2	Six Points Interchange Redevelopment 2015 & Future	CW	S6	05	0	3,587	12,601	15,000	9,360	40,548	0	40,548	0	0	11,353	0	15,000	0	0	0	14,195	0	40,548
Sub-total						0	3,587	12,601	15,000	9,360	40,548	0	40,548	0	0	11,353	0	15,000	0	0	0	14,195	0	40,548
<u>TRN907910 F.G. Gardiner</u>																								
0	5	At-Grade Repairs History 2013-2018	CW	S2	03	13,230	8,913	9,136	9,364	9,598	50,241	0	50,241	0	0	0	23,722	0	0	0	26,519	0	50,241	
0	7	At-Grade Repairs Future 2019-2023	CW	S6	03	0	0	0	0	0	0	51,713	51,713	0	0	0	36,993	0	0	0	14,720	0	51,713	
0	8	Elevated Portion History 2013 - 2015	CW	S2	03	32,509	34,224	0	0	0	66,733	0	66,733	0	0	0	61,346	0	0	0	5,387	0	66,733	
0	9	Elevated Portion - 2016 - 2023 Future	CW	S6	03	0	0	34,649	35,516	36,404	106,569	196,134	302,703	0	0	0	301,937	0	0	0	766	0	302,703	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907910 F.G. Gardiner																								
0	10	Program Management - History 2013 - 2021			CW S2 03	5,507	5,680	6,568	6,732	6,900	31,387	7,573	38,960	0	0	0	2,786	0	0	0	0	36,174	0	38,960
0	11	Program Management - Future 2020 - 2023			CW S3 03	0	0	0	0	0	0	29,605	29,605	0	0	0	7,807	0	0	0	0	21,798	0	29,605
Sub-total						51,246	48,817	50,353	51,612	52,902	254,930	285,025	539,955	0	0	0	434,591	0	0	0	0	105,364	0	539,955
Total Program Expenditure						380,248	308,804	321,951	334,343	311,664	1,657,010	1,501,863	3,158,873	0	0	238,761	740,852	38,052	0	24,884	83,495,032,829	0	3,158,873	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Recommended Capital Budget; 2015 to 2023 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.	2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																				
Development Charges			35,882	21,383	26,341	39,298	28,713	151,617	87,144	238,761	0	0	238,761	0	0	0	0	0	0	238,761
Reserves (Ind. "XQ" Ref.)			60,643	64,152	68,100	77,265	78,000	348,160	392,692	740,852	0	0	0	740,852	0	0	0	0	0	740,852
Reserve Funds (Ind. "XR" Ref.)			4,917	3,750	7,025	7,060	5,300	28,052	10,000	38,052	0	0	0	0	38,052	0	0	0	0	38,052
Other1 (Internal)			19,884	0	5,000	0	0	24,884	0	24,884	0	0	0	0	0	24,884	0	0	0	24,884
Other2 (External)			21,495	6,750	11,125	11,125	5,500	55,995	27,500	83,495	0	0	0	0	0	0	83,495	0	0	83,495
Debt			237,427	212,769	204,360	199,595	194,151	1,048,302	984,527	2,032,829	0	0	0	0	0	0	0	0,032,829	0	2,032,829
Total Program Financing			380,248	308,804	321,951	334,343	311,664	1,657,010	1,501,863	3,158,873	0	0	238,761	740,852	38,052	0	24,884	83,495,032,829	0	3,158,873

Status Code	Description
S2	S2 Prior Year (With 2014 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2014 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 2015 & 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
2014 Recommended Cash Flow and
Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Recommended Cash Flow and Future Year Commitments

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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN000001 <u>Signal Major Modifications</u>																								
0	6	Signal Major Modifications 2013 & Future	CW	S2	01	851	0	0	0	0	851	0	851	0	0	678	0	0	0	0	0	173	0	851
0	8	13TM-01TP Signal Major Modification 2013-2016	CW	S2	01	2,192	609	609	0	0	3,410	0	3,410	0	0	2,606	0	0	0	0	0	804	0	3,410
0	9	Signal Major Modifications 2014 & Future	CW	S5	01	1,194	0	0	0	0	1,194	0	1,194	0	0	311	0	0	0	0	0	883	0	1,194
Sub-total						4,237	609	609	0	0	5,455	0	5,455	0	0	3,595	0	0	0	0	0	1,860	0	5,455
TRN000171 <u>Transit Priority</u>																								
0	9	Transit Priority 2013 History	CW	S2	05	1,283	0	0	0	0	1,283	0	1,283	0	0	0	0	0	0	1,283	0	0	0	1,283
0	10	13TM-01TP Transit Priority 2013-2016	CW	S2	05	778	495	495	0	0	1,768	0	1,768	0	0	1,467	0	0	0	301	0	0	0	1,768
0	11	Transit Priority 2014 & Future	CW	S5	05	1,283	0	0	0	0	1,283	0	1,283	0	0	1,283	0	0	0	0	0	0	0	1,283
Sub-total						3,344	495	495	0	0	4,334	0	4,334	0	0	2,750	0	0	0	1,584	0	0	0	4,334
TRN000172 <u>Third Party Signals</u>																								
0	7	Third Party Signals 2013 History	CW	S2	05	1,155	0	0	0	0	1,155	0	1,155	0	0	0	0	0	0	1,155	0	0	0	1,155
0	8	13TM-01TP Third Party Signals 2013-2016	CW	S2	05	465	364	364	0	0	1,193	0	1,193	0	0	0	0	0	0	1,193	0	0	0	1,193
0	9	Third Party Signals 2014 & Future	CW	S5	05	1,155	0	0	0	0	1,155	0	1,155	0	0	0	0	0	0	1,155	0	0	0	1,155
Sub-total						2,775	364	364	0	0	3,503	0	3,503	0	0	0	0	0	0	3,503	0	0	0	3,503
TRN000183 <u>Cycling Infrastructure</u>																								
0	23	Cycling Infrastructure 2013 History	CW	S2	04	3,529	0	0	0	0	3,529	0	3,529	0	0	0	0	0	0	0	0	3,529	0	3,529
0	24	Mid Humber Extend Trail Wards 1,2,7 2013 - 2016	CW	S5	04	750	0	0	0	0	750	0	750	0	0	650	0	0	0	0	0	100	0	750
0	25	Toronto Bike Plan - CW Expansion 2014-2018	CW	S5	04	500	0	0	0	0	500	0	500	0	0	200	0	0	0	0	0	300	0	500
0	26	Cycling Infrastructure 2014 & future	CW	S5	04	6,230	500	0	0	0	6,730	0	6,730	0	0	1,301	0	0	0	0	0	5,429	0	6,730
0	27	Additional Off Road Bike Trails - 2014 & Future	CW	S5	04	750	0	0	0	0	750	0	750	0	0	650	0	0	0	0	0	100	0	750
0	28	Bike Share Expansion	CW	S4	04	717	0	0	0	0	717	0	717	0	0	0	0	667	0	50	0	0	0	717
Sub-total						12,476	500	0	0	0	12,976	0	12,976	0	0	2,801	0	667	0	50	0	9,458	0	12,976
TRN000184 <u>Growth Related Capital Works</u>																								
0	10	Growth Related Capital Works 2013 History	CW	S2	05	225	0	0	0	0	225	0	225	0	0	168	0	0	0	0	0	57	0	225

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Recommended Cash Flow and Future Year Commitments

Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By										
					2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
TRN000184 Growth Related Capital Works																						
0 11	Growth Related Capital Works - 2014 & Future	CW	S5	05	300	0	0	0	0	300	0	300	0	0	180	0	0	0	0	120	0	300
	Sub-total				525	0	0	0	0	525	0	525	0	0	348	0	0	0	0	177	0	525
TRN000191 Scarlett/St Clair/Dundas																						
0 2	Scarlett/St Clair/Dundas - 2013 History	11	S2	05	3,861	0	0	0	0	3,861	0	3,861	0	0	729	0	0	0	0	3,132	0	3,861
0 3	Scarlett/St Clair/Dundas - 2014 & Future	11	S5	05	4,460	0	0	0	0	4,460	0	4,460	0	0	1,650	0	0	0	0	2,810	0	4,460
	Sub-total				8,321	0	0	0	0	8,321	0	8,321	0	0	2,379	0	0	0	0	5,942	0	8,321
TRN000370 Traffic Calming																						
0 10	Traffic Calming 2014 & Future	CW	S5	04	276	0	0	0	0	276	0	276	0	0	0	0	0	0	0	276	0	276
	Sub-total				276	0	0	0	0	276	0	276	0	0	0	0	0	0	0	276	0	276
TRN025 Work for TTC & Others																						
0 9	Various Construction Projects 2013 History	CW	S2	05	2,500	0	0	0	0	2,500	0	2,500	0	0	0	0	0	0	2,500	0	0	2,500
0 10	Work for TTC & Others - Future 2014-2023	CW	S5	05	14,000	0	0	0	0	14,000	0	14,000	0	0	0	0	0	0	14,000	0	0	14,000
	Sub-total				16,500	0	0	0	0	16,500	0	16,500	0	0	0	0	0	0	16,500	0	0	16,500
TRN029 Don Valley Parkway Rehabilitation																						
0 13	Don Valley Parkway Rehabilitation 2013 History	CW	S2	03	180	0	0	0	0	180	0	180	0	0	0	0	0	0	0	180	0	180
0 14	Don Valley Parkway Rehabilitation 2014 & Future	CW	S5	03	2,262	0	0	0	0	2,262	0	2,262	0	0	0	0	0	0	0	2,262	0	2,262
	Sub-total				2,442	0	0	0	0	2,442	0	2,442	0	0	0	0	0	0	0	2,442	0	2,442
TRN031 New Traffic Control Signals / Devices																						
0 10	New Traffic Control Signals/ Devices 2013 History	CW	S2	01	3,123	0	0	0	0	3,123	0	3,123	0	0	2,645	0	0	0	0	478	0	3,123
0 11	13TM-01TP New Traffic Control Signal 2013-2016	CW	S2	01	181	180	180	0	0	541	0	541	0	0	0	0	0	0	0	541	0	541
0 12	New Traffic Control Signals/ Devices 2014 & Future	CW	S5	01	3,089	0	0	0	0	3,089	0	3,089	0	0	1,635	0	0	0	0	1,454	0	3,089
	Sub-total				6,393	180	180	0	0	6,753	0	6,753	0	0	4,280	0	0	0	0	2,473	0	6,753
TRN034 Traffic Plant Requirements/Signal Asset Manager																						
0 10	Traffic Plant Req'd/Signal Asset Man 2013	CW	S2	03	3,884	0	0	0	0	3,884	0	3,884	0	0	0	0	0	0	0	3,884	0	3,884
0 11	13TM-01TP Traffic Plant Requirements 2013-2016	CW	S2	03	2,432	2,129	2,129	0	0	6,690	0	6,690	0	0	0	0	0	0	0	6,690	0	6,690

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Appendix 4: 2014 Recommended Cash Flow and Future Year Commitments

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN034 <u>Traffic Plant Requirements/Signal Asset Manage</u>																									
0	12	Traffic Plant Req'd/Signal Asse	CW	S5	03	3,584	0	0	0	0	3,584	0	3,584	0	0	0	0	0	0	0	0	3,584	0	3,584	
Sub-total						9,900	2,129	2,129	0	0	14,158	0	14,158	0	0	0	0	0	0	0	0	14,158	0	14,158	
TRN035 <u>Advanced Traffic Signal Control</u>																									
0	9	Advanced Traffic Signal Control 2013 History	CW	S2	04	1,582	0	0	0	0	1,582	0	1,582	0	0	1,315	0	0	0	0	0	267	0	1,582	
0	10	13TM-01TPAdvanced Traffic Signal Control 2013-2016	CW	S2	04	961	264	264	0	0	1,489	0	1,489	0	0	1,023	0	0	0	0	0	466	0	1,489	
0	11	Additional Funding 2013 History	CW	S2	04	250	0	0	0	0	250	0	250	0	0	0	0	0	0	0	0	250	0	250	
0	12	Additional Funding - 2014-2014	CW	S5	04	250	0	0	0	0	250	0	250	0	0	0	0	0	0	0	0	250	0	250	
0	13	ATSC - 2014 and Future	CW	S5	04	1,582	0	0	0	0	1,582	0	1,582	0	0	742	0	0	0	0	0	840	0	1,582	
Sub-total						4,625	264	264	0	0	5,153	0	5,153	0	0	3,080	0	0	0	0	0	0	2,073	0	5,153
TRN036 <u>Traffic Control - RESCU</u>																									
0	6	Traffic Control - RESCU 2014 & Future	CW	S5	04	1,001	0	0	0	0	1,001	0	1,001	0	0	32	0	0	0	0	0	969	0	1,001	
0	7	2009 Traffic Control - RESCU 2011-2013	CW	S2	04	1,001	0	0	0	0	1,001	0	1,001	0	0	80	0	0	0	0	0	921	0	1,001	
0	11	13TM-01TP Traffic Control RESCU 2013-2016	CW	S2	04	188	60	60	0	0	308	0	308	0	0	168	0	0	0	0	0	140	0	308	
0	12	ITS Initiative - RESCU	CW	S4	04	1,400	500	0	0	0	1,900	0	1,900	0	0	0	0	0	0	0	0	1,900	0	1,900	
Sub-total						3,590	560	60	0	0	4,210	0	4,210	0	0	280	0	0	0	0	0	0	3,930	0	4,210
TRN037 <u>Accessible Pedestrian Signals (Audible Signals)</u>																									
0	9	Accessible Pedestrian Signals 2013 & Future	CW	S2	01	1,057	0	0	0	0	1,057	0	1,057	0	0	0	0	0	0	0	0	1,057	0	1,057	
0	10	13TM-01TP Audible Signals 2013-2016	CW	S2	01	586	297	297	0	0	1,180	0	1,180	0	0	0	0	0	0	0	0	1,180	0	1,180	
0	12	Accessible Pedestrian Signals 2014 & Future	CW	S5	01	1,207	0	0	0	0	1,207	0	1,207	0	0	165	0	0	0	0	0	1,042	0	1,207	
Sub-total						2,850	297	297	0	0	3,444	0	3,444	0	0	165	0	0	0	0	0	0	3,279	0	3,444
TRN055 <u>City Bridge Rehabilitation</u>																									
0	12	City Bridge History 2012	CW	S2	03	1,565	0	0	0	0	1,565	0	1,565	0	0	0	0	0	0	0	0	1,565	0	1,565	
0	13	City Bridge 2013 History	CW	S2	03	15,880	0	0	0	0	15,880	0	15,880	0	0	0	0	0	0	0	0	15,880	0	15,880	
0	14	Bridge Assessments	CW	S2	03	1,000	1,000	1,000	1,000	1,000	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0	5,000	

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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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TRN055 City Bridge Rehabilitation</u>																									
0	15	City Bridge 2014 & Future	CW	S5	03	18,607	11,769	0	0	0	30,376	0	30,376	0	0	0	0	0	0	0	0	30,376	0	30,376	
Sub-total						37,052	12,769	1,000	1,000	1,000	52,821	0	52,821	0	0	0	0	0	0	0	0	52,821	0	52,821	
<u>TRN077 Dufferin Street Jog Elimination</u>																									
0	1	CN & Expropriations 2013-2014	13	S2	05	2,000	0	0	0	0	2,000	0	2,000	0	0	1,000	0	0	0	0	0	1,000	0	2,000	
Sub-total						2,000	0	0	0	0	2,000	0	2,000	0	0	1,000	0	0	0	0	0	0	1,000	0	2,000
<u>TRN160 Engineering Studies</u>																									
0	10	Engineering Studies - 2013 History	CW	S2	04	170	0	0	0	0	170	0	170	0	0	0	0	0	0	0	0	170	0	170	
0	12	Engineering Studies - 2014 & Future	CW	S5	04	1,700	170	0	0	0	1,870	0	1,870	0	0	524	0	0	0	0	0	1,346	0	1,870	
Sub-total						1,870	170	0	0	0	2,040	0	2,040	0	0	524	0	0	0	0	0	0	1,516	0	2,040
<u>TRN350 Major Road Reconstruction</u>																									
0	13	Major Road Reconstructio History 2013	CW	S2	03	3,115	0	0	0	0	3,115	0	3,115	0	0	0	0	0	0	0	0	3,115	0	3,115	
Sub-total						3,115	0	0	0	0	3,115	0	3,115	0	0	0	0	0	0	0	0	0	3,115	0	3,115
<u>TRN380 Transportation Safety & Local Improvement Progi</u>																									
0	9	Safety and Operational Improvements 2013 History	CW	S2	04	952	0	0	0	0	952	0	952	0	0	0	0	0	0	0	0	952	0	952	
0	10	Transportation Safety & Local Improvement 2014 & F	CW	S5	04	1,276	0	0	0	0	1,276	0	1,276	0	0	0	0	0	0	0	0	1,276	0	1,276	
Sub-total						2,228	0	0	0	0	2,228	0	2,228	0	0	0	0	0	0	0	0	0	2,228	0	2,228
<u>TRN396 Major Road Resurfacing</u>																									
0	12	Major Road Resurfacing 2013 History	CW	S2	03	10,000	0	0	0	0	10,000	0	10,000	0	0	0	0	0	0	10,000	0	0	0	10,000	
Sub-total						10,000	0	0	0	0	10,000	0	10,000	0	0	0	0	0	0	10,000	0	0	0	10,000	
<u>TRN906072 Salt Management Program</u>																									
0	12	Salt Management Program 2014 & Future	CW	S5	01	1,025	0	0	0	0	1,025	0	1,025	0	0	0	0	0	0	0	0	1,025	0	1,025	
Sub-total						1,025	0	0	0	0	1,025	0	1,025	0	0	0	0	0	0	0	0	0	1,025	0	1,025
<u>TRN906079 LED Signal Module Conversion</u>																									
0	6	Led Signal Module Conversion 2013 History	CW	S2	04	800	0	0	0	0	800	0	800	0	0	0	0	0	0	0	0	800	0	800	
0	7	Led Signal Module Conversion 2014 & Future	CW	S5	04	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	0	1,000	0	1,000	
Sub-total						1,800	0	0	0	0	1,800	0	1,800	0	0	0	0	0	0	0	0	0	1,800	0	1,800

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Appendix 4: 2014 Recommended Cash Flow and Future Year Commitments

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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN906080 Pedestrian Safety and Infrastructure Programs																									
0	9	Pedestrian Safety & Infrastructure 2013 History	CW	S2	01	305	0	0	0	0	305	0	305	0	0	0	0	0	0	0	0	305	0	305	
0	10	PSIP - 2014 & Future	CW	S5	01	625	0	0	0	0	625	0	625	0	0	69	0	0	0	0	0	556	0	625	
0	11	Wayfinding Strategy Pilot	CW	S2	04	150	0	0	0	0	150	0	150	0	0	0	150	0	0	0	0	0	0	150	
Sub-total						1,080	0	0	0	0	1,080	0	1,080	0	0	69	0	150	0	0	0	861	0	1,080	
TRN906081 Local Road Reconstruction																									
0	12	Local Road Reconstruction 2013 History	CW	S2	03	8,845	1,025	950	950	675	12,445	0	12,445	0	0	0	0	0	0	0	0	12,445	0	12,445	
0	13	Local Road Reconstruction 2014 & Future	CW	S5	03	9,852	6,522	0	0	0	16,374	0	16,374	0	0	0	0	0	0	0	0	16,374	0	16,374	
Sub-total						18,697	7,547	950	950	675	28,819	0	28,819	0	0	0	0	0	0	0	0	0	28,819	0	28,819
TRN906082 Local Road Resurfacing																									
0	11	Local Road Resurfacing 2013 History	CW	S2	03	2,990	0	0	0	0	2,990	0	2,990	0	0	0	0	0	0	0	0	2,990	0	2,990	
0	12	Local Road Resurfacing 2014 & Future	CW	S5	03	25,735	3,075	0	0	0	28,810	0	28,810	0	0	0	0	0	0	0	0	28,810	0	28,810	
Sub-total						28,725	3,075	0	0	0	31,800	0	31,800	0	0	0	0	0	0	0	0	0	31,800	0	31,800
TRN906085 Sidewalks																									
0	11	Sidewalks 2013 History	CW	S2	03	3,532	0	0	0	0	3,532	0	3,532	0	0	0	0	0	0	1,967	0	1,565	0	3,532	
0	12	Sidewalks 2014 & Future	CW	S5	03	12,236	1,518	0	0	0	13,754	0	13,754	0	0	0	0	0	0	0	0	13,754	0	13,754	
Sub-total						15,768	1,518	0	0	0	17,286	0	17,286	0	0	0	0	0	0	1,967	0	15,319	0	17,286	
TRN906086 Laneways																									
0	11	Laneways 2013 History	CW	S2	03	1,315	205	190	190	135	2,035	0	2,035	0	0	0	0	0	0	965	0	1,070	0	2,035	
0	12	Laneways 2014 & Future	CW	S5	03	1,913	100	0	0	0	2,013	0	2,013	0	0	0	0	0	0	0	0	2,013	0	2,013	
Sub-total						3,228	305	190	190	135	4,048	0	4,048	0	0	0	0	0	0	965	0	3,083	0	4,048	
TRN906355 North Yonge Centre																									
0	9	North Yonge Centre - History 2012	CW	S2	05	3,494	0	0	0	0	3,494	0	3,494	0	0	3,494	0	0	0	0	0	0	0	3,494	
0	10	North Yonge Centre - 2013	CW	S2	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						8,494	0	0	0	0	8,494	0	8,494	0	0	7,545	0	0	0	0	0	0	949	0	8,494
TRN906405 Upgrades To Meet New ESA Requirements																									
0	12	Upgrades to Meet New ESA 2013 History	CW	S2	01	1,408	0	0	0	0	1,408	0	1,408	0	0	0	0	0	0	0	0	1,408	0	1,408	

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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											
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
<u>TRN906405 Upgrades To Meet New ESA Requirements</u>																							
0	13	Upgrades to Meet New ESA 2014 & Future	CW	S5	01	1,760	0	0	0	0	1,760	0	1,760	0	0	0	0	0	0	1,760	0	1,760	
Sub-total						3,168	0	0	0	0	3,168	0	3,168	0	0	0	0	0	0	3,168	0	3,168	
<u>TRN906857 Retaining Walls Rehabilitation</u>																							
0	8	Retaining Walls 2013 History	CW	S2	03	500	0	0	0	0	500	0	500	0	0	0	0	0	0	500	0	500	
0	9	Retaining Walls 2014 & Future	CW	S5	03	1,188	0	0	0	0	1,188	0	1,188	0	0	0	0	0	0	1,188	0	1,188	
Sub-total						1,688	0	0	0	0	1,688	0	1,688	0	0	0	0	0	0	1,688	0	1,688	
<u>TRN907125 PXO Visibility Enhancement</u>																							
0	5	PXO Visibility Enhan - 2013 History	CW	S2	01	393	0	0	0	0	393	0	393	0	0	0	0	0	0	393	0	393	
0	6	PXO Visibility Enhan - 2014 Future	CW	S5	01	569	0	0	0	0	569	0	569	0	0	0	0	0	0	569	0	569	
Sub-total						962	0	0	0	0	962	0	962	0	0	0	0	0	0	962	0	962	
<u>TRN907247 Signs and Markings Asset Management</u>																							
0	5	Signs and Markings Asset Management 2013 History	CW	S2	04	850	0	0	0	0	850	0	850	0	0	0	0	0	0	850	0	850	
0	6	Signs & Markings Asset Management 2014 & Future	CW	S5	04	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	1,000	0	1,000	
Sub-total						1,850	0	0	0	0	1,850	0	1,850	0	0	0	0	0	0	1,850	0	1,850	
<u>TRN907312 Neighbourhood Improvements</u>																							
0	11	Neighbourhood Improvements 2013 & Future	CW	S5	03	2,000	0	0	0	0	2,000	0	2,000	0	0	2,000	0	0	0	0	0	2,000	
Sub-total						2,000	0	0	0	0	2,000	0	2,000	0	0	2,000	0	0	0	0	0	0	2,000
<u>TRN907328 Redlea Avenue (Steeles - McNicoll)</u>																							
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	1,000	
0	3	Redlea - 2013	39	S2	05	2,000	0	0	0	0	2,000	0	2,000	0	0	1,620	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	380	0	3,000	
<u>TRN907371 Morningside Avenue Extension</u>																							
0	1	Morningside Avenue Extension History 2012	42	S2	05	126	0	0	0	0	126	0	126	0	0	126	0	0	0	0	0	126	
0	2	Morningside Avenue Extension 2013 & Future	42	S2	05	2,317	0	0	0	0	2,317	0	2,317	0	0	1,890	0	0	427	0	0	2,317	
0	3	Morningside Avenue Extension 2014 & Future Years	42	S5	05	3,000	0	0	0	0	3,000	0	3,000	0	0	1,890	0	0	1,110	0	0	3,000	
Sub-total						5,443	0	0	0	0	5,443	0	5,443	0	0	3,906	0	0	1,537	0	0	5,443	

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Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By									
					2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
					Priority	SubProj No.	Sub-project Name																
<u>TRN907546 Regent Park Revitalization</u>																							
0	4	Regent Park Revitalization - 2013 & Future	27	S2	05	461	0	0	0	0	461	0	461	0	0	0	0	0	0	461	0	461	
Sub-total					461	0	0	0	0	461	0	461	0	0	0	0	0	0	0	461	0	461	
<u>TRN907617 Traffic Sign Structure Replacement</u>																							
0	1	Traffic Sign Structure Replacement 2013 History	CW	S2	01	140	0	0	0	0	140	0	140	0	0	0	0	0	0	140	0	140	
0	2	Traffic Sign Structure Replacement 2014 Future	CW	S5	01	200	0	0	0	0	200	0	200	0	0	0	0	0	0	200	0	200	
Sub-total					340	0	0	0	0	340	0	340	0	0	0	0	0	0	0	340	0	340	
<u>TRN907673 Facility Improvements</u>																							
0	6	Facility Improvements - 2014 & Future	CW	S5	03	1,500	0	0	0	0	1,500	0	1,500	0	0	0	0	0	0	1,500	0	1,500	
Sub-total					1,500	0	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	1,500	0	1,500	
<u>TRN907831 Front Street Reconfiguration EA</u>																							
0	1	Front Street Reconfiguration EA	28	S2	05	4,801	0	0	0	0	4,801	0	4,801	0	0	2,500	0	0	0	2,301	0	4,801	
0	2	Front Street Reconfiguration Streetscape Impr.	28	S2	05	5,083	0	0	0	0	5,083	0	5,083	0	0	0	1,000	0	3,400	683	0	5,083	
Sub-total					9,884	0	0	0	0	9,884	0	9,884	0	0	2,500	0	1,000	0	3,400	683	2,301	0	9,884
<u>TRN907836 Ingram Drive Extension - Grade Separation</u>																							
0	1	Castlefield - Caledonia Infrastructure	15	S4	05	6,600	5,115	0	0	0	11,715	0	11,715	0	0	0	0	0	0	11,715	0	11,715	
Sub-total					6,600	5,115	0	0	0	11,715	0	11,715	0	0	0	0	0	0	0	0	11,715	0	11,715
<u>TRN907840 LARP(Lawrence-Allen Revitalization Project)</u>																							
0	1	LARP Phase 1 (Ranee & North East) Future	15	S2	05	0	550	1,094	1,153	940	3,737	2,524	6,261	0	0	0	6,261	0	0	0	0	6,261	
Sub-total					0	550	1,094	1,153	940	3,737	2,524	6,261	0	0	0	6,261	0	0	0	0	0	0	6,261
<u>TRN907852 Section 37 Wilson Avenue</u>																							
0	1	Bathurst Street to Dufferin Road	CW	S4	05	20	0	0	0	0	20	0	20	0	0	0	0	0	20	0	0	20	
Sub-total					20	0	0	0	0	20	0	20	0	0	0	0	0	0	20	0	0	0	20
<u>TRN907853 Section 37 - Scarborough Pedestrian Walkway</u>																							
0	1	Triton (southside Borough Drive to East)	38	S2	05	100	0	0	0	0	100	0	100	0	0	0	0	0	100	0	0	100	
Sub-total					100	0	0	0	0	100	0	100	0	0	0	0	0	0	100	0	0	0	100
<u>TRN907870 Section 37 Front Street East Streetscaping Plan</u>																							

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Recommended Cash Flow and Future Year Commitments

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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TRN907870 Section 37 Front Street East Streetscaping Plan</u>																									
0	1	Section 37 Front Street East Streetscaping Plan	28	S2	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	
<u>TRN907871 Traffic Plant Restoration</u>																									
0	1	Traffic Plant Restoration 2014-2018	CW	S5	03	1,300	0	0	0	0	1,300	0	1,300	0	0	0	0	0	0	0	1,300	0	0	1,300	
Sub-total						1,300	0	0	0	0	1,300	0	1,300	0	0	0	0	0	0	0	1,300	0	0	1,300	
<u>TRN907926 Major Road Rehabilitation</u>																									
0	1	Major Road Rehabilitation 2014 & Future	CW	S5	03	56,603	14,149	0	0	0	70,752	0	70,752	0	0	0	30,000	0	0	0	0	40,752	0	70,752	
0	2	History 2013 - With 2014 to 2018 Cash Flow	CW	S2	03	13,599	820	760	760	540	16,479	0	16,479	0	0	0	0	0	0	0	0	16,479	0	16,479	
Sub-total						70,202	14,969	760	760	540	87,231	0	87,231	0	0	0	30,000	0	0	0	0	57,231	0	87,231	
<u>TRN907937 Traffic Congestion Management</u>																									
0	1	Traffic Congestion Management	CW	S5	05	3,000	0	0	0	0	3,000	0	3,000	0	0	0	0	0	0	0	0	3,000	0	3,000	
Sub-total						3,000	0	0	0	0	3,000	0	3,000	0	0	0	0	0	0	0	0	3,000	0	3,000	
<u>TRN907939 Allen Road Individual EA</u>																									
0	1	Allen Road Individual EA	CW	S5	05	1,250	0	0	0	0	1,250	0	1,250	0	0	350	0	0	0	0	0	900	0	1,250	
Sub-total						1,250	0	0	0	0	1,250	0	1,250	0	0	350	0	0	0	0	0	900	0	1,250	
<u>TRN908015 Pan Am Path</u>																									
0	1	Pan Am Path	CW	S2	04	200	50	0	0	0	250	0	250	0	0	0	0	250	0	0	0	0	0	250	
Sub-total						200	50	0	0	0	250	0	250	0	0	0	0	250	0	0	0	0	0	0	250
<u>TRN908026 CP Industrial Spur Line</u>																									
0	1	CP Industrial Spur Line	37	S4	05	1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	900	0	500	0	0	0	1,400	
Sub-total						1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	900	0	500	0	0	0	1,400	
<u>TRN907910 F.G. Gardiner</u>																									
0	5	At-Grade Repairs History 2013-2018	CW	S2	03	13,230	8,913	9,136	9,364	9,598	50,241	0	50,241	0	0	0	23,722	0	0	0	0	26,519	0	50,241	
0	8	Elevated Portion History 2013 - 2015	CW	S2	03	32,509	34,224	0	0	0	66,733	0	66,733	0	0	0	61,346	0	0	0	0	5,387	0	66,733	
0	10	Program Management - History 2013 - 2021	CW	S2	03	5,507	5,680	6,568	6,732	6,900	31,387	7,573	38,960	0	0	0	2,786	0	0	0	0	36,174	0	38,960	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 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- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.	2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907910	F.G. Gardiner																							
0	11	Program Management - Future 2020 - 2023	CW	S3	03	0	0	0	0	0	0	29,605	29,605	0	0	0	7,807	0	0	0	21,798	0	29,605	
		Sub-total				51,246	48,817	15,704	16,096	16,498	148,361	37,178	185,539	0	0	0	95,661	0	0	0	89,878	0	185,539	
Total Program Expenditure						380,248	100,283	24,096	20,149	19,788	544,564	39,702	584,266	0	0	38,192	131,922	4,967	0	19,884	22,223	367,078	0	584,266

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 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</u>	<u>Stat.</u>	<u>Cat.</u>	2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	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					35,882	1,178	1,132	0	0	38,192	0	38,192	0	0	38,192	0	0	0	0	0	0	0	38,192
Reserves (Ind. "XQ" Ref.)					60,643	34,152	3,451	11,749	11,596	121,591	10,331	131,922	0	0	0	131,922	0	0	0	0	0	0	131,922
Reserve Funds (Ind. "XR" Ref.)					4,917	50	0	0	0	4,967	0	4,967	0	0	0	0	4,967	0	0	0	0	0	4,967
Other1 (Internal)					19,884	0	0	0	0	19,884	0	19,884	0	0	0	0	0	0	19,884	0	0	0	19,884
Other2 (External)					21,495	364	364	0	0	22,223	0	22,223	0	0	0	0	0	0	0	22,223	0	0	22,223
Debt					237,427	64,539	19,149	8,400	8,192	337,707	29,371	367,078	0	0	0	0	0	0	0	0	367,078	0	367,078
Total Program Financing					380,248	100,283	24,096	20,149	19,788	544,564	39,702	584,266	0	0	38,192	131,922	4,967	0	19,884	22,223	367,078	0	584,266

Status Code	Description
S2	S2 Prior Year (With 2014 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2014 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

2014 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: 2014 Recommended Capital Project with Financing Details

Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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	851	0	0	678	0	0	0	0	0	173	0	
0	8 13TM-01TP Signal Major Modification 2013-2016	1/1/2013	12/31/2016	2,192	0	0	1,668	0	0	0	0	0	524	0	
0	9 Signal Major Modifications 2014 & Future	1/1/2013	12/31/2013	1,194	0	0	311	0	0	0	0	0	883	0	
	Project Sub-total:			4,237	0	0	2,657	0	0	0	0	0	1,580	0	
0	<u>TRN000171</u>	<u>Transit Priority</u>													
0	9 Transit Priority 2013 History	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	778	0	0	477	0	0	0	301	0	0	0	
0	11 Transit Priority 2014 & Future	5/7/2013	5/7/2013	1,283	0	0	1,283	0	0	0	0	0	0	0	
	Project Sub-total:			3,344	0	0	1,760	0	0	0	1,584	0	0	0	
0	<u>TRN000172</u>	<u>Third Party Signals</u>													
0	7 Third Party Signals 2013 History	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	465	0	0	0	0	0	0	0	465	0	0	
0	9 Third Party Signals 2014 & Future	1/1/2013	12/31/2013	1,155	0	0	0	0	0	0	0	1,155	0	0	
	Project Sub-total:			2,775	0	0	0	0	0	0	0	2,775	0	0	
0	<u>TRN000183</u>	<u>Cycling Infrastructure</u>													
0	23 Cycling Infrastructure 2013 History	1/1/2013	12/31/2013	3,529	0	0	0	0	0	0	0	0	3,529	0	
0	24 Mid Humber Extend Trail Wards 1,2,7 2013 - 2016	1/1/2014	12/31/2016	750	0	0	650	0	0	0	0	0	100	0	
0	25 Toronto Bike Plan - CW Expansion 2014-2018	1/1/2013	12/18/2018	500	0	0	200	0	0	0	0	0	300	0	
0	26 Cycling Infrastructure 2014 & future	1/1/2014	12/31/2023	6,230	0	0	1,301	0	0	0	0	0	4,929	0	
0	27 Additional Off Road Bike Trails - 2014 & Future	1/1/2014	12/31/2023	750	0	0	650	0	0	0	0	0	100	0	
0	28 Bike Share Expansion	1/1/2014	12/31/2014	717	0	0	0	0	667	0	50	0	0	0	
	Project Sub-total:			12,476	0	0	2,801	0	667	0	50	0	8,958	0	
0	<u>TRN000184</u>	<u>Growth Related Capital Works</u>													
0	10 Growth Related Capital Works 2013 History	1/1/2012	12/31/2012	225	0	0	168	0	0	0	0	0	57	0	
0	11 Growth Related Capital Works - 2014 & Future	1/1/2014	12/31/2023	300	0	0	180	0	0	0	0	0	120	0	
	Project Sub-total:			525	0	0	348	0	0	0	0	0	177	0	
0	<u>TRN000191</u>	<u>Scarlett/St Clair/Dundas</u>													
0	2 Scarlett/St Clair/Dundas - 2013 History	1/1/2013	12/31/2013	3,861	0	0	729	0	0	0	0	0	3,132	0	
0	3 Scarlett/St Clair/Dundas - 2014 & Future	1/1/2013	12/31/2013	4,460	0	0	1,650	0	0	0	0	0	2,810	0	
	Project Sub-total:			8,321	0	0	2,379	0	0	0	0	0	5,942	0	



CITY OF TORONTO

Appendix 5: 2014 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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>TRN000370</u>	<u>Traffic Calming</u>															
0	10 Traffic Calming 2014 & Future	1/1/2014	12/31/2023	276	0	0	0	0	0	0	0	0	0	0	276	0	
	Project Sub-total:			276	0	0	0	0	0	0	0	0	0	0	276	0	
0	<u>TRN025</u>	<u>Work for TTC & Others</u>															
0	9 Various Construction Projects 2013 History	1/1/2012	12/31/2012	2,500	0	0	0	0	0	0	0	0	2,500	0	0	0	
0	10 Work for TTC & Others - Future 2014-2023	1/1/2014	12/31/2023	14,000	0	0	0	0	0	0	0	0	14,000	0	0	0	
	Project Sub-total:			16,500	0	0	0	0	0	0	0	0	16,500	0	0	0	
0	<u>TRN029</u>	<u>Don Valley Parkway Rehabilitation</u>															
0	13 Don Valley Parkway Rehabilitation 2013 History	1/1/2013	12/31/2013	180	0	0	0	0	0	0	0	0	0	0	180	0	
0	14 Don Valley Parkway Rehabilitation 2014 & Future	1/1/2013	12/31/2013	2,262	0	0	0	0	0	0	0	0	0	0	2,262	0	
	Project Sub-total:			2,442	0	0	0	0	0	0	0	0	0	0	2,442	0	
0	<u>TRN031</u>	<u>New Traffic Control Signals / Devices</u>															
0	10 New Traffic Control Signals/ Devices 2013 History	1/1/2013	12/31/2013	3,123	0	0	2,645	0	0	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	0	0	181	0	
0	12 New Traffic Control Signals/ Devices 2014 & Future	1/1/2013	12/31/2013	3,089	0	0	1,635	0	0	0	0	0	0	0	1,454	0	
	Project Sub-total:			6,393	0	0	4,280	0	0	0	0	0	0	0	2,113	0	
0	<u>TRN034</u>	<u>Traffic Plant Requirements/Signal Asset Management</u>															
0	10 Traffic Plant Req'd/Signal Asset Man 2013	1/1/2012	12/31/2012	3,884	0	0	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	2,432	0	0	0	0	0	0	0	0	0	0	2,432	0	
0	12 Traffic Plant Req'd/Signal Asse 14-23	1/1/2014	12/31/2023	3,584	0	0	0	0	0	0	0	0	0	0	3,584	0	
	Project Sub-total:			9,900	0	0	0	0	0	0	0	0	0	0	9,900	0	
0	<u>TRN035</u>	<u>Advanced Traffic Signal Control</u>															
0	9 Advanced Traffic Signal Control 2013 History	1/1/2012	12/31/2012	1,582	0	0	1,315	0	0	0	0	0	0	0	267	0	
0	10 13TM-01TP Advanced Traffic Signal Control 2013-2016	1/1/2013	12/31/2016	961	0	0	641	0	0	0	0	0	0	0	320	0	
0	11 Additonal Funding 2013 History	6/1/2012	6/1/2012	250	0	0	0	0	0	0	0	0	0	0	250	0	
0	12 Additonal Funding - 2014-2014	5/7/2013	5/7/2013	250	0	0	0	0	0	0	0	0	0	0	250	0	
0	13 ATSC - 2014 and Future	1/1/2014	12/31/2023	1,582	0	0	742	0	0	0	0	0	0	0	840	0	
	Project Sub-total:			4,625	0	0	2,698	0	0	0	0	0	0	0	1,927	0	
0	<u>TRN036</u>	<u>Traffic Control - RESCU</u>															
0	6 Traffic Control - RESCU 2014 & Future	1/1/2014	9/7/2008	1,001	0	0	32	0	0	0	0	0	0	0	969	0	
0	7 2009 Traffic Control - RESCU 2011-2013	9/10/2008	12/31/2013	1,001	0	0	80	0	0	0	0	0	0	0	921	0	
0	11 13TM-01TP Traffic Control RESCU 2013-2016	1/1/2013	12/31/2016	188	0	0	168	0	0	0	0	0	0	0	20	0	



CITY OF TORONTO

Appendix 5: 2014 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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>TRN036</u>	<u>Traffic Control - RESCU</u>															
0	12 ITS Initiative - RESCU	1/1/2013	12/31/2013	1,400	0	0	0	0	0	0	0	0	0	0	1,400	0	
	Project Sub-total:			3,590	0	0	280	0	0	0	0	0	0	0	3,310	0	
<u>0</u>	<u>TRN037</u>	<u>Accessible Pedestrian Signals (Audible Signals)</u>															
0	9 Accessible Pedestrian Signals 2013 & Future	1/1/2013	12/31/2013	1,057	0	0	0	0	0	0	0	0	0	0	1,057	0	
0	10 13TM-01TP Audible Signals 2013-2016	1/1/2013	12/31/2016	586	0	0	0	0	0	0	0	0	0	0	586	0	
0	12 Accessible Pedestrian Signals 2014 & Future	1/1/2013	12/31/2013	1,207	0	0	165	0	0	0	0	0	0	0	1,042	0	
	Project Sub-total:			2,850	0	0	165	0	0	0	0	0	0	0	2,685	0	
<u>0</u>	<u>TRN055</u>	<u>City Bridge Rehabilitation</u>															
0	12 City Bridge History 2012	1/1/2012	12/31/2012	1,565	0	0	0	0	0	0	0	0	0	0	1,565	0	
0	13 City Bridge 2013 History	1/1/2013	12/31/2013	15,880	0	0	0	0	0	0	0	0	0	0	15,880	0	
0	14 Bridge Assessments	11/27/2013	11/27/2018	1,000	0	0	0	0	0	0	0	0	0	0	1,000	0	
0	15 City Bridge 2014 & Future	1/1/2014	12/31/2023	18,607	0	0	0	0	0	0	0	0	0	0	18,607	0	
	Project Sub-total:			37,052	0	0	0	0	0	0	0	0	0	0	37,052	0	
<u>0</u>	<u>TRN077</u>	<u>Dufferin Street Jog Elimination</u>															
0	1 CN & Expropriations 2013-2014	1/1/2013	12/31/2014	2,000	0	0	1,000	0	0	0	0	0	0	0	1,000	0	
	Project Sub-total:			2,000	0	0	1,000	0	0	0	0	0	0	0	1,000	0	
<u>0</u>	<u>TRN160</u>	<u>Engineering Studies</u>															
0	10 Engineering Studies - 2013 History	1/1/2013	12/31/2013	170	0	0	0	0	0	0	0	0	0	0	170	0	
0	12 Engineering Studies - 2014 & Future	1/1/2014	12/31/2023	1,700	0	0	524	0	0	0	0	0	0	0	1,176	0	
	Project Sub-total:			1,870	0	0	524	0	0	0	0	0	0	0	1,346	0	
<u>0</u>	<u>TRN350</u>	<u>Major Road Reconstruction</u>															
0	13 Major Road Reconstructio History 2013	1/1/2013	12/31/2018	3,115	0	0	0	0	0	0	0	0	0	0	3,115	0	
	Project Sub-total:			3,115	0	0	0	0	0	0	0	0	0	0	3,115	0	
<u>0</u>	<u>TRN380</u>	<u>Transportation Safety & Local Improvement Program</u>															
0	9 Safety and Operational Improvements 2013 History	1/1/2012	12/31/2012	952	0	0	0	0	0	0	0	0	0	0	952	0	
0	10 Transportation Safety & Local Improvement 2014 & F	1/1/2014	12/31/2023	1,276	0	0	0	0	0	0	0	0	0	0	1,276	0	
	Project Sub-total:			2,228	0	0	0	0	0	0	0	0	0	0	2,228	0	
<u>0</u>	<u>TRN396</u>	<u>Major Road Resurfacing</u>															
0	12 Major Road Resurfacing 2013 History	1/1/2013	12/31/2012	10,000	0	0	0	0	0	0	10,000	0	0	0	0	0	
	Project Sub-total:			10,000	0	0	0	0	0	0	10,000	0	0	0	0	0	



CITY OF TORONTO

Appendix 5: 2014 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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	2 Traffic Sign Structure Replacement 2014 Future	1/1/2013	12/31/2013	200	0	0	0	0	0	0	0	0	0	0	200	0
	Project Sub-total:			340	0	0	0	0	0	0	0	0	0	0	340	0
0	<u>TRN907673</u>	<u>Facility Improvements</u>														
0	6 Facility Improvements - 2014 & Future	1/1/2014	12/31/2023	1,500	0	0	0	0	0	0	0	0	0	1,500	0	
	Project Sub-total:			1,500	0	0	0	0	0	0	0	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	4,801	0	0	2,500	0	0	0	0	0	0	2,301	0	
0	2 Front Street Reconfiguration Streetscape Impr.	11/26/2012	11/26/2012	5,083	0	0	0	0	1,000	0	3,400	683	0	0	0	
	Project Sub-total:			9,884	0	0	2,500	0	1,000	0	3,400	683	2,301	0	0	
0	<u>TRN907836</u>	<u>Ingram Drive Extension - Grade Separation</u>														
0	1 Castlefield - Caledonia Infrastructure	1/1/2013	12/31/2015	6,600	0	0	0	0	0	0	0	0	0	6,600	0	
	Project Sub-total:			6,600	0	0	0	0	0	0	0	0	0	6,600	0	
0	<u>TRN907852</u>	<u>Section 37 Wilson Avenue</u>														
0	1 Bathurst Street to Dufferin Road	1/1/2014	12/31/2014	20	0	0	0	0	0	0	20	0	0	0	0	
	Project Sub-total:			20	0	0	0	0	0	0	20	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	100	0	0	0	0	
	Project Sub-total:			100	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	
	Project Sub-total:			1,298	0	0	0	0	0	0	1,298	0	0	0	0	
0	<u>TRN907871</u>	<u>Traffic Plant Restoration</u>														
0	1 Traffic Plant Restoration 2014-2018	6/1/2012	6/1/2012	1,300	0	0	0	0	0	0	0	0	0	1,300	0	
	Project Sub-total:			1,300	0	0	0	0	0	0	0	0	0	1,300	0	
0	<u>TRN907926</u>	<u>Major Road Rehabilitation</u>														
0	1 Major Road Rehabilitation 2014 & Future	1/1/2014	12/31/2023	56,603	0	0	0	30,000	0	0	0	0	0	26,603	0	
0	2 History 2013 - With 2014 to 2018 Cash Flow	1/1/2013	12/31/2018	13,599	0	0	0	0	0	0	0	0	0	13,599	0	
	Project Sub-total:			70,202	0	0	0	30,000	0	0	0	0	0	40,202	0	
0	<u>TRN907937</u>	<u>Traffic Congestion Management</u>														
0	1 Traffic Congestion Management	1/1/2014	12/31/2016	3,000	0	0	0	0	0	0	0	0	0	3,000	0	
	Project Sub-total:			3,000	0	0	0	0	0	0	0	0	0	3,000	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



CITY OF TORONTO

Appendix 5: 2014 Recommended Capital Project with Financing Details

Transportation Services

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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>TRN907939</u>	<u>Allen Road Individual EA</u>															
0	1	Allen Road Individual EA	1/1/2014	12/31/2014	1,250	0	0	350	0	0	0	0	0	0	0	900	0
		Project Sub-total:			1,250	0	0	350	0	0	0	0	0	0	0	900	0
<u>0</u>	<u>TRN908015</u>	<u>Pan Am Path</u>															
0	1	Pan Am Path	7/16/2013	12/31/2015	200	0	0	0	0	200	0	0	0	0	0	0	0
		Project Sub-total:			200	0	0	0	0	200	0	0	0	0	0	0	0
<u>0</u>	<u>TRN908026</u>	<u>CP Industrial Spur Line</u>															
0	1	CP Industrial Spur Line	1/1/2014	12/31/2014	1,400	0	0	0	0	900	0	500	0	0	0	0	0
		Project Sub-total:			1,400	0	0	0	0	900	0	500	0	0	0	0	0
<u>1</u>	<u>TRN907910</u>	<u>F.G. Gardiner</u>															
0	5	At-Grade Repairs History 2013-2018	1/1/2013	12/31/2024	13,230	0	0	0	2,899	0	0	0	0	0	10,331	0	0
0	8	Elevated Portion History 2013 - 2015	1/1/2013	12/31/2013	32,509	0	0	0	27,744	0	0	0	0	0	4,765	0	0
0	10	Program Management - History 2013 - 2021	1/1/2013	12/31/2021	5,507	0	0	0	0	0	0	0	0	0	5,507	0	0
		Project Sub-total:			51,246	0	0	0	30,643	0	0	0	0	0	20,603	0	0
		Program Total:			380,248	0	0	35,882	60,643	4,917	0	19,884	21,495	237,427	0	0	0

Status Code	Description
S2	S2 Prior Year (With 2014 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2014 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

2014 Reserve / Reserve Fund Review (In \$000s)

Reserve/Reserve Fund Review - Program Specific

Table 1		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										2014 - 2023 Total
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	
Development Charge Reserve Fund - Roads (XR2024, XR 2110)	Beginning Balance	47,438	18,178	6,044	4,581	7,676	(1,101)	288	23,077	32,604	41,992	51,949	
	Transit Priority Growth Related		(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(17,600)
	Scarborough Golf Town Rd / CN Grade Separation			(180)	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(1,800)
	Scarborough Golf Town Rd / CN Grade Separation			(3,630)	(4,139)	(2,904)	(464)						(11,138)
	Scarlett/St.Clair/Dundas		(1,650)	(1,850)									(3,500)
	Dufferin Street Jog		(1,000)										(1,000)
	Pedestrian Safety and Infrastructure Programs		(69)	(71)	(72)	(74)	(76)	(78)	(78)	(78)	(78)	(78)	(750)
	Regent Park Revitalization			(666)	(256)	(103)	(839)	(523)	(129)	(596)	(229)	(92)	(3,232)
	St. Clair Avenue/Metrolinx Georgetown Grade Separation			(900)	(2,700)	(5,400)	(5,400)						(14,400)
	Legion Road Extension and Grade Separation								(15,000)	(15,000)	(15,000)		(45,000)
	Steeles Widening (Tapsco Road - Beare Road)			(3,520)	(3,520)	(14,960)	(11,440)						(33,440)
	Allen Road Individual EA		(350)	(350)									(700)
	Morningside Ave Extension		(1,890)										(1,890)
	Port Union Road							(1,330)					(1,330)
	Yonge Street/Highway 401 Interchange Improvements			(625)	(2,800)	(2,825)							(6,250)
	Six Points Interchange			(1,004)	(3,528)	(4,200)	(2,621)						(11,353)
	Cycling Infrastructure		(1,301)	(1,346)	(1,395)	(1,387)	(1,368)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(14,270)
	Signal Modifications		(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(11,450)
	Engineering Studies		(524)	(608)	(700)	(700)	(700)	(711)	(711)	(711)	(711)	(711)	(6,784)
	Front Street Reconfiguration EA		(2,500)										(2,500)
	New Traffic Control Signals		(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(1,635)	(16,350)
	Advanced Traffic Signal Control		(1,250)	(307)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(6,957)
	Traffic Control - RESCU		(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(1,210)
	Audible Signals		(165)	(165)	(165)	(89)	(89)	(89)	(89)	(89)	(89)	(89)	(1,119)
	Total Withdrawals	(32,335)	(15,540)	(19,883)	(24,792)	(38,158)	(28,513)	(9,541)	(23,017)	(23,484)	(23,117)	(7,980)	(214,024)
	Contributions (Net of Other Withdrawals)	25,223	20,795	25,577	29,886	31,381	31,902	32,330	32,544	32,872	33,074	33,736	304,097
	Withdrawals by Other Programs (i.e. Waterfront)*	(22,148)	(17,389)	(7,157)	(2,000)	(2,000)	(2,000)						(30,546)
TOTAL RESERVE FUND BALANCE AT YEAR-END		18,178	6,044	4,581	7,676	(1,101)	288	23,077	32,604	41,992	51,949	77,705	

* Based on 3rd Quarter Variance Report

Table 2		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										2014 - 2023 Total
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	
Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114)	Beginning Balance		67,353	65,853	64,353	62,803	61,663	61,463	61,463	61,463	61,463	61,463	
	Toronto Bike Plan-CW Expansion (TBP) FY2010-2018		(200)	(200)	(200)	(200)	(200)						(1,000)
	Mid-Humber Extend Trail Wards 1,2,7 (TBP)		(650)	(650)	(650)								(1,950)
	Additional Off-Road Bike Trails		(650)	(650)	(650)								(1,950)
	Centennial Pk(E)-Path Dev throughout (TBP) W 14,15					(585)							(585)
	Etobicoke Valley Pk; Trail Ex. 9 TBP W16/ALTW 20)				(50)	(355)							(405)
	Withdrawals (Transportation only)		(1,500)	(1,500)	(1,550)	(1,140)	(200)						(5,890)
TOTAL RESERVE FUND BALANCE AT YEAR-END (Excluding funding to Parks and Recreation)		67,353	65,853	64,353	62,803	61,663	61,463	61,463	61,463	61,463	61,463	61,463	

* Based on 3rd Quarter Variance Report

Appendix 6 - Continued

2014 Reserve / Reserve Fund Review (In \$000s)

Reserve/Reserve Fund Review – Corporate

Table 3		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
XR1410 Public Realm Reserve Fund	Beginning Balance		20,519	17,769	15,769	13,769	11,769	9,769	7,769	5,769	3,769	1,769	
	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		(750)										(750)
	Withdrawals		(2,750)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,750)
TOTAL RESERVE FUND BALANCE AT YEAR-END			20,519	17,769	15,769	13,769	11,769	9,769	7,769	5,769	3,769	1,769	(231)

* Based on 3rd Quarter Variance Report

Table 4		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
XR2211 Parkland Acq-City Wide Development Reserve Fund	Beginning Balance		40,295	40,295	40,295	40,270	40,210	40,210	40,210	40,210	40,210	40,210	
	Centennial Pk(E)-Path Dev throughout (TBP) W14,15				(25)	(15)							(40)
	Erbicoke Valley Pk Trail Ex. 9 TBP W16/ALTW 20					(45)							(45)
	Withdrawals		-	-	(25)	(60)	-	-	-	-	-	-	(85)
TOTAL RESERVE FUND BALANCE AT YEAR-END			40,295	40,295	40,295	40,270	40,210	40,210	40,210	40,210	40,210	40,210	(85)

* Based on 3rd Quarter Variance Report

Table 5		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
XR1012 Land Acquisition Reserve Fund	Beginning Balance		129,668	124,152	122,452	117,452	112,452	109,152	109,152	109,152	109,152	109,152	
	Six Points Interchange			(1,700)	(5,000)	(5,000)	(3,300)						(15,000)
	CP Industrial Spur Line		(900)										(900)
	Withdrawals		(900)	(1,700)	(5,000)	(5,000)	(3,300)						(15,900)
	Other Withdrawals		(4,616)										(4,616)
TOTAL RESERVE FUND BALANCE AT YEAR-END			129,668	124,152	122,452	117,452	112,452	109,152	109,152	109,152	109,152	109,152	(4,616)

* Based on 3rd Quarter Variance Report

Table 6		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
XQ 0011 Capital Financing Reserve	Beginning Balance		527,121	288,968	85,700	(54,946)	(208,559)	(254,574)	(264,130)	(225,923)	(128,750)	(34,802)	
	Major Road Rehabilitation		(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(300,000)
	LARP (Lawrence-Allen Revitalization Project)			(550)	(1,094)	(1,153)	(940)	(2,086)	(438)				(6,261)
	F.G. Gardiner		(30,643)	(33,602)	(37,006)	(46,112)	(47,060)	(36,797)	(46,438)	(47,827)	(49,252)	(59,854)	(434,591)
	Withdrawals		(60,643)	(64,152)	(68,100)	(77,265)	(78,000)	(68,883)	(76,876)	(77,827)	(79,252)	(89,854)	(740,852)
	Other Withdrawals		(255,237)	(234,843)	(198,546)	(171,348)	(118,015)	(115,673)	(59,917)		(1,800)		(1,155,379)
	Contributions		77,727	95,727	126,000	95,000	150,000	175,000	175,000	175,000	175,000	125,000	1,369,454
	TOTAL RESERVE FUND BALANCE AT YEAR-END			527,121	288,968	85,700	(54,946)	(208,559)	(254,574)	(264,130)	(225,923)	(128,750)	(34,802)

* Based on 3rd Quarter Variance Report

* 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, and additional contributions to transit from the Federal and Provincial government as well as increased Development Charge funding as a result of Council's approval of the new Development Charge By-Law.

Table 7		Projected Balance as at Dec. 31, 2013 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name and Number		2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
XR1218 Major Special Event Reserve Fund	Beginning Balance		12,180	4,540	(132)	(426)	(426)	(426)	(426)	(426)	(426)	(426)	
	Pan Am Path		(200)	(50)									(250)
	Pedestrian Safety and Infrastructure Programs - Wayfinding		(150)										(150)
	Cycling Infrastructure - BIXI Expansion		(667)										(667)
	Withdrawals		(1,017)	(50)									(1,067)
	Other Withdrawals		(6,623)	(4,622)	(294)								(11,539)
TOTAL RESERVE FUND BALANCE AT YEAR-END			12,180	4,540	(132)	(426)	(426)	(426)	(426)	(426)	(426)	(426)	(11,539)

* Based on 3rd Quarter Variance Report