



Toronto 2015 BUDGET

CAPITAL ANALYST NOTES



Transportation Services

2015 – 2024 CAPITAL BUDGET AND PLAN OVERVIEW

Transportation Services maintains infrastructure valued at \$10.129 billion, comprised of 5,600 km of roads, 130 km of expressways, 8,000 km of sidewalks, 970 bridges/culverts and 2,284 traffic control signals.

The 2015–2024 Recommended Capital Plan focuses on maintaining these assets in a state of good repair (SOGR). Specifically, SOGR funding of \$613.933 million is included for major road rehabilitation, \$666.528 million for local road rehabilitation, \$970.0 million for the F. G. Gardiner expressway, \$414.476 million for city bridges and \$155.216 million for sidewalks.

Included in this funding is an increased investment of \$930.4 million in Transportation infrastructure directed toward projects that will address accumulated backlog of state of good repair, facilitate an accelerated delivery of capital work on the Gardiner Expressway by 8 years, as well as increased funding for growth related projects that will help manage traffic congestion in areas that have experienced significant growth over recent years.

The 10-Year Recommended Capital Plan also includes funding that has 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.

Highlights

Overview & Recommendations

| | |
|-------------------------------|----|
| I: 10-Year Rec'd Capital Plan | 5 |
| II: 2015 Rec'd Capital Budget | 20 |
| III: Issues for Discussion | 25 |

Appendices:

| | |
|--|----|
| 1. 2014 Performance | 33 |
| 2. 10-Year Recommended Capital Plan Summary | 36 |
| 3. 2015 Rec'd Capital Budget; 2016–2024 Rec'd Capital Plan | 37 |
| 4. 2015 Recommended Cash Flow & Future Year Commitments | 38 |
| 5. 2015 Recommended Capital Projects with Financing Detail | 39 |
| 6. 2015 Reserve / Reserve Fund Review | 40 |

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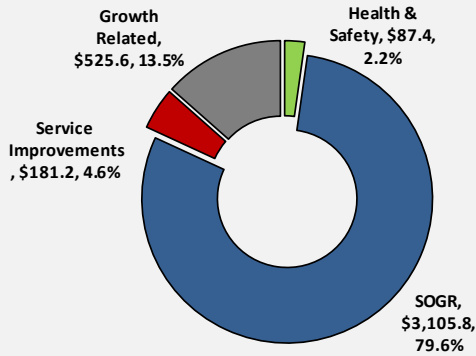
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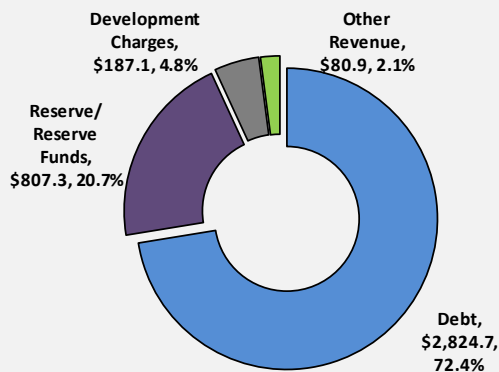
Capital Spending and Financing

2015-2024 Capital Budget and Plan by Expenditures Category (\$Million)



\$3.900 Billion

2015-2024 Capital Budget and Plan by Funding Source (\$Million)



\$3.900 Billion

Where does the money go?

The 2015–2024 Recommended Capital Budget and Plan totals \$3.900 billion.

- ✓ A primary focus of the 2015-2024 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.
- ✓ Significant funding is also included to accelerate delivery of the capital work on the F.G. Gardiner Expressway reducing the time of construction and resulting user impact.
- ✓ Investments in Growth related initiatives in part to manage traffic congestion, with projects including the Six Points Interchange Redevelopment, Steeles Widening (Tapscott to Beare), Ingram Drive Extension, Scarlet/St. Clair/Dundas and Traffic Congestion Management for roadways / expressways.

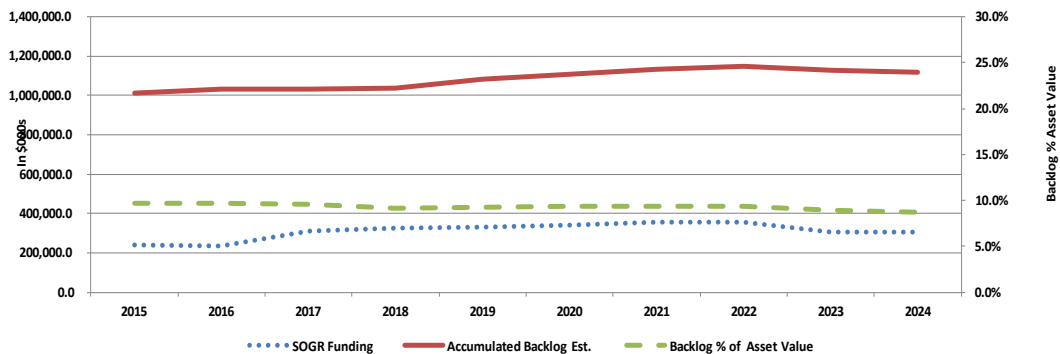
Where does the money come from?

The 10-Year Recommended Capital Plan requires:

- Debt funding of \$2.825 billion (72.4%), reflecting an increase in debt funding of \$819 million above originally established guidelines to increase investment in transportation priorities.
- Additional capital financing of \$807.270 million (20.7%) will be provided from reserve/reserve funds, primarily from the Capital Financing Reserve (\$762.635 million).
- Additional funding from Development Charges (\$187.121 million or 4.8%) and third party funding (\$80.860 million or 2.1%).

State of Good Repair Backlog

The 10-Year Recommended Capital Plan spending on State of Good Repair is \$3.106 billion which will essentially maintain the backlog, which despite the level of funding, will increase from \$981 million in 2014 to an anticipated \$1.121 billion by 2024. However, when excluding rehabilitation on the Gardiner, SOGR backlog for remaining transportation infrastructure will increase from \$426 million in 2014 to an anticipated \$1.1 billion in 2024.



Key Challenges & Priority Actions

Addressing the State of Good Repair Backlog – the 2014 year-end backlog is estimated at \$980.922 million and is anticipated to grow to \$1.121 billion by 2024.

- The 10-Year Capital Plan includes funding of \$3.106 billion for SOGR funding to address accumulated backlog primarily for major and local roads and the rehabilitation of the F.G. Gardiner Expressway, including increased funding of \$284 million.

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 Capital Plan includes funding of \$526 million for growth related project, including traffic congestion management projects and projects that help manage traffic congestion in areas that have experienced significant growth over recent years. This includes a recommended increased investment of \$124 million.

2015 Capital Budget Highlights

The 2015 Recommended Capital Budget for Transportation Services of \$463.852 million, including carry forward funding, will:

- ✓ Begin the Yonge Street/Highway 401 Interchange Improvements (\$2.500 million), St Clair West/Metrolinx Georgetown Grade Separation (\$2.000 million) and King Liberty Cycling Pedestrian Bridge (\$1.000 million).
- ✓ Continue the Traffic Congestion Management project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$8.961 million).
- ✓ Continue and enhance state of good repair maintenance and rehabilitation work on:
 - City Bridges (\$50.616 million);
 - F. G. Gardiner Expressway (\$51.202 million);
 - Major road rehabilitation (\$80.068 million);
 - Local road rehabilitation (\$65.186 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 (\$3.006 million), new traffic control signals / devices (\$4.831 million) and major modifications to signals (\$3.330 million).
- ✓ Continue work on service improvement projects such as cycling infrastructure (\$16.656 million), traffic control - RESCU (\$3.972 million) and advanced traffic signal control (\$3.940 million).



Recommendations

The City Manager and Chief Financial Officer recommend that:

1. City Council approve the 2015 Recommended Capital Budget for Transportation Services with a total project cost of \$1.071 billion, and 2015 cash flow of \$463.852 million and future year commitments of \$980.878 million comprised of the following:
 - a) New Cash Flow Funds for:
 - i. 62 new / change in scope sub-projects with a 2015 total project cost of \$1.071 million that requires cash flow of \$201.495 million in 2015 and increases / (decreases) in future year cash flow commitments of \$223.608 million in 2016; \$249.942 million for 2017; \$259.179 million for 2018; \$121.451 million for 2019; \$4.485 million for 2020; \$4.497 million for 2021; \$(0.017) million for 2022; \$(0.907) million for 2023; and \$7.100 million for 2024.
 - ii. 36 previously approved sub-projects with a 2015 cash flow of \$130.751 million; and future years cash flow commitments of \$26.401 million in 2016; \$25.649 million for 2017; \$19.788 million for 2018; \$9.159 million for 2019; \$7.688 million for 2020; \$7.431 million for 2021; \$7.617 million for 2022; and \$7.807 million for 2023.
2. 2014 approved cash flow for 55 previously approved sub-projects with carry forward funding from 2014 into 2015 totalling \$131.606 million.
3. City Council approve the new debt service costs of \$2.220 million in 2015 and incremental debt costs of \$17.315 million in 2016, \$21.530 million for 2017; \$22.007 million for 2018; \$23.964 million for 2019; \$11.781 million for 2020; \$0.602 million for 2021; and \$0.493 million for 2022; resulting from the approval of the 2015 Recommended Capital Budget, to be included in the 2015 and future year operating budgets.
4. City Council consider the operating costs of \$0.321 million net in 2015 and \$0.216 million net in 2016 resulting from the approval of the 2015 Recommended Capital Budget for inclusion in the 2015 and future year operating budgets.
5. City Council approve the 2016-2024 Recommended Capital Plan for Transportation Services totalling \$2.587 billion in project estimates, comprised of \$114.976 million in 2016; \$150.807 million for 2017; \$142.822 million for 2018; \$273.719 million for 2019; \$404.603 million for 2020; \$411.047 million for 2021; \$405.429 million for 2022; \$342.669 million for 2023; and \$340.781 million in 2024.
6. 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 2016 Capital Budget process.

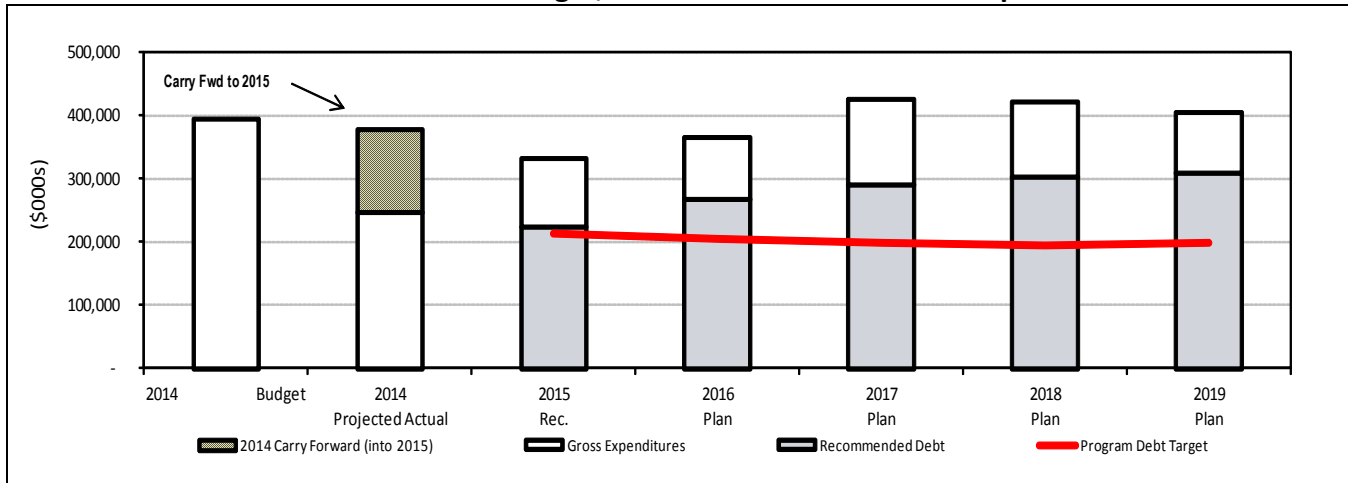


Part I:

10-Year Capital Plan

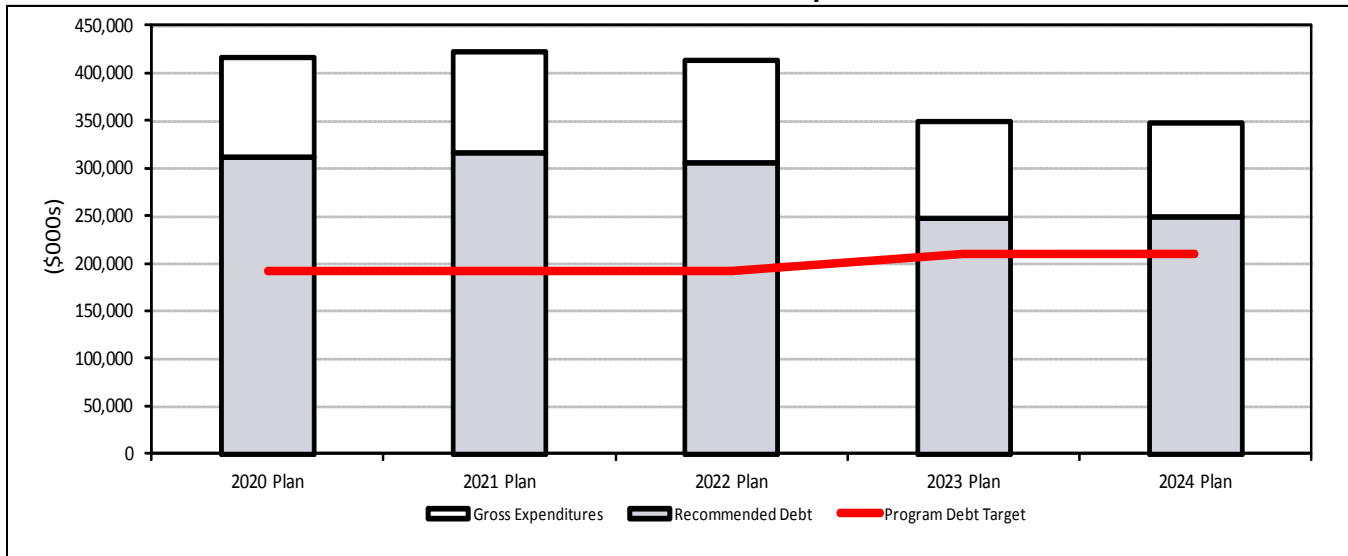
10 Year Capital Plan

Table 1a
2015 Recommended Budget, 2016-2019 Recommended Capital Plan



| | 2015 Rec'd Capital Budget and 2016 - 2019 Rec'd Capital Plan | | | | | | | | 5-Year Total Percent |
|--|--|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|----------------------|
| | 2014 | | 2015 | 2016 | 2017 | 2018 | 2019 | 2015 - 2019 | |
| | Budget | Projected Actual | | | | | | | |
| Gross Expenditures: | | | | | | | | | |
| 2014 Capital Budget & Approved FY Commitments | 395,465 | 246,792 | 130,751 | 26,401 | 25,649 | 19,788 | 9,159 | 211,748 | 10.9% |
| Recommended Changes to Approved FY Commitments | | | | | | | | | |
| 2015 New/Change in Scope and Future Year Commitments | | | 201,495 | 223,608 | 249,942 | 259,179 | 121,451 | 1,055,675 | 54.1% |
| 2016- 2019 Capital Plan Estimates | | | | 114,976 | 150,807 | 142,822 | 273,719 | 682,324 | 35.0% |
| 2-Year Carry Forward for Reapproval | | | | | | | | | |
| 1-Year Carry Forward to 2015 | | 131,606 | | | | | | | |
| Total Gross Annual Expenditures & Plan | 395,465 | 378,398 | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 1,949,747 | 100.0% |
| Program Debt Target | | | 212,769 | 204,360 | 199,595 | 194,151 | 199,577 | 1,010,452 | |
| Financing: | | | | | | | | | |
| Recommended Debt | | | 224,659 | 267,027 | 290,816 | 303,211 | 310,246 | 1,395,959 | 71.6% |
| Reserves/Reserve Funds | | | 69,810 | 56,526 | 100,992 | 84,300 | 71,883 | 383,511 | 19.7% |
| Development Charges | | | 17,267 | 25,907 | 24,065 | 29,378 | 17,300 | 113,917 | 5.8% |
| Provincial/Federal | | | | | | | | | |
| Debt Recoverable | | | | | | | | | |
| Other Revenue | | | 20,510 | 15,525 | 10,525 | 4,900 | 4,900 | 56,360 | 2.9% |
| Total Financing | | | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 1,949,747 | 100.0% |
| By Project Category: | | | | | | | | | |
| Health & Safety | | | 14,245 | 10,873 | 9,458 | 7,501 | 7,546 | 49,623 | 2.5% |
| Legislated | | | | | | | | | |
| SOGR | | | 239,111 | 237,099 | 312,312 | 323,774 | 331,744 | 1,444,040 | 74.1% |
| Service Improvement | | | 22,026 | 19,266 | 18,250 | 17,160 | 17,416 | 94,118 | 4.8% |
| Growth Related | | | 56,864 | 97,747 | 86,378 | 73,354 | 47,623 | 361,966 | 18.6% |
| Total by Project Category | | | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 1,949,747 | 100.0% |
| Asset Value (\$) at year-end | 10,129,300 | | 10,409,701 | 10,622,305 | 10,837,416 | 11,372,189 | 11,614,303 | | |
| Yearly SOGR Backlog Estimate (not addressed by current plan) | | | 29,701 | 21,019 | 3,351 | 3,207 | 42,486 | | |
| Accumulated Backlog Estimate (end of year) | 980,922 | | 1,010,623 | 1,031,642 | 1,034,993 | 1,038,200 | 1,080,686 | | |
| Backlog: Percentage of Asset Value (%) | 9.7% | | 9.7% | 9.7% | 9.6% | 9.1% | 9.3% | | |
| Debt Service Costs | | | 3,729 | 28,887 | 35,865 | 39,283 | 40,814 | 148,580 | |
| Operating Impact on Program Costs | | | 321 | 216 | | | | 537 | |
| New Positions | | | | | | | | | |

Table 1b
2020 - 2024 Recommended Capital Plan



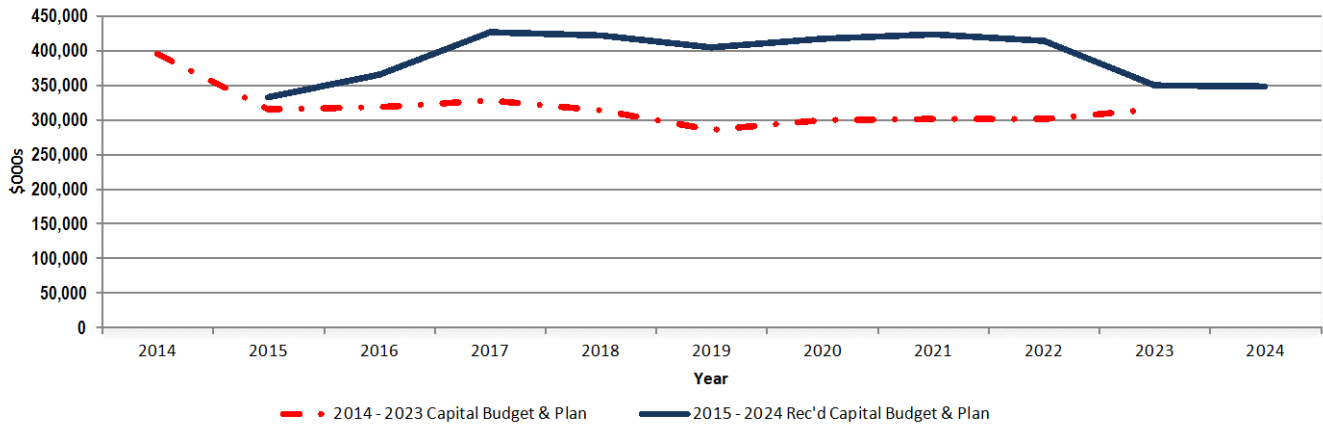
| | 2020 - 2024 Rec'd Capital Plan | | | | | | 10-Year Total Percent |
|--|--------------------------------|-------------------|-------------------|-------------------|-------------------|------------------|-----------------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | 2015 - 2024 | |
| Gross Expenditures: | | | | | | | |
| 2014 Capital Budget & Approved FY Commitments | 7,688 | 7,431 | 7,617 | 7,807 | | 242,291 | 6.2% |
| Recommended Changes to Approved FY Commitments | | | | | | | |
| 2015 New/Change in Scope and Future Year Commitments | 4,485 | 4,497 | (17) | (907) | 7,100 | 1,070,833 | 27.5% |
| 2020 - 2024 Capital Plan Estimates | 404,603 | 411,047 | 405,429 | 342,669 | 340,781 | 2,586,853 | 66.3% |
| Total Gross Annual Expenditures & Plan | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 3,899,977 | 100.0% |
| Program Debt Target | 191,885 | 191,418 | 191,630 | 210,017 | 210,017 | 2,005,419 | |
| Financing: | | | | | | | |
| Recommended Debt | 311,284 | 316,563 | 305,242 | 247,232 | 248,446 | 2,824,726 | 72.4% |
| Reserves/Reserve Funds | 79,876 | 80,827 | 82,252 | 91,853 | 88,951 | 807,270 | 20.7% |
| Development Charges | 20,716 | 20,685 | 20,635 | 5,584 | 5,584 | 187,121 | 4.8% |
| Provincial/Federal Debt Recoverable | | | | | | | |
| Other Revenue | 4,900 | 4,900 | 4,900 | 4,900 | 4,900 | 80,860 | 2.1% |
| Total Financing | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 3,899,977 | 100.0% |
| By Project Category: | | | | | | | |
| Health & Safety | 7,546 | 7,546 | 7,546 | 7,546 | 7,546 | 87,353 | 2.2% |
| Legislated SOGR | 339,165 | 355,874 | 355,040 | 306,697 | 305,009 | 3,105,825 | 79.6% |
| Service Improvement | 17,416 | 17,416 | 17,416 | 17,416 | 17,416 | 181,198 | 4.6% |
| Growth Related | 52,649 | 42,139 | 33,027 | 17,910 | 17,910 | 525,601 | 13.5% |
| Total by Project Category | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 3,899,977 | 100.0% |
| Asset Value(\$) at year-end | 11,849,554 | 12,094,815 | 12,340,817 | 12,587,633 | 12,839,386 | | |
| Yearly SOGR Backlog Estimate (not addressed by current plan) | 28,751 | 23,327 | 17,005 | (20,166) | (8,987) | | |
| Accumulated Backlog Estimate (end of year) | 1,109,437 | 1,132,764 | 1,149,769 | 1,129,603 | 1,120,616 | | |
| Backlog: Percentage of Asset Value (%) | 9.4% | 9.4% | 9.3% | 9.0% | 8.7% | | |
| Debt Service Costs | 41,611 | 41,853 | 42,156 | 39,499 | 33,169 | 346,867 | |
| Operating Impact on Program Costs | | | | | | 537 | |
| New Positions | | | | | | | |

Key Changes to the 2014 - 2023 Approved Capital Plan

The 2015 Recommended Capital Budget and the 2016 - 2024 Recommended Capital Plan reflects an increase of \$728.387 million in capital funding from the 2014 to 2023 Approved Capital Plan.

The table and chart below provide a breakdown of the \$728.387 million or 23.0% increase in the Capital Program on an annual basis from 2014 to 2024.

Chart 1
Changes to the 2014 -2023 Approved Capital Plan (In \$000s)



| (\$000s) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 10-Year Total |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|
| 2014 - 2023 Capital Budget & Plan | 395,465 | 314,717 | 318,850 | 327,843 | 312,852 | 285,502 | 299,279 | 300,230 | 301,500 | 315,352 | | 3,171,590 |
| 2015 - 2024 Rec'd Capital Budget & Plan | | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 3,899,977 |
| Change % | | 5.6% | 14.5% | 30.1% | 34.8% | 41.6% | 39.3% | 40.9% | 37.0% | 10.9% | | 23.0% |
| Change \$ | | 17,529 | 46,135 | 98,555 | 108,937 | 118,827 | 117,497 | 122,745 | 111,529 | 34,217 | | 728,387 |

As indicated in the chart above, the \$728.387 million increase in the Capital Program reflects the additional funding for Transportation Services' state of good repair and growth capital projects.

- The 2014 Capital Budget shown above appears greater than expected as it includes funding carried forward from 2013 into 2014 of \$72.131 million.

As reflected in Table 2, changes to the 2014 – 2023 Approved Capital Plan, specifically the recommended \$775.971 million in increased capital funding in the nine common years of the Capital Plans (2015 – 2023) arise from the level of increased investment in Transportations Services' capital projects, based on the following factors:

- Additional funding required for the Council approved accelerated approach for the rehabilitation of the F. G. Gardiner Expressway and to address the state of good repair backlog for the City's transportation infrastructure (local roads and sidewalks).
- Continued focus on supporting future growth related initiatives over multiple years.

A summary of project changes for the years 2015 to 2023 totalling \$775.971 million are provided in Table 2.

Table 2
Summary of Project Changes (In \$000s)

| \$000s | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2015 - 2023 Total |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-------------------|
| 2014 - 2023 Capital Budget & Plan | 395,465 | 314,717 | 318,850 | 327,843 | 312,852 | 285,502 | 299,279 | 300,230 | 301,500 | 315,352 | | 2,776,125 |
| 2015 - 2024 Rec'd Capital Budget & Plan | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | | 3,552,096 |
| Capital Budget & Plan Changes (2015 - 2023) | | 17,529 | 46,135 | 98,555 | 108,937 | 118,827 | 117,497 | 122,745 | 111,529 | 34,217 | | 775,971 |

| | Total Project Cost | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2015 - 2023 | 2024 | Revised Total Project Cost |
|--|--------------------|---------|----------|----------|---------|---------|---------|---------|---------|---------|-------------|---------|----------------------------|
| Previously Approved | | | | | | | | | | | | | |
| Advanced Traffic Signal Control | | 1,886 | | | | | | | | | 1,886 | 1,350 | |
| City Bridge Rehabilitation | | 7,348 | 5,975 | (1,763) | (2,131) | (2,149) | (1,185) | (406) | (840) | (1,508) | 3,341 | 46,645 | |
| Gardiner York/Bay/Yonge Reconfiguration | 6,000 | | 10,000 | 15,000 | 5,000 | | | | | | 30,000 | | 36,000 |
| Steeles Widening (Tapscott Road - Beare Road) | 38,000 | (4,000) | | (13,000) | 4,000 | 13,000 | | | | | | | 38,000 |
| Accessible Pedestrian Signals (Audible Signals) | | 500 | | | | | | | | | 500 | 810 | |
| Scarborough Golf Town Road / CN Grade Separation | | (6,600) | (7,526) | (5,280) | (844) | | | | | | (20,250) | | |
| New Traffic Control Signals / Devices | | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (9,810) | 2,180 | |
| Ingram Drive Extension - Grade Separation | 11,715 | (5,115) | 9,000 | 9,000 | | | 15,000 | 15,000 | 5,000 | | 47,885 | | 59,600 |
| King Liberty Cycling Pedestrian Bridge | 6,000 | (5,000) | 6,000 | | | | | | | | 1,000 | | 7,000 |
| Third Party Signals | | (600) | (600) | (600) | (600) | (600) | (600) | (600) | (600) | (600) | (5,400) | 900 | |
| Signs and Markings Asset Management | | 800 | | | | | | | | | 800 | 1,000 | |
| Port Union Road | 1,900 | 300 | 4,700 | | | (1,900) | | | | | 3,100 | | 5,000 |
| Scarlett/St Clair/Dundas | 5,000 | (5,000) | 8,500 | 7,000 | 10,000 | 15,000 | 10,000 | | | | 45,500 | | 50,500 |
| Regent Park Revitalization | | (159) | 211 | 1,332 | (951) | (107) | 8 | (1,125) | (404) | (208) | (1,403) | | |
| Redlea Avenue (Steeles - McNicoll) | 3,000 | 5,000 | | | | | | | | | 5,000 | | 8,000 |
| Local Road Rehabilitation | | 17 | 287 | 5,071 | 9,811 | 9,506 | 14,310 | 14,253 | 14,170 | 18,170 | 85,595 | 86,472 | |
| Major Road Rehabilitation | | (6,763) | (6,928) | (6,457) | (6,405) | (6,664) | (6,624) | (6,708) | (6,708) | (7,478) | (60,735) | 67,305 | |
| Transit Priority | | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (15,840) | | |
| Upgrades To Meet New ESA Requirements | | (1,360) | (1,360) | (1,360) | (1,360) | (1,360) | (1,360) | (1,360) | (1,360) | (1,360) | (12,240) | 400 | |
| F. G. Gardiner* | 552,359 | (8,117) | (22,483) | 55,218 | 59,898 | 64,075 | 75,519 | 91,130 | 88,705 | 7,946 | 411,891 | 69,400 | 1,033,650 |
| LED Signal Module Conversion | | | | | | | | | | | | 1,000 | |
| Cycling Infrastructure | | 1,000 | 400 | | | | | | | | 1,400 | 8,303 | |
| Don Valley Parkway Rehabilitation | | | | | | | | | | | | 2,558 | |
| Engineering Studies | | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 4,500 | 3,038 | |
| Facility Improvements | | | | | | | | | | | | 1,500 | |
| Laneways | | (232) | (232) | (244) | (250) | (205) | (200) | (200) | (200) | (200) | (1,963) | 1,800 | |
| Neighbourhood Improvements | | | | | | | | | | | | 2,000 | |
| Pedestrian Safety and Infrastructure Programs | | | | | | | | | | | | 707 | |
| Retaining Walls Rehabilitation | | | | | | | | | | | | 1,344 | |
| Sidewalks | | 2,470 | 2,603 | 2,387 | 2,752 | 2,765 | 2,734 | 2,873 | 2,873 | 2,873 | 24,330 | 14,147 | |
| Signal Major Modifications | | | | | | | | | | | | 2,290 | |
| Traffic Congestion Management | 18,000 | 2,000 | | | | | | | | | 2,000 | | 20,000 |
| Traffic Control - RESCU | | 360 | | | | | | | | | 360 | 1,100 | |
| Traffic Plant Requirements/Signal Asset Management | | | | | | | | | | | 715 | 5,700 | |
| Traffic Sign Structure Replacement | | 715 | | | | | | | | | 715 | | |
| Work for TTC & Others | | 14,000 | | | | | | | | | 14,000 | 4,000 | |
| North York Service Road | 15,740 | | 5,000 | | | | | | | | 5,000 | | 20,740 |
| Salt Management Program | | | | | | | | | | | | 1,159 | |
| Traffic Calming | | | | | | | | | | | | 312 | |
| Transportation Safety & Local Improvement Program | | | | | | | | | | | | 1,313 | |
| Growth Related Capital Works | | | | | | | | | | | | 300 | |
| Total Previously Approved | | (8,900) | 11,197 | 63,954 | 76,570 | 89,011 | 105,252 | 110,507 | 98,286 | 15,285 | 561,162 | 329,033 | |
| New | | | | | | | | | | | | | |
| Dufferin Street Bridge Rehabilitation | | 600 | 550 | 550 | 12,620 | 12,630 | | | | | 26,950 | | 26,950 |
| Bathurst Street Bridge Rehabilitation | | 1,182 | 12,281 | 12,150 | 2,700 | 5,000 | | | | | 28,313 | | 28,313 |
| MetroInx Additional Infrastructure | | | | | 5,000 | 5,000 | | | | | 10,000 | | 10,000 |
| Georgetown South City Infrastructure Upgrades | | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 60,390 | 6,710 | 67,100 |
| Steeles Avenue East/Kennedy Road Grade Separation | | 500 | | | | | | | | | 500 | | 500 |
| Interim Rehabilitation of Roads | | 8,000 | 8,000 | 8,000 | | | | | | | 24,000 | | 24,000 |
| Local Geometric Traffic Safety Improvements | | 2,000 | 2,000 | 2,000 | | | | | | | 6,000 | | 6,000 |
| North Queen New Street | | | | | | | | | 1,000 | 6,000 | 7,000 | 6,000 | 13,000 |
| 2 Way Radio Communication - New contract | | 2,200 | | | | | | | | | 2,200 | | 2,200 |
| Ditch Rehabilitation and Culvert Reconstruction | | 600 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 8,600 | 1,000 | |
| Major SOGR Pooled Contingency | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 4,535 | 4,528 | 4,533 | 5,222 | 40,856 | | 5,138 |
| Total New | | 26,429 | 34,938 | 34,601 | 32,367 | 29,816 | 12,245 | 12,238 | 13,243 | 18,932 | 214,809 | 18,848 | |
| Total Changes | | 17,529 | 46,135 | 98,555 | 108,937 | 118,827 | 117,497 | 122,745 | 111,529 | 34,217 | 775,971 | 347,881 | |

*The total project cost for the Gardiner reflect the 2012 - 2024 costs, the 25 year project cost based on the Council approved Strategic Plan is \$1.879 billion.

Significant Capital Project Changes in Transportation Services

The City is balancing the needs of existing infrastructure characterized by an aging transportation network, with requirements to accommodate growth.

The following previously approved Transportation Services capital projects have been allocated increased funding to address key priorities:

- The *Ingram Drive Extension - Grade Separation* project will require additional funding of \$47.885 million.
- The *Gardiner York/Bay/Yonge Reconfiguration* project will require additional funding of \$30.000 million.
- The *Scarlett/St Clair/Dundas Bridge* project will require additional funding of \$45.500 million.
- The *Local Road Rehabilitation* project will require additional SOGR funding of \$85.595 million and the *Sidewalks* project will require additional SOGR funding of \$24.330 million to address the City's aging infrastructure.
 - This reflects the increased level of funding for these projects, less savings identified through the creation of a contingency account, as opposed to contingency provision included in each sub-project (See Issues section on Page 27 of these notes for further details).
- The *F. G. Gardiner Expressway* project will require additional funding of \$411.891 million (2015 to 2023 changes) to address the costs related to the 8 year acceleration delivery of this project.

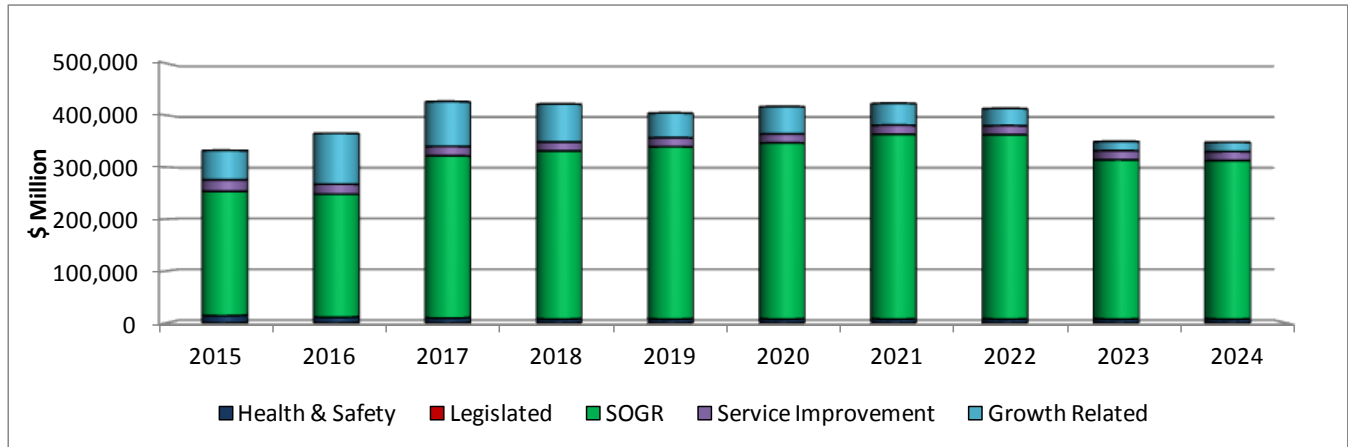
Significant reductions have been made to the following project costs:

- The *Scarborough Golf Town Road / CN Grade Separation* project deleted (\$20.250 million) as this project will now be completed by Metrolinx.
- The *Major Road Rehabilitation* project decreased by \$60.735 million as a result of reducing the existing contingencies included in the project (10% of project cost) and establishing a separate contingency (2.5% of project cost) as part of the Major SOGR Pooled Contingency.
 - As discussed in greater detail on page 27 of these notes, it is not anticipated that this change will reduce the level of capital investments.
- The *Transit Priority* project decreased by \$15.840 million as this budget will now reside in the TTC capital program but the funding will continue to be drawn from the Transportation DC Reserve Fund.

New projects totalling \$214.809 million have been added to the 2014 – 2023 Approved Capital Plan:

- The *Dufferin Street Bridge Rehabilitation* project (\$26.950 million from 2015 to 2019).
- The *Bathurst Street Bridge Rehabilitation* project (\$28.313 million from 2015 to 2018).
- The *Interim Rehabilitation of Roads* project (\$24.000 million from 2015 to 2017) which represents \$8.000 million per year to address immediate roads requirements.
- The *Ditch Rehabilitation and Culvert Reconstruction* project (\$8.600 million from 2015 to 2023) so that planned/scheduled repairs can be done, avoiding costly emergency repairs.

Chart 2
2015 – 2024 Capital Plan by Project Category (In \$000s)



As illustrated in the chart above, the 10-Year Recommended Capital Plan for Transportation Services of \$3.900 billion predominately provides funding for SOGR and Growth Related projects, which represent 93.1% of total funding over the 10-year period. In this way, the City is balancing the needs of existing infrastructure characterized by an aging transportation network, with requirements to accommodate growth.

- The level of funding for SOGR projects make up the largest category of projects in the Transportation Services' 10-Year Capital Plan with funding totaling \$3.106 billion or 79.6% of the total planned cash flow of \$3.900 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 rehabilitation projects and sidewalk repairs.
- The level of funding for Growth Related projects account for 13.5% or \$525.601 million of the total 10-Year Capital Plan's project expenditures.
 - Examples of Growth Related projects include the Steeles Widening (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation, Scarlett/St Clair/Dundas Bridge, Lawrence-Allen Revitalization Project (Phase 1), Traffic Congestion Management, Ingram Drive Extension - Grade Separation, Yonge Street / Highway 401 Interchange Improvements, and the Six Points Interchange Redevelopment.

Table 3
Summary of Capital Projects by Category (In \$000s)

| | Total App'd Cash Flows to Date* | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total | Rec'd Total Project Cost |
|--|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|--------------------------|
| 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 | | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 21,800 | |
| Accessible Pedestrian Signals (Audible Signals) | | 2,000 | 1,500 | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 9,980 | |
| Salt Management Program | | 1,050 | 1,077 | 1,105 | 1,131 | 1,159 | 1,159 | 1,159 | 1,159 | 1,159 | 1,159 | 11,317 | |
| Pedestrian Safety and Infrastructure Programs | | 641 | 657 | 673 | 690 | 707 | 707 | 707 | 707 | 707 | 707 | 6,903 | |
| Upgrades To Meet New ESA Requirements | | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 4,000 | |
| PXO Visibility Enhancement | | 569 | 569 | | | | | | | | | 1,138 | |
| Traffic Sign Structure Replacement | | 915 | 200 | | | | | | | | | 1,115 | |
| Local Geometric Traffic Safety Improvements | | 2,000 | 2,000 | 2,000 | | | | | | | | 6,000 | 6,000 |
| 2 Way Radio Communication | | 2,200 | | | | | | | | | | 2,200 | 2,200 |
| Sub-Total | | 14,245 | 10,873 | 9,458 | 7,501 | 7,546 | 7,546 | 7,546 | 7,546 | 7,546 | 7,546 | 87,353 | 8,200 |
| State of Good Repair | | | | | | | | | | | | | |
| Don Valley Parkway Rehabilitation | | 2,319 | 2,319 | 2,435 | 2,496 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 24,917 | |
| Traffic Plant Requirements/Signal Asset Mgmt. | | 5,436 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 56,736 | |
| City Bridge Rehabilitation | | 39,136 | 41,026 | 33,491 | 40,481 | 40,837 | 41,388 | 41,106 | 40,517 | 49,849 | 46,645 | 414,476 | |
| Major Road Rehabilitation | | 60,870 | 62,356 | 58,121 | 57,644 | 59,972 | 59,622 | 60,369 | 60,369 | 67,305 | 67,305 | 613,933 | |
| Local Road Rehabilitation | | 50,251 | 47,421 | 54,357 | 61,702 | 64,449 | 71,210 | 71,722 | 72,472 | 86,472 | 86,472 | 666,528 | |
| Bathurst Street Bridge Rehabilitation | | 1,182 | 12,281 | 12,150 | 2,700 | | | | | | | 28,313 | 28,313 |
| Dufferin Street Bridge Rehabilitation | | 600 | 550 | 550 | 12,620 | 12,630 | | | | | | 26,950 | 26,950 |
| Sidewalks | | 17,774 | 16,573 | 18,515 | 15,235 | 15,123 | 15,408 | 14,147 | 14,147 | 14,147 | 14,147 | 155,216 | |
| Laneways | | 2,088 | 2,088 | 2,193 | 2,248 | 1,855 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 19,472 | |
| Retaining Walls Rehabilitation | | 1,218 | 1,218 | 1,279 | 1,311 | 1,344 | 1,344 | 1,344 | 1,344 | 1,344 | 1,344 | 13,090 | |
| 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 | | | | | | | | | 1,600 | 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 | |
| Ditch Rehabilitation and Culvert Reconstruction | | 600 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 9,600 | |
| Interim Rehabilitation of Roads | | 8,000 | 8,000 | 8,000 | | | | | | | | 24,000 | 24,000 |
| Major SOGR Pooled Contingency | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 4,535 | 4,528 | 4,533 | 5,222 | 5,138 | 45,994 | |
| F.G. Gardiner ** | 63,650 | 40,700 | 27,870 | 106,830 | 112,800 | 118,300 | 131,100 | 148,100 | 147,100 | 67,800 | 69,400 | 970,000 | 1,033,650 |
| Sub-Total | | 64,950 | 239,111 | 237,099 | 312,312 | 323,774 | 331,744 | 339,165 | 355,874 | 355,040 | 306,697 | 3,105,825 | 1,115,813 |
| Service Improvements | | | | | | | | | | | | | |
| Cycling Infrastructure | | 10,480 | 10,250 | 9,205 | 8,100 | 8,303 | 8,303 | 8,303 | 8,303 | 8,303 | 8,303 | 87,853 | |
| Traffic Calming | | 283 | 283 | 298 | 305 | 312 | 312 | 312 | 312 | 312 | 312 | 3,041 | |
| Advanced Traffic Signal Control | | 2,500 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 14,650 | |
| Pan Am Path | 200 | 50 | | | | | | | | | | 50 | 250 |
| Traffic Control - RESCU | | 1,960 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 11,860 | |
| Engineering Studies | | 2,670 | 3,000 | 3,000 | 3,000 | 3,038 | 3,038 | 3,038 | 3,038 | 3,038 | 3,038 | 29,898 | |
| Transportation Safety & Local Improvement Program | | 1,283 | 1,283 | 1,297 | 1,305 | 1,313 | 1,313 | 1,313 | 1,313 | 1,313 | 1,313 | 13,046 | |
| 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 | | 1,800 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,800 | |
| Sub-Total | 200 | 22,026 | 19,266 | 18,250 | 17,160 | 17,416 | 17,416 | 17,416 | 17,416 | 17,416 | 17,416 | 181,198 | 250 |
| Growth Related | | | | | | | | | | | | | |
| Third Party Signals | | 900 | 900 | 900 | 900 | 900 | 900 | 900 | 900 | 900 | 900 | 9,000 | |
| Ingram Drive Extension - Grade Separation | 6,600 | | 9,000 | 9,000 | | | 15,000 | 15,000 | 5,000 | | | 53,000 | 59,600 |
| Steeles Widenings (Tapscott Road - Beare Road) | | | 4,000 | 4,000 | 17,000 | 13,000 | | | | | | 38,000 | 38,000 |
| Growth Related Capital Works | | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 300 | 3,000 | |
| Scarlett/St Clair/Dundas | | | 8,500 | 7,000 | 10,000 | 15,000 | 10,000 | | | | | 50,500 | 50,500 |
| Work for TTC & Others | | 18,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 54,000 | |
| Traffic Congestion Management | 3,000 | 7,000 | 5,000 | 5,000 | | | | | | | | 17,000 | 20,000 |
| Allen Road Individual EA | 1,250 | 1,250 | | | | | | | | | | 1,250 | 2,500 |
| North Queen (New Street) | | | | | | | | | 1,000 | 6,000 | 6,000 | 13,000 | 13,000 |
| Georgetown South City Infrastructure Upgrades | | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 67,100 | 67,100 |
| Port Union Road | | 300 | 4,700 | | | | | | | | | 5,000 | 5,000 |
| Six Points Interchange Redevelopment | | 9,500 | 9,500 | 8,500 | 10,548 | | | | | | | 38,048 | 38,048 |
| MetroInx Additional Infrastructure | | | | | 5,000 | 5,000 | | | | | | 10,000 | 10,000 |
| Redlea Avenue (Steeles to McNicoll) | 3,000 | 5,000 | | | | | | | | | | 5,000 | 8,000 |
| Steeles Avenue East/Kennedy Road Grade Separation | | 500 | | | | | | | | | | 500 | 500 |
| North York Service Road | 15,740 | | 5,000 | | | | | | | | | 5,000 | 20,740 |
| Regent Park Revitalization | | 1,354 | 793 | 1,565 | 956 | 627 | 301 | 229 | 117 | | | 5,942 | |
| Yonge Street/Highway 401 Interchange Improvements | | 2,500 | 11,250 | 11,250 | | | | | | | | 25,000 | 25,000 |
| King Liberty Cycling Pedestrian Bridge | | 1,000 | 1,000 | 6,000 | | | | | | | | 7,000 | 7,000 |
| Gardiner York/Bay/Yonge Reconfiguration | 1,000 | | 15,000 | 15,000 | 5,000 | | | | | | | 35,000 | 36,000 |
| Legion Road Extension & Grade Separation | | | | | | | 15,000 | 15,000 | 15,000 | | | 45,000 | 45,000 |
| St Clair West/MetroInx Georgetown Grade Separation | | 2,000 | 6,000 | 12,000 | 12,000 | | | | | | | 32,000 | 32,000 |
| Lawrence-Allen Revitalization Project | 13 | 550 | 1,094 | 1,153 | 940 | 2,086 | 438 | | | | | 6,261 | 6,274 |
| Sub-Total | 30,603 | 56,864 | 97,747 | 86,378 | 73,354 | 47,623 | 52,649 | 42,139 | 33,027 | 17,910 | 17,910 | 525,601 | 484,262 |
| Total Expenditures by Category | 95,753 | 332,246 | 364,985 | 426,398 | 421,789 | 404,329 | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 3,899,977 | 1,608,525 |

*Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2015, excluding ongoing capital projects (i.e. Major Road Rehab projects)
 **The total project cost for the Gardiner reflect the 2012 - 2024 costs, the 25 year project cost based on the Council approved Strategic Plan is \$1.879 billion.

2015 – 2024 Recommended Capital Plan

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 (\$21.800 million), pedestrian related issues involving accessible pedestrian signals (i.e. audible signals) for \$9.980 million and pedestrian safety and infrastructure programs for \$6.903 million.

State of Good Repair (SOGR) Projects

- The main focus of the 10-Year Recommended Capital Plan is to ensure the State of Good Repair of the City's transportation infrastructure. Specific attention is being paid to the following priority projects:
 - *F.G. Gardiner Expressway rehabilitation* (\$970.000 million) including acceleration of the work;
 - *Major and Local Road Rehabilitation* (\$1.280 billion);
 - *Bridge Infrastructure rehabilitation* (\$414.476 million);
 - Sidewalk replacement (\$155.216 million);
 - Laneway rehabilitation (\$19.472 million);
 - DVP rehabilitation (\$24.917 million); and
 - Traffic plant maintenance (\$56.736 million).
- By 2024, 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 Capital Plan dedicates funding of \$87.853 million for cycling infrastructure in support of the Bike Plan. This funding will be used to implement approximately 100 km of bike 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 2024 there will be approximately 8,000 bicycle parking spaces, with 10,000 -15,000 new post-and-ring bicycle racks, and several new or renovated high security bicycle parking stations.
- Funding of \$48.496 million is allocated to various traffic control signal systems, LED signal module conversion and signs and markings asset management initiatives.

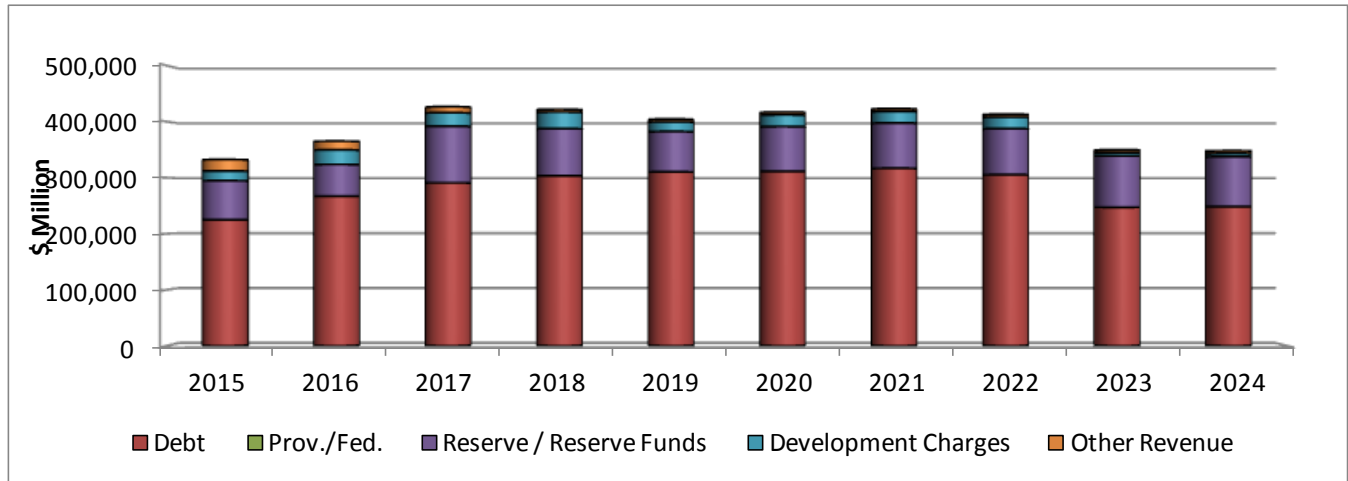
Growth Related Projects

- 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 \$54.000 million is 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 Widenings (Tapscott Road - Beare Road). Currently, the City of Toronto is in negotiations with the Region of York and other municipalities to determine a shared cost agreement for this project as it benefits several jurisdictions.
- \$32.000 million has been allocated for the St Clair West/Metrolinx Georgetown Grade Separation project that will start in 2015 and is expected to take four years to complete.
- \$5.942 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 Capital Plan allocates \$38.048 million for this project.
- \$25.00 million is 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.
- \$17.000 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.
- \$53.000 million in funding for the Ingram Drive Extension – Grade Separation project is included in the 10-Year 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 Scarlett/St Clair/Dundas Bridge project has been included at a cost of \$50.500 million starting in 2016 and is expected to take five years for completion.
- The Gardiner York/Bay/Yonge Reconfiguration project has been included at a cost of \$35.000 million starting in 2016 and is expected to take three years for completion.

Chart 3
2015 – 2024 Capital Plan by Funding Source (In \$000s)



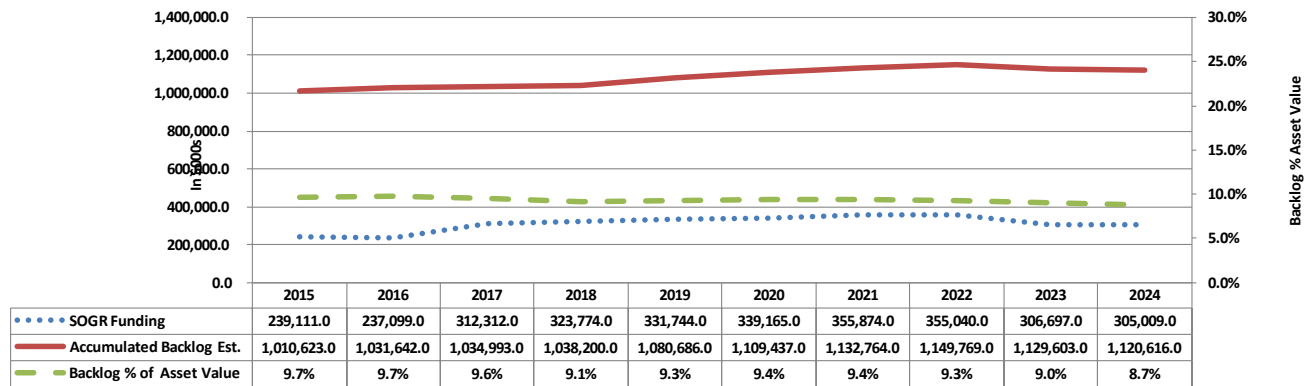
The 10-Year Recommended Capital Plan of \$3.900 billion will be financed by the following sources:

- Debt, which accounts for \$2.825 billion or 72.4% of the financing over the 10-year period.
 - Debt funding is \$819.307 million over the originally established debt guidelines across the 10-year period.
 - This increased investment is recommended to address priority transportation projects and reduce user impacts associated with originally planned Gardiner construction.
- Capital financing from reserves / reserve funds constitutes \$807.270 million or 20.7% of required funding over the 10 year period.
 - This funding source is primarily 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, MLTT revenue above the base estimates included in the 2015 Operating Budget, as well as anticipated future one-time dividends from Build Toronto and the Toronto Parking Authority.
 - Also included here is reserve funding for specific eligible projects (i.e. Bike Plans, Six Points Interchange Redevelopment, Neighbourhood Improvements).
- Development Charges (DC) fund approximately 4.8% or \$187.121 million of the 10-Year Capital Budget and Plan and are used for Growth Related and Service Improvement projects.
 - Development Charge funding for eligible growth projects has been maximized. 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 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.

- Other Third Party funding accounts for \$80.860 million or 2.1% 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, etc.

State of Good Repair (SOGR) Backlog

**Chart 4
SOGR Funding & Backlog (In \$000s)**



The 10-Year Recommended Capital Plan dedicates \$3.106 billion to SOGR spending over 10-Year period, which on average is \$310.583 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.
- At the end of 2014, Transportation Services will have a backlog of state of good repair work for infrastructure renewal estimated at \$980.922 million, representing 9.7% of the asset replacement 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.
- Despite significant investments in infrastructure renewal projects between 2015 to 2024 the SOGR backlog is anticipated to increase to \$1.121 billion by year-end 2024, representing 8.7% of the asset replacement value.
- The 10-Year Capital Plan dedicates \$3.106 billion to address state of good repair, which represents an increase of \$670.598 million in SOGR funding above the 2014 – 2023 Capital Budget and Plan, primarily arising from the addition of funding for *Local Roads Rehabilitation, Sidewalk projects and*

the *F. G. Gardiner rehabilitation project* (added funding for the Gardiner to be used to facilitate project acceleration).

- The increase in SOGR funding in the 2015 – 2024 Recommended Capital Budget and Plan, is in addition to funding that was added to the F. G. Gardiner Expressway and Major Roads as part of the 2013 and 2014 Budget process. Even still, 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.
 - When excluding rehabilitation on the Gardiner, SOGR backlog for remaining transportation infrastructure is anticipated to increase from \$426 million in 2014 to \$1.1 billion in 2024.
- Transportation Services undertook condition assessments of local road capital infrastructure and determined that approximately \$125.0 million of SOGR funding was required for the rehabilitation needs of local roads, supporting the need to add \$155 million in funding for Local Road Rehabilitation projects in the 2015 – 2024 Recommended Capital Budget and Plan.
- 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.
- Also as a result of these condition assessments, \$40.000 million has been added in SOGR funding for Sidewalks in the 2015 – 2024 Recommended Capital Budget and Plan.
- In 2015, Transportation Services in consultation with Financial Planning will continue to 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 state of good repair backlog by asset category is presented in Table 4 on the following page:

Table 4
SOGR Backlog by Asset Category (In \$Millions)

| Total | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| State of Good Repair Funding | | (29,701) | (21,019) | (3,351) | (3,207) | (42,486) | (28,751) | (23,327) | (17,005) | 20,166 | 8,987 |
| Accumulated Backlog Est. (yr end) | 980,922 | 1,010,623 | 1,031,642 | 1,034,993 | 1,038,200 | 1,080,686 | 1,109,437 | 1,132,764 | 1,149,769 | 1,129,603 | 1,120,616 |
| Backlog %Asset Value | 9.7% | 9.7% | 9.7% | 9.6% | 9.1% | 9.3% | 9.4% | 9.4% | 9.3% | 9.0% | 8.7% |
| Asset Value | 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 | 12,839,386 |
| *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 | | 41,940 | 50,353 | 51,612 | 52,902 | 54,225 | 55,581 | 56,970 | 58,395 | 59,854 | 54,950 |
| Accumulated Backlog Est. (yr end) | 554,970 | 513,030 | 462,677 | 411,065 | 358,163 | 303,938 | 248,357 | 191,387 | 132,992 | 73,138 | 18,188 |
| Roads - Major | | | | | | | | | | | |
| State of Good Repair Funding | | (11,539) | (3,390) | 7,505 | (5,892) | (48,786) | (43,737) | (38,048) | (33,043) | (21,159) | (16,642) |
| Accumulated Backlog Est. (yr end) | 79,271 | 90,810 | 94,200 | 86,695 | 92,587 | 141,373 | 185,110 | 223,158 | 256,201 | 277,360 | 294,002 |
| Roads - Local | | | | | | | | | | | |
| State of Good Repair Funding | | (73,353) | (76,401) | (69,411) | (62,001) | (59,177) | (52,367) | (51,841) | (51,070) | (36,820) | (36,820) |
| Accumulated Backlog Est. (yr end) | 213,871 | 287,224 | 363,625 | 433,036 | 495,037 | 554,214 | 606,581 | 658,422 | 709,492 | 746,312 | 783,132 |
| Bridge Rehabilitation | | | | | | | | | | | |
| State of Good Repair Funding | | 7,341 | 3,398 | 1,122 | 7,961 | 7,482 | 7,709 | 6,825 | 5,946 | 15,524 | 4,732 |
| Accumulated Backlog Est. (yr end) | 48,906 | 41,565 | 38,167 | 37,045 | 29,084 | 21,602 | 13,893 | 7,068 | 1,122 | (14,402) | (19,134) |
| Expressways (Excluding F.G. Gardiner) | | | | | | | | | | | |
| State of Good Repair Funding | | 2,319 | 2,319 | 2,435 | 2,496 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 |
| Accumulated Backlog Est. (yr end) | 69,126 | 66,807 | 64,488 | 62,053 | 59,557 | 56,999 | 54,441 | 51,883 | 49,325 | 46,767 | 44,209 |
| Sidewalks | | | | | | | | | | | |
| State of Good Repair Funding | | 3,591 | 2,702 | 3,386 | 1,327 | 1,212 | 1,505 | 209 | 209 | 209 | 209 |
| Accumulated Backlog Est. (yr end) | 14,778 | 11,187 | 8,485 | 5,099 | 3,772 | 2,560 | 1,055 | 846 | 637 | 428 | 219 |

- The additional SOGR funding provided for the **F.G. Gardiner Expressway** will not result in a reduction to the 2014 SOGR backlog, as it will facilitate overall project acceleration. The current backlog reflects the rehabilitation needs (not ongoing annual Gardiner SOGR needs) that is anticipated to be addressed by 2025. This will be further reviewed following Council approval for the preferred option on the East Deck of the Gardiner Expressway.
- As a result of the SOGR funding provided in the 2015 Recommended Capital Budget and 2016-2024 Capital Plan for **Bridge Rehabilitation**, the SOGR backlog will decrease from \$48.906 million in 2014 to the elimination of the SOGR backlog by 2023.
 - While the 2015 Recommended Capital Budget and 2016-2024 Capital Plan includes funding for the Bathurst Street Bridge Rehabilitation and the Dufferin Street Bridge Rehabilitation, this funding will address emergent SOGR needs, ensuring the backlog does not increase beyond its current state.
- For **Local Roads**, it is important to note that despite the level of SOGR funding included in the 2015 – 2024 Recommended Capital Plan (\$155 million), the 2014 SOGR backlog is anticipated to increase from \$213.871 million in 2014 to \$783.132 million by 2024.
 - The SOGR funding needed for local roads is approximately \$125.000 million every year, so although \$666.528 million in SOGR funding has been dedicated to this asset category in the 10-year planning period, the SOGR backlog will continue to increase.

10-Year Capital Plan: Net Operating Budget Impact

Table 5
Net Operating Impact Summary (In \$000s)

| Projects | 2015 Rec'd Budget | | 2016 Plan | | 2017 Plan | | 2018 Plan | | 2019 Plan | | 2015 - 2019 | | 2015 - 2024 | |
|---------------------------------------|-------------------|-----------|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|-----------|-------------|-----------|
| | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions | \$000s | Positions |
| Previously Approved | | | | | | | | | | | | | | |
| Cycling Infrastructure | 36.0 | | 36.0 | | | | | | | | 72.0 | - | | |
| New Traffic Control Signals / Devices | 180.0 | | 180.0 | | | | | | | | 360.0 | - | | |
| New Projects - 2015 | | | | | | | | | | | | | | |
| Cycling Infrastructure | 105.0 | | | | | | | | | | 105.0 | - | | |
| Total Recommended (Net) | 321.0 | - | 216.0 | - | - | - | - | - | - | - | 537.0 | - | - | - |

The 10-Year Recommended Capital Plan will increase future year Operating Budgets by a total of \$537.0 million net over the 2015 – 2016 period, as shown in the table above.

This is comprised of funding to sustain the following:

- In 2015, Transportation Services will require additional operating funding of \$0.105 million to maintain and service new cycling infrastructure (Richmond St., Adelaide St., Wellesley St., Lower Sherbourne).
- In addition, Transportation Services will require additional operating funding of \$0.216 million in both 2015 and 2016 as a result of new projects in 2014. Funding of \$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.

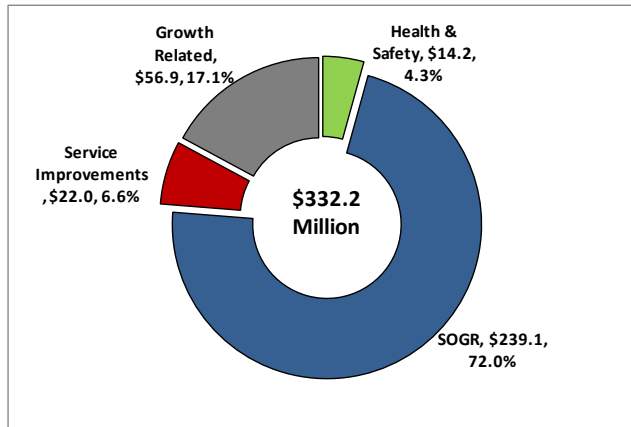


Part II:
2015 Capital Budget

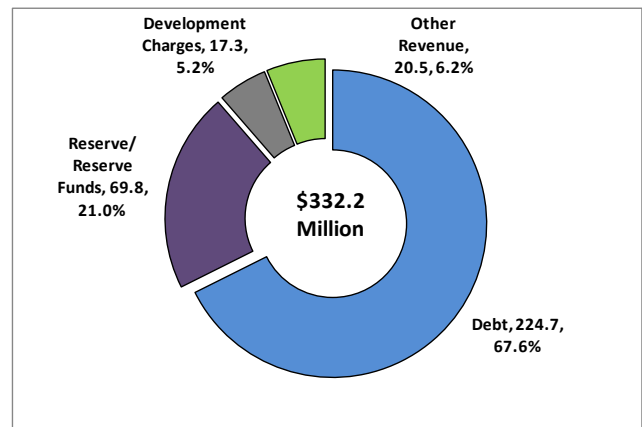
2015 Recommended Capital Budget

2015 Capital Budget by Project Category and Funding Source

2015 Capital Budget by Project Category
(in \$Millions)



2015 Capital Budget by Funding Source
(in \$Millions)



The 2015 Recommended Capital Budget, excluding funding carried forward from 2014 to 2015, requires cash flow funding of \$332.2 million.

The 2015 Capital Budget expenditures are allocated into the following categories:

- *Health & Safety (\$14.2 million, 4.3%)*
 - Primarily for Signal Major Modifications and New traffic Control Signals.
- *State of Good Repair (SOGR) (\$239.1 million, 72.0%)*
 - Significant SOGR funding for the F.G. Gardiner Expressway and major / local road rehabilitation projects.
- *Service Improvements (\$22.0 million, 6.6%)*
 - Cycling Infrastructure work, Advanced Traffic Signal Controls installations and Traffic Control – RESCU.
- *Growth (\$56.9 million, 17.1%)*
 - Traffic Congestion Management project, Six Points Interchange Redevelopment project and Work for TTC and Others projects (construction, reconstruction, etc.).

The 2015 Recommended Capital Budget is financed primarily by:

- *Debt (\$224.7 million, 67.6%)*
 - Includes increased investment above the original debt guideline for 2014 by \$11.691 million primarily provide funding for Interim Rehabilitation of Roads and Sidewalks.
- *Reserve and Reserve Funds (\$69.8 million, 21.0%)*
 - Primarily for SOGR work on the F.G. Gardiner expressway and major road rehabilitation. Reserve funding also for Bike Plan projects and neighbourhood improvement projects.
- *Development Charges (\$17.3 million, 5.2%)*
 - Development Charge funding has been maximized for eligible projects.
- *Other Revenues (\$20.5 million, 6.2%)*
 - For example, 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.

Table 6
2015 Recommended Cash Flow & Future Year Commitments (In \$000s)

| | 2014 Carry Forwards | 2015 Rec'd Cash Flow | Total 2015 Cash Flow (Incl 2014 C/Fwd) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Total 2015 Rec'd Cash Flow & FY Commits |
|--|---------------------|----------------------|--|---------|---------|---------|---------|--------|--------|-------|-------|-------|---|
| Expenditures | | | | | | | | | | | | | |
| Previously Approved | 131,606 | 130,751 | 262,357 | 26,401 | 25,649 | 19,788 | 9,159 | 7,688 | 7,431 | 7,617 | 7,807 | | 373,897 |
| Change in Scope | | (8,117) | (8,117) | 12,166 | 90,734 | 96,302 | 13,227 | (50) | (31) | (17) | (907) | 7,100 | 210,407 |
| New | | 8,900 | 8,900 | | | | | | | | | | 8,900 |
| New w/Future Year | | 200,712 | 200,712 | 211,442 | 159,208 | 162,877 | 108,224 | 4,535 | 4,528 | | | | 851,526 |
| Total Expenditure | 131,606 | 332,246 | 463,852 | 250,009 | 275,591 | 278,967 | 130,610 | 12,173 | 11,928 | 7,600 | 6,900 | 7,100 | 1,444,730 |
| Financing | | | | | | | | | | | | | |
| Debt | 68,092 | 224,659 | 292,751 | 186,142 | 171,249 | 203,067 | 113,524 | 11,735 | 11,928 | 7,600 | | | 997,996 |
| Other | 48,560 | 20,510 | 69,070 | 5,989 | 5,625 | | | | | | | | 80,684 |
| Reserves/Res Funds | 6,277 | 69,810 | 76,087 | 48,451 | 90,492 | 70,500 | 17,086 | 438 | | | 6,900 | 7,100 | 317,054 |
| Development Charges | 8,677 | 17,267 | 25,944 | 9,427 | 8,225 | 5,400 | | | | | | | 48,996 |
| Provincial/Federal | | | | | | | | | | | | | - |
| Total Financing (including carry forward) | 131,606 | 332,246 | 463,852 | 250,009 | 275,591 | 278,967 | 130,610 | 12,173 | 11,928 | 7,600 | 6,900 | 7,100 | 1,444,730 |

Approval of the 2015 Recommended Capital Budget of \$463.852 million will result in the following:

- \$131.606 million in 2014 funding that will be carried forward into 2015 to complete projects that commenced in 2014.
- Beginning in 2016, additional cash flow commitments are required for the accelerated 10-year F.G. Gardiner (\$210.407 million), primarily for the elevated portion of the project.
- Recommended multi-year funding of \$209.612 million in 2015 which will require future year commitments of \$650.814 in 2016 for new projects and new projects with future year commitments that will commence in 2015. This includes, over the 10-year period, the St Clair West/Metrolinx Georgetown Grade Separation (\$32.000 million), Yonge Street/Highway 401 Interchange Improvements (\$25.000 million), Bathurst Street Bridge Rehabilitation (\$28.313 million) and Dufferin Street Bridge Rehabilitation (\$26.950 million), as well as continuing state of good repair work. SOGR projects include major road rehabilitation (\$198.523 million) and local road rehabilitation (\$194.678 million), sidewalks (\$61.098 million) and city bridge rehabilitation projects (\$140.791 million).
 - Further information is provided in the Issues for Discussion section on the increased level of future year cash flow commitments and the anticipated impact this approach will have on improving capital spending capacity.

2015 Recommended Capital Project Highlights

Table 7
2015 Recommended Capital Project Highlights (in \$000s)

| Project | Total Project Cost | 2015 | 2016 | 2017 | 2018 | 2019 | 2015 - 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2015 - 2024 Total |
|---|--------------------|----------------|----------------|----------------|----------------|----------------|------------------|---------------|---------------|--------------|--------------|--------------|-------------------|
| Accessible Pedestrian Signals (Audible Signals) | | 3,006 | 297 | | | | 3,303 | | | | | | 3,303 |
| Advanced Traffic Signal Control | | 3,940 | 264 | | | | 4,204 | | | | | | 4,204 |
| Allen Road Individual EA | 2,500 | 2,354 | | | | | 2,354 | | | | | | 2,354 |
| Bathurst Street Bridge Rehabilitation | 28,313 | 1,182 | 12,281 | 12,150 | 2,700 | | 28,313 | | | | | | 28,313 |
| City Bridge Rehabilitation | | 50,616 | 41,026 | 25,368 | 30,611 | 20,419 | 168,040 | | | | | | 168,040 |
| Cycling Infrastructure | | 16,656 | | | | | 16,656 | | | | | | 16,656 |
| Ditch Rehabilitation and Culvert Reconstruction | | 600 | | | | | 600 | | | | | | 600 |
| Don Valley Parkway Rehabilitation | | 2,319 | | | | | 2,319 | | | | | | 2,319 |
| Dufferin Street Bridge Rehabilitation | 26,950 | 600 | 550 | 550 | 12,620 | 12,630 | 26,950 | | | | | | 26,950 |
| Dufferin Street Jog Elimination | | 2,375 | | | | | 2,375 | | | | | | 2,375 |
| Engineering Studies | | 4,047 | | | | | 4,047 | | | | | | 4,047 |
| F.G. Gardiner* | 1,033,650 | 51,202 | 27,870 | 106,830 | 112,800 | 20,300 | 319,002 | 7,200 | 7,400 | 7,600 | 6,900 | 7,100 | 355,202 |
| Facility Improvements | | 2,624 | | | | | 2,624 | | | | | | 2,624 |
| Gardiner York/Bay/Yonge Reconfiguration | 36,000 | 1,800 | | | | | 1,800 | | | | | | 1,800 |
| Georgetown South City Infrastructure Upgrades | 67,100 | 6,710 | | | | | 6,710 | | | | | | 6,710 |
| Growth Related Capital Works | | 595 | | | | | 595 | | | | | | 595 |
| Ingram Drive Extension - Grade Separation | 59,600 | 983 | | | | | 983 | | | | | | 983 |
| Interim Rehabilitation of Roads | 24,000 | 8,000 | | | | | 8,000 | | | | | | 8,000 |
| King Liberty Cycling Pedestrian Bridge | 7,000 | 1,000 | 6,000 | | | | 7,000 | | | | | | 7,000 |
| Laneways | | 3,584 | 2,088 | 1,692 | 1,720 | 927 | 10,011 | | | | | | 10,011 |
| LARP(Lawrence-Allen Revitalization Project) | 6,274 | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | | | | | 6,261 |
| LED Signal Module Conversion | | 1,826 | | | | | 1,826 | | | | | | 1,826 |
| Local Geometric Traffic Safety Improvements | 6,000 | 2,000 | | | | | 2,000 | | | | | | 2,000 |
| Local Road Rehabilitation | | 65,186 | 47,421 | 41,005 | 46,445 | 32,225 | 232,282 | | | | | | 232,282 |
| Major Road Rehabilitation | | 80,068 | 62,356 | 45,516 | 43,368 | 29,986 | 261,294 | | | | | | 261,294 |
| Major SOGR Pooled Contingency | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 22,038 | 4,535 | 4,528 | | | | 31,101 |
| Neighbourhood Improvements | | 4,789 | | | | | 4,789 | | | | | | 4,789 |
| New Traffic Control Signals / Devices | | 4,831 | 180 | | | | 5,011 | | | | | | 5,011 |
| North York Service Road | 20,740 | 15,573 | | | | | 15,573 | | | | | | 15,573 |
| Pan Am Path | 250 | 250 | | | | | 250 | | | | | | 250 |
| Pedestrian Safety and Infrastructure Programs | | 1,442 | | | | | 1,442 | | | | | | 1,442 |
| Port Union Road | 5,000 | 300 | 4,700 | | | | 5,000 | | | | | | 5,000 |
| PXO Visibility Enhancement | | 818 | | | | | 818 | | | | | | 818 |
| Redlea Avenue (Steeles - McNicoll) | 8,000 | 6,446 | | | | | 6,446 | | | | | | 6,446 |
| Regent Park Revitalization | | 1,354 | | | | | 1,354 | | | | | | 1,354 |
| Retaining Walls Rehabilitation | | 2,173 | | | | | 2,173 | | | | | | 2,173 |
| Rouge National Park Transfer of Lands | | 222 | | | | | 222 | | | | | | 222 |
| Salt Management Program | | 1,896 | | | | | 1,896 | | | | | | 1,896 |
| Scarlett/St Clair/Dundas | 50,500 | 3,592 | | | | | 3,592 | | | | | | 3,592 |
| Section 37 Wilson Avenue | | 20 | | | | | 20 | | | | | | 20 |
| Sidewalks | | 19,098 | 16,573 | 13,886 | 11,426 | 7,561 | 68,544 | | | | | | 68,544 |
| Signal Major Modifications | | 3,330 | 609 | | | | 3,939 | | | | | | 3,939 |
| Signs and Markings Asset Management | | 2,540 | | | | | 2,540 | | | | | | 2,540 |
| Six Points Interchange Redevelopment | 38,048 | 12,463 | | | | | 12,463 | | | | | | 12,463 |
| St Clair West/Metrolinx Georgetown Grade Separation | 32,000 | 2,000 | 6,000 | 12,000 | 12,000 | | 32,000 | | | | | | 32,000 |
| Steeles Avenue East/Kennedy Road Grade Separation | 500 | 500 | | | | | 500 | | | | | | 500 |
| Third Party Signals | | 2,055 | 364 | | | | 2,419 | | | | | | 2,419 |
| Traffic Calming | | 363 | | | | | 363 | | | | | | 363 |
| Traffic Congestion Management | 20,000 | 8,961 | 2,500 | | | | 11,461 | | | | | | 11,461 |
| Traffic Control - RESCU | | 3,972 | 60 | | | | 4,032 | | | | | | 4,032 |
| Traffic Plant Requirements/Signal Asset Management | | 7,758 | 2,129 | | | | 9,887 | | | | | | 9,887 |
| Traffic Plant Restoration | 2,900 | 1,790 | | | | | 1,790 | | | | | | 1,790 |
| Traffic Sign Structure Replacement | | 1,080 | | | | | 1,080 | | | | | | 1,080 |
| Transportation Safety & Local Improvement Program | | 1,942 | | | | | 1,942 | | | | | | 1,942 |
| Upgrades To Meet New ESA Requirements | | 1,853 | | | | | 1,853 | | | | | | 1,853 |
| Work for TTC & Others | | 27,281 | | | | | 27,281 | | | | | | 27,281 |
| Yonge Street/Highway 401 Interchange Improvements | 25,000 | 2,500 | 11,250 | 11,250 | | | 25,000 | | | | | | 25,000 |
| 2 Way Radio Communication - New contract | 2,200 | 2,200 | | | | | 2,200 | | | | | | 2,200 |
| Total (including carry forward funding) | 1,502,525 | 463,852 | 250,009 | 275,591 | 278,967 | 130,610 | 1,399,029 | 12,173 | 11,928 | 7,600 | 6,900 | 7,100 | 1,444,730 |

*The total project cost for the Gardiner reflect the 2012 - 2024 costs, the 25 year project cost based on the Council approved Strategic Plan is \$1.879 billion.

The 2015 Recommended Capital Budget, including funds carried forward from 2014 to 2015, provides funding of \$463.852 million to:

- Begin the Yonge Street/Highway 401 Interchange Improvements (\$2.500 million), St Clair West / Metrolinx Georgetown Grade Separation (\$2.000 million) and King Liberty Cycling Pedestrian Bridge (\$1.000 million).
- Continue the Traffic Congestion Management project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$8.961 million).
- Continue and enhance state of good repair maintenance and rehabilitation work on:
 - ✓ City Bridges (\$50.616 million);
 - ✓ F. G. Gardiner Expressway (\$51.202 million);
 - ✓ Major road rehabilitation (\$80.068 million);
 - ✓ Local road rehabilitation (\$65.186 million); and
 - ✓ Additional funding for sidewalk maintenance, including related traffic signal and traffic plant maintenance and pedestrian safety projects.
- Continue the Traffic Congestion Management project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$8.961 million).
- Continue health and safety projects such as audible pedestrian signals (\$3.006 million), new traffic control signals / devices (\$4.831 million) and major modifications to signals (\$3.330 million).
- Continue work on service improvement projects such as cycling infrastructure (\$16.656 million), traffic control - RESCU (\$3.972 million) and advanced traffic signal control (\$3.940 million).



Part III:

Issues for Discussion

Issues for Discussion

Issues Impacting the 2015 Capital Budget

Increased Investment in Transportation Infrastructure

- The 2015 – 2024 Recommended Capital Budget and Plan includes an unprecedented increased investment of \$930.4 million in Transportation infrastructure. This increase is made up of the following changes:
 - Increased funding above the 2014 – 2023 Approved Capital Plan of \$775.971 million within the nine common years of both Plans (2015 – 2023), comprised entirely of additional debt financing,
 - New funding of \$347.881 million recommended in the year 2024, reflecting an increase of \$38.429 million in debt financing above the originally established debt guideline; and
 - \$116.0 million in funding made available to reallocate to capital priorities through the reduction of standard contingencies within each major SOGR sub-projects, followed by the creation of a reduced SOGR contingency account for each SOGR project type.
- This increase in funding has been directed toward projects that will address accumulated backlog of state of good repair, as well as growth related projects that will help manage traffic congestion in areas that have experienced significant growth over recent years.
- The table below provides a summary of major increases in investment made in Transportation Infrastructure:

| Project (\$Millions) | 2015 - 2024 Increased Transportation Investment | | | | | | | | | | Total 10-Year Funding | | |
|--|---|---------------|---------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-----------------------|---------------------|----------------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 10-Year Total | Prior to Investment | Following Investment |
| Projects to Address SOGR Backlog and/or Emergent SOGR Needs | | | | | | | | | | | | | |
| Interim Rehabilitation of Roads | 8.0 | 8.0 | 8.0 | | | | | | | | 24.0 | | 24.0 |
| Ditch Rehabilitation and Culvert Reconstruction | 0.6 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 9.6 | | 9.6 |
| Dufferin Street Bridge Rehabilitation | 0.6 | 0.6 | 0.6 | 12.6 | 12.6 | | | | | | 27.0 | | 27.0 |
| Bathurst Street Bridge Rehabilitation | 1.2 | 12.3 | 12.2 | 2.7 | | | | | | | 28.3 | | 28.3 |
| Sidewalks - Additional Funds | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 40.0 | 115.2 | 155.2 |
| Local Road Rehabilitation - Additional Funds | | 5.0 | 10.0 | 15.0 | 15.0 | 20.0 | 20.0 | 20.0 | 25.0 | 25.0 | 155.0 | 511.5 | 666.5 |
| Sub-Total SOGR Projects | 14.4 | 30.8 | 35.7 | 35.3 | 32.6 | 25.0 | 25.0 | 25.0 | 30.0 | 30.0 | 283.9 | 626.7 | 910.6 |
| Growth Related Projects - Added or Increased Funding | | | | | | | | | | | | | |
| Scarlet / St. Clair / Dundas | (5.0) | 8.5 | 7.0 | 10.0 | 15.0 | 10.0 | | | | | 45.5 | 5.0 | 50.5 |
| Gardiner York/Bay/Yonge Reconfiguration | | | 10.0 | 15.0 | 5.0 | | | | | | 30.0 | 5.0 | 35.0 |
| Ingram Drive Extension - Grade Separation | | | | | | 15.0 | 15.0 | 5.0 | | | 35.0 | 18.0 | 53.0 |
| North Queen New Street | | | | | | | | 1.0 | 6.0 | 6.0 | 13.0 | | 13.0 |
| Sub-Total Growth Related Projects | (5.0) | 18.5 | 22.0 | 15.0 | 15.0 | 25.0 | 15.0 | 6.0 | 6.0 | 6.0 | 123.5 | 28.0 | 151.5 |
| Other Transportation Capital Priorities | | | | | | | | | | | | | |
| Engineering Studies - Additional Funds | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 5.0 | 24.9 | 29.9 |
| Local Geometric Traffic Safety Improvements | 2.0 | 2.0 | 2.0 | | | | | | | | 6.0 | | 6.0 |
| 2 Way Radio Communication - New Contract | 2.2 | | | | | | | | | | 2.2 | | 2.2 |
| Steeles Avenue East/Kennedy Road Grade Separation (EA Only) | 0.5 | | | | | | | | | | 0.5 | | 0.5 |
| Other Increased/Accelerated/Deferred Projects | 10.2 | 44.4 | (13.4) | 9.2 | 9.7 | 4.8 | 4.9 | 4.9 | 5.8 | 0.4 | 81.0 | | 120.8 |
| Sub-Total Other Transportation Capital Priorities | 15.4 | 46.9 | (10.9) | 9.7 | 10.2 | 5.3 | 5.4 | 5.4 | 6.3 | 0.9 | 94.7 | 24.9 | 159.4 |
| F.G. Gardiner | | | | | | | | | | | | | |
| F.G. Gardiner Project Acceleration | (1.2) | (22.5) | 55.2 | 59.9 | 64.1 | 75.5 | 91.1 | 88.7 | 7.9 | 14.5 | 433.2 | 536.8 | 970.0 |
| Sub-Total F.G. Gardiner | (1.2) | (22.5) | 55.2 | 59.9 | 64.1 | 75.5 | 91.1 | 88.7 | 7.9 | 14.5 | 433.2 | 536.8 | 970.0 |
| Total Transportation Services Below the Line | 23.6 | 73.7 | 102.0 | 119.9 | 121.9 | 130.8 | 136.6 | 125.1 | 50.3 | 51.4 | 935.3 | N/A | N/A |

- Further discussions are provided below on the impact this investment has on Transportation Services' SOGR backlog, as well as information on the creation of capital contingency accounts.

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.
- Even with additional SOGR funding noted above that is added to the 2015 – 2024 Recommended Capital Plan, as well as the additional SOGR funding added during the 2013 and 2014 Budget processes for the Gardiner Expressway and Major Roads (\$285 million), it is anticipated that Transportation Services' SOGR backlog will continue to increase over the 10-year planning period. By 2024, the current SOGR backlog of \$980.922 million will increase to \$1.121 billion or 8.7% as a percentage of asset value.
 - Increased investments recommended in 2015 have contributed to reducing the rate that the SOGR backlog is growing by \$195 million as reflected in the table below:

| Local Rds. Backlog - \$millions | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------------------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|
| Before additional investment | 287.224 | 368.625 | 443.036 | 510.037 | 569.214 | 626.581 | 678.422 | 729.492 | 771.312 | 808.132 |
| After additional investment | 287.224 | 363.625 | 433.036 | 495.037 | 554.214 | 606.581 | 658.422 | 709.492 | 746.312 | 783.132 |
| | - | (5.000) | (10.000) | (15.000) | (15.000) | (20.000) | (20.000) | (20.000) | (25.000) | (25.000) |

| Sidewalks Backlog - \$millions | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Before additional investment | 15.187 | 12.485 | 9.099 | 7.772 | 6.560 | 5.055 | 4.846 | 4.637 | 4.428 | 4.219 |
| After additional investment | 11.187 | 8.485 | 5.099 | 3.772 | 2.560 | 1.055 | 0.846 | 0.637 | 0.428 | 0.219 |
| | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) | (4.000) |

- In 2015, Transportation Services in consultation with Financial Planning, will develop a long term strategy highlighting the additional 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, Transportation Services incorporate required adjustments to current accumulated state of good repair backlog for each of Transportation Services asset categories as part of the 2016 Capital Budget Process.

Capital Contingency Accounts

- Transportation Services' major SOGR projects generally include a contingency provision of 5% to 10% of the value of the work to be completed. This is a common practice to account for any unforeseen costs that may arise during construction of a major SOGR project, with the contingency varying depending on the complexity of the project.
- This contingency provision is applied to each sub-project but is only utilized as required for those sub-projects that encounter unforeseen costs. As a result, many capital sub-projects are completed under-budget, with the unspent funds reflecting a capital variance.
- In an effort to reflect actual capital spending as well as to make available for redistribution funding that is generally underutilized, it is recommended that a capital contingency account be created for Transportation Services major SOGR capital projects as follows:
 - City Bridge Rehabilitation:

- ✓ Reduce current contingency in sub-project by a value of 5% of the project costs;
- ✓ Create one City Bridge Rehabilitation contingency account at a value of 2.5% of total capital costs that can be utilized by all sub-projects as required; and
- ✓ Generates a total savings of \$10.986 million to be reapplied to other capital priorities.
- Major and Local Road Rehabilitation:
 - ✓ Reduce current contingency in sub-project by a value of 10% of the project costs;
 - ✓ Create one Major Road Rehabilitation and one Local Road Rehabilitation contingency account at a value of 2.5% of total capital costs that can be utilized by all sub-projects as required; and
 - ✓ Generates a total savings of \$93.788 million to be reapplied to other capital priorities.
- Sidewalks and Laneway Projects:
 - ✓ Reduce current contingency in sub-project by a value of 10% of the project costs;
 - ✓ Create one Sidewalk and one Laneway contingency account at a value of 2.5% of total capital costs that can be utilized by all sub-projects as required; and
 - ✓ Generates a total savings of \$11.224 million to be reapplied to other capital priorities.
- As a result of this recommended change in capital budgeting \$116.0 million in capital funding has been made available for investment priorities in transportation. This change is also expected to result in improved capital spending for the Program.

Strategy to Continue to Improve Capital Spending – Multi Year Cash Flow Commitments

- Given the significant increase in funding for the 2015 – 2024 Recommended Capital Budget and Plan, Financial Planning, Engineering and Construction Services and Transportation Services have reviewed capital budget strategies to facilitate the Program's capacity to spend at this increased level of capital activity.
- The primary step taken to achieve an increased level of spending is applying a greater level of multiyear cash flow commitments for major ongoing capital work.
 - As reflected on page 23 of these note (**Table 8 – 2015 Recommended Capital Project Highlights**) future year cash flow requirements have been committed up to the year 2019 for *City Bridge Rehabilitation; Major and Local Road Rehabilitation, Laneways and Sidewalks* capital projects.
 - This change in capital budgeting approval will allow the program to enter into longer term multiyear capital project awards, which is anticipated to result in more consistent, higher level of annual capital spending, as well as cost certainty and potential pricing advantages that can result from a longer term award.
- Additional strategies applied to further improve capital spending include:
 - The creation of capital contingency accounts noted above;
 - A review of annual cash flow for multiyear projects, ensuring they reflect historical spending patterns (initial years for design and feasibility followed by cash flow for construction consistent with typical project durations); and

- A review of project preparedness, resulting in deferred/accelerated cash flows depending on anticipated commencement of construction.
- It is anticipated that these strategies will facilitate an increased level of spending capacity in Transportation Services. Actual spending will continue to be monitored, with these approached then applied to other City Capital Programs if they yield anticipated results.

Capital Financing Strategy

- In order to manage the significant funding required 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 to fund specific capital projects.
- \$762.635 million from the Capital Financing Reserve will be required to fund Transportation Services' 2015-2024 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 and transportation from the Federal and Provincial government;
 - Municipal Land Transfer Tax (MLTT) revenue above the base estimates included in the Operating Budget;
 - Development Charge revenue increases anticipated to be generated following completion of the next Bylaw;
 - Build Toronto Dividends; 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 futures years, as funding utilized to support the completion of capital work required for the F.G. Gardiner Expressway and avoid debt borrowing and associated debt servicing costs in the City's Operating Budget.

Major Capital Projects

- The 2015-2024 Recommended Capital Budget and Plan for Transportation Services provides capital funding of \$970.0 million over the 10-year period to rehabilitate, repair and maintain the F. G. Gardiner Expressway. This includes funding for three categories of spending as follows:
 - Elevated Portion - \$778.000 million
 - At-Grade Repairs - \$122.800 million
 - Program Management - \$69.200 million
- This includes \$433 million in increased project costs to support project acceleration.
- Spending of previous year cash flows of \$11.060 million in 2013 and \$52.590 million in 2014 for interim repairs of the East Deck, At-Grade work and to begin work on the West Deck (Strachan Avenue) are currently on schedule.

- 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 2015 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.

Issues Referred to the 2015 Capital Budget Process

EX35.8 - Strategy for Continuing Toronto's Bike Share Program

- At its meeting of November 13, 14, 15 and 18, 2013, City Council adopted this report which included the following recommendation:
 - *City Council direct the General Manager, Transportation Services, to include for consideration in the 2015 and future Years Capital Budget for Transportation Services a provision in the Cycling Infrastructure Capital Budget an amount of \$70,000 annually to be transferred to the Bike Share Program Reserve for the replenishment of the Toronto bike share program capital assets, as required.*
- \$70,000 annually has been included in the 2015-2024 Recommended Capital Budget and Plan.

PW29.1 - Strategic Plan for the Rehabilitation of the F.G. Gardiner Expressway and Contract Award for Tender Call No. 314-2013 F.G. Gardiner Expressway West Deck Replacement

- At its meeting of April 1, 2 and 3, 2014, City Council adopted this report which included the following recommendations:
 - *City Council approve the accelerated method of construction for the rehabilitation of the F.G. Gardiner Expressway, as outlined in Appendix F attached to the report (February 20, 2014) from the Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the Director, Purchasing and Materials Management.*
 - *City Council request the Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the Deputy City Manager and Chief Financial Officer to report to the Budget Committee through the Public Works and Infrastructure Committee, in support of Transportation Services' 2015 Capital Budget and 2016 to 2024 Capital Plan on the:*
 - ✓ *project delivery schedule, multi-year cash flow requirements and financing strategy, proposed project delivery model and proposed procurement process for the implementation of the Strategic Plan for the rehabilitation of the F.G. Gardiner Expressway; and*
 - ✓ *revised Strategic Plan for the rehabilitation of the F.G. Gardiner Expressway, including project delivery schedule, multi-year cash flow requirements and financing strategy for the*

implementation of the Strategic Plan should City Council opt for either the remove, replace or improve option for the Gardiner East Environmental Assessment Study.

The 2015 Capital Budget and 2016 - 2024 Capital Plan reflects the Council approved accelerated approach for the rehabilitation of the F. G. Gardiner Expressway.



Appendices:

Appendix 1

2014 Performance

2014 Key Accomplishments

In 2014, Transportation Services accomplished the following:

- Completion of several major capital projects including:
 - Dufferin Street, Peel Ave to Dundas St.
 - Bayview Avenue, York Mills to HWY 401 (In Progress).
 - Lawrence Ave. E. McCowan Rd. to Markham Rd.
 - Lawrence Ave E., Kingston Rd to Markham Rd.
 - Lawrence Ave E., Yonge St to Bayview Ave
 - Finch Avenue W, Dufferin to Signet Dr
 - Finch Avenue W, Kipling Ave to HWY 27
 - Lake Shore Boulevard W, Bay St to Windermere Ave
 - Queen's Park , College St to Bloor St
 - Dundas St E, Carlaw Ave to Broadview Ave
 - Victoria Park Ave, Eglinton Ave E to Lawrence Ave E
 - Nelson Road, Ellesmere Rd to Tapscott Rd
 - McCowan Road, Steeles Ave E to McNicoll Ave
- 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.

2014 Financial Performance

Table 8
2014 Budget Variance Analysis (In \$000's)

| 2014 Approved | As of Sept. 30, 2014 | | Projected Actuals at Year End | | Unspent Balance | |
|---------------|----------------------|---------|-------------------------------|---------|-----------------|-----------|
| | \$ | % Spent | \$ | % Spent | \$ Unspent | % Unspent |
| 395,465 | 117,396 | 29.7% | 246,792 | 62.4% | 148,673 | 37.6% |

*Results Based on Third Quarter Variance Report

2014 Experience

Transportation Services (TS) had spending of \$117.396 million or 29.7% of its 2014 Approved Capital Budget of \$395.465 million for the period ended September 30, 2014; and spending is projected to reach \$246.792 million or 62.4% by year-end. However, some of the projected under spending is attributable to estimated savings of \$50.359 million or 12.7% of the 2014 Approved Capital Budget related to projects expected to be completed in 2014. With anticipated savings taken into account, the year-end spending rate for Transportation Services is expected to be 75.1%.

The rate of spending for the nine months ended September 30, 2014 was 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 \$103.432 million in the first nine months and expects to spend \$226.965 million or 70.5% of its 2014 Approved Capital Budget of \$321.747 million 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 \$17.607 million and spending of \$51.516 million or 75.1% of its 2014 approved cash flow of \$68.556 million was projected by year-end. Addressing Transportation Services' state of good repair backlog was a key capital priority during the 2014 Budget process.
- The Local Road Rehabilitation program had expenditures of \$13.827 million and \$36.032 million or 68.9% of its 2014 approved cash flow of \$52.327 million was projected to be spent by year-end.
- The Sidewalk Rehabilitation program, which ensures the safety of pedestrians, had spending of \$5.637 million and \$12.835 million or 90.7% of its 2014 approved cash flow of \$14.154 million was projected to be spent by year-end.
- The Infrastructure Enhancement project's capital expenditure totalled \$13.535 million and \$34.666 million or 50.6% of its 2014 approved cash flow of \$68.457 million 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 \$2.286 million and spending of \$7.916 million is projected by year-end; and various construction projects (i.e. TTC track replacement) that had spending of \$4.094 million and spending of \$11.158 million was projected by year-end.
- The City Bridge Rehabilitation project's capital expenditure totalled \$12.982 million and \$22.525 million or 59.5% of its 2014 approved cash flow of \$37.836 million is projected to be spent by year-end. While contracts have been awarded and all work is expected to be tendered, Engineering & Construction Services will continue to review the projects to determine an updated estimate of the cash flow requirements for 2014.
- The F. G. Gardiner Expressway project's capital expenditure totalled \$31.138 million and \$50.663 million or 88.9% of its 2014 approved cash flow of \$57.009 million is projected to be spent by

year-end. Construction has been completed on the median replacement and the bent repair project is almost complete. Funds have been fully committed and contracts have been awarded.

- The Traffic Control project's capital expenditure totalled \$8.590 million and \$17.680 million or 86.9% of its 2014 approved cash flow of \$20.353 million is projected to be spent by year-end.
- The Neighbourhood Improvement project's capital expenditure totalled \$0.115 million and \$1.048 million or 34.3% of its 2014 approved cash flow of \$3.055 million was projected to be spent by year-end.
- Most of the year-end under-spending is anticipated in Road Rehabilitation projects and Transportation capital projects that require third party coordination and/or funding; community consultation; or are development/transit dependent. These projects include the Infrastructure Enhancements program; Traffic Control projects; and Neighbourhood Improvements program.

Impact of the 2014 Capital Variance on the 2015 Recommended Budget

- At the time the variance report was prepared for the period ended September 30, 2014, the Program estimated that its required carry forward funding for 2014 would be \$98.314 million or 24.9% of its 2014 Approved Capital Budget. Some of the large projects requiring carry forward funding include: road rehabilitation (\$8.950 million); city bridge rehabilitation (\$7.676 million); Gardiner Expressway rehabilitation (\$10.502 million); traffic control (\$9.661 million); sidewalks (\$1.224 million); infrastructure enhancements (\$40.861 million); various construction projects related to the TTC (\$7.842 million); and cycling infrastructure (\$6.263 million).
- Subsequently, the required carry forward funding for 2014 has now been estimated to be \$131.606 million and that is reflected in these notes.

Appendix 2

Table 9
2015 Rec'd Capital Budget; 2016 to 2024 Rec'd Capital Plan (\$000s)

| Project | Total Project Cost | 2015 | 2016 | 2017 | 2018 | 2019 | 2015 - 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2015 - 2024 Total |
|---|--------------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| Accessible Pedestrian Signals (Audible Signals) | | 3,006 | 1,500 | 810 | 810 | 810 | 6,936 | 810 | 810 | 810 | 810 | 810 | 10,986 |
| Advanced Traffic Signal Control | | 3,940 | 1,350 | 1,350 | 1,350 | 1,350 | 9,340 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 16,090 |
| Allen Road Individual EA | 2,500 | 2,354 | | | | | 2,354 | | | | | | 2,354 |
| Bathurst Street Bridge Rehabilitation | 28,313 | 1,182 | 12,281 | 12,150 | 2,700 | | 28,313 | | | | | | 28,313 |
| City Bridge Rehabilitation | | 50,616 | 41,026 | 33,491 | 40,481 | 40,837 | 206,451 | 41,388 | 41,106 | 40,517 | 49,849 | 46,645 | 425,956 |
| Cycling Infrastructure | | 16,656 | 10,250 | 9,205 | 8,100 | 8,303 | 52,514 | 8,303 | 8,303 | 8,303 | 8,303 | 8,303 | 94,029 |
| Ditch Rehabilitation and Culvert Reconstruction | | 600 | 1,000 | 1,000 | 1,000 | 1,000 | 4,600 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 9,600 |
| Don Valley Parkway Rehabilitation | | 2,319 | 2,319 | 2,435 | 2,496 | 2,558 | 12,127 | 2,558 | 2,558 | 2,558 | 2,558 | 2,558 | 24,917 |
| Dufferin Street Bridge Rehabilitation | 26,950 | 600 | 550 | 550 | 12,620 | 12,630 | 26,950 | | | | | | 26,950 |
| Dufferin Street Jog Elimination | | 2,375 | | | | | 2,375 | | | | | | 2,375 |
| Engineering Studies | | 4,047 | 3,000 | 3,000 | 3,000 | 3,038 | 16,085 | 3,038 | 3,038 | 3,038 | 3,038 | 3,038 | 31,275 |
| F.G. Gardiner* | 1,033,650 | 51,202 | 27,870 | 106,830 | 112,800 | 118,300 | 417,002 | 131,100 | 148,100 | 147,100 | 67,800 | 69,400 | 980,502 |
| Facility Improvements | | 2,624 | 1,500 | 1,500 | 1,500 | 1,500 | 8,624 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 16,124 |
| Gardiner York/Bay/Yonge Reconfiguration | 36,000 | 1,800 | 15,000 | 15,000 | 5,000 | | 36,800 | | | | | | 36,800 |
| Georgetown South City Infrastructure Upgrades | 67,100 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 33,550 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 67,100 |
| Growth Related Capital Works | | 595 | 300 | 300 | 300 | 300 | 1,795 | 300 | 300 | 300 | 300 | 300 | 3,295 |
| Ingram Drive Extension - Grade Separation | 59,600 | 983 | 9,000 | 9,000 | | | 18,983 | 15,000 | 15,000 | 5,000 | | | 53,983 |
| Interim Rehabilitation of Roads | 24,000 | 8,000 | 8,000 | 8,000 | | | 24,000 | | | | | | 24,000 |
| King Liberty Cycling Pedestrian Bridge | 7,000 | 1,000 | 6,000 | | | | 7,000 | | | | | | 7,000 |
| Laneways | | 3,584 | 2,088 | 2,193 | 2,248 | 1,855 | 11,968 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 20,968 |
| LARP (Lawrence-Allen Revitalization Project) | 6,274 | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | | | | | 6,261 |
| LED Signal Module Conversion | | 1,826 | 1,000 | 1,000 | 1,000 | 1,000 | 5,826 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,826 |
| Legion Road Extension & Grade Separation | 45,000 | - | | | | | - | 15,000 | 15,000 | 15,000 | | | 45,000 |
| Local Geometric Traffic Safety Improvement | 6,000 | 2,000 | 2,000 | 2,000 | | | 6,000 | | | | | | 6,000 |
| Local Road Rehabilitation | | 65,186 | 47,421 | 54,357 | 61,702 | 64,449 | 293,115 | 71,210 | 71,722 | 72,472 | 86,472 | 86,472 | 681,463 |
| Major Road Rehabilitation | | 80,068 | 62,356 | 58,121 | 57,644 | 59,972 | 318,161 | 59,622 | 60,369 | 60,369 | 67,305 | 67,305 | 633,131 |
| Major SOGR Pooled Contingency | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 22,038 | 4,535 | 4,528 | 4,533 | 5,222 | 5,138 | 45,994 |
| Metrolinx Additional Infrastructure | 10,000 | - | | | 5,000 | 5,000 | 10,000 | | | | | | 10,000 |
| Neighbourhood Improvements | | 4,789 | 2,000 | 2,000 | 2,000 | 2,000 | 12,789 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 22,789 |
| New Traffic Control Signals / Devices | | 4,831 | 2,180 | 2,180 | 2,180 | 2,180 | 13,551 | 2,180 | 2,180 | 2,180 | 2,180 | 2,180 | 24,451 |
| North Queen New Street | 13,000 | - | | | | | - | | | 1,000 | 6,000 | 6,000 | 13,000 |
| North York Service Road | 20,740 | 15,573 | 5,000 | | | | 20,573 | | | | | | 20,573 |
| Pan Am Path | 250 | 250 | | | | | 250 | | | | | | 250 |
| Pedestrian Safety and Infrastructure Programs | | 1,442 | 657 | 673 | 690 | 707 | 4,169 | 707 | 707 | 707 | 707 | 707 | 7,704 |
| Port Union Road | 5,000 | 300 | 4,700 | | | | 5,000 | | | | | | 5,000 |
| PXO Visibility Enhancement | | 818 | 569 | | | | 1,387 | | | | | | 1,387 |
| Redlea Avenue (Steeles - McNicoll) | 8,000 | 6,446 | | | | | 6,446 | | | | | | 6,446 |
| Regent Park Revitalization | | 1,354 | 793 | 1,565 | 956 | 627 | 5,295 | 301 | 229 | 117 | | | 5,942 |
| Retaining Walls Rehabilitation | | 2,173 | 1,218 | 1,279 | 1,311 | 1,344 | 7,325 | 1,344 | 1,344 | 1,344 | 1,344 | 1,344 | 14,045 |
| Section 37 Wilson Avenue | | 20 | | | | | 20 | | | | | | 20 |
| Salt Management Program | | 1,896 | 1,077 | 1,105 | 1,131 | 1,159 | 6,368 | 1,159 | 1,159 | 1,159 | 1,159 | 1,159 | 12,163 |
| Scarlett/St Clair/Dundas | 50,500 | 3,592 | 8,500 | 7,000 | 10,000 | 15,000 | 44,092 | 10,000 | | | | | 54,092 |
| Rouge National Park Transfer of Lands | | 222 | | | | | 222 | | | | | | 222 |
| Sidewalks | | 19,098 | 16,573 | 18,515 | 15,235 | 15,123 | 84,544 | 15,408 | 14,147 | 14,147 | 14,147 | 14,147 | 156,540 |
| Signal Major Modifications | | 3,330 | 2,290 | 2,290 | 2,290 | 2,290 | 12,490 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 23,940 |
| Signs and Markings Asset Management | | 2,540 | 1,000 | 1,000 | 1,000 | 1,000 | 6,540 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 11,540 |
| Six Points Interchange Redevelopment | 38,048 | 12,463 | 9,500 | 8,500 | 10,548 | | 41,011 | | | | | | 41,011 |
| St Clair West/Metrolinx Georgetown Grade Separation | 32,000 | 2,000 | 6,000 | 12,000 | 12,000 | | 32,000 | | | | | | 32,000 |
| Steeles Avenue East/Kennedy Road Grade Separation | 500 | 500 | | | | | 500 | | | | | | 500 |
| Steeles Widening (Tapscott Road - Beare Road) | 38,000 | - | 4,000 | 4,000 | 17,000 | 13,000 | 38,000 | | | | | | 38,000 |
| Third Party Signals | | 2,055 | 900 | 900 | 900 | 900 | 5,655 | 900 | 900 | 900 | 900 | 900 | 10,155 |
| Traffic Calming | | 363 | 283 | 298 | 305 | 312 | 1,561 | 312 | 312 | 312 | 312 | 312 | 3,121 |
| Traffic Congestion Management | 20,000 | 8,961 | 5,000 | 5,000 | | | 18,961 | | | | | | 18,961 |
| Traffic Control - RESCU | | 3,972 | 1,100 | 1,100 | 1,100 | 1,100 | 8,372 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 13,872 |
| Traffic Plant Requirements/Signal Asset Management | | 7,758 | 5,700 | 5,700 | 5,700 | 5,700 | 30,558 | 5,700 | 5,700 | 5,700 | 5,700 | 5,700 | 59,058 |
| Traffic Plant Restoration | 2,900 | 1,790 | 800 | | | | 2,590 | | | | | | 2,590 |
| Traffic Sign Structure Replacement | | 1,080 | 200 | | | | 1,280 | | | | | | 1,280 |
| Transportation Safety & Local Improvement Program | | 1,942 | 1,283 | 1,297 | 1,305 | 1,313 | 7,140 | 1,313 | 1,313 | 1,313 | 1,313 | 1,313 | 13,705 |
| Upgrades To Meet New ESA Requirements | | 1,853 | 400 | 400 | 400 | 400 | 3,453 | 400 | 400 | 400 | 400 | 400 | 5,453 |
| Work for TTC & Others | | 27,281 | 4,000 | 4,000 | 4,000 | 4,000 | 43,281 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 63,281 |
| Yonge Street/Highway 401 Interchange Improvements | 25,000 | 2,500 | 11,250 | 11,250 | | | 25,000 | | | | | | 25,000 |
| 2 Way Radio Communication - New contract | 2,000 | 2,200 | | | | | 2,200 | | | | | | 2,200 |
| Total (including carry forward funding) | 1,608,325 | 463,852 | 364,985 | 426,398 | 421,789 | 404,329 | 2,081,353 | 416,776 | 422,975 | 413,029 | 349,569 | 347,881 | 4,031,583 |

*The total project cost for the Gardiner reflect the 2012 - 2024 costs, the 25 year project cost based on the Council approved Strategic Plan is \$1.879 billion.

Appendix 3

2015 Rec'd Capital Budget; 2016 to 2024 Rec'd Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget; 2016 to 2024 Recommended 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 | | | | | | | | | |
|---|---|------|-------|------|---|--------|-------|--------|--------|-----------------|-----------------|-----------------|---------------------------------|---|---------------------|----------|---------------|----------------------|---------|--------|-------------------------|-----------------|--------|
| | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | |
| TRN000001 Signal Major Modifications | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | 13TM-01TP Signal Major Modification 2013-2016 | CW | S2 | 01 | 609 | 609 | 0 | 0 | 0 | 1,218 | 0 | 1,218 | 0 | 0 | 938 | 0 | 0 | 0 | 0 | 280 | 0 | 1,218 | |
| 0 9 | Signal Major Modifications 2014 History | CW | S2 | 01 | 1,040 | 0 | 0 | 0 | 0 | 1,040 | 0 | 1,040 | 0 | 0 | 311 | 0 | 0 | 0 | 729 | 0 | 0 | 1,040 | |
| 0 10 | 2015 & Future Signal Major Modifications | CW | S5 | 01 | 1,681 | 1,681 | 2,290 | 2,290 | 2,290 | 10,232 | 11,450 | 21,682 | 0 | 0 | 10,512 | 0 | 0 | 0 | 0 | 11,170 | 0 | 21,682 | |
| Sub-total | | | | | 3,330 | 2,290 | 2,290 | 2,290 | 2,290 | 12,490 | 11,450 | 23,940 | 0 | 0 | 11,761 | 0 | 0 | 0 | 729 | 0 | 11,450 | 0 | 23,940 |
| TRN000172 Third Party Signals | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | 13TM-01TP Third Party Signals 2013-2016 | CW | S2 | 05 | 364 | 364 | 0 | 0 | 0 | 728 | 0 | 728 | 0 | 0 | 0 | 0 | 0 | 0 | 728 | 0 | 0 | 728 | |
| 0 9 | Third Party Signals 2014 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 10 | 2015 & Future Third Party Signals | CW | S5 | 05 | 536 | 536 | 900 | 900 | 900 | 3,772 | 4,500 | 8,272 | 0 | 0 | 0 | 0 | 0 | 0 | 8,272 | 0 | 0 | 8,272 | |
| Sub-total | | | | | 2,055 | 900 | 900 | 900 | 900 | 5,655 | 4,500 | 10,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,155 | 0 | 0 | 10,155 |
| TRN000181 Steeles Widenings (Tapscott Road - Beare Road) | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Steeles Widenings (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 | 50 | 250 | 0 | 0 | 300 | 0 | 300 | 0 | 0 | 270 | 0 | 5 | 0 | 0 | 25 | 0 | 300 | |
| 0 9 | Etobicoke Valley Pk: Trail Ext. 9 | 06 | S5 | 04 | 100 | 700 | 0 | 0 | 0 | 800 | 0 | 800 | 0 | 0 | 720 | 0 | 80 | 0 | 0 | 0 | 0 | 800 | |
| 0 25 | Toronto Bike Plan CW Expansion 2014 | CW | S2 | 04 | 500 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | 0 | 0 | 200 | 0 | 0 | 0 | 300 | 0 | 0 | 500 | |
| 0 26 | Cycling Infrastructure 2014 History | CW | S2 | 04 | 4,738 | 0 | 0 | 0 | 0 | 4,738 | 0 | 4,738 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,738 | 0 | 4,738 | |
| 0 27 | Additional Off Road Bike Trails - 2014 History | CW | S2 | 04 | 721 | 0 | 0 | 0 | 0 | 721 | 0 | 721 | 0 | 0 | 650 | 0 | 0 | 0 | 71 | 0 | 0 | 721 | |
| 0 28 | Bike Share Expansion | CW | S2 | 04 | 717 | 0 | 0 | 0 | 0 | 717 | 0 | 717 | 0 | 0 | 0 | 0 | 667 | 0 | 50 | 0 | 0 | 717 | |
| 0 29 | Mid Humber Extend Trail Wards 1,2,7 2015 - 2016 | CW | S5 | 04 | 450 | 500 | 750 | 0 | 0 | 1,700 | 0 | 1,700 | 0 | 0 | 1,500 | 0 | 0 | 0 | 0 | 200 | 0 | 1,700 | |
| 0 30 | Cycling Infrastructure 2015 & future | CW | S5 | 04 | 6,980 | 7,750 | 7,705 | 7,600 | 8,303 | 38,338 | 41,515 | 79,853 | 0 | 0 | 14,466 | 0 | 0 | 0 | 0 | 65,387 | 0 | 79,853 | |
| 0 31 | Toronto Bike Plan/Off Road Bike Trails | CW | S5 | 04 | 1,250 | 1,250 | 500 | 500 | 0 | 3,500 | 0 | 3,500 | 0 | 0 | 2,100 | 0 | 0 | 0 | 0 | 1,400 | 0 | 3,500 | |
| 0 32 | Bike Share 2015 | CW | S4 | 04 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | 0 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | |
| Sub-total | | | | | 16,656 | 10,250 | 9,205 | 8,100 | 8,303 | 52,514 | 41,515 | 94,029 | 0 | 0 | 19,906 | 0 | 1,952 | 0 | 421 | 0 | 71,750 | 0 | 94,029 |
| TRN000184 Growth Related Capital Works | | | | | | | | | | | | | | | | | | | | | | | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget; 2016 to 2024 Recommended 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 | | | | | | | | | | | | |
|---|---|--|----|----|----|---|--------|--------|--------|-------|--------------------|--------------------|---|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|--------|-------|
| | | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | |
| TRN907323 Six Points Interchange Redevelopment | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | Six Points Interchange Redevelopment 2015 & Future | CW | S5 | 05 | 9,500 | 9,500 | 8,500 | 10,548 | 0 | 38,048 | 0 | 38,048 | 0 | 0 | 10,653 | 0 | 13,300 | 0 | 0 | 0 | 14,095 | 0 | 38,048 | |
| 0 | 4 | Six Points Interchange Redevelopment 2014 | CW | S2 | 05 | 2,963 | 0 | 0 | 0 | 0 | 2,963 | 0 | 2,963 | 0 | 0 | 553 | 0 | 2,410 | 0 | 0 | 0 | 0 | 0 | 2,963 | |
| Sub-total | | | | | | 12,463 | 9,500 | 8,500 | 10,548 | 0 | 41,011 | 0 | 41,011 | 0 | 0 | 11,206 | 0 | 15,710 | 0 | 0 | 0 | 14,095 | 0 | 41,011 | |
| TRN907328 Redlea Avenue (Steeles - McNicoll) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 3 | Redlea - 2013 | 39 | S2 | 05 | 1,446 | 0 | 0 | 0 | 0 | 1,446 | 0 | 1,446 | 0 | 0 | 1,066 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 1,446 | |
| 0 | 4 | Redlea - 2015 | 39 | S4 | 05 | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 0 | 5,000 | 0 | 0 | 4,550 | 0 | 0 | 0 | 0 | 0 | 450 | 0 | 5,000 | |
| Sub-total | | | | | | 6,446 | 0 | 0 | 0 | 0 | 6,446 | 0 | 6,446 | 0 | 0 | 5,616 | 0 | 0 | 0 | 0 | 0 | 0 | 830 | 0 | 6,446 |
| TRN907546 Regent Park Revitalization | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 5 | Regent Park Revitalization 2015 - 2024 | 27 | S5 | 05 | 1,354 | 793 | 1,565 | 956 | 627 | 5,295 | 647 | 5,942 | 0 | 0 | 2,615 | 0 | 0 | 0 | 0 | 0 | 3,327 | 0 | 5,942 | |
| Sub-total | | | | | | 1,354 | 793 | 1,565 | 956 | 627 | 5,295 | 647 | 5,942 | 0 | 0 | 2,615 | 0 | 0 | 0 | 0 | 0 | 0 | 3,327 | 0 | 5,942 |
| TRN907617 Traffic Sign Structure Replacement | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | Traffic Sign Structure Replacement 2014 History | CW | S2 | 01 | 165 | 0 | 0 | 0 | 0 | 165 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 0 | 165 | |
| 0 | 3 | 2015 & Future Traffic Sign Structure Replacement | CW | S5 | 01 | 915 | 200 | 0 | 0 | 0 | 1,115 | 0 | 1,115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,115 | 0 | 1,115 | |
| Sub-total | | | | | | 1,080 | 200 | 0 | 0 | 0 | 1,280 | 0 | 1,280 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 1,115 | 0 | 1,280 | |
| TRN907673 Facility Improvements | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 6 | Facility Improvements - 2014 History | CW | S2 | 03 | 1,124 | 0 | 0 | 0 | 0 | 1,124 | 0 | 1,124 | 0 | 0 | 0 | 0 | 0 | 0 | 1,124 | 0 | 0 | 0 | 1,124 | |
| 0 | 7 | Facility Improvements - 2015 & Future | CW | S5 | 03 | 900 | 1,500 | 1,500 | 1,500 | 1,500 | 6,900 | 7,500 | 14,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,400 | 0 | 14,400 | |
| 0 | 8 | Facility Cash Flow Commitment | CW | S2 | 03 | 600 | 0 | 0 | 0 | 0 | 600 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | 600 | |
| Sub-total | | | | | | 2,624 | 1,500 | 1,500 | 1,500 | 1,500 | 8,624 | 7,500 | 16,124 | 0 | 0 | 0 | 0 | 0 | 0 | 1,124 | 0 | 15,000 | 0 | 16,124 | |
| TRN907834 Gardiner York/Bay/Yonge Reconfiguration | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Gardiner York/Bay/Yonge Reconfiguration | 28 | S6 | 05 | 0 | 15,000 | 15,000 | 5,000 | 0 | 35,000 | 0 | 35,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 30,000 | 0 | 35,000 | |
| 0 | 2 | 2014 History | CW | S2 | 05 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | |
| 0 | 3 | Detail Design Drawing | CW | S2 | 03 | 800 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 0 | 800 | |
| Sub-total | | | | | | 1,800 | 15,000 | 15,000 | 5,000 | 0 | 36,800 | 0 | 36,800 | 0 | 0 | 0 | 0 | 0 | 6,800 | 0 | 30,000 | 0 | 36,800 | | |
| TRN907836 Ingram Drive Extension - Grade Separation | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | History 2014 | 15 | S2 | 05 | 983 | 0 | 0 | 0 | 0 | 983 | 0 | 983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 983 | 0 | 983 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget; 2016 to 2024 Recommended 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 | | | | | | | | | | | | | |
|---|---|---|----|----|----|---|--------|--------|--------|-------|--------------------|--------------------|---|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|--------|--------|--------|
| | | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | | |
| <u>TRN907836 Ingram Drive Extension - Grade Separation</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | Ingram Drive 2016 to 2017 | 11 | S6 | 05 | 0 | 9,000 | 9,000 | 0 | 0 | 18,000 | 0 | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,000 | 0 | 18,000 | |
| 0 | 3 | Additional Funding | CW | S6 | 05 | 0 | 0 | 0 | 0 | 0 | 0 | 35,000 | 35,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35,000 | 0 | 35,000 | |
| Sub-total | | | | | | 983 | 9,000 | 9,000 | 0 | 0 | 18,983 | 35,000 | 53,983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53,983 | 0 | 53,983 | |
| <u>TRN907837 King Liberty Cycling Pedestrian Bridge</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | King Liberty Cycling Pedestrian Bridge | 14 | S5 | 05 | 1,000 | 6,000 | 0 | 0 | 0 | 7,000 | 0 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 0 | 7,000 | |
| Sub-total | | | | | | 1,000 | 6,000 | 0 | 0 | 0 | 7,000 | 0 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 0 | 7,000 |
| <u>TRN907838 Legion Road Extension & Grade Separation</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Legion Road Extension Grade Separation | 06 | S6 | 05 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | 45,000 | 0 | 0 | 45,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | |
| Sub-total | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | 45,000 | 0 | 0 | 45,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 |
| <u>TRN907839 St Clair West/Metrolinx Georgetown Grade Sepa</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | St Clair West/Metrolinx Georgetown | 11 | S5 | 05 | 2,000 | 6,000 | 12,000 | 12,000 | 0 | 32,000 | 0 | 32,000 | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 0 | 0 | 17,600 | 0 | 32,000 | |
| Sub-total | | | | | | 2,000 | 6,000 | 12,000 | 12,000 | 0 | 32,000 | 0 | 32,000 | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,600 | 0 | 32,000 |
| <u>TRN907840 LARP(Lawrence-Allen Revitalization Project)</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 3 | LARP 2015 & Future | CW | S2 | 05 | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | 6,261 | 0 | 0 | 0 | 6,261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,261 | |
| Sub-total | | | | | | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | 6,261 | 0 | 0 | 0 | 6,261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,261 |
| <u>TRN907849 Yonge Street/Highway 401 Interchange Improver</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Yonge Street/Highway 401 Interchange Improvements | CW | S5 | 05 | 2,500 | 11,250 | 11,250 | 0 | 0 | 25,000 | 0 | 25,000 | 0 | 0 | 6,250 | 0 | 0 | 0 | 0 | 0 | 12,500 | 6,250 | 0 | 25,000 | |
| Sub-total | | | | | | 2,500 | 11,250 | 11,250 | 0 | 0 | 25,000 | 0 | 25,000 | 0 | 0 | 6,250 | 0 | 0 | 0 | 0 | 0 | 12,500 | 6,250 | 0 | 25,000 | |
| <u>TRN907852 Section 37 Wilson Avenue</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Bathurst Street to Dufferin Road History 2014 | CW | S2 | 05 | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | |
| Sub-total | | | | | | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | |
| <u>TRN907859 North Queen New Street</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | North Queen New Street 2015 | CW | S6 | 05 | 0 | 0 | 0 | 0 | 0 | 0 | 13,000 | 13,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,000 | 0 | 13,000 | | |
| Sub-total | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 13,000 | 13,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,000 | 0 | 13,000 | |
| <u>TRN907871 Traffic Plant Restoration</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Traffic Plant Restoration 2014 History | CW | S2 | 03 | 990 | 0 | 0 | 0 | 0 | 990 | 0 | 990 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 0 | 0 | 990 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget; 2016 to 2024 Recommended 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 | | | | | | | | | | |
|--|---|------|-------|------|---|----------------|----------------|----------------|----------------|------------------|------------------|------------------|---------------------------------|---|---------------------|----------------|---------------|----------------------|---------------|-----------------------|--------------------|------------------|---------|---------|
| | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other 2 | Debt - Recoverable | Total Financing | | |
| TRN908074 Metrolinx Additional Infrastructure | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Metrolinx Additional Infrastructure | CW | S6 | 05 | 0 | 0 | 0 | 5,000 | 5,000 | 10,000 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 | |
| Sub-total | | | | | 0 | 0 | 0 | 5,000 | 5,000 | 10,000 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 | |
| TRN908078 Local Road Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Loca Road Rehab - 2015 to 2024 | CW | S5 | 03 | 30,157 | 46,471 | 53,407 | 61,027 | 64,449 | 255,511 | 388,348 | 643,859 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 643,859 | 0 | 643,859 | |
| 0 2 | History 2013 Local Road Reconstruction - PM | CW | S2 | 03 | 1,025 | 950 | 950 | 675 | 0 | 3,600 | 0 | 3,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,600 | 0 | 3,600 | |
| 0 3 | 2015 Local Road Reconstruction | CW | S2 | 03 | 6,522 | 0 | 0 | 0 | 0 | 6,522 | 0 | 6,522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,522 | 0 | 6,522 | |
| 0 4 | 2015 Local Road Resurfacing | CW | S2 | 03 | 3,075 | 0 | 0 | 0 | 0 | 3,075 | 0 | 3,075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,075 | 0 | 3,075 | |
| 0 5 | Local Road Resurfacing Cash Flow Commitment | CW | S2 | 03 | 8,468 | 0 | 0 | 0 | 0 | 8,468 | 0 | 8,468 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,468 | 0 | 8,468 | |
| 0 6 | Local Road Reconstruction | CW | S2 | 03 | 1,004 | 0 | 0 | 0 | 0 | 1,004 | 0 | 1,004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,004 | 0 | 1,004 | |
| Sub-total | | | | | 50,251 | 47,421 | 54,357 | 61,702 | 64,449 | 278,180 | 388,348 | 666,528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 666,528 | 0 | 666,528 |
| TRN908140 Rough National Park Transfer of Lands | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | 2014 History | 41 | S2 | 05 | 222 | 0 | 0 | 0 | 0 | 222 | 0 | 222 | 0 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | |
| Sub-total | | | | | 222 | 0 | 0 | 0 | 0 | 222 | 0 | 222 | 0 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| TRN908141 Georgetown South City Infrastructure Upgrades | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Georgetown South City Infrastructure Upgrades | CW | S5 | 05 | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 33,550 | 33,550 | 67,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67,100 | 0 | 67,100 | |
| Sub-total | | | | | 6,710 | 6,710 | 6,710 | 6,710 | 6,710 | 33,550 | 33,550 | 67,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67,100 | 0 | 67,100 |
| TRN908142 Major SOGR Pooled Contingency | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | City Bridge Rehabilitation Contingency | CW | S5 | 03 | 1,109 | 1,080 | 881 | 1,065 | 1,075 | 5,210 | 5,777 | 10,987 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,987 | 0 | 10,987 | |
| 0 2 | Sidewalk Contingency | CW | S5 | 03 | 383 | 349 | 403 | 312 | 309 | 1,756 | 1,445 | 3,201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,201 | 0 | 3,201 | |
| 0 3 | Laneway Contingency | CW | S5 | 03 | 58 | 58 | 61 | 62 | 52 | 291 | 250 | 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 541 | 0 | 541 | |
| 0 4 | Major Road Rehabilitation Contingency | CW | S5 | 03 | 1,691 | 1,732 | 1,614 | 1,601 | 1,666 | 8,304 | 8,750 | 17,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,054 | 0 | 17,054 | |
| 0 5 | Local Road Rehabilitation Contingency | CW | S5 | 03 | 1,396 | 1,178 | 1,232 | 1,297 | 1,374 | 6,477 | 7,734 | 14,211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,211 | 0 | 14,211 | |
| Sub-total | | | | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 22,038 | 23,956 | 45,994 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,994 | 0 | 45,994 |
| Total Program Expenditure | | | | | 463,852 | 364,985 | 426,398 | 421,789 | 404,329 | 2,081,353 | 1,950,230 | 4,031,583 | 0 | 0 | 195,798 | 763,930 | 49,617 | 0 | 42,851 | 86,569,892,818 | 0 | 4,031,583 | | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget; 2016 to 2024 Recommended 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. | | Total | Total | Total | Provincial | Federal | Development | Reserve | Capital | Debt - | Total | | | | | | | | |
| Priority | SubProj No. | Sub-project Name | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2015-2019 | 2020-2024 | 2015-2024 | Grants and Subsidies | Subsidy | Charges | Funds | from Current | Other 1 | Other2 | Recoverable Debt | Financing | | |
| Financed By: | | | | | | | | | | | | | | | | | | | | | | | |
| | | Development Charges | | | 25,944 | 25,907 | 24,065 | 29,378 | 17,300 | 122,594 | 73,204 | 195,798 | 0 | 0 | 195,798 | 0 | 0 | 0 | 0 | 0 | 0 | 195,798 | |
| | | Reserves (Ind. "XQ" Ref.) | | | 61,845 | 48,451 | 97,992 | 78,000 | 68,883 | 355,171 | 408,759 | 763,930 | 0 | 0 | 0 | 763,930 | 0 | 0 | 0 | 0 | 0 | 763,930 | |
| | | Reserve Funds (Ind. "XR" Ref.) | | | 14,242 | 8,075 | 3,000 | 6,300 | 3,000 | 34,617 | 15,000 | 49,617 | 0 | 0 | 0 | 49,617 | 0 | 0 | 0 | 0 | 0 | 49,617 | |
| | | Other1 (Internal) | | | 37,851 | 5,000 | 0 | 0 | 0 | 42,851 | 0 | 42,851 | 0 | 0 | 0 | 0 | 0 | 42,851 | 0 | 0 | 0 | 42,851 | |
| | | Other2 (External) | | | 31,219 | 10,525 | 10,525 | 4,900 | 4,900 | 62,069 | 24,500 | 86,569 | 0 | 0 | 0 | 0 | 0 | 0 | 86,569 | 0 | 0 | 86,569 | |
| | | Debt | | | 292,751 | 267,027 | 290,816 | 303,211 | 310,246 | 1,464,051 | 1,428,767 | 2,892,818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,892,818 | 0 | 2,892,818 | |
| Total Program Financing | | | | | 463,852 | 364,985 | 426,398 | 421,789 | 404,329 | 2,081,353 | 1,950,230 | 4,031,583 | 0 | 0 | 195,798 | 763,930 | 49,617 | 0 | 42,851 | 86,569 | 892,818 | 0 | 4,031,583 |

| Status Code | Description |
|-------------|--|
| S2 | S2 Prior Year (With 2015 and/or Future Year Cashflow) |
| S3 | S3 Prior Year - Change of Scope 2015 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 2016 & 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

2015 Recommended Cash Flow and Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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 | | | | | | | | | |
|--|--|------|-------|------|---|-------|------|------|------|-----------------|-----------------|-----------------|---------------------------------|---|---------------------|----------|---------------|----------------------|---------|--------|-------------------------|-----------------|-------|
| | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | |
| TRN000191 <u>Scarlett/St Clair/Dundas</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 3 | Scarlett/St Clair/Dundas - 2014 History | 11 | S2 | 05 | 3,592 | 0 | 0 | 0 | 0 | 3,592 | 0 | 3,592 | 0 | 0 | 1,650 | 0 | 0 | 0 | 0 | 1,942 | 0 | 3,592 | |
| Sub-total | | | | | 3,592 | 0 | 0 | 0 | 0 | 3,592 | 0 | 3,592 | 0 | 0 | 1,650 | 0 | 0 | 0 | 0 | 1,942 | 0 | 3,592 | |
| TRN000370 <u>Traffic Calming</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Traffic Calming 2014 History | CW | S2 | 04 | 80 | 0 | 0 | 0 | 0 | 80 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 80 | |
| 0 11 | Traffic Calming 2015 & Future | CW | S5 | 04 | 283 | 0 | 0 | 0 | 0 | 283 | 0 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 0 | 283 | |
| Sub-total | | | | | 363 | 0 | 0 | 0 | 0 | 363 | 0 | 363 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 283 | 0 | 363 | |
| TRN025 <u>Work for TTC & Others</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Work for TTC & Others - History 2014 | CW | S2 | 05 | 9,281 | 0 | 0 | 0 | 0 | 9,281 | 0 | 9,281 | 0 | 0 | 0 | 0 | 0 | 0 | 9,281 | 0 | 0 | 9,281 | |
| 0 11 | Work for TTC & Others - Future 2015-2024 | CW | S5 | 05 | 18,000 | 0 | 0 | 0 | 0 | 18,000 | 0 | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 18,000 | 0 | 0 | 18,000 | |
| Sub-total | | | | | 27,281 | 0 | 0 | 0 | 0 | 27,281 | 0 | 27,281 | 0 | 0 | 0 | 0 | 0 | 0 | 27,281 | 0 | 0 | 27,281 | |
| TRN029 <u>Don Valley Parkway Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 15 | Don Valley - Future 2015 - 2024 | CW | S5 | 03 | 1,391 | 0 | 0 | 0 | 0 | 1,391 | 0 | 1,391 | 0 | 0 | 0 | 0 | 0 | 0 | 1,391 | 0 | 0 | 1,391 | |
| 0 16 | Don Valley Cash Flow Commitment | CW | S2 | 03 | 928 | 0 | 0 | 0 | 0 | 928 | 0 | 928 | 0 | 0 | 0 | 0 | 0 | 0 | 928 | 0 | 0 | 928 | |
| Sub-total | | | | | 2,319 | 0 | 0 | 0 | 0 | 2,319 | 0 | 2,319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,319 | 0 | 2,319 | |
| TRN031 <u>New Traffic Control Signals / Devices</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | 13TM-01TP New Traffic Control Signal 2013-2016 | CW | S2 | 01 | 180 | 180 | 0 | 0 | 0 | 360 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 360 | 0 | 0 | 360 | |
| 0 12 | New Traffic Control Signals/ Devices 2014 History | CW | S2 | 01 | 2,651 | 0 | 0 | 0 | 0 | 2,651 | 0 | 2,651 | 0 | 0 | 1,635 | 0 | 0 | 1,016 | 0 | 0 | 0 | 2,651 | |
| 0 13 | 2015 & Future New Traffic Control Signals/Devices | CW | S5 | 01 | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 1,090 | 0 | 0 | 0 | 910 | 0 | 0 | 2,000 | |
| Sub-total | | | | | 4,831 | 180 | 0 | 0 | 0 | 5,011 | 0 | 5,011 | 0 | 0 | 2,725 | 0 | 0 | 0 | 1,016 | 0 | 1,270 | 0 | 5,011 |
| TRN034 <u>Traffic Plant Requirements/Signal Asset Manager</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | 13TM-01TP Traffic Plant Requirements 2013-2016 | CW | S2 | 03 | 2,129 | 2,129 | 0 | 0 | 0 | 4,258 | 0 | 4,258 | 0 | 0 | 0 | 0 | 0 | 0 | 4,258 | 0 | 0 | 4,258 | |
| 0 12 | Traffic Plant Req'd 2014 History | CW | S2 | 03 | 2,322 | 0 | 0 | 0 | 0 | 2,322 | 0 | 2,322 | 0 | 0 | 0 | 0 | 0 | 2,322 | 0 | 0 | 0 | 2,322 | |
| 0 13 | 2015 & Future Traffic Plant Req'd | CW | S5 | 03 | 3,307 | 0 | 0 | 0 | 0 | 3,307 | 0 | 3,307 | 0 | 0 | 0 | 0 | 0 | 0 | 3,307 | 0 | 0 | 3,307 | |
| Sub-total | | | | | 7,758 | 2,129 | 0 | 0 | 0 | 9,887 | 0 | 9,887 | 0 | 0 | 0 | 0 | 0 | 2,322 | 0 | 7,565 | 0 | 9,887 | |
| TRN035 <u>Advanced Traffic Signal Control</u> | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | 13TM-01TPAdvanced Traffic Signal Control 2013-2016 | CW | S2 | 04 | 264 | 264 | 0 | 0 | 0 | 528 | 0 | 528 | 0 | 0 | 382 | 0 | 0 | 0 | 146 | 0 | 0 | 528 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

| Transportation Services | | | | | | Current and Future Year Cash Flow Commitments | | | | | | | Current and Future Year Cash Flow Commitments Financed By | | | | | | | | | | | |
|--|--------------|---|-------|------|--------|---|--------|--------|--------|-----------|-----------|-----------|---|-----------|-------------|----------|---------|---------|---------|--------|-------------|-----------|---------|-------|
| Sub-Project No. | Project Name | Ward | Stat. | Cat. | | | | | | Total | Total | Total | Provincial | Federal | Development | Reserves | Reserve | Capital | | | Debt - | Total | | |
| Priority | SubProj No. | Sub-project Name | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2015-2019 | 2020-2024 | 2015-2024 | Grants and | Subsidies | Charges | | Funds | from | Other 1 | Other2 | Recoverable | Financing | | |
| TRN035 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Advanced Traffic Signal Control</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | Additional Funding History 2014 | CW | S2 | 04 | 250 | 0 | 0 | 0 | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 250 | |
| 0 | 13 | ATSC - 2014 History | CW | S2 | 04 | 1,190 | 0 | 0 | 0 | 1,190 | 0 | 1,190 | 0 | 0 | 742 | 0 | 0 | 0 | 448 | 0 | 0 | 0 | 1,190 | |
| 0 | 14 | 2015 & Future ATSC | CW | S5 | 04 | 1,886 | 0 | 0 | 0 | 1,886 | 0 | 1,886 | 0 | 0 | 943 | 0 | 0 | 0 | 0 | 0 | 943 | 0 | 1,886 | |
| 0 | 15 | Additional Funding 2015 | CW | S5 | 04 | 350 | 0 | 0 | 0 | 350 | 0 | 350 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 350 | |
| Sub-total | | | | | 3,940 | 264 | 0 | 0 | 0 | 4,204 | 0 | 4,204 | 0 | 0 | 2,160 | 0 | 0 | 0 | 698 | 0 | 1,346 | 0 | 4,204 | |
| TRN036 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Traffic Control - RESCU</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 6 | Traffic Control - RESCU 2014 History | CW | S2 | 04 | 612 | 0 | 0 | 0 | 612 | 0 | 612 | 0 | 0 | 32 | 0 | 0 | 0 | 580 | 0 | 0 | 0 | 612 | |
| 0 | 11 | 13TM-01TP Traffic Control RESCU 2013-2016 | CW | S2 | 04 | 60 | 60 | 0 | 0 | 120 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 120 | |
| 0 | 12 | ITS Initiative - RESCU 2014 History | CW | S2 | 04 | 1,900 | 0 | 0 | 0 | 1,900 | 0 | 1,900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,900 | 0 | 1,900 | |
| 0 | 13 | Traffic Control - RESCU 2015 & Future | CW | S5 | 04 | 1,400 | 0 | 0 | 0 | 1,400 | 0 | 1,400 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 360 | 864 | 0 | 1,400 | |
| Sub-total | | | | | 3,972 | 60 | 0 | 0 | 0 | 4,032 | 0 | 4,032 | 0 | 0 | 208 | 0 | 0 | 0 | 580 | 360 | 2,884 | 0 | 4,032 | |
| TRN037 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Accessible Pedestrian Signals (Audible Signals)</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 10 | 13TM-01TP Audible Signals 2013-2016 | CW | S2 | 01 | 297 | 297 | 0 | 0 | 594 | 0 | 594 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 594 | 0 | 594 | |
| 0 | 12 | Accessible Pedestrian Signals 2014 History | CW | S2 | 01 | 1,006 | 0 | 0 | 0 | 1,006 | 0 | 1,006 | 0 | 0 | 0 | 0 | 0 | 0 | 1,006 | 0 | 0 | 0 | 1,006 | |
| 0 | 13 | 2015 & Future Accessible Pedestrian Signals | CW | S5 | 01 | 1,703 | 0 | 0 | 0 | 1,703 | 0 | 1,703 | 0 | 0 | 220 | 0 | 0 | 0 | 0 | 0 | 1,483 | 0 | 1,703 | |
| Sub-total | | | | | 3,006 | 297 | 0 | 0 | 0 | 3,303 | 0 | 3,303 | 0 | 0 | 220 | 0 | 0 | 0 | 1,006 | 0 | 2,077 | 0 | 3,303 | |
| TRN055 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>City Bridge Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 14 | Bridge Assessments | CW | S2 | 03 | 1,000 | 1,000 | 1,000 | 1,000 | 4,000 | 0 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000 | 0 | 4,000 | |
| 0 | 15 | City Bridge 2014 History | CW | S2 | 03 | 23,249 | 0 | 0 | 0 | 23,249 | 0 | 23,249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23,249 | 0 | 0 | 23,249 | |
| 0 | 16 | City Bridge 2015 & Future | CW | S5 | 03 | 26,367 | 40,026 | 24,368 | 29,611 | 20,419 | 140,791 | 0 | 140,791 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,791 | 0 | 140,791 | |
| Sub-total | | | | | 50,616 | 41,026 | 25,368 | 30,611 | 20,419 | 168,040 | 0 | 168,040 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168,040 | 0 | 168,040 | |
| TRN077 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Dufferin Street Jog Elimination</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | CN & Expropriations 2013-2014 | 13 | S2 | 05 | 2,375 | 0 | 0 | 0 | 2,375 | 0 | 2,375 | 0 | 0 | 866 | 0 | 0 | 0 | 0 | 0 | 1,509 | 0 | 2,375 | |
| Sub-total | | | | | 2,375 | 0 | 0 | 0 | 0 | 2,375 | 0 | 2,375 | 0 | 0 | 866 | 0 | 0 | 0 | 0 | 0 | 0 | 1,509 | 0 | 2,375 |
| TRN160 | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Engineering Studies</u> | | | | | | | | | | | | | | | | | | | | | | | | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

Transportation Services

| | | | | | | Current and Future Year Cash Flow Commitments | | | | | | | Current and Future Year Cash Flow Commitments Financed By | | | | | | | | | | | |
|--|--------------|---|-------|------|----|---|--------|--------|--------|-------|-----------|-----------|---|-----------------|---------------------|----------|---------------|----------------------|---------|--------|--------------------|-----------------|--------|--------|
| Sub-Project No. | Project Name | Ward | Stat. | Cat. | | | | | | Total | Total | Total | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable | Total Financing | | |
| Priority | SubProj No. | Sub-project Name | | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2015-2019 | 2020-2024 | 2015-2024 | | | | | | | | | | | |
| TRN906081 Local Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 13 | Local Road Reconstruction 2014 History | CW | S2 | 03 | 5,617 | 0 | 0 | 0 | 0 | 5,617 | 0 | 5,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,617 | 0 | 5,617 | |
| Sub-total | | | | | | 5,617 | 0 | 0 | 0 | 0 | 5,617 | 0 | 5,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,617 | 0 | 5,617 | |
| TRN906082 Local Road Resurfacing | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | Local Road Resurfacing 2014 History | CW | S2 | 03 | 9,318 | 0 | 0 | 0 | 0 | 9,318 | 0 | 9,318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,318 | 0 | 9,318 | |
| Sub-total | | | | | | 9,318 | 0 | 0 | 0 | 0 | 9,318 | 0 | 9,318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,318 | 0 | 9,318 | |
| TRN906085 Sidewalks | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | Sidewalks 2014 History | CW | S2 | 03 | 2,842 | 0 | 0 | 0 | 0 | 2,842 | 0 | 2,842 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,842 | 0 | 2,842 | |
| 0 | 13 | Sidewalks 2015 & Future | CW | S5 | 03 | 11,652 | 16,573 | 13,886 | 11,426 | 7,561 | 61,098 | 0 | 61,098 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61,098 | 0 | 61,098 | |
| 0 | 15 | Commitment Cash Flow 2014 | CW | S2 | 03 | 4,604 | 0 | 0 | 0 | 0 | 4,604 | 0 | 4,604 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,604 | 0 | 4,604 | |
| Sub-total | | | | | | 19,098 | 16,573 | 13,886 | 11,426 | 7,561 | 68,544 | 0 | 68,544 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68,544 | 0 | 68,544 |
| TRN906086 Laneways | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 11 | Laneways 2013 History | CW | S2 | 03 | 205 | 190 | 190 | 135 | 0 | 720 | 0 | 720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 | 0 | 720 | |
| 0 | 12 | Laneways 2014 History | CW | S2 | 03 | 1,596 | 0 | 0 | 0 | 0 | 1,596 | 0 | 1,596 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,596 | 0 | 1,596 | |
| 0 | 13 | Laneways 2015 & Future | CW | S5 | 03 | 1,160 | 1,898 | 1,502 | 1,585 | 927 | 7,072 | 0 | 7,072 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,072 | 0 | 7,072 | |
| 0 | 14 | Laneways Cash Flow Commitments | CW | S2 | 03 | 623 | 0 | 0 | 0 | 0 | 623 | 0 | 623 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 623 | 0 | 623 | |
| Sub-total | | | | | | 3,584 | 2,088 | 1,692 | 1,720 | 927 | 10,011 | 0 | 10,011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,011 | 0 | 10,011 |
| TRN906355 North York Service Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 13 | North York Service Road 2014 Acquisition | 23 | S2 | 05 | 15,573 | 0 | 0 | 0 | 0 | 15,573 | 0 | 15,573 | 0 | 0 | 0 | 0 | 0 | 0 | 15,573 | 0 | 0 | 15,573 | |
| Sub-total | | | | | | 15,573 | 0 | 0 | 0 | 0 | 15,573 | 0 | 15,573 | 0 | 0 | 0 | 0 | 0 | 0 | 15,573 | 0 | 0 | 15,573 | |
| TRN906405 Upgrades To Meet New ESA Requirements | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 13 | Upgrades to Meet New ESA 2014 History | CW | S2 | 01 | 1,453 | 0 | 0 | 0 | 0 | 1,453 | 0 | 1,453 | 0 | 0 | 0 | 0 | 0 | 1,453 | 0 | 0 | 0 | 1,453 | |
| 0 | 14 | 2015 & Future - Upgrades to Meet New ESA Req. | CW | S5 | 01 | 400 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | |
| Sub-total | | | | | | 1,853 | 0 | 0 | 0 | 0 | 1,853 | 0 | 1,853 | 0 | 0 | 0 | 0 | 0 | 1,453 | 0 | 400 | 0 | 1,853 | |
| TRN906857 Retaining Walls Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 9 | Retaining Walls 2014 History | CW | S2 | 03 | 955 | 0 | 0 | 0 | 0 | 955 | 0 | 955 | 0 | 0 | 0 | 0 | 0 | 955 | 0 | 0 | 0 | 955 | |
| 0 | 10 | Retaining Walls 2015 - 2024 | CW | S5 | 03 | 731 | 0 | 0 | 0 | 0 | 731 | 0 | 731 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 731 | 0 | 731 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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 | | | | | | | | | | | | |
|---|----|--|----|----|----|---|------|------|------|------|--------------------|--------------------|---|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|--------|--|
| | | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | |
| <u>TRN906857 Retaining Walls Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 11 | Retaining Walls Cash Flow Commitments | CW | S2 | 03 | 487 | 0 | 0 | 0 | 0 | 487 | 0 | 487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 | 0 | 487 | | |
| Sub-total | | | | | | 2,173 | 0 | 0 | 0 | 0 | 2,173 | 0 | 2,173 | 0 | 0 | 0 | 0 | 0 | 955 | 0 | 1,218 | 0 | 2,173 | | |
| <u>TRN907125 PXO Visibility Enhancement</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 6 | PXO Visibility Enhan - 2014 History | CW | S2 | 01 | 249 | 0 | 0 | 0 | 0 | 249 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 0 | 249 | | |
| 0 | 7 | 2015 & Future PXO Visibility Enhancement | CW | S5 | 01 | 569 | 0 | 0 | 0 | 0 | 569 | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 0 | 569 | | |
| Sub-total | | | | | | 818 | 0 | 0 | 0 | 0 | 818 | 0 | 818 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 569 | 0 | 818 | | |
| <u>TRN907247 Signs and Markings Asset Management</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 6 | Signs & Markings Asset Management 2014 History | CW | S2 | 04 | 740 | 0 | 0 | 0 | 0 | 740 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 740 | 0 | 0 | 0 | 740 | | |
| 0 | 7 | 2015 & Future Signs & Markings Asset Management | CW | S5 | 04 | 1,800 | 0 | 0 | 0 | 0 | 1,800 | 0 | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,800 | 0 | 1,800 | | |
| Sub-total | | | | | | 2,540 | 0 | 0 | 0 | 0 | 2,540 | 0 | 2,540 | 0 | 0 | 0 | 0 | 0 | 740 | 0 | 1,800 | 0 | 2,540 | | |
| <u>TRN907312 Neighbourhood Improvements</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 11 | Neighbourhood Improvements 2014 History | CW | S2 | 03 | 1,998 | 0 | 0 | 0 | 0 | 1,998 | 0 | 1,998 | 0 | 0 | 0 | 1,483 | 0 | 515 | 0 | 0 | 0 | 1,998 | | |
| 0 | 12 | Yorkville Ave & Bellair St Streetscape Improvement | 27 | S2 | 04 | 460 | 0 | 0 | 0 | 0 | 460 | 0 | 460 | 0 | 0 | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 460 | | |
| 0 | 13 | Hillsborough Avenue Improvements | 27 | S2 | 04 | 80 | 0 | 0 | 0 | 0 | 80 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 80 | | |
| 0 | 14 | Neighbourhood Improvements 2015 & Future | CW | S5 | 03 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | 0 | 1,200 | 0 | 0 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | 1,200 | | |
| 0 | 15 | Commitment Cash Flow 2014 | CW | S2 | 03 | 800 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 800 | | |
| 0 | 16 | McAlpine Road Streetscape | CW | S2 | 03 | 251 | 0 | 0 | 0 | 0 | 251 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 251 | | |
| Sub-total | | | | | | 4,789 | 0 | 0 | 0 | 0 | 4,789 | 0 | 4,789 | 0 | 0 | 0 | 3,483 | 0 | 1,306 | 0 | 0 | 0 | 4,789 | | |
| <u>TRN907323 Six Points Interchange Redevelopment</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | Six Points Interchange Redevelopment 2015 & Future | CW | S5 | 05 | 9,500 | 0 | 0 | 0 | 0 | 9,500 | 0 | 9,500 | 0 | 0 | 2,660 | 0 | 5,000 | 0 | 0 | 0 | 1,840 | 0 | 9,500 | |
| 0 | 4 | Six Points Interchange Redevelopment 2014 | CW | S2 | 05 | 2,963 | 0 | 0 | 0 | 0 | 2,963 | 0 | 2,963 | 0 | 0 | 553 | 0 | 2,410 | 0 | 0 | 0 | 0 | 2,963 | | |
| Sub-total | | | | | | 12,463 | 0 | 0 | 0 | 0 | 12,463 | 0 | 12,463 | 0 | 0 | 3,213 | 0 | 7,410 | 0 | 0 | 0 | 1,840 | 0 | 12,463 | |
| <u>TRN907328 Redlea Avenue (Steeles - McNicoll)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 3 | Redlea - 2013 | 39 | S2 | 05 | 1,446 | 0 | 0 | 0 | 0 | 1,446 | 0 | 1,446 | 0 | 0 | 1,066 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 1,446 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

| Transportation Services | | | | | | Current and Future Year Cash Flow Commitments | | | | | | | Current and Future Year Cash Flow Commitments Financed By | | | | | | | | | | | |
|--|---|------|-------|------|--------|---|---------|---------|--------|-----------------|-----------------|-----------------|---|-----------------|---------------------|----------|---------------|----------------------|---------|---------|-------------------------|-----------------|---------|--|
| Sub-Project No. | Project Name | Ward | Stat. | Cat. | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other 2 | Debt - Recoverable Debt | Total Financing | | |
| <u>TRN907839 St Clair West/Metrolinx Georgetown Grade Separation</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | St Clair West/Metrolinx Georgetown | 11 | S5 | 05 | 2,000 | 6,000 | 12,000 | 12,000 | 0 | 32,000 | 0 | 32,000 | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 0 | 17,600 | 0 | 32,000 | |
| | Sub-total | | | | 2,000 | 6,000 | 12,000 | 12,000 | 0 | 32,000 | 0 | 32,000 | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 0 | 17,600 | 0 | 32,000 | |
| <u>TRN907840 LARP(Lawrence-Allen Revitalization Project)</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 3 | LARP 2015 & Future | CW | S2 | 05 | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | 6,261 | 0 | 0 | 0 | 6,261 | 0 | 0 | 0 | 0 | 0 | 0 | 6,261 | |
| | Sub-total | | | | 550 | 1,094 | 1,153 | 940 | 2,086 | 5,823 | 438 | 6,261 | 0 | 0 | 0 | 6,261 | 0 | 0 | 0 | 0 | 0 | 0 | 6,261 | |
| <u>TRN907849 Yonge Street/Highway 401 Interchange Improvements</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Yonge Street/Highway 401 Interchange Improvements | CW | S5 | 05 | 2,500 | 11,250 | 11,250 | 0 | 0 | 25,000 | 0 | 25,000 | 0 | 0 | 6,250 | 0 | 0 | 0 | 0 | 12,500 | 6,250 | 0 | 25,000 | |
| | Sub-total | | | | 2,500 | 11,250 | 11,250 | 0 | 0 | 25,000 | 0 | 25,000 | 0 | 0 | 6,250 | 0 | 0 | 0 | 0 | 12,500 | 6,250 | 0 | 25,000 | |
| <u>TRN907852 Section 37 Wilson Avenue</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Bathurst Street to Dufferin Road History 2014 | CW | S2 | 05 | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 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>TRN907871 Traffic Plant Restoration</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Traffic Plant Restoration 2014 History | CW | S2 | 03 | 990 | 0 | 0 | 0 | 0 | 990 | 0 | 990 | 0 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 0 | 0 | 990 | |
| 0 2 | 2015 & Future Traffic Plant Restoration | CW | S5 | 03 | 480 | 0 | 0 | 0 | 0 | 480 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 0 | 480 | |
| 0 3 | Traffic Plant Restoration Cash Flow Commitment | CW | S2 | 03 | 320 | 0 | 0 | 0 | 0 | 320 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 0 | 320 | |
| | Sub-total | | | | 1,790 | 0 | 0 | 0 | 0 | 1,790 | 0 | 1,790 | 0 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 800 | 0 | 1,790 | |
| <u>TRN907910 F.G. Gardiner</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 5 | At-Grade Repairs History 2013-2018 | CW | S2 | 03 | 14,808 | 9,136 | 9,364 | 9,598 | 0 | 42,906 | 0 | 42,906 | 0 | 0 | 0 | 20,823 | 0 | 0 | 0 | 0 | 22,083 | 0 | 42,906 | |
| 0 8 | Elevated Portion History 2013 - 2015 | CW | S2 | 03 | 34,675 | 0 | 0 | 0 | 0 | 34,675 | 0 | 34,675 | 0 | 0 | 0 | 33,602 | 0 | 0 | 0 | 0 | 1,073 | 0 | 34,675 | |
| 0 10 | Program Management - History 2013 - 2021 | CW | S2 | 03 | 9,836 | 6,568 | 6,732 | 6,900 | 7,073 | 37,109 | 30,105 | 67,214 | 0 | 0 | 0 | 10,593 | 0 | 0 | 0 | 0 | 56,621 | 0 | 67,214 | |
| 0 12 | Program Management - 2015 & future | CW | S3 | 03 | 20 | 2 | -2 | 0 | 27 | 47 | 6,095 | 6,142 | 0 | 0 | 0 | 6,193 | 0 | 0 | 0 | 0 | -51 | 0 | 6,142 | |
| 0 13 | Elevated Portion 2015 | CW | S3 | 03 | -4,224 | 15,000 | 94,000 | 98,000 | 0 | 202,776 | 0 | 202,776 | 0 | 0 | 0 | 108,511 | 0 | 0 | 0 | 0 | 94,265 | 0 | 202,776 | |
| 0 14 | At Grade - 2015 | CW | S3 | 03 | -3,913 | -2,836 | -3,264 | -1,698 | 13,200 | 1,489 | 0 | 1,489 | 0 | 0 | 0 | -4,466 | 0 | 0 | 0 | 0 | 5,955 | 0 | 1,489 | |
| | Sub-total | | | | 51,202 | 27,870 | 106,830 | 112,800 | 20,300 | 319,002 | 36,200 | 355,202 | 0 | 0 | 0 | 175,256 | 0 | 0 | 0 | 0 | 179,946 | 0 | 355,202 | |
| <u>TRN907926 Major Road Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | Major Road Rehabilitation 2014 | CW | S2 | 03 | 33,347 | 0 | 0 | 0 | 0 | 33,347 | 0 | 33,347 | 0 | 0 | 0 | 1,295 | 0 | 0 | 0 | 0 | 32,052 | 0 | 33,347 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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 | | | | | | | | | | | |
|---|---|---|----|----|----|---|--------|--------|--------|--------|--------------------|--------------------|---|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|--|
| | | | | | | 2015 | 2016 | 2017 | 2018 | 2019 | Total 2015-2019 | Total 2020-2024 | Total 2015-2024 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | |
| <u>TRN907926 Major Road Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | History 2013 - With 2014 to 2018 Cash Flow | CW | S2 | 03 | 820 | 760 | 760 | 540 | 0 | 2,880 | 0 | 2,880 | 0 | 0 | 0 | 0 | 0 | 0 | 2,880 | 0 | 2,880 | | |
| 0 | 3 | Major Road Rehabilitation 2015 & Future | CW | S5 | 03 | 26,215 | 57,354 | 37,814 | 42,828 | 29,986 | 194,197 | 0 | 194,197 | 0 | 0 | 116,215 | 0 | 0 | 0 | 77,982 | 0 | 194,197 | | |
| 0 | 4 | Geotechnical REOI 9173-14-7166 | CW | S5 | 03 | 1,442 | 1,442 | 1,442 | 0 | 0 | 4,326 | 0 | 4,326 | 0 | 0 | 0 | 0 | 0 | 0 | 4,326 | 0 | 4,326 | | |
| 0 | 5 | Commitment Cash Flow 2014 | CW | S2 | 03 | 13,844 | 0 | 0 | 0 | 0 | 13,844 | 0 | 13,844 | 0 | 0 | 3,785 | 0 | 0 | 0 | 10,059 | 0 | 13,844 | | |
| 0 | 6 | PW29.3 Tender Call No. 14-2014 | CW | S2 | 03 | 4,400 | 2,800 | 5,500 | 0 | 0 | 12,700 | 0 | 12,700 | 0 | 0 | 0 | 0 | 0 | 0 | 12,700 | 0 | 12,700 | | |
| Sub-total | | | | | | 80,068 | 62,356 | 45,516 | 43,368 | 29,986 | 261,294 | 0 | 261,294 | 0 | 0 | 121,295 | 0 | 0 | 0 | 139,999 | 0 | 261,294 | | |
| <u>TRN907937 Traffic Congestion Management</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Traffic Congestion Management 2014 History | CW | S2 | 05 | 1,961 | 0 | 0 | 0 | 0 | 1,961 | 0 | 1,961 | 0 | 0 | 0 | 0 | 1,961 | 0 | 0 | 0 | 1,961 | | |
| 0 | 2 | 2015 & Future Traffic Congestion Management | CW | S5 | 05 | 7,000 | 2,500 | 0 | 0 | 0 | 9,500 | 0 | 9,500 | 0 | 0 | 0 | 0 | 0 | 0 | 9,500 | 0 | 9,500 | | |
| Sub-total | | | | | | 8,961 | 2,500 | 0 | 0 | 0 | 11,461 | 0 | 11,461 | 0 | 0 | 0 | 0 | 1,961 | 0 | 9,500 | 0 | 11,461 | | |
| <u>TRN907939 Allen Road Individual EA</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Allen Road Individual EA 2014 History | CW | S2 | 05 | 1,104 | 0 | 0 | 0 | 0 | 1,104 | 0 | 1,104 | 0 | 0 | 204 | 0 | 0 | 900 | 0 | 0 | 1,104 | | |
| 0 | 2 | Allen Road Individual EA 2015 | CW | S5 | 05 | 1,250 | 0 | 0 | 0 | 0 | 1,250 | 0 | 1,250 | 0 | 0 | 350 | 0 | 0 | 0 | 900 | 0 | 1,250 | | |
| Sub-total | | | | | | 2,354 | 0 | 0 | 0 | 0 | 2,354 | 0 | 2,354 | 0 | 0 | 554 | 0 | 0 | 900 | 0 | 900 | 0 | 2,354 | |
| <u>TRN907947 Steeles Avenue East/Kennedy Road Grade Sepa</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | EA Study Only | 42 | S4 | 05 | 500 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | | |
| Sub-total | | | | | | 500 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | | |
| <u>TRN908015 Pan Am Path</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Pan Am Path | CW | S2 | 04 | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 250 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | | |
| Sub-total | | | | | | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 250 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 250 | |
| <u>TRN908055 Local Geometric Traffic Safety Improvements</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Local Geometric Traffic Safety Improvements | CW | S5 | 01 | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | | |
| Sub-total | | | | | | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | | |
| <u>TRN908056 2 Way Radio Communication - New contract</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 Way Radio Communication | CW | S4 | 01 | 2,200 | 0 | 0 | 0 | 0 | 2,200 | 0 | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 | 0 | 2,200 | | |
| Sub-total | | | | | | 2,200 | 0 | 0 | 0 | 0 | 2,200 | 0 | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 | 0 | 2,200 | | |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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 | | | | | | | | | | |
|--|---------------------|--|--------------|-------------|---------|--|---------|---------|---------|--------------|--------------|--------------|--|------------------------|----------------------------|-----------------|----------------------|-----------------------------|----------------|---------------|--------------------------------|------------------------|-----------|
| <u>Sub-Project No.</u> | <u>Project Name</u> | <u>Ward</u> | <u>Stat.</u> | <u>Cat.</u> | | | | | | Total | Total | Total | 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 | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2015-2019 | 2020-2024 | 2015-2024 | | | | | | | | | | | |
| TRN908142 Major SOGR Pooled Contingency | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | City Bridge Rehabilitation Contingency | CW | S5 | 03 | 1,109 | 1,080 | 881 | 1,065 | 1,075 | 5,210 | 2,171 | 7,381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,381 | 0 | 7,381 |
| 0 | 2 | Sidewalk Contingency | CW | S5 | 03 | 383 | 349 | 403 | 312 | 309 | 1,756 | 599 | 2,355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,355 | 0 | 2,355 |
| 0 | 3 | Laneway Contingency | CW | S5 | 03 | 58 | 58 | 61 | 62 | 52 | 291 | 100 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 0 | 391 |
| 0 | 4 | Major Road Rehabilitation Contingency | CW | S5 | 03 | 1,691 | 1,732 | 1,614 | 1,601 | 1,666 | 8,304 | 3,333 | 11,637 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,637 | 0 | 11,637 |
| 0 | 5 | Local Road Rehabilitation Contingency | CW | S5 | 03 | 1,396 | 1,178 | 1,232 | 1,297 | 1,374 | 6,477 | 2,860 | 9,337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,337 | 0 | 9,337 |
| Sub-total | | | | | 4,637 | 4,397 | 4,191 | 4,337 | 4,476 | 22,038 | 9,063 | 31,101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31,101 | 0 | 31,101 |
| Total Program Expenditure | | | | | 463,852 | 250,009 | 275,591 | 278,967 | 130,610 | 1,399,029 | 45,701 | 1,444,730 | 0 | 0 | 48,996 | 302,812 | 14,242 | 0 | 37,851 | 42,833 | 997,996 | 0 | 1,444,730 |

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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 | | | | | | | | | | | | |
|--------------------------------|--------------|--------------------------------|-------|------|--|---|----------------|----------------|----------------------|----------------|------------------|---|------------------|----------|----------|------------------|----------------|---------------|----------|---------------|---------------|----------------|----------|------------------|
| Sub-Project No. | Project Name | Ward | Stat. | Cat. | | Total | Total | Total | Provincial | Federal | Development | Reserve | Capital | Debt - | | | Total | | | | | | | |
| Priority | SubProj No. | Sub-project Name | | | | 2015-2019 | 2020-2024 | 2015-2024 | Grants and Subsidies | Subsidy | Charges | Funds | from Current | Other 1 | Other2 | Recoverable Debt | Financing | | | | | | | |
| Financed By: | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Development Charges | | | | 25,944 | 9,427 | 8,225 | 5,400 | 0 | 48,996 | 0 | 0 | 48,996 | 0 | 0 | 0 | 48,996 | | | | | | |
| | | Reserves (Ind. "XQ" Ref.) | | | | 61,845 | 48,451 | 90,492 | 70,500 | 17,086 | 288,374 | 14,438 | 302,812 | 0 | 0 | 0 | 0 | 302,812 | | | | | | |
| | | Reserve Funds (Ind. "XR" Ref.) | | | | 14,242 | 0 | 0 | 0 | 0 | 14,242 | 0 | 14,242 | 0 | 0 | 0 | 0 | 14,242 | | | | | | |
| | | Other1 (Internal) | | | | 37,851 | 0 | 0 | 0 | 0 | 37,851 | 0 | 0 | 37,851 | 0 | 0 | 0 | 37,851 | | | | | | |
| | | Other2 (External) | | | | 31,219 | 5,989 | 5,625 | 0 | 0 | 42,833 | 0 | 0 | 0 | 42,833 | 0 | 0 | 42,833 | | | | | | |
| | | Debt | | | | 292,751 | 186,142 | 171,249 | 203,067 | 113,524 | 966,733 | 31,263 | 997,996 | 0 | 0 | 0 | 997,996 | 997,996 | | | | | | |
| Total Program Financing | | | | | | 463,852 | 250,009 | 275,591 | 278,967 | 130,610 | 1,399,029 | 45,701 | 1,444,730 | 0 | 0 | 48,996 | 302,812 | 14,242 | 0 | 37,851 | 42,833 | 997,996 | 0 | 1,444,730 |

| | |
|--------------------|--|
| Status Code | Description |
| S2 | S2 Prior Year (With 2015 and/or Future Year Cashflow) |
| S3 | S3 Prior Year - Change of Scope 2015 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

2015 Recommended Capital Budget with Financing Detail

(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 - 2015 Recommended Capital Budget with Financing
Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | 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 | 8 13TM-01TP Signal Major Modification 2013-2016 | 01/01/2013 | 12/31/2016 | 609 | 0 | 0 | 469 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | |
| 0 | 9 Signal Major Modifications 2014 History | 01/01/2013 | 12/31/2013 | 1,040 | 0 | 0 | 311 | 0 | 0 | 0 | 729 | 0 | 0 | 0 | |
| 0 | 10 2015 & Future Signal Major Modifications | 01/01/2015 | 12/31/2024 | 1,681 | 0 | 0 | 676 | 0 | 0 | 0 | 0 | 0 | 1,005 | 0 | |
| | Project Sub-total: | | | 3,330 | 0 | 0 | 1,456 | 0 | 0 | 0 | 729 | 0 | 1,145 | 0 | |
| 0 | <u>TRN000172</u> | <u>Third Party Signals</u> | | | | | | | | | | | | | |
| 0 | 8 13TM-01TP Third Party Signals 2013-2016 | 01/01/2013 | 12/31/2016 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 364 | 0 | 0 | |
| 0 | 9 Third Party Signals 2014 History | 01/01/2013 | 12/31/2013 | 1,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,155 | 0 | 0 | |
| 0 | 10 2015 & Future Third Party Signals | 01/01/2015 | 12/31/2015 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 536 | 0 | 0 | |
| | Project Sub-total: | | | 2,055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,055 | 0 | 0 | |
| 0 | <u>TRN000183</u> | <u>Cycling Infrastructure</u> | | | | | | | | | | | | | |
| 0 | 9 Etobicoke Valley Pk: Trail Ext. 9 | 01/01/2016 | 12/31/2017 | 100 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 25 Toronto Bike Plan CW Expansion 2014 | 01/01/2013 | 12/18/2018 | 500 | 0 | 0 | 200 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | |
| 0 | 26 Cycling Infrastructure 2014 History | 01/01/2014 | 12/31/2023 | 4,738 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,738 | 0 | |
| 0 | 27 Additional Off Road Bike Trails - 2014 History | 01/01/2014 | 12/31/2023 | 721 | 0 | 0 | 650 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | |
| 0 | 28 Bike Share Expansion | 01/01/2014 | 12/31/2014 | 717 | 0 | 0 | 0 | 0 | 667 | 0 | 50 | 0 | 0 | 0 | |
| 0 | 29 Mid Humber Extend Trail Wards 1,2,7 2015 - 2016 | 01/01/2014 | 12/31/2016 | 450 | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | |
| 0 | 30 Cycling Infrastructure 2015 & future | 01/01/2014 | 12/31/2024 | 6,980 | 0 | 0 | 1,346 | 0 | 0 | 0 | 0 | 0 | 5,634 | 0 | |
| 0 | 31 Toronto Bike Plan/Off Road Bike Trails | 01/01/2014 | 12/31/2024 | 1,250 | 0 | 0 | 850 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | |
| 0 | 32 Bike Share 2015 | 12/05/2014 | 12/05/2014 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 16,656 | 0 | 0 | 3,486 | 0 | 1,877 | 0 | 421 | 0 | 10,872 | 0 | |
| 0 | <u>TRN000184</u> | <u>Growth Related Capital Works</u> | | | | | | | | | | | | | |
| 0 | 11 Growth Related Capital Works - 2014 History | 01/01/2014 | 12/31/2023 | 295 | 0 | 0 | 175 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | |
| 0 | 12 Growth Related Capital Works - 2015 & Future | 01/01/2014 | 12/31/2023 | 300 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | |
| | Project Sub-total: | | | 595 | 0 | 0 | 355 | 0 | 0 | 0 | 120 | 0 | 120 | 0 | |
| 0 | <u>TRN000191</u> | <u>Scarlett/St Clair/Dundas</u> | | | | | | | | | | | | | |
| 0 | 3 Scarlett/St Clair/Dundas - 2014 History | 01/01/2014 | 12/31/2014 | 3,592 | 0 | 0 | 1,650 | 0 | 0 | 0 | 0 | 0 | 1,942 | 0 | |
| | Project Sub-total: | | | 3,592 | 0 | 0 | 1,650 | 0 | 0 | 0 | 0 | 0 | 1,942 | 0 | |
| 0 | <u>TRN000370</u> | <u>Traffic Calming</u> | | | | | | | | | | | | | |
| 0 | 10 Traffic Calming 2014 History | 01/01/2014 | 12/31/2023 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | |
| 0 | 11 Traffic Calming 2015 & Future | 01/01/2014 | 12/31/2024 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 0 | |
| | Project Sub-total: | | | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 283 | 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 - 2015 Recommended Capital Budget with Financing
Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | 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>TRN025</u> | <u>Work for TTC & Others</u> | | | | | | | | | | | | | | |
| 0 | 10 Work for TTC & Others - History 2014 | 01/01/2014 | 12/31/2023 | 9,281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,281 | 0 | 0 | |
| 0 | 11 Work for TTC & Others - Future 2015-2024 | 01/01/2014 | 12/31/2023 | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,000 | 0 | 0 | |
| | Project Sub-total: | | | 27,281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27,281 | 0 | 0 | |
| 0 | <u>TRN029</u> | <u>Don Valley Parkway Rehabilitation</u> | | | | | | | | | | | | | | |
| 0 | 15 Don Valley - Future 2015 - 2024 | 01/01/2015 | 12/31/2024 | 1,391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,391 | 0 | |
| 0 | 16 Don Valley Cash Flow Commitment | 11/13/2014 | 11/13/2014 | 928 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 928 | 0 | |
| | Project Sub-total: | | | 2,319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,319 | 0 | |
| 0 | <u>TRN031</u> | <u>New Traffic Control Signals / Devices</u> | | | | | | | | | | | | | | |
| 0 | 11 13TM-01TP New Traffic Control Signal 2013-2016 | 01/01/2013 | 12/31/2016 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | |
| 0 | 12 New Traffic Control Signals/ Devices 2014 History | 01/01/2013 | 12/31/2013 | 2,651 | 0 | 0 | 1,635 | 0 | 0 | 0 | 0 | 1,016 | 0 | 0 | 0 | |
| 0 | 13 2015 & Future New Traffic Control Signals/Devices | 01/01/2015 | 12/31/2015 | 2,000 | 0 | 0 | 1,090 | 0 | 0 | 0 | 0 | 0 | 0 | 910 | 0 | |
| | Project Sub-total: | | | 4,831 | 0 | 0 | 2,725 | 0 | 0 | 0 | 0 | 1,016 | 0 | 1,090 | 0 | |
| 0 | <u>TRN034</u> | <u>Traffic Plant Requirements/Signal Asset Management</u> | | | | | | | | | | | | | | |
| 0 | 11 13TM-01TP Traffic Plant Requirements 2013-2016 | 01/01/2013 | 12/31/2016 | 2,129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,129 | 0 | |
| 0 | 12 Traffic Plant Req'd 2014 History | 01/01/2014 | 12/31/2023 | 2,322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,322 | 0 | 0 | 0 | |
| 0 | 13 2015 & Future Traffic Plant Req'd | 01/01/2015 | 12/31/2015 | 3,307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,307 | 0 | |
| | Project Sub-total: | | | 7,758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,322 | 0 | 5,436 | 0 | |
| 0 | <u>TRN035</u> | <u>Advanced Traffic Signal Control</u> | | | | | | | | | | | | | | |
| 0 | 10 13TM-01TP Advanced Traffic Signal Control 2013-2016 | 01/01/2013 | 12/31/2016 | 264 | 0 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | |
| 0 | 12 Additional Funding History 2014 | 05/07/2013 | 05/07/2013 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | |
| 0 | 13 ATSC - 2014 History | 01/01/2014 | 12/31/2023 | 1,190 | 0 | 0 | 742 | 0 | 0 | 0 | 0 | 448 | 0 | 0 | 0 | |
| 0 | 14 2015 & Future ATSC | 01/01/2014 | 12/31/2024 | 1,886 | 0 | 0 | 943 | 0 | 0 | 0 | 0 | 0 | 0 | 943 | 0 | |
| 0 | 15 Additional Funding 2015 | 12/05/2014 | 12/05/2014 | 350 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | |
| | Project Sub-total: | | | 3,940 | 0 | 0 | 1,992 | 0 | 0 | 0 | 0 | 698 | 0 | 1,250 | 0 | |
| 0 | <u>TRN036</u> | <u>Traffic Control - RESCU</u> | | | | | | | | | | | | | | |
| 0 | 6 Traffic Control - RESCU 2014 History | 01/01/2014 | 09/07/2008 | 612 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 580 | 0 | 0 | 0 | |
| 0 | 11 13TM-01TP Traffic Control RESCU 2013-2016 | 01/01/2013 | 12/31/2016 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | |
| 0 | 12 ITS Initiative - RESCU 2014 History | 01/01/2013 | 12/31/2013 | 1,900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,900 | 0 | |
| 0 | 13 Traffic Control - RESCU 2015 & Future | 01/01/2015 | 12/31/2015 | 1,400 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 360 | 864 | 0 | |
| | Project Sub-total: | | | 3,972 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 580 | 360 | 2,824 | 0 | |
| 0 | <u>TRN037</u> | <u>Accessible Pedestrian Signals (Audible Signals)</u> | | | | | | | | | | | | | | |
| 0 | 10 13TM-01TP Audible Signals 2013-2016 | 01/01/2013 | 12/31/2016 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 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 - 2015 Recommended Capital Budget with Financing

Transportation Services

Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | 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>TRN906857</u> | <u>Retaining Walls Rehabilitation</u> | | | | | | | | | | | | | | | |
| 0 | 11 Retaining Walls Cash Flow Commitments | 11/13/2014 | 11/13/2014 | 487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 | 0 | |
| | Project Sub-total: | | | 2,173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 955 | 0 | 1,218 | 0 | | |
| 0 | <u>TRN907125</u> | <u>PXO Visibility Enhancement</u> | | | | | | | | | | | | | | | |
| 0 | 6 PXO Visibility Enhan - 2014 History | 01/01/2013 | 12/31/2013 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | |
| 0 | 7 2015 & Future PXO Visibility Enhancement | 01/01/2015 | 12/31/2024 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 0 | 0 | |
| | Project Sub-total: | | | 818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 569 | 0 | | |
| 0 | <u>TRN907247</u> | <u>Signs and Markings Asset Management</u> | | | | | | | | | | | | | | | |
| 0 | 6 Signs & Markings Asset Management 2014 History | 01/01/2014 | 12/31/2023 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | |
| 0 | 7 2015 & Future Signs & Markings Asset Management | 01/01/2015 | 12/31/2015 | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,800 | 0 | 0 | |
| | Project Sub-total: | | | 2,540 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 740 | 0 | 1,800 | 0 | | |
| 0 | <u>TRN907312</u> | <u>Neighbourhood Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 11 Neighbourhood Improvements 2014 History | 01/01/2013 | 12/31/2013 | 1,998 | 0 | 0 | 0 | 0 | 1,483 | 0 | 0 | 515 | 0 | 0 | 0 | 0 | |
| 0 | 12 Yorkville Ave & Bellair St Streetscape Improvement | 01/01/2014 | 12/31/2014 | 460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 0 | |
| 0 | 13 Hillsborough Avenue Improvements | 01/01/2014 | 12/31/2014 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | |
| 0 | 14 Neighbourhood Improvements 2015 & Future | 01/12/2015 | 12/31/2024 | 1,200 | 0 | 0 | 0 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 15 Commitment Cash Flow 2014 | 11/13/2014 | 11/13/2014 | 800 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 16 McAlpine Road Streetscape | 12/17/2014 | 12/17/2014 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 4,789 | 0 | 0 | 0 | 0 | 3,483 | 0 | 1,306 | 0 | 0 | 0 | 0 | 0 | |
| 0 | <u>TRN907328</u> | <u>Redlea Avenue (Steeles - McNicoll)</u> | | | | | | | | | | | | | | | |
| 0 | 3 Redlea - 2013 | 01/01/2013 | 12/31/2013 | 1,446 | 0 | 0 | 1,066 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | |
| 0 | 4 Redlea - 2015 | 01/01/2015 | 12/31/2015 | 5,000 | 0 | 0 | 4,550 | 0 | 0 | 0 | 0 | 0 | 0 | 450 | 0 | 0 | |
| | Project Sub-total: | | | 6,446 | 0 | 0 | 5,616 | 0 | 0 | 0 | 0 | 0 | 0 | 830 | 0 | 0 | |
| 0 | <u>TRN907546</u> | <u>Regent Park Revitalization</u> | | | | | | | | | | | | | | | |
| 0 | 5 Regent Park Revitalization 2015 - 2024 | 01/01/2015 | 12/31/2024 | 1,354 | 0 | 0 | 596 | 0 | 0 | 0 | 0 | 0 | 0 | 758 | 0 | 0 | |
| | Project Sub-total: | | | 1,354 | 0 | 0 | 596 | 0 | 0 | 0 | 0 | 0 | 0 | 758 | 0 | 0 | |
| 0 | <u>TRN907617</u> | <u>Traffic Sign Structure Replacement</u> | | | | | | | | | | | | | | | |
| 0 | 2 Traffic Sign Structure Replacement 2014 History | 01/01/2013 | 12/31/2013 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | |
| 0 | 3 2015 & Future Traffic Sign Structure Replacement | 01/01/2015 | 12/31/2015 | 915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 915 | 0 | 0 | |
| | Project Sub-total: | | | 1,080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 915 | 0 | 0 | |
| 0 | <u>TRN907673</u> | <u>Facility Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 6 Facility Improvements - 2014 History | 01/01/2014 | 12/31/2023 | 1,124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,124 | 0 | 0 | 0 | 0 | |
| 0 | 7 Facility Improvements - 2015 & Future | 01/01/2014 | 12/31/2024 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 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 - 2015 Recommended Capital Budget with Financing
Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | 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>TRN907673</u> | <u>Facility Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 8 Facility Cash Flow Commitment | 11/13/2014 | 11/13/2014 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | |
| | Project Sub-total: | | | 2,624 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,124 | 0 | 1,500 | 0 | | |
| <u>0</u> | <u>TRN907834</u> | <u>Gardiner York/Bay/Yonge Reconfiguration</u> | | | | | | | | | | | | | | | |
| 0 | 2 2014 History | 12/04/2014 | 12/04/2014 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | |
| 0 | 3 Detail Design Drawing | 12/17/2014 | 12/17/2014 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,800 | 0 | 0 | 0 | 0 | |
| <u>0</u> | <u>TRN907836</u> | <u>Ingram Drive Extension - Grade Separation</u> | | | | | | | | | | | | | | | |
| 0 | 1 History 2014 | 01/01/2014 | 12/31/2014 | 983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 983 | 0 | |
| | Project Sub-total: | | | 983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 983 | 0 | |
| <u>0</u> | <u>TRN907837</u> | <u>King Liberty Cycling Pedestrian Bridge</u> | | | | | | | | | | | | | | | |
| 0 | 1 King Liberty Cycling Pedestrian Bridge | 01/01/2013 | 12/31/2013 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | |
| | Project Sub-total: | | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | |
| <u>0</u> | <u>TRN907839</u> | <u>St Clair West/Metrolinx Georgetown Grade Separatio</u> | | | | | | | | | | | | | | | |
| 0 | 1 St Clair West/Metrolinx Georgetown | 01/01/2015 | 12/31/2018 | 2,000 | 0 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,100 | 0 | |
| | Project Sub-total: | | | 2,000 | 0 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,100 | 0 | |
| <u>0</u> | <u>TRN907840</u> | <u>LARP(Lawrence-Allen Revitalization Project)</u> | | | | | | | | | | | | | | | |
| 0 | 3 LARP 2015 & Future | 01/01/2015 | 12/31/2020 | 550 | 0 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Project Sub-total: | | | 550 | 0 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>0</u> | <u>TRN907849</u> | <u>Yonge Street/Highway 401 Interchange Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 1 Yonge Street/Highway 401 Interchange Improvements | 01/01/2015 | 12/31/2017 | 2,500 | 0 | 0 | 625 | 0 | 0 | 0 | 0 | 0 | 1,250 | 625 | 0 | 0 | |
| | Project Sub-total: | | | 2,500 | 0 | 0 | 625 | 0 | 0 | 0 | 0 | 0 | 1,250 | 625 | 0 | 0 | |
| <u>0</u> | <u>TRN907852</u> | <u>Section 37 Wilson Avenue</u> | | | | | | | | | | | | | | | |
| 0 | 1 Bathurst Street to Dufferin Road History 2014 | 01/01/2014 | 12/31/2014 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | |
| <u>0</u> | <u>TRN907871</u> | <u>Traffic Plant Restoration</u> | | | | | | | | | | | | | | | |
| 0 | 1 Traffic Plant Restoration 2014 History | 06/01/2012 | 06/01/2012 | 990 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 0 | 0 | 0 | |
| 0 | 2 2015 & Future Traffic Plant Restoration | 01/01/2015 | 12/31/2015 | 480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 0 | 0 | |
| 0 | 3 Traffic Plant Restoration Cash Flow Commitment | 11/13/2014 | 11/13/2014 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 0 | 0 | |
| | Project Sub-total: | | | 1,790 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 800 | 0 | 0 | |
| <u>0</u> | <u>TRN907926</u> | <u>Major Road Rehabilitation</u> | | | | | | | | | | | | | | | |
| 0 | 1 Major Road Rehabilitation 2014 | 01/01/2014 | 12/31/2023 | 33,347 | 0 | 0 | 0 | 1,295 | 0 | 0 | 0 | 0 | 0 | 0 | 32,052 | 0 | |



CITY OF TORONTO

Appendix 5 - 2015 Recommended Capital Budget with Financing

Transportation Services

Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | 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>TRN907926</u> | <u>Major Road Rehabilitation</u> | | | | | | | | | | | | | | |
| 0 | 2 History 2013 - With 2014 to 2018 Cash Flow | 01/01/2013 | 12/31/2018 | 820 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 820 | 0 | |
| 0 | 3 Major Road Rehabilitation 2015 & Future | 01/01/2014 | 12/31/2023 | 26,215 | 0 | 0 | 0 | 26,215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 4 Geotechnical REOI 9173-14-7166 | 01/01/2015 | 12/31/2017 | 1,442 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,442 | 0 | |
| 0 | 5 Commitment Cash Flow 2014 | 11/17/2014 | 11/17/2014 | 13,844 | 0 | 0 | 0 | 3,785 | 0 | 0 | 0 | 0 | 0 | 10,059 | 0 | |
| 0 | 6 PW29.3 Tender Call No. 14-2014 | 01/01/2015 | 12/31/2017 | 4,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,400 | 0 | |
| | Project Sub-total: | | | 80,068 | 0 | 0 | 0 | 31,295 | 0 | 0 | 0 | 0 | 0 | 48,773 | 0 | |
| 0 | <u>TRN907937</u> | <u>Traffic Congestion Management</u> | | | | | | | | | | | | | | |
| 0 | 1 Traffic Congestion Management 2014 History | 01/01/2014 | 12/31/2016 | 1,961 | 0 | 0 | 0 | 0 | 0 | 0 | 1,961 | 0 | 0 | 0 | 0 | |
| 0 | 2 2015 & Future Traffic Congestion Management | 01/01/2015 | 12/31/2015 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 0 | |
| | Project Sub-total: | | | 8,961 | 0 | 0 | 0 | 0 | 0 | 0 | 1,961 | 0 | 0 | 7,000 | 0 | |
| 0 | <u>TRN907939</u> | <u>Allen Road Individual EA</u> | | | | | | | | | | | | | | |
| 0 | 1 Allen Road Individual EA 2014 History | 01/01/2014 | 12/31/2014 | 1,104 | 0 | 0 | 204 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 0 | |
| 0 | 2 Allen Road Individual EA 2015 | 01/01/2015 | 12/31/2015 | 1,250 | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | |
| | Project Sub-total: | | | 2,354 | 0 | 0 | 554 | 0 | 0 | 0 | 900 | 0 | 0 | 900 | 0 | |
| 0 | <u>TRN907947</u> | <u>Steeles Avenue East/Kennedy Road Grade Separation</u> | | | | | | | | | | | | | | |
| 0 | 2 EA Study Only | 01/01/2015 | 12/31/2015 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | |
| | Project Sub-total: | | | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | |
| 0 | <u>TRN908015</u> | <u>Pan Am Path</u> | | | | | | | | | | | | | | |
| 0 | 1 Pan Am Path | 07/16/2013 | 12/31/2015 | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | <u>TRN908055</u> | <u>Local Geometric Traffic Safety Improvements</u> | | | | | | | | | | | | | | |
| 0 | 1 Local Geometric Traffic Safety Improvements | 01/01/2015 | 12/31/2017 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | |
| | Project Sub-total: | | | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | |
| 0 | <u>TRN908056</u> | <u>2 Way Radio Communication - New contract</u> | | | | | | | | | | | | | | |
| 0 | 1 2 Way Radio Communication | 01/01/2015 | 12/31/2015 | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 | 0 | |
| | Project Sub-total: | | | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 | 0 | |
| 0 | <u>TRN908059</u> | <u>Interim Rehabilitation of Roads</u> | | | | | | | | | | | | | | |
| 0 | 1 Interim Rehabilitation of Roads | 01/01/2015 | 12/31/2015 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,000 | 0 | |
| | Project Sub-total: | | | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,000 | 0 | |



CITY OF TORONTO
Appendix 5 - 2015 Recommended Capital Budget with Financing
Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 Cash Flow | Financing | | | | | | | | | | | | | | | |
|---------------------------------------|---|------------|-----------------|-------------------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|---------|---------|------|--------------------|--------|-----|---|--|--|--|
| | | | | | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | | | | |
| 0 | <u>TRN908060 Ditch Rehabilitation and Culvert Reconstruction</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 Ditch Rehabilitation and Culvert Reconstruction | 01/01/2015 | 12/31/2024 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | | | |
| | Project Sub-total: | | | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | | | | |
| 0 | <u>TRN908072 Bathurst Street Bridge Rehabilitation</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 Bathurst Street Bridge | 01/01/2015 | 12/31/2017 | 1,182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,182 | 0 | | | | |
| | Project Sub-total: | | | 1,182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,182 | 0 | | | | |
| 0 | <u>TRN908073 Dufferin Street Bridge Rehabilitation</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 Dufferin Street Bridge Rehabilitation | 01/01/2015 | 12/31/2019 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | | | | |
| | Project Sub-total: | | | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | | | | |
| 0 | <u>TRN908078 Local Road Rehabilitation</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 Local Road Rehab - 2015 to 2024 | 01/01/2015 | 12/31/2024 | 30,157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,157 | 0 | | | | |
| 0 | 2 History 2013 Local Road Reconstruction - PM | 01/01/2015 | 12/31/2018 | 1,025 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,025 | 0 | | | | |
| 0 | 3 2015 Local Road Reconstruction | 01/01/2015 | 12/31/2015 | 6,522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,522 | 0 | | | | |
| 0 | 4 2015 Local Road Resurfacing | 01/01/2015 | 12/31/2015 | 3,075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,075 | 0 | | | | |
| 0 | 5 Local Road Resurfacing Cash Flow Commitment | 11/13/2014 | 11/13/2014 | 8,468 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,468 | 0 | | | | |
| 0 | 6 Local Road Reconstruction | 11/13/2014 | 11/13/2014 | 1,004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,004 | 0 | | | | |
| | Project Sub-total: | | | 50,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,251 | 0 | | | | |
| 0 | <u>TRN908140 Rough National Park Transfer of Lands</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 2014 History | 12/04/2014 | 12/04/2014 | 222 | 0 | 0 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Project Sub-total: | | | 222 | 0 | 0 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 0 | <u>TRN908141 Georgetown South City Infrastructure Upgrades</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 1 Georgetown South City Infrastructure Upgrades | 01/01/2015 | 12/31/2015 | 6,710 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,710 | 0 | | | | |
| | Project Sub-total: | | | 6,710 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,710 | 0 | | | | |
| 1 | <u>TRN907323 Six Points Interchange Redevelopment</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 2 Six Points Interchange Redevelopment 2015 & Future | 01/01/2016 | 12/31/2019 | 9,500 | 0 | 0 | 2,660 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 1,840 | 0 | | | | |
| 0 | 4 Six Points Interchange Redevelopment 2014 | 01/01/2014 | 12/31/2014 | 2,963 | 0 | 0 | 553 | 0 | 2,410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | Project Sub-total: | | | 12,463 | 0 | 0 | 3,213 | 0 | 7,410 | 0 | 0 | 0 | 0 | 0 | 1,840 | 0 | | | | |
| 1 | <u>TRN907910 F.G. Gardiner</u> | | | | | | | | | | | | | | | | | | | |
| 0 | 5 At-Grade Repairs History 2013-2018 | 01/01/2013 | 12/31/2024 | 14,808 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,808 | 0 | | | | |
| 0 | 8 Elevated Portion History 2013 - 2015 | 01/01/2013 | 12/31/2013 | 34,675 | 0 | 0 | 0 | 33,602 | 0 | 0 | 0 | 0 | 0 | 0 | 1,073 | 0 | | | | |
| 0 | 10 Program Management - History 2013 - 2021 | 01/01/2013 | 12/31/2021 | 9,836 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,836 | 0 | | | | |
| 0 | 12 Program Management - 2015 & future | 01/01/2015 | 12/31/2015 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | | | | |
| 0 | 13 Elevated Portion 2015 | 06/05/2014 | 06/05/2014 | -4,224 | 0 | 0 | 0 | -3,602 | 0 | 0 | 0 | 0 | 0 | 0 | -622 | 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 - 2015 Recommended Capital Budget with Financing
Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2015 | Financing | | | | | | | | | | | |
|---------------------------------------|---|------------|-----------------|-----------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|---------|---------|---------|--------------------|--------|---|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | |
| 1 | <u>TRN907910 F.G. Gardiner</u> | | | | | | | | | | | | | | | |
| 0 | 14 At Grade - 2015 | 06/05/2014 | 06/05/2014 | -3,913 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3,913 | 0 |
| | Project Sub-total: | | | 51,202 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 21,202 | 0 |
| 1 | <u>TRN908142 Major SOGR Pooled Contingency</u> | | | | | | | | | | | | | | | |
| 0 | 1 City Bridge Rehabilitation Contingency | 12/22/2014 | 12/22/2024 | 1,109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,109 | 0 |
| 0 | 2 Sidewalk Contingency | 12/22/2014 | 12/22/2024 | 383 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 383 | 0 |
| 0 | 3 Laneway Contingency | 12/22/2014 | 12/22/2014 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 |
| 0 | 4 Major Road Rehabilitation Contingency | 12/22/2014 | 12/22/2014 | 1,691 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,691 | 0 |
| 0 | 5 Local Road Rehabilitation Contingency | 12/22/2014 | 12/22/2014 | 1,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,396 | 0 |
| | Project Sub-total: | | | 4,637 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,637 | 0 |
| | Program Total: | | | 463,852 | 0 | 0 | 25,944 | 61,845 | 14,242 | 0 | 37,851 | 31,219 | 292,751 | 0 | | 0 |

Status Code Description
 S2 S2 Prior Year (With 2015 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2015 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

Reserve / Reserve Fund Review

Reserve / Reserve Fund – Program Specific (\$000s)

| Table 1 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | 2015 - 2024 Total |
|---|--|---|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|-----------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | |
| Development Charge Reserve Fund - Roads (XR2024, XR 2110) | Beginning Balance* | 18,749 | 20,028 | 24,147 | 30,902 | 31,866 | 45,136 | 55,205 | 65,633 | 76,313 | 102,706 | | |
| | Growth Related | (180) | (180) | (180) | (180) | (180) | (180) | (180) | (180) | (180) | (180) | (180) | |
| | Scarlett/St.Clair/Dundas | | (3,145) | (2,590) | | | | | | | | | |
| | Pedestrian Safety and Infrastructure Programs | (71) | (72) | (74) | (76) | (78) | (78) | (78) | (78) | (78) | (78) | (78) | |
| | Regent Park Revitalization | (596) | (349) | (689) | (421) | (276) | (132) | (101) | (51) | | | | |
| | St. Clair Avenue/Metrolinx Georgetown Grade Separation | - | (900) | (2,700) | (5,400) | (5,400) | | | | | | | |
| | Legion Road Extension and Grade Separation | - | | | | | | (15,000) | (15,000) | (15,000) | | | |
| | Steeles Widening (Tapscott Road - Beare Road) | - | | (3,520) | (3,520) | (14,960) | (11,440) | | | | | | |
| | Allen Road Individual EA | (350) | | | | | | | | | | | |
| | Redlea Avenue (Steeles - McNicoll) | (4,550) | | | | | | | | | | | |
| | Port Union Road | (210) | (3,290) | | | | | | | | | | |
| | Yonge Street/Highway 401 Interchange Improvements | (625) | (2,800) | (2,825) | | | | | | | | | |
| | Six Points Interchange | (2,660) | (2,660) | (2,380) | (2,953) | | | | | | | | |
| | Cycling Infrastructure | (1,346) | (1,395) | (1,387) | (1,368) | (1,495) | (1,495) | (1,495) | (1,495) | (1,495) | (1,495) | (1,495) | |
| | Signal Modifications | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | (1,145) | |
| | Engineering Studies | (608) | (700) | (700) | (700) | (711) | (711) | (711) | (711) | (711) | (711) | (711) | |
| | New Traffic Control Signals | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | (1,090) | |
| | Advanced Traffic Signal Control | (1,250) | (675) | (675) | (675) | (675) | (675) | (675) | (675) | (675) | (675) | (675) | |
| | Traffic Control - RESCU | (176) | (121) | (121) | (121) | (121) | (121) | (121) | (121) | (121) | (121) | (121) | |
| | Audible Signals | (220) | (165) | (89) | (89) | (89) | (89) | (89) | (89) | (89) | (89) | (89) | |
| | Total Withdrawals | (15,976) | (24,007) | (22,865) | (29,178) | (17,300) | (20,715) | (20,684) | (20,634) | (5,583) | (5,583) | (182,526) | |
| | Contributions | 21,529 | 29,886 | 31,381 | 31,902 | 32,330 | 32,544 | 32,872 | 33,074 | 33,736 | 34,411 | 313,665 | |
| | Withdrawals by Other Programs (i.e. Waterfront, TTC) | (4,274) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | (1,760) | |
| Total Reserve Fund Balance at Year-End | 18,749 | 20,028 | 24,147 | 30,902 | 31,866 | 45,136 | 55,205 | 65,633 | 76,313 | 102,706 | 129,774 | | |

* Based on the 9 month Commitments / Reserve Fund Variance Report

| Table 2 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | 2015 - 2024 Total |
|---|--|---|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | |
| Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114) | Beginning Balance | 77,181 | 75,891 | 73,991 | 72,791 | 72,591 | 72,591 | 72,591 | 72,591 | 72,591 | 72,591 | | |
| | Toronto Bike Plan-CW Expansion (TBP) FY2010-2018 | (850) | (850) | (200) | (200) | | | | | | | (2,100) | |
| | Mid-Humber Extend Trail Wards 1.2.7 (TBP) | (350) | (400) | (750) | | | | | | | | (1,500) | |
| | Centennial Pk(E)-Path Dev throughout (TBP) W14,15 | | (20) | (250) | | | | | | | | (270) | |
| | Etobicoke Valley Pk: Trail Ext. 9 TBP W16/ALTW 20) | (90) | (630) | | | | | | | | | (720) | |
| Withdrawals (Transportation only) | (1,290) | (1,900) | (1,200) | (200) | | | | | | | (4,590) | | |
| Total Reserve Fund Balance at Year-End (Excluding funding to Parks and Recreation) | 77,181 | 75,891 | 73,991 | 72,791 | 72,591 | 72,591 | 72,591 | 72,591 | 72,591 | 72,591 | 72,591 | | |

* Based on the 9 month Commitments / Reserve Fund Variance Report

Reserve / Reserve Fund Review – Corporate (\$000s)

| Table 3 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | 2015 - 2024 Total |
|---|--|---|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | |
| XR2211 Parkland Acq-City Wide Development Reserve Fund | Beginning Balance | 36,590 | 36,580 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | | |
| | Centennial Pk(E)-Path Dev throughout (TBP) W14,15 | | (5) | | | | | | | | | (5) | |
| | Etobicoke Valley Pk: Trail Ext. 9 TBP W16/ALTW 20) | (10) | (70) | | | | | | | | | (80) | |
| | Withdrawals (Transportation only) | (10) | (75) | | | | | | | | | (85) | |
| Total Reserve Fund Balance at Year-End (Excluding funding to Parks and Recreation) | 36,590 | 36,580 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | 36,505 | | |

* Based on the 9 month Commitments / Reserve Fund Variance Report

Appendix 6-Continued

Reserve / Reserve Fund Review – Corporate (cont'd) (\$000s)

| Table 4 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|---|--------------------------------------|---|-------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|------------|----------------|----------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XR1410 Public Realm Reserve Fund | Beginning Balance | | 14,602 | 12,602 | 10,602 | 8,602 | 6,602 | 4,602 | 2,602 | 602 | (1,398) | (3,398) | |
| | 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) |
| | Withdrawals | | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (20,000) |
| Total Reserve Fund Balance at Year-End | | | 14,602 | 12,602 | 10,602 | 8,602 | 6,602 | 4,602 | 2,602 | 602 | (1,398) | (3,398) | (5,398) |

* Based on the 9 month Commitments / Reserve Fund Variance Report

| Table 5 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|---|--------------------------------------|---|-------------------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XR1012 Land Acquisition Reserve Fund | Beginning Balance | | 113,015 | 108,015 | 103,015 | 103,015 | 99,715 | 99,715 | 99,715 | 99,715 | 99,715 | 99,715 | |
| | Six Points Interchange | | (5,000) | (5,000) | | (3,300) | | | | | | | (13,300) |
| | Withdrawals | | (5,000) | (5,000) | - | (3,300) | - | | | | | | (13,300) |
| | Other Withdrawals | | | | | | | | | | | | - |
| Total Reserve Fund Balance at Year-End | | | 113,015 | 108,015 | 103,015 | 103,015 | 99,715 | 99,715 | 99,715 | 99,715 | 99,715 | 99,715 | |

* Based on the 9 month Commitments / Reserve Fund Variance Report

| Table 6 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|-----------------------------------|---|---|-------------------------------|----------------|----------------|---------------|-----------------|------------------|------------------|------------------|------------------|-----------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XQ 0011 Capital Financing Reserve | Beginning Balance | | 365,683 | 203,619 | 87,472 | (94,437) | (212,314) | (236,870) | (214,163) | (131,990) | (51,242) | 19,905 | |
| | 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 | | (30,000) | (17,357) | (66,839) | (47,060) | (36,797) | (46,438) | (47,827) | (49,252) | (58,853) | (55,951) | (456,374) |
| | Withdrawals | | (60,550) | (48,451) | (97,992) | (78,000) | (68,883) | (76,876) | (77,827) | (79,252) | (88,853) | (85,951) | (762,635) |
| | Other Withdrawals | | (231,514) | (216,696) | (173,917) | (114,877) | (115,673) | (60,417) | | | | | (913,094) |
| | Contributions | | 130,000 | 149,000 | 90,000 | 75,000 | 160,000 | 160,000 | 160,000 | 160,000 | 160,000 | 80,000 | 1,324,000 |
| | Total Reserve Fund Balance at Year-End | | | 365,683 | 203,619 | 87,472 | (94,437) | (212,314) | (236,870) | (214,163) | (131,990) | (51,242) | 19,905 |

* Based on the 9 month Commitments / Reserve Fund 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, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|---|--------------------------------------|---|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XR1218 Major Special Event Reserve Fund | Beginning Balance | | 5,567 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | |
| | Pan Am Path | | (50) | | | | | | | | | | (50) |
| | Withdrawals | | (50) | - | | | | | | | | | (50) |
| | Other Withdrawals | | | | | | | | | | | | - |
| Total Reserve Fund Balance at Year-End | | | 5,567 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | 5,517 | |

* Based on the 9 month Commitments / Reserve Fund Variance Report

| Table 8 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|--|--------------------------------------|---|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XR1407 Light Emitting Diode (LED) Reserve Fund | Beginning Balance | | 8,335 | 7,335 | 6,335 | 5,335 | 4,335 | 3,335 | 2,335 | 1,335 | 335 | (665) | |
| | 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) |
| | Withdrawals | | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (1,000) | (10,000) |
| | Other Withdrawals | | | | | | | | | | | | - |
| Total Reserve Fund Balance at Year-End | | | 8,335 | 7,335 | 6,335 | 5,335 | 4,335 | 3,335 | 2,335 | 1,335 | 335 | (665) | (1,665) |

* Based on the 9 month Commitments / Reserve Fund Variance Report

| Table 9 | | Projected Balance as at Dec. 31, 2014 * | Contributions / (Withdrawals) | | | | | | | | | | |
|---|--------------------------------------|---|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2015 Budget | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2023 Plan | 2024 Plan | 2015 - 2024 Total |
| XR3025 MoveOntario 2020 Reserve Fund | Beginning Balance | | 49,881 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | |
| | Bike Share Expansion | | (1,200) | | | | | | | | | | (1,200) |
| | Withdrawals | | (1,200) | - | - | - | - | - | - | - | - | - | (1,200) |
| | Other Withdrawals | | | | | | | | | | | | - |
| Total Reserve Fund Balance at Year-End | | | 49,881 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | 48,681 | |