



Toronto 2016 BUDGET

CAPITAL BUDGET NOTES



Transportation Services

2016 – 2025 CAPITAL BUDGET AND PLAN OVERVIEW

Transportation Services maintains infrastructure valued at \$10.410 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 2016 – 2025 Capital Budget and Plan focuses on maintaining these assets in a state of good repair (SOGR). Specifically, SOGR funding of \$613.817 million is included for major road rehabilitation, \$695.249 million for local road rehabilitation, \$2.293 billion for the F. G. Gardiner expressway, \$414.485 million for city bridges and \$151.589 million for sidewalks.

Included in the 10-year Capital Plan is an increased investment of \$528.775 million in debt funding for Transportation infrastructure directed toward projects that will address the accumulated backlog of state of good repair, incorporate the alternative financing and procurement (AFP) approach to facilitate an accelerated delivery of capital work on the Gardiner Expressway by up to 6 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 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

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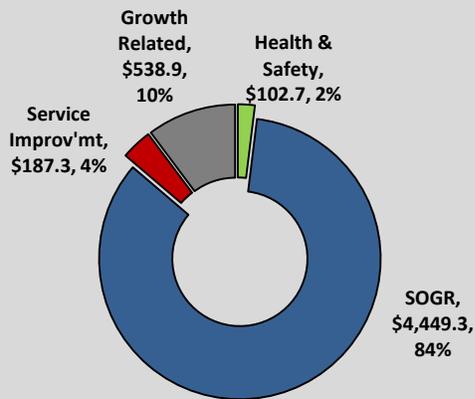
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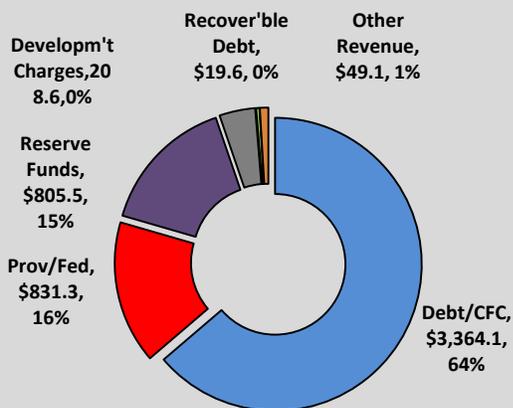
Capital Spending and Financing

2016-2025 Capital Budget and Plan by Expenditures Category



\$5.278 Billion

2016-2025 Capital Budget and Plan by Funding Source



\$5.278 Billion

Where does the money go?

The 2016–2025 Capital Budget and Plan totals \$5.278 billion.

- A primary focus of the 2016-2025 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 incorporate the alternative financing and procurement (AFP) approach 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.

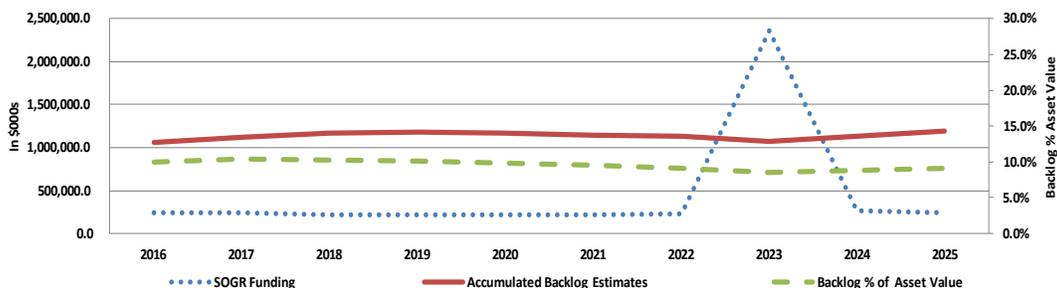
Where does the money come from?

The 10-Year Capital Plan requires:

- Debt funding of \$3.364 billion (63.7%), reflecting an increase in debt funding of \$528.775 million above originally established guidelines to increase investment in transportation priorities.
- Additional capital financing of \$805.460 million (15.3%) will be provided from reserve/reserve funds, primarily from the Capital Financing Reserve (\$762.084 million).
- Additional funding from Development Charges (\$208.563 million or 4.0%); recoverable debt (\$19.564 million or 0.4%); Fed/Prov funding (\$831.250 million or 15.7%) and third party funding (\$49.100 million or 0.9%).

State of Good Repair Backlog

The 10-Year Capital Plan spending on State of Good Repair is \$4.449 billion which will essentially maintain the backlog, which despite the level of funding, will increase from \$1.011 billion in 2015 to an anticipated \$1.197 billion by 2025. When rehabilitation on the Gardiner is excluded (SOGR eliminated by 2023), the SOGR backlog for remaining transportation infrastructure will increase from \$498 million in 2015 to an anticipated \$1.2 billion in 2025.



Key Issues & Priority Actions

Addressing the State of Good Repair Backlog – the 2015 year-end backlog is estimated at \$1.011 billion and is anticipated to grow to \$1.197 billion by 2025.

- The 10-Year Capital Plan includes funding of \$4.449 billion for SOGR funding to address accumulated backlog primarily for major and local roads and the rehabilitation of the F.G. Gardiner Expressway.

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 \$539 million for growth related projects, including traffic congestion management projects and projects that help manage traffic congestion in areas that have experienced significant growth over recent years.

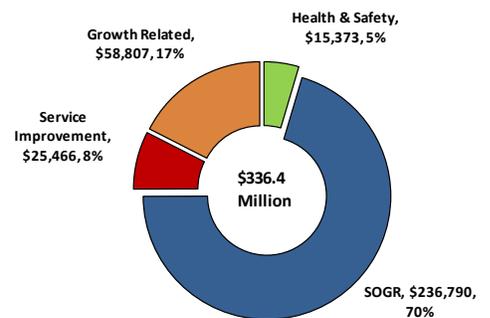


2016 Capital Budget Highlights

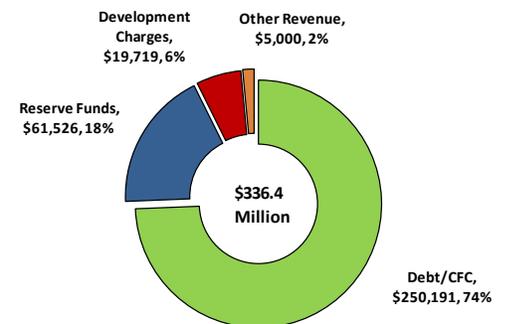
The 2016 Capital Budget for Transportation Services of \$336.436 million, excluding carry forward funding, will:

- ✓ Begin the Yonge Street Revitalization Study (\$2.000 million); guide rail replacement (\$1.300 million); tactile dome installation (\$1.000 million); and Finch LRT Study (\$0.200 million).
- ✓ Continue the Traffic Congestion Management project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$5.700 million).
- ✓ Continue and enhance state of good repair maintenance and rehabilitation work on:
 - City Bridges (\$41.026 million);
 - F. G. Gardiner Expressway (\$36.910 million);
 - Major road rehabilitation (\$62.356 million);
 - Local road rehabilitation (\$47.421 million); and
 - Additional funding for sidewalk maintenance, including related traffic signal and traffic plant maintenance and pedestrian safety projects.
- ✓ Continue health and safety projects such as audible pedestrian signals (\$2.300 million), new traffic control signals / devices (\$2.180 million) and major modifications to signals (\$2.290 million).
- ✓ Continue work on service improvement projects such as cycling infrastructure (\$14.250 million), traffic control - RESCU (\$1.100 million) and advanced traffic signal control (\$1.350 million).

2016 Capital Budget by Project Category



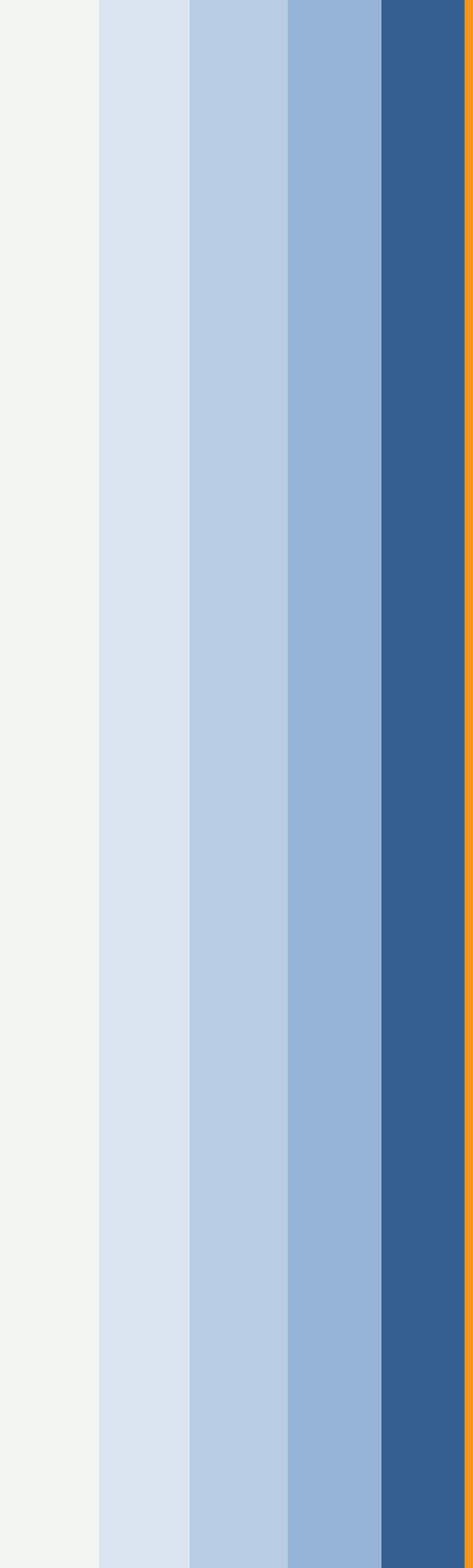
2016 Capital Budget by Funding Source



Actions for Consideration

Approval of the 2016 Preliminary Budget as presented in these notes requires that:

1. City Council approve the 2016 Capital Budget for Transportation Services with a total project cost of \$206.479 million, and 2016 cash flow of \$483.434 million and future year commitments of \$757.923 million comprised of the following:
 - a) New Cash Flow Funds for:
 - i. 75 new / change in scope sub-projects with a 2016 total project cost of \$260.479 million that requires cash flow of \$86.427 million in 2016 and future year cash flow commitments of (\$3.713) million for 2017; (\$65.171) million for 2018; \$58.269 million for 2019; \$144.034 million for 2020; \$28.640 million for 2021; \$9.973 million for 2022; \$6.140 million for 2023; (5.610) million for 2024 and \$1.490 million for 2025.
 - ii. 34 previously approved sub-projects with a 2016 cash flow of \$250.009 million; and future year cash flow commitments of \$275.591 million for 2017; \$278.967 million for 2018; \$130.610 million for 2019; \$12.173 million for 2020; \$11.928 million for 2021; \$7.600 million for 2022; \$6.900 million for 2023; and \$7.100 million for 2024.
 - b) 2015 approved cash flow for 63 previously approved sub-projects with carry forward funding from 2015 into 2016 totalling \$146.998 million.
2. City Council approve the 2017 - 2025 Capital Plan for Transportation Services totalling \$4.037 billion in project estimates, comprised of \$86.309 million in 2017; \$130.515 million for 2018; \$150.898 million for 2019; \$169.817 million for 2020; \$249.187 million for 2021; \$277.306 million for 2022; \$2.394 billion for 2023; \$305.771 million for 2024; and \$273.220 million in 2025.
3. 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 2017 Capital Budget process.
4. All sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2016 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.

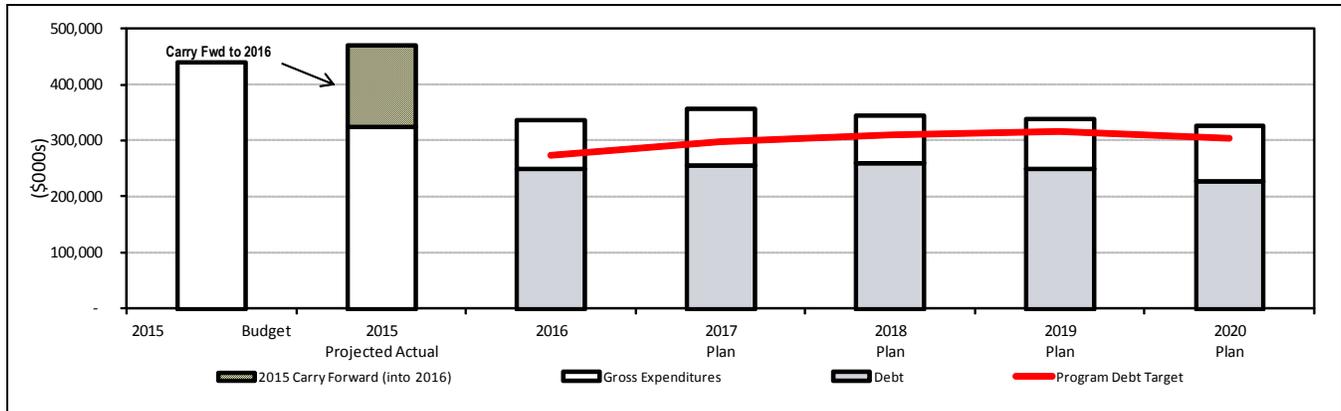


Part I:

10-Year Capital Plan

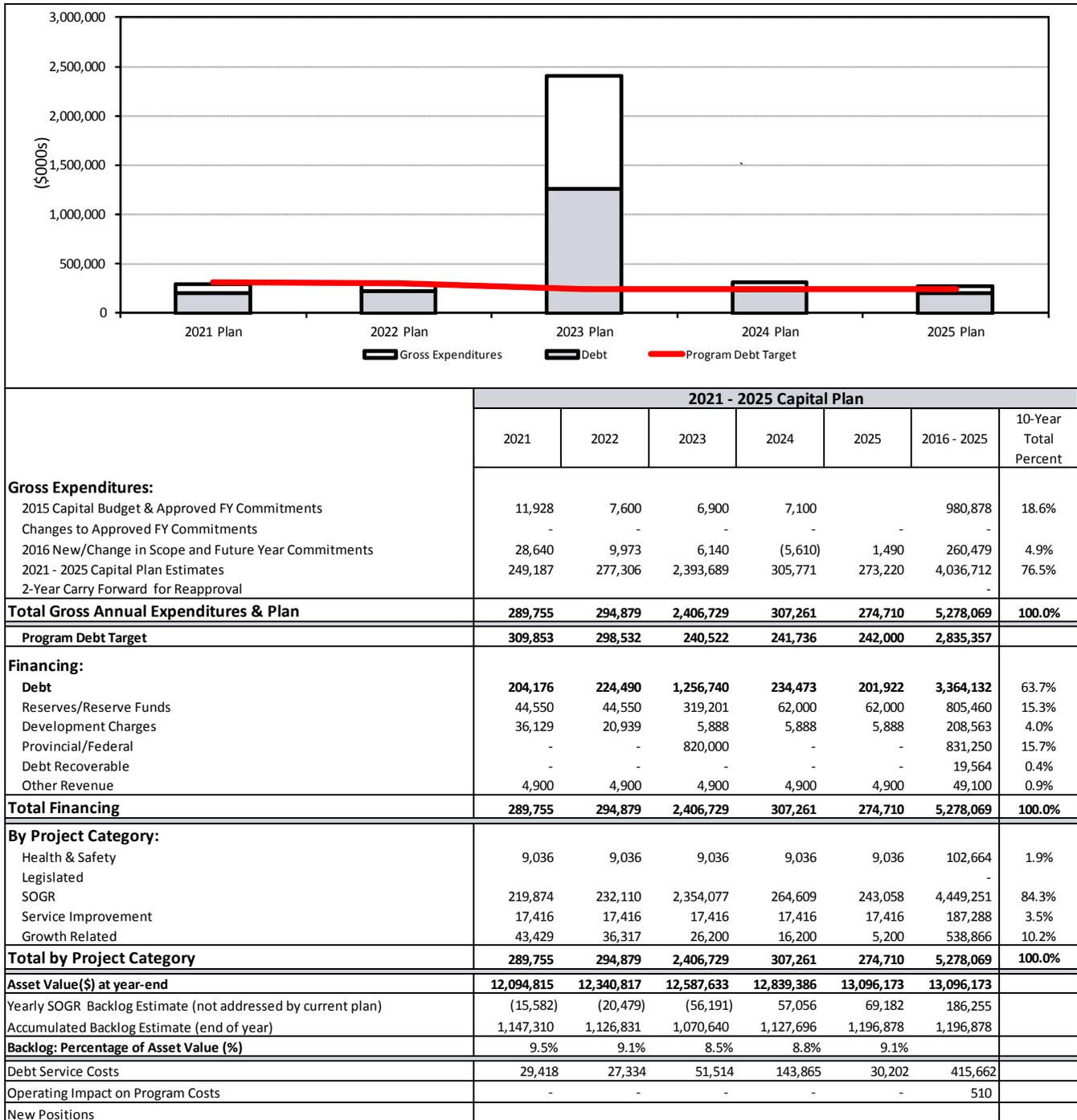
10 Year Capital Plan

Table 1a
2016 Budget, 2017-2020 Capital Plan



	2016 Capital Budget and 2017 - 2020 Capital Plan								5-Year Total Percent
	2015		2016	2017	2018	2019	2020	2016 - 2020	
	Budget	Projected Actual							
Gross Expenditures:									
2015 Capital Budget & Approved FY Commitments	440,091	324,397	250,009	275,591	278,967	130,610	12,173	947,350	55.6%
Changes to Approved FY Commitments			-	-	-	-	-	-	
2016 New/Change in Scope and Future Year Commitments			86,427	(3,713)	(65,171)	58,269	144,034	219,846	12.9%
2017 - 2020 Capital Plan Estimates				86,309	130,515	150,898	169,817	537,539	31.5%
2-Year Carry Forward for Reapproval									
1-Year Carry Forward to 2016		146,998							
Total Gross Annual Expenditures & Plan	440,091		336,436	358,187	344,311	339,777	326,024	1,704,735	100.0%
Program Debt Target			273,737	297,526	309,921	316,956	304,574	1,502,714	
Financing:									
Debt			250,191	255,714	259,429	250,056	226,941	1,242,331	72.9%
Reserves/Reserve Funds			61,526	68,199	51,790	46,656	44,988	273,159	16.0%
Development Charges			19,719	19,272	22,420	25,209	47,211	133,831	7.9%
Provincial/Federal			-	-	5,625	5,625	-	11,250	0.7%
Debt Recoverable			-	10,102	147	7,331	1,984	19,564	1.1%
Other Revenue			5,000	4,900	4,900	4,900	4,900	24,600	1.4%
Total Financing	-		336,436	358,187	344,311	339,777	326,024	1,704,735	100.0%
By Project Category:									
Health & Safety			15,373	12,998	11,041	9,036	9,036	57,484	3.4%
Legislated								-	
SOG			236,790	239,849	222,485	216,234	220,165	1,135,523	66.6%
Service Improvement			25,466	19,750	18,660	18,916	17,416	100,208	5.9%
Growth Related			58,807	85,590	92,125	95,591	79,407	411,520	24.1%
Total by Project Category	-		336,436	358,187	344,311	339,777	326,024	1,704,735	100.0%
Asset Value (\$) at year-end	10,409,701		10,622,305	10,837,416	11,372,189	11,614,303	11,849,554	11,849,554	
Yearly SOGR Backlog Estimate (not addressed by current plan)			53,952	55,819	53,150	894	(11,547)	152,268	
Accumulated Backlog Estimate (end of year)	1,010,623		1,064,575	1,120,394	1,173,544	1,174,438	1,162,891	1,162,891	
Backlog: Percentage of Asset Value (%)	9.7%		10.0%	10.3%	10.3%	10.1%	9.8%		
Debt Service Costs			3,315	30,442	33,133	33,983	32,456	133,329	
Operating Impact on Program Costs			510	-	-	-	-	510	
New Positions									

**Table 1b
2021 - 2025 Capital Plan**

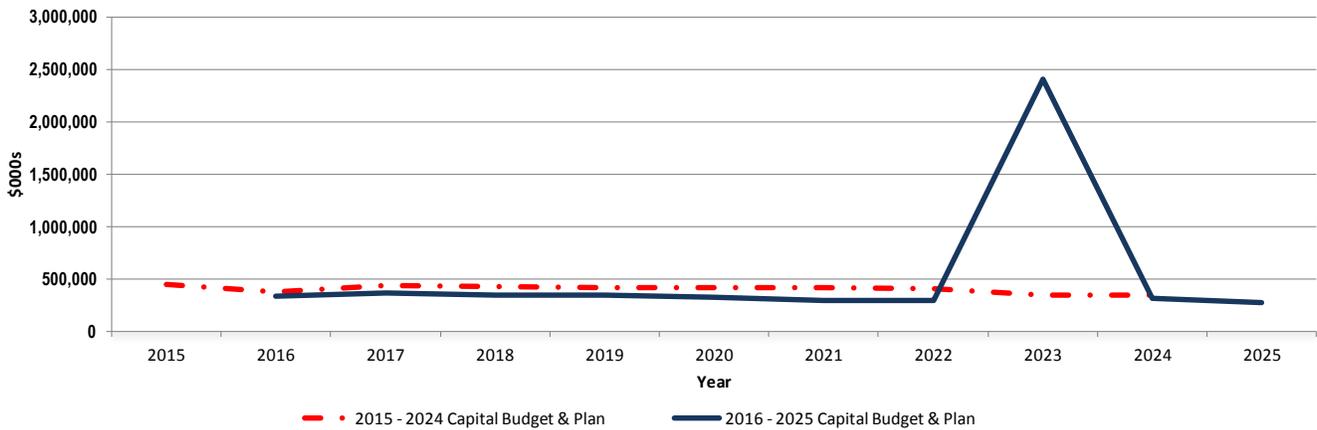


Key Changes to the 2015 - 2024 Approved Capital Plan

The 2016 Capital Budget and the 2017 - 2025 Capital Plan reflects an increase of \$1.277 billion in capital expenditures from the 2015 to 2024 Capital Plan.

The table and chart below provide a breakdown of the \$1.277 billion or 31.9% increase in the Capital Program on an annual basis from 2015 to 2025.

Chart 1
Changes to the 2015 -2024 Approved Capital Plan (In \$000s)



(\$000s)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-Year Total
2015 - 2024 Capital Budget & Plan	440,091	371,695	433,108	428,499	411,039	410,066	416,265	406,319	342,859	341,171		4,001,112
2016 - 2025 Capital Budget & Plan		336,436	358,187	344,311	339,777	326,024	289,755	294,879	2,406,729	307,261	274,710	5,278,069
Change %		(9.5%)	(17.3%)	(19.6%)	(17.3%)	(20.5%)	(30.4%)	(27.4%)	602.0%	(9.9%)		31.9%
Change \$		(35,259)	(74,921)	(84,188)	(71,262)	(84,042)	(126,510)	(111,440)	2,063,870	(33,910)		1,276,957

As made evident in the chart above, the \$1.277 billion increase in the Capital Program reflects the additional funding in 2023 for Gardiner construction costs under an alternative financing and procurement (AFP) approach.

- The 2015 Capital Budget shown above appears greater than expected as it included funding carried forward from 2014 into 2015 of \$101.092 million.

As reflected in Table 2 on the following page, changes to the 2015 – 2024 Approved Capital Plan, specifically the \$1.442 billion increase in capital funding over the nine common years of the Capital Plans (2016 – 2024) arise from the level of increased investment in Transportations Services' capital projects, based on the following factors:

- Additional funding required to incorporate the AFP approach to the Council approved accelerated delivery of the capital work on the F.G. Gardiner Expressway reducing the time of construction and resulting user impact.
- Continued focus on supporting traffic congestion management and future growth related initiatives over multiple years.

A summary of project changes for the years 2016 to 2024 totalling \$1.442 billion are provided in Table 2 below:

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

\$000s	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2016 - 2024 Total
2015 - 2024 Capital Budget & Plan	440,091	371,695	433,108	428,499	411,039	410,066	416,265	406,319	342,859	341,171		3,561,021
2016 - 2025 Capital Budget & Plan		336,436	358,187	344,311	339,777	326,024	289,755	294,879	2,406,729	307,261	274,710	5,003,359
Capital Budget & Plan Changes (2016 - 2024)		(35,259)	(74,921)	(84,188)	(71,262)	(84,042)	(126,510)	(111,440)	2,063,870	(33,910)		1,442,338

	Total Project Cost	2016	2017	2018	2019	2020	2021	2022	2023	2024	2016 - 2024	2025	Revised Total Project Cost
Previously Approved													
Accessible Pedestrian Signals (Audible Signals)		800	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	12,720		2,300
Advanced Traffic Signal Control											-		1,350
Bathurst Street Bridge Rehabilitation	28,313	(11,781)	(1,650)	9,581	3,850						-		28,313
City Bridge Rehabilitation											-		39,145
Cycling Infrastructure		4,000									4,000		8,303
Don Valley Parkway Rehabilitation											-		2,558
Dufferin Street Bridge Rehabilitation	26,950	(550)	(550)	(12,620)	(12,630)	550	550	12,620	12,630		-		26,950
Engineering Studies		2,000	1,500	1,500	1,500						6,500		3,038
F.G. Gardiner*	1,033,650	9,040	(72,784)	(98,250)	(106,730)	(119,550)	(136,550)	(135,550)	2,034,750	(40,400)	1,333,976		29,000
Facility Improvements											-		1,500
Gardiner York/Bay/Yonge Reconfiguration	36,800	(4,250)	4,250	(5,000)							(5,000)		31,800
Growth Related Capital Works											-		300
Ingram Drive Extension - Grade Separation	59,600	(8,000)	(6,000)	6,000	8,000	(15,000)	(15,000)	10,000	15,000	5,000	-		59,600
King Liberty Cycling Pedestrian Bridge	7,000	(5,650)	2,000	8,000							4,350		11,350
Laneways											-		1,800
LED Signal Module Conversion											-		1,000
Local Road Rehabilitation											-		78,972
Major Road Rehabilitation											-		60,754
Neighbourhood Improvements											-		2,000
New Traffic Control Signals / Devices											-		2,180
North York Service Road	20,740	(5,000)	5,000								-		20,740
Pedestrian Safety and Infrastructure Programs		(100)	50	50							-		707
Port Union Road	5,000	(4,200)	4,200								-		5,000
Realea Avenue (Steeles - McNicoll)	12,900	6,500									6,500		19,400
Retaining Walls Rehabilitation		2,982	2,521								5,503		1,344
Salt Management Program											-		1,159
Scarlett/St Clair/Dundas	50,500	(8,000)	1,000	(3,000)	(5,000)	5,000	10,000				-		50,500
Sidewalks											-		14,147
Signal Major Modifications											-		2,290
Signs and Markings Asset Management											-		1,000
Six Points Interchange Redevelopment	42,748		2,502	10,281	18,778	2,988					34,549		77,297
St Clair West/Metrolinx Georgetown Grade Separation	32,000	(6,000)	(8,000)	(10,000)	12,000	12,000					-		32,000
Steeles Widening (Tapscott Road - Beare Road)	38,000	(2,500)	(3,500)	(13,000)	(9,000)	17,000	13,000				2,000		40,000
Third Party Signals											-		900
Traffic Calming											-		312
Traffic Congestion Management	20,000	700	2,300	7,530	5,230	11,480					27,240		47,240
Traffic Control - RESCU											-		1,100
Traffic Plant Requirements/Signal Asset Management											-		5,700
Transportation Safety & Local Improvement Program											-		1,313
Upgrades To Meet New ESA Requirements											-		4,000
Work for TTC & Others											-		4,000
Yonge Street/Highway 401 Interchange Improvements	25,000	(11,250)	(11,250)	11,250	11,250						-		25,000
Ditch Rehabilitation and Culvert Reconstruction											-		1,000
Major SOGR Pooled Contingency											-		5,138
Total Previously Approved		(41,259)	(76,921)	(86,188)	(71,262)	(84,042)	(126,510)	(111,440)	2,063,870	(33,910)	1,432,338		274,710
New													
Local Speed Limit Reduction		1,500									1,500		1,500
Guide Rail Replacement		1,300	1,000	1,000							3,300		3,300
Tactile Domes Installation		1,000	1,000	1,000							3,000		3,000
Yonge Street Revitalization		2,000									2,000		2,000
Finch LRT - Transportation Study		200									200		200
Total New		6,000	2,000	2,000	-	-	-	-	-	-	10,000		10,000
Total Changes		(35,259)	(74,921)	(84,188)	(71,262)	(84,042)	(126,510)	(111,440)	2,063,870	(33,910)	1,442,338		274,710

*The total project cost for the Gardiner reflects the 2012 - 2025 costs.

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 and City building.

Cash flow funding for various previously approved capital projects have been adjusted based on historical spending rates, capacity and expected progress, completion of the projects and some have been allocated increased funding to address key priorities:

- The cash flows funding estimates for various projects have been adjusted: *Bathurst Street and Dufferin Street Bridge Rehabilitation* projects; *Ingram Drive Extension – Grade Separation*; *King Liberty Cycling Pedestrian Bridge*; *Gardiner York/Bay/Yonge Reconfiguration*; *Scarlett/St. Clair/Dundas Bridge* project; *Yonge Street/Highway 401 Interchange Improvements*; *Steeles Widening (Tapscott Road - Beare Road)*; *St. Clair West/Metrolinx Georgetown Grade Separation*.

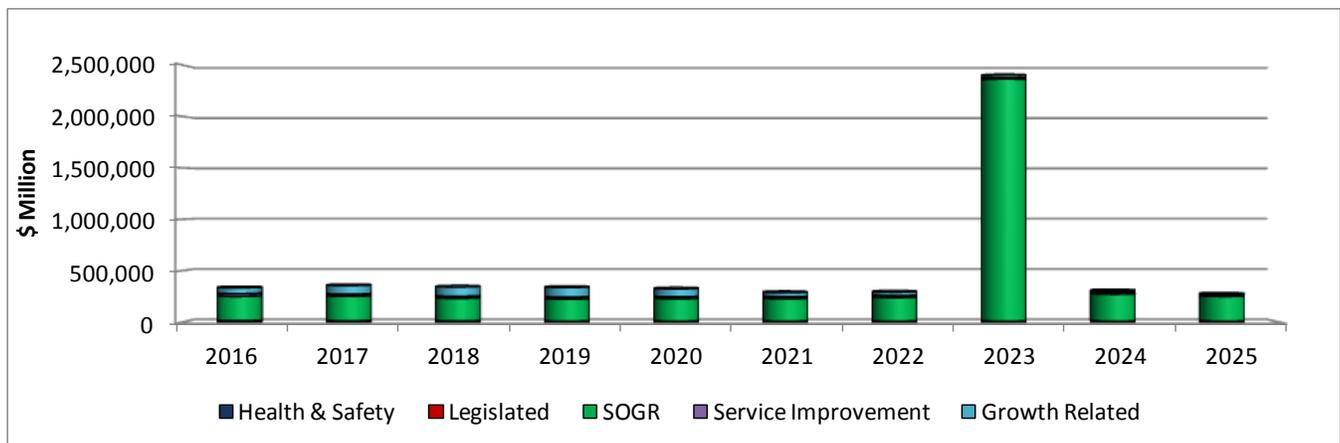
- The Capital Plan includes an additional investment of \$27.240 million in the *Traffic Congestion Management* project to further address congestion issues in the City.
- The *Six Points Interchange Redevelopment* project will require additional funding of \$34.549 million to complete the project based on updated project cost estimates, incorporating inflationary increases and additional costs for refined design.
- The *F. G. Gardiner Expressway* project will require additional funding of \$1.334 billion (2016 to 2024 changes) to incorporate the AFP delivery approach to the Council approved accelerated delivery of the capital work saving up to an additional 6 years.

New projects totalling \$10.000 million have been added to the 2015 – 2024 Capital Plan:

- The *Local Speed Limit Reduction* project (\$1.500 million in 2016) applicable to all local roads within the confines of the Toronto and East York Community Council area.
- The *Guide Rail Replacement* project (\$3.300 million from 2016 to 2018) to address health and safety requirements.
- The *Tactile Domes Installation* project (\$3.000 million from 2016 to 2018) related to AODA compliance.
- The *Yonge Street Revitalization* study (\$2.000 million in 2016) to develop a plan for the revitalization of Yonge St. north of Sheppard.
- The *Finch LRT - Transportation Study* project (\$0.200 million in 2016) related to Metrolinx work.

2016 – 2025 Capital Plan

Chart 2
2016 – 2025 Capital Plan by Project Category (In \$000s)



As illustrated in the chart above, the 10-Year Capital Plan for Transportation Services of \$5.278 billion predominately provides funding for SOGR and Growth Related projects, which represent 94.5% 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 \$4.449 billion or 84.3% of the total planned cash flow of \$5.278 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 10.2% or \$538.866 million of the total 10-Year Capital Plan's project expenditures.
 - Examples of Growth Related projects include the Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation, 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.

The following table details the capital projects, by category, included within the 2016 – 2025 Capital Budget and Plan for Transportation Services:

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

	Total App'd Cash Flows to Date**	2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total	Total Project Cost
Total Expenditures by Category													
Health & Safety													
Accessible Pedestrian Signals (Audible Signals)		2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	23,000	
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	
Salt Management Program		1,077	1,105	1,131	1,159	1,159	1,159	1,159	1,159	1,159	1,159	11,426	
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	
Other Projects		7,526	5,123	3,140	1,107	1,107	1,107	1,107	1,107	1,107	1,107	23,538	
Sub-Total		15,373	12,998	11,041	9,036	9,036	9,036	9,036	9,036	9,036	9,036	102,664	
State of Good Repair													
F.G. Gardiner*	104,350	36,910	34,046	14,550	11,570	11,550	11,550	11,550	2,102,550	29,000	29,000	2,292,276	2,396,626
Bathurst Street Bridge Rehabilitation	1,182	500	10,500	12,281	3,850							27,131	28,313
City Bridge Rehabilitation		41,026	33,491	40,481	40,837	41,388	41,106	40,517	49,849	46,645	39,145	414,485	
Don Valley Parkway Rehabilitation		2,319	2,435	2,496	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,156	
Dufferin Street Bridge Rehabilitation	600					550	550	12,620	12,630			26,350	26,950
Laneways		2,088	2,193	2,248	1,855	1,800	1,800	1,800	1,800	1,800	1,800	18,000	
Local Road Rehabilitation		47,421	54,357	61,702	64,449	71,210	71,722	72,472	86,472	86,472	78,972	695,249	
Major Road Rehabilitation		62,356	58,121	57,644	59,972	59,622	60,369	60,369	67,305	67,305	60,754	613,817	
Neighbourhood Improvements		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000	
Sidewalks		16,573	18,515	15,235	15,123	15,408	14,147	14,147	14,147	14,147	14,147	151,589	
Traffic Plant Requirements/Signal Asset Management		5,700	5,700	5,700	5,700	5,700	5,700	5,700	5,700	5,700	5,700	57,000	
Other Projects		19,897	18,491	8,148	8,320	8,379	8,372	8,377	9,066	8,982	8,982	107,014	
Sub-Total		236,790	239,849	222,485	216,234	220,165	219,874	232,110	2,354,077	264,609	243,058	4,449,251	
Service Improvements													
Advanced Traffic Signal Control		1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	13,500	
Cycling Infrastructure		14,250	9,205	8,100	8,303	8,303	8,303	8,303	8,303	8,303	8,303	89,676	
Engineering Studies		5,000	4,500	4,500	4,538	3,038	3,038	3,038	3,038	3,038	3,038	36,766	
Transportation Safety & Local Improvement Program		1,283	1,297	1,305	1,313	1,313	1,313	1,313	1,313	1,313	1,313	13,076	
Other Projects		3,583	3,398	3,405	3,412	3,412	3,412	3,412	3,412	3,412	3,412	34,270	
Sub-Total		25,466	19,750	18,660	18,916	17,416	17,416	17,416	17,416	17,416	17,416	187,288	
Growth Related													
Gardiner York/Bay/Yonge Reconfiguration	1,800	10,750	19,250									30,000	31,800
Georgetown South City Infrastructure Upgrades	13,420	13,420	13,420	13,420	13,420							53,680	67,100
Ingram Drive Extension - Grade Separation	6,600	1,000	3,000	6,000	8,000			15,000	15,000	5,000		53,000	59,600
LARP (Lawrence-Allen Revitalization Project)	563	1,094	1,153	940	2,086		438					5,711	6,274
Legion Road Extension & Grade Separation								15,000	15,000			45,000	45,000
Metrolinx Additional Infrastructure				5,000	5,000							10,000	10,000
Redlea Avenue (Steeles - McNicoll)	12,900	6,500										6,500	19,400
Regent Park Revitalization	1,354	793	1,565	956	627	301	229	117				4,588	5,942
Scarlett/St Clair/Dundas		500	8,000	7,000	10,000	15,000	10,000					50,500	50,500
Six Points Interchange Redevelopment	14,200	9,500	11,002	20,829	18,778	2,988						63,097	77,297
St Clair West/Metrolinx Georgetown Grade Separation		2,000	4,000	2,000	12,000	12,000						30,000	32,000
Steeles Widenings (Tapscott Road - Beare Road)		1,500	500	4,000	4,000	17,000	13,000					40,000	40,000
Third Party Signals		900	900	900	900	900	900		900	900	900	9,000	
Yonge Street/Highway 401 Interchange Improvements	2,500			11,250	11,250							22,500	25,000
Other Projects		12,850	22,800	19,830	9,530	15,780	4,300	5,300	10,300	10,300	4,300	115,290	
Sub-Total		58,807	85,590	92,125	95,591	79,407	43,429	36,317	26,200	16,200	5,200	538,866	
Total Expenditures by Category (excluding carry forward)		-	336,436	358,187	344,311	339,777	326,024	289,755	294,879	2,406,729	307,261	274,710	5,278,069

**Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2016, excluding ongoing capital projects (i.e. Major Road Rehab projects)
*The total project cost for the Gardiner reflects the 2012 - 2025 costs.

2016 – 2025 Capital Projects

The 10-Year 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

- Major Health and Safety projects include cash flow funding of \$102.664 or 1.9% of the total 10-Year Capital Plan.
 - *Major signal modifications* (\$22.900 million), *new traffic control signals* (\$21.800 million) and pedestrian related issues involving *accessible pedestrian signals (i.e. audible signals)* for \$23.000 million.

State of Good Repair (SOGR)

- SOGR projects account for \$4.449 billion or 84.3% of the total 10-Year Capital Plan.
- The main focus of the 10-Year 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* (\$2.292 billion) including the alternative financing and procurement (AFP) approach for delivery of capital work;
 - *Major and Local Road Rehabilitation* (\$1.309 billion);
 - *Bridge Infrastructure rehabilitation* (\$414.485 million);
 - *Sidewalk replacement* (\$151.589 million);
 - *Laneway rehabilitation* (\$19.184 million);
 - *DVP rehabilitation* (\$25.156 million); and
 - *Traffic plant maintenance* (\$57.000 million).
- By 2025, Transportation Services will repair approximately 1,000 km of roads, 50 km of expressways, 600 km of sidewalks and 150 bridges.

Service Improvements

- Service Improvement projects account for \$187.288 million or 3.5% of the total 10-Year Capital Plan.
 - *Cycling Infrastructure* (\$89.676 million) - An additional \$4.000 million has been included in 2016 and a final report will be submitted to the Public Works & Infrastructure Committee in 2016 with options for the Ten Year Cycling Network Plan implementation for the remainder of the ten year program.
 - Funding of \$97.612 million is allocated to various *traffic control signal systems, LED signal module conversion* and *signs and markings asset management initiatives*.

Growth Related

- Major Growth Related projects include cash flow funding of \$538.866 or 10.2% of the total 10-Year Capital Plan and consist of a number of different initiatives intended to accommodate growing infrastructure needs (majority are partially funded from Development Charges and Section 37 funding).
 - *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 \$40.000 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 \$40.000 million is required over six 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.
 - \$30.000 million has been allocated for the *St Clair West/Metrolinx Georgetown Grade Separation* project that was started in 2015 and will be completed in 2020.
 - \$4.588 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 *Six Points Interchange Redevelopment* project with a primary objective 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 \$63.097 million for this project.
 - \$25.000 million is for the *Yonge Street / Highway 401 Interchange Improvements* project to address traffic congestion and improve traffic operations at this location.
 - \$37.240 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 \$30.000 million, was started in 2015 and will be completed in 2017.

2016 Capital Budget and Future Year Commitments

- Included as a sub-set of the 10-Year Capital Plan is the 2016 Capital Budget and Future Year Commitments, that consists of 2016 and future year cash flow funding estimates for projects previously approved by Council; adjustments (Scope Change) to those previously approved projects; as well as new projects that collectively require Council approval to begin, continue or complete capital work.
- Table 3a below lists the 2016 Cash Flow and Future Year Commitments for Transportation Services:

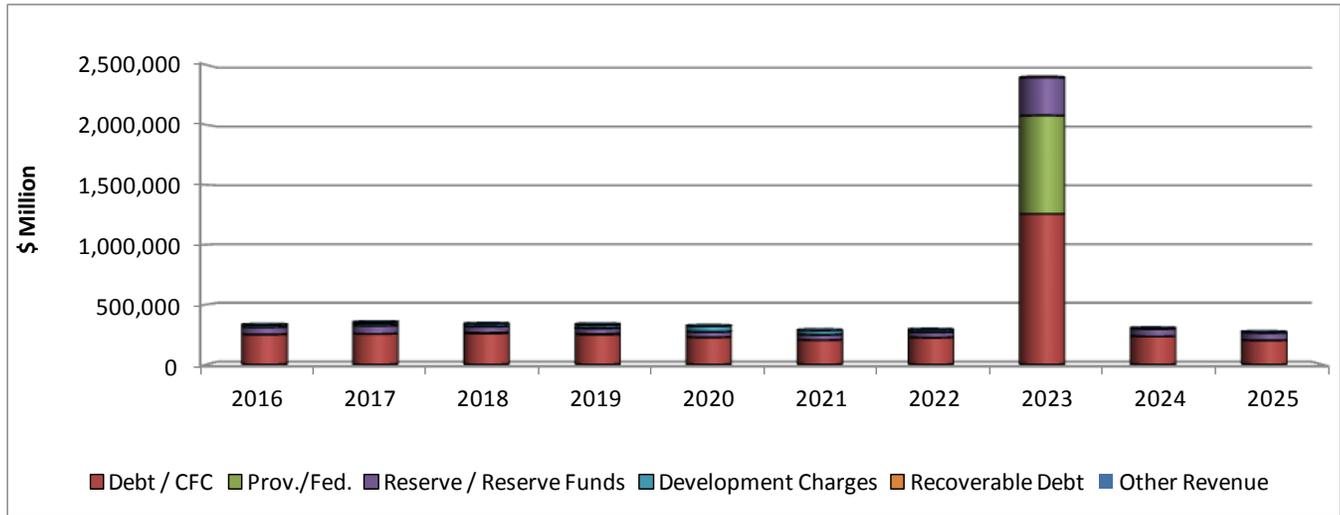
Table 3a
2016 Cash Flow & Future Year Commitments (In \$000s)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total 2016 Cash Flow & FY Commits
Expenditures:											
Previously Approved											
F.G. Gardiner	27,870	106,830	112,800	20,300	7,200	7,400	7,600	6,900	7,100		304,000
Accessible Pedestrian Signals (Audible Signals)	297										297
Advanced Traffic Signal Control	264										264
Bathurst Street Bridge Rehabilitation	12,281	12,150	2,700								27,131
City Bridge Rehabilitation	41,026	25,368	30,611	20,419							117,424
Dufferin Street Bridge Rehabilitation	550	550	12,620	12,630							26,350
King Liberty Cycling Pedestrian Bridge	6,000										6,000
Laneways	2,088	1,692	1,720	927							6,427
LARP(Lawrence-Allen Revitalization Project)	1,094	1,153	940	2,086	438						5,711
Local Road Rehabilitation	47,421	41,005	46,445	32,225							167,096
Major Road Rehabilitation	62,356	45,516	43,368	29,986							181,226
Major SOGR Pooled Contingency	4,397	4,191	4,337	4,476	4,535	4,528					26,464
New Traffic Control Signals / Devices	180										180
Port Union Road	4,700										4,700
Sidewalks	16,573	13,886	11,426	7,561							49,446
Signal Major Modifications	609										609
St Clair West/Metrolinx Georgetown Grade Separation	6,000	12,000	12,000								30,000
Third Party Signals	364										364
Traffic Congestion Management	2,500										2,500
Traffic Control - RESCU	60										60
Traffic Plant Requirements/Signal Asset Management	2,129										2,129
Yonge Street/Highway 401 Interchange Improvements	11,250	11,250									22,500
Subtotal	250,009	275,591	278,967	130,610	12,173	11,928	7,600	6,900	7,100		980,878
Change in Scope											
F.G. Gardiner	(10,450)	(93,634)	(109,800)	(20,280)	(7,200)	(7,400)	(7,600)	(6,900)	(7,100)		(270,364)
Bathurst Street Bridge Rehabilitation	(12,281)	(12,150)	(2,700)								(27,131)
Dufferin Street Bridge Rehabilitation	(550)	(550)	(12,620)	(12,630)							(26,350)
King Liberty Cycling Pedestrian Bridge	(6,000)										(6,000)
Port Union Road	(4,700)										(4,700)
St Clair West/Metrolinx Georgetown Grade Separation	(6,000)	(12,000)	(12,000)								(30,000)
Yonge Street/Highway 401 Interchange Improvements	(11,250)	(11,250)									(22,500)
Subtotal	(51,231)	(129,584)	(137,120)	(32,910)	(7,200)	(7,400)	(7,600)	(6,900)	(7,100)	-	(387,045)
New w/Future Year											
Facility Improvements	1,500										1,500
Accessible Pedestrian Signals (Audible Signals)	2,003	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	15,413
Advanced Traffic Signal Control	1,086										1,086
Bathurst Street Bridge Rehabilitation	500	10,500	12,281	3,850							27,131
City Bridge Rehabilitation		8,123		10,209	20,694						39,026
Cycling Infrastructure	14,250										14,250
Ditch Rehabilitation and Culvert Reconstruction	1,000										1,000

Table 3a - Continued
2016 Cash Flow & Future Year Commitments (In \$000s)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total 2016 Cash Flow & FY Commits
Don Valley Parkway Rehabilitation	2,319										2,319
Engineering Studies	5,000	1,500	1,500	1,500							9,500
Finch LRT - Transportation Study	200										200
Reconfiguration	10,750	19,250									30,000
Georgetown South City Infrastructure Upgrades	13,420										13,420
Growth Related Capital Works	300										300
Guide Rail Replacement	1,300	1,000	1,000								3,300
Separation	1,000	3,000	6,000	8,000							18,000
Interim Rehabilitation of Roads	8,000										8,000
King Liberty Cycling Pedestrian Bridge Laneways	350	2,000	8,000								10,350
LED Signal Module Conversion		501		464	900						1,865
Local Geometric Traffic Safety Improvements	1,000										1,000
Local Road Rehabilitation	2,000										2,000
Local Speed Limit Reduction		13,352		16,112	35,605						65,069
Major Road Rehabilitation	1,500										1,500
Major SOGR Pooled Contingency		12,605		14,993	29,811						57,409
Neighbourhood Improvements							4,533				4,533
New Traffic Control Signals / Devices	2,000										2,000
Pedestrian Safety and Infrastructure Programs	2,000										2,000
Port Union Road	557	50	50								657
PXO Visibility Enhancement	500	4,200									4,700
Redlea Avenue (Steeles - McNicoll)	569										569
Regent Park Revitalization	6,500										6,500
Retaining Walls Rehabilitation	793										793
Salt Management Program	4,200	2,521									6,721
Scarlett/St Clair/Dundas	1,077										1,077
Sidewalks	500	8,000	7,000	10,000	15,000	10,000					50,500
Signal Major Modifications		4,629		3,781	7,704						16,114
Signs and Markings Asset Management	1,681										1,681
Six Points Interchange Redevelopment	1,000										1,000
Steeles Widening (Tapscott Road - Beare Road)	9,500	8,500	10,548								28,548
Tactile Domes Installation	1,500	500	4,000	4,000	17,000	13,000					40,000
Third Party Signals	1,000	1,000	1,000								3,000
Traffic Calming	536										536
Traffic Congestion Management	283										283
Traffic Control - RESCU	3,200	2,300	7,530	5,230	11,480						29,740
Traffic Plant Requirements/Signal Asset Management	1,040										1,040
Traffic Plant Restoration	3,571										3,571
Traffic Sign Structure Replacement	800										800
Transportation Safety & Local Improvement Program	200										200
Upgrades To Meet New ESA Requirements	1,283										1,283
Work for TTC & Others	400										400
Yonge Street Revitalization	4,000										4,000
F.G. Gardiner (AFP)	2,000										2,000
Subtotal	19,490	20,850	11,550	11,550	11,550	11,550	11,550	11,550			109,640
Total Expenditure	137,658	125,871	71,949	91,179	151,234	36,040	17,573	13,040	1,490	1,490	647,524
Financing:											
Debt/CFC	250,191	187,375	162,859	144,919	108,545	13,714	5,859	1,326	1,326	1,326	877,440
Debt Recoverable		10,000									10,000
Other	5,000										5,000
Reserves/Res Funds	61,526	65,199	41,290	36,156	26,988	11,550	11,550	11,550			265,809
Development Charges	19,719	9,304	9,647	7,804	20,674	15,304	164	164	164	164	83,108
Total Financing	336,436	271,878	213,796	188,879	156,207	40,568	17,573	13,040	1,490	1,490	1,241,357

Chart 3
2016 – 2025 Capital Plan by Funding Source (In \$000s)



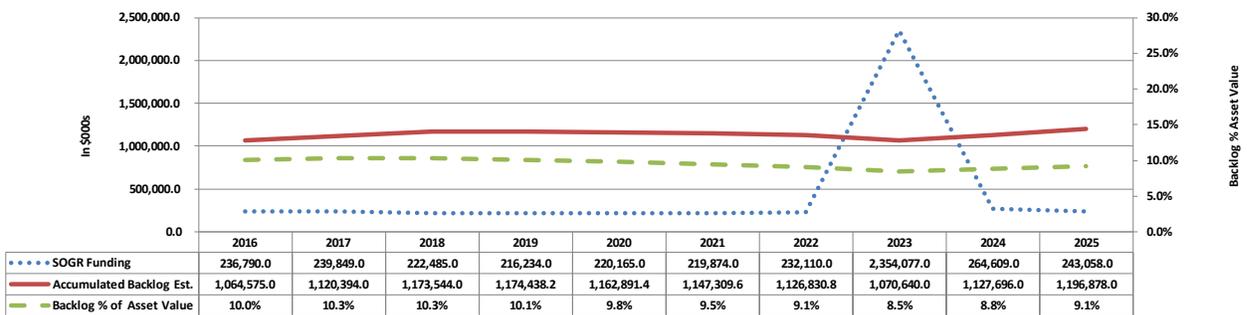
The 10-Year Capital Plan of \$5.278 billion will be financed by the following sources:

- Debt, which accounts for \$3.364 billion or 63.7% of the financing over the 10-year period.
 - Debt funding is \$528.775 million over the originally established debt guidelines across the 10-year period.
 - This increased investment is to address priority transportation projects and reduce user impacts associated with the originally planned Gardiner construction (incorporating the alternative financing and procurement (AFP) approach for delivery of the work).
- Capital financing from reserves / reserve funds constitutes \$805.460 million or 15.3% 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 2016 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).
- Federal/Provincial funding of \$831.250 million or 15.7% of the 10-Year Capital Plan's projected expenditures.
 - This increased investment is related to the alternative financing and procurement (AFP) approach for the Gardiner expressway (Federal \$820.000 million) and the Yonge Street/Highway 401 Interchange Improvements project (Provincial \$11.250 million).
- Development Charges (DC) fund approximately 4.0% or \$208.563 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, with an increase of \$21.442 million in funding as compared to the 2015 – 2024 capital Budget and Plan.
- Recoverable Debt, which provides \$19.564 million or 0.4% of the 10-Year Capital Budget and Plan's funding, is dedicated primarily to the following major capital projects:
 - Funding for the Gardiner York/Bay/Yonge Reconfiguration project includes \$10.000 million in recoverable debt that will be repaid when Section 37 funds are received.
 - The Six Points Interchange Redevelopment project includes \$9.564 million in recoverable debt that will be repaid when Build Toronto takes possession of the related properties.
- Other Third Party funding accounts for \$49.100 million or 0.9% of total financing and includes funding for traffic control signals, Metrolinx work 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 Capital Plan dedicates \$4.449 billion to SOGR spending over 10-Year period, which on average is \$444.925 million annually.

- Transportation Services has stewardship over linear assets such as bridges, roads, expressways, sidewalks and traffic signals that are valued at \$10.410 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 2015, Transportation Services will have a backlog of state of good repair work for infrastructure renewal estimated at \$1.011 billion, 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 make-up 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 utility companies, which have to be coordinated with the Transportation Services' Capital Program.
- Despite significant investments in infrastructure renewal projects between 2016 and 2025, the SOGR backlog is anticipated to increase to \$1.197 billion by year-end 2025, representing 9.1% of the asset replacement value.
- The 10-Year Capital Plan dedicates \$4.449 billion to address state of good repair, which represents an increase of \$1.345 billion in SOGR funding above the 2015 – 2024 Capital Budget and Plan, primarily arising from the addition of funding for the *F. G. Gardiner rehabilitation project*.
- The increase in SOGR funding in the 2016 – 2025 Capital Budget and Plan, is in addition to funding that was added to the *F. G. Gardiner Expressway, Major Roads Rehabilitation, Local Roads Rehabilitation and Sidewalk projects* as part of the 2013, 2014 and 2015 Budget processes. 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.
- Similar to Transportation Services' condition assessments of local road capital infrastructure and sidewalks which resulted in significant increases in funding for Local Road Rehabilitation and Sidewalk projects as part of the 2015 Budget Process, engineering assessments of the condition of bridge structures are currently underway and may result in increased SOGR funding needs as part of the 2017 Budget Process.
- In 2016, 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.
- In addition to the \$1.442 billion added during the 2016 Budget process, \$1.749 billion has been added to the Capital Program over the last three years as detailed below:

Transportation Services' Capital Program - Added Capital Investments	
(\$000s)	
2013 Budget Process	10-Year
Growth Related Projects	126,474
Service Improvement Projects	850
Major Roads - SOGR	285,000
F.G. Gardiner - Increased Funding	325,852
Sub-Total (2013 Budget Process)	738,176
2014 Budget Process	10-Year
Yonge Street / Hwy 401 Interchange Improvements	25,000
Traffic Congestion Management	18,000
Ingram Drive Extension - Grade Separation	11,715
King Liberty Cycling Pedestrian Bridge	6,000
Gardiner York/Bay/Yonge Reconfiguration	5,000
Traffic Control (RESCU)	1,900
Various Other Projects	7,590
Sub-Total (2014 Budget Process)	75,205
2015 Budget Process	10-Year
Growth Projects	123,500
Local Roads - SOGR	155,000
Sidewalks - SOGR	40,000
Bridges - SOGR	55,300
Other - SOGR	33,600
Other (mostly Georgetown South City Infrastructure Upgrades)	94,700
F.G. Gardiner - Increased Funding (prior to AFP approach)	433,200
Sub-Total (2015 Budget Process)	935,300
Total Added Transportation Capital Investments (2013-2015)	1,748,681

- The state of good repair backlog by asset category is presented in Table 4 below:

Table 4
SOGR Backlog by Asset Category (In \$000s)

Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
State of Good Repair Funding		(53,952)	(55,819)	(53,150)	(894)	11,547	15,582	20,479	56,191	(57,056)	(69,182)
Accumulated Backlog Est. (yr end)	1,010,623	1,064,575	1,120,394	1,173,544	1,174,438	1,162,891	1,147,310	1,126,831	1,070,640	1,127,696	1,196,878
Backlog %Asset Value	9.7%	10.0%	10.3%	10.3%	10.1%	9.8%	9.5%	9.1%	8.5%	8.8%	9.1%
Asset Value	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	13,096,173
*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		17,420	13,196	3,020	95,879	95,879	95,879	95,879	95,879		
Accumulated Backlog Est. (yr end)	513,030	495,610	482,414	479,394	383,515	287,636	191,758	95,879	0	0	-
Roads - Major											
State of Good Repair Funding		(3,390)	(7,743)	(5,892)	(48,786)	(43,737)	(38,048)	(33,043)	(21,159)	(16,642)	(18,902)
Accumulated Backlog Est. (yr end)	90,810	94,200	101,943	107,835	156,621	200,358	238,406	271,449	292,608	309,250	328,152
Roads - Local											
State of Good Repair Funding		(76,401)	(69,411)	(62,001)	(59,177)	(52,367)	(51,841)	(51,070)	(36,820)	(36,820)	(44,320)
Accumulated Backlog Est. (yr end)	287,224	363,625	433,036	495,037	554,214	606,581	658,422	709,492	746,312	783,132	827,452
Bridge Rehabilitation											
State of Good Repair Funding		3,398	1,122	7,961	7,482	7,709	6,825	5,946	15,524	(6,361)	(8,727)
Accumulated Backlog Est. (yr end)	41,565	38,167	37,045	29,084	21,602	13,893	7,068	1,122	(14,402)	(8,041)	686
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)	66,807	64,488	62,169	59,734	57,238	54,680	52,122	49,564	47,006	44,448	41,890
Sidewalks											
State of Good Repair Funding		2,702	4,698	1,327	1,212	1,505	209	209	209	209	209
Accumulated Backlog Est. (yr end)	11,187	8,485	3,787	2,460	1,248	(257)	(466)	(675)	(884)	(1,093)	(1,302)

- The additional SOGR funding provided for the **F.G. Gardiner Expressway** will result in the elimination of the 2015 SOGR backlog by 2023.
- As a result of the SOGR funding provided in the 2016 Capital Budget and 2017-2025 Capital Plan for **Bridge Rehabilitation**, the SOGR backlog will decrease from \$41.565 million in 2015 to the elimination of the SOGR backlog by 2023.
 - This is based on current information, however engineering assessments of the condition of bridge structures are currently underway and may result in increased SOGR funding needs as part of the 2017 Budget Process.
 - Also, while the 2016 Capital Budget and 2017-2025 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 **Major and Local Roads**, it is important to note that despite the additional level of SOGR funding provided in the 2013, 2014 and 2015 Budget Processes, the 2015 SOGR backlog is anticipated to increase from \$90.810 million in 2015 to \$328.152 million by 2025 for **Major Roads** and from \$287.224 million in 2015 to \$827.452 million by 2025 for **Local Roads**.

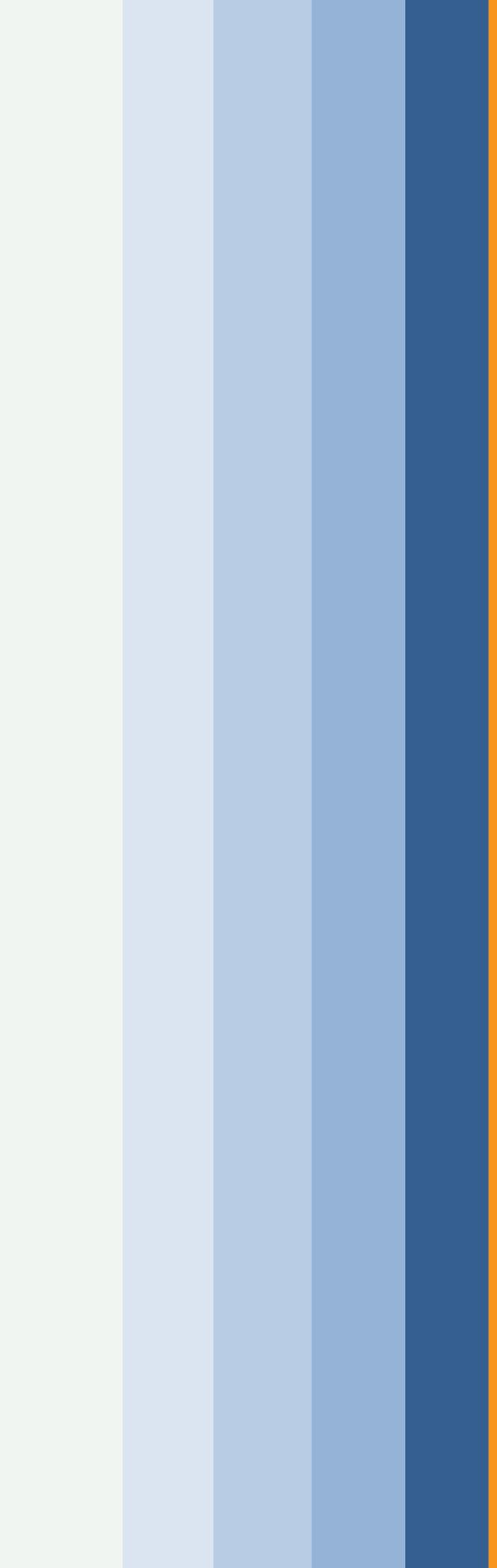
10-Year Capital Plan: Net Operating Budget Impact

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

Projects	2016 Budget		2017 Plan		2018 Plan		2019 Plan		2020 Plan		2016 - 2020		2016 - 2025	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved														
<i>Cycling Infrastructure</i>	510.0										510.0	-	510.0	-
Total (Net)	510.0	-	510.0	-	510.0	-								

The 10-Year Capital Plan will increase future year Operating Budgets by a total of \$510.0 million net over the 2016 – 2025 period, as shown in the table above.

- In 2016, Transportation Services will require additional operating funding of \$0.510 million to maintain and service new cycling infrastructure (Richmond St., Adelaide St., Wellesley St.).



Part II:

Issues for Discussion

Issues for Discussion

Issues Impacting the 2016 Capital Budget

Capital Review and Program Spend Rate

- At its meeting on February 13, 2015, during the 2015 Budget process, Council directed that:
 - The Deputy City Manager & Chief Financial Officer commence a detailed review of the City's 2016 – 2025 capital requirements as part of the City's 2016 Capital Budget process to ensure that debt affordability targets continue to be maintained, and report the results to Budget Committee early in the 2016 Budget process.
- Based on Council's direction a detailed review of Transportation Services' 2016-2025 Capital Budget requirements and historical spending was completed and Transportation Services' 2016-2025 Capital Budget and Plan was adjusted accordingly.
- As reflected in the table below, Transportation Services' over the 2011 to 2015 period experienced an average annual capital spend rate of 66% or \$231.902 million on an average annual Capital Budget of \$351.112 million. This reflects an improved spend rate mostly due to increases in year-end spend rates in 2014 and the 2015 projected year-end.

Capital Spending Rate (In \$000s)

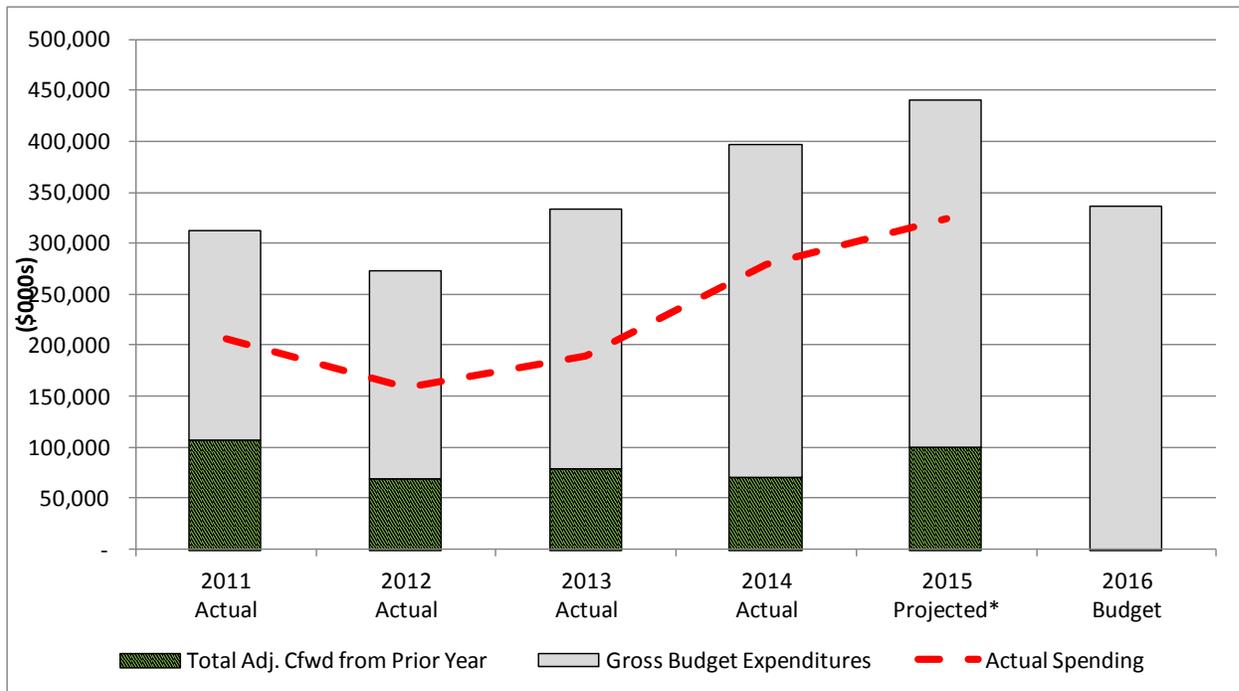
Category	2011			2012			2013			2014			2015 Projected*			Spending Rate 5 Year Avg. %
	Approved Budget	Actual	Spending Rate %	Approved Budget	Actual	Spending Rate %	Approved Budget	Actual	Spending Rate %	Approved Budget	Actual	Spending Rate %	Approved Budget	Proj'd Actual	Spending Rate %	
Health & Safety	18,135	14,648	80.8%	12,922	6,311	48.8%	16,344	6,334	38.8%	20,172	10,175	50.4%	20,365	16,239	79.7%	61.1%
SOGR	202,105	151,881	75.1%	177,561	117,698	66.3%	213,060	149,048	70.0%	259,449	224,037	86.4%	268,555	211,918	78.9%	76.3%
Service Improvement	40,811	22,225	54.5%	32,627	15,976	49.0%	31,225	15,746	50.4%	30,682	20,914	68.2%	34,439	30,784	89.4%	62.2%
Growth Related	51,414	18,001	35.0%	49,727	18,465	37.1%	73,023	18,932	25.9%	86,214	24,722	28.7%	116,732	65,455	56.1%	38.6%
Total	312,465	206,755	66.2%	272,837	158,450	58.1%	333,652	190,060	57.0%	396,516	279,848	70.6%	440,091	324,397	73.7%	66.0%

* Based on 2015 9-month Capital Variance Report

- Given the significant increase in funding approved for the 2015 – 2024 Capital Budget and Plan, Financial Planning, Engineering and Construction Services and Transportation Services reviewed capital budget strategies to facilitate a review Program's capacity to spend at this increased level of capital activity.
- The primary step taken to achieve the increased level of spending was applying a greater level of multiyear cash flow commitments for major ongoing capital work so that the Program could enter into longer term multiyear capital project awards, which would result in more consistent, higher level of annual capital spending.
- Additional strategies applied to further improve capital spending included:
 - The creation of capital contingency accounts for Major SOGR work that allows the Program to reduce overall contingencies across each individual projects;
 - 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.

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



- The spending rate for Transportation Services' capital program is anticipated to further increase in 2016 following opportunities for additional cash flow adjustments identified in a capital program review, which occurred as part of the 2016 Budget process.
 - The 2016 capital review included steps taken similar to those in previous years, such as:
 - ✓ applying a greater level of multiyear cash flow commitments for major ongoing capital work;
 - ✓ Continued use of capital contingency accounts for Major SOGR work;
 - ✓ A review of annual cash flow for multiyear projects, ensuring they reflect historical spending patterns; and
 - ✓ A review of project preparedness and the Programs capacity to spend.
- Based on the review described above, within the 10-year timeframe, the capital budget was adjusted resulting in the deferral of debt funding in the early years to later years (2020 and 2023).
 - The adjustments were primarily related to the following growth projects:
 - ✓ Steeles Widening (Tapscott Road - Beare Road);
 - ✓ St Clair West/Metrolinx Georgetown Grade Separation;
 - ✓ Ingram Drive Extension - Grade Separation;
 - ✓ Dufferin Street Bridge Rehabilitation;

- ✓ Scarlett/St Clair/Dundas;
 - ✓ Bathurst Street Bridge Rehabilitation;
 - ✓ Yonge Street/Highway 401 Interchange Improvements.
- Financial Planning Division and Transportation Services staff will continue to review actual expenditures for Transportation Services' projects and if required will develop mitigating strategies to improve annual spend rates in the future.

Increased Investment for Unmet Funding Needs

- The 2016 – 2025 Capital Budget and Plan includes increased funding of \$67.253 million for Transportation Services' projects that were identified as high priority unmet funding needs, as identified in the table below:

Capital Needs Added to the 2016 – 2025 Capital Budget and Plan

Project Description	Total Project Expenditure	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Local Road Speed Reduction	1,500	1,500									
Retaining Walls Rehabilitation	5,503	2,982	2,521								
Guide Rail Replacement	3,300	1,300	1,000	1,000							
Accessible Pedestrian Signals (Audible Signals)	14,210	800	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490
Engineering Studies	6,500	2,000	1,500	1,500	1,500						
Tactile Domes Installation	3,000	1,000	1,000	1,000							
Cycling Infrastructure	4,000	4,000									
Traffic Congestion Management	27,240	700	2,300	7,530	5,230	11,480					
Yonge Street Revitalization	2,000	2,000									
Total	67,253	16,282	9,811	12,520	8,220	12,970	1,490	1,490	1,490	1,490	1,490

- This increase in funding has been directed toward projects that will address Council referred initiatives, projects to ensure legislative compliance (i.e. AODA), and health & safety or SOGR projects that need to be addressed to avoid service interruption.

Unmet Funding Needs

- Transportation Services has identified \$756 million in outstanding unfunded capital needs over the 2016 to 2025 period.
- The following table details the list of capital needs that remain unfunded.

Transportation Services Unfunded Capital Needs

Project Description	Total Project Expenditure	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Engineering Studies	9,000					1,500	1,500	1,500	1,500	1,500	1,500
Yonge Street Revitalization	40,000		10,000	20,000	10,000						
Major Road Rehabilitation Acceleration	15,000	15,000									
Transportation Safety & Local Improvement Program	18,000	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800
Signs and Markings Asset Management	17,600	800	1,700	1,700	1,700	1,700	2,000	2,000	2,000	2,000	2,000
Local Road Rehabilitation	435,000	5,000	15,000	25,000	45,000	60,000	60,000	60,000	55,000	55,000	55,000
New Traffic Control Signals / Devices	18,200	1,620	1,620	1,620	1,820	1,820	1,820	1,820	2,020	2,020	2,020
Traffic Sign Structure Replacement	18,715	715	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Traffic Plant Restoration	11,000	200	1,000	1,000	1,000	1,200	1,200	1,200	1,400	1,400	1,400
Traffic Plant Requirements/Signal Asset Management	10,000	800	800	800	1,000	1,000	1,000	1,000	1,200	1,200	1,200
Watch Your Speed Trailers	200	200									
Steeles Avenue East/Kennedy Road Grade Separation	20,250			1,000	5,600	7,526	5,280	844			
Finch Avenue E/CN Rail Grade Separation	25,000			3,000	6,000	8,000	8,000				
Liberty Village New Street	12,000				500	1,000	6,500	4,000			
Lake Shore Boulevard West Widening (Humber to Parklawn)	9,000					500	1,000	3,500	4,000		
Emery Village Improvement - Design	2,000						2,000				
Gardiner Ramp Improvement (Parklawn to 427)	24,000							2,000	2,000	10,000	10,000
Eglinton Connects Mid-Block Improvements	60,000							15,000	15,000	15,000	15,000
Data Mgmt & Business Intelligence	5,304	600	1,050	950	950	700	1,054				
Business Process & System Enhancements	2,475	600	800				1,075				
Mapping & GIS Repository	3,310		760	931	921	698					
Total	756,054	27,335	36,530	59,801	78,291	89,444	96,229	96,664	87,920	91,920	91,920

- Various projects from all capital categories are unfunded, the largest being the SOGR project for Local Road Rehabilitation which totals \$435.0 million over the 10 year time-frame.
- This list will be refined on an annual basis, with projects potentially added to the Capital Plan through project reprioritization and/or the identification of additional secured funding.

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.
- \$762.085 million from the Capital Financing Reserve will be required to fund Transportation Services' 2016-2025 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 future 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 2016-2025 Capital Budget and Plan for Transportation Services provides capital funding of \$2.292 billion over the 10-year period to rehabilitate, repair and maintain the F. G. Gardiner Expressway. This includes funding for four categories of spending as follows:
 - Remaining Capital Work on Existing Contract Commitments - \$33.636 million
 - Alternative Financing & Procurement (AFP) Construction – Substantial Completion (85%) - \$2.091 billion
 - AFP Program Management - \$109.640 million
 - AFP Construction – Annual Service Payments - \$58.000 million
- Contract for the additional interim repairs required for the eastern portion has been awarded and the work began at the end of Oct 2015 - to be completed by end of 2016.
- Negotiations with the contractor to accelerate Phase 1 and 2 for the west deck replacement were successful.
- All the lanes of the Gardiner related to the three at-grade bridge rehabilitation projects have been returned into service with nightly lane closures required to complete remaining work.
- As of the September 30, 2015 variance report, the life-to-date expenditure to rehabilitate, repair and maintain the F. G. Gardiner Expressway was \$83.777 million.
- Transportation Services and Engineering & Construction Services will continue to monitor progress of 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.

Issues Referred to the 2015 Capital Budget Process

F.G. Gardiner Rehabilitation

- The rehabilitation of the F.G. Gardiner Expressway is a complex infrastructure project that addresses the infrastructure needs of the Expressway, extending from Highway 427 to the eastern limit at Logan Avenue.

- At its meeting on September 30, 2015, City Council adopted report EX8.12 - F.G. Gardiner Expressway Strategic Rehabilitation Plan Procurement Strategy which outlined a revised Alternative Financing & Procurement (AFP) approach to the project delivery and also included the following direction:
 - City Council direct that the Revised Strategic Plan cash flows, and proposed sources of funding be submitted for Council's consideration as part of the 2016 Budget Process, in accordance with the procurement strategy as described in this item.
- The link to the report, 2015.EX8.12 - F.G. Gardiner Expressway Strategic Rehabilitation Plan Procurement Strategy is provided below:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX8.12>
- In adopting the Strategic Rehabilitation Plan in April 2014, Council approved an Accelerated Bridge Construction approach, using pre-fabricated segments, for rehabilitation of the elevated section of the Expressway.
 - This approach required a higher upfront capital investment, however it reduced the overall construction related traffic restrictions from 20 years to 12 years, representing a significant reduction in associated traffic impacts, and road user costs.
 - Based on feedback received from the industry, the implementation of the Plan could be further accelerated by up to 6 years by using Alternative Financing and Procurement approach.
- The 2016 Capital Budget and 2017 - 2025 Capital Plan reflects the Council approved strategic rehabilitation plan procurement strategy for the rehabilitation of the F. G. Gardiner Expressway.
- Changes to the Capital Program for the F.G. Rehabilitation under the AFP approach are identified in the table below:

Description (\$Millions)	2015 Budget Process			2016 Budget Process			Difference*		
	Design - Bid - Build			Alternative Financing & Procurement			Difference*		
	Total Project Cost	2016 to 2025 Funding	Funding Outside of 10-Years	Total Project Cost	2016 to 2025 Funding	Funding Outside of 10-Years	Total Project Cost	2016 to 2025 Funding	Funding Outside of 10-Years
F.G. Gardiner Rehabilitation									
Debt Funding	1,032.3	543.3	489.0	998.5	998.5		(33.8)	455.2	(489.0)
Capital Financing Reserve Fund	867.7	456.7	411.0	781.5	440.2	341.4	(86.2)	(16.5)	(69.6)
Federal Funding				820.0	820.0		820.0	820.0	0.0
Total F.G. Gardiner Rehabilitation	1,900.0	1,000.0	900.0	2,600.0	2,258.6	341.4	700.0	1,258.6	(558.6)

**Excludes costs related to operations and maintenance, and lifecycle maintenance that are common to both approaches

- Over the 10-year period (2016 – 2025) total capital funding for the F.G. Gardiner Rehabilitation project will increase by \$1.292 billion, with additional project funding comprised of:
 - \$440.2 million in added debt funding; and
 - \$820.0 million in estimated Federal funding based on 1/3 of the construction costs.
- The total project cost estimate for the construction portion of the project (excluding operations and maintenance, and lifecycle maintenance) is \$2.6 billion, compared to the previous estimate of \$1.9 billion.

- The higher cost estimate is attributable primarily to:
 - Scope modifications to include the Gardiner East hybrid (for this process, assumed to be \$155 million in accordance with the base hybrid alternative, as considered by Council in June 2015);
 - Inclusion of the proponent's financing costs during construction, where traditionally the City makes and finances payments during construction but does not budget nor bill financing costs to the project (approximately \$230 million); and
 - The costs of managing risks transferred to the proponent, which protects the City against further exposure to related cost increases (approximately \$315 million).
- At its meeting on September 22, 2015, the Public Works and Infrastructure Committee received the report entitled PW7.2 – Progress Report on Design Concepts for the Hybrid EA Preferred Alternative – Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study that identified 3 alternative design concepts proposed for further analysis.
 - The concepts identified were as follows:
 - Concept 1: Revised Hybrid with “tighter” ramps: capital costs are consisted with what is included in the 2016 – 2025 Capital Budget and Plan based on an original Net Present value (NPV) of \$260 million;
 - Concept 2: New Hybrid, further north: capital costs are estimated to increase by an additional \$90 million to \$140 million NPV over \$260 million NPV; and
 - Concept 3: New Hybrid, further north with rail bridge widening: capital costs are estimated to increase by an additional \$120 million to \$180 million NPV over \$260 million NPV.
 - Revised capital costs will be reported back as part of future capital budget processes in the event Council ultimately decides to proceed with either Concept 2 or Concept 3.

Reducing the Speed Limit from 40 km/h to 30 km/h on Local Roads in the Toronto and East York District

- At its meeting on June 22, 2015, The Toronto and East York Community Council adopted report TE8.1 – 30 km/h Speed Limit on Local Roads in the Toronto and East York Community Council Area and issued the following decision (under City Council delegated authority):
 - Reduced the speed limit from 40 km/h to 30 km/h on all local roads within the confines of the Toronto and East York Community Council area, excluding those roads that bound more than one community council area, with implementation commencing in September, 2015.
 - Authorized the appropriate City staff to take the necessary action to implement the foregoing reduction in the speed limit, including the introduction of the necessary Bills to the Toronto and East York Community Council.
- The link to this item is provided below:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE8.1>
- The 2016 Capital Budget and 2017 - 2025 Capital Plan includes \$1.500 million in 2016 for this initiative.

Cycling Infrastructure Initiatives

- At its meeting on August 31, 2015, the Budget Committee referred a letter from the Board of Health on Pedestrian and Cyclist Safety in Toronto for consideration during preparation of the 2016 Capital Budget and 2017-2025 Capital Plan.
 - The Board of Health expressed its support to Toronto City Council to commit an annual capital budget of at least \$20 million to implement a "minimum grid" of cycling infrastructure by 2018.
- The link to this item is provided below:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.BU10.16>
- At its meeting on September 22, 2015, the Public Works and Infrastructure Committee received report PW7.5 – Ten Year Cycling Network Plan: Project Update and 2016 Implementation Program.
 - The report provided an overview of the Ten Year Cycling Network Plan process undertaken to-date and identified the proposed 2016 implementation of this plan, for consideration in the 2016 Capital Budget process.
 - A final report will be submitted to Public Works & Infrastructure Committee in 2016 with options for Ten Year Cycling Network Plan implementation for the remainder of the ten year program.
- The link to this item is provided below:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW7.5>
- The 2016 Capital Budget and 2017 - 2025 Capital Plan includes \$4.000 million in 2016 for *Cycling Infrastructure*.

Environmental Assessments for Transportation Initiatives

- At its meeting on February 20, 2015, during the 2015 Budget process, the Budget Committee:
 - Requested the General Manager, Transportation Services to prepare a list of environmental assessments for transportation initiatives (including the estimated cost of each) that have not been funded in the current 2015-2024 capital plan, along with a recommended set of criteria to identify priority for funding and report through Public Works and Infrastructure Committee and subsequently through Budget Committee for consideration during the 2016 Budget process.
- Transportation Services is continuing to work on this request, specifically the set of criteria to identify priority for funding.

Mitigating Traffic and Transit Disruption

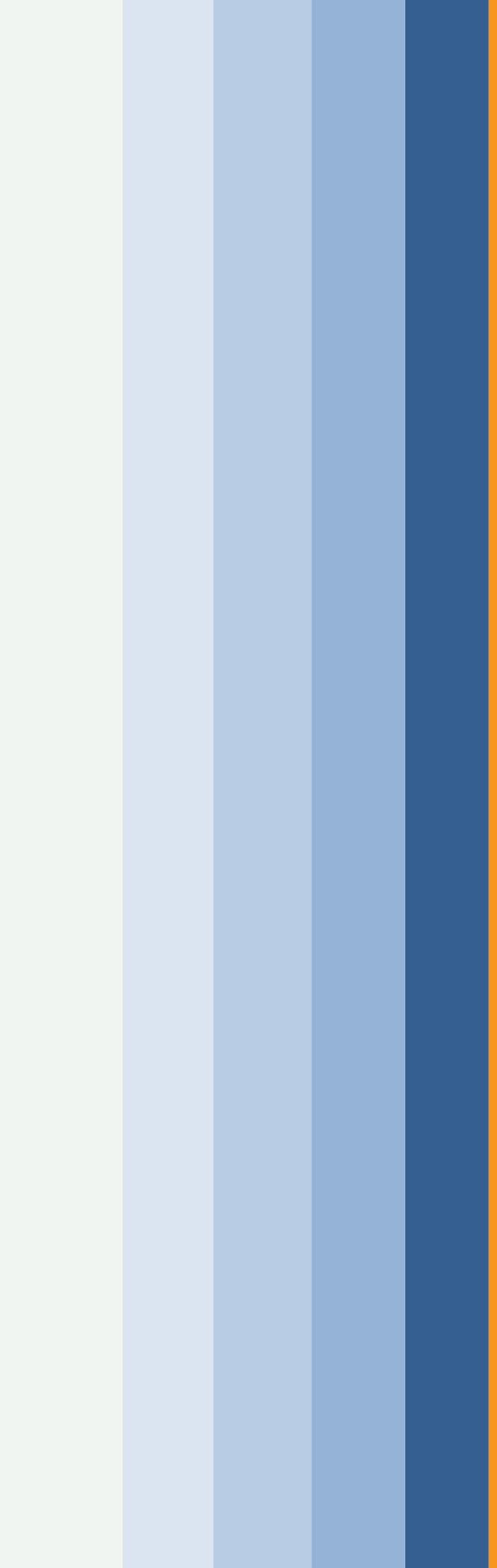
- At its meeting on February 10, 2015, City Council adopted report *PW1.3 – Managing Traffic Disruption on City-Led Construction Projects*, which included (in part) the following recommendation:
 - City Council direct the Executive Director, Engineering and Construction Services (ECS), to use an extended construction work hours schedule for City-led construction projects
- The link to this report is provided below:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW1.3>

- While capital programs are growing in the City, there is also an increased emphasis on mitigating traffic and transit disruption resulting from City-led construction projects.
- To reduce traffic and transit disruption, ECS has amended contract terms and conditions to extend construction working hours beyond the traditional 7:00 am start to 7:00 pm finish, where it makes sense to do so and there is agreement of the local Councillor. By working longer hours, ECS is able to reduce overall project schedules.
- The City is also investigating the use of incentive-based contracts for the 2016 construction season. These contracts will include acceleration payments for early completion and impose delay costs for late completion: experience in other jurisdictions has shown that these contracting methods can help to expedite the completion of projects within road rights-of-way, thereby reducing traffic and transit construction-related impacts.
- Achieving schedule savings by providing acceleration payments for early completion of City-led construction projects will have a cost impact, and this was acknowledged by City Council at its meeting on July 7, 2015 when it adopted report PW6.2 - *Applying Acceleration and Delay Costs in Construction Contracts*.
 - Additional costs will need to be accommodated within the overall capital program.
- The link to this report is provided below:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW6.2>

- ECS will work with Purchasing and Materials Management Division to evaluate the outcomes of acceleration and delay payments, including capital cost impacts, reductions in duration of construction schedules, and make changes to the City's construction contract procurement process, as appropriate.



Appendices

Appendix 1

2015 Performance

2015 Key Accomplishments

In 2015, Transportation Services accomplished the following:

- ✓ Completion of several major capital projects including:
 - Oakwood Avenue, Vaughan Road to Eglinton Avenue West
 - O'Connor Drive, Broadview Avenue to Greenwood Avenue
 - Pharmacy Avenue, St. Clair Avenue East to Eglinton Avenue East
 - Rexdale Boulevard, Islington Avenue to Kipling Avenue
 - Scarlett Road, Eglinton Avenue West to Lawrence Avenue West
 - The Queensway, Islington Avenue to Kipling Avenue
 - Victoria Park Avenue, Finch Avenue East to Steeles Avenue East
 - Warden Avenue, Ellesmere Road to Sheppard Avenue East
 - Willowdale Avenue, Cummer Avenue to Steeles Avenue East
 - Bay Street, Front Street to Queen Street West
 - Bayview Avenue, Lawrence Avenue East to York Mills Road
 - Birchmount Avenue, Lawrence Avenue East to Ellesmere Road
 - Caledonia Road, Eglinton Avenue West to Innes Avenue
 - Cummer Avenue, Bayview Avenue to Yonge Street
 - Dovercourt Road, Bloor Street West to Hallam Street
 - Dufferin Street, Eglinton Avenue West to HWY 401
 - Dundas Street West, Kipling Avenue to The East Mall
 - HWY 27, Finch Avenue West to Steeles Avenue West
 - Nugget Avenue, Shorting Road to Markham Road
 - Lawrence Avenue West, Weston Road to Royal York Road
- ✓ 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.

2015 Financial Performance

Table 6
2015 Budget Variance Analysis (In \$000's)

2015 Approved	As of Sept. 30, 2015		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
440,091	157,527	35.8%	324,397	73.7%	115,694	26.3%

* Based on 2015 Third Quarter Capital Variance Report

2015 Experience

At its meeting on December 9, 2015, Council approved the 2015 Capital Variance Report for the nine months ended September 30, 2015. Please refer to the attached link for the staff report regarding the details of variance explanations and year-end projections for Transportation Services:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX10.28>

Impact of the 2015 Capital Variance on the 2016 Budget

- At the time the variance report was prepared for the period ended September 30, 2015, the Program estimated that its required carry forward funding for 2015 would be \$115.694 million or 26.3% of its 2015 Approved Capital Budget.
- Subsequently, the required carry forward funding for 2015 has now been estimated to be \$146.998 million and that is reflected in these notes.
- A detailed review of the 2016 – 2025 Capital Budget and Plan has been conducted and the necessary adjustments have been made to the timing of cash flow funding for unique and major capital projects which are the major contributors to annual under expenditures (as discussed in the Issues section of these Notes). By deferring the cash flow funding to future years, the 2016 Capital Budget reflects readiness to proceed and will lead to a higher rate of spending.

Appendix 2

Table 7

2016 Capital Budget; 2017 to 2025 Capital Plan (\$000s)

Project	Total Project Cost**	Prior Year Carry Forward	2016	2017	2018	2019	2020	2016 - 2020	2021	2022	2023	2024	2025	2016 - 2025 Total
Health & Safety:														
Accessible Pedestrian Signals (Audible Signals)		1,372	2,300	2,300	2,300	2,300	2,300	12,872	2,300	2,300	2,300	2,300	2,300	24,372
Guide Rail Replacement	3,300		1,300	1,000	1,000			3,300						3,300
Local Geometric Traffic Safety Improvements	4,500	418	2,000	2,000				4,418						4,418
Local Speed Limit Reduction	1,500		1,500					1,500						1,500
New Traffic Control Signals / Devices		3,444		2,180	2,180	2,180	2,180	14,344	2,180	2,180	2,180	2,180	2,180	25,244
Pedestrian Safety and Infrastructure Programs		471	557	723	740	707	707	3,905	707	707	707	707	707	7,440
PXO Visibility Enhancement		162	569					731						731
Salt Management Program		816	1,077	1,105	1,131	1,159	1,159	6,447	1,159	1,159	1,159	1,159	1,159	12,242
Signal Major Modifications		716	2,290	2,290	2,290	2,290	2,290	12,166	2,290	2,290	2,290	2,290	2,290	23,616
Tactile Domes Installation	3,000		1,000	1,000	1,000			3,000						3,000
Traffic Sign Structure Replacement		910	200					1,110						1,110
Requirements		212	400	400	400	400	400	2,212	400	400	400	400	400	4,212
2 Way Radio Communication	2,200	2,200						2,200						2,200
Sub-Total		10,721	15,373	12,998	11,041	9,036	9,036	68,205	9,036	9,036	9,036	9,036	9,036	113,385
State of Good Repair:														
F.G. Gardiner*	2,396,626	22,700	36,910	34,046	14,550	11,570	11,550	131,326	11,550	11,550	2,102,550	29,000	29,000	2,314,976
Facility Improvements			1,500	1,500	1,500	1,500	1,500	7,500	1,500	1,500	1,500	1,500	1,500	15,000
Bathurst Street Bridge Rehabilitation	28,313	1,032	500	10,500	12,281	3,850		28,163						28,163
City Bridge Rehabilitation		18,367	41,026	33,491	40,481	40,837	41,388	215,590	41,106	40,517	49,849	46,645	39,145	432,852
Ditch Rehabilitation and Culvert Reconstruction			1,000	1,000	1,000	1,000	1,000	5,000	1,000	1,000	1,000	1,000	1,000	10,000
Don Valley Parkway Rehabilitation		1,203	2,319	2,435	2,496	2,558		13,569	2,558	2,558	2,558	2,558	2,558	26,359
Dufferin Street Bridge Rehabilitation	26,950						550	550	550	12,620	12,630			26,350
Interim Rehabilitation of Roads	24,000	5,910	8,000	8,000				21,910						21,910
Laneways		318	2,088	2,193	2,248	1,855	1,800	10,502	1,800	1,800	1,800	1,800	1,800	19,502
Local Road Rehabilitation			47,421	54,357	61,702	64,449	71,210	299,139	71,722	72,472	86,472	86,472	78,972	695,249
Major Road Rehabilitation			62,356	58,121	57,644	59,972	59,622	297,715	60,369	60,369	67,305	67,305	60,754	613,817
Major SOGR Pooled Contingency		4,637	4,397	4,191	4,337	4,476	4,535	26,573	4,528	4,533	5,222	5,138	5,138	51,132
Neighbourhood Improvements		1,763	2,000	2,000	2,000	2,000	2,000	11,763	2,000	2,000	2,000	2,000	2,000	21,763
Retaining Walls Rehabilitation		531	4,200	3,800	1,311	1,344	1,344	12,530	1,344	1,344	1,344	1,344	1,344	19,250
Sidewalks		3,652	16,573	18,515	15,235	15,123	15,408	84,506	14,147	14,147	14,147	14,147	14,147	155,241
Traffic Plant Requirements/Signal Asset Management		2,043	5,700	5,700	5,700	5,700	5,700	30,543	5,700	5,700	5,700	5,700	5,700	59,043
Traffic Plant Restoration	2,900	146	800					946						946
Sub-Total		62,302	236,790	239,849	222,485	216,234	220,165	1,197,825	219,874	232,110	2,354,077	264,609	243,058	4,511,553
Service Improvements:														
Advanced Traffic Signal Control		1,606	1,350	1,350	1,350	1,350	1,350	8,356	1,350	1,350	1,350	1,350	1,350	15,106
Cycling Infrastructure		7,338	14,250	9,205	8,100	8,303	8,303	55,499	8,303	8,303	8,303	8,303	8,303	97,014
Engineering Studies		3,573	5,000	4,500	4,500	4,538	3,038	25,149	3,038	3,038	3,038	3,038	3,038	40,339
Finch LRT - Transportation Study	200		200					200						200
LED Signal Module Conversion		329	1,000	1,000	1,000	1,000	1,000	5,329	1,000	1,000	1,000	1,000	1,000	10,329
Signs and Markings Asset Management		1,105	1,000	1,000	1,000	1,000	1,000	6,105	1,000	1,000	1,000	1,000	1,000	11,105
Traffic Calming		62	283	298	305	312	312	1,572	312	312	312	312	312	3,132
Traffic Control - RESCU		1,248	1,100	1,100	1,100	1,100	1,100	6,748	1,100	1,100	1,100	1,100	1,100	12,248
Transportation Safety & Local Improvement Program		981	1,283	1,297	1,305	1,313	1,313	7,492	1,313	1,313	1,313	1,313	1,313	14,057
Sub-Total		16,242	25,466	19,750	18,660	18,916	17,416	116,450	17,416	17,416	17,416	17,416	17,416	203,530
Growth Related:														
Gardiner York/Bay/Yonge Reconfiguration	31,800	1,293	10,750	19,250				31,293						31,293
Georgetown South City Infrastructure Upgrades	67,100	13,420	13,420	13,420	13,420	13,420		67,100						67,100
Growth Related Capital Works		300	300	300	300	300	300	1,800	300	300	300	300	300	3,300
Ingram Drive Extension - Grade Separation	59,600		1,000	3,000	6,000	8,000		18,000		15,000	15,000	5,000		53,000
King Liberty Cycling Pedestrian Bridge LARP (Lawrence-Allen Revitalization Project)	11,350	1,000	350	2,000	8,000			11,350						11,350
Legion Road Extension & Grade Separation	6,274	550	1,094	1,153	940	2,086	438	6,261						6,261
Metrolinx Additional Infrastructure	45,000				5,000	5,000	15,000	15,000	15,000	15,000				45,000
North Queen New Street	10,000							10,000						10,000
North York Service Road	20,740	5,746		5,000				10,746		1,000	6,000	6,000		10,746
Port Union Road	5,000	300	500	4,200				5,000						5,000
Redlea Avenue (Steeles - McNicoll)	19,400	4,237	6,500					10,737						10,737
Regent Park Revitalization	5,942	758	793	1,565	956	627	301	5,000	229	117				5,346
Rouge National Park Transfer of Lands	222	222						222						222
Scarlett/St Clair/Dundas	50,500		500	8,000	7,000	10,000	15,000	40,500	10,000					50,500
Six Points Interchange Redevelopment	77,297	10,058	9,500	11,002	20,829	18,778	2,988	73,155						73,155
St Clair West/Metrolinx Georgetown Grade Separation	32,000	2,000		4,000	2,000	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)	40,000		1,500	500	4,000	4,000	17,000	27,000	13,000					40,000
Third Party Signals		536	900	900	900	900	900	5,036	900	900	900	900	900	9,536
Traffic Congestion Management	47,240	6,313	5,700	7,300	7,530	5,230	11,480	43,553						43,553
Work for TTC & Others		8,000	4,000	4,000	4,000	4,000	4,000	28,000	4,000	4,000	4,000	4,000	4,000	48,000
Yonge Street Revitalization	2,000		2,000					2,000						2,000
Yonge Street/Highway 401 Interchange Improvements	25,000	2,500			11,250	11,250		25,000						25,000
Sub-Total		57,733	58,807	85,590	92,125	95,591	79,407	469,253	43,429	36,317	26,200	16,200	5,200	596,599
Total		146,998	336,436	358,187	344,311	339,777	326,024	1,851,733	289,755	294,879	2,406,729	307,261	274,710	5,425,067

**Total Project Costs are provided for multi-year capital projects, excluding ongoing capital projects (i.e. Major Road Rehab projects)
*The total project cost for the Gardiner reflect the 2012 - 2025 costs.

Appendix 3

2016 Capital Budget; 2017 to 2025 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan

Transportation Services

Sub- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN000001 <u>Signal Major Modifications</u>																									
0	8	13TM-01TP Signal Major Modification 2013-2016	CW	S2	01	609	0	0	0	0	609	0	609	0	0	469	0	0	0	0	0	140	0	609	
0	10	Signal Major Modifications History 2015	CW	S2	01	716	0	0	0	0	716	0	716	0	0	0	0	0	0	0	0	716	0	716	
0	11	2016 & Future Signal Major Modifications	CW	S5	01	1,681	2,290	2,290	2,290	2,290	10,841	11,450	22,291	0	0	10,981	0	0	0	0	0	11,310	0	22,291	
Sub-total						3,006	2,290	2,290	2,290	2,290	12,166	11,450	23,616	0	0	11,450	0	0	0	0	0	0	12,166	0	23,616
TRN000172 <u>Third Party Signals</u>																									
0	8	13TM-01TP Third Party Signals 2013-2016	CW	S2	05	364	0	0	0	0	364	0	364	0	0	0	0	0	0	0	364	0	0	364	
0	10	Third Party Signals 2015 History	CW	S2	05	536	0	0	0	0	536	0	536	0	0	0	0	0	0	0	536	0	0	536	
0	11	2016 & Future Third Party Signals	CW	S5	05	536	900	900	900	900	4,136	4,500	8,636	0	0	0	0	0	0	0	8,636	0	0	8,636	
Sub-total						1,436	900	900	900	900	5,036	4,500	9,536	0	0	0	0	0	0	0	0	9,536	0	0	9,536
TRN000181 <u>Steeles Widening (Tapscott Road - Beare Road)</u>																									
0	1	Steeles Widening (Tapscott Road - Beare Road)	42	S5	05	1,500	500	4,000	4,000	17,000	27,000	13,000	40,000	0	0	35,200	0	0	0	0	0	4,800	0	40,000	
Sub-total						1,500	500	4,000	4,000	17,000	27,000	13,000	40,000	0	0	35,200	0	0	0	0	0	0	4,800	0	40,000
TRN000183 <u>Cycling Infrastructure</u>																									
0	7	Centennial Pk(E) Path Dev throughout (TBP) W14,15	03	S5	04	50	250	0	0	0	300	0	300	0	0	270	0	5	0	0	0	25	0	300	
0	9	Etobicoke Valley Pk: Trail Ext. 9	06	S5	04	700	0	0	0	0	700	0	700	0	0	630	0	70	0	0	0	0	0	700	
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	0	717	
0	29	Mid Humber Extend Trail Wards 1,2,7 2016 - 2017	CW	S5	04	500	750	0	0	0	1,250	0	1,250	0	0	1,150	0	0	0	0	0	100	0	1,250	
0	30	Cycling Infrastructure 2016 & future	CW	S5	04	7,750	7,705	7,600	8,303	8,303	39,661	41,515	81,176	0	0	14,615	0	0	0	0	0	66,561	0	81,176	
0	31	Toronto Bike Plan/Off Road Bike Trail 2016-2018	CW	S5	04	1,250	500	500	0	0	2,250	0	2,250	0	0	1,250	0	0	0	0	0	1,000	0	2,250	
0	32	Bike Share 2015	CW	S2	04	1,200	0	0	0	0	1,200	0	1,200	0	0	0	0	1,200	0	0	0	0	0	1,200	
0	33	Etobicoke Valley Pk Trail Ext 9 History 2015	CW	S2	04	100	0	0	0	0	100	0	100	0	0	10	0	90	0	0	0	0	0	100	
0	34	Cycling Infrastructure 2015 History	CW	S2	04	3,884	0	0	0	0	3,884	0	3,884	0	0	0	0	0	0	0	0	3,884	0	3,884	
0	35	Toronto Bike Plan/Off Road Bike Trail 2015 History	CW	S2	04	987	0	0	0	0	987	0	987	0	0	587	0	0	0	0	0	400	0	987	
0	36	Additional Funding 2016	CW	S4	04	4,000	0	0	0	0	4,000	0	4,000	0	0	720	0	0	0	0	0	3,280	0	4,000	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN000183 <u>Cycling Infrastructure</u>																								
0	37	Mid Humber Extend Trail wards 1,2,7 History 2015	CW	S2	04	450	0	0	0	0	450	0	450	0	0	350	0	0	0	0	0	100	0	450
Sub-total						21,588	9,205	8,100	8,303	8,303	55,499	41,515	97,014	0	0	19,582	0	2,032	0	50	0	75,350	0	97,014
TRN000184 <u>Growth Related Capital Works</u>																								
0	12	Growth Related Capital Works - 2016 & Future	CW	S5	05	300	300	300	300	300	1,500	1,500	3,000	0	0	1,800	0	0	0	0	0	1,200	0	3,000
0	13	2015 History Growth Related	CW	S2	05	300	0	0	0	0	300	0	300	0	0	180	0	0	0	0	0	120	0	300
Sub-total						600	300	300	300	300	1,800	1,500	3,300	0	0	1,980	0	0	0	0	0	1,320	0	3,300
TRN000191 <u>Scarlet/St Clair/Dundas</u>																								
0	4	2016 to 2021	11	S5	05	500	8,000	7,000	10,000	15,000	40,500	10,000	50,500	0	0	18,685	0	0	0	0	0	31,815	0	50,500
Sub-total						500	8,000	7,000	10,000	15,000	40,500	10,000	50,500	0	0	18,685	0	0	0	0	0	31,815	0	50,500
TRN000370 <u>Traffic Calming</u>																								
0	11	Traffic Calming 2016 & Future	CW	S5	04	283	298	305	312	312	1,510	1,560	3,070	0	0	0	0	0	0	0	0	3,070	0	3,070
0	12	Traffic Calming 2015 History	CW	S2	04	62	0	0	0	0	62	0	62	0	0	0	0	0	0	0	0	62	0	62
Sub-total						345	298	305	312	312	1,572	1,560	3,132	0	0	0	0	0	0	0	0	3,132	0	3,132
TRN025 <u>Work for TTC & Others</u>																								
0	11	Work for TTC & Others - Future 2016-2025	CW	S5	05	4,000	4,000	4,000	4,000	4,000	20,000	20,000	40,000	0	0	0	0	0	0	0	0	40,000	0	40,000
0	12	Work for TTC & Others 2015 History	CW	S2	05	8,000	0	0	0	0	8,000	0	8,000	0	0	0	0	0	0	0	0	8,000	0	8,000
Sub-total						12,000	4,000	4,000	4,000	4,000	28,000	20,000	48,000	0	0	0	0	0	0	0	0	48,000	0	48,000
TRN029 <u>Don Valley Parkway Rehabilitation</u>																								
0	15	Don Valley - History 2015	CW	S2	03	1,203	0	0	0	0	1,203	0	1,203	0	0	0	0	0	0	0	0	1,203	0	1,203
0	17	Don Valley - Future 2016 - 2025	CW	S5	03	2,319	2,435	2,496	2,558	2,558	12,366	12,790	25,156	0	0	0	0	0	0	0	0	25,156	0	25,156
Sub-total						3,522	2,435	2,496	2,558	2,558	13,569	12,790	26,359	0	0	0	0	0	0	0	0	26,359	0	26,359
TRN031 <u>New Traffic Control Signals / Devices</u>																								
0	11	13TM-01TP New Traffic Control Signal 2013-2016	CW	S2	01	180	0	0	0	0	180	0	180	0	0	0	0	0	0	0	0	180	0	180
0	13	New Traffic Control Signals/Devices History 2015	CW	S2	01	3,444	0	0	0	0	3,444	0	3,444	0	0	845	0	0	0	0	0	2,599	0	3,444
0	14	2016 & Future New Traffic Control Signals/Devices	CW	S5	01	2,000	2,180	2,180	2,180	2,180	10,720	10,900	21,620	0	0	10,900	0	0	0	0	0	10,720	0	21,620
Sub-total						5,624	2,180	2,180	2,180	2,180	14,344	10,900	25,244	0	0	11,745	0	0	0	0	0	13,499	0	25,244

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN906080 Pedestrian Safety and Infrastructure Programs																									
0	14	RFQ - Data Collection 2016-2018	CW	S5	01	50	50	50	0	0	150	0	150	0	0	0	0	0	0	0	0	150	0	150	
Sub-total						1,028	723	740	707	707	3,905	3,535	7,440	0	0	768	0	0	0	0	0	0	6,672	0	7,440
TRN906085 Sidewalks																									
0	13	Sidewalks 2016 & Future	CW	S5	03	0	4,629	3,809	7,562	15,408	31,408	70,735	102,143	0	0	0	0	0	0	0	0	102,143	0	102,143	
0	16	Sidewalks History 2015	CW	S2	03	20,225	13,886	11,426	7,561	0	53,098	0	53,098	0	0	0	0	0	0	0	0	53,098	0	53,098	
Sub-total						20,225	18,515	15,235	15,123	15,408	84,506	70,735	155,241	0	0	0	0	0	0	0	0	0	155,241	0	155,241
TRN906086 Laneways																									
0	11	Laneways 2013 Professional Services to 2018	CW	S2	03	190	190	135	0	0	515	0	515	0	0	0	0	0	0	0	0	515	0	515	
0	13	Laneways 2015 History	CW	S2	03	2,216	1,502	1,585	927	0	6,230	0	6,230	0	0	0	0	0	0	0	0	6,230	0	6,230	
0	15	Laneways 2016 & Future	CW	S5	03	0	501	528	928	1,800	3,757	9,000	12,757	0	0	0	0	0	0	0	0	12,757	0	12,757	
Sub-total						2,406	2,193	2,248	1,855	1,800	10,502	9,000	19,502	0	0	0	0	0	0	0	0	0	19,502	0	19,502
TRN906355 North York Service Road																									
0	13	North York Service Road 2014 Acquisition	23	S2	05	5,746	0	0	0	0	5,746	0	5,746	0	0	0	0	0	0	5,746	0	0	0	5,746	
0	14	North York Service Road - 2017	CW	S6	05	0	5,000	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0	5,000	
Sub-total						5,746	5,000	0	0	0	10,746	0	10,746	0	0	0	0	0	0	5,746	0	5,000	0	10,746	
TRN906405 Upgrades To Meet New ESA Requirements																									
0	14	Upgrades to Meet New ESA Req.History 2015	CW	S2	01	212	0	0	0	0	212	0	212	0	0	0	0	0	0	0	0	212	0	212	
0	15	2016 & Future - Upgrades to Meet New ESA Req.	CW	S5	01	400	400	400	400	400	2,000	2,000	4,000	0	0	0	0	0	0	0	0	4,000	0	4,000	
Sub-total						612	400	400	400	400	2,212	2,000	4,212	0	0	0	0	0	0	0	0	0	4,212	0	4,212
TRN906857 Retaining Walls Rehabilitation																									
0	10	Retaining Walls History 2015	CW	S2	03	531	0	0	0	0	531	0	531	0	0	0	0	531	0	0	0	0	0	531	
0	12	Retaining Walls 2016 - 2025	CW	S5	03	1,218	1,279	1,311	1,344	1,344	6,496	6,720	13,216	0	0	0	0	0	0	0	0	13,216	0	13,216	
0	13	Additional funds 2016 - 2017	CW	S5	03	2,982	2,521	0	0	0	5,503	0	5,503	0	0	0	0	0	0	0	0	5,503	0	5,503	
Sub-total						4,731	3,800	1,311	1,344	1,344	12,530	6,720	19,250	0	0	0	0	531	0	0	0	18,719	0	19,250	
TRN907125 PXO Visibility Enhancement																									
0	7	PXO Visibility Enhancement History 2015	CW	S2	01	162	0	0	0	0	162	0	162	0	0	0	0	0	0	0	0	162	0	162	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary 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												
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TRN907125 PXO Visibility Enhancement</u>																								
0	8	2016 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						731	0	0	0	0	731	0	731	0	0	0	0	0	0	0	731	0	731	
<u>TRN907247 Signs and Markings Asset Management</u>																								
0	7	Signs & Markings Asset Management - 2015 History	CW	S2	04	1,105	0	0	0	0	1,105	0	1,105	0	0	0	0	0	0	1,105	0	1,105		
0	8	2016 & Future Signs & Markings Asset Management	CW	S5	04	1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000	0	0	0	0	0	0	10,000	0	10,000		
Sub-total						2,105	1,000	1,000	1,000	1,000	6,105	5,000	11,105	0	0	0	0	0	0	0	11,105	0	11,105	
<u>TRN907312 Neighbourhood Improvements</u>																								
0	14	Neighbourhood Improvements 2015 History	CW	S2	03	1,199	0	0	0	0	1,199	0	1,199	0	0	0	1,156	0	43	0	0	0	1,199	
0	17	Neighbourhood Improvements 2016 & Future	CW	S5	03	2,000	2,000	2,000	2,000	2,000	10,000	10,000	20,000	0	0	0	20,000	0	0	0	0	0	20,000	
Sub-total						3,199	2,000	2,000	2,000	2,000	11,199	10,000	21,199	0	0	0	0	21,156	0	43	0	0	0	21,199
<u>TRN907323 Six Points Interchange Redevelopment</u>																								
0	2	Six Points Interchange Redevelopment 2015 History	CW	S2	05	9,500	0	0	0	0	9,500	0	9,500	0	0	2,660	0	5,000	0	0	1,840	0	9,500	
0	4	Six Points Interchange Redevelopment 2014	CW	S2	05	558	0	0	0	0	558	0	558	0	0	409	0	149	0	0	0	0	558	
0	5	2016 & Future Six Points	CW	S5	05	9,500	8,500	10,548	0	0	28,548	0	28,548	0	0	7,993	0	8,300	0	0	12,255	0	28,548	
0	6	Additional Adjustments - 2017 to 2020	CW	S6	05	0	2,502	10,281	18,778	2,988	34,549	0	34,549	0	0	6,996	0	0	0	0	17,989	9,564	34,549	
Sub-total						19,558	11,002	20,829	18,778	2,988	73,155	0	73,155	0	0	18,058	0	13,449	0	0	0	32,084	9,564	73,155
<u>TRN907328 Redlea Avenue (Steeles - McNicoll)</u>																								
0	4	Redlea - 2015	39	S2	05	4,237	0	0	0	0	4,237	0	4,237	0	0	3,787	0	0	450	0	0	0	4,237	
0	5	Redlea - 2016	39	S4	05	6,500	0	0	0	0	6,500	0	6,500	0	0	5,915	0	0	0	0	585	0	6,500	
Sub-total						10,737	0	0	0	0	10,737	0	10,737	0	0	9,702	0	0	450	0	0	585	0	10,737
<u>TRN907546 Regent Park Revitalization</u>																								
0	5	Regent Park Revitalization 2015 History	27	S2	05	758	0	0	0	0	758	0	758	0	0	0	0	0	0	0	758	0	758	
0	7	Regent Park Revitalization 2016 - 2022	27	S5	05	793	1,565	956	627	301	4,242	346	4,588	0	0	2,019	0	0	0	0	2,569	0	4,588	
Sub-total						1,551	1,565	956	627	301	5,000	346	5,346	0	0	2,019	0	0	0	0	0	3,327	0	5,346
<u>TRN907617 Traffic Sign Structure Replacement</u>																								
0	3	Traffic Sign Structure Replacement History 2015	CW	S2	01	910	0	0	0	0	910	0	910	0	0	0	0	0	0	0	910	0	910	

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan**

Transportation Services						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By										
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
TRN907617 Traffic Sign Structure Replacement																							
0 4	2016 & Future Traffic Sign Structure Replacement	CW	S5	01	200	0	0	0	0	200	0	200	0	0	0	0	0	0	0	0	200	0	200
	Sub-total				1,110	0	0	0	0	1,110	0	1,110	0	0	0	0	0	0	0	0	1,110	0	1,110
TRN907673 Facility Improvements																							
0 7	Facility Improvements - 2015 & Future	CW	S5	03	1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	15,000	0	15,000
	Sub-total				1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	15,000	0	15,000
TRN907834 Gardiner York/Bay/Yonge Reconfiguration																							
0 1	Gardiner York/Bay/Yonge Reconf 2016-2017	28	S5	05	10,750	19,250	0	0	0	30,000	0	30,000	0	0	0	0	0	0	5,000	0	15,000	10,000	30,000
0 2	2014 History	CW	S2	05	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	1,000	0	0	0	1,000
0 3	Detail Design Drawing 2014 History	CW	S2	03	293	0	0	0	0	293	0	293	0	0	0	0	0	0	293	0	0	0	293
	Sub-total				12,043	19,250	0	0	0	31,293	0	31,293	0	0	0	0	0	0	6,293	0	15,000	10,000	31,293
TRN907836 Ingram Drive Extension - Grade Separation																							
0 2	Ingram Drive 2016 to 2019	11	S5	05	1,000	3,000	6,000	8,000	0	18,000	0	18,000	0	0	0	0	0	0	0	0	18,000	0	18,000
0 3	Additional Funding 2022-2024	CW	S6	05	0	0	0	0	0	0	35,000	35,000	0	0	0	0	0	0	0	0	35,000	0	35,000
	Sub-total				1,000	3,000	6,000	8,000	0	18,000	35,000	53,000	0	0	0	0	0	0	0	0	53,000	0	53,000
TRN907837 King Liberty Cycling Pedestrian Bridge																							
0 1	King Liberty Cycling Pedestrian Bridge 2015	14	S2	05	7,000	0	0	0	0	7,000	0	7,000	0	0	0	0	0	0	0	0	7,000	0	7,000
0 2	Change in scope 2016	CW	S3	05	-6,000	0	0	0	0	-6,000	0	-6,000	0	0	0	0	0	0	0	0	-6,000	0	-6,000
0 3	Cash Flow 2016 to 2018 King Liberty Cycling Pedest	CW	S5	05	350	2,000	8,000	0	0	10,350	0	10,350	0	0	0	0	0	0	0	0	10,350	0	10,350
	Sub-total				1,350	2,000	8,000	0	0	11,350	0	11,350	0	0	0	0	0	0	0	0	11,350	0	11,350
TRN907838 Legion Road Extension & Grade Separation																							
0 1	Legion Road Extension Grade Separation	06	S6	05	0	0	0	0	15,000	15,000	30,000	45,000	0	0	45,000	0	0	0	0	0	0	0	45,000
	Sub-total				0	0	0	0	15,000	15,000	30,000	45,000	0	0	45,000	0	0	0	0	0	0	0	45,000
TRN907839 St Clair West/Metrolinx Georgetown Grade Separ																							
0 1	St Clair West/Metrolinx Georgetown 2015 History	11	S2	05	8,000	12,000	12,000	0	0	32,000	0	32,000	0	0	14,400	0	0	0	0	0	17,600	0	32,000
0 2	St Clair West/Metrolinx Georgetown	11	S3	05	-6,000	-12,000	-12,000	0	0	-30,000	0	-30,000	0	0	-13,500	0	0	0	0	0	-16,500	0	-30,000

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907839 St Clair West/Metrolinx Georgetown Grade Separ																									
0	3	St Clair W/Metrolinx Georgetown Grade 2017-2020	CW	S6	05	0	4,000	2,000	12,000	12,000	30,000	0	30,000	0	0	13,500	0	0	0	0	0	16,500	0	30,000	
Sub-total						2,000	4,000	2,000	12,000	12,000	32,000	0	32,000	0	0	14,400	0	0	0	0	0	0	17,600	0	32,000
TRN907840 LARP(Lawrence-Allen Revitalization Project)																									
0	4	2015 History	15	S2	05	1,644	1,153	940	2,086	438	6,261	0	6,261	0	0	0	6,261	0	0	0	0	0	0	6,261	
Sub-total						1,644	1,153	940	2,086	438	6,261	0	6,261	0	0	0	6,261	0	0	0	0	0	0	0	6,261
TRN907849 Yonge Street/Highway 401 Interchange Improver																									
0	1	Yonge St/HWY 401 Interchange Improve 2015 cashflow	CW	S2	05	11,250	11,250	0	0	0	22,500	0	22,500	0	0	5,625	0	0	0	0	11,250	5,625	0	22,500	
0	2	Yonge Street/Highway 401 Interchange Improvements	CW	S3	05	-11,250	-11,250	0	0	0	-22,500	0	-22,500	0	0	-5,625	0	0	0	0	-11,250	-5,625	0	-22,500	
0	3	2018-2019 Yonge Highway 401	CW	S6	05	0	0	11,250	11,250	0	22,500	0	22,500	11,250	0	5,625	0	0	0	0	0	5,625	0	22,500	
0	4	2015 History	CW	S2	05	2,500	0	0	0	0	2,500	0	2,500	0	0	625	0	0	0	0	1,250	625	0	2,500	
Sub-total						2,500	0	11,250	11,250	0	25,000	0	25,000	11,250	0	6,250	0	0	0	0	1,250	6,250	0	25,000	
TRN907859 North Queen New Street																									
0	1	North Queen New Street	CW	S6	05	0	0	0	0	0	13,000	0	13,000	0	0	0	0	0	0	0	0	13,000	0	13,000	
Sub-total						0	0	0	0	0	13,000	0	13,000	0	0	0	0	0	0	0	0	0	13,000	0	13,000
TRN907871 Traffic Plant Restoration																									
0	2	Traffic Plant Restoration History 2015	CW	S2	03	146	0	0	0	0	146	0	146	0	0	0	0	0	146	0	0	0	0	146	
0	4	2016 & Future Traffic Plant Restoration	CW	S5	03	800	0	0	0	0	800	0	800	0	0	0	0	0	0	0	0	800	0	800	
Sub-total						946	0	0	0	0	946	0	946	0	0	0	0	0	146	0	0	800	0	946	
TRN907910 F.G. Gardiner																									
0	8	Elevated Portion 2015	CW	S2	03	32,000	94,000	98,000	0	0	224,000	0	224,000	0	0	209,000	0	0	0	0	15,000	0	224,000		
0	10	Program Management - 2015	CW	S2	03	5,680	0	0	0	0	5,680	0	5,680	0	0	0	0	0	0	0	0	5,680	0	5,680	
0	12	Program Management - 2015	CW	S2	03	6,590	6,730	6,900	7,100	7,200	34,520	29,000	63,520	0	0	0	0	0	0	0	0	63,520	0	63,520	
0	14	At Grade - 2016-2019	CW	S2	03	6,300	6,100	7,900	13,200	0	33,500	0	33,500	0	0	0	0	0	0	0	0	33,500	0	33,500	
0	23	At-Grade 2016 Adjustments	CW	S3	03	-6,300	-6,100	-7,900	-13,200	0	-33,500	0	-33,500	0	0	0	0	0	0	0	0	-33,500	0	-33,500	
0	24	PM Adjustments 2016	CW	S3	03	-6,570	-6,730	-6,900	-7,100	-7,200	-34,500	-29,000	-63,500	0	0	0	0	0	0	0	0	-63,500	0	-63,500	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary 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													
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TRN907910 F.G. Gardiner</u>																									
0	25	Elevated Portion 2016 Adjustments	CW	S3	03	2,420	-80,804	-95,000	20	0	-173,364	0	-173,364	0	0	0	-175,784	0	0	0	0	2,420	0	-173,364	
Sub-total						40,120	13,196	3,000	20	0	56,336	0	56,336	0	0	0	33,216	0	0	0	0	23,120	0	56,336	
<u>TRN907926 Major Road Rehabilitation</u>																									
0	2	History 2013 - With 2014 to 2018 Cash Flow	CW	S2	03	760	760	540	0	0	2,060	0	2,060	0	0	0	0	0	0	0	0	2,060	0	2,060	
0	3	Major Road Rehabilitation 2016 & Future	CW	S5	03	0	12,605	14,276	29,986	59,622	116,489	316,102	432,591	0	0	0	210,000	0	0	0	0	222,591	0	432,591	
0	4	Geotechnical REOI 9173-14-7166 2015-2017	CW	S2	03	1,442	1,442	0	0	0	2,884	0	2,884	0	0	0	0	0	0	0	0	2,884	0	2,884	
0	6	PW29.3 Tender Call No. 14-2014	CW	S2	03	2,800	5,500	0	0	0	8,300	0	8,300	0	0	0	0	0	0	0	0	8,300	0	8,300	
0	7	Major Road Rehab 2015 History 2015-2019	CW	S2	03	57,354	37,814	42,828	29,986	0	167,982	0	167,982	0	0	0	90,000	0	0	0	0	77,982	0	167,982	
Sub-total						62,356	58,121	57,644	59,972	59,622	297,715	316,102	613,817	0	0	0	300,000	0	0	0	0	313,817	0	613,817	
<u>TRN907937 Traffic Congestion Management</u>																									
0	2	Traffic Congestion Management 2015 History	CW	S2	05	8,813	0	0	0	0	8,813	0	8,813	0	0	0	0	0	0	0	0	8,813	0	8,813	
0	3	2016 & Future Traffic Congestion Management	CW	S5	05	2,500	5,000	0	0	0	7,500	0	7,500	0	0	0	0	0	0	0	0	7,500	0	7,500	
0	4	Additional Funding 2016-2020	CW	S5	05	700	2,300	7,530	5,230	11,480	27,240	0	27,240	0	0	0	0	0	0	0	0	27,240	0	27,240	
Sub-total						12,013	7,300	7,530	5,230	11,480	43,553	0	43,553	0	0	0	0	0	0	0	0	43,553	0	43,553	
<u>TRN907947 Steeles Avenue East/Kennedy Road Grade Sepa</u>																									
0	2	EA Study Only	42	S2	05	500	0	0	0	0	500	0	500	0	0	0	0	0	0	500	0	0	0	500	
Sub-total						500	0	0	0	0	500	0	500	0	0	0	0	0	0	500	0	0	0	500	
<u>TRN908055 Local Geometric Traffic Safety Improvements</u>																									
0	1	Local Geo Traffic Safety Improve History 2015	CW	S2	01	418	0	0	0	0	418	0	418	0	0	0	0	0	0	0	418	0	418		
0	2	Local Geometric Traffic Safety Improve 2016-2025	CW	S5	01	2,000	2,000	0	0	0	4,000	0	4,000	0	0	0	0	0	0	0	0	4,000	0	4,000	
Sub-total						2,418	2,000	0	0	0	4,418	0	4,418	0	0	0	0	0	0	0	0	4,418	0	4,418	
<u>TRN908056 2 Way Radio Communication - New contract</u>																									
0	1	2 Way Radio Communication	CW	S2	01	2,200	0	0	0	0	2,200	0	2,200	0	0	0	0	0	2,200	0	0	0	0	2,200	
Sub-total						2,200	0	0	0	0	2,200	0	2,200	0	0	0	0	0	2,200	0	0	0	0	0	2,200
<u>TRN908059 Interim Rehabilitation of Roads</u>																									
0	1	Interim Rehabilitation of Roads History 2015	CW	S2	03	5,910	0	0	0	0	5,910	0	5,910	0	0	0	0	0	5,910	0	0	0	0	5,910	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary Capital Plan

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By										
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
<u>TRN908059 Interim Rehabilitation of Roads</u>																							
0	2	Interim Rehabilitation of Roads 2016 - 2025	CW	S5	03	8,000	8,000	0	0	0	16,000	0	16,000	0	0	0	0	0	0	16,000	0	16,000	
Sub-total						13,910	8,000	0	0	0	21,910	0	21,910	0	0	0	0	5,910	0	0	16,000	0	21,910
<u>TRN908060 Ditch Rehabilitation and Culvert Reconstruction</u>																							
0	2	Ditch Rehab & Culvert Recon 2016 - 2025	CW	S5	03	1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000	0	0	0	0	0	0	10,000	0	10,000	
Sub-total						1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000	0	0	0	0	0	0	0	10,000	0	10,000
<u>TRN908072 Bathurst Street Bridge Rehabilitation</u>																							
0	1	Bathurst Street Bridge History 2015	20	S2	03	13,313	12,150	2,700	0	0	28,163	0	28,163	0	0	0	0	0	0	28,163	0	28,163	
0	2	Bathurst Street Bridge Change of Scope	20	S3	03	-12,281	-12,150	-2,700	0	0	-27,131	0	-27,131	0	0	0	0	0	0	-27,131	0	-27,131	
0	3	Bathurst Street Bridge - 2016-2020	CW	S5	03	500	10,500	12,281	3,850	0	27,131	0	27,131	0	0	0	0	0	0	27,131	0	27,131	
Sub-total						1,532	10,500	12,281	3,850	0	28,163	0	28,163	0	0	0	0	0	0	0	28,163	0	28,163
<u>TRN908073 Dufferin Street Bridge Rehabilitation</u>																							
0	1	Dufferin Street Bridge Rehab 2015 History	CW	S2	03	550	550	12,620	12,630	0	26,350	0	26,350	0	0	0	0	0	0	26,350	0	26,350	
0	2	Dufferin Street Bridge Rehab Change of Scope	CW	S3	03	-550	-550	-12,620	-12,630	0	-26,350	0	-26,350	0	0	0	0	0	0	-26,350	0	-26,350	
0	3	Dufferin Street Bridge Rehab 2020	CW	S6	03	0	0	0	0	550	550	25,800	26,350	0	0	0	0	0	0	26,350	0	26,350	
Sub-total						0	0	0	0	550	550	25,800	26,350	0	0	0	0	0	0	0	26,350	0	26,350
<u>TRN908074 Metrolinx Additional Infrastructure</u>																							
0	1	Metrolinx Additional Infrastructure	CW	S6	05	0	0	5,000	5,000	0	10,000	0	10,000	0	0	0	0	0	0	10,000	0	10,000	
Sub-total						0	0	5,000	5,000	0	10,000	0	10,000	0	0	0	0	0	0	0	10,000	0	10,000
<u>TRN908078 Local Road Rehabilitation</u>																							
0	1	Local Rd Rehab History 2015 to 2024	CW	S2	03	46,471	40,055	45,770	32,225	0	164,521	0	164,521	0	0	0	0	0	0	164,521	0	164,521	
0	2	History 2013 Local Road Reconstruction - PM	CW	S2	03	950	950	675	0	0	2,575	0	2,575	0	0	0	0	0	0	2,575	0	2,575	
0	9	Local Road Rehab - 2016 to 2025	CW	S5	03	0	13,352	15,257	32,224	71,210	132,043	396,110	528,153	0	0	0	0	0	0	528,153	0	528,153	
Sub-total						47,421	54,357	61,702	64,449	71,210	299,139	396,110	695,249	0	0	0	0	0	0	0	695,249	0	695,249
<u>TRN908140 Rough National Park Transfer of Lands</u>																							
0	1	2014 History	41	S2	05	222	0	0	0	0	222	0	222	0	0	0	222	0	0	0	0	222	
Sub-total						222	0	0	0	0	222	0	222	0	0	0	222	0	0	0	0	0	222

Report Phase 2 - Program 06 Transportation Services Program Phase 2 Sub-Project Category 01,02,03,04,05,06,07 Part B Sub-Project Status S2,S5,S6 Part C Sub-Project Status S2,S3,S4

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Gross Expenditures (\$000's)

Appendix 3: 2016 Preliminary Capital Budget; 2017 to 2025 Preliminary 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.	2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																							
	Provincial Grants & Subsidies				0	0	5,625	5,625	0	11,250	0	11,250	11,250	0	0	0	0	0	0	0	0	0	11,250
	Federal Subsidy				0	0	0	0	0	0	820,000	820,000	0	820,000	0	0	0	0	0	0	0	0	820,000
	Development Charges				31,472	19,272	22,420	25,209	47,211	145,584	74,732	220,316	0	0	220,316	0	0	0	0	0	0	0	220,316
	Reserves (Ind. "XQ" Ref.)				66,001	65,199	45,490	43,656	41,988	262,334	517,300	779,634	0	0	0	779,634	0	0	0	0	0	0	779,634
	Reserve Funds (Ind."XR" Ref.)				16,870	3,000	6,300	3,000	3,000	32,170	15,000	47,170	0	0	0	0	47,170	0	0	0	0	0	47,170
	Capital from Current				9,237	0	0	0	0	9,237	0	9,237	0	0	0	0	0	9,237	0	0	0	0	9,237
	Other1 (Internal)				13,196	0	0	0	0	13,196	0	13,196	0	0	0	0	0	0	13,196	0	0	0	13,196
	Other2 (External)				14,994	4,900	4,900	4,900	4,900	34,594	24,500	59,094	0	0	0	0	0	0	0	59,094	0	0	59,094
	Debt				331,664	255,714	259,429	250,056	226,941	1,323,804	2,121,802	3,445,606	0	0	0	0	0	0	0	0	0,445,606	0	3,445,606
	Debt - Recoverable				0	10,102	147	7,331	1,984	19,564	0	19,564	0	0	0	0	0	0	0	0	0	19,564	19,564
Total Program Financing					483,434	358,187	344,311	339,777	326,024	1,851,733	3,573,334	5,425,067	11,250	820,000	220,316	779,634	47,170	9,237	13,196	59,094	445,606	19,564	5,425,067

Status Code	Description
S2	S2 Prior Year (With 2016 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2016 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 2017 & 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

2016 Cash Flow and Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2016 Preliminary Cash Flow and Future Year Commitments

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN000183 <u>Cycling Infrastructure</u>																									
0	37	Mid Humber Extend Trail wards 1,2,7 History 2015	CW	S2	04	450	0	0	0	0	450	0	450	0	0	350	0	0	0	0	0	100	0	450	
Sub-total						21,588	0	0	0	0	21,588	0	21,588	0	0	4,962	0	2,032	0	50	0	14,544	0	21,588	
TRN000184 <u>Growth Related Capital Works</u>																									
0	12	Growth Related Capital Works - 2016 & Future	CW	S5	05	300	0	0	0	0	300	0	300	0	0	180	0	0	0	0	0	120	0	300	
0	13	2015 History Growth Related	CW	S2	05	300	0	0	0	0	300	0	300	0	0	180	0	0	0	0	0	120	0	300	
Sub-total						600	0	0	0	0	600	0	600	0	0	360	0	0	0	0	0	240	0	600	
TRN000191 <u>Scarlett/St Clair/Dundas</u>																									
0	4	2016 to 2021	11	S5	05	500	8,000	7,000	10,000	15,000	40,500	10,000	50,500	0	0	18,685	0	0	0	0	0	31,815	0	50,500	
Sub-total						500	8,000	7,000	10,000	15,000	40,500	10,000	50,500	0	0	18,685	0	0	0	0	0	0	31,815	0	50,500
TRN000370 <u>Traffic Calming</u>																									
0	11	Traffic Calming 2016 & Future	CW	S5	04	283	0	0	0	0	283	0	283	0	0	0	0	0	0	0	0	283	0	283	
0	12	Traffic Calming 2015 History	CW	S2	04	62	0	0	0	0	62	0	62	0	0	0	0	0	0	0	0	62	0	62	
Sub-total						345	0	0	0	0	345	0	345	0	0	0	0	0	0	0	0	0	345	0	345
TRN025 <u>Work for TTC & Others</u>																									
0	11	Work for TTC & Others - Future 2016-2025	CW	S5	05	4,000	0	0	0	0	4,000	0	4,000	0	0	0	0	0	0	0	4,000	0	0	4,000	
0	12	Work for TTC & Others 2015 History	CW	S2	05	8,000	0	0	0	0	8,000	0	8,000	0	0	0	0	0	0	0	8,000	0	0	8,000	
Sub-total						12,000	0	0	0	0	12,000	0	12,000	0	0	0	0	0	0	0	0	12,000	0	0	12,000
TRN029 <u>Don Valley Parkway Rehabilitation</u>																									
0	15	Don Valley - History 2015	CW	S2	03	1,203	0	0	0	0	1,203	0	1,203	0	0	0	0	0	0	0	1,203	0	0	1,203	
0	17	Don Valley - Future 2016 - 2025	CW	S5	03	2,319	0	0	0	0	2,319	0	2,319	0	0	0	0	0	0	0	2,319	0	0	2,319	
Sub-total						3,522	0	0	0	0	3,522	0	3,522	0	0	0	0	0	0	0	0	3,522	0	3,522	
TRN031 <u>New Traffic Control Signals / Devices</u>																									
0	11	13TM-01TP New Traffic Control Signal 2013-2016	CW	S2	01	180	0	0	0	0	180	0	180	0	0	0	0	0	0	0	180	0	0	180	
0	13	New Traffic Control Signals/Devices History 2015	CW	S2	01	3,444	0	0	0	0	3,444	0	3,444	0	0	845	0	0	0	0	2,599	0	0	3,444	
0	14	2016 & 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	0	910	0	0	2,000	
Sub-total						5,624	0	0	0	0	5,624	0	5,624	0	0	1,935	0	0	0	0	0	3,689	0	5,624	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2016 Preliminary Cash Flow and Future Year Commitments

Transportation Services

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TRN907125 PXO Visibility Enhancement</u>																									
0	8	2016 PXO Visibility Enhancement	CW	S5	01	569	0	0	0	0	569	0	569	0	0	0	0	0	0	0	0	569	0	569	
Sub-total						731	0	0	0	0	731	0	731	0	0	0	0	0	0	0	0	731	0	731	
<u>TRN907247 Signs and Markings Asset Management</u>																									
0	7	Signs & Markings Asset Management - 2015 History	CW	S2	04	1,105	0	0	0	0	1,105	0	1,105	0	0	0	0	0	0	0	1,105	0	1,105		
0	8	2016 & Future Signs & Markings Asset Management	CW	S5	04	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000		
Sub-total						2,105	0	0	0	0	2,105	0	2,105	0	0	0	0	0	0	0	0	2,105	0	2,105	
<u>TRN907312 Neighbourhood Improvements</u>																									
0	14	Neighbourhood Improvements 2015 History	CW	S2	03	1,199	0	0	0	0	1,199	0	1,199	0	0	0	1,156	0	43	0	0	0	1,199		
0	17	Neighbourhood Improvements 2016 & Future	CW	S5	03	2,000	0	0	0	0	2,000	0	2,000	0	0	0	2,000	0	0	0	0	0	2,000		
Sub-total						3,199	0	0	0	0	3,199	0	3,199	0	0	0	3,156	0	43	0	0	0	0	3,199	
<u>TRN907323 Six Points Interchange Redevelopment</u>																									
0	2	Six Points Interchange Redevelopment 2015 History	CW	S2	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	558	0	0	0	0	558	0	558	0	0	409	0	149	0	0	0	0	0	558	
0	5	2016 & Future Six Points	CW	S5	05	9,500	8,500	10,548	0	0	28,548	0	28,548	0	0	7,993	0	8,300	0	0	0	12,255	0	28,548	
Sub-total						19,558	8,500	10,548	0	0	38,606	0	38,606	0	0	11,062	0	13,449	0	0	0	0	14,095	0	38,606
<u>TRN907328 Redlea Avenue (Steeles - McNicoll)</u>																									
0	4	Redlea - 2015	39	S2	05	4,237	0	0	0	0	4,237	0	4,237	0	0	3,787	0	0	450	0	0	0	0	4,237	
0	5	Redlea - 2016	39	S4	05	6,500	0	0	0	0	6,500	0	6,500	0	0	5,915	0	0	0	0	0	585	0	6,500	
Sub-total						10,737	0	0	0	0	10,737	0	10,737	0	0	9,702	0	0	450	0	0	585	0	10,737	
<u>TRN907546 Regent Park Revitalization</u>																									
0	5	Regent Park Revitalization 2015 History	27	S2	05	758	0	0	0	0	758	0	758	0	0	0	0	0	0	0	0	758	0	758	
0	7	Regent Park Revitalization 2016 - 2022	27	S5	05	793	0	0	0	0	793	0	793	0	0	349	0	0	0	0	0	444	0	793	
Sub-total						1,551	0	0	0	0	1,551	0	1,551	0	0	349	0	0	0	0	0	0	1,202	0	1,551
<u>TRN907617 Traffic Sign Structure Replacement</u>																									
0	3	Traffic Sign Structure Replacement History 2015	CW	S2	01	910	0	0	0	0	910	0	910	0	0	0	0	0	0	0	0	910	0	910	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2016 Preliminary 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										
					2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing
TRN907937 Traffic Congestion Management																						
0 2	Traffic Congestion Management 2015 History	CW	S2	05	8,813	0	0	0	0	8,813	0	8,813	0	0	0	0	0	0	0	8,813	0	8,813
0 3	2016 & Future Traffic Congestion Management	CW	S5	05	2,500	0	0	0	0	2,500	0	2,500	0	0	0	0	0	0	0	2,500	0	2,500
0 4	Additional Funding 2016-2020	CW	S5	05	700	2,300	7,530	5,230	11,480	27,240	0	27,240	0	0	0	0	0	0	0	27,240	0	27,240
Sub-total					12,013	2,300	7,530	5,230	11,480	38,553	0	38,553	0	0	0	0	0	0	0	38,553	0	38,553
TRN907947 Steeles Avenue East/Kennedy Road Grade Sepa																						
0 2	EA Study Only	42	S2	05	500	0	0	0	0	500	0	500	0	0	0	0	0	500	0	0	0	500
Sub-total					500	0	0	0	0	500	0	500	0	0	0	0	0	500	0	0	0	500
TRN908055 Local Geometric Traffic Safety Improvements																						
0 1	Local Geo Traffic Safety Improve History 2015	CW	S2	01	418	0	0	0	0	418	0	418	0	0	0	0	0	0	0	418	0	418
0 2	Local Geometric Traffic Safety Improve 2016-2025	CW	S5	01	2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	0	0	0	2,000	0	2,000
Sub-total					2,418	0	0	0	0	2,418	0	2,418	0	0	0	0	0	0	0	2,418	0	2,418
TRN908056 2 Way Radio Communication - New contract																						
0 1	2 Way Radio Communication	CW	S2	01	2,200	0	0	0	0	2,200	0	2,200	0	0	0	0	2,200	0	0	0	0	2,200
Sub-total					2,200	0	0	0	0	2,200	0	2,200	0	0	0	2,200	0	0	0	0	0	2,200
TRN908059 Interim Rehabilitation of Roads																						
0 1	Interim Rehabilitation of Roads History 2015	CW	S2	03	5,910	0	0	0	0	5,910	0	5,910	0	0	0	5,910	0	0	0	0	0	5,910
0 2	Interim Rehabilitation of Roads 2016 - 2025	CW	S5	03	8,000	0	0	0	0	8,000	0	8,000	0	0	0	0	0	0	0	8,000	0	8,000
Sub-total					13,910	0	0	0	0	13,910	0	13,910	0	0	5,910	0	0	0	8,000	0	0	13,910
TRN908060 Ditch Rehabilitation and Culvert Reconstruction																						
0 2	Ditch Rehab & Culvert Recon 2016 - 2025	CW	S5	03	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000
Sub-total					1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000
TRN908072 Bathurst Street Bridge Rehabilitation																						
0 1	Bathurst Street Bridge History 2015	20	S2	03	13,313	12,150	2,700	0	0	28,163	0	28,163	0	0	0	0	0	0	0	28,163	0	28,163
0 2	Bathurst Street Bridge Change of Scope	20	S3	03	-12,281	-12,150	-2,700	0	0	-27,131	0	-27,131	0	0	0	0	0	0	0	-27,131	0	-27,131
0 3	Bathurst Street Bridge - 2016-2020	CW	S5	03	500	10,500	12,281	3,850	0	27,131	0	27,131	0	0	0	0	0	0	0	27,131	0	27,131
Sub-total					1,532	10,500	12,281	3,850	0	28,163	0	28,163	0	0	0	0	0	0	0	28,163	0	28,163

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2016 Preliminary 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											
						2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN908073 Dufferin Street Bridge Rehabilitation																								
0	1	Dufferin Street Bridge Rehab 2015 History	CW	S2	03	550	550	12,620	12,630	0	26,350	0	26,350	0	0	0	0	0	0	0	26,350	0	26,350	
0	2	Dufferin Street Bridge Rehab Change of Scope	CW	S3	03	-550	-550	-12,620	-12,630	0	-26,350	0	-26,350	0	0	0	0	0	0	0	-26,350	0	-26,350	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRN908078 Local Road Rehabilitation																								
0	1	Local Rd Rehab History 2015 to 2024	CW	S2	03	46,471	40,055	45,770	32,225	0	164,521	0	164,521	0	0	0	0	0	0	0	164,521	0	164,521	
0	2	History 2013 Local Road Reconstruction - PM	CW	S2	03	950	950	675	0	0	2,575	0	2,575	0	0	0	0	0	0	0	2,575	0	2,575	
0	9	Local Road Rehab - 2016 to 2025	CW	S5	03	0	13,352	0	16,112	35,605	65,069	0	65,069	0	0	0	0	0	0	0	65,069	0	65,069	
Sub-total						47,421	54,357	46,445	48,337	35,605	232,165	0	232,165	0	0	0	0	0	0	0	232,165	0	232,165	
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	222	
Sub-total						222	0	0	0	0	222	0	222	0	0	0	222	0	0	0	0	0	0	222
TRN908141 Georgetown South City Infrastructure Upgrades																								
0	1	Georgetown S. City Infrast Upgrades 2015 History	CW	S2	05	13,420	0	0	0	0	13,420	0	13,420	0	0	0	0	0	0	0	13,420	0	13,420	
0	2	Georgetown S. City Infrast Upgrades 2016-2019	CW	S5	05	13,420	0	0	0	0	13,420	0	13,420	0	0	0	0	0	0	0	13,420	0	13,420	
Sub-total						26,840	0	0	0	0	26,840	0	26,840	0	0	0	0	0	0	0	26,840	0	26,840	
TRN908142 Major SOGR Pooled Contingency																								
0	1	City Bridge Rehabilitation Contingency	CW	S5	03	0	0	0	0	0	0	1,066	1,066	0	0	0	0	0	0	0	1,066	0	1,066	
0	2	Sidewalk Contingency	CW	S5	03	0	0	0	0	0	0	282	282	0	0	0	0	0	0	0	282	0	282	
0	3	Laneway Contingency	CW	S5	03	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	50	0	50	
0	4	Major Road Rehabilitation Contingency	CW	S5	03	0	0	0	0	0	0	1,677	1,677	0	0	0	0	0	0	0	1,677	0	1,677	
0	5	Local Road Rehabilitation Contingency	CW	S5	03	0	0	0	0	0	0	1,458	1,458	0	0	0	0	0	0	0	1,458	0	1,458	
0	6	City Bridge History 2015	CW	S2	03	2,189	881	1,065	1,075	1,089	6,299	1,082	7,381	0	0	0	0	0	0	0	7,381	0	7,381	
0	7	Sidewalk Contingency 2015 History	CW	S2	03	732	403	312	309	317	2,073	282	2,355	0	0	0	0	0	0	0	2,355	0	2,355	
0	8	Laneways History 2015	CW	S2	03	116	61	62	52	50	341	50	391	0	0	0	0	0	0	0	391	0	391	
0	9	Major Road Rehab 2015 History	CW	S2	03	3,423	1,614	1,601	1,666	1,656	9,960	1,677	11,637	0	0	0	0	0	0	0	11,637	0	11,637	

Report Phase 2 - Program 06 Transportation Services Program Phase 2 Part B Sub-Project Status S2 Part C Sub-Project Status S2,S3,S4,S5 Sub-Project Category 01,02,03,04,05,06,07 User Fields ALL

CITY OF TORONTO**Gross Expenditures (\$000's)****Appendix 4: 2016 Preliminary 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- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat. Cat.	2016	2017	2018	2019	2020	Total 2016-2020	Total 2021-2025	Total 2016-2025	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																							
		Development Charges			31,472	9,304	9,647	7,804	20,674	78,901	15,960	94,861	0	0	94,861	0	0	0	0	0	0	0	94,861
		Reserves (Ind. "XQ" Ref.)			66,001	65,199	37,990	36,156	26,988	232,334	34,650	266,984	0	0	0	266,984	0	0	0	0	0	0	266,984
		Reserve Funds (Ind. "XR" Ref.)			16,870	0	3,300	0	0	20,170	0	20,170	0	0	0	0	20,170	0	0	0	0	0	20,170
		Capital from Current			9,237	0	0	0	0	9,237	0	9,237	0	0	0	0	0	9,237	0	0	0	0	9,237
		Other1 (Internal)			13,196	0	0	0	0	13,196	0	13,196	0	0	0	0	0	0	13,196	0	0	0	13,196
		Other2 (External)			14,994	0	0	0	0	14,994	0	14,994	0	0	0	0	0	0	0	14,994	0	0	14,994
		Debt			331,664	187,375	162,859	144,919	108,545	935,362	23,551	958,913	0	0	0	0	0	0	0	0	958,913	0	958,913
		Debt - Recoverable			0	10,000	0	0	0	10,000	0	10,000	0	0	0	0	0	0	0	0	0	10,000	10,000
Total Program Financing					483,434	271,878	213,796	188,879	156,207	1,314,194	74,161	1,388,355	0	0	94,861	266,984	20,170	9,237	13,196	14,994	958,913	10,000	1,388,355

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

2016 Capital Budget with Financing Detail



CITY OF TORONTO

Appendix 5: 2016 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing		Start Date	Completion Date	2016 Cash Flow	Financing									
Priority	Project Name				Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
<u>0</u>	<u>TRN000191</u> <u>Scarlett/St Clair/Dundas</u>													
0	4 2016 to 2021	01/01/2016	12/31/2017	500	0	0	185	0	0	0	0	0	315	0
	Project Sub-total:			500	0	0	185	0	0	0	0	0	315	0
<u>0</u>	<u>TRN000370</u> <u>Traffic Calming</u>													
0	11 Traffic Calming 2016 & Future	01/01/2014	12/31/2024	283	0	0	0	0	0	0	0	0	283	0
0	12 Traffic Calming 2015 History	06/02/2015	06/02/2015	62	0	0	0	0	0	0	0	0	62	0
	Project Sub-total:			345	0	0	0	0	0	0	0	0	345	0
<u>0</u>	<u>TRN025</u> <u>Work for TTC & Others</u>													
0	11 Work for TTC & Others - Future 2016-2025	01/01/2014	12/31/2023	4,000	0	0	0	0	0	0	0	4,000	0	0
0	12 Work for TTC & Others 2015 History	06/03/2015	06/03/2015	8,000	0	0	0	0	0	0	0	8,000	0	0
	Project Sub-total:			12,000	0	0	0	0	0	0	0	12,000	0	0
<u>0</u>	<u>TRN029</u> <u>Don Valley Parkway Rehabilitation</u>													
0	15 Don Valley - History 2015	01/01/2015	12/31/2024	1,203	0	0	0	0	0	0	0	0	1,203	0
0	17 Don Valley - Future 2016 - 2025	01/01/2015	12/31/2024	2,319	0	0	0	0	0	0	0	0	2,319	0
	Project Sub-total:			3,522	0	0	0	0	0	0	0	0	3,522	0
<u>0</u>	<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	180	0
0	13 New Traffic Control Signals/Devices History 2015	01/01/2015	12/31/2015	3,444	0	0	845	0	0	0	0	0	2,599	0
0	14 2016 & Future New Traffic Control Signals/Devices	01/01/2015	12/31/2015	2,000	0	0	1,090	0	0	0	0	0	910	0
	Project Sub-total:			5,624	0	0	1,935	0	0	0	0	0	3,689	0
<u>0</u>	<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	2,129	0
0	13 Traffic Plant Req'd History 2015	01/01/2015	12/31/2015	2,043	0	0	0	0	0	0	0	0	2,043	0
0	14 2016 & Future Traffic Plant Req'd	01/01/2015	12/31/2015	3,571	0	0	0	0	0	0	0	0	3,571	0
	Project Sub-total:			7,743	0	0	0	0	0	0	0	0	7,743	0
<u>0</u>	<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	168	0	0	0	0	0	96	0
0	14 2016 & Future ATSC	01/01/2014	12/31/2024	1,086	0	0	507	0	0	0	0	0	579	0
0	16 ATSC - History 2015	06/02/2015	06/02/2015	1,606	0	0	663	0	0	0	0	0	943	0
	Project Sub-total:			2,956	0	0	1,338	0	0	0	0	0	1,618	0
<u>0</u>	<u>TRN036</u> <u>Traffic Control - RESCU</u>													
0	11 13TM-01TP Traffic Control RESCU 2013-2016	01/01/2013	12/31/2016	60	0	0	0	0	0	0	0	0	60	0
0	13 Traffic Control - RESCU 2015 History	01/01/2015	12/31/2015	1,248	0	0	176	0	0	0	0	208	864	0



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Transportation Services

Sub-Project Summary

Project/Financing				2016	Financing										
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	<u>TRN036</u>	<u>Traffic Control - RESCU</u>													
0	14	2016 & Future Traffic Control - RESCU	01/01/2015	12/31/2015	1,040	0	0	121	0	0	0	0	0	919	0
		Project Sub-total:			2,348	0	0	297	0	0	0	0	208	1,843	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	297	0
0	13	Accessible Pedestrian Signals History 2015	01/01/2015	12/31/2015	1,372	0	0	0	0	0	0	0	0	1,372	0
0	14	2016 & Future Accessible Pedestrian Signals	01/01/2015	12/31/2015	1,203	0	0	165	0	0	0	0	0	1,038	0
0	15	Increase Funding - 2016-2025	01/01/2016	12/31/2016	800	0	0	88	0	0	0	0	0	712	0
		Project Sub-total:			3,672	0	0	253	0	0	0	0	0	3,419	0
0	<u>TRN055</u>	<u>City Bridge Rehabilitation</u>													
0	14	Bridge Assessments to 2018	11/27/2013	11/27/2018	1,000	0	0	0	0	0	0	0	0	1,000	0
0	17	City Bridge Rehab History 2015	01/01/2014	12/31/2015	58,393	0	0	0	0	0	0	0	0	58,393	0
		Project Sub-total:			59,393	0	0	0	0	0	0	0	0	59,393	0
0	<u>TRN160</u>	<u>Engineering Studies</u>													
0	13	Engineering Studies - 2015 History	01/01/2015	12/31/2024	3,573	0	0	351	0	0	0	0	0	3,222	0
0	16	Engineering Studies - 2016 & Future	01/01/2015	12/31/2024	3,000	0	0	840	0	0	0	0	0	2,160	0
0	17	Additional Funds 2015 - 2024	01/01/2016	12/31/2016	2,000	0	0	560	0	0	0	0	0	1,440	0
		Project Sub-total:			8,573	0	0	1,751	0	0	0	0	0	6,822	0
0	<u>TRN380</u>	<u>Transportation Safety & Local Improvement Program</u>													
0	11	2016 & Future TSLIP	01/01/2014	12/31/2024	1,283	0	0	0	0	0	0	0	0	1,283	0
0	12	TSLIP 2015 History	06/02/2015	06/02/2015	981	0	0	0	0	0	0	0	0	981	0
		Project Sub-total:			2,264	0	0	0	0	0	0	0	0	2,264	0
0	<u>TRN906071</u>	<u>Port Union Road</u>													
0	2	Port Union Road - 2015 History	01/01/2015	12/31/2016	5,000	0	0	3,500	0	0	0	0	0	1,500	0
0	3	Port Union Road - 2016 Change in Scope	01/01/2015	12/31/2016	-4,700	0	0	-3,290	0	0	0	0	0	-1,410	0
0	4	2016 - 2017 Port Union Road	06/03/2015	06/03/2015	500	0	0	350	0	0	0	0	0	150	0
		Project Sub-total:			800	0	0	560	0	0	0	0	0	240	0
0	<u>TRN906072</u>	<u>Salt Management Program</u>													
0	13	Salt Management Program 2015 History	01/01/2015	12/31/2024	816	0	0	0	0	0	0	0	0	816	0
0	14	Salt Management Program 2016 & Future	01/01/2015	12/31/2024	1,077	0	0	0	0	0	0	0	0	1,077	0
		Project Sub-total:			1,893	0	0	0	0	0	0	0	0	1,893	0
0	<u>TRN906079</u>	<u>LED Signal Module Conversion</u>													
0	8	LED Signal Module Conversion 2015 History	01/01/2015	12/31/2015	329	0	0	0	0	311	0	0	0	18	0



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Appendix 5: 2016 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing				2016	Financing										
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	TRN907837	King Liberty Cycling Pedestrian Bridge													
0	1	King Liberty Cycling Pedestrian Bridge 2015	01/01/2013	12/31/2013	7,000	0	0	0	0	0	0	0	0	7,000	0
0	2	Change in scope 2016	06/03/2015	06/03/2015	-6,000	0	0	0	0	0	0	0	0	-6,000	0
0	3	Cash Flow 2016 to 2018 King Liberty Cycling Pedest	06/03/2015	06/03/2015	350	0	0	0	0	0	0	0	0	350	0
		Project Sub-total:			1,350	0	0	0	0	0	0	0	0	1,350	0
0	TRN907839	St Clair West/Metrolinx Georgetown Grade Separatio													
0	1	St Clair West/Metrolinx Georgetown 2015 History	01/01/2015	12/31/2018	8,000	0	0	3,600	0	0	0	0	0	4,400	0
0	2	St Clair West/Metrolinx Georgetown	01/01/2015	12/31/2018	-6,000	0	0	-2,700	0	0	0	0	0	-3,300	0
		Project Sub-total:			2,000	0	0	900	0	0	0	0	0	1,100	0
0	TRN907840	LARP(Lawrence-Allen Revitalization Project)													
0	4	2015 History	11/13/2015	11/13/2015	1,644	0	0	0	1,644	0	0	0	0	0	0
		Project Sub-total:			1,644	0	0	0	1,644	0	0	0	0	0	0
0	TRN907849	Yonge Street/Highway 401 Interchange Improvements													
0	1	Yonge St/HWY 401 Interchange Improve 2015 cashflow	01/01/2015	12/31/2017	11,250	0	0	2,800	0	0	0	0	5,625	2,825	0
0	2	Yonge Street/Highway 401 Interchange Improvements	01/01/2015	12/31/2017	-11,250	0	0	-2,800	0	0	0	0	-5,625	-2,825	0
0	4	2015 History	11/13/2015	11/13/2015	2,500	0	0	625	0	0	0	0	1,250	625	0
		Project Sub-total:			2,500	0	0	625	0	0	0	0	1,250	625	0
0	TRN907871	Traffic Plant Restoration													
0	2	Traffic Plant Restoration History 2015	01/01/2015	12/31/2015	146	0	0	0	0	0	146	0	0	0	0
0	4	2016 & Future Traffic Plant Restoration	01/01/2015	12/31/2015	800	0	0	0	0	0	0	0	0	800	0
		Project Sub-total:			946	0	0	0	0	0	146	0	0	800	0
0	TRN907926	Major Road Rehabilitation													
0	2	History 2013 - With 2014 to 2018 Cash Flow	01/01/2013	12/31/2018	760	0	0	0	0	0	0	0	0	760	0
0	4	Geotechnical REOI 9173-14-7166 2015-2017	01/01/2015	12/31/2017	1,442	0	0	0	0	0	0	0	0	1,442	0
0	6	PW29.3 Tender Call No. 14-2014	01/01/2015	12/31/2017	2,800	0	0	0	0	0	0	0	0	2,800	0
0	7	Major Road Rehab 2015 History 2015-2019	06/02/2015	06/02/2015	57,354	0	0	0	30,000	0	0	0	0	27,354	0
		Project Sub-total:			62,356	0	0	0	30,000	0	0	0	0	32,356	0
0	TRN907937	Traffic Congestion Management													
0	2	Traffic Congestion Management 2015 History	01/01/2015	12/31/2015	8,813	0	0	0	0	0	0	0	0	8,813	0
0	3	2016 & Future Traffic Congestion Management	01/01/2015	12/31/2015	2,500	0	0	0	0	0	0	0	0	2,500	0
0	4	Additional Funding 2016-2020	01/01/2016	12/31/2016	700	0	0	0	0	0	0	0	0	700	0
		Project Sub-total:			12,013	0	0	0	0	0	0	0	0	12,013	0

(Phase 2) 06-Transportation Services

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

Type: B Sub-Project Status: S2

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



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Appendix 5: 2016 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing		Start Date	Completion Date	2016 Cash Flow	Financing										
Priority	Project				Project Name	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	TRN908288	F.G. Gardiner (AFP)													
0	1	Program Management	12/10/2015	12/10/2015	19,490	0	0	0	17,357	0	0	0	0	2,133	0
Project Sub-total:					19,490	0	0	0	17,357	0	0	0	0	2,133	0
1	TRN907323	Six Points Interchange Redevelopment													
0	2	Six Points Interchange Redevelopment 2015 History	01/01/2016	12/31/2019	9,500	0	0	2,660	0	5,000	0	0	0	1,840	0
0	4	Six Points Interchange Redevelopment 2014	01/01/2014	12/31/2014	558	0	0	409	0	149	0	0	0	0	0
0	5	2016 & Future Six Points	06/03/2015	06/03/2015	9,500	0	0	2,660	0	5,000	0	0	0	1,840	0
Project Sub-total:					19,558	0	0	5,729	0	10,149	0	0	0	3,680	0
1	TRN907910	F.G. Gardiner													
0	8	Elevated Portion 2015	01/01/2013	12/31/2013	32,000	0	0	0	17,000	0	0	0	0	15,000	0
0	10	Program Management - 2015	01/01/2013	12/31/2021	5,680	0	0	0	0	0	0	0	0	5,680	0
0	12	Program Management - 2015	01/01/2015	12/31/2015	6,590	0	0	0	0	0	0	0	0	6,590	0
0	14	At Grade - 2016-2019	06/05/2014	06/05/2014	6,300	0	0	0	0	0	0	0	0	6,300	0
0	23	At-Grade 2016 Adjustments	12/10/2015	12/10/2015	-6,300	0	0	0	0	0	0	0	0	-6,300	0
0	24	PM Adjustments 2016	12/10/2015	12/10/2015	-6,570	0	0	0	0	0	0	0	0	-6,570	0
0	25	Elevated Portion 2016 Adjustments	12/10/2015	12/10/2015	2,420	0	0	0	0	0	0	0	0	2,420	0
Project Sub-total:					40,120	0	0	0	17,000	0	0	0	0	23,120	0
1	TRN908142	Major SOGR Pooled Contingency													
0	6	City Bridge History 2015	06/02/2015	06/02/2015	2,189	0	0	0	0	0	0	0	0	2,189	0
0	7	Sidewalk Contingency 2015 History	06/02/2015	06/02/2015	732	0	0	0	0	0	0	0	0	732	0
0	8	Laneways History 2015	06/02/2015	06/02/2015	116	0	0	0	0	0	0	0	0	116	0
0	9	Major Road Rehab 2015 History	06/02/2015	06/02/2015	3,423	0	0	0	0	0	0	0	0	3,423	0
0	10	Local Road Rehab History 2015	06/02/2015	06/02/2015	2,574	0	0	0	0	0	0	0	0	2,574	0
Project Sub-total:					9,034	0	0	0	0	0	0	0	0	9,034	0
Program Total:					483,434	0	0	31,472	66,001	16,870	9,237	13,196	14,994	331,664	0

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

Category Code	Description
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, 2015 *	Contributions / (Withdrawals)										2016 - 2025 Total
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	
Development Charge Reserve Fund - Roads (XR2024, XR 2110)	Beginning Balance	42,085	51,323	62,528	70,450	75,811	59,384	54,368	64,744	90,833	117,596		
	Growth Related	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(180)	(1,800)	
	Scarlett/St.Clair/Dundas	(185)	(2,960)	(2,590)	(3,700)	(5,550)	(3,700)						(18,685)
	Pedestrian Safety and Infrastructure Programs	(61)	(80)	(81)	(78)	(78)	(78)	(78)	(78)	(78)	(78)	(78)	(767)
	Regent Park Revitalization	(349)	(689)	(421)	(276)	(132)	(101)	(51)					(2,019)
	St. Clair West/Metrolinx Georgetown Grade Separation		(1,800)	(900)	(5,400)	(5,400)							(13,500)
	Legion Road Extension and Grade Separation					(15,000)	(15,000)	(15,000)					(45,000)
	Steeles Widening (Tapscott Road - Beare Road)		(1,320)	(440)	(3,520)	(3,520)	(14,960)	(11,440)					(35,200)
	Redlea Avenue (Steeles - McNicoll)		(5,915)										(5,915)
	Port Union Road		(350)	(2,940)									(3,290)
	Yonge Street/Highway 401 Interchange Improvements				(2,825)	(2,800)							(5,625)
	Six Points Interchange		(2,660)	(3,052)	(5,791)	(3,205)	(281)						(14,989)
	Cycling Infrastructure		(2,115)	(1,387)	(1,368)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(15,333)
	Signal Modifications		(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(1,145)	(11,450)
	Engineering Studies		(1,400)	(1,260)	(1,260)	(1,271)	(851)	(851)	(851)	(851)	(851)	(851)	(10,297)
	New Traffic Control Signals		(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(10,900)
	Advanced Traffic Signal Control		(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(6,750)
	Traffic Control - RESCU		(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(121)	(1,210)
	Audible Signals		(253)	(253)	(253)	(253)	(253)	(253)	(253)	(253)	(253)	(253)	(2,530)
	Total Withdrawals		(17,819)	(18,072)	(22,220)	(25,209)	(47,211)	(36,128)	(20,938)	(5,887)	(5,887)	(5,887)	(205,260)
Contributions		29,886	31,381	31,902	32,330	32,544	32,872	33,074	33,736	34,411	35,099	327,235	
Withdrawals by Other Programs (i.e. Waterfront, TTC)		(2,829)	(2,104)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(19,013)	
Total Reserve Fund Balance at Year-End		42,085	51,323	62,528	70,450	75,811	59,384	54,368	64,744	90,833	117,596	145,048	

* Based on the 9 month 2015 Reserve Fund Variance Report

Table 2		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										2016 - 2025 Total
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	
Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114)	Beginning Balance	89,943	88,043	86,843	86,643	86,643	86,643	86,643	86,643	86,643	86,643	86,643	
	Toronto Bike Plan-CW Expansion (TBP) FY2010-2018	(850)	(200)	(200)								(1,250)	
	Mid-Humber Extend Trail Wards 1.2.7 (TBP)	(400)	(750)										(1,150)
	Centennial Pk(E)-Path Dev throughout (TBP) W14,15	(20)	(250)										(270)
	Etobicoke Valley Pk: Trail Ext. 9 TBP W16/ALTW 20)	(630)											(630)
	Withdrawals (Transportation only)	(1,900)	(1,200)	(200)	-								(3,300)
Total Reserve Fund Balance at Year-End (Excluding funding to Parks and Recreation)		89,943	88,043	86,843	86,643								

* Based on the 9 month 2015 Reserve Fund Variance Report

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

Table 3		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										2016 - 2025 Total
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	
XR2211 Parkland Acq-City Wide Development Reserve Fund	Beginning Balance	29,925	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	
	Centennial Pk(E)-Path Dev throughout (TBP) W14,15	(5)										(5)	
	Etobicoke Valley Pk: Trail Ext. 9 TBP W16/ALTW 20)	(70)										(70)	
	Withdrawals (Transportation only)	(75)	-										(75)
Total Reserve Fund Balance at Year-End (Excluding funding to Parks and Recreation)		29,925	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	29,850	

* Based on the 9 month 2015 Reserve Fund Variance Report

Appendix 6 - Continued

Reserve / Reserve Fund Review

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

Table 4		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total
XR1410 Public Realm Reserve Fund	Beginning Balance		19,169	17,169	15,169	13,169	11,169	9,169	7,169	5,169	3,169	1,169	
	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			19,169	17,169	15,169	13,169	11,169	9,169	7,169	5,169	3,169	1,169	(831)

* Based on the 9 month 2015 Reserve Fund Variance Report

Table 5		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total
XR1012 Land Acquisition Reserve Fund	Beginning Balance		132,835	126,675	126,675	123,375	123,375	123,375	123,375	123,375	123,375	123,375	
	Six Points Interchange		(5,000)		(3,300)								(8,300)
	Withdrawals		(5,000)	-	(3,300)	-	-						(8,300)
	Other Withdrawals		(1,160)										(1,160)
Total Reserve Fund Balance at Year-End			132,835	126,675	123,375								

* Based on the 9 month 2015 Reserve Fund Variance Report

Table 6		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total
XQ 0011 Capital Financing Reserve	Beginning Balance		319,993	241,316	4,314	(93,275)	(97,604)	(45,009)	68,441	181,891	20,691	36,691	
	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)		(1,094)	(1,153)	(940)	(2,086)	(438)						(5,711)
	F.G. Gardiner		(17,357)	(34,046)	(14,550)	(11,570)	(11,550)	(11,550)	(11,550)	(286,200)	(29,000)	(29,000)	(456,373)
	Withdrawals		(48,451)	(65,199)	(45,490)	(43,656)	(41,988)	(41,550)	(41,550)	(316,200)	(59,000)	(59,000)	(762,084)
	Other Withdrawals		(196,206)	(271,803)	(142,099)	(115,673)	(60,417)	-	-	-	-	-	(786,198)
	Contributions		165,980	100,000	90,000	155,000	155,000	155,000	155,000	155,000	75,000	75,000	1,280,980
	Total Reserve Fund Balance at Year-End			319,993	241,316	4,314	(93,275)	(97,604)	(45,009)	68,441	181,891	20,691	36,691

* Based on the 9 month 2015 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, 2015 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total
XR3026 Planning Act Reserve Fund	Beginning Balance		132,950	126,093	124,326	122,240	122,240	122,240	122,240	122,240	122,240	122,240	
	Gardiner York/Bay/Yonge Reconfiguration		(5,000)										(5,000)
	Withdrawals		(5,000)	-									(5,000)
	Other Withdrawals		(1,857)	(1,767)	(2,086)								(5,710)
Total Reserve Fund Balance at Year-End			132,950	126,093	124,326	122,240							

* Based on the 9 month 2015 Reserve Fund Variance Report

Table 8		Projected Balance as at Dec. 31, 2015 *	Contributions / (Withdrawals)										
Reserve / Reserve Fund Name	Project / SubProject Name		2016 Budget	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2016 - 2025 Total
XR1407 Light Emitting Diode (LED) Reserve Fund	Beginning Balance		8,763	7,763	6,763	5,763	4,763	3,763	2,763	1,763	763	(237)	
	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)
Total Reserve Fund Balance at Year-End			8,763	7,763	6,763	5,763	4,763	3,763	2,763	1,763	763	(237)	

* Based on the 9 month 2015 Reserve Fund Variance Report