

Transportation Services 2017 Capital Budget Adjustments

Date: May 25, 2017

To: Budget Committee, Executive Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

This report requests City Council's authority to amend Transportation Services' 2017 Capital Budget by adjusting cash flows contained within the 2017 Capital Budget to align with project delivery schedule and program requirements. These reallocations will allow Transportation Services to continue to deliver projects within its Capital Plan.

The report also requests City Council's authority to amend the Toronto Transit Commission's (TTC) 2017 Capital Budget by reallocating the portion of Transportation Services' Public Transit Infrastructure Fund (PTIF) program for bicycle parking at 40 rapid transit stations supporting multi-modal trips. The reallocation will result in an overall reduction of \$0.850 million gross and \$0.425 million debt to Transportation Services' 2017 Capital Budget, and an increase of \$0.850 million gross and \$0.425 million debt to TTC's 2017 Capital Budget.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the reallocation of funds within Transportation Services' 2017 Capital Budget in the amount of \$2.730 million gross and \$0 debt, for funding of projects, as presented in Attachment 1; and
2. City Council authorize the reallocation of funds from Transportation Services' 2017 Capital Budget to TTC's 2017 Capital Budget in the amount of \$0.850 million gross and \$0.425 million debt for funding of bicycle parking projects, as presented in Attachment 1.

FINANCIAL IMPACT

There are no additional costs to the City as a result of adopting the recommendations in this report.

The recommended adjustments will align Transportation Services' 2017 Capital Budget with Transportation Services' updated capital project delivery schedules and program requirements. Also, the recommended adjustments will reallocate funding for bicycle parking at 40 rapid transit stations supporting multi-modal trips to the TTC as they will deliver the project.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of April 28 and 29, 2008, City Council, as approving authority under the Expropriations Act, approved the expropriation of the identified interests in land at 1797 St. Clair Avenue West required for road widening purposes and associated work.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.GM13.18>

At its meeting of October 2, 3 and 4, 2012, City Council adopted the Toronto 360 Wayfinding Strategy, including direction to undertake the Phase Two of the Wayfinding System Strategy.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW17.12>

At its meeting of December 13, 14 and 15, 2016, City Council approved EX20.4 - Federal Infrastructure Funding - Phase 1 and 2, which confirmed the list of priority projects to be included in the City's Public Transit Infrastructure Funding agreements with the Province of Ontario, along with associated amendments to the 2016 - 2025 Capital Budget and Plan.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX20.4>

At its meeting of February 15 and 16, 2017, City Council approved Transportation Services' 2017 Capital Budget and 2018-2026 Capital Plan, which included approval of a 2017 Capital Budget cash flow of \$420.468 million and 2016 carry-forward funding of \$107.705 million.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX22.2>

At its meeting of April 26, 27 and 28, 2017, City Council approved additional carry forward funding from unspent capital projects and adjustments to the 2017 Approved Capital Budgets for respective City Programs and Agencies in order to continue work on previously approved capital projects, with no incremental net impact on debt. The adjustment to the carry-forwards for Transportation Services resulted in an overall reduction of carry-forward funding to \$100.281million.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX24.18>

COMMENTS

Transportation Services is seeking approval to amend the 2017 Capital Budget to better align cash flows to revised forecasted expenditures, reflecting project and program requirements, in accordance with Section 71-9 B to E of the Financial Control By-Law. These adjustments will result in improved spending rates for 2017 and future years.

Several Transportation Services' 2017 Capital Programs, as identified below and in Attachment 1, are recommended to be adjusted to provide additional funding for projects that are proceeding ahead of schedule, projects for which the scope has increased, and projects with higher costs as a result of additional funds required to facilitate the property expropriation process for road widening purposes.

It is proposed that the additional funding be drawn from those programs that are currently estimated to be underspent by year-end, due to project deferrals in order to mitigate traffic impacts, as a result of construction work zone coordination activity, projects that are behind schedule because of additional time required to complete complex infrastructure designs, or lower than expected costs to complete the projects.

Project Delivery Schedule Amendments

Brief explanations for each of the affected program areas are presented below and summarized in Attachment 1.

1) Signs and Markings Asset Management

Additional funding is recommended for the replacement of overhead sign structures along the Allen Expressway. This change will better align the lifecycle rehabilitation schedule of aging sign support structures. The additional 2017 cash flow required for the Signs and Markings Asset Management Program (CTP Account 717-27) is \$0.95 million, resulting in a total 2017 cash flow of \$1.95 million.

2) Pedestrian Safety and Infrastructure

Additional funding is recommended to advance the delivery of the Toronto 360 Wayfinding project (TO360), which aims to establish a unified multi-modal wayfinding system for the City. The goal of the project is to provide consistent and seamless wayfinding for pedestrian, vehicular, cycling and transit through both the City and third parties.

City Council has adopted the TO360 Wayfinding Strategy and directed Transportation Services to undertake the Phase Two of the Strategy. There has been strong public and stakeholder support, and a commitment from third parties such as Business Improvement Areas in investing in TO360 signage.

The reallocation of funding proposed in this report represents an opportunity to advance project delivery and work in partnership with third parties. In addition, expansion of the

TO 360 Wayfinding Strategy has been identified as potentially eligible for the Federal Public Transit Infrastructure Fund. The additional 2017 cash flow required for the Pedestrian Safety and Infrastructure Program is \$1.78 million.

3) Major Road Rehabilitation

A number of major road projects, namely Weston Road, Finch Ave, Midland Ave, and Bloor Street, have experienced schedule deferrals in order to mitigate traffic impacts as a result of construction work zone coordination activity or as a result of additional time required to complete complex infrastructure designs. The anticipated project deferrals will result in an estimated project underspending of \$2.516 million in 2017.

4) Redlea Avenue (Steeles Avenue East to McNicoll Avenue)

The Redlea Avenue Extension project is nearing completion and is anticipated to be underspent by \$213,600, resulting in capital funds available to be reallocated to other Transportation Services Projects.

5) Public Transit Infrastructure Fund - Bicycle Parking

The Transportation Services Public Transit Infrastructure Fund (PTIF) program includes a project to provide new and enhanced Bicycle Parking at 40 rapid transit stations supporting multi-modal trips.

This project will now be delivered by the Toronto Transit Commission (TTC) and as such, the funds for this project are required to be reallocated from the PTIF Transportation Cycling account (CTP 860-10) to the TTC Capital Budget account (CTT-149), resulting in an overall reduction of \$0.850 million gross and \$0.425 million debt to Transportation Services' 2017 Capital Budget.

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SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Proposed 2017 Budget Reallocations

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Program Area	CTP Account	2017 Approved Cash Flow	2017 Proposed Adjustment	Revised 2017 Cash Flow
Signs and Marking Asset Management	717-27	\$1,000,000	\$950,000	\$1,950,000
Pedestrian Safety and Infrastructure				
Debt	717-10	\$593,000	\$1,566,400	\$2,159,400
DCXR2110		\$80,000	\$213,600	\$293,600
Sub-Total		\$673,000	\$1,780,000	\$2,453,000
Major Road Rehabilitation	314-06	\$6,575,000	(\$2,516,400)	\$4,058,600
Redlea Avenue (Steeles - McNicoll)	808-37	\$1,500,000	(\$213,600)	\$1,286,400
DCXR2110				
Total		\$9,748,000	\$0	\$9,748,000

Program Area	Account	2017 Approved Cash Flow	2017 Proposed Adjustment	Revised 2017 Account
Public Transit Infrastructure Fund (Transportation Cycling)				
Debt	CTP 860-10 (Transportation)	\$33,578,000	(\$425,000)	\$33,153,000
Federal		\$33,578,000	(\$425,000)	\$33,153,000
Sub-Total		\$67,156,000	(\$850,000)	\$66,306,000

Program Area	Account	2017 Approved Cash Flow	2017 Proposed Adjustment	Revised 2017 Account
Public Transit Infrastructure Fund (Bicycle Parking at Subway Station)	CTT 149 (TTC)			Additional Funds
Debt		\$0	\$425,000	\$425,000
Federal		\$0	\$425,000	\$425,000
Sub-Total		\$0	\$850,000	\$850,000
Total		\$67,156,000	\$0	\$67,156,000