



Toronto Parking Authority

2018 – 2027 CAPITAL BUDGET AND PLAN OVERVIEW

Toronto Parking Authority has stewardship over the City’s on-street and off-street parking spaces as well as the Bike Share Program. It manages an estimated 19,000 on-street parking spaces controlled by solar powered pay-and-display technology or single spaced meters. It also maintains approximately 22,000 off-street spaces in over 250 facilities, including 31 parking garages managed by the Toronto Parking Authority, as well as the Bike Share system with a fleet of approximately 2,750 bicycles and 270 docking stations. The total estimated replacement value of the Toronto Parking Authority assets is \$670.0 million.

The 10-Year Recommended Capital Plan of \$512.370 million, balances infrastructure renewal needs and service improvement projects to meet the forecasted increase in demand for off-street parking, while minimizing service interruptions and revenue losses. The Authority’s strategic priorities include continued improvements to customer service through innovative solutions, efficient expansion of services via joint partnership with the private sector, utilization of new technologies to reduce operating costs, and further Bike Share system expansion.

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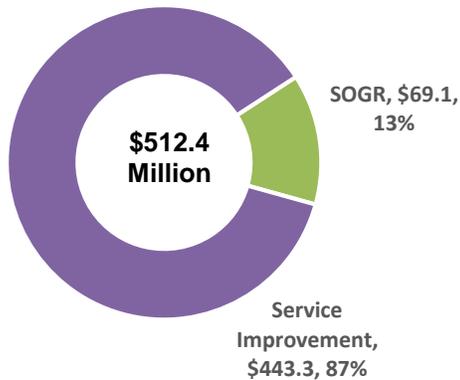
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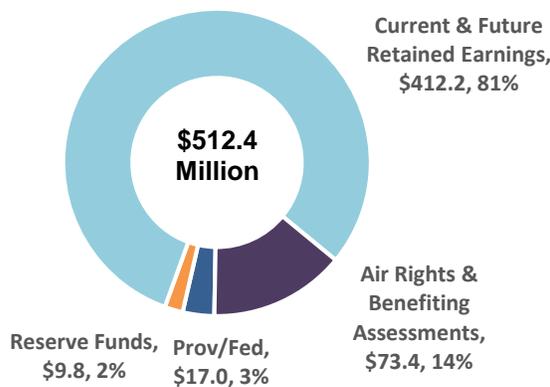
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Capital Spending and Financing

**2018-2027 Recommended Capital Budget and Plan
By Project Category**



By Funding Source



Where the money goes:

The 2018–2027 Recommended Capital Budget and Plan totalling \$512.370 million provides funding for:

- State of Good Repair (SOGR) projects of \$69.077 million to maintain infrastructure within parking facilities in a state of good repair and prevent any future backlog, and
- Service Improvement projects totaling \$443.293 million for the expansion or re-development of over 60 off-street parking facilities.

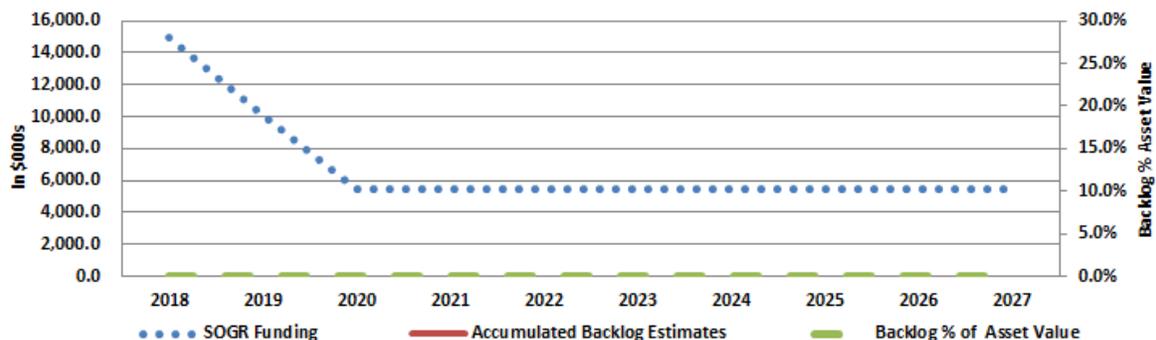
Where the money comes from:

Over the 10 year capital planning horizon, the Authority continues to be 100% self-sustaining with no reliance on City debenture financing.

- Current and future retained earnings represent the largest source of financing, reflecting 80.5% or \$412.215 million of total funding.
- Proceeds from the sale of air rights arising from 12 anticipated joint venture redevelopment projects will provide 14.3% or \$73.355 million of the total funding.
- Funding from the TPA specific capital expenditure reserve fund amounts to 1.9% or \$9.8 million of total funding.
- Anticipated Provincial and Federal Government funding for the expansion of the Bike Share Program represents 3.3% or \$17.0 million of total funding.

State of Good Repair Backlog

The 10-Year Capital Plan includes \$69.077 million to fund State of Good Repair projects. This funding is sufficient to maintain assets in a current state of good repair and prevent any future backlog.



Our Key Issues & Priority Actions

- **Short-Term Parking Shortfalls** - The main challenge for the Toronto Parking Authority is to satisfy short-term parking needs given escalating land and development costs.
 - ✓ In order to maximize City land values, Toronto Parking Authority continues to actively pursue joint development opportunities with the private sector and other City Programs in line with the City-wide Real Estate strategy. The 2018-2027 Recommended Capital Budget and Plan includes 12 joint venture projects intended to expand service and intensify land use.

- **Competing Demands for On-Street Curb Space and Off-Street Parking Lots** - Various City initiatives and transportation needs often result in a closure of carparks or loss of available on-street parking spaces.
 - ✓ The 10-Year Capital Plan allocates funding of \$81.5 million for the replacement of on-street and off-street parking spaces that will be lost due to the implementation of the Bike Plan and other City initiatives.

- **Technology Advancements:** Keeping pace with technology advancements in order to increase customer convenience and improve customer service experience, while lowering operating costs.
 - ✓ The 10-Year capital Plan allocates \$3.505 million to continue the implementation of the Green P app payment solutions and a variety of other system upgrade projects.

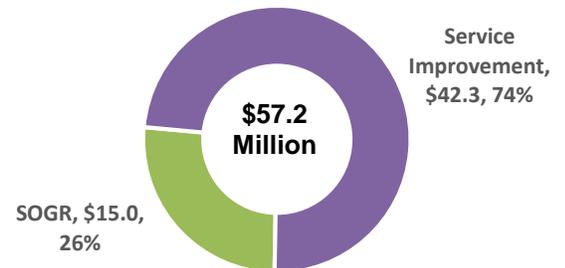


2018 Capital Budget Highlights

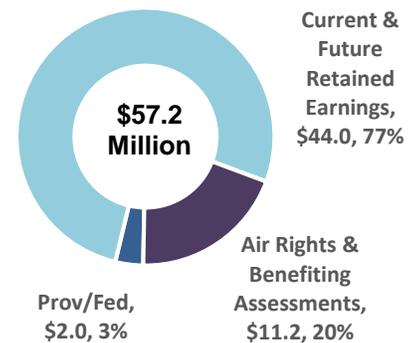
The 2018 Recommended Capital Budget for Toronto Parking Authority of \$57.241 million, excluding carry forward funding, will:

- Continue to address ongoing state of good repair projects including structural maintenance and technical upgrades of on-street and off-street parking facilities (\$14.988 million).
- Deliver continued greening of carparks (\$1.800 million).
- Continue implementation of pay-and-display unit upgrades (\$2.738 million), expansion of additional levels for Carpark 1 at 20 Charles Street (\$1.5 million) and concrete repairs of Carpark 36 at City Hall (\$2.0 million).
- Begin development of several new carparks including 11 Wellesley Street East (\$7.475 million), and Queen/Soho Carpark (\$10.0 million).
- Complete elevator upgrades at several carpark locations (\$4.5 million).

2018 Recommended Capital Budget By Project Category



By Funding Source



Actions for Consideration

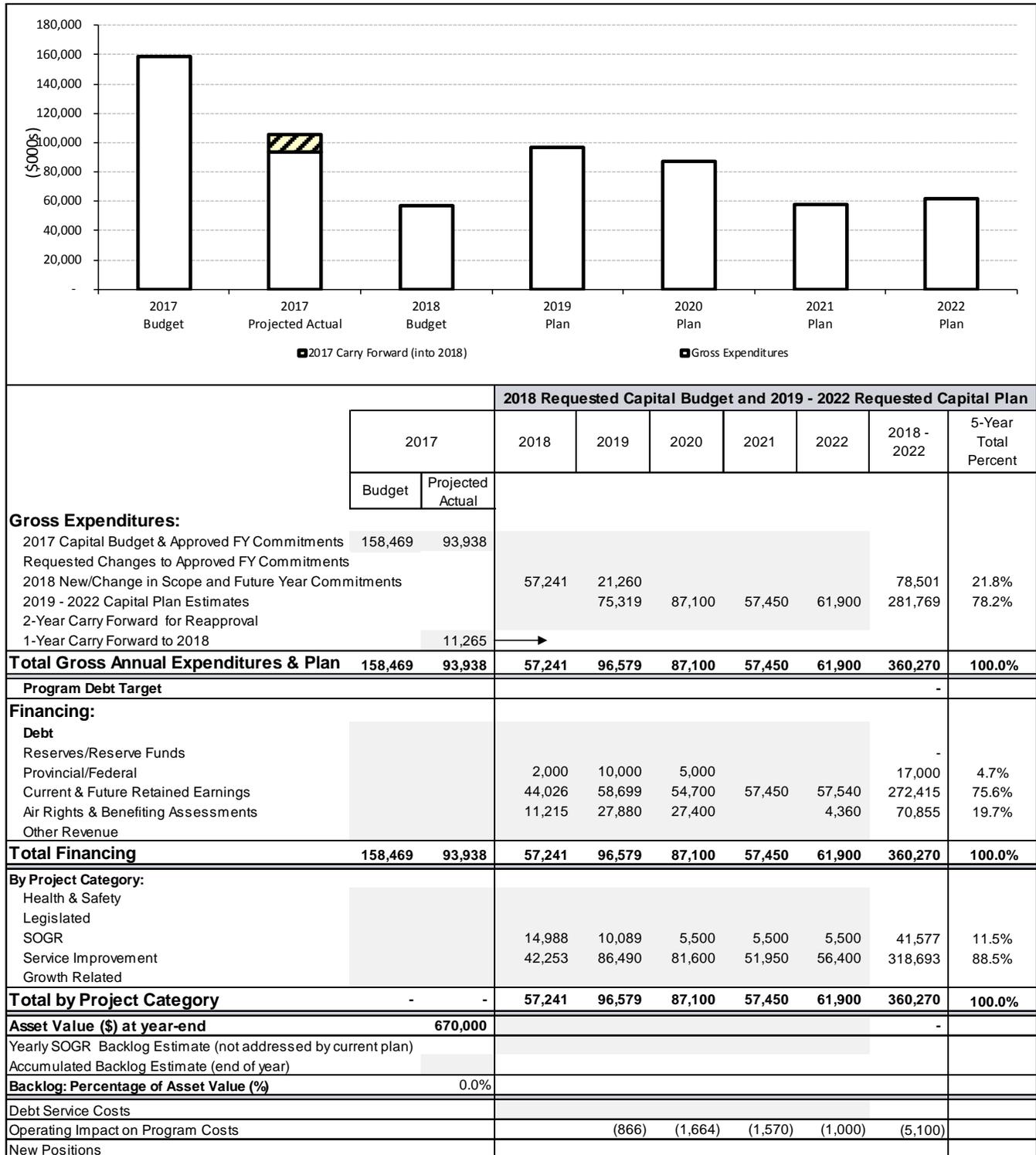
Approval of the 2018 Recommended Capital Budget as presented in these notes requires that:

1. City Council approve the 2018 Recommended Capital Budget for Toronto Parking Authority with a total project cost of \$78.501 million, and 2018 cash flow of \$57.241 million and future year commitments of \$21.260 million comprised of the following:
 - a) New Cash Flow Funds for:
 - i. 34 new / change in scope sub-projects with a 2018 total project cost of \$78.501 million that requires cash flow of \$57.241 million in 2018 and future year cash flow commitment of \$21.260 million for 2019;
 - b) 2017 approved cash flow for 28 previously approved sub-projects with carry forward funding from 2017 into 2018 totalling \$11.265 million.
2. City Council approve the 2019 - 2027 Recommended Capital Plan for Toronto Parking Authority totalling \$433.869 million in project estimates, comprised of \$96.579 million for 2019; \$87.1 million for 2020; \$57.450 million for 2021; \$61.9 million for 2022; \$35.7 million for 2023; \$46.6 million for 2024; \$29.5 million for 2025; \$32.8 million for 2026, and \$7.5 million in 2027.
3. City Council consider the operating savings of \$0.866 million net in 2019; \$1.664 million net in 2020; \$1.570 million net in 2021; \$1.0 million net in 2022; \$1.085 million net in 2023; 0.581 million net in 2024, \$0.791 million net in 2025; \$0.462 million net in 2026; and \$0.525 million net in 2027 resulting from the approval of the 2018 Recommended Capital Budget for inclusion in the 2018 and future year operating budgets.
4. All sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2018 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.

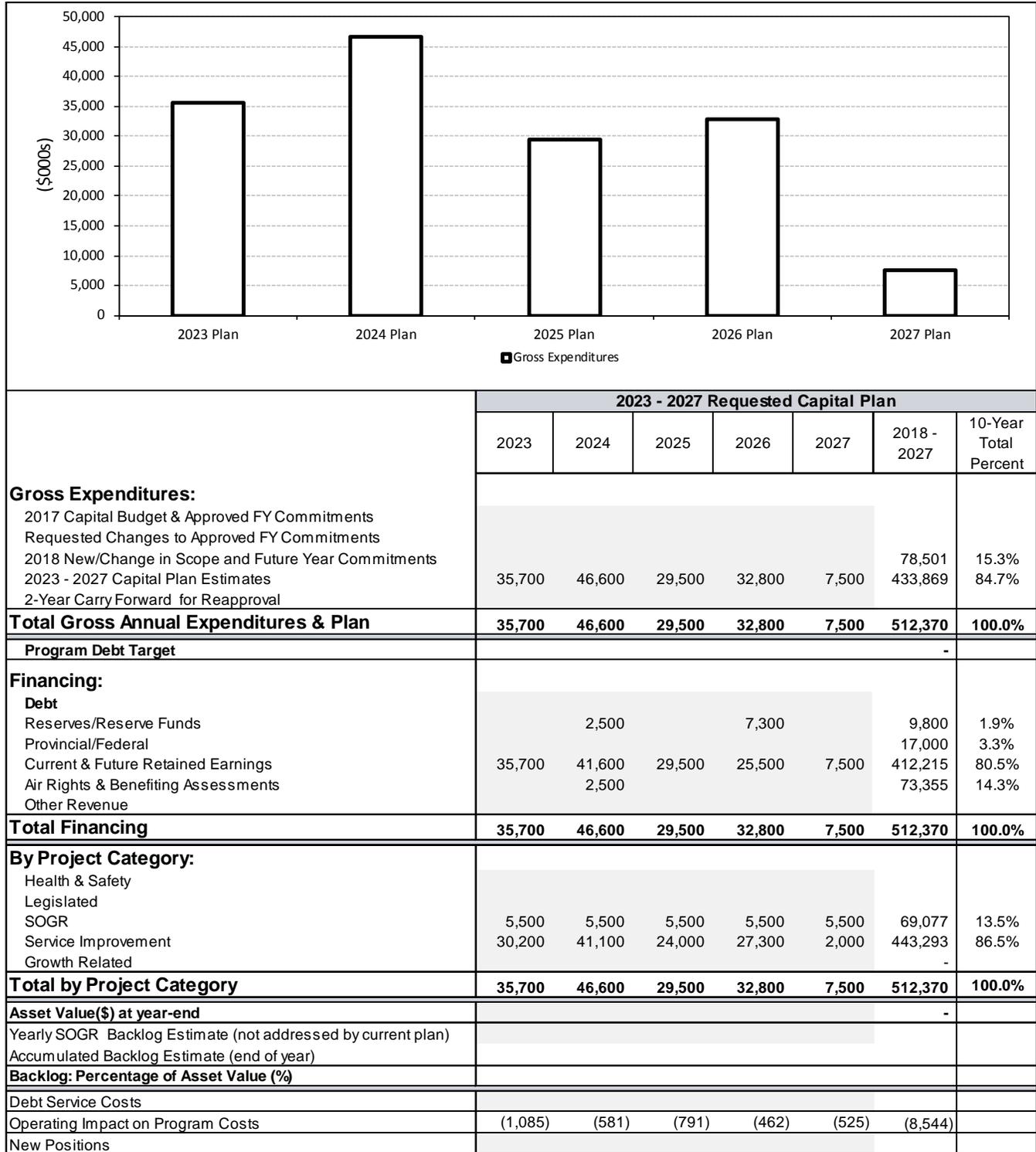


Part 1: 10-Year Recommended Capital Plan

**Table 1a
10-Year Capital Plan
2018 Recommended Capital Budget and 2019 - 2022 Recommended Capital Plan**



**Table 1b
10-Year Capital Plan
2023 - 2027 Recommended Capital Plan**

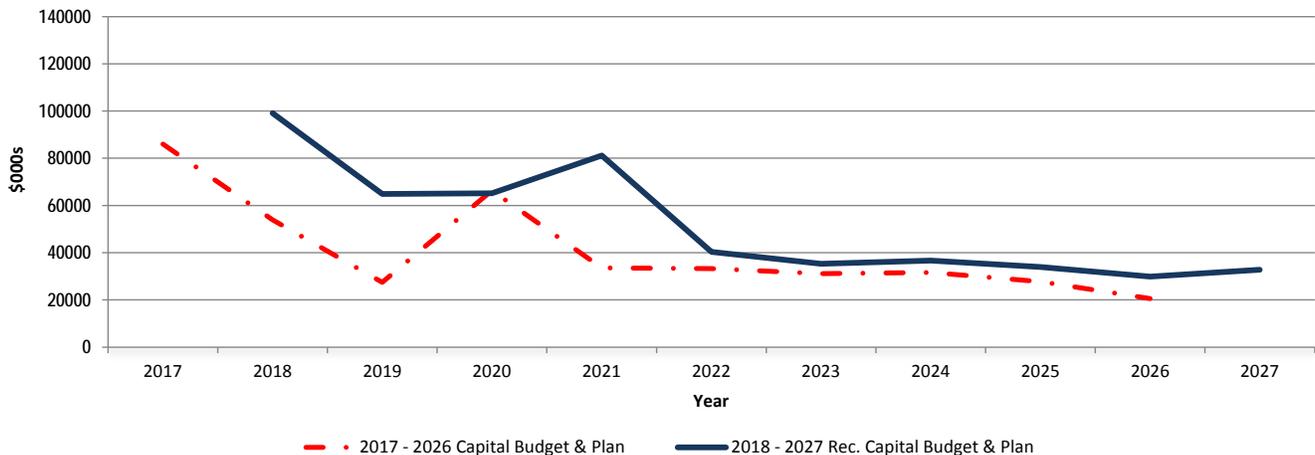


Key Changes to the 2017 - 2026 Approved Capital Plan

The 2018 Recommended Capital Budget and the 2019 – 2027 Recommended Capital Plan reflect a decrease of \$66.144 million in capital funding from the 2017 - 2026 Approved Capital Plan.

The chart and table below provide a breakdown of the \$66.144 million or 11.4% decrease in the Capital Program on an annual basis from 2017 to 2027.

Chart 1
Changes to the 2017 - 2026 Approved Capital Plan
(In \$000s)



(\$000s)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	10-Year Total
2017 - 2026 Capital Budget & Plan	158,469	64,857	65,139	81,118	40,297	35,327	36,659	33,992	29,856	32,800		578,514
2018 - 2027 Rec. Capital Budget & Plan		57,241	96,579	87,100	57,450	61,900	35,700	46,600	29,500	32,800	7,500	512,370
Change %		(11.7)%	48.3%	7.4%	42.6%	75.2%	(2.6)%	37.1%	(1.2)%	0.0%		(11.4)%
Change \$		(7,616)	31,440	5,982	17,153	26,573	(959)	12,608	(356)	0		(66,144)

As made evident in the Chart 1 above, there is a \$66.144 million decrease in the Capital Program in spite of an increase in capital funding over the nine common years of the Capital Plans (2018 – 2026) of \$84.825 million. This decrease is mainly contributed to lower capital expenditures anticipated in 2027 (\$7.5 million) compared to 2017 (\$158.469 million).

As reflected in Table 2 on the following page, changes to the 2017 – 2026 Approved Capital Plan, specifically the \$84.825 million in increased capital funding over the nine common years of the Capital Plans (2018 – 2026) arise from the reprioritization of Toronto Parking Authority's capital projects based on the following factors:

- \$81.124 million in added funding for new projects from 2018-2021 to address increases in projected demand for off-street parking and the Bike Share Program expansion.
- \$46.5 million in 2017 cash flow deferrals to future years, primarily resulting from: the availability of appropriate sites for previously planned off-street parking facilities and delays in on-going negotiations for identified sites; and complex issues surrounding joint venture agreements with third parties, costs of which were partially offset by decrease in project costs/cancellation of other projects, resulting in an overall increase of \$3.701 million over the nine common years of the Capital Plans.

A summary of project changes for the years 2018 to 2026 totalling \$84.825 million are provided in Table 2 on the following page.

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

\$000s	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2017 - 2025 Total	
2017 - 2026 Capital Budget & Plan	158,469	64,857	65,139	81,118	40,297	35,327	36,659	33,992	29,856	32,800		420,045	
2018 - 2027 Rec. Capital Budget & Plan		57,241	96,579	87,100	57,450	61,900	35,700	46,600	29,500	32,800	7,500	504,870	
Capital Budget & Plan Changes (2015 - 2023)		(7,616)	31,440	5,982	17,153	26,573	(959)	12,608	(356)	-		84,825	
	Total Project Cost	2018	2019	2020	2021	2022	2023	2024	2025	2026	2018 - 2026	2027	Revised Total Project Cost
Previously Approved Projects Deferred from 2017													
Distillery/West Donlands	20,000		20,000								20,000		20,000
Yonge & Bloor Provision	21,000					21,000					21,000		21,000
Subtotal	41,000		20,000			21,000					41,000		41,000
Funding no Longer Required													
11 Brock	1,000			(1,000)							(1,000)		
Davisville/ Yonge	3,000	(3,000)									(3,000)		
Pay & Display Upgrade	4,550	(512)	(539)	(568)	(597)	(627)	(659)	(692)	(356)		(4,550)		
CP 168 Expansion	500	(500)									(500)		
Oakwood, W.of Eglinton (Redevelopment of CP 664) (JV)	445	(445)									(445)		
Subtotal	9,495	(4,457)	(539)	(1,568)	(597)	(627)	(659)	(692)	(356)	-	(9,495)	-	-
Change in Scope													
Painting CP 43	500	500									500		1,000
CP 36 - Concrete Repairs Stage 1	212	2,000									2,000		2,212
CP58 - modifications to operations	150	300									300		450
CP 1 - Addition of 2 Levels	4,455	1,500									1,500		5,955
Avenue, North of Lawrence (186 Caribou CP 421)	744	33									33		777
P&D Refurbishment Projects	1,542	2,738									2,738		4,280
Subtotal	7,603	7,071	-	-	-	-	-	-	-	-	7,071	-	14,674
Increase in Projects Costs													
Redevelopment of CP 5 (JV)	3,500		480								480		3,980
11 Wellesley	6,500	975									975		7,475
Carpark at 50 Wellesley	2,400	2,760	(2,400)								360		2,760
Parking Guidance System Installation	500		250	250	250						750		1,250
St. Patrick CP 221	4,400	100	660								760		5,160
Subtotal	17,300	3,835	(1,010)	250	250	-	-	-	-	-	3,325	-	20,625
Decrease in Projects Costs													
CP15 Redevelopment (JV)	39,200			(32,000)							(32,000)		7,200
Dundas/Dovercourt - (1117 Dundas) - CP 204 (JV)	8,600			(1,700)							(1,700)		6,900
Ryerson/ Metropolitan	25,000						(10,000)				(10,000)		15,000
Subtotal	72,800	-	-	(33,700)	-	-	(10,000)	-	-	-	(43,700)	-	29,100
Timing Changes													
Previously Approved Projects	312,350	(27,400)	(27,800)	26,000	5,500	6,200	9,700	13,300			5,500	7,500	325,350
Total Previously Approved	460,548	(20,951)	(9,349)	(9,018)	5,153	26,573	(959)	12,608	(356)	-	3,701	7,500	430,749
New													
CP212 / 227 Adelaide and Spadina Re-development		100	6,200								6,300		6,300
Work & Asset Mgmt SAAS solution		160									160		160
Monthly Payments Solution		75									75		75
Pay by Plate Development and Pilot		90									90		90
Phone support system / Dispatch		80									80		80
Hub Lane Equipment Refresh - 10 CPs (including 5, 12, 39, 58, 125)		700									700		700
Website mapping upgrades (dbase consolidations)		100									100		100
ERP/Financial System - PICK replacement		3,000									3,000		3,000
CP39 - Castlefield Re-development		100	10,000								10,100		10,100
Bike Share Expansion		4,980	10,000	5,000							19,980		19,980
Eglinton Crosstown			5,000	5,000	5,000						15,000		15,000
Smart Track			5,000	5,000	5,000						15,000		15,000
North York - Finch to Steeles					2,000						2,000		2,000
New SOGR		3,950	4,589								8,539		8,539
Total New	-	13,335	40,789	15,000	12,000	-	-	-	-	-	81,124	-	81,124
Total Changes	460,548	(7,616)	31,440	5,982	17,153	26,573	(959)	12,608	(356)	-	84,825	7,500	511,873

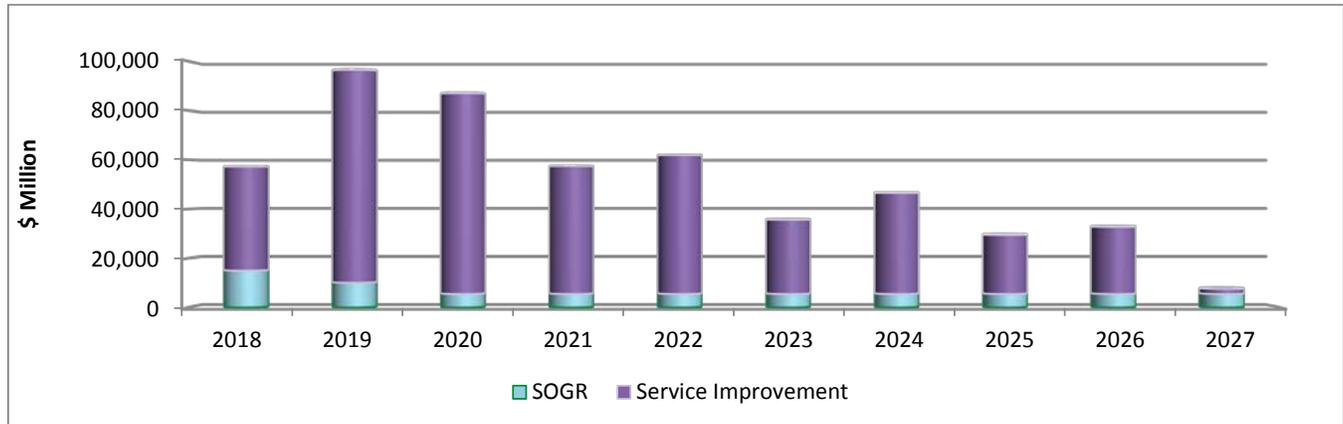
Significant Capital Project Changes in Toronto Parking Authority:

Cash flow funding for the following previously approved capital projects have been adjusted based on historical spending rates, capacity and expected progress and completion of the projects, as outlined below:

- *Projects deferred from 2017 (\$41.0 million)* – The acquisition of suitable sites in Distillery District/West Donlands area and properties in the vicinity of the Yonge and Bloor intersection was deferred to future years primarily based on the availability of the appropriate sites at a reasonable price.
- *Projects for which funding is no longer required (\$9.495 million)* – It was determined that funding for 4 projects will no longer be required. The work associated with the Pay & Display upgrades was determined to be operating cost and as such, the project was removed from the 10-Year Capital Plan.
- *Change in scope (\$7.071 million)* – 6 previously approved projects require additional funding due to the higher costs of site acquisition/project implementation.
- *Increase in project costs (\$3.325 million):*
 - Additional funding for the redevelopment of Carpark 5 at 15 Wellesley Street East and 11 Wellesley Street East, and the Parking Guidance System installation of \$0.480 million, \$0.975 million and \$0.750 million respectively, is required due to higher expansion/redevelopment costs than originally anticipated.
 - Previously approved projects for Carpark at 50 Wellesley and Carpark 221 at St. Patrick Street were accelerated to 2018 at increased costs totalling \$1.120 million.
- *Decrease in project costs (\$43.7 million)* – The Ryerson/Metropolitan Carpark project cost was reduced by \$10.0 million, while the redevelopment of Carpark 15 was re-budgeted on a net basis (rather than gross) cost based on the joint venture agreement.
- *Timing Changes:* Some of the projects approved in the 2017-2026 Capital Plan have been postponed to future years, with *no change in estimated project costs*, due to updated parking need assessments or difficulties in identifying suitable sites. Examples include:
 - St. Lawrence Market North Carpark (\$14.5 million) deferred from 2019 to 2020.
 - Bessarion Community Centre Carpark (\$4.0 million) deferred from 2018 to 2020.
 - Replacement for Bike Lanes project (\$9.4 million) deferred from 2018 to future years.
 - Carpark Provision due to City Initiatives projects (\$10.0 million) deferred from 2018 to future years.
- *New projects* totalling \$81.124 million have been added to the 2017-2026 Capital Budget and Plan:
 - To address forecasted increases in projected demand for off-street parking and expansion of Bike Share Program, \$69.080 million in additional funding has been included in the 10-Year Capital Plan.
 - Various new technology and systems upgrades such as *the Pay by Plate* pilot project, *Work and Asset Management* solutions and Financial System upgrades at cost totalling \$3.505 million have also been added to the 10-Year Capital Plan.
 - Specific sites requiring structural and technical maintenance such as signage, painting and lighting upgrades, elevator upgrades, entrance signage upgrades, drainage and concrete repairs etc., were identified and added to the 2018-2027 Recommended Capital Plan in 2018 and 2019, resulting in an overall increase of \$8.539 million above the previously approved allowance of \$11.0 million included in the 2017-2026 Capital Plan for those two years.

2018 – 2027 Recommended Capital Plan

**Chart 2
2018 – 2027 Recommended Capital Plan by Project Category
(In \$000s)**



As illustrated in the Chart 2 above, the 10-Year Recommended Capital Plan for Toronto Parking Authority of \$512.370 million provides 86.5% funding for Service Improvement projects and 13.5% for State of Good Repair (SOGR) projects over the 10-year period.

- Service Improvement projects account for \$443.293 million and involve the expansion and redevelopment of existing parking facilities and infrastructure, as well as the Bike Share system. Funding for these projects varies from year to year based on redevelopment opportunities.
 - Capital expenditures are primarily driven by the acquisition of properties as they become or are anticipated to become available for the development of new off-street parking facilities. This is reflected in the 10-Year Recommended Capital Plan as the predominant spending is planned for the first five years.
 - The Bike Share Program expansion depends on the Agency's ability to raise funding from other partners, including various orders of government and the development community.
- \$69.077 million has been dedicated to State of Good Repair projects for the annual maintenance of off-street and on-street parking facilities infrastructure.

Table 3 below details by category, all projects included in the 2018 – 2027 Recommended Capital Budget and Plan for Toronto Parking Authority:

**Table 3
2018 - 2027 Capital Plan by Project Category (In \$000s)**

	Total App'd Cash Flows to Date	2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2018 - 2027 Total	Total Project Cost
Total Expenditures by Category													
State of Good Repair													
<i>Structural Maintenance & Technology Green Plus (24 projects)</i>		14,988	10,089	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	69,077	69,077
Sub-Total		14,988	10,089	5,500	5,500	69,077	69,077						
Service Improvements													
<i>Harbourfront</i>					10,000							10,000	10,000
<i>Expanded Facilities - Bloor St W (Glendonwynne to Durie)</i>								2,500				2,500	2,500
<i>King/Spadina Re-investment Area (W. of Spadina, Portland to Bathurst)</i>								12,500				12,500	12,500
<i>Harbord - Spadina to Major</i>						2,000						2,000	2,000
<i>Queen St West (Spadina to Bellwoods)</i>					2,250							2,250	2,250
<i>907 Kingston Road - West of Victoria Park (YMCA)</i>						3,500						3,500	3,500
<i>Queen East - Kippendavie to Lee</i>						3,000						3,000	3,000
<i>Avenue Rd & Davenport</i>								2,500				2,500	2,500
<i>North York Centre - South (Sheppard to Finch)</i>				4,000								4,000	4,000
<i>Bay/Lakeshore (Downtown Fringe - South)</i>												10,000	10,000
<i>King/ E. of Spadina - Revitalization SE Corner</i>							10,000					6,000	6,000
<i>St. Clair W - CP 41 (7 Norton) Corso Italia</i>						10,900	6,000					10,900	10,900
<i>Redevelopment of Carpark 12 - JV (30 Alvin)</i>				9,300								9,300	9,300
<i>Financial District East of University</i>									10,000			10,000	10,000
<i>St. Lawrence Market North</i>				14,500								14,500	14,500
<i>CP 1 - Addition of 2 Levels</i>	1,500											1,500	1,500
<i>Spadina/ Bloor (Redevelopment of CP 231)</i>								4,000				4,000	4,000
<i>College/Dovercourt</i>										2,000		2,000	2,000
<i>Roncesvalles</i>										2,000		2,000	2,000
<i>Queen/ Soho</i>	10,500											10,500	10,500
<i>Avenue, North of Lawrence (186 Caribou CP 421)</i>	33											33	33
<i>CP 15 Redevelopment (JV)</i>				7,200								7,200	7,200
<i>Redevelopment of CP 5 (15 Wellesley)</i>			3,680									3,680	3,680
<i>Redevelopment of CP 412</i>				4,000								4,000	4,000
<i>Redevelopment of CP 224 (34 Hanna)</i>			8,000									8,000	8,000
<i>Little Italy</i>				3,500								3,500	3,500
<i>1117 Dundas W /Dovercourt CP 204 (1113 Dundas W)</i>				6,900								6,900	6,900
<i>Yonge, S. of Eglinton</i>									7,000			7,000	7,000
<i>Redevelopment of CP 411, Roe Ave.</i>								2,500				2,500	2,500
<i>Cabbagetown</i>										2,400		2,400	2,400
<i>Leslieville (Queen E. of Carlaw/ Coxwell)</i>										4,000		4,000	4,000
<i>Bloor/ Dundas</i>										2,900		2,900	2,900
<i>St. Clair W BIA (Dufferin to Christie)</i>										3,500		3,500	3,500
<i>Metropolitan/ Church (56 Queen East, 51 Bond)</i>					15,000							15,000	15,000
<i>Bloor/ Bathurst</i>										8,500		8,500	8,500
<i>11 Wellesley</i>	7,475											7,475	7,475
<i>Bessarion Community Centre</i>				4,000								4,000	4,000
<i>CP 505 Cliveden Re-development</i>	500											500	500
<i>50 Wellesley</i>	2,760											2,760	2,760
<i>Distillery/ West Donlands</i>			20,000									20,000	20,000
<i>Parking Guidance System Installation</i>			250	250	250							750	750
<i>Yonge & Bloor Provision</i>						21,000						21,000	21,000
<i>Replacement Plan for Bikelanes</i>			4,700	6,450	6,450	8,500	6,700	6,700	2,000	2,000	2,000	45,500	45,500
<i>Bathurst/ Queens Quay</i>									5,000			5,000	5,000
<i>592 and 598 Gerrard East</i>				500								500	500
<i>St. Patrick CP 221</i>	100		5,060									5,160	5,160
<i>CP Provisions due to City Initiatives</i>			3,600	6,000	6,000	7,500	7,500	5,400				36,000	36,000
<i>Carpark Provision - future</i>			5,000					5,000				10,000	10,000
<i>CP212 / 227 Adelaide and Spadina Re-development</i>	100		6,200									6,300	6,300
<i>Eglinton Crosstown</i>			5,000	5,000	5,000							15,000	15,000
<i>Smart Track</i>			5,000	5,000	5,000							15,000	15,000
<i>Carpark Provision 2018</i>	10,000											10,000	10,000
<i>Work & Asset Mgmt SAAS solution</i>	160											160	160
<i>Monthly Payments Solution</i>	75											75	75
<i>Pay by Plate Development and Pilot</i>	90											90	90
<i>Phone support system / Dispatch</i>	80											80	80
<i>Hub Lane Equipment Refresh - 10 CPs (including 5, 12, 39, 58, 125)</i>	700											700	700
<i>Website mapping upgrades (dbase consolidations)</i>	100											100	100
<i>ERP/Financial System - PICK replacement</i>	3,000											3,000	3,000
<i>CP39 - Castlefield Re-development</i>	100		10,000									10,100	10,100
<i>North York - Finch to Steeles</i>					2,000							2,000	2,000
<i>Bike Share Expansion</i>	4,980		10,000	5,000								19,980	19,980
Sub-Total		42,253	86,490	81,600	51,950	56,400	30,200	41,100	24,000	27,300	2,000	443,293	443,293
Total Expenditures by Category (excluding carry forward)		57,241	96,579	87,100	57,450	61,900	35,700	46,600	29,500	32,800	7,500	512,370	512,370

2018 – 2027 Capital Projects

The 10-Year Recommended Capital Plan supports Toronto Parking Authority's objective of providing safe, attractive, self-sustaining, conveniently located and competitively priced off-street and on-street public parking and bike share system as an integral component of the City's transportation strategy.

State of Good Repair (SOGR)

- SOGR projects account for \$69.077 million or 13.5% of the total 10-Year Capital Plan to fund a comprehensive state of good repair program for the maintenance of infrastructure within parking facilities. State of Good Repair projects are driven by renewal needs and are designed to extend the useful life of assets and to ensure service reliability.
- Toronto Parking Authority's SOGR program also includes various greening initiatives ("Greening Plus") to improve energy and lighting efficiency and increase landscaping at existing off-street parking facilities throughout the City. This program is intended to retain rainwater and reduce surface run-off.

Service Improvements

- Service Improvement projects account for \$443.293 million or 86.5% of the total 10-Year Recommended Capital Plan. These projects are for the expansion and/ or redevelopment of off street parking facilities. The parking facilities will ensure that businesses in areas served throughout the City continue to grow and their neighborhoods remain vibrant.
- Service Improvement projects planned within the 2018-2027 timeframe include funding for 35 new carparks and the redevelopment and expansion of 25 existing carparks.
- The 10-Year Recommended Capital Plan also allocates funding for the replacement/addition of on-street and off-street parking spaces in conjunction with the Smart Track and Eglinton Crosstown transit projects (\$30.0 million).
- In anticipation of the implementation of various City initiatives, including the Bike Plan, total funding of \$81.5 million is included to provide additional off-street and on-street parking over the next 10 years.
- In 2018, Toronto Parking Authority will continue with the expansion of the bike share system by leveraging funding from the Public Transit Infrastructure Fund (PTIF). Further expansion of the Bike Share Program of up to additional 229 docking stations and 2,250 bicycles is planned subject to securing funding from the Ontario Municipal Commuter Cycling Program (OMCC) in 2018 and 2019.

2018 Recommended Capital Budget and Future Year Commitments

Included as a sub-set of the 10-Year Capital Plan is the 2018 Recommended Capital Budget and Future Year Commitments, that consists of 2018 and future year cash flow funding for projects previously approved by Council; adjustments (Scope Change) to those previously approved projects; as well as new projects that require Council approval to begin, continue or complete capital work.

- Table 3a on the following page lists the 2018 Recommended Capital Budget and Future Year Commitments for the Toronto Parking Authority:

**Table 3a
2018 Cash Flow & Future Year Commitments (In \$000s)**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 Cash Flow & FY Commits
Expenditures:											
Change in Scope											
CP 1 - Addition of 2 Levels	1,500										1,500
Avenue, North of Lawrence (186 Caribou CP 421)	33										33
Waterproofing/Concrete Repairs CP 36 S1	2,000										2,000
CP 58 Modification to Operations	300										300
P&D Refurbishment Project	2,738										2,738
Painting CP 43	500										500
Subtotal	7,071	-	-	-	-	-	-	-	-	-	7,071
New w/Future Year											
Queen/ Soho	10,500										10,500
CP 34 - New 2nd elevator	1,500										1,500
11 Wellesley	7,475										7,475
CP 505 Cliveden Re-development	500										500
50 Wellesley	2,760										2,760
St. Patrick CP 221	100	5,060									5,160
CP 58 - Retaining wall and fence	1,000										1,000
CP 150 - Localized waterproofing & drains	200										200
CP 404 - New roof of office space	250										250
CP 29 - New elevators	1,500										1,500
CP 68 - New elevators	1,500										1,500
CP49 - Exterior Signage Upgrades	350										350
CP 58 - Retaining wall and fence	350										350
CP404 - Paining Upgrades	300										300
Greening Plus	1,800										1,800
Carpark Provision 2018	10,000										10,000
Work & Asset Mgmt SAAS solution	160										160
Monthly Payments Solution	75										75
Pay by Plate Development and Pilot	90										90
Phone support system / Dispatch	80										80
Hub Lane Equipment Refresh - 10 CPs (including	700										700
Website mapping upgrades (dbase consolidation	100										100
ERP/Financial System - PICK replacement	3,000										3,000
CP68 CP43 CP150- Stairwell upgrades	500										500
Bike Share Expansion	4,980										4,980
CP 58 - Localized waterproofing & drains	200										200
CP39 - Castlefield Re-development	100	10,000									10,100
CP212 / 227 Adelaide and Spadina Re-developme	100	6,200									6,300
Subtotal	50,170	21,260	-	71,430							
Total Expenditure	57,241	21,260	-	78,501							
Financing:											
Current & Future Retained Earnings	44,026	5,060									49,086
Air Rights & Benefiting Assessments	11,215	16,200									27,415
Provincial/Federal	2,000										2,000
Total Financing	57,241	21,260	-	78,501							

- Approval of the 2018 Recommended Capital Budget of \$57.241 million will result in the future year funding commitments of \$21.260 million in 2019.

Chart 3
2018 – 2027 Recommended Capital Plan by Funding Source (In \$000s)

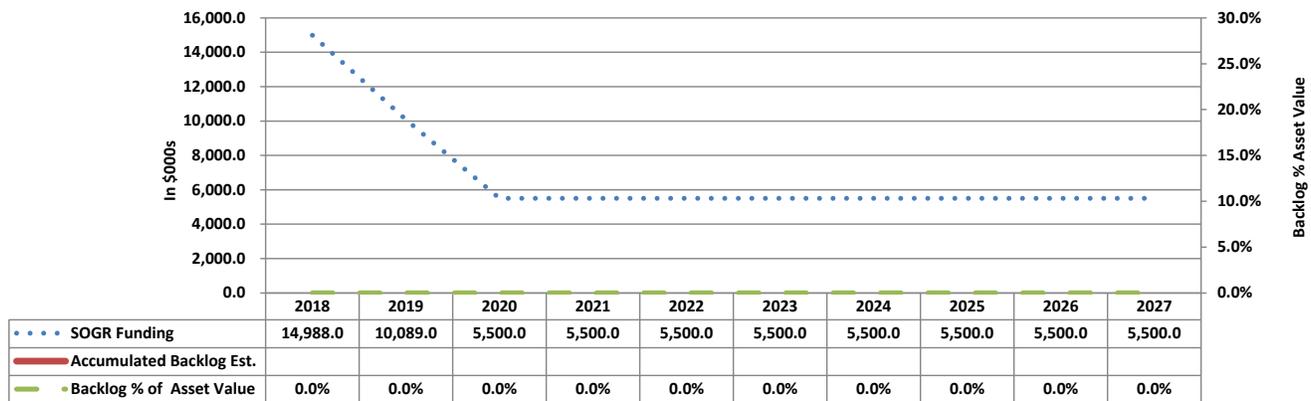


The 10-Year Recommended Capital Plan of \$512.370 million cash flow funding will be financed by the following sources:

- Funding from current and future retained earnings accounts for \$412.215 million or 80.5% of the financing over the 10-year period.
- Proceeds from the sale of air rights constitute \$73.355 million or 14.3% of the 10-Year Capital Plan's planned funding.
 - This funding source is more significant in the first half of the capital program as the majority of the joint venture redevelopment projects, most notably the redevelopment of Carparks at 50 Wellesley Street East and 11 Wellesley Street East at a cost of \$7.475 million and \$2.769 million respectively, Carpark 12 (30 Alvin) at \$9.300 million, Carpark 39 (Castlefield) at \$10.1 million, and Carpark 224 (34 Hannah) at \$8.0 million, will take place during the first 5 years of the 10-Year Capital Plan timeframe.
- Reserve and Reserve Funds amounts to \$9.8 million or 1.9% of required funding over 10 years.
 - This funding source is derived from future rental income from existing Toronto Parking Authority locations as well as new rental income that will be generated from new locations to be delivered as part of the 10-Year Recommended Capital Plan.
- Anticipated Provincial and Federal Government funding for the expansion of the Bike Share Program represents 3.3% or \$17.0 million of total funding. It includes funding from the Public Transit Infrastructure Fund (PTIF) and Ontario Municipal Commuter Cycling Program (OMCC).

State of Good Repair (SOGR) Backlog

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



The 10-Year Recommended Capital Plan dedicates \$69.077 million to SOGR spending over the 10-year period. The Toronto Parking Authority does not have any state of good repair backlog.

- The Toronto Parking Authority has implemented a comprehensive state of good repair program for the maintenance of off-street and on-street parking facilities and related infrastructure.
- An amount of \$14.988 million in 2018, \$10.089 million in 2019 and \$5.500 million annually thereafter is allocated over the 10-year planning horizon to maintain assets in a current state of good repair and prevent any future backlog.

10-Year Capital Plan: Net Operating Budget Impact

The 10-Year Capital Plan will decrease future year Operating Budgets by a total of \$8.544 million net over the 2017 – 2026 period, as shown in the Table 5 on the following page. .

- Incremental operating revenue from user fees is generated in the year following completion of parking facilities, assuming that construction was completed by December 31st of the respective budget year. In assessing the financial viability of new carparks and surface lots, an annual 5% net rate of return has been used, based on past net profit history.
- The Authority has not identified any new positions arising from new off-street parking facilities. New parking facilities and/or related infrastructure will not have parking attendants and will be primarily served by pay-and-display machines. Automation allows the carparks to operate on a 24 hour basis. Maintenance of new facilities will be provided by existing Toronto Parking Authority staff.

These future operating impacts will be reviewed each year as part of the annual Operating Budget process.

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

Projects	2018 Budget		2019 Plan		2020 Plan		2021 Plan		2022 Plan		2018 - 2022		2018 - 2027	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
New Projects - 2017														
Carpark Provision 2018			(192.4)								(192.4)		(192.4)	
Bike Share Expansion			(95.8)		(192.4)		(96.2)				(384.5)		(384.5)	
Queen / Soho			(202.1)								(202.1)		(202.1)	
CP39 - Castlefield Re-development			(1.9)		(192.4)						(194.4)		(194.4)	
11 Wellesley			(143.9)								(143.9)		(143.9)	
CP212 / 227 Adelaide and Spadina Re-development			(1.9)		(119.3)						(121.2)		(121.2)	
St. Patrick CP 221			(1.9)		(97.4)						(99.3)		(99.3)	
ERP/Financial System - PICK replacement			(57.7)								(57.7)		(57.7)	
50 Wellesley			(53.1)								(53.1)		(53.1)	
Redevelopment of CP 217 1445 Bathurst			(38.5)								(38.5)		(38.5)	
CP 1 - Addition of 2 Levels			(28.9)								(28.9)		(28.9)	
Parking Guidance System Installation			(4.8)		(4.8)		(4.8)		(4.8)		(19.2)		(19.2)	
Avenue, North of Lawrence (186 Caribou CP 421)			(14.4)								(14.4)		(14.4)	
242 Danforth, E. of Broadview (CP 277) CP78???			(14.3)								(14.3)		(14.3)	
CP 505 Cliveden Re-development			(9.6)								(9.6)		(9.6)	
Work & Asset Mgmt SAAS solution			(3.1)								(3.1)		(3.1)	
Monthly Payments Solution			(1.4)								(1.4)		(1.4)	
New Projects - Future Years														
Replacement Plan for Bikelanes					(90.4)		(124.1)		(124.1)		(338.7)		(837.1)	
CP Provisions due to City Initiatives					(69.3)		(115.5)		(115.5)		(300.2)		(692.8)	
Yonge & Bloor Provision											-		(404.1)	
Carpark Provision - future					(96.2)						(96.2)		(192.4)	
Distillery/ West Donlands					(384.9)						(384.9)		(384.9)	
Metropolitan/ Church (56 Queen East, 51 Bond)									(288.7)		(288.7)		(288.7)	
Eglinton Crosstown					(96.2)		(96.2)		(96.2)		(288.7)		(288.7)	
Smart Track					(96.2)		(96.2)		(96.2)		(288.7)		(288.7)	
St. Lawrence Market North							(279.0)				(279.0)		(279.0)	
King/Spadina Re-investment Area													(240.6)	
St. Clair W - CP 41 (7 Norton)													(209.8)	
Corso Italia													(192.4)	
Harbourfront									(192.4)		(192.4)		(192.4)	
Bay/ Lakeshore (Downtown Fringe - South)													(192.4)	
Financial District East of University													(192.4)	
Redevelopment of Carpark 12 - JV (30 Alvin)							(179.0)				(179.0)		(179.0)	
Bloor/ Bathurst													(163.6)	
Redevelopment of CP 224 (34 Hanna)					(154.0)						(154.0)		(154.0)	
CP 15 Redevelopment (JV)							(138.6)				(138.6)		(138.6)	
Yonge, S. of Eglinton													(134.7)	
1117 Dundas W /Dovercourt CP 204 (1113 Dundas W)							(132.8)				(132.8)		(132.8)	
King/ E. of Spadina - Revitalization SE Corner													(115.5)	
Bathurst/ Queens Quay													(96.2)	
Bessarion Community Centre							(77.0)				(77.0)		(77.0)	
Spadina/ Bloor (Redevelopment of CP 231)													(77.0)	
North York Centre - South (Sheppard to Finch)													(77.0)	
Redevelopment of CP 412							(77.0)				(77.0)		(77.0)	
Leslieville (Queen E. of Carlaw/ Coxwell)													(77.0)	
Redevelopment of CP 5 (15 Wellesley)					(70.8)						(70.8)		(70.8)	
907 Kingston Road - West of Victoria Park (YMCA)													(67.4)	
Little Italy							(67.4)				(67.4)		(67.4)	
St. Clair W BIA (Dufferin to Christie)													(67.4)	
Queen East - Kippendavie to Lee													(57.7)	
Bloor/ Dundas													(55.8)	
Redevelopment of CP 411, Roe Ave.													(48.1)	
Expanded Facilities - Bloor St W (Glendonwynne to Durie)													(48.1)	
Avenue Rd & Davenport													(48.1)	
Cabbagetown													(46.2)	
Queen St West (Spadina to Bellwoods)									(43.3)		(43.3)		(43.3)	
North York - Finch to Steeles									(38.5)		(38.5)		(38.5)	
Harbord - Spadina to Major													(38.5)	
College/Dovercourt													(38.5)	
Roncesvalles													(38.5)	
CP 1 - Addition of 2 Levels													-	
592 and 598 Gerrard East							(9.6)				(9.6)		(9.6)	
Total (Net)	-	-	(865.9)	-	(1,664.4)	-	(1,570.3)	-	(999.7)	-	(5,100.4)	-	(8,543.7)	-



Part 2: Issues for Discussion

Issues for Discussion

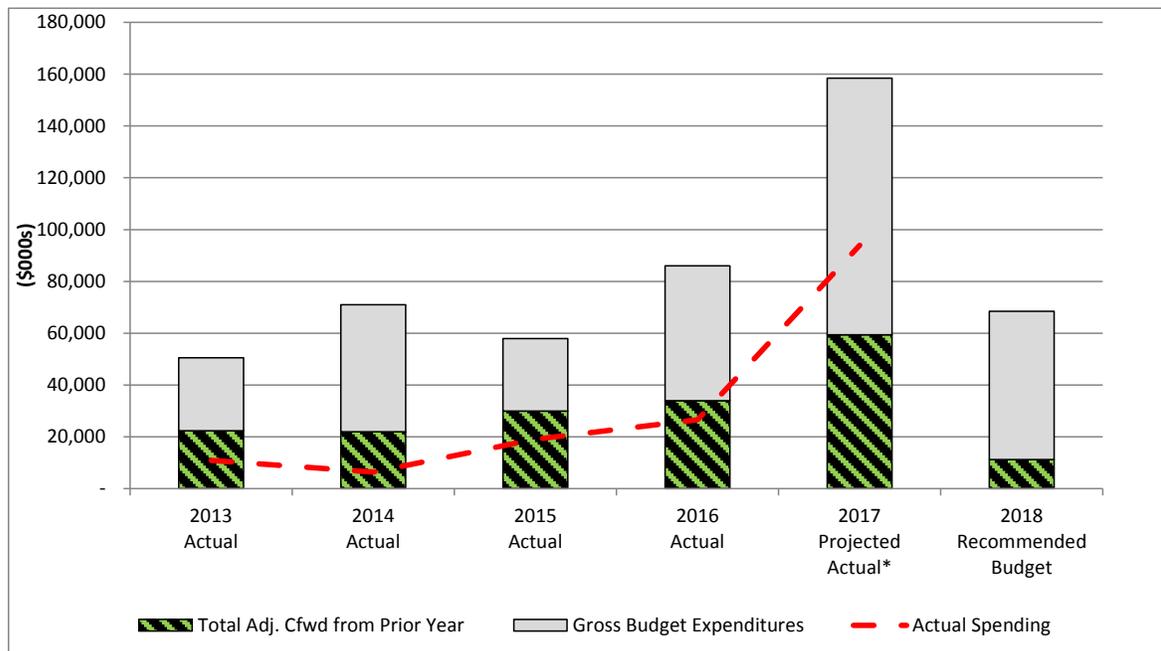
Issues Impacting the 2018 Capital Budget

Review of Capital Projects and Spending

- The Toronto Parking Authority's spending capacity over the previous five years, from 2012 to 2016, averaged \$14.205 million or 22% of TPA's average Capital Budget of \$64.042 million, as presented below.

Capacity to Spend – Budget vs. Actual

(In \$000s)



Capacity issues, both controllable and uncontrollable, that have limited the Authority's capital budget spending rate include:

- Delays attributed to a need to complete studies and site assessments for some of the already identified sites.
- Anticipated time lags implicit in joint venture arrangements.
- Delays resulting from unavailability of appropriate sites.
- Delays due to on-going negotiations for identified sites; and,
- Projects that have been cancelled because of the low probability of finding an appropriate site.

In an effort to better align the cash flow funding estimates in the 10-year Capital Plan with anticipated annual spending, \$7.6 million in cash flow funding has been deferred from 2018 to future years, along with a further cascading adjustment in future years based on revised project timing.

The Toronto Parking Authority and the Financial Planning Division will continue to review the portfolio of projects on an ongoing basis and realign the 10-year Capital Plan project timing and estimates through future budget processes.

Bike Share Program

- In November 2013, City Council authorized the transfer of the BIXI Toronto assets consisting of 1,000 bicycles, 80 bicycle stations and 1,500 docks to the Toronto Parking Authority for the purpose of continuing the Bike Share program, as well as the responsibility and authority for the ownership, acquisition, management, maintenance and operation of the bike share program on behalf of the City of Toronto.
- Since 2013, the Toronto Parking Authority has expanded the bike share system leveraging funding from other partners as follows:
 - In 2016, an additional 1,000 bicycles, 120 bicycle stations and 2,000 docks were funded by Metrolinx at cost of \$4.9 million.
 - In 2017, through a combination of funding sources from the Public Transit Infrastructure Fund of \$2.0 million and the Toronto Parking Authority's internal reserve funding in the same amount, another 750 bicycles, 70 bicycle stations and 1,000 docks were added.
 - At the end of 2017, Toronto Parking Authority's bike share system will have 2,750 bicycles, 271 bicycle stations and 4,500 docks.
- The 10-Year Capital Plan anticipates further expansion of the Bike Share Program:
 - In 2018, similarly to 2017, an additional \$2.0 million in funding available from PTIF will be matched by the Toronto Parking Authority's own internal resources resulting in a total of \$4.0 million to be invested.
 - In 2019 and 2020, subject to the approval and conditions of the Ontario Municipal Commuter Cycling Program, funding of \$15.0 million is planned for the program's expansion.
 - Overall, these projects will result in the addition of 2,250 bicycles, 229 bicycle stations and 4,000 docks by the end of 2020.
- Other sources of capital funding which include Section 37 and 41 funds, as well as private real estate developer contributions have not been used in the funding of the 2018-2027 Recommended Capital Plan. They will be reported separately as they become available.
- It is also important to note that any further system expansion depends on the Toronto Parking Authority's ability to gain system wide ridership and secure sufficient levels of revenues from users and sponsors.

Issues Referred to the 2018 Capital Budget Process

- There are no issues referred to the 2018 Budget Process.



Appendices

Appendix 1 2017 Performance

2017 Key Accomplishments

In 2017, Toronto Parking Authority made significant progress and/or accomplished the following:

- ✓ Completed numerous state of good repair projects, such as:
 - Concrete repairs at Carparks 36 (Nathan Phillips Square Garage), and Carpark 52 (40 York Street).
 - New customer office, concrete repairs and elevator modernization at Carpark 43 (2 Church Street).
 - Ramp heating replacement at Carpark 111 (74 Clinton Street).
 - Lighting upgrades at Carparks 26 (37 Queen Street West), 29 (75 Holly Street), and 68 (Kensington Garage).
 - New booths at Carpark 5 (15 Wellesley Street East), Carpark 32 (45 Bat Street) and Carpark 71 (35 Bellevue Avenue).
 - Elevator modernization at Carpark 34 (25 Dundas Street East), and Carpark 125 (323 Richmond St. E.).
 - Greening projects at various carparks.
- ✓ Addressed parking shortfalls by opening new / redeveloping existing carparks, most notably:
 - Re-opening of Carpark 1 at 20 Charles Street East, providing improved vehicle and bicycle parking service to the growing Yonge and Bloor neighbourhood.
 - Acquisition of carpark at 51 Dockside
 - Carpark 49 at 30 Roehampton
 - Carpark 673 at 2204-2212 Eglinton West.
- ✓ Recipient of the 2017 Award of Excellence for the best design of a surface parking lot from the International Parking Institute for Carpark 256 at 1624 Queen Street West.
- ✓ Continued with deployment of comprehensive Pay and Display Meter Refurbishment program for on-street parking that commenced in 2016 and will result in a replacement of 3,000 meters over the 2 year period.
- ✓ Expanded the size of the Bike Share system by 750 bicycles, 70 stations and 1,000 docks and implemented the Bike Share expansion funded by PTIF.

2017 Financial Performance

2017 Budget Variance Analysis (in \$000's)

2017 Budget	As of June 30, 2017		Projected Actuals at Year-End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
158,469	27,846	17.6%	93,938	59.3%	64,531	40.7%

* Based on 2017 Second Quarter Capital Variance Report

For additional information regarding the 2017 Q2 capital variances and year-end projections for Toronto Water please refer to the attached link for the report entitled "*Capital Variance Report for the Six-Month Period Ended June 30, 2017*" considered by City Council at its meeting on October 2, 3 and 4, 2017.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX27.18>

Impact of the 2017 Capital Variance on the 2018 Recommended Capital Budget

- As a result of the delays in the capital projects, funding of \$11.265 million is being carried forward to the 2018 Recommended Capital Budget to continue the capital work.

Appendix 2 2018 Recommended Capital Budget; 2019 to 2027 Recommended Capital Plan (\$000s) (Including Carry Forward Funding)

Project	Total Project Cost	Prior Year Carry Forward	2018	2019	2020	2021	2022	2018 - 2022	2023	2024	2025	2026	2027	2018 - 2027 Total
State of Good Repair:														
Painting CP 34	200			200				200						200
CP 36 - Concrete Repairs Stage 1	2,000		2,000					2,000						2,000
Painting Stage 2 CP 36	400			400				400						400
Structural Maintenance & Technology														
(Greening Plus)	49,500			5,500	5,500	5,500	5,500	22,000	5,500	5,500	5,500	5,500	5,500	49,500
CP 34 - New 2nd elevator	1,500		1,500					1,500						1,500
Painting Upgrade CP 11	250			250				250						250
Green Plus 2016 Budget (CP 3, 47, 78, 85, 93, 226)	939			939				939						939
Boiler Upgrade CP 36 Carwash	100			100				100						100
Painting CP 52	200			200				200						200
CP 58 - Retaining wall and fence	1,000		1,000					1,000						1,000
CP 150 - Localized waterproofing & drains	200		200					200						200
CP 404 - New roof of office space	250		250					250						250
CP 29 - New elevators	1,500		1,500					1,500						1,500
CP 404 - New elevators	1,500			1,500				1,500						1,500
CP 171 - New elevators	1,000			1,000				1,000						1,000
CP 68 - New elevators	1,500		1,500					1,500						1,500
CP49 - Exterior Signage Upgrades	350		350					350						350
CP68 - Paining Upgrades	350		350					350						350
CP404 - Paining Upgrades	300		300					300						300
Greening Plus	1,800		1,800					1,800						1,800
CP68 CP43 CP150- Stairwell upgrades	500		500					500						500
CP 58 - Localized waterproofing & drains	200		200					200						200
CP58 modification to operations	300	100	300					400						400
P&D Refurbishment Projects	2,738	784	2,738					3,522						3,522
Painting CP 43	500	500	500					1,000						1,000
Waterproofing/Concrete Repairs CP 36 (2014)		112						112						112
Signage Upgrade - Illuminated CP 43		200						200						200
Waterproofing/Concrete Repairs CP 52 (2014)		150						150						150
CP 52 design cost for signature series		150						150						150
Signage - Illuminated CP 404		100						100						100
Signage Upgrade CP 11		100						100						100
Signage Upgrade CP 29		100						100						100
Painting and Signage Upgrade CP 96		45						45						45
Painting and Signage Upgrade CP 111		80						80						80
Entrance - Signage CP 52		90						90						90
Lighting Upgrade CP 11		842						842						842
Boiler Upgrade CP 36 TPA Rooms		100						100						100
Signage Upgrade CP 26		100						100						100
Sub-Station Replacement CP 29		75						75						75
Sprinkler/Fire Alarm and Standpipe CP 111		100						100						100
Ventilation Modifications CP 34		100						100						100
Sub-Station Replacement CP 43 (C1)		125						125						125
Sprinkler/Fire Alarm and Standpipe CP 42		200						200						200
Entrance Signage Architectural CP 52		1,400						1,400						1,400
Exhaust Fan, Drain and Concrete CP 36		2,000						2,000						2,000
Sub-Total	69,077	7,553	14,988	10,089	5,500	5,500	5,500	49,130	5,500	5,500	5,500	5,500	5,500	76,630
Service Improvements:														
Harbourfront	10,000					10,000		10,000						10,000
Expanded Facilities - Bloor St W (Glendonwynne to Durie)	2,500									2,500				2,500
King/Spadina Re-investment Area (W. of Spadina, Portland to Bathurst)	12,500									12,500				12,500
Harbord - Spadina to Major	2,000						2,000	2,000						2,000
Queen St West (Spadina to Bellwoods)	2,250					2,250		2,250						2,250
907 Kingston Road - West of Victoria Park (YMCA)	3,500						3,500	3,500						3,500
Queen East - Kippendavie to Lee Avenue Rd & Davenport	3,000						3,000	3,000						3,000
Avenue Rd & Davenport	2,500									2,500				2,500
North York Centre - South (Sheppard to Finch)	4,000				4,000			4,000						4,000
Bay/ Lakeshore (Downtown Fringe - South)	10,000								10,000					10,000

Appendix 2

2018 Recommended Capital Budget; 2019 to 2027 Recommended Capital Plan – Continued (\$000s)

Project	Total Project Cost	Prior Year Carry Forward	2018	2019	2020	2021	2022	2018 - 2022	2023	2024	2025	2026	2027	2018 - 2027 Total
King/ E. of Spadina - Revitalization SE Corner	6,000								6,000					6,000
St. Clair W - CP 41 (7 Norton) Corso Italia	10,900						10,900	10,900						10,900
Redevelopment of Carpark 12 - JV (30 Alvin)	9,300				9,300			9,300						9,300
Financial District East of University	10,000										10,000			10,000
St. Lawrence Market North	14,500				14,500			14,500						14,500
CP 1 - Addition of 2 Levels	1,500		1,500					1,500						1,500
Spadina/ Bloor (Redevelopment of CP 231)	4,000									4,000				4,000
College/Dovercourt	2,000											2,000		2,000
Roncesvalles	2,000											2,000		2,000
Queen/ Soho	10,500		10,500					10,500						10,500
Avenue, North of Lawrence (186 Caribou CP 421)	33		33					33						33
CP 15 Redevelopment (JV)	7,200				7,200			7,200						7,200
Redevelopment of CP 5 (15 Wellesley)	3,680			3,680				3,680						3,680
Redevelopment of CP 412	4,000				4,000			4,000						4,000
Redevelopment of CP 224 (34 Hanna)	8,000			8,000				8,000						8,000
Little Italy	3,500				3,500			3,500						3,500
1117 Dundas W /Dovercourt CP 204 (1113 Dundas W)	6,900				6,900			6,900						6,900
Yonge, S. of Eglinton	7,000										7,000			7,000
Redevelopment of CP 411, Roe Ave.	2,500									2,500				2,500
Cabbagetown	2,400											2,400		2,400
Leslieville (Queen E. of Carlaw/ Coxwell)	4,000											4,000		4,000
Bloor/ Dundas	2,900											2,900		2,900
St. Clair W BIA (Dufferin to Christie)	3,500											3,500		3,500
Metropolitan/ Church (56 Queen East, 51 Bond)	15,000					15,000		15,000						15,000
Bloor/ Bathurst	8,500							-				8,500		8,500
11 Wellesley	7,475		7,475					7,475						7,475
Bessarion Community Centre	4,000				4,000			4,000						4,000
CP 505 Cliveden Re-development	500		500					500						500
50 Wellesley	2,760		2,760					2,760						2,760
Distillery/ West Donlands	20,000			20,000				20,000						20,000
Parking Guidance System Installation	750			250	250	250		750						750
Yonge & Bloor Provision	21,000						21,000	21,000						21,000
Replacement Plan for Bikelanes	45,500			4,700	6,450	6,450	8,500	26,100	6,700	6,700	2,000	2,000	2,000	45,500
Bathurst/ Queens Quay	5,000										5,000			5,000
592 and 598 Gerard East	500				500			500						500
St. Patrick CP 221	5,160		100	5,060				5,160						5,160
CP Provisions due to City Initiatives	36,000			3,600	6,000	6,000	7,500	23,100	7,500	5,400				36,000
Carpark Provision - future	10,000			5,000				5,000		5,000				10,000
CP212 / 227 Adelaide and Spadina Re-development	6,300		100	6,200				6,300						6,300
Eglinton Crosstown	15,000			5,000	5,000	5,000		15,000						15,000
Smart Track	15,000			5,000	5,000	5,000		15,000						15,000
Carpark Provision 2018	10,000		10,000					10,000						10,000
Work & Asset Mgmt SAAS solution	160		160					160						160
Monthly Payments Solution	75		75					75						75
Pay by Plate Development and Pilot	90		90					90						90
Phone support system / Dispatch	80		80					80						80
Hub Lane Equipment Refresh - 10 CPs (including 5, 12, 39, 58, 125)	700		700					700						700
Website mapping upgrades (dbase consolidations)	100		100					100						100
ERP/Financial System - PICK replacement	3,000		3,000					3,000						3,000
CP39 - Castlefield Re-development	10,100		100	10,000				10,100						10,100
North York - Finch to Steeles	2,000					2,000		2,000						2,000
Bike Share Expansion	19,980		4,980	10,000	5,000			19,980						19,980
Avenue, N. of Lawrence (Caribou)		717						717						717
Redevelopment of CP 217 (JV)		2,000						2,000						2,000
242 Danforth, E. of Broadview (CP277 extension)		745						745						745
Parking Guidance System Installation		250						250						250
Sub-Total	443,293	3,712	42,253	86,490	81,600	51,950	56,400	322,405	30,200	41,100	24,000	27,300	2,000	447,005
Total	512,370	11,265	57,241	96,579	87,100	57,450	61,900	371,535	35,700	46,600	29,500	32,800	7,500	523,635

Appendix 3

2018 Recommended Capital Budget; 2019 to 2027 Recommended Capital Plan

Appendix 4

2018 Cash Flow and Future Year Commitments

Appendix 5

2018 Recommended Capital Budget with Financing Detail

Appendix 6 Reserve / Reserve Fund Review

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

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)											2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan		
Toronto Parking Authority Capital Expenditure Reserve Fund (XR6002)	Beginning Balance	3,362	777	1,185	1,601	2,325	3,064	4,153	5,264	3,897	5,052	1,854		
	Withdrawals (-)													
	50% Share of Funding for PTIF Projects in 2017	(2,000)												
	2017 Funding for Unbudgeted Positions	(985)												
	Expanded Facilities - Bloor St.W (Glend/Durie)								(2,500)				(2,500)	
	Cabbagetown										(2,400)		(2,400)	
	Bloor/Dundas										(2,900)		(2,900)	
	Total Withdrawals	(2,985)								(2,500)		(5,300)		(7,800)
Contributions (+)														
<i>Projected Profits and Interest</i>	400	408	416	724	739	1,089	1,111	1,133	1,155	2,102			8,877	
Total Contributions	400	408	416	724	739	1,089	1,111	1,133	1,155	2,102			8,877	
Total Reserve Fund Balance at Year-End		777	1,185	1,601	2,325	3,064	4,153	5,264	3,897	5,052	1,854	1,854	1,077	

* Based on the 2017 Q2 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)											2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan		
Parking Payment in Liu Reserve Fund (XR1016)	Beginning Balance	1,818	1,818	1,848	1,878	1,908	1,938	1,968	1,998	2,028	2,058	88		
	Withdrawals (-)													
	College/Dovercourt										(2,000)			
	Total Withdrawals		-	-	-	-	-	-	-	-	(2,000)			
	Contributions (+)													
<i>Projected Profits and Interest</i>	30	30	30	30	30	30	30	30	30	30	30	30	300	
Total Contributions		30	30	30	30	30	30	30	30	30	30	30	300	
Total Reserve Fund Balance at Year-End		1,818	1,848	1,878	1,908	1,938	1,968	1,998	2,028	2,058	88	118	300	