

budget

—2019—



BUDGET NOTES

Transportation Services

What We Do

Transportation Services strives to be a leader in providing safe, efficient and effective transportation solutions to serve the needs of Toronto residents, businesses and visitors in an environmentally, socially and economically prudent manner through planning, engineering, designing, maintaining and operating the City's municipal transportation system. Transportation Services delivers the following services:

- Road & Sidewalk Management
- Transportation Safety & Operations
- Permits & Applications

Transportation Services maintains infrastructure comprised of 5,600 km of roads, 6,960 km of sidewalks, 900 bridges / culverts, 2,360 traffic control signals, 600 pedestrian crossovers, and 940 km of bike lanes / trails / routes.

Why We Do It

Transportation Services' mission is to build and maintain a resilient transportation network so that people connect with the places, activities and communities they value.

Our Experience & Success

- Vision Zero Road Safety plan - accelerated implementation plan resulting in the installation of 80 leading pedestrian intervals, 188 mobile watch your speed signs, 350 community safety zones
- Installed 18 lane km of new on-street cycling facilities, 4 km of new multi-use trails, and improvements to over 50 lane km of existing cycling facilities
- Initiated 40 km of Major Roads Rehabilitation and 92 km of Local Roads Rehabilitation
- Completed procurement & deployed City's first "Smart Work Zone" operation on Jarvis Street
- Completed the Curbside Management Strategy and implementation of Designated Delivery Vehicle Parking Zones
- 244,065 potholes filled in 2018

Key Challenges

- Vision Zero Road Safety Plan – enhance the City's transportation network for vulnerable road users
- Management of traffic congestion – as densification in the City continues, the demands on the road network increase
- Supporting active Transportation and surface transit operations - develop and manage the transportation network to enable users to travel efficiently using all modes of transportation
- SOGR backlog of major assets (bridges, major roads, local roads, laneways) – estimated to be \$894.710 million at the end of 2018 and anticipated to grow to \$3.517 billion by 2028 (excludes F. G. Gardiner)

Priority Actions

- Continue to implement safety initiatives as part of the Vision Zero Road Safety Plan including \$57.387 million to continue the five year RSP action plan (2017-2021)
- Undertake traffic signal coordination studies to reduce delay and improve travel times along arterial roads
- Continue to implement the 10 Year Cycling Network Plan, and the Pedestrian Wayfinding Program – Integrate Complete Streets and Green Streets design into Capital Program
- Undertake \$1.888 billion of critical SOGR works (bridges, major roads, local roads) over the next ten years to mitigate some of the accumulated backlog (excludes F. G. Gardiner)
- Invest \$430.973 million over the next ten years in projects to help manage the impacts of significant growth in the City

Budget At A Glance

STAFF RECOMMENDED OPERATING BUDGET			
\$Million	2019	2020	2021
Gross Expenditures	\$396.1	\$411.4	\$392.2
Revenues	\$170.7	\$168.8	\$144.6
Net Expenditures	\$225.4	\$242.6	\$247.6
Approved Positions	1,198.3	1,195.3	1,182.3

STAFF RECOMMENDED 10-YEAR CAPITAL PLAN			
\$Million	2019	2020-2028	Total
Gross Expenditures	\$477.7	\$4,876.8	\$5,354.5
Debt	\$360.2	\$3,854.2	\$4,214.4

Note: Excluding 2018 carry forward funding to 2019

Our Key Service Levels



Response time for filling potholes on roads within **5** days 100% of the time



Response time for service request for a missing or damaged street or traffic sign permanently resolved within **6** months 100% of the time



Response time for street event permit requests processed within **8** weeks 100% of the time

Source of images: www.icons8.com

Key Service Deliverable

- Provide safe streets for all road users through the implementation of Vision Zero Road Safety Plan
- Implement acceleration of sidewalk and utility cut repairs
- Implement strategies to minimize lane closures due to construction through accelerated schedules, improved coordination, and more stringent permit timelines and enforcement
- Use preventative maintenance techniques to improve infrastructure quality and extend lifespan
- Continue to better manage congestion and improve safety through the Congestion Management Plan
- Continue to connect, grow and renew the City's cycling infrastructure through the delivery of Year 4 of the 10 Year Cycling Network Plan
- Continue to enhance the public realm through increased street furniture deployment, graffiti removal, street art installations and beautification of abandoned spaces

Who We Serve

Road & Sidewalk Management

- Pedestrians
- Cyclists
- Goods Movement Service Providers
- Vehicle Operations and Passengers

Beneficiaries

- Businesses
- Emergency Services
- Residents
- City & Agency Staff
- Utility Companies
- Visitors/Tourists

Transportation Safety & Operations

- Pedestrians
- Cyclists
- Vehicle Operations and Passengers

Beneficiaries

- Businesses
- Emergency Service
- Residents
- Commercial Vehicle Operators
- Visitors/Tourists

Permits & Applications

- Property owners
- City Staff
- Utility Companies

Beneficiaries

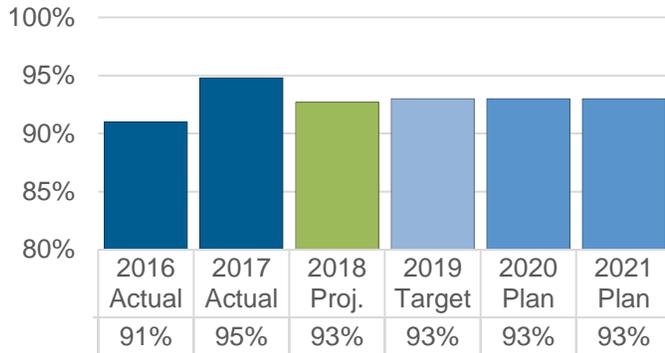
- Businesses
- Emergency Service
- Residents
- Commercial Vehicle Operators
- Visitors/Tourists

How Well We Are Doing

Performance Measures

Behind the Numbers

% of potholes filled within 5 days



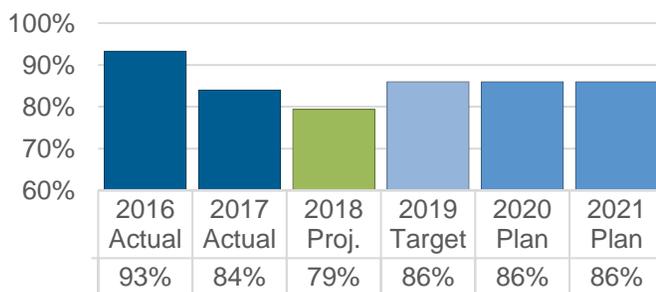
- Due to a severe winter, Transportation Services filled a significantly greater number of potholes in 2018, but was still able to complete 93% within 5 days.
- Transportation Services anticipates filling 93% of potholes in 2019 and future years within the specified timeframes.

% of service requests related to traffic signs and pavement markings completed within timelines



- With priority given to the acceleration of Vision Zero Road Safety Plan initiatives in 2018, Transportation Services devoted its resources towards the installation of new traffic signs and pavement markings while continuing to respond to routine requests.
- Transportation Services anticipates maintaining a 99% target in 2019 and future years.

% of emergency service requests related to traffic signal installation and maintenance attended to within 90 minutes



- With priority given to the acceleration of Vision Zero Road Safety Plan initiatives in 2018, Transportation Services devoted its resources towards the signal related elements of that plan while continuing to respond to routine requests.
- This measure is expected to be 86% in 2019 and future years.

Performance Measures Under Development

As part of the Divisional Service Delivery Review, Transportation Services is currently undergoing a comprehensive review of its service levels to identify and implement process improvements, optimize work performance and align with corporate agendas and priorities. Part of this review will lead to improved baseline performance measures. Changes to service levels will be submitted for Council approval as part of the 2020 Budget process.

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2. 2019 Operating Budget by Service
3. 2019 Service Levels
4. Summary of 2019 Recommended Service Changes
5. Summary of 2019 Recommended New & Enhanced Service Priorities
6. 2019 User Fee Rate Changes
7. 2019 Capital Budget; 2020 - 2028 Capital Plan
8. 2019 Cash Flow & Future Year Commitments
9. 2019 Capital Budget with Financing Detail
10. Reserve and Reserve Fund Review

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RECOMMENDATIONS

RECOMMENDATIONS

The City Manager and Chief Financial Officer & Treasurer recommend that:

1. City Council approve the 2019 Staff Recommended Operating Budget for Transportation Services of \$396.139 million gross, \$225.420 net for the following services:

Service:	Gross (\$000s)	Net (\$000s)
Road & Sidewalk Management	256,447.2	157,986.1
Transportation Safety & Operations	121,615.3	107,657.4
Permits & Applications	18,076.6	(40,223.1)
Total Program Budget	396,139.1	225,420.3

2. City Council approve the 2019 service levels for Transportation Services as outlined in Appendix 3 of this report, and associated staff complement of 1,198.3 positions, comprising 151.2 capital positions and 1,047.1 operating positions.

3. City Council approve the 2019 other user fee changes above the inflationary adjusted rate for Transportation Services identified in Appendix 6(a), for inclusion in the Municipal Code Chapter 441 "Fees and Charges".

4. City Council approve the 2019 Staff Recommended Capital Budget for Transportation Services with a total project cost net reduction of (\$53.114) million, and 2019 cash flow of \$602.692 million and future year commitments of \$2.022 billion comprised of the following:

a. New Cash Flow Funds for:

1. Sixty-four new / change in scope sub-projects with a 2019 total project cost net reduction of (\$53.114) million that requires cash flow of (\$52.900) million less in 2019 and future year cash flow commitments of \$59.642 million for 2020; (\$17.049) million less for 2021; (\$135.957) million less for 2022; \$75.912 million for 2023; \$17.012 million for 2024; and \$0.226 million for 2025;
2. One hundred and sixteen previously approved sub-projects with a 2019 cash flow of \$511.786 million; and future year cash flow commitments of \$539.219 million for 2020; \$496.884 million for 2021; \$491.492 million for 2022; \$320.137 million for 2023; \$43.129 million for 2024; \$44.323 million for 2025; \$44.151 million for 2026; and \$42.381 million for 2027;
3. One previously approved sub-project with carry forward funding from 2017 requiring 2019 cash flow of \$18.840 million that requires Council to reaffirm its commitment; and

b. 2018 approved cash flow for 53 previously approved sub-projects with carry forward funding from 2018 into 2019 totalling \$124.966 million.

5. City Council approve the 2020 - 2028 Staff Recommended Capital Plan for Transportation Services totalling \$2.855 billion in project estimates, comprised of \$2.558 million for 2020; \$14.870 million for 2021; \$45.568 million for 2022; \$141.181 million for 2023; \$890.599 million for 2024; \$841.249 million for 2025; \$476.374 million for 2026; \$230.958 million for 2027, and \$211.927 million for 2028.

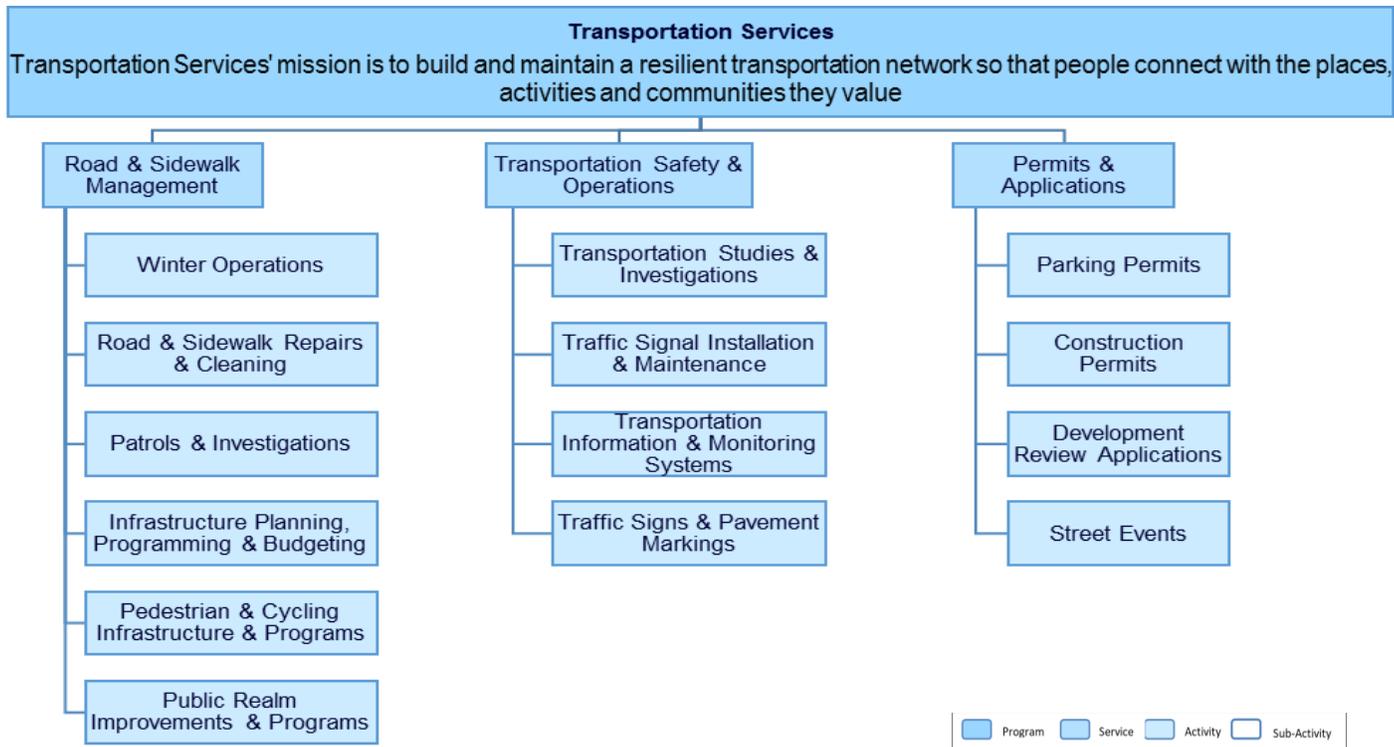
6. City Council consider the operating costs of \$0.073 million net in 2019 resulting from the approval of the 2019 Capital Budget for inclusion in the 2019 and future year operating budgets.

7. All sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2019 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.



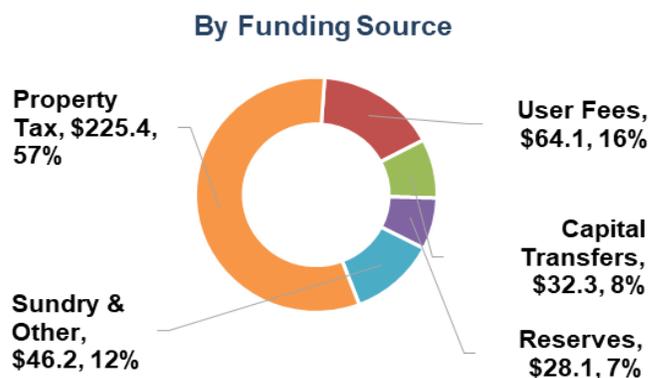
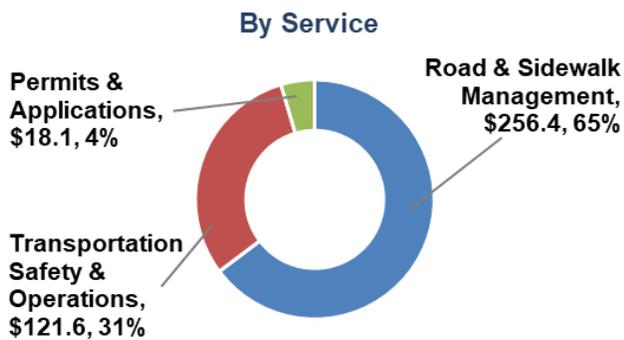
2019 STAFF RECOMMENDED OPERATING BUDGET

PROGRAM MAP



2019 OPERATING BUDGET HIGHLIGHTS

2019 Staff Recommended Operating Budget \$396.1M



- **0.2%** Budget increase over the 2018 Approved Net Operating Budget to maintain existing service levels and meet additional service demands.
- **\$16.1M** Net efficiency savings, user fee and other revenue adjustments and expenditure reductions that achieve the base budget target.
- **\$0.201M** New/enhanced funding to study the feasibility of and plan for the continued Red Light Camera program expansion.
- **2020/2021** Increases for known inflationary adjustments for salaries & benefits, contracts (primarily winter maintenance costs), utility cut repair backlog volume decreases, and additional contributions to the vehicle reserve.

2019 OPERATING BUDGET OVERVIEW

Table 1: 2019 Staff Recommended Operating Budget and Plan by Service

(In \$000s)	2018		2019			Changes		Incremental Change	
	Budget	Projected Actual*	Base	New / Enhanced	Total Staff Recommended Budget			2020 Plan	2021 Plan
By Service	\$		\$	\$	\$	\$	%	\$	\$
Road & Sidewalk Management									
Gross Expenditures	272,989.9	233,947.7	256,447.2		256,447.2	(16,542.6)	(6.1%)	11,331.3	(20,302.3)
Revenue	130,434.6	82,704.6	98,461.2		98,461.2	(31,973.4)	(24.5%)	(3,651.6)	(26,271.2)
Net Expenditures	142,555.3	151,243.2	157,986.1		157,986.1	15,430.8	10.8%	14,982.9	5,968.9
Transportation Safety & Operations									
Gross Expenditures	118,277.2	116,767.5	121,413.8	201.4	121,615.3	3,338.0	2.8%	3,245.5	936.8
Revenue	11,550.2	11,550.2	13,957.9		13,957.9	2,407.7	20.8%	397.7	40.7
Net Expenditures	106,727.0	105,217.2	107,455.9	201.4	107,657.4	930.4	0.9%	2,847.8	896.1
Permits & Applications									
Gross Expenditures	19,461.2	17,690.4	18,076.6		18,076.6	(1,384.6)	(7.1%)	640.4	198.2
Revenue	43,663.6	49,375.6	58,299.7		58,299.7	14,636.1	33.5%	1,288.7	2,023.5
Net Expenditures	(24,202.5)	(31,685.2)	(40,223.1)		(40,223.1)	(16,020.7)	66.2%	(648.3)	(1,825.3)
Total									
Gross Expenditures	410,728.2	368,405.6	395,937.6	201.4	396,139.1	(14,589.2)	(3.6%)	15,217.2	(19,167.3)
Revenue	185,648.5	143,630.5	170,718.8		170,718.8	(14,929.7)	(8.0%)	(1,965.1)	(24,206.9)
Total Net Expenditures	225,079.8	224,775.2	225,218.9	201.4	225,420.3	340.5	0.2%	17,182.4	5,039.6
Approved Positions	1,179.8	1,065.7	1,196.3	2.0	1,198.3	18.5	1.6%	(3.0)	(13.0)

* Year-End Projection Based on Q3 2018 Variance Report

Base Changes

(\$0.139M Gross and Net)

- Salary & benefit increases, inflationary contract cost escalation primarily for the winter maintenance program, and increased vehicle reserve contributions for replacement of equipment and fleet vehicles.
- Complete realignment of the historical utility cut repair program budget with expected volumes, resulting in a net budget pressure.
- Above pressures were almost entirely offset by base expenditure / revenue adjustments to align the budget with actual experience, user fee inflationary increases, increase above the rate of inflation to the lane occupancy permit fee, and efficiency savings.

New/Enhanced Service Priorities

(\$0.201M Gross and Net)

- Transportation Services will determine where additional Red Light Cameras (RLCs) are feasible, what future funding requirements are needed (staff and contract costs) and will report back in time for the 2020 Budget process on the next phase of the RLC program.

Future Year Plan

- Increases primarily for salaries and benefits, contract costs (i.e. winter maintenance program), utility cut repair backlog volume decreases, and additional contributions required for the vehicle reserve.

EQUITY IMPACTS

No significant equity impacts: The changes in Transportation Services' 2019 Staff Recommended Operating Budget do not have any significant equity impacts.

2019 Staff Recommended Operating Budget Changes by Service

The 2019 Staff Recommended Operating Budget for Transportation Services is \$225.420 million net or 0.2% higher than the 2018 Council Approved Operating Budget. Table 2 below summarizes the key cost drivers to maintain current service levels, recommended service changes that achieve budget target as well as recommended new and enhanced service priorities to meet outcomes.

Table 2: 2019 Staff Recommended Operating Budget Changes by Service

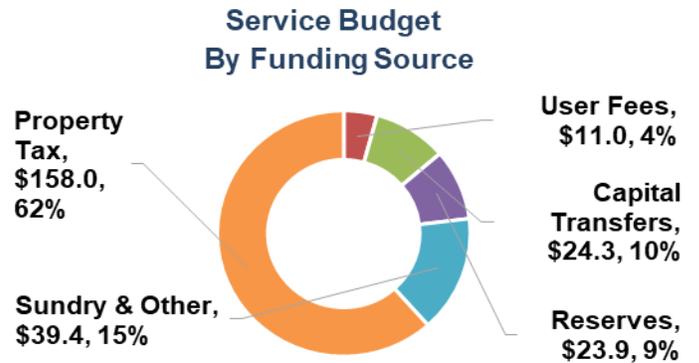
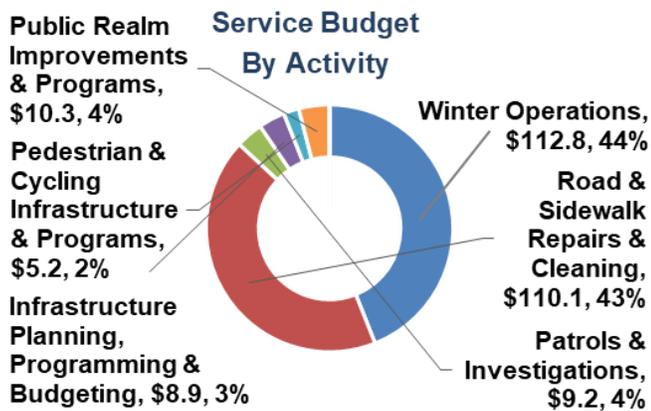
(In \$000s)	Services			Total	
	Road & Sidewalk Management	Transportation Safety & Operations	Permits & Applications	\$	Positions
	\$	\$	\$	\$	Positions
2018 Council Approved Operating Budget (Net)	142,555.3	106,727.0	(24,202.5)	225,079.8	1,179.8
Base Expenditure Changes					
Prior Year Impacts					
Management of Contaminated Right-of-Way (temp position) (\$0.127M Gross)	0.0			0.0	0.5
Community Safety Zones Signage (delete temp positions) (\$0.120M Gross)		0.0		0.0	(4.0)
Enterprise Work Management System (EWMS) - delete temp positions (\$0.272M Gross)		0.0		0.0	(2.0)
Delete Expired Temp Positions (\$0.715M Gross)	0.0			0.0	(8.0)
Other Prior Year Impacts	(949.4)	(102.2)	(214.7)	(1,266.3)	
Operating Impacts of Capital					
Maintenance of New Infrastructure (i.e. roads, bridges, sidewalks, bike lanes)	227.9			227.9	
Delivery of Capital Projects					
SmartTrack Program (recover from Capital) (\$0.157M Gross)	0.0			0.0	
Regional Express Rail (RER) Program (recover from Metrolinx) (\$0.674M Gross)	0.0			0.0	
Enterprise Work Management System (EWMS) Implementation (temp positions) (\$0.378M Gross)		0.0		0.0	3.0
Coordination of Projects during F. G. Gardiner Rehab Project (temp positions) (\$0.173M Gross)		0.0		0.0	2.0
Delivery of PTIF Projects (temp positions) (\$0.286M Gross)	0.0			0.0	3.0
Accelerated Road Safety Plan – Vision Zero (perm positions) (\$0.747M Gross)		0.0		0.0	10.0
Transit Project Delivery Support - Metrolinx RT Program (temp positions) (\$0.225M Gross)	0.0			0.0	3.0
Agincourt Environmental Assessment (temp position) (\$0.127M Gross)	0.0			0.0	1.0
Economic Factors					
Contract Inflationary Costs - Winter Maintenance 2.8% & Salt 1.5%	2,100.0			2,100.0	
Hydro Costs and Maintenance Contract Costs for Street Lighting		446.4		446.4	
Salaries and Benefits					
COLA	650.7	271.4	176.2	1,098.3	
Progression Pay	433.2	205.5	59.8	698.4	
Salary and Step Adjustments	(136.5)	179.4	546.5	589.4	
Benefits Adjustments	373.7	145.6	175.3	694.6	
Other Base Expenditure Changes					
Increase Annual Contribution to Vehicle Reserve	1,133.8	72.3	43.9	1,250.0	
Pothole Repairs - volume (perm positions)	162.1			162.1	4.0
TOC Video Wall and Camera Management Systems Maintenance		125.0		125.0	
Community Safety Zones Signage (perm positions) (\$0.329M Gross)		0.0		0.0	4.0
School Crossing Guard Contract Cost Increase		856.0		856.0	
Grass Cutting & Other Right-of-Way Mtce.	578.8			578.8	
Interdivisional Charge (IDC) Adjustments	631.1	367.3	145.9	1,144.2	
Other Expenditure Adjustments - realignment	36.3	2,213.2	(2,249.5)	0.0	
Sub-Total Base Expenditure Changes	5,241.5	4,779.9	(1,316.8)	8,704.6	16.5
Base Revenue Changes					
Realignment of Utility Cut Repair Backlog - TW (\$17.404M Gross)	(4,263.2)	(149.8)	(24.9)	(4,437.9)	
Realignment of Utility Cut Repair Backlog - External Clients (\$24.652M Gross)	(8,381.7)			(8,381.7)	
Complete Realignment of Historical Utility Cut Repair Program budget with expected volumes (\$63.030M Gross)	18,979.2		2,679.5	21,658.7	
Transfer Catch Basin Repair Program to TW (\$3.700M Gross)	603.8			603.8	
TW Utility Cut Repair - Adjust Capital Recovery	(876.2)			(876.2)	
Additional Recovery of S&B from Capital Program	(1,378.8)	(791.5)	(11.7)	(2,182.0)	
Interdivisional Recovery (IDR) Adjustments	1,097.4			1,097.4	
Other Revenue Adjustments - realignment	12,000.0		(12,000.0)	0.0	
Sub-Total Base Revenue Changes	17,780.5	(941.3)	(9,357.2)	7,482.1	
Service Changes					
Base Expenditure Changes based on actual experience	(3,877.8)	(2,448.9)	(184.7)	(6,511.4)	
Base User Fee Changes (inflation increases)	(297.8)	(3.9)	(1,310.5)	(1,612.2)	
Base Revenue Changes	(3,024.3)		(900.0)	(3,924.3)	
Service Efficiencies	(391.3)	(656.9)	48.4	(999.8)	
User Fees (increase above inflation) - Temporary Lane Occupancy Permit Fee			(3,000.0)	(3,000.0)	
Sub-Total Service Changes¹	(7,591.2)	(3,109.7)	(5,346.7)	(16,047.6)	
Total Base Changes	15,430.8	728.9	(16,020.6)	139.1	16.5
New & Enhanced Services					
Red Light Camera Expansion Feasibility and Planning (perm positions)		201.4		201.4	2.0
Sub-Total New & Enhanced Services¹		201.4		201.4	2.0
Total 2019 Staff Recommended Operating Budget (Net)	157,986.1	107,657.4	(40,223.1)	225,420.3	1,198.3

Note:

- For additional information, refer to [Appendix 4](#) (page 63) for a more detailed listing and descriptions of the 2019 Staff Recommended Service Changes and [Appendix 5](#) (page 64) for the 2019 Staff Recommended New and Enhanced Service Priorities, respectively.

Road & Sidewalk Management Plan, manage and provide year-round maintenance of the City's transportation infrastructure assets - road, expressway, sidewalk, boulevard, walkway, cycling, bridge and public lane networks – to ensure safe, clean, comfortable transport infrastructure for cyclists, pedestrians, transit users, vehicles and goods movement.

2019 Staff Recommended Operating Budget \$256.4M



Refer to [Appendix 2](#) (page 49) for the 2019 Staff Recommended Operating Budget by Service.

Key Service Levels



Response time for filling potholes on roads within **5** days 100% of the time



Response time for de-icing expressways within **120** minutes 100% of the time



Response time for traffic calming installation and maintenance **180** days 100% of the time



Response time for complaint investigation **4** years 100% of the time



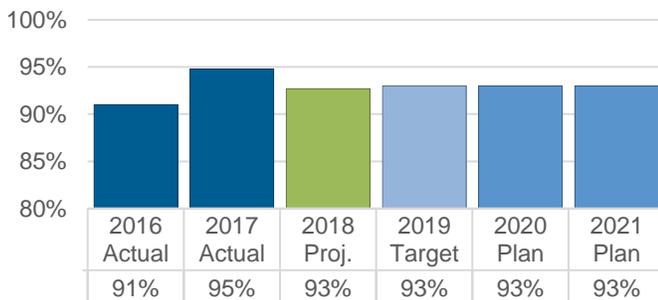
Response time to make safe on graffiti complaint within **24** hours 100% of the time

Source of images: www.icons8.com

Refer to [Appendix 3](#) (page 52) for a complete list of the 2019 Staff Recommended Service Levels for this Service.

Service Performance Measures

% of potholes filled within 5 days



- Due to severe winter, Transportation Services filled a significantly greater number of potholes in 2018.
- Transportation Services anticipates filling 93% of potholes in 2019 and future years within the specified timeframes.

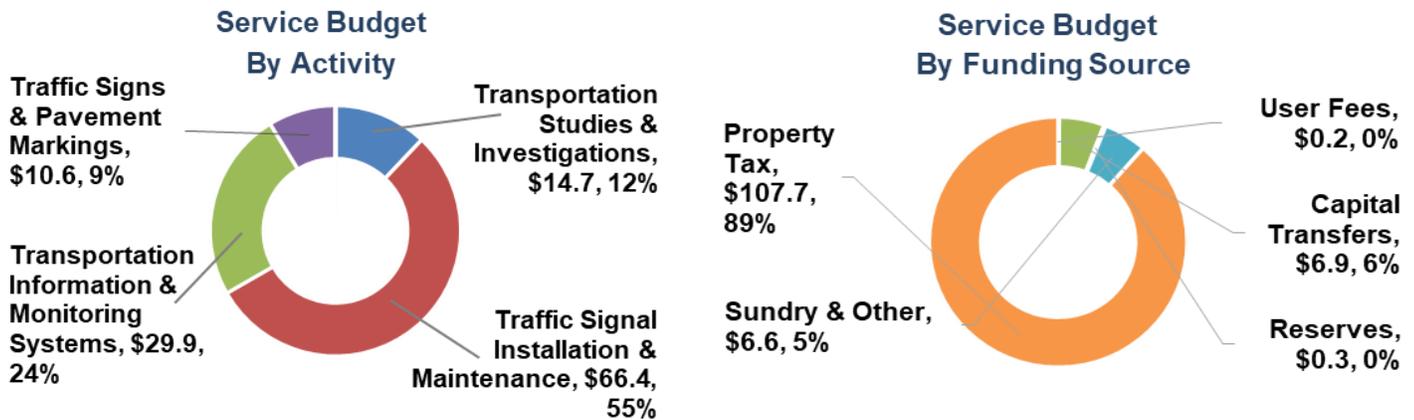
service requests taken for roadway salting (all road classifications) after completion of a major storm (72 hrs)



- Due to severe winter, Transportation Services responded to a greater number of winter related requests following a major storm in 2018.
- The division anticipates approx. 3,222 such requests annually in 2019 and future years.

Transportation Safety & Operations Monitor, analyze and manage the City’s transportation network to facilitate safe and efficient public movement by all modes of transportation and property access, through application of technologically advanced systems, in support of the Official Plan’s transportation objectives.

2019 Staff Recommended Operating Budget \$121.6M



Refer to [Appendix 2](#) (page 49) for the 2019 Staff Recommended Operating Budget by Service.

Key Service Levels



Response time for service request for a missing or damaged street or traffic sign permanently resolved within **6** months 100% of the time



Response time to resolve traffic complaints within **2** years 90% of the time



Response to complete a New Traffic Control Signal Request within **9** months 100% of the time



Response time for traffic enforcement within **30** days 100% of the time



Response time for school zone safety reviews within **9** months 100% of the time

Source of images: www.icons8.com

Refer to [Appendix 3](#) (page 52) for a complete list of the 2019 Staff Recommended Service Levels for this Service.

Service Performance Measures

% of emergency service requests related to traffic signal installation and maintenance attended to within 90 minutes



- With priority given to the acceleration of Vision Zero Road Safety Plan initiatives in 2018, Transportation Services devoted its resources towards the signal related elements of that plan while continuing to respond to routine requests.
- This measure is expected to be 86% in 2019 and future years.

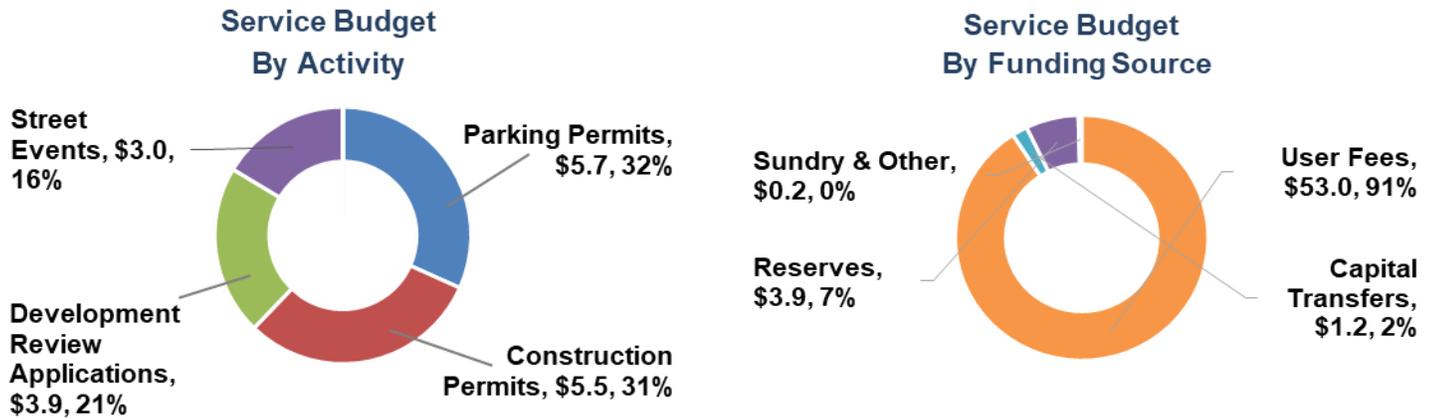
% of service requests related to traffic signs and pavement markings completed within timelines



- With priority given to the acceleration of Vision Zero Road Safety Plan initiatives in 2018, Transportation Services devoted its resources towards the installation of new traffic signs and pavement markings while continuing to respond to routine requests
- Transportation Services anticipates maintaining a 99% target in 2019 and future years.

Permits & Applications Provide direct client-related services relating to development review, issuance of parking permits, permits for other activities within the City’s road allowance. Plan, manage and enforce such activities within the right-of-way in a manner that balances the private interests and community benefits with essential access, mobility and safety for the various transportation modes and users.

2019 Staff Recommended Operating Budget \$18.1M



Refer to [Appendix 2](#) (page 49) for the 2019 Staff Recommended Operating Budget by Service.

Key Service Levels

Response time for street event permit requests processed within **8 weeks** 100% of the time

Response time for issuance of temporary street parking permits within **10 minutes** for counter service 100% of the time

Response time for issuance of construction permit for temporary encroachment within **8 weeks** 90% of the time

Response time for development review for road closures within **9 months** 100% of the time

Source of images: www.icons8.com

Refer to [Appendix 3](#) (page 52) for a complete list of the 2019 Staff Recommended Service Levels for this Service.

Service Performance Measures

of on street and boulevard parking permit applications approved



- Transportation Services approves both on-street and boulevard parking permits.
- Without significant parking space added, it is expected that the number of permit applications will remain constant in 2019 and future years.

2018 OPERATING PERFORMANCE

2018 Service Performance

In 2018, Transportation Services accomplished the following:

Congestion Management Plan:

- Re-timed 208 traffic control signals
- Completed procurement & deployed City's first "Smart Work Zone" operation on Jarvis Street
- Completed the Curbside Management Strategy
- Secured Federal funding for two Automated Vehicle research projects for 2019
- Established Traffic Wardens program ('special constables' facilitating traffic flow)
- Completed design for Lower Don Traffic Management System to mitigate the effects of flooding
- Installed the second Smart Signal Pilot area and commenced our comparative evaluation
- On-going State of Good Repair efforts, including structural analysis of legacy expressway signs, communications upgrades, and maintenance of equipment

Vision Zero Road Safety Plan:

- Installed over 35 Curb Radii Reductions, 80 Leading Pedestrian Intervals, 91 segments of Speed Bumps, 350 Community Safety Zones, 46 School Safety Zones, 53 Senior Safety Zones
- Installed 43 new Traffic Signals and 86 Accessible Pedestrian Signals
- Reduced speed limit at 186 intersections by adjusting timing of traffic signals
- Launched new Mobile "Watch Your Speed" Program with 188 portable signs available to all Councillors across the City
- Installed 59 Red Light Camera locations

Status Update on 2018 Council Approved New & Enhanced Services

During the 2018 Budget process, City Council approved \$4.585 million gross and \$3.085 million net to fund new and enhanced services in the 2018 Operating Budget for Transportation Services. The status on their implementation and results to-date are highlighted below:

Road Safety Plan – Vision Zero (\$0.209 million gross & \$0 net)

- Two positions (1 Project Lead; 1 Research Analyst) were hired to accelerate the implementation of the 45 programs identified in the Vision Zero Road Safety Plan.

Cycling Network Plan (\$0.227 million gross & \$0 net)

- One Planner was hired to continue implementation of the Ten Year Cycling Network Plan. The second position (Transportation Engineer) is still being recruited.

School Crossing Guard Program (\$0.775 million gross & \$0.775 million net)

- One Project Manager and two Project Leads were hired to manage the backfill contract in 2018 and prepared the school crossing guard request for proposal to be issued in 2019.

Development Application Review Compliance (\$0.095 million gross & \$0 net)

- One Traffic Planning Technologist was hired to improve the compliance rate in the Streamlining the Application Review (STAR) process.

Neighbourhood Improvements Program (\$0.131 million gross & \$0 net)

- One Project Manager was hired to develop a comprehensive process to manage the backlog of locations for neighbourhood improvement, streamline the capital delivery rate, and prioritize future requests for the program.

Transit Shelter Installation (\$0.100 million gross & \$0 net)

- Funding of \$100,000 was provided to Transportation Services to fund a position at the TTC to expedite the review of proposed placement of transit shelters which affects the delivery rate of new street furniture. To date, TTC has not utilized this funding or provided the staff requested.

Enterprise Work Management System (EWMS) Implementation (\$0.265 million gross & \$0 net)

- Two positions (1 Manager; 1 Business Analyst), were hired to work with various business operational units in Transportation Services to capture business requirements and successfully implement the Enterprise Work Management System, a corporate initiative that will replace several legacy software applications with an enterprise solution.

Project Oversight and Inspection Compliance (\$0.246 million gross & \$0.246 million net)

- The hiring for two positions (1 Manager; 1 Research Analyst), is on hold pending the next phase of organizational review which are required to create a centralized group to oversee and enhance the current processes related to contract management to ensure adequate segregation of duties and independence.

Customer Service and Issues Management (\$0.065 million gross & \$0.065 million net)

- One Program Manager, Customer Service and Issues Management was hired to continue developing and reporting on customer service standards, policies, strategies, programs, and action plans.

Construction Coordination and Traffic Mitigation (\$0.002 million gross & \$0.002 million net)

- Three positions were hired to form a new centralized unit to provide City-wide oversight for work zone traffic coordination.

Incident Management Response on Expressways (\$0.478 million gross & \$0.478 million net)

- Five positions were hired as part of the expansion of the Quick Clear squads for patrolling during rush hours on expressways and arterial roads.

City-Wide Permit Parking Feasibility Assessment (\$0.200 million gross & \$0.200 million net)

- Funding provided in 2018 was used to conduct on-street parking field surveys to identify potential parking spaces that can be added to the current permit parking inventory. The results of the public consultation and street surveys will be provided to Council for possible implementation in 2020.

Project Management for the Port Lands Acceleration Initiative (\$0.141 million gross & \$0 net)

- One Project Manager was hired to deliver two environmental assessments critical to the planned growth and development in the Port Lands as approved by City Council at its meeting on July 4, 2017 (PG21.4).

Utility Locate Services for Business Improvement Areas (\$0.332 million gross & \$0 net)

- Billed approximately \$137,426.96 to Economic Development Culture for locate services requested by BIAs.

Traffic Enforcement Officers (\$1.319 million gross & \$1.319 million net)

- Recruitment still in progress. Memorandum of Understanding is still being finalized between City of Toronto and Toronto Police Services Board on the delivery, function, and operation of the program. Paid Duty Officers under the interim Traffic Assistant Personnel Program will continue to be deployed in key intersections through AM and PM peak periods mitigating congestion and enhancing operational safety until the officers have been recruited.

2018 Financial Performance

Table 3: Budget vs. Actual by Category of Expenditures and Revenues

Category (In \$000s)	2017	2018	2018	2019	2019 Change from 2018	
	Actual	Budget	Projected Actual *	Total Staff Recommended Budget	Approved Budget	
	\$	\$	\$	\$	\$	%
Salaries and Benefits	102,182.4	109,399.5	106,203.4	113,651.3	4,251.9	3.9%
Materials & Supplies	48,137.4	53,594.9	51,657.3	53,293.0	(301.9)	(0.6%)
Equipment	463.9	922.2	549.2	778.3	(143.8)	(15.6%)
Service and Rent	153,932.2	198,209.6	161,393.6	176,174.1	(22,035.5)	(11.1%)
Contribution To Reserves/Reserve Funds	21,173.2	22,417.9	22,417.9	28,667.9	6,250.0	27.9%
Other Expenditures	1,628.6	1,125.2	1,125.2	1,210.2	85.0	7.6%
Inter-Divisional Charges	25,067.7	25,059.0	25,059.0	22,364.2	(2,694.8)	(10.8%)
Total Gross Expenditures	352,585.4	410,728.2	368,405.6	396,139.1	(14,589.2)	(3.6%)
Inter-Divisional Recoveries	8,944.7	8,582.1	8,582.1	7,484.7	(1,097.4)	(12.8%)
Federal Subsidies		50.0	50.0		(50.0)	(100.0%)
User Fees & Donations	42,309.0	48,556.6	42,901.7	46,011.0	(2,545.6)	(5.2%)
Licences & Permits Revenue	13,634.6	18,199.7	17,048.7	18,094.4	(105.3)	(0.6%)
Transfers From Capital	23,454.4	31,691.1	31,691.1	32,301.0	609.9	1.9%
Contribution From Reserves/Reserve Funds	19,055.6	19,709.5	19,709.5	28,115.6	8,406.1	42.7%
Sundry and Other Revenues	31,318.2	58,859.5	23,647.4	38,712.1	(20,147.4)	(34.2%)
Total Revenues	138,716.5	185,648.5	143,630.5	170,718.8	(14,929.7)	(8.0%)
Total Net Expenditures	213,868.9	225,079.8	224,775.2	225,420.3	340.5	0.2%
Approved Positions	1,060.0	1,179.8	1,065.7	1,198.3	18.5	1.6%

* Year-End Projection Based on Q3 2018 Variance Report

Transportation Services is projecting a favourable year-end variance of \$0.305 million.

The projected favourable variance is a result of lower costs for utility cut repair contracts due to lower than expected volumes, lower street lighting costs due to lower than planned hydro rates, and underspending in salaries and benefits due to vacant positions. Also, traffic signal maintenance contract costs were reduced due to lower than expected volumes, and underspending is expected in the winter maintenance program. This underspending was partially offset by higher costs for salt usage (higher than planned number of salting events in Q1 of 2018).

The Program is also projecting under-achieved utility cut repair revenue and short stream permit fee revenue due to lower than expected volumes. These lower revenues will partially be offset by higher right-of-way permit fees due to higher than expected construction activity, and higher permit parking fees and higher boulevard parking permit fees due to higher volumes.

For additional information regarding the 2018 Q3 operating variances and year-end projections, please refer to the attached link for the report entitled "Operating Variance Report for the Nine-Month Period Ended September 30, 2018", adopted by City Council at its meeting on December 13, 2018.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.7>

Impact of 2018 Operating Variance on the 2019 Staff Recommended Operating Budget

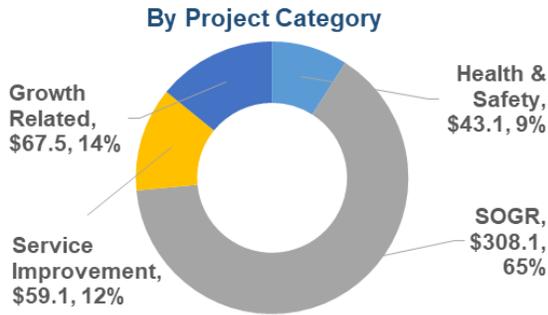
- As a result of spending performance, focused line-by-line reviews were conducted and budget reductions of \$1.592 million for winter maintenance, \$1.748 million for road & bridge repair contracts and \$1.723 million for other various expenditures were made for 2019.
- In addition, as a result of spending performance related to the utility cut repairs backlog, budget decreases of \$63.030 million (expense) and \$84.689 million (revenue) have been made in 2019 to completely realign the historical utility cut repair program budget with expected volumes.
- Transportation Services will continue with its accelerated hiring strategy in 2019 to address vacancies.



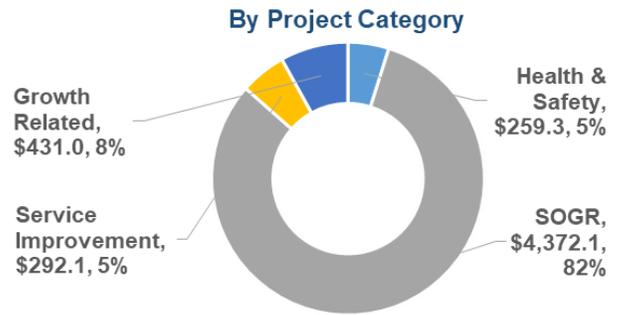
2019 – 2028 STAFF RECOMMENDED CAPITAL BUDGET AND PLAN

10 YEAR CAPITAL PLAN HIGHLIGHTS

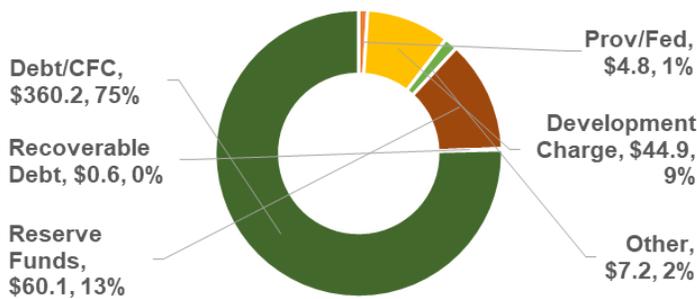
2019 Staff Recommended Capital Budget \$477.7M



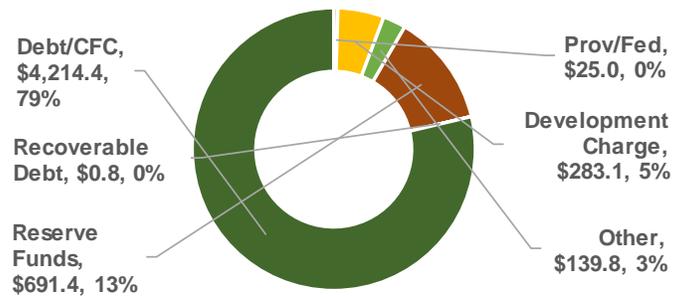
2019 - 2028 Staff Recommended Capital Budget and Plan \$5,354.5M



By Funding Source



By Funding Source



1 YEAR

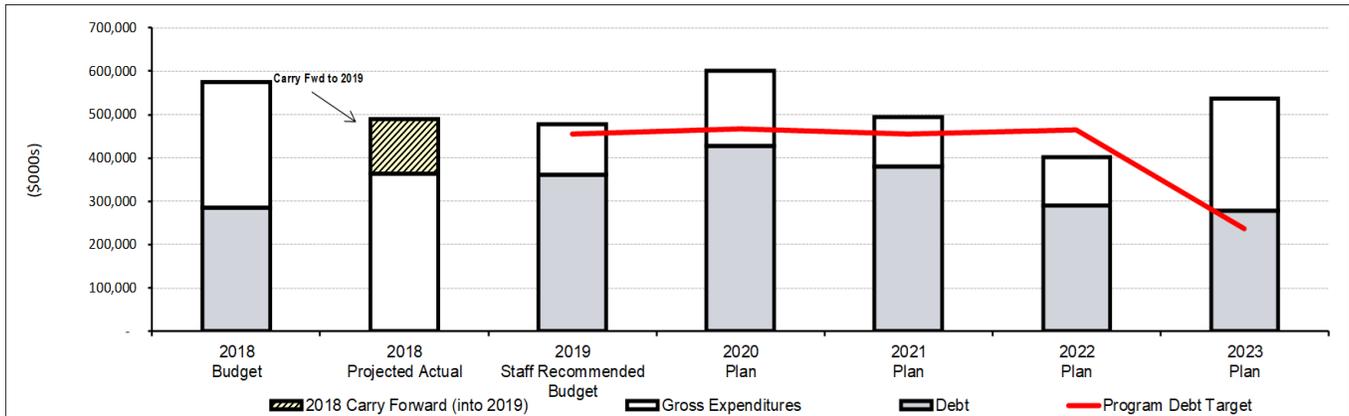
- **\$18.832M** Continue the *Road Safety Plan* initiatives, including the implementation of 80 School Safety Zones and 300 Community Safety Zones, and deployment of 188 signs at 2,200 Watch your speed locations.
- **\$22.068M** To begin critical *City Bridge Rehabilitation* work that is necessary based on the increased age of infrastructure and the deteriorated condition of City bridges specifically.
- **\$9.800M** Funding to begin property acquisition activities related to the *Broadview Avenue Extension Project* required to implement the future extension from Queen Street to Lake Shore Boulevard.
- **\$0.335M** Begin work on the *Mapping and GIS Repository* project for I&T related improvements in the use of Geographic Information Systems (GIS) to deliver Transportation related services.

10 YEARS

- **\$259.294M** Health & Safety projects to continue with the comprehensive five year (2017-2021) *Road Safety Plan* and implement critical *City Bridge Rehabilitation* work.
- **\$4.372B** State of Good Repair projects to continue the *Strategic Rehabilitation Plan for the F.G. Gardiner Expressway* and work on *Local Road Rehabilitation* and *Major Road Rehabilitation*.
- **\$292.149M** Service Improvement projects to continue the implementation of the Cycling Network 10 Year plan (*Cycling Infrastructure*) and to reduce and mitigate congestion pressures (*Traffic Congestion Management*).
- **\$430.973M** Growth projects for various initiatives intended to accommodate growing infrastructure needs (i.e. *Six Points Interchange Redevelopment*).

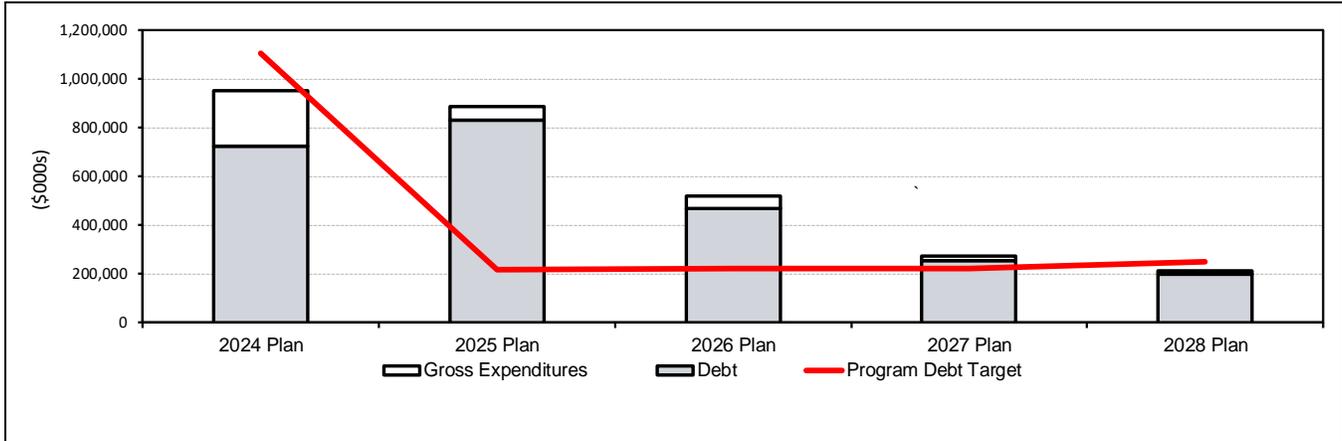
2019 2028 CAPITAL BUDGET & PLAN OVERVIEW

Chart 1: 10-Year Capital Plan Overview



	2019 Staff Recommended Capital Budget and 2020 - 2023 Capital Plan								
	2018		2019	2020	2021	2022	2023	2019 - 2023	5-Year Total Percent
	Budget	Projected Actual							
Gross Expenditures By Project Category:									
Health & Safety	41,033		43,064	78,603	68,443	9,776	9,850	209,736	8.3%
SOGR	311,307		308,084	345,226	329,174	292,026	468,752	1,743,262	69.4%
Service Improvement	103,317		59,075	45,208	24,664	23,128	21,041	173,116	6.9%
Growth Related	119,801		67,503	132,382	72,424	76,173	37,587	386,069	15.4%
Total by Project Category	575,458		477,726	601,419	494,705	401,103	537,230	2,512,183	100.0%
Program Debt Target			455,040	466,636	454,211	465,021	236,210	2,077,118	
Financing:									
Debt	284,851		360,214	428,180	380,823	290,119	277,539	1,736,875	69.1%
Reserves/Reserve Funds	111,270		60,068	47,961	48,276	46,825	217,127	420,257	16.7%
Development Charges	48,055		44,851	74,974	45,376	49,347	22,964	237,512	9.5%
Provincial/Federal	33,537		4,788	6,654	800	800	800	13,842	0.6%
Debt Recoverable	2,840		633	198	-	-	-	831	0.0%
Other Revenue	94,906		7,172	43,452	19,430	14,012	18,800	102,866	4.1%
Total Financing	575,458		477,726	601,419	494,705	401,103	537,230	2,512,183	100.0%
By Status:									
2018 Capital Budget & Approved Future Year (FY) Commitments	575,458	364,538	511,786	539,219	496,884	491,492	320,137	2,359,518	93.9%
Changes to Approved FY Commitments								-	
2019 New/Change in Scope & FY Commitments			(52,900)	59,642	(17,049)	(135,957)	75,912	(70,352)	-2.8%
2020 - 2023 Capital Plan Estimates				2,558	14,870	45,568	141,181	204,177	8.1%
2-Year Carry Forward for Reapproval			18,840					18,840	0.7%
1-Year Carry Forward to 2019		124,966							
Total Gross Annual Expenditures & Plan	575,458	489,504	477,726	601,419	494,705	401,103	537,230	2,512,183	100.0%
Asset Value (\$) at year-end			27,175,277	27,718,783	28,273,159	28,838,622	29,415,394	29,415,394	
Yearly SOGR Backlog Estimate (not addressed by current plan)			55,592	55,416	118,080	283,546	59,153	571,787	
Accumulated Backlog Estimate (end of year)		3,103,260	3,158,852	3,214,268	3,332,348	3,615,894	3,675,047	3,675,047	
Backlog: Percentage of Asset Value (%)			11.6%	11.6%	11.8%	12.5%	12.5%		
Debt Service Costs			14,228	50,436	58,511	45,575	37,275	206,025	
Operating Impact on Program Costs			73	-	-	-	-	73	
New Positions			-	-	-	-	-	-	

Chart 2: 10-Year Capital Plan Overview (Continued)



	2024 - 2028 Staff Recommended Capital Plan						10-Year Total Percent
	2024	2025	2026	2027	2028	2019 - 2028	
Gross Expenditures By Project Category:							
Health & Safety	9,842	9,875	9,909	9,946	9,986	259,294	4.8%
SOGR	892,989	842,128	477,047	234,392	182,278	4,372,096	81.7%
Service Improvement	25,041	26,927	26,701	24,701	15,663	292,149	5.5%
Growth Related	22,868	6,868	6,868	4,300	4,000	430,973	8.0%
Total by Project Category	950,740	885,798	520,525	273,339	211,927	5,354,512	100.0%
Program Debt Target	1,108,450	215,584	221,985	223,804	248,804	4,095,745	
Financing:							
Debt	722,395	833,835	468,559	254,738	197,967	4,214,369	78.7%
Reserves/Reserve Funds	196,360	33,700	33,700	3,700	3,700	691,417	12.9%
Development Charges	14,717	8,195	8,198	8,201	6,260	283,083	5.3%
Provincial/Federal	2,400	3,200	3,200	2,400	-	25,042	0.5%
Debt Recoverable	-	-	-	-	-	831	0.0%
Other Revenue	14,868	6,868	6,868	4,300	4,000	139,770	2.6%
Total Financing	950,740	885,798	520,525	273,339	211,927	5,354,512	100.0%
By Status:							
2018 Capital Budget & Approved Future Year (FY) Commitments	43,129	44,323	44,151	42,381	-	2,533,502	47.3%
Changes to Approved FY Commitments	-	-	-	-	-	-	-
2019 New/Change in Scope & FY Commitments	17,012	226	-	-	-	(53,114)	-1.0%
2024 - 2028 Capital Plan Estimates	890,599	841,249	476,374	230,958	211,927	2,855,284	53.3%
2-Year Carry Forward for Reapproval	-	-	-	-	-	18,840	0.4%
Total Gross Annual Expenditures & Plan	950,740	885,798	520,525	273,339	211,927	5,354,512	100.0%
Asset Value(\$) at year-end	30,003,702	30,603,776	31,215,852	31,840,169	32,476,972	32,476,972	
Yearly SOGR Backlog Estimate (not addressed by current plan)	(368,644)	(331,964)	55,358	239,715	302,827	469,079	
Accumulated Backlog Estimate (end of year)	3,306,403	2,974,439	3,029,797	3,269,512	3,572,339	3,572,339	
Backlog: Percentage of Asset Value (%)	11.0%	9.7%	9.7%	10.3%	11.0%		
Debt Service Costs	56,310	99,266	92,255	51,454	30,662	535,972	
Operating Impact on Program Costs	-	-	-	-	-	73	
New Positions	-	-	-	-	-	-	

Staff Recommended 10-Year Capital Plan by Project Category

Table 4: Summary of Capital Projects by Project Category

(In \$000s)	Total App'd Cash Flows to Date**	2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2019 - 2028 Total	Total Project Cost
Total Expenditures by Category													
Health & Safety													
City Bridge Rehabilitation (Critical)		22,068	44,807	46,419	-	-	-	-	-	-	-	113,294	113,294
Glen Road Pedestrian Bridge		620	12,700	2,242	-	42	-	-	-	-	-	15,604	15,604
Guide Rail Program	4,250	800	800	-	-	-	-	-	-	-	-	1,600	5,850
Pedestrian Safety and Infrastructure Programs		744	756	767	779	790	803	814	826	838	851	7,968	7,968
Road Safety Plan (LGSJ and SCSPEA)	34,059	11,168	9,312	10,038	-	-	-	-	-	-	-	30,518	64,577
RSP Accessible Pedestrian Signals		1,328	1,652	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	14,900	14,900
RSP Missing Link Sidewalk		3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	30,000	30,000
RSP New Traffic Control Signals / Devices		1,070	3,290	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	21,800	21,800
RSP Traffic Calming		450	450	450	450	450	450	450	450	450	450	4,500	4,500
RSP Traffic Signals Major Modifications		480	480	480	480	480	480	480	480	480	480	4,800	4,800
RSP Transportation Safety & Local Improvement		1,336	1,356	1,377	1,397	1,418	1,439	1,461	1,483	1,508	1,535	14,310	14,310
Sub-Total		43,064	78,603	68,443	9,776	9,850	9,842	9,875	9,909	9,946	9,986	259,294	
State of Good Repair													
City Bridge Rehabilitation		39,143	33,503	34,021	34,546	35,079	35,621	36,170	36,727	37,293	-	322,103	41,279
Critical Interim Road Rehabilitation	32,279	9,000	-	-	-	-	-	-	-	-	-	9,000	9,000
Ditch Rehabilitation and Culvert Reconstruction		1,451	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,451	10,451
Don Valley Parkway Rehabilitation		2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,580	25,580
Dufferin Street Bridge Rehabilitation	950	-	-	-	-	-	-	8,633	8,633	8,633	-	25,899	26,849
Facility Improvements		2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	-	26,590	26,590
F.G. Gardiner*	231,106	131,860	141,310	121,850	79,680	250,670	669,050	603,180	231,500	-	-	2,229,100	2,460,206
LANeways		1,800	1,827	1,854	1,882	1,910	1,939	1,968	1,998	2,027	2,062	19,267	19,267
Local Road Rehabilitation		42,753	67,945	70,042	73,925	77,685	81,525	85,645	89,898	99,558	101,106	790,082	790,082
Major Road Rehabilitation		49,220	67,515	68,006	68,312	69,444	70,603	71,988	73,451	52,002	52,742	643,283	643,283
Major SOGR Pooled Contingency		3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	38,000	38,000
Retaining Walls Rehabilitation		1,320	1,339	1,359	1,380	1,400	1,421	1,443	1,464	1,486	-	12,612	12,612
Sidewalks		15,495	14,745	15,000	15,259	15,522	15,788	16,059	16,334	16,351	16,351	156,904	156,904
Traffic Plant Requirements/Signal Asset Management		7,025	7,025	7,025	7,025	7,025	7,025	7,025	7,025	7,025	7,025	63,225	63,225
Sub-Total		308,084	345,226	329,174	292,026	468,752	892,989	842,128	477,047	234,392	182,278	4,372,096	
Service Improvement													
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	13,500
Cycling Infrastructure		13,183	14,557	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	94,164	94,164
Engineering Studies		9,150	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	-	33,454	33,454
Enterprise Work Management System		1,496	4,835	3,094	2,062	340	340	226	-	-	-	12,393	12,393
Jane St. Crossing		-	1,000	2,000	2,000	2,000	6,000	8,000	8,000	6,000	-	35,000	35,000
LED Signal Module Conversion		1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	17,000	17,000
Mapping and GIS Repository		335	543	436	365	-	-	-	-	-	-	1,679	1,679
Neighbourhood Improvements		1,903	3,245	2,433	2,000	2,000	2,000	2,000	2,000	2,000	2,000	21,581	21,581
PTIF Projects	54,759	18,840	-	-	-	-	-	-	-	-	-	18,840	73,599
Quick Clear Squad Vehicles		-	600	-	-	-	-	-	-	-	-	600	600
Signs and Markings Asset Management		1,140	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,140	10,140
System Enhancements for Road Repair & Permits	1,388	1,343	550	-	-	-	-	-	-	-	-	1,893	3,281
Traffic Congestion Management	28,730	7,030	11,480	-	-	-	-	-	-	-	-	18,510	47,240
Traffic Control - RESCU		295	-	-	-	-	-	-	-	-	-	295	295
Traffic Signals Major Modifications		1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	13,100	13,100
Sub-Total		59,075	45,208	24,664	23,128	21,041	25,041	26,927	26,701	24,701	15,663	292,149	
Growth Related													
Bloor Street Transformation		-	881	-	-	-	-	-	-	-	-	881	881
Broadview Extension		9,800	4,200	-	-	-	-	-	-	-	-	14,000	14,000
Gardiner York/Bay/Yonge Reconfiguration	34,588	164	-	-	-	-	-	-	-	-	-	164	34,752
Georgetown South City Infrastructure Upgrades	53,680	13,420	-	-	-	-	-	-	-	-	-	13,420	67,100
John Street Revitalization Project	2,000	-	19,079	14,530	9,700	-	-	-	-	-	-	43,309	45,309
King Liberty Cycling Pedestrian Bridge	12,285	1,662	-	-	-	-	-	-	-	-	-	1,662	13,947
LARP (Lawrence-Allen Revitalization Project)	3,260	1,040	1,898	3,026	1,575	787	-	-	-	-	-	8,326	11,586
Legion Road Extension & Grade Separation	490	431	2,247	11,489	11,201	-	-	-	-	-	-	25,368	25,858
Metrolinx Additional Infrastructure		-	5,000	2,750	5,000	5,000	-	-	-	-	-	17,750	17,750
New Courthouse Streetscape		-	-	2,500	-	-	-	-	-	-	-	2,500	2,500
North York Service Road Extension	17,440	9,000	1,250	4,300	4,200	-	-	-	-	-	-	18,750	36,190
Port Union Road	2,150	-	2,450	5,250	2,100	-	-	-	-	-	-	9,800	11,950
Rean to Kenaston New Road	6,000	3,050	840	-	-	-	-	-	-	-	-	3,890	9,890
Regent Park Revitalization	3,742	-	671	93	-	-	-	-	-	-	-	764	4,506
Regional Express Rail Implementation - City Share	500	-	-	-	-	11,000	11,000	-	-	-	-	22,000	22,500
Scarlett/St. Clair/Dundas	4,125	-	16,950	13,000	12,000	-	-	-	-	-	-	41,950	46,075
Six Points Interchange Redevelopment	44,642	20,268	13,062	-	-	-	-	-	-	-	-	33,330	77,972
St. Clair TMP: Keele to Old Weston	4,960	-	42,011	8,186	8,597	-	-	-	-	-	-	58,794	63,754
Steeles Widenings (Tapscott Road - Beare Road)	2,000	192	4,000	3,000	16,000	15,000	5,000	-	-	-	-	43,192	45,192
Third Party Signals		300	300	300	300	300	300	300	300	300	300	2,700	2,700
Work for TTC & Others		6,500	17,543	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	56,043	56,043
Yonge Tomorrow		-	-	-	1,500	1,500	2,568	2,568	2,568	-	-	10,704	10,704
York Street Tunnel		1,676	-	-	-	-	-	-	-	-	-	1,676	1,676
Sub-Total		67,503	132,382	72,424	76,173	37,587	22,868	6,868	6,868	4,300	4,000	430,973	
Total Expenditures by Category (excluding carry forward from 2018)													
		477,726	601,419	494,705	401,103	537,230	950,740	885,798	520,525	273,339	211,927	5,354,512	

*The total project cost for the Gardiner reflects the 2012 - 2028 costs.

**Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2019, excluding ongoing capital projects (i.e. Major Road Rehabilitation)

2019 - 2028 Key Capital Projects

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

Health and Safety

- Major Health and Safety projects amount to \$259.294 million or 4.8% of the 10-year total Staff Recommended Capital Plan's expenditures. In addition to debt, funding of \$28.722 million is also provided from Development Charges (DC). Projects include:
 - *Road Safety Plan* (\$57.387 million) to continue with the comprehensive five year (2017-2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets and continue with general Traffic Safety works.
 - *City Bridge Rehabilitation (Critical)* (\$113.294 million) has been added to the 10-Year Capital Plan to address critical City Bridge Rehabilitation work that is necessary based on the increased age of infrastructure and the deteriorated condition of City bridges specifically.

State of Good Repair (SOGR)

- The main focus of the 10-Year Staff Recommended Capital Plan is to ensure the State of Good Repair of the City's transportation infrastructure. SOGR projects account for \$4.372 billion or 81.6% of the total 10-year Staff Recommended Capital Plan's investments. In addition to debt, the other largest funding source is \$633.020 million from the Capital Financing Reserve.
- Specific attention is being paid to the following priority projects:
 - *Strategic Rehabilitation Plan for the F.G. Gardiner Expressway* (\$2.229 billion) will provide funding to complete the rehabilitation program. Construction completion is anticipated in 2026.
 - *Local and Major Road Rehabilitation* (\$1.433 billion) will provide funding over the ten year planning horizon to complete state-of-good-repair works on city owned roads.
 - *City Bridge Infrastructure Rehabilitation* (\$322.103 million) will provide funding over the ten year Capital planned period to complete state-of-good-repair works on city owned bridges.

Service Improvement

- Service Improvement projects total \$292.149 million or 5.5% of the total 10-Year Staff Recommended Capital Plan's expenditures. Other than debt, the other large funding sources are \$57.591 of Development Charges (DC), \$37.058 million from Reserve Funds, and \$25.042 of Federal/Provincial funding.
- Projects include:
 - *Cycling Infrastructure* - Aside from the PTIF funding received for Cycling related implementation (\$41.0 million to be spent between 2016 to 2020), funding of \$94.164 million is included to continue the implementation of the Cycling Network 10 year plan, including \$11.042 million of Ontario Municipal Commuter Cycling (OMCC) funding to support projects that specifically relate to the enhancement of commuter cycling infrastructure.
 - *Traffic Congestion Management* (\$18.510 million) will provide funding in 2019 and 2020 to continue initiatives designed to reduce and mitigate congestion pressures on road right-of-ways caused by rapidly increasing development.
 - *Jane St. Crossing* (\$35.000 million) to mitigate Black Creek Flooding in the Rockcliffe Area – namely the replacement of the Jane Street Culvert.

Growth Related

- Major Growth Related projects total \$430.973 million or 8.1% of the total 10-Year Staff Recommended Capital Plan's spending and consist of a number of different initiatives intended to accommodate growing infrastructure needs. Other than debt, the majority of these projects are partially funded by Development Charges (\$194.640 million), Third Party funds including funding for traffic control signals, and TTC track replacement work on the City's right-of-ways (\$114.799 million), Reserves/Reserve Funds (\$17.539 million), and Section 37 community benefits (\$23.521 million).
- Projects include:
 - *Six Points Interchange Redevelopment* (\$33.330 million) funding to continue construction of the project with anticipated completion in 2020.
 - *Broadview Avenue Extension Project* (\$14.000 million) funding to begin property acquisition related activities required to implement the future extension from Queen Street to Lake Shore Boulevard.
 - *John Street Revitalization Project* (\$43.309 million) funding from 2020 to 2022 with construction anticipated to begin in 2020. Included in the funding is \$19.079 million expected from third party utilities.
 - *Scarlett/St Clair/Dundas Bridge* (\$41.950 million) funding from 2020 to 2022 for the improvement of the Scarlett Road/CP Rail underpass and adjacent Scarlett Road intersections with Dundas Street West and St. Clair Avenue West.
 - *St. Clair Transportation Master Plan* (\$58.794 million) funding from 2020 to 2022 to complete property acquisition related activities.

State of Good Repair (SOGR) Funding & Backlog

Transportation Services has stewardship over linear assets including bridges, roads, expressways, sidewalks and traffic signals. A large portion of Transportation Services' infrastructure consists of roads and bridges that are 40 to 50 years old.

The 10-Year Staff Recommended Capital Plan will fund \$4.372 billion of SOGR projects within Transportation Services over the 10-year period, providing an average of \$437.210 million annually. This funding will continue ongoing state of good repair projects for transportation related infrastructure, including major and local roads, city bridges and laneways.

In 2018, Transportation Services completed an update of its asset inventory, replacement value, Capital needs for the Major and Local Road Rehabilitation Programs and the funding required to maintain its assets in a state-of-good repair for the next ten years. The average pavement condition of the existing network is approximately 63.4, which is below the desirable range of 70-75. In addition, 43.1% of Major Roads and 23.8% of Local Roads are in poor condition.

- Given the current funding for the Major and Local Road Rehabilitation Programs, the backlog of rehabilitation needs for both programs are expected to grow over the next 10 years as follows:
 - The backlog for Major Roads will grow from \$464.563 million at the end of 2018 to \$1.501 billion or about 21.7% of assets by 2028; and,
 - Local Roads' backlog will increase from \$376.447 million at the end of 2018 to \$1.505 billion or about 14% of assets by 2028.

In 2019, staff will evaluate various strategies to optimize the use of existing and increased capital funding for these road programs while taking into account capacity, opportunities and coordination of work.

In 2018, Transportation Services and Engineering & Construction Services (ECS), the delivery agent of the Bridge Rehabilitation Program, also completed an update on Transportation's Bridge inventory, replacement value, and Capital needs for the bridge program in order to maintain its assets in a state-of-good-repair for the next ten years.

- Approximately \$500 million was identified as necessary to address bridge repair. \$113.294 million spanning 2019 to 2021 has been added to the Bridge Rehabilitation Program, leaving an additional \$373.451 million of backlog that will be unfunded from 2022 to 2028.

At the end of 2018, Transportation Services had a backlog of State of Good Repair work for infrastructure renewal estimated at \$3.103 billion.

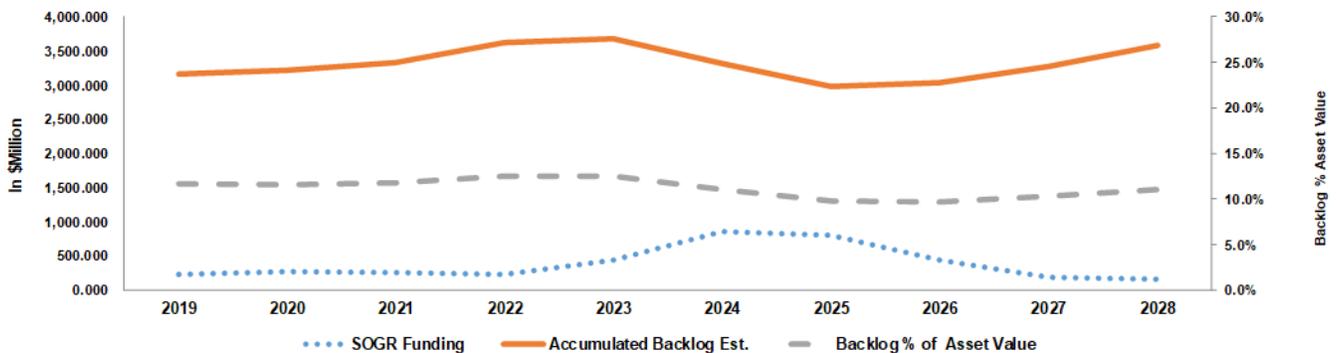
The backlog is estimated based on field observations and an engineering assessment of the condition of the pavements and bridge structure and the estimated cost of rehabilitating these infrastructure assets.

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. Funding needs and resulting backlog for each Capital program will change from year to year according to updated information from asset inspections completed by staff. 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.

SOGR funds have been made available to continue the Strategic Rehabilitation Plan for the F. G. Gardiner Expressway. In 2018, a review of the program was completed to realign annual cash flow requirements to reflect historical spending patterns, project readiness, and required coordination with other major projects. As a result, the plan has been rescheduled with an anticipated completion date of 2026. The program will be continuously monitored as progress is made to assess if any funding adjustments are required as a result of schedule changes together with changes in market conditions.

In past budget processes, SOGR Rehabilitation of the F.G. Gardiner Expressway post 2026 (2026 to 2039) was noted as a funding pressure post the ten year plan and was not submitted as backlog. The anticipated total funding requirement for the program is estimated at \$1.391 billion, completing various bent and bridge rehabilitation along the F.G. Gardiner Expressway. As part of the 2019 budget process, \$54.960 million (2026 to 2028) of the \$1.391 billion (2026 to 2039), has been included as part of the backlog.

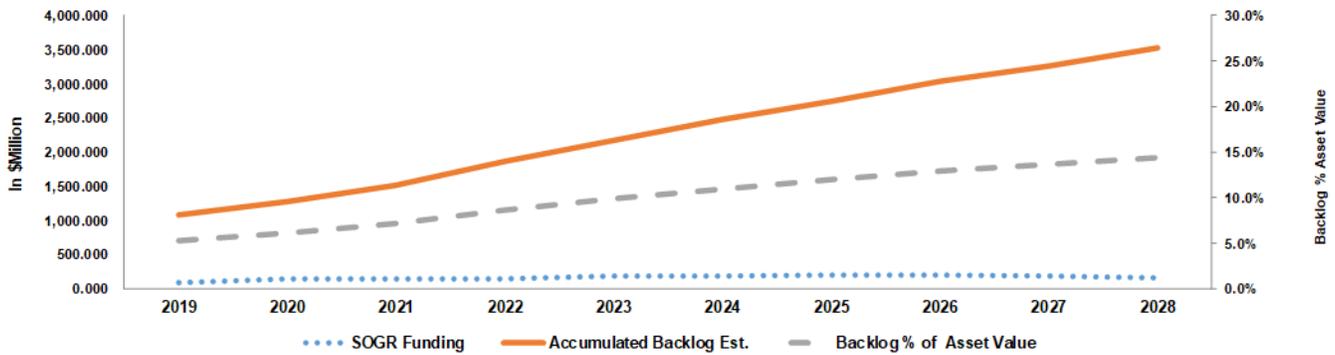
**Chart 3: Total SOGR Funding & Backlog
(Key asset classes including the F.G. Gardiner)**



\$ Million	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SOGR Funding	223.183	274.097	257.852	219.899	431.888	855.838	798.951	433.574	190.880	155.909
Accumulated Backlog Est.	3,158.852	3,214.268	3,332.348	3,615.894	3,675.047	3,306.403	2,974.439	3,029.797	3,269.512	3,572.339
Backlog % of Asset Value	11.6%	11.6%	11.8%	12.5%	12.5%	11.0%	9.7%	9.7%	10.3%	11.0%
Total Asset Value	27,175.277	27,718.783	28,273.159	28,838.622	29,415.394	30,003.702	30,603.776	31,215.852	31,840.169	32,476.972

The chart above depicts the SOGR funding and accumulated backlog estimates for the following key asset classes in Transportation Services: major and local roads, bridge rehabilitation, laneways and the F. G. Gardiner (as detailed in the table on the following page).

Total SOGR Funding & Backlog (Key asset classes including the F.G. Gardiner)



\$ Million	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SOGR Funding	93.773	137.287	139.902	144.119	184.118	189.688	195.771	202.074	190.880	155.909
Accumulated Backlog Est.	1,079.712	1,271.938	1,507.968	1,867.294	2,174.217	2,471.723	2,742.939	3,027.467	3,261.692	3,517.379
Backlog % of Asset Value	5.3%	6.1%	7.1%	8.6%	9.8%	11.0%	11.9%	12.9%	13.6%	14.4%
Total Asset Value	20,430.277	20,838.883	21,255.661	21,680.774	22,114.389	22,556.677	23,007.811	23,467.967	23,937.326	24,416.073

The chart above depicts the SOGR funding and accumulated backlog estimates for the following key asset classes in Transportation Services: major and local roads, bridge rehabilitation and laneways.

SOGR funding was added to various projects (F. G. Gardiner Expressway, Major Roads Rehabilitation, Local Roads Rehabilitation, Sidewalks, etc.) as part of the 2013, 2014, 2015, 2016, 2017 and 2018 Budget processes. Even still, when rehabilitation on the Gardiner is excluded, the SOGR backlog for remaining transportation infrastructure will increase from \$1.080 billion at the end of 2019 to an anticipated \$3.517 billion by year end in 2028, representing 14.4% of the asset replacement value.

Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
State of Good Repair Funding	(55,592)	(55,416)	(118,080)	(283,546)	(59,153)	368,644	331,964	(55,358)	(239,715)	(302,827)
Accumulated Backlog Est. (yr end)	3,158,852	3,214,268	3,332,348	3,615,894	3,675,047	3,306,403	2,974,439	3,029,797	3,269,512	3,572,339
Backlog %Asset Value	11.6%	11.6%	11.8%	12.5%	12.5%	11.0%	9.7%	9.7%	10.3%	11.0%
Asset Value	27,175,277	27,718,783	28,273,159	28,838,622	29,415,394	30,003,702	30,603,776	31,215,852	31,840,169	32,476,972
F.G. Gardiner										
State of Good Repair Funding	129,410	136,810	117,950	75,780	247,770	666,150	603,180	229,170	(5,490)	(47,140)
Accumulated Backlog Est. (yr end)	2,079,140	1,942,330	1,824,380	1,748,600	1,500,830	834,680	251,500	2,330	7,820	54,960
Backlog %Asset Value	30.8%	28.2%	26.0%	24.4%	20.6%	11.2%	3.0%	0.0%	0.1%	0.7%
Asset Value	6,745,000	6,879,900	7,017,498	7,157,848	7,301,005	7,447,025	7,595,966	7,747,885	7,902,843	8,060,899
Roads - Major										
State of Good Repair Funding	(69,991)	(95,205)	(116,083)	(161,085)	(143,551)	(118,000)	(81,616)	(103,140)	(87,685)	(60,025)
Accumulated Backlog Est. (yr end)	534,554	629,759	745,842	906,927	1,050,478	1,168,478	1,250,094	1,353,234	1,440,919	1,500,944
Backlog %Asset Value	9.2%	10.7%	12.4%	14.8%	16.8%	18.3%	19.2%	20.3%	21.2%	21.7%
Asset Value	5,790,659	5,906,473	6,024,602	6,145,094	6,267,996	6,393,356	6,521,223	6,651,647	6,784,680	6,920,374
Roads - Local										
State of Good Repair Funding	(107,011)	(89,021)	(111,827)	(139,541)	(108,954)	(124,383)	(132,104)	(125,736)	(89,495)	(100,290)
Accumulated Backlog Est. (yr end)	483,458	572,479	684,306	823,847	982,801	1,057,184	1,189,288	1,315,024	1,404,519	1,504,809
Backlog %Asset Value	5.4%	6.2%	7.3%	8.6%	9.6%	10.7%	11.7%	12.7%	13.3%	14.0%
Asset Value	8,989,254	9,169,039	9,352,420	9,539,468	9,730,258	9,924,863	10,123,360	10,325,827	10,532,344	10,742,991
Bridge Rehabilitation										
State of Good Repair Funding	-	-	-	(50,458)	(46,053)	(46,632)	(48,878)	(46,904)	(48,166)	(86,360)
Accumulated Backlog Est. (yr end)	-	-	-	50,458	96,511	143,143	192,021	238,925	287,091	373,451
Backlog %Asset Value	0.0%	0.0%	0.0%	1.0%	1.8%	2.6%	3.4%	4.2%	4.9%	6.3%
Asset Value	4,992,000	5,091,840	5,193,677	5,297,550	5,403,501	5,511,571	5,621,803	5,734,239	5,848,924	5,965,902
Laneways										
State of Good Repair Funding	(8,000)	(8,000)	(8,120)	(8,242)	(8,365)	(8,491)	(8,618)	(8,748)	(8,879)	(9,012)
Accumulated Backlog Est. (yr end)	61,700	69,700	77,820	86,062	94,427	102,918	111,536	120,284	129,163	138,175
Backlog %Asset Value	9.4%	10.4%	11.4%	12.3%	13.3%	14.2%	15.0%	15.9%	16.7%	17.6%
Asset Value	658,364	671,531	684,962	698,661	712,634	726,887	741,425	756,253	771,378	786,806

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 and systemic underfunding.

The "Unmet Capital Needs" identified by Transportation Services include additional SOGR projects that total \$3.572 billion to reduce the backlog. These projects cannot be accommodated within the City's debt affordability targets and therefore are not included in the 2019 – 2028 Staff Recommended Capital Budget and Plan. For further details about these SOGR projects, please refer to the Issues for Discussion section.

Operating Impact of Completed Capital Projects

Table 5: Net Operating Impact Summary

Projects	2019 Budget		2020 Plan		2021 Plan		2019 - 2023		2019 - 2028	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved										
<i>Cycling Infrastructure</i>	61.000	-	-	-	-	-	61.000	-	61.000	-
<i>RSP Missing Link Sidewalk</i>	12.000	-	-	-	-	-	12.000	-	12.000	-
Sub-Total: Previously Approved	73.000	-	-	-	-	-	73.000	-	73.000	-
Total (Net)	73.000	-	-	-	-	-	73.000	-	73.000	-

Approval of the 2019 Staff Recommended Capital Budget will increase the 2019 Operating Budget by a total of \$0.073 million net for maintenance costs arising from the completion of City Cycling Infrastructure and Sidewalk projects, as shown in the table above.

Transportation Services will also require additional operating funding of \$0.155 million in 2019 to maintain new transportation infrastructure including roads, bridges, cycling infrastructure and sidewalks built by developers (rather than the City).

There are no operating impacts identified beyond 2019. As part of future capital budget submissions, Transportation Services will continue to review its capital projects and analyze the impacts on operations.

2018 CAPITAL PERFORMANCE

2018 Project Delivery

In 2018, Transportation Services made significant progress on and/or accomplished the following:

- Major Strategic Plans:
 - Continued ongoing implementation of:
 - Congestion Management Plan
 - Vision Zero Road Safety Plan
 - 10 Year Cycling Network Plan
- Continued implementation of the F.G. Gardiner Rehabilitation Program
 - Awarded Contract #1 for the rehabilitation from Jarvis Street to Cherry Street
- Continued construction of the King-Liberty Pedestrian Cycle Bridge
- Continued construction of the Six Points Interchange Redevelopment
- Installed 18 lane km of new on-street cycling facilities and 4 km of new multi-use trails, and improvements to over 50 lane km of existing cycling facilities
- Initiated 40 km of Major Roads Rehabilitation and 92 km of Local Roads Rehabilitation
 - Major Road projects including:
 - Kennedy Road from Passmore Avenue to Steeles Avenue East
 - Dufferin Street from Bloor Street West to Dundas Street West
 - Keele Street from Rogers Road to Avon Drive
 - Jarvis Street from Queen Street East to Dundas Street East
- Completed the following major planning and design studies:
 - Glen Road Pedestrian Bridge Environmental Assessment
 - Downsview Major Roads Environmental Assessment
 - Passmore Road Improvements Environmental Assessment
 - King-Liberty Pedestrian and Cycling Bridge Detailed Design
 - King Street Transit Pilot (Modelling and Evaluation)
 - Surface Transit Operational Improvement Studies (Phase 1 & 2)
- Initiated the following major planning and design studies:
 - Finch Goods Movement Transportation Master Plan Environmental Assessment
 - Legion Road Extension & Bonar Creek SWM Facility Detailed Design
 - Glen Road Pedestrian Bridge and Tunnel Detailed Design
 - Dundas-Scarlett-St. Clair Avenue West Bridge Replacement Detailed Design
 - Surface Transit Operational Improvement Studies Phase 3

Status Update on Council Approved New Capital Projects in the 2018 Capital Budget

During the 2018 Budget process, City Council approved new capital funding for various projects in 2018 as part of the 2018 – 2027 Capital Budget & Plan for Transportation Services. The implementation status is detailed below:

Traffic Wardens / Construction Staging Compliance (Vehicles) (\$0.855 million gross and debt)

- Funding was provided for the purchase of new vehicles for Traffic Wardens. The procurement of vehicles is currently underway and vehicles are scheduled to be purchased by the first quarter of 2019.

King-Liberty Pedestrian and Cycling Bridge (\$5.520 million gross and \$0 debt)

- Funding was approved for the construction of the bridge. The project is behind schedule as a result of delay in the issuance of Metrolinx permits. Construction is anticipated to be completed in 2019.

Vision Zero Road Safety Plan initiatives (\$6.266 million gross and \$6.166 debt)

- The new funding was used in 2018 for the following:
 - Initiated installation of 80 new School Safety Zones
 - Installed 53 Senior Safety Zones
 - Launched the Mobile Watch Your Speed Program with 1 sign per ward
 - Launched the Active and Safe Routes to School Pilot at 5 schools

Acceleration of Vision Zero Road Safety Plan (\$22.0 million gross and \$0 debt)

- At its meeting of June 26, 2018, City Council adopted the report *Operating Variance Report for the Year Ended December 31, 2017* (EX35.26). Recommendations and motions subsequently adopted by Council resulted in \$22.0 million of additional 2018 funding to improve and accelerate the implementation of road safety measures as part of the City's Vision Zero Strategy, fully funded by the Capital Financing Reserve.
- The new funding was used in 2018 for the following:
 - Installed 188 Mobile Watch Your Speed signs
 - Installed 80 Leading Pedestrian Intervals
 - Enhanced 3 cycling corridors
 - Enhanced street lighting across 33 pedestrian / bicycle safety corridors and 17 spot locations
 - Installed 286 speed humps across 91 locations
- This additional funding will be used to continue to accelerate the Vision Zero Road Safety Plan in 2019.
- Staff are planning to report back to Council with a fully revised Road Safety Plan in 2019 that will report on achievements to-date, revisit the existing countermeasures and propose new countermeasures for the next 5 year period (2019-2024).

2018 Financial Performance**Table 6: Budget vs. Actual by Project Category**

Project Category (\$ Million)	2017			2018			2019	
	Budget	Actual	Spending Rate %	Budget	Projected Actual *	Spending Rate %	Staff Recommended Capital Budget (excl. 1 Yr Carry Forward)	Staff Recommended Capital Budget (incl. 1 Yr Carry Forward)
Health & Safety	23.260	10.786	46.4%	41.033	28.178	68.7%	43.064	53.978
SOGR	242.285	165.734	68.4%	311.307	210.002	67.5%	308.084	368.164
Service Improvement	91.678	23.184	25.3%	103.317	44.338	42.9%	59.075	86.926
Growth Related	150.933	72.672	48.1%	119.801	82.020	68.5%	67.503	93.624
Total	508.157	272.376	53.6%	575.458	364.538	63.3%	477.726	602.692

* Note - 2018 projection based on the Q3 capital variance submission

Transportation Services is forecasted to spend \$364.538 million or 63.3% of its 2018 Approved Capital Budget by year-end with underspending primarily attributed to PTIF related projects and the F. G. Gardiner Rehabilitation. Excluding PTIF projects and the F. G. Gardiner Rehabilitation, Transportation Services is forecasting to spend 75.8% of its 2018 Approved Capital Budget by year-end.

For additional information regarding the 2018 Q3 capital variances and year-end projections for Transportation Services, please refer to the attached link for the report entitled "Capital Variance Report for the Nine-Month Period Ended September 30, 2018" adopted by City Council at its meeting on December 13, 2018.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.8>

Impact of the 2018 Capital Variance on the 2019 Staff Recommended Capital Budget

- The rate of spending is consistent with project schedules for construction as most are weather and/or temperature dependent. Typically, the majority of cash flow funding is spent during the traditional construction through to the latter part of the year, after contracts are tendered and awarded. Most of the year-end underspending is anticipated in capital projects that require third party coordination and/or funding; community consultation; have issues with site conditions; and/or are development/transit dependent.
- As a result of the delays in the capital projects described in the 2018 Q3 Capital Variance Report, funding of \$124.966 million is being carried forward from 2018 for inclusion in the 2019 Staff Recommended Capital Budget to continue the capital work. Of the carry forward amount, \$41.265 million and \$19.0 million are required for the continuing implementation of the *Strategic Gardiner Rehabilitation Program* and *PTIF Projects*, respectively.
- A detailed review of Transportation's 10-Year Capital Plan was conducted and the necessary adjustments have been made to the timing of the cash flow funding, aligning cash flow funding estimates with capacity to spend. By deferring the cash flow funding to future years, the 2019 Capital Budget reflects readiness to proceed and will lead to a higher rate of spending.
- In addition, \$18.840 million in cash flow funding for *PTIF Projects* is being carried forward from 2017 and requires Council to reaffirm its commitment, consistent with the treatment of funding being carried forward 2 or more years.



ISSUES FOR DISCUSSION

ISSUES IMPACTING THE 2019 BUDGET

2019 Budget Overview

Operating:

- The 2019 Staff Recommended Operating Budget for Transportation Services is \$396.139 million gross and \$225.420 million net, representing a \$0.139 million or 0.2% increase to the 2018 Approved Operating Budget.
- Transportation Services has historically experienced lower net revenue from the utility cut repair program as actual volumes were consistently lower than projected. A detailed review of the utility cut repair program was conducted and a complete realignment of the historical utility cut repair program budget with expected volumes has been reflected in the 2019 Staff Recommended Operating Budget. When combined with increased salaries and benefits for union/non-union staff (COLA, progression pay, step increases, adjustments), and increased costs for contracts (primarily winter maintenance), the result is a significant base pressure of \$16.187 million (see Table 2).
- Although these budget pressures are challenging to overcome, Transportation Services is able to almost entirely offset the pressures through base expenditure changes, revenue changes, service efficiency savings, line-by-line expenditure reductions to align the budget with actual experience, and inflationary increases to user fees (see Appendix 4). For example:
 - Base expenditure / revenue changes (\$8.124 million) include savings realized from aligning the budget with actual experience (road & bridge repair contract costs; winter maintenance costs), and additional revenue generated from the inflationary increase applied to most user fees within the Program.
 - Efficiency savings (\$1.000 million) include additional savings from increasing screening of Transportation Services' locate requests by Toronto Water's Locate Clearance Centre.
 - Revenue adjustments (\$6.924 million) include an increase above the rate of inflation to the lane occupancy permit fee to reflect recent increases in the Toronto Parking Authority (TPA) parking meter rates.
- New and enhanced funding of \$0.201 million (gross and net), is recommended to fund 2 new positions to study the feasibility of and plan the next phase of the Red Light Camera (RLC) program expansion (see Appendix 5), as directed by Council (see "Issues Referred to the 2019 Budget Process"). The RLC program is an important aspect of the Vision Zero: Road Safety Plan.

10-Year Capital Plan:

- In 2018, the Capital Budget for Transportation Services was primarily for State of Good Repair funding to mitigate some of the growth in the accumulated backlog (for major and local roads and the rehabilitation of the *F.G. Gardiner Expressway*), continuing the *Vision Zero – Road Safety Plan*, *Cycling Infrastructure*, and for the *Traffic Congestion Management* project to better manage congestion on arterial roadways and expressways. The rate of spending is often dependent on external factors that are beyond the Program's control (weather/temperature dependent, coordination issues, detailed design refinement, external party consultations and approvals). These factors often result in mid-year changes to the original delivery plans and schedules. As a result, the spending rate is projected to be 63.3% of the 2018 Capital Budget. The estimate of unspent cash flow funding to be carried forward into 2019 to continue capital work is \$124.966 million.
- Similarly, the 2019 – 2028 Staff Recommended Capital Budget and 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. Including funding to: mitigate the accumulated backlog (again mostly for major/local roads and the rehabilitation of the *F.G. Gardiner Expressway*); continue with the comprehensive five year (2017-2021) *Vision Zero - Road Safety Plan*; continue the implementation of the Cycling Network 10 Year plan (*Cycling Infrastructure*); reduce and mitigate congestion pressures (*Traffic Congestion Management*); and, accommodate growing infrastructure needs (i.e. *Six Points Interchange Redevelopment*).
- During the 2019 budget process, a detailed review of Transportation Services' 2019 - 2028 Capital Budget and Plan requirements and historical spending was completed to ensure that cash flows are aligned with actual

expenditures, emphasizing a "gated" approach, so that the key phases (i.e. concept, design, construction, etc.) are budgeted in the appropriate years.

- Historically, from 2012 to 2017, Transportation Services had an average annual capital spending rate of 61.0%, and the projected spending rate for 2018 is 63.3% which is slightly above the previous 5 year average.
- Based on this review, the Program revised the timing for their cash flow funding for multiple long-term programs (roads, bridges, etc.) and growth projects based on project readiness and spending capacity by aligning to actual project timelines and activities.
- For example, the implementation of the *F.G. Gardiner Expressway Strategic Rehabilitation Program* has experienced delays due to the complexity and scale of the work required. Refer to the "REPORTING ON MAJOR CAPITAL PROJECTS: STATUS UPDATE" section for further information. Hence, a review was completed to update the project schedule and proposed work with the need for future year cash flows in mind. Due to a refinement of the delivery schedule, the program cash flows have been realigned to match, with funding of \$834.680 million reallocated within the budget to 2025 and 2026.
- Cash flow funding was also adjusted for the following previously approved capital projects as a result of refinement in design and the review of the projects' readiness to proceed.
 - *Glen Road Pedestrian Bridge Rehabilitation*
 - *Port Union Road Widening (Lawrence Avenue to Kingston Road)*
 - *Scarlett/St Clair/Dundas Bridge Rehabilitation*
 - *Steeles Avenue East Widening (Tapscott Road to Beare Road)*
 - *Dufferin Street Bridge Rehabilitation*
- As well, the review included investigating opportunities to reduce overall debt funding and/or leverage non-debt funding sources. As a result, the Transportation Services' 2019 - 2028 Staff Recommended Capital Budget and Plan was adjusted to reflect both the deferral of debt funding in the early years to later years and the reduction of \$17.349 million in debt funding overall.
- Following the corporate capacity to spend review and the resulting debt requirement reductions, a City-wide review of unmet capital priorities was conducted and the 2019 - 2028 Staff Recommended Capital Budget and Plan for Transportation Services includes increased funding of \$149.973 million gross and \$135.973 million debt for Transportation Services' projects that were identified as high priority unfunded capital needs.
 - *Critical City Bridge Rehabilitation* – Funding of \$113.294 million gross and debt (2019 to 2021) has been added to address the critical City Bridge Rehabilitation work that is necessary based on the increased age of infrastructure and the deteriorated condition of City bridges specifically. Additional funding requirements are requested post 2021 as part of the Unmet Capital Needs and will be reviewed in subsequent budget processes based on the program's readiness to proceed.
 - *Mapping and GIS Repository* – Funding of \$1.679 million gross and debt (2019 to 2022) has been added to fund I&T related improvements in the use of Geographic Information Systems (GIS) to deliver Transportation related services.
 - *Jane Street Crossing* – Funding of \$35 million gross and \$21 million debt (2020 to 2027) to mitigate Black Creek Flooding in the Rockcliffe Area – namely the replacement of the Jane Street Culvert.
 - However, Transportation Services' Unmet Capital Needs projects still remain significant at approximately \$4.977 billion (see Table 8).
- Overall, the 2019 – 2028 Capital Budget and Plan for Transportation Services continues to support building and maintaining a resilient transportation network so that people connect with the places, activities and communities they value. Funding is provided to mitigate the accumulated State of Good Repair backlog, continue with the *Vision Zero - Road Safety Plan*, continue the implementation of the Cycling Network 10 Year plan, reduce/mitigate congestion pressures, and accommodate growing infrastructure needs.

Capital Unmet Needs Not Included in the 2019 – 2028 Staff Recommended Capital Budget and Plan

- The "Unmet Capital Needs" identified by Transportation Services, and shown in the table below, cannot be accommodated within the City's debt affordability targets given the limitations on debt servicing costs and are therefore not included in the 2019 – 2028 Staff Recommended Capital Budget and Plan.
- Various projects are unfunded, the largest being Local Road Rehabilitation and Major Road Rehabilitation projects which total \$3.006 billion over the 10-year period.
- This list will be refined on an annual basis, with projects potentially added to the Capital Plan through project reprioritization and/or additional secured funding.

Table 8: Unmet Capital Needs Not Included in the Staff Recommended 10-Year Capital Plan

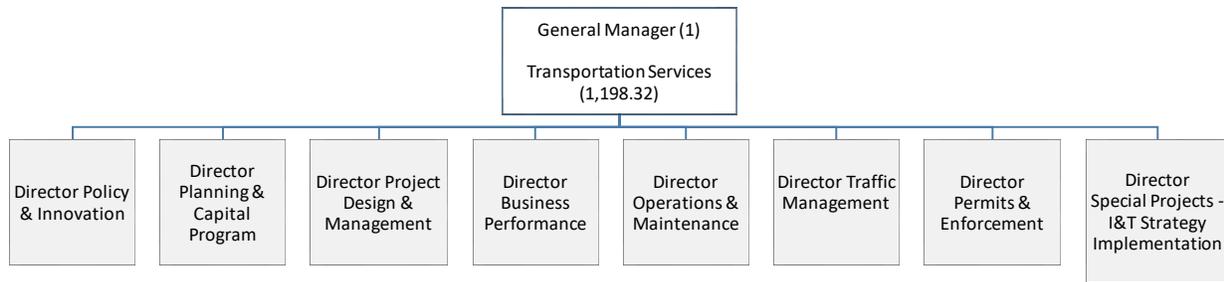
Project Description	Total Project	Non-Debt	Debt Required	Cash Flow (In \$ Millions)										
				2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
NOT INCLUDED														
<i>Eglinton Connects LRT</i>	105.000	8.400	96.600	-	-	-	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
<i>Yonge Tomorrow</i>	36.396	-	36.396	-	-	-	-	-	7.932	13.182	13.182	2.100	-	-
<i>Beecroft Extension</i>	28.618	28.618	-	-	-	-	-	-	10.892	9.252	4.237	4.237	-	-
<i>Borough Drive East/West Approach Reconfiguration</i>	1.226	-	1.226	-	-	-	-	0.100	0.563	0.563	-	-	-	-
<i>Broadview Extension</i>	207.835	207.835	-	-	0.978	9.269	9.269	-	-	0.476	169.751	9.046	9.046	9.046
<i>City Bridge Rehabilitation</i>	373.451	-	373.451	-	-	-	50.458	46.053	46.632	48.878	46.904	48.166	86.360	-
<i>Commissioners Reconstruction</i>	47.718	47.718	-	-	-	-	-	8.385	7.014	7.014	8.435	8.435	8.435	8.435
<i>Critical Interim Road Rehabilitation Pool</i>	89.546	-	89.546	-	9.180	9.363	9.550	9.742	9.937	10.135	10.338	10.545	10.756	10.756
<i>Cycling Infrastructure</i>	69.476	17.367	52.109	-	7.900	7.697	7.697	7.697	7.697	7.697	7.697	7.697	7.697	7.697
<i>Downsview Major Roads (Previously Transit Rd Ext)</i>	130.000	130.000	-	-	-	-	-	-	-	-	-	-	-	130.000
<i>Dundas Annette Dupont Improvements</i>	8.000	-	8.000	-	1.000	1.000	6.000	-	-	-	-	-	-	-
<i>Emery Village Improvements</i>	5.986	5.986	-	-	-	0.101	-	5.885	-	-	-	-	-	-
<i>F. G. Gardiner Rehabilitation Program</i>	54.960	-	54.960	-	-	-	-	-	-	-	2.330	5.490	47.140	-
<i>Ingram Drive Extension - Grade Separation</i>	55.050	55.050	-	-	-	-	0.500	15.000	16.050	0.750	0.750	11.500	10.500	-
<i>Laneways</i>	138.175	-	138.175	61.700	8.000	8.120	8.242	8.365	8.491	8.618	8.748	8.879	9.012	-
<i>Liberty Village New Street Project</i>	73.710	73.710	-	-	-	0.500	14.600	17.626	17.627	23.357	-	-	-	-
<i>Local Road Rehabilitation</i>	1,504.809	-	1,504.809	466.458	89.021	111.827	139.541	108.954	124.383	132.104	125.736	97.995	108.790	-
<i>Lower Yonge</i>	100.000	87.225	12.775	-	2.335	5.835	30.610	30.610	30.610	-	-	-	-	-
<i>Major Road Rehabilitation</i>	1,500.944	-	1,500.944	517.554	95.205	116.083	161.085	143.551	118.000	81.615	103.140	96.185	68.526	-
<i>Modernize Bridge Management System (BMS)</i>	3.500	-	3.500	-	1.000	1.000	1.500	-	-	-	-	-	-	-
<i>Morningside Extension</i>	33.000	33.000	-	-	-	7.500	7.500	10.000	8.000	-	-	-	-	-
<i>North Queen New Street</i>	43.100	43.100	-	-	-	-	-	-	-	1.000	18.454	13.883	9.763	-
<i>Passmore Avenue Widening</i>	2.260	1.877	0.383	-	-	-	0.155	0.050	2.055	-	-	-	-	-
<i>Peel Gladstone</i>	2.840	2.102	0.738	-	2.840	-	-	-	-	-	-	-	-	-
<i>Progress Ave and McCowan Road Reconfiguration</i>	29.700	-	29.700	-	0.675	0.675	14.175	14.175	-	-	-	-	-	-
<i>Re-Image Yonge St. Sheppard to Finch</i>	53.719	27.933	25.786	-	-	-	1.840	17.293	17.293	17.293	-	-	-	-
<i>RER Implementation - City Share</i>	39.750	33.818	5.932	-	-	-	-	-	-	31.350	-	8.400	-	-
<i>SilverStar Boulevard</i>	25.000	25.000	-	-	-	-	-	0.625	0.625	11.875	11.875	-	-	-
<i>St. Clair TMP/Keele to Old Weston</i>	187.446	143.994	43.452	-	-	-	-	-	-	-	-	187.446	-	-
<i>TO360 Wayfinding</i>	3.435	-	3.435	-	0.540	0.885	0.765	0.395	0.415	0.435	-	-	-	-
<i>Yonge Street/Highway 401 Interchange Improvements</i>	22.500	22.500	-	-	-	-	-	-	0.500	0.500	7.166	7.167	7.167	-
Total Unmet Needs (Not Included)	4,977.150	995.233	3,981.917	1,045.712	218.674	279.855	478.487	459.506	449.716	421.094	553.743	542.171	528.192	

OTHER ISSUES IMPACTING THE 2019 BUDGET

Implementation of Divisional Service Review

- As part of the 2017 Operating Budget for Transportation Services, \$1.0 million was approved to conduct a Divisional Service Review. A consultant was hired to conduct a fundamental cross-cutting review of work undertaken, staffing levels and organizational structure to improve the effectiveness and efficiency of service delivery, standardize practices and approaches, to ultimately achieve a more efficient, responsive, and focused Division with clarity on priorities and responsibilities within each section/unit.
- Transportation Services has begun to implement the results. The Program is in the process of implementing a "functional" model and has established eight Sections, led by Directors, within the Division as follows:
 - *Policy & Innovation*
 - *Planning & Capital Program*
 - *Project Design & Management*
 - *Business Performance*
 - *Operations and Maintenance*
 - *Traffic Management*

- *Permits & Enforcement*
- *I&T Strategy Implementation*
- The next phase of the Divisional Service Review implementation will re-align the Managers into new Units under the eight Sections of the "functional" model.
- The 2019 Staff Recommended Operating Budget also includes a \$1.0 million increase in gapping, which reflects the many staff changes and increased movement of staff that will result as the new organizational structure is created and positions are filled.
- The Program has also created four Manager, Community Council & Issues Management positions to represent Transportation Services at Community Councils and to coordinate resolution of complex requests / issues that involve multiple functional teams as this term of Council begins. The Program has accommodated these new positions without increasing its existing complement.
- The Divisional Service Review and implementation will continue through 2019 and changes will be reflected during the 2020 and 2021 budget processes including delivery model options, future state organizational structure, and identification of opportunities for improvement in service delivery and process.
- Planned Organization Chart - Post Review Implementation



School Crossing Guard Program

- At its meeting on November 7, 2017, City Council adopted report EX28.5 - *Toronto Police Transformational Task Force Report and Impacts on City Divisions*.
- The report included the following recommendation related to the Transfer of School Crossing Guard Program:
 - *City Council direct that the General Manager, Transportation Services contract with a third-party service provider to deliver the school crossing guard program starting August 1, 2019, with the Toronto Police Service continuing to provide the school crossing guard program until July 31, 2019.*
- The link to this item is provided below:

2017.EX28.5 - Toronto Police Transformational Task Force Report and Impacts on City Divisions

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX28.5>

- As part of the 2019 Staff Recommended Operating Budget, \$3.839 million of funding is included to deliver the School Crossing Guard program (contracted services for August 1 to December 31, 2019). This funding already existed in the Base Operating Budget as a portion of the Interdivisional Charge (IDC) with Toronto Police Services for delivery of the program for all of 2018. The remainder of the IDC with Toronto Police Services (i.e. to deliver the program from Jan. 1 to July 31, 2019) will be converted to funding for contracted services to deliver the program from Jan. 1 to July 31, 2020 as part of the 2020 budget process. In 2020, Transportation Services will deliver the full program through contracted services.
- As part of the initial analysis to determine contracted services funding required to deliver the School Crossing Guard program in 2019 and beyond, it was estimated an additional \$ 0.856 million was required in 2019 and an additional \$1.010 million in 2020. The 2019 funding requirement is included in the 2019 Staff Recommended Operating Budget.
- Starting in 2018, as part of the transition, Transportation Services was responsible for providing "backfills" for absent school crossing guards. The funding available in the 2018 Operating Budget for this purpose was \$0.3

million. However, the number of "backfills" required greatly exceeded the capacity of the contractor and funding available. Transportation Services is currently reviewing alternative delivery models, but expects that the funding required will exceed the budget of \$0.3 million again in 2019.

- The contract for the School Crossing Guard program will be tendered early in 2019 and may exceed the budget funding estimates in the 2019 Staff Recommended Operating Budget. Any additional funding required for the School Crossing Guard program (including "backfills") will be requested through an in-year staff report in 2019.

Expansion of Red Light Cameras and Automated Speed Enforcement

Red Light Cameras (RLC)

- At its meeting of June 26, 2018, City Council adopted the report *Operating Variance Report for the Year Ended December 31, 2017* (EX35.26). Recommendation 1 in the report included the following: *City Council authorize up to \$13 million in additional 2018 funding to improve and accelerate the implementation of road safety measures identified in the City's Vision Zero Strategy.* Motions subsequently adopted by Council resulted in the following recommendation:
 - *City Council direct the General Manager, Transportation Services to.....and evaluate the feasibility of significantly expanding the Red Light Camera program as part of the Vision Zero: Road Safety Plan, and give staff the authority to make any immediate changes to improve safety at intersections where data shows that cameras could significantly reduce collisions and City Council direct staff to include any new funding required in the 2019 Transportation Services base budget submission.*
- The link to this item is provided below:
2018.EX35.26 - Operating Variance Report for the Year Ended December 31, 2017
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX35.26>
- Given delays experienced in the 2017 expansion of the Red Light Camera (RLC) program, the next expansion of the RLC program will be implemented in 2020.
- The 2019 Staff Recommended Operating Budget includes new / enhanced funding of \$0.201 million gross and net for 2 permanent positions (Manager and Project Lead) required to study the feasibility of and plan for the continued expansion of the Red Light Camera (RLC) program.
- In 2019, Transportation Services will determine where additional RLCs are feasible, additional contract costs, additional staff costs, and award a tender for work in 2020.

Automated Speed Enforcement (ASE)

- At its meeting on January 31, 2018, City Council adopted report PW25.10 – *Vision Zero Road Safety Plan (2017-2021) Update.*
- The report included the following recommendation:
 - *City Council direct the General Manager, Transportation Services to proceed with Automated Speed Enforcement in conjunction with the Province of Ontario and other partnering municipalities, including the issuance of a Request for Proposals investigating the feasibility for the City of Toronto to manage the Joint Processing Centre on behalf of the partnering municipalities for the future Automated Speed Enforcement program.*
- The link to this item is provided below:
2017.PW25.10 - Vision Zero Road Safety Plan (2017-2021) Update
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW25.10>
- Based on the current fee structure set by the Province and the anticipated volume of ASE charges, technology solutions and efficiencies with the RLC program are being reviewed to ensure that the ASE program is sustainable.
- The Manager position recommended for the expansion of the Red Light Camera (RLC) program (part of the 2019 Staff Recommended Operating Budget noted above) will also be responsible for the ASE program.

Capital Financing Strategy

- In order to manage the significant funding required to address SOGR for major roads and the F.G. Gardiner Expressway, the 10-Year Capital Plan continues to rely on the Capital Financing Reserve.
- \$641.346 million from the Capital Financing Reserve is required to fund Transportation Services' 2019 – 2028 Staff Recommended Capital Budget and Plan. The Capital Financing Reserve utilizes proceeds from:
 - Surplus operating funds in accordance with the City's surplus distribution policy;
 - Municipal Land Transfer Tax (MLTT) revenue above the base estimates included in the 2019 Operating Budget;
 - Development Charge revenue increases generated following the 2018 Development Charges By-Law review;
 - Build Toronto dividends; and
 - Toronto Parking Authority one-time dividends.
- It is anticipated that the Capital Financing Reserve will continue to help fund Transportation Services' capital program into future years, 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.

Delivery Rate Dependencies

- The Transportation Services Capital Program consists of many projects whose delivery rate is highly dependent on external factors that are beyond the Division's control, thereby having an impact on the Division's delivery rate over multiple years. For example:
 - Funding for *Public Transit Infrastructure Fund (PTIF)* related projects was approved in 2017, with the majority of the cash flow approved in 2017, recognizing that the initial deadline to complete all projects was March 2018. However, in the fall of 2017, the Federal and Provincial Governments extended the PTIF deadline to March 2020. Although an extension was granted, project cash flows in the Transportation budget remained the same - resulting in carry forwards required for 2018 and subsequently for 2019 in order to adhere to the revised plan for 2020 completion.
 - The implementation of the *F.G. Gardiner Expressway Strategic Rehabilitation Program* has experienced delays due to the complexity and scale of the work required. Hence, a review was completed to update the project schedule and proposed work with the need for future year cash flows in mind. Due to a refinement of the delivery schedule, the program cash flows have been realigned to match, with funding of \$834.680 million reallocated within the budget to 2025 and 2026.
 - The dynamic nature of Transportation Services' *Growth Related Projects* also impacted project delivery rates. Coordination issues, detailed design refinement, and external party consultations and approvals continue to result in mid-year changes to the original delivery plans and schedules.
- As part of future budget processes, Transportation Services will continue to review and reaffirm project readiness and cash flow requirements for its projects, making all possible effort to increase its delivery rate.

Modernization, Transformation and Innovation Initiatives

Enterprise Work Management System

- Transportation Services along with three divisions have been working together on implementing one work system to consolidate various work management systems. The existing work management systems are generally stand-alone systems, provide very little cross-divisional connectivity and very little interface capabilities with the City's financial and human resources systems. Furthermore, the costs of maintaining multiple systems, some of which are older legacy systems, and managing their upgrades can be quite onerous.
- To date, Transportation Services has gathered common business requirements between the various systems used internally and externally including corporate systems.

Mobile Computing

- The implementation of mobile solutions that will automate the input of quantities and inspection results from contract management directly into the Toronto Maintenance Management System thereby eliminating the current manual process of paper based processes of forms and redundant data entry into the work management system. This solution will considerably reduce the time spent on data entry, reduce the errors, and increase the efficiency in cost recovery and payment issuance. All of these will help the division annually perform 800 Bridge Inspections (Non-Structural) and 3000+ road signs maintenance/ installations inspections.
- To date, automation of sidewalk inspection has been initiated in 2018 and will be completed in 2019. Bridge and sign inspection will commence in 2019 and complete in 2020.

Transportation Asset Management Systems

- As part of a modernization initiative and to support the Transportation Asset Management Strategy, a Consultant was retained and completed automated data collection of the City's 5,600 centreline kilometre road network in 2017. The project included collecting road related asset information such as:
 - Pavements
 - Pavement distresses and images used to calculate Pavement Condition Index (PCI) in accordance with ASTM Standards
 - Pavement roughness, expressed as International Roughness Index (IRI)
 - Measurement of the transverse profile of a road surface to determine crossfall and rutting
 - Other asset inventories (i.e. traffic signal infrastructure, signage, guiderails) including the type, location and condition through roadway collected right-of-way images
- In 2018, using the automated data collected, Transportation Services completed an update on the asset inventory, replacement value and needs for its major assets - the Major and Local Road Rehabilitation Programs - and the funding required to maintain its assets in a state-of-good repair for the next ten years. Additional data was collected for roads and other assets (specifically curbs) to support state-of-good repair asset planning for road improvements and operational activities for parking, respectively.
- In 2019 and future, Transportation Services will continue to update its asset inventory and begin to expand its asset management strategies to include other assets that were and continue to be captured from the automated data collection.
- The Municipal Asset Management Planning Regulation (Ontario Regulation 588/17) requires every municipality to prepare an asset management plan in respect of its core municipal infrastructure assets by July 1, 2021, and in respect of all other municipal infrastructure assets by July 1, 2023.
- Transportation Services is participating in the preparation of the Corporate Asset Management Policy for adoption by July 1, 2019 and aligning its data framework for the development of Asset Management Plans to meet the requirements of the provincial Asset Management Regulation by July 1, 2021.

ISSUES REFERRED TO THE 2019 BUDGET PROCESS

Operating Budget

Divisional Service Delivery Review – Service Levels

- At its meeting of February 12, 2018, City Council adopted the report *2018 Capital and Operating Budgets* (EX31.2). The report included the following recommendation:
 - *City Council direct, that following completion of the divisional service delivery review that is currently underway in the Program, the General Manager of Transportation Services submit any required adjustments to current service levels as part of the 2019 Budget process for Council approval.*
- The link to this item is provided below:

2018.EX31.2 - 2018 Capital and Operating Budgets
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX31.2>
- The implementation of the divisional service delivery review results will be completed in 2019 and any required adjustments to current service levels will be submitted as part of the 2020 Budget process for Council approval.

Signage in Community Safety Zones

- At its meeting of May 22, 2018, City Council adopted the report *Next Steps on Traffic Safety Measures* (PW29.6). The report included the following recommendation:
 - *City Council increase the 2018 Operating Budget for Transportation Services by \$120,000 gross and \$0 net to fund four (4) temporary positions to begin the work to install the necessary signage in each Community Safety Zone on a temporary contract basis up to December 31, 2018, fully funded by the Vision Zero Road Safety Plan (RSP) project in the 2018-2027 Capital Budget and Plan for Transportation services; these temporary positions to be considered for continuation as part of the 2019 budget process.*
- The link to this item is provided below:

2018.PW29.6 - Next Steps on Traffic Safety Measures
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW29.6>
- The 2019 Staff Recommended Operating Budget includes the conversion of 4 positions from temporary to permanent.

Expanding the Red Light Camera Program

- At its meeting of June 26, 2018, City Council adopted the report *Operating Variance Report for the Year Ended December 31, 2017* (EX35.26). Recommendation 1 in the report included the following: *City Council authorize up to \$13 million in additional 2018 funding to improve and accelerate the implementation of road safety measures identified in the City's Vision Zero Strategy.* Motions subsequently adopted by Council resulted in the following recommendation:
 - *City Council direct the General Manager, Transportation Services to.....and evaluate the feasibility of significantly expanding the Red Light Camera program as part of the Vision Zero: Road Safety Plan, and give staff the authority to make any immediate changes to improve safety at intersections where data shows that cameras could significantly reduce collisions and City Council direct staff to include any new funding required in the 2019 Transportation Services base budget submission.*
- The link to this item is provided below:

2018.EX35.26 - Operating Variance Report for the Year Ended December 31, 2017
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX35.26>
- The 2019 Staff Recommended Operating Budget includes new / enhanced funding of \$0.201 million gross and net for 2 permanent positions (Manager and Project Lead) required to study the feasibility of and plan for the

continued expansion of the Red Light Camera (RLC) program in 2020. In 2019, Transportation Services will determine where additional RLCs are feasible, additional contract costs, and additional staff costs.

Automated Shuttle Pilot Project

- At its meeting of July 23, 2018, City Council adopted the report *Minding the Gap - Request for Authority to Receive Federal Funding for an Automated Shuttle Pilot Project* (PW31.7). The report included the following recommendation:
 - *City Council direct the General Manager, Transportation Services and the General Manager, Economic Development and Culture to include the remaining \$315,000 in federal funding in their respective operating budget submissions for the year 2019-2022 as appropriate.*
- The link to this item is provided below:
2018.PW31.7 - Minding the Gap - Request for Authority to Receive Federal Funding for an Automated Shuttle Pilot Project
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW31.7>
- The federal funding provides a combination of \$0.265 million for Transportation Services and \$0.050 million for Economic Development and Culture. Based on the current Automated Shuttle Pilot Project schedule, these funds will be included as part of the 2020 Operating Budget.

Capital Budget

Brimley Road South Path Project

- At its meeting of February 12, 2018, City Council adopted the report *2018 Capital and Operating Budgets* (EX31.2). The report included the following recommendation:
 - *City Council direct the General Manager, Transportation Services, to work with Parks, Forestry and Recreation and the Toronto Region Conservation Authority to assess the timing of the Brimley Road South path project as part of the 2018 Cycling Network Plan review and report back in time for the 2019 Budget process.*
- The link to this item is provided below:
2018.EX31.2 - 2018 Capital and Operating Budgets
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX31.2>
- TRCA completed the environmental assessment of the Scarborough Waterfront Project and brought forward the final environmental assessment results to City Council for approval. At its meeting on May 22, 2018, City Council adopted the report *Scarborough Waterfront Project - Environmental Assessment and Next Steps* (EX34.5) endorsing the submission of the Scarborough Waterfront Project Environmental Assessment and Preferred Alternative to the Ministry of the Environment and Climate Change for formal review and decision.
- Following the City-wide review of unmet capital priorities, the design component of the Scarborough Waterfront Project totalling \$4.895 million gross and debt has been added to the Staff Recommended 10-Year Capital Plan for TRCA. These cash flow commitments, which will only be approved for the initial design phase, will enable TRCA to complete the preliminary design work and detailed costing and timing estimates of the entire project in 2019 as well as the re-construction of Brimley Road including a full-access path for pedestrians and cyclists in 2020.

St. Clair Transportation Master Plan

- At its meeting of April 24, 2018, City Council adopted the report *Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program* (EX33.1). The report included the following recommendation:

- *City Council direct the General Manager, Transportation Services to bring forward for City Council consideration the capital costs and cash flows for the St. Clair Transportation Master Plan as part of the Transportation Services 2019 Capital Budget and 2020-2028 Capital Plan submission.*
- The link to this item is provided below:
2018.EX33.1 - Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX33.1>
- The 2019 - 2028 Staff Recommended Capital Budget & Plan includes recommended funding of \$58.794 million for property acquisitions related to the St. Clair Transportation Master Plan. The remaining funding for the St. Clair Transportation Master Plan (i.e. detailed design and construction delivered by Metrolinx) is included as part of the Unmet Capital Needs list (\$187.446 million) and will be considered along with all other City-wide priorities as part of future budget processes.

Flood Protection Measures for the Jane Street Crossing

- At its meeting of April 24, 2018, City Council adopted the report *Sewer System Flood Reduction Measures in the Rockcliffe Area* (PW28.6). The report included the following recommendation:
 - *City Council request the City Manager, with appropriate City staff, to consult with the General Manager, Transportation Services, the General Manager, Toronto Water and the Toronto and Region Conservation Authority to consider the feasibility and conceptual design study for the recommended flood protection measures for the Jane Street crossing, as a project for intergovernmental funding and to provide a submission to the federal National Disaster Mitigation Program, and to report back through the 2019 Budget submission.*
- The link to this item is provided below:
2018.PW28.6 - Sewer System Flood Reduction Measures in the Rockcliffe Area
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW28.6>
- The 2019 - 2028 Staff Recommended Capital Budget & Plan provides funding of \$35 million (2020-2027) for the Jane Street Crossing project, funded by debt (60%) and the anticipated federal funding from the Disaster Mitigation and Adaptation Fund Program (DMAF) (40%). The City has submitted an application requesting funding for the project from the federal DMAF in 2018. Infrastructure Canada (INFC) has deemed this project to be eligible. However, given the anticipated construction start date (2024), INFC will retain the application and consider inclusion of the project as part of DMAF at a later date, which is anticipated in fall of 2019. Funding requests for this project will be updated as part of the 2020 budget process.

Future Reconstruction of the Dundas/Annette/Dupont/Old Weston Intersection

- At its meeting of June 26, 2018, City Council adopted the report *Operating Variance Report for the Year Ended December 31, 2017* (EX35.26). Recommendation 1 in the report included the following: *City Council authorize up to \$13 million in additional 2018 funding to improve and accelerate the implementation of road safety measures identified in the City's Vision Zero Strategy.* Motions subsequently adopted by Council resulted in the following recommendation:
 - *City Council direct the General Manager, Transportation Services to bring forward for consideration for the 2019 budget process, the following:*
 - *City Council increase the Approved 2018 – 2027 Capital Budget and Plan for Transportation Services (Road Safety Plan) on a one-time basis by approving total project costs of \$8,000,000 gross, \$0 debt, and cash flow commitments of \$1,000,000 in 2020 and \$1,000,000 in 2021 for design and \$6,000,000 in 2022 towards the future reconstruction of the Dundas/Annette/Dupont/Old Weston intersection to implement road safety measures, in coordination with other capital construction, funded by the Capital Financing Reserve.*
- The link to this item is provided below:
2018.EX35.26 - Operating Variance Report for the Year Ended December 31, 2017
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX35.26>

- Given current funding constraints, this project is not included in the 2019 - 2028 Staff Recommended Capital Budget & Plan, and has been added to the Unmet Capital Needs list (\$8.000 million gross and debt). The Project will be considered along with all other City-wide priorities as part of future budget processes.

Implementation of Community Safety Zones at Every School

- At its meeting of June 26, 2018, City Council adopted the report *Vision Zero Road Safety Plan: Designation of Community Safety Zones around Elementary Schools* (PW30.5). The report included the following recommendation:
 - *That City Council direct the Budget Committee to consider funding the implementation of Community Safety Zones at every school, including high schools and private schools, in Toronto as part of the 2019 Budget Process.*
- The link to this item is provided below:
2018.PW30.5 - Vision Zero Road Safety Plan: Designation of Community Safety Zones around Elementary Schools
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW30.5>
- Funding of \$1.250 million has been added to the 2019 - 2028 Staff Recommended Capital Budget & Plan to further supplement the implementation of Community Safety Zones at every school, including high schools and private schools, in Toronto.

Road Safety Enhancements on Bloor Street West

- At its meeting of June 26, 2018, City Council adopted the member motion *Accelerating Road Safety Enhancements on Bloor Street West* (MM43.4). The member motion included the following recommendations:
 1. *City Council direct staff to immediately improve corridor safety along the Bloor Street West bike lane route, including corridor intersections and City Council authorize staff to make any immediate changes to improve safety along the corridor.*
 2. *City Council direct staff to accelerate plans to improve the separation of the Bloor Street West bike lane to enhance corridor safety and to include in the permanent design protected intersections and recommendations for physical roadway modifications to enhance the safety of turning movements, along with through movements on the corridor.*
 3. *City Council direct staff to include any new funding required for Parts 1 and 2 above in the 2019 Transportation Services base budget submission.*
- The link to this item is provided below:
2018.MM43.4 - Accelerating Road Safety Enhancements on Bloor Street West
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM43.4>
- As part of the cycling corridor enhancements that form part of the funded Vision Zero initiatives, immediate improvements to the Bloor Street West bike lane route started in 2018 and are anticipated to be completed in 2019.
- Permanent design work to improve the separation of the Bloor Street West bike lane is underway, with tender and construction anticipated in 2019/2020 in conjunction with already scheduled watermain replacement, resurfacing and streetscape projects.

Accelerating the Vision Zero Road Safety Plan

- At its meeting of December 13, 2018, City Council adopted the member motion *Implementation of Additional Road Safety Measures and Accelerating the Vision Zero Road Safety Plan* (MM1.11). The member motion included the following recommendation:
 - *City Council direct the Budget Committee to consider as part of the 2019 Budget Process the allocation of additional funds to Vision Zero in order to facilitate the accelerated rollout of vital elements of the Vision Zero Project.*

- The link to this item is provided below:
2019.MM1.11 - Implementation of Additional Road Safety Measures and Accelerating the Vision Zero Road Safety Plan
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM1.11>
- The 2019 - 2028 Staff Recommended Capital Budget & Plan includes funding of \$57.387 million for the *Road Safety Plan* to continue the comprehensive five year (2017-2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets and continue with general Traffic Safety work.

ISSUES IMPACTING FUTURE YEARS

Growth Related Initiatives – Significant Pressures

GO / Metrolinx Regional Express Rail (RER)

- At its meeting of November 8 and 9, 2016, City Council authorized the Mayor, the City Manager, and any other relevant City officials to negotiate, enter into and execute Agreements with the Province, Metrolinx, and/or any of its agencies, to agree to the Stage Gate Process of funding approval for the SmartTrack Project, cost-share arrangements in respect of various other transit initiatives, including the Steeles Avenue East grade separation with the Stouffville GO Rail corridor and any necessary ancillary agreements.
- The link to this item is provided below:
2016.EX19.1 - Transit Network Plan Update and Financial Strategy
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX19.1>
- As part of its decision, Council also made commitments to include funding for the City's 15% share of five grade separations, including Steeles Avenue East at Stouffville GO, Finch Avenue East, Scarborough Golf Club Road, Galloway Road and Morningside Drive.
 - As previously approved by Council, funding requirements for the RER improvements at the Steeles Avenue East and Kennedy Road Grade Separation have been included in the 2019 – 2028 Staff Recommended Capital Budget and Plan. The funding will be adjusted as part of the 2020 budget process. The City share of the grade separation is anticipated to be \$11 million.
 - Other known RER improvement locations, including Finch Avenue East, Scarborough Golf Club (LSE), Galloway Road and Morningside Drive, have been identified as Unmet Capital Needs in the capital budget for Council consideration, with City share contributions anticipated to be \$39.750 million.
- Agreements with Metrolinx will be negotiated and executed on a project-specific basis.
- Additional funding pressures will be reviewed on an as required basis and the associated financial pressures identified in future budget processes.

SmartTrack Stations

- At its meeting of November 8 and 9, 2016, City Council authorized the Mayor, the City Manager, and any other relevant City officials to negotiate, enter into and execute Agreements with the Province, Metrolinx, and/or any of its agencies, to agree to the Stage Gate Process of funding approval for the SmartTrack Project, cost-share arrangements in respect of various other transit initiatives, including the Steeles Avenue East grade separation with the Stouffville GO Rail corridor and any necessary ancillary agreements.
- The link to this item is provided below:
2016.EX19.1 - Transit Network Plan Update and Financial Strategy
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX19.1>
- City Council also directed the City Manager to work with Metrolinx to ensure that the planning, design and delivery of the St. Clair West SmartTrack Station (and other Regional Express Rail corridor improvements) and the St. Clair West Transportation Master Plan be coordinated, including reconstruction and widening of the St.

Clair West bridge to facilitate improved Regional Express Rail and Canadian Pacific operations, and improved road and surface transit connections, to achieve cohesive and improved multi-modal transportation integration in the area.

- The St Clair Avenue West Area Transportation Master Plan Environmental Assessment identified improvements needed to alleviate congestion on St. Clair Avenue West between Keele Street and Old Weston Road. Four recommendations were made to address the congestion:
 - Widen St. Clair Avenue West (2 to 4 lanes) from Keele Street to Old Weston Road
 - Extend Gunns Road easterly to Union Street, including a grade separated crossing of the Kitchener GO rail corridor
 - Extend Keele Street southerly to the Gunns Road extension
 - Extend Davenport northwesterly to Union Street, including a grade separated crossing of St. Clair Avenue West
- These recommendations will integrate the transportation network with the St.Clair/Weston SmartTrack station, improving multi-modal access to the station for pedestrians, cyclists and a number of surface transit routes, which otherwise would not be able to access the station.
- Funding of \$58.794 million has been added to the 2019 – 2028 Staff Recommended Capital Budget and Plan for property acquisition related expenses (2020 to 2022).
- This commitment had been made in anticipation that Metrolinx would deliver the St. Clair TMP improvements with the SmartTrack station and would lead all property acquisitions required.
- The cost for design and construction currently is estimated at \$187.446 million, which has been submitted as part of Unmet Capital Needs and is to be confirmed in subsequent budget processes as the delivery lead and method of delivery is confirmed.

Eglinton Connects

- At its meeting of May 6, 7 and 8, 2014, City Council endorsed the *Eglinton Connects - Environmental Assessment (EA) Study*. The study included an estimated cost of \$150.000 million to implement the mid-block reconfiguration of Eglinton Avenue between Light Rail Transit (LRT) stations, over an 11-kilometre underground portion between Black Creek Drive and Brentcliffe Road.
- The link to this item is provided below:

2014.PW30.7 - Eglinton Connects - Environmental Assessment Study
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW30.7>
- Metrolinx is anticipated to complete the Eglinton Crosstown Light Rail Transit (LRT) project along with complete road reinstatement at the station areas by 2021. Metrolinx is to reinstate the road alignment in the station areas as per the requirements of the Eglinton Connects study. To further supplement delivery of road work within the station areas, funding of \$10.0 million was previously approved in the 10-Year Capital Plan to fund additional City-initiated road and public realm related improvements at the station areas.
- Although there is an Unmet Capital Needs request of \$105.000 million (from 2021 to 2028 - \$15.000 million annually) to illustrate the financial pressure that exists for the project, Transportation Services is currently undertaking preliminary design of the mid-block segments, with the goal to refine the design and provide more accurate costing. The preliminary design is anticipated to be completed in 2019 and the funding request for this project will be updated as part of the 2020 Budget process.

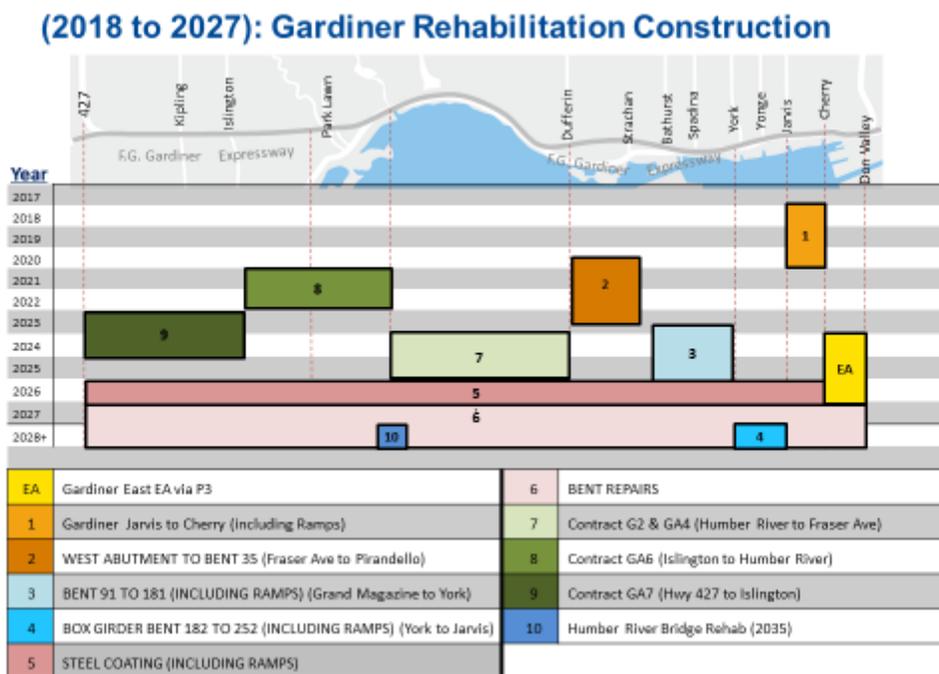
REPORTING ON MAJOR CAPITAL PROJECTS: STATUS UPDATE

In compliance with the Auditor General's recommendations to strengthen accountability, additional status reporting on all major capital projects is required. The following project has been reported on a quarterly basis during 2018:

Strategic Rehabilitation of the F.G. Gardiner Expressway

Project Overview and Deliverables

- The Strategic Rehabilitation of the F.G. Gardiner Expressway is a complex, large scale, capital construction project that addresses the immediate, short and long-term rehabilitation needs of the F.G. Gardiner Expressway over the next 25 years. It is the single largest construction project the City has undertaken.
- The construction itself is being delivered as a series of seven separate contracts. An updated schedule for the Gardiner Rehabilitation Project showing the timing for all seven contracts is presented below.



- Actions to minimize traffic disruption during construction will be implemented as and where appropriate. Construction methodologies, such as an Accelerated Bridge Construction approach for the "elevated" section of the Expressway, will be used, where feasible (e.g. in some areas site constraints such as residential or commercial structures abutting the Expressway may preclude this approach) to shorten the construction schedule. To further compress the construction schedule, work on the "at-grade" sections could be bundled with the replacement of the deck along the "elevated" sections, thereby relying on one set of traffic restrictions to support multiple construction activities running concurrently.
- To further minimize traffic disruption, terms and conditions are being incorporated in the construction contracts to incentivize contractors to complete projects ahead of schedule, where feasible. The contracts could also have a provision to assign a prescribed lane rental fee, charged to the contractor, for each day the specified completion time is delayed.

Financial Update

Project name (In \$000s)	Initial Approval Date	Approved Project Cost	Life to Date Expenditures as at Dec 31, 2017	2018		2019	2020	2021	2022	2023	2024	2025	2026	Projection To End of Project	Status	End Date		On Budget	On Time
				Budget	Year-End Projection *	Budget	Plan	Plan	Plan	Plan	Plan	Plan	Planned			Revised			
Strategic Rehabilitation of the F.G. Gardiner Expressway	2012	2,457,026	143,866	88,200	27,241	173,125	141,310	121,850	79,680	250,670	669,050	603,180	231,500	2,441,472	Minor Delay	TBD (subject to completion of design phase)	N/A	Ⓡ	Ⓢ

* 2018 year-end projection based on the Q3 capital variance

On Budget
 > 70% of Approved Project Cost On/Ahead of Schedule
 Between 50% and 70% Minor Delay < 6 months
 < 50% or >100% of Approved Project Cost Significant Delay > 6 months

- The 2018 projected expenditures are \$27.241 million (per the September 30th Capital Variance Report), which is \$60.959 million lower than the budget of \$88.200 million. The budget for 2019 is \$173.125 million, including estimated carry forward funding from 2018 of \$41.265 million. The 2018 actual expenditures and changes to the 2019 budget and future year plans are due to a revised assessment of construction timing for the project.

Project Status

- Construction work on the rehabilitation of the "elevated" section of the Gardiner Expressway from Jarvis Street to Cherry Street began in 2018 with some preparatory work, and active construction is scheduled to commence in June 2019 with completion planned for December 31, 2020.

2019 Plan

- Continue with the rehabilitation work on the elevated section of the Gardiner Expressway between Jarvis Avenue and Cherry Street as part of the first contract.
- Begin the:
 - Engineering design for the second contract, which is for the elevated portion from the west abutment to Pirandello Ave (WA to Bent 35) and planned to be tendered in 2020;
 - Preliminary engineering work related to the Gardiner East Hybrid realignment from Cherry Street to Logan Avenue, including design of interim repairs from Cherry to the DVP; and,
 - Preliminary design of the at grade section of the Expressway from Islington Avenue to the Humber River.

Key Project Challenges

- Development and issuance of the procurement documents for the first contract was delayed to early 2018 and negotiation of the contract as awarded took longer than anticipated, both of which imposed a pressure on the overall rehabilitation timetable for the Gardiner Rehabilitation Project.

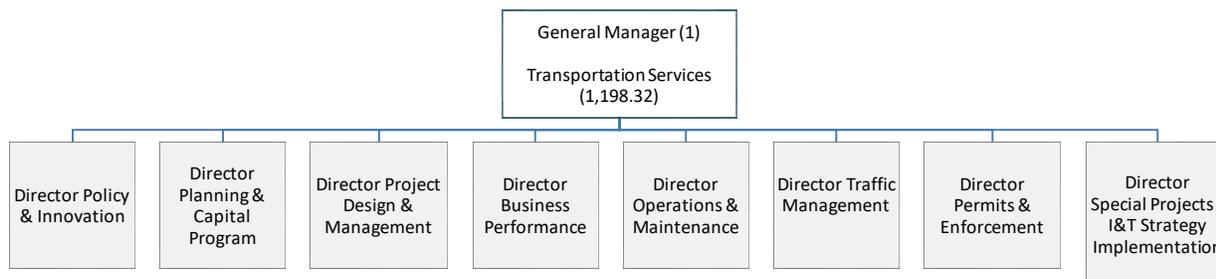


APPENDICES

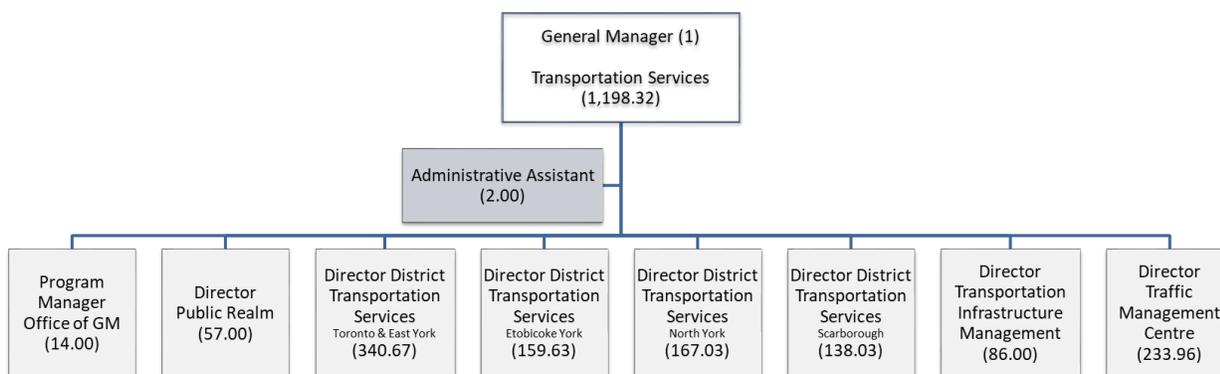
Appendix 1

2019 Organization Chart

As the implementation of the Divisional Service Delivery Review continues through 2019, changes to the complement for each new section (below) to reflect the requirements of the planned organizational structure will be identified.



The following organizational structure reflects the complement for the existing sections that will remain for 2019 until the changes are reflected in 2020.



The 2019 total staff complement includes the General Manager and staff for a total of 1,198.3 positions, comprising 151.2 capital positions and 1,047.1 operating positions as summarized in the table below.

2019 Total Complement

	Category	Senior Management	Management with Direct Reports	Management without Direct Reports/Exempt Professional & Clerical	Union	Total
Operating	Permanent	1.0	116.9	85.2	805.9	1,009.0
	Temporary		1.0	3.3	33.8	38.1
	Total Operating	1.0	117.9	88.5	839.7	1,047.1
Capital	Permanent		12.1	45.2	66.6	123.9
	Temporary		1.0	15.7	10.6	27.3
	Total Capital	-	13.1	60.9	77.2	151.2
Grand Total		1.0	131.0	149.4	916.9	1,198.3

Appendix 2

2019 Operating Budget by Service

Road & Sidewalk Management

(In \$000s)	2018	2019			Changes		Incremental Change	
	Approved Budget	Base	New / Enhanced	Total Staff Recommended Budget			2020 Plan	2021 Plan
By Service	\$	\$	\$	\$	\$	%	\$	\$
Winter Operations								
Gross Expenditures	112,989.7	112,826.1	0.0	112,826.1	(163.5)	(0.1%)	3,077.5	2,453.2
Revenue	1,541.0	1,586.0	0.0	1,586.0	45.0	2.9%	4.9	5.0
Net Expenditures	111,448.6	111,240.1	0.0	111,240.1	(208.5)	(0.2%)	3,072.6	2,448.2
Road & Sidewalk Repairs & Cleaning								
Gross Expenditures	128,710.2	110,081.6	0.0	110,081.6	(18,628.7)	(14.5%)	6,913.0	(21,140.0)
Revenue	109,799.8	74,601.4	0.0	74,601.4	(35,198.4)	(32.1%)	(3,933.9)	(24,168.9)
Net Expenditures	18,910.4	35,480.2	0.0	35,480.2	16,569.8	87.6%	10,846.9	3,028.9
Patrols & Investigations								
Gross Expenditures	9,350.6	9,162.3	0.0	9,162.3	(188.3)	(2.0%)	376.0	94.9
Revenue	823.2	923.4	0.0	923.4	100.2	12.2%	0.0	0.0
Net Expenditures	8,527.4	8,238.9	0.0	8,238.9	(288.5)	(3.4%)	376.0	94.9
Infrastructure Planning, Programming & Budgeting								
Gross Expenditures	6,988.4	8,873.1	0.0	8,873.1	1,884.7	27.0%	535.0	(1,886.1)
Revenue	4,365.2	6,507.2	0.0	6,507.2	2,142.0	49.1%	228.7	(2,094.3)
Net Expenditures	2,623.2	2,365.9	0.0	2,365.9	(257.3)	(9.8%)	306.2	208.3
Pedestrian & Cycling Infrastructure & Programs								
Gross Expenditures	4,853.4	5,181.2	0.0	5,181.2	327.8	6.8%	131.0	81.1
Revenue	3,797.8	4,489.4	0.0	4,489.4	691.6	18.2%	(22.0)	(19.7)
Net Expenditures	1,055.6	691.8	0.0	691.8	(363.7)	(34.5%)	153.0	100.8
Public Realm Improvements & Programs								
Gross Expenditures	10,097.6	10,322.9	0.0	10,322.9	225.3	2.2%	298.9	94.6
Revenue	10,107.5	10,353.7	0.0	10,353.7	246.3	2.4%	70.8	6.8
Net Expenditures	(9.9)	(30.8)	0.0	(30.8)	(20.9)	211.5%	228.1	87.8
Total								
Gross Expenditures	272,989.9	256,447.2	0.0	256,447.2	(16,542.6)	(6.1%)	11,331.3	(20,302.3)
Revenue	130,434.6	98,461.2	0.0	98,461.2	(31,973.4)	(24.5%)	(3,651.6)	(26,271.2)
Total Net Expenditures	142,555.3	157,986.1	0.0	157,986.1	15,430.8	10.8%	14,982.9	5,968.9
Approved Positions	711.3	709.9	0.0	709.9	(1.5)	(0.2%)	(3.0)	(13.0)

Appendix 2 (cont'd)

2019 Operating Budget by Service

Transportation Safety & Operations

(In \$000s)	2018	2019			Changes		Incremental Change	
	Approved Budget	Base	New / Enhanced	Total Staff Recommended Budget			2020 Plan	2021 Plan
By Service	\$	\$	\$	\$	\$	%	\$	\$
Transportation Studies & Investigations								
Gross Expenditures	14,768.1	14,684.0	0.0	14,684.0	(84.1)	(0.6%)	269.3	191.6
Revenue	3,075.0	3,469.0	0.0	3,469.0	394.1	12.8%	22.1	3.5
Net Expenditures	11,693.2	11,215.0	0.0	11,215.0	(478.2)	(4.1%)	247.3	188.1
Traffic Signal Installation & Maintenance								
Gross Expenditures	68,073.1	66,444.0	0.0	66,444.0	(1,629.1)	(2.4%)	2,085.3	490.4
Revenue	5,302.3	5,617.5	0.0	5,617.5	315.2	5.9%	4.1	0.4
Net Expenditures	62,770.8	60,826.6	0.0	60,826.6	(1,944.2)	(3.1%)	2,081.2	490.0
Transportation Information & Monitoring Systems								
Gross Expenditures	24,806.0	29,669.8	201.4	29,871.2	5,065.2	20.4%	173.0	147.6
Revenue	2,467.0	3,173.6	0.0	3,173.6	706.6	28.6%	120.5	20.6
Net Expenditures	22,339.0	26,496.2	201.4	26,697.6	4,358.6	19.5%	52.6	126.9
Traffic Signs & Pavement Markings								
Gross Expenditures	10,630.1	10,616.0	0.0	10,616.0	(14.1)	(0.1%)	717.8	107.2
Revenue	706.0	1,697.8	0.0	1,697.8	991.8	140.5%	251.1	16.2
Net Expenditures	9,924.0	8,918.2	0.0	8,918.2	(1,005.8)	(10.1%)	466.8	91.0
Total								
Gross Expenditures	118,277.2	121,413.8	201.4	121,615.3	3,338.0	2.8%	3,245.5	936.8
Revenue	11,550.2	13,957.9	0.0	13,957.9	2,407.7	20.8%	397.7	40.7
Total Net Expenditures	106,727.0	107,455.9	201.4	107,657.4	930.4	0.9%	2,847.8	896.1
Approved Positions	276.4	314.6	2.0	316.6	40.1	14.5%	(0.0)	0.0

Appendix 2 (cont'd)

2019 Operating Budget by Service

Permits & Applications

(In \$000s)	2018	2019			Changes		Incremental Change	
	Approved Budget	Base	New / Enhanced	Total Staff Recommended Budget			2020 Plan	2021 Plan
By Service	\$	\$	\$	\$	\$	%	\$	\$
Parking Permits								
Gross Expenditures	5,267.4	5,730.4	0.0	5,730.4	463.1	8.8%	187.9	59.8
Revenue	19,841.4	21,842.5	0.0	21,842.5	2,001.1	10.1%	(330.7)	586.0
Net Expenditures	(14,574.0)	(16,112.1)	0.0	(16,112.1)	(1,538.0)	10.6%	518.6	(526.2)
Construction Permits								
Gross Expenditures	7,936.3	5,511.7	0.0	5,511.7	(2,424.6)	(30.6%)	231.8	59.2
Revenue	16,914.9	29,935.1	0.0	29,935.1	13,020.2	77.0%	1,458.8	1,272.2
Net Expenditures	(8,978.6)	(24,423.4)	0.0	(24,423.4)	(15,444.8)	172.0%	(1,227.0)	(1,213.0)
Development Review Applications								
Gross Expenditures	3,741.7	3,869.3	0.0	3,869.3	127.6	3.4%	93.1	46.0
Revenue	4,224.0	4,417.0	0.0	4,417.0	193.0	4.6%	116.3	119.7
Net Expenditures	(482.2)	(547.6)	0.0	(547.6)	(65.4)	13.6%	(23.3)	(73.7)
Street Events								
Gross Expenditures	2,515.8	2,965.1	0.0	2,965.1	449.4	17.9%	127.7	33.2
Revenue	2,683.4	2,105.2	0.0	2,105.2	(578.2)	(21.5%)	44.2	45.5
Net Expenditures	(167.6)	860.0	0.0	860.0	1,027.6	(613.1%)	83.5	(12.4)
Total								
Gross Expenditures	19,461.2	18,076.6	0.0	18,076.6	(1,384.6)	(7.1%)	640.4	198.2
Revenue	43,663.6	58,299.7	0.0	58,299.7	14,636.1	33.5%	1,288.7	2,023.5
Total Net Expenditures	(24,202.5)	(40,223.1)	0.0	(40,223.1)	(16,020.7)	66.2%	(648.3)	(1,825.3)
Approved Positions	192.1	171.9	0.0	171.9	(20.1)	(10.5%)	(0.0)	0.0

Appendix 3

2019 Service Levels

Road & Sidewalk Management

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Winter Operations	Patrol		Patrol roads	Approved	100%	100%	100%	100%
	De-Ice (dependent on snow volume)	Class 1 - Expressways	De-Ice within 1-2 hours after becoming aware roadway is icy (dependent on snow volume)	Approved	100%	100%	100%	100%
		Class 2 - Arterial	De-Ice within 2-4 hours after becoming aware roadway is icy (dependent on snow volume)	Approved	100%	100%	100%	100%
		Class 3 - Collectors	De-Ice within 4-6 hours after becoming aware roadway is icy (dependent on snow volume)	Approved	100%	100%	100%	100%
		Class 4 - Local	De-Ice within 8-12 hours after becoming aware roadway is icy (dependent on snow volume)	Approved	100%	100%	100%	100%
		Class 5 - Laneways	De-Ice within 24 hours after becoming aware roadway is icy (dependent on snow volume)	Approved	100%	100%	100%	100%
	Plough (Dependent on snow volume)	Class 1 - Expressways	Plough within 2-3 hours after becoming aware that snow accumulation depth is greater than 2.5cm	Approved	100%	100%	100%	100%
		Class 2 - Arterial	Plough within 6-8 hours after becoming aware that snow accumulation depth is greater than 5cm	Approved	100%	100%	100%	100%
		Class 3 - Collectors	Plough within 8-10 hours after becoming aware that snow accumulation depth is greater than 8cm	Approved	100%	100%	100%	100%
		Class 4 - Local	Plough within 14-16 hours after becoming aware that snow accumulation depth is greater than 8cm	Approved	100%	100%	100%	100%
	Snow removal (Dependent on snow volume)	Arterial / Collector / Local Roadway driveway windrow sidewalks / steps bus stops / PXO's / Ped Refuge Islands	Remove snow within 2 weeks	Approved	100%	100%	100%	100%
			Remove snow within 18 hours	Approved	100%	100%	100%	100%
			Remove snow within 13 hours	Approved	100%	100%	100%	100%
			Remove snow within 48 hours	Approved	100%	100%	100%	100%
	Cycling Facilities (Dependent on snow volume)	Priority Bike Lanes	Salt / sand within 48-72 hours	Approved	100%	100%	100%	100%
		Bike lanes - Cycle Tracks	Salt / sand within 6-8 hours	Approved	100%	100%	100%	100%
		Priority Bike Lanes	Salt / sand within 6-8 hours	Approved	100%	100%	100%	100%
		Bike Lanes - Arterial Roads	Salt / sand within 6-8 hours	Approved	100%	100%	100%	100%
		Bike Lanes - Collector Roads	Salt / sand within 8-10 hours	Approved	100%	100%	100%	100%
		Bike trails (Martin Goodman Trail & Humber Bay Waterfront Trail)	Salt / sand within 6-8 hours	Approved	100%	100%	100%	100%
	Snow piled too high on boulevards	2 - Temporary	Clear within 72 hours after storm	Approved	100%	100%	100%	100%
		3 - Permanent	Clear within 60 days	Approved	100%	100%	100%	100%
	Bridge Salting/Sand	3 - Permanent	Clear within 72 hours after storm	Approved	100%	100%	100%	100%
	Bus stops salting/sand & snow clearing	3 - Permanent	Clear within 72 hours after storm	Approved	100%	100%	100%	100%
	Driveway blocked by windrow	3 - Permanent	Clear within 72 hours after storm	Approved	100%	100%	100%	100%
	Laneway	3 - Permanent	Clear within 10 days	Approved	100%	100%	100%	100%
	Plow damage - Road/Roadside	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
	Plow damage - Boulevards	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
	Road plowing required	3 - Permanent	Plough road within 36 hours after the storm	Approved	100%	100%	100%	100%
	Road salting/sanding required	1 - Make Safe	Salt/sand within 24 hours	Approved	100%	100%	100%	100%
Road - Winter request/complaint	3 - Permanent	Respond to winter request/complaint within 72 hours after the storm	Approved	100%	100%	100%	100%	
Sidewalk Salting/Sand & Snow Clearing	3 - Permanent	clear sidewalk within 72 hours after the storm	Approved	100%	100%	100%	100%	
Snow removal - general	2 - Temporary	Remove snow within 48 days	Approved	100%	100%	100%	100%	
Snow removal - school zone	3 - Permanent	Remove snow within 7 days	Approved	100%	100%	100%	100%	
Snow removal - sightline problem	2 - Temporary	Remove snow within 72 hours	Approved	100%	100%	100%	100%	

Appendix 3 (cont'd)

2019 Service Levels

Road & Sidewalk Management

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Road and Sidewalk Repairs and Cleaning	Asphalt Pothole		Provide temporary solution within 4 - 30 days	Approved	100%	100%	100%	100%
	Asphalt Repair Permanent		Provide permanent solution within 30 - 180 days	Approved	100%	100%	100%	100%
	Asphalt Boulevard Maintenance	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 18 days	Approved	100%	100%	100%	100%
	Boulevards-Weed/Grass/Leaf Maintenance	3 - Permanent	5 weeks (4 weeks in season)	Approved	100%	100%	100%	100%
	Boulevards-Pick-Up Shopping Carts	3 - Permanent	Respond within 5 days	Approved	100%	100%	100%	100%
	Boulevards-Sinking	3 - Permanent	Repair / replace within 6 months	Approved	100%	100%	100%	100%
	Boulevards-Sod Damage/Replace	3 - Permanent	Repair / replace within 6 months	Approved	100%	100%	100%	100%
	Sodding		Repair / replace 5 days - 18 months	Approved	100%	100%	100%	100%
	Catch Basin-Blocked/Flooding	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1
		3 - Permanent	see Note #2	Approved	100%	100%	100%	see Note #2
	Catch Basin-Damaged/Maintenance (Expressway)	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1
		2 - Temporary	Provide temporary solution within 72 hours	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 18 months	Approved	100%	100%	100%	100%
	Catch Basin-Mtce requested, cover missing/damaged/loose, etc	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1
2 - Temporary		see Note #2	Approved	100%	100%	100%	see Note #2	
3 - Permanent		see Note #2	Approved	100%	100%	100%	see Note #2	
Catch Basin-Debris/Litter	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1	
	3 - Permanent	see Note #2	Approved	100%	100%	100%	see Note #2	
Road and Sidewalk Repairs and Cleaning	Catch Basin Maintenance and Repair	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1
		2 - Temporary	see Note #2	Approved	100%	100%	100%	see Note #2
		3 - Permanent	see Note #2	Approved	100%	100%	100%	see Note #2
	Roadside Drainage Catch Basin Cleaning		see Note #1	Approved	100%	100%	100%	see Note #1
	Ditch Maintenance Grading and Repair	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Permanently repair within 18 months	Approved	100%	100%	100%	100%
	Driveway - damaged/ponding	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 12 months	Approved	100%	100%	100%	100%
	Expressway Fence/Guidesrail damaged	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
	Fence/Guidesrail damaged	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
	Expressway requires cleaning	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%
		2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
Pot hole on expressway	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%	
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	Provide permanent solution within 6 months	Approved	100%	100%	100%	100%	

Appendix 3 (cont'd)

2019 Service Levels

Road & Sidewalk Management

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019	
Road and Sidewalk Repairs and Cleaning	Expressway Traffic Control		Within 30 days	Approved	100%	100%	100%	100%	
	Expressway Attenuation Systems		Respond within 24 hours	Approved	100%	100%	100%	100%	
	Illegal dumping	3 - Permanent	Within 5 days	Approved	100%	100%	100%	100%	
	Laneway surface damage	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanently fix within 5 years	Approved	100%	100%	100%	100%	
	Maintenance holes damage/repair	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1	
		2 - Temporary	see Note #3	Approved	100%	100%	100%	see Note #3	
		3 - Permanent	see Note #3	Approved	100%	100%	100%	see Note #3	
	Maintenance holes lid loose/missing	1 - Make Safe	see Note #1	Approved	100%	100%	100%	see Note #1	
		2 - Temporary	see Note #3	Approved	100%	100%	100%	see Note #3	
		3 - Permanent	see Note #3	Approved	100%	100%	100%	see Note #3	
	Plough Damage Repair		5 days - 12 months	Approved	100%	100%	100%	100%	
	Refuge Island Maintenance		5 days - 18 months	Approved	100%	100%	100%	100%	
	Shoulder Grade and Gravel Maintenance	1 - Make Safe	Make safe within 48 hours	Approved	100%	100%	100%	100%	
		2 - Temporary	Provide temporary solution within 48 hours	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanent repair within 12 months	Approved	100%	100%	100%	100%	
	Walkway Mtce and Repair	2 - Temporary	Provide temporary solution within 30 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanent repair within 4 years	Approved	100%	100%	100%	100%	
	Walkway weeds need cutting		3 - Permanent	5 weeks	Approved	100%	100%	100%	100%
	Retaining Walls Installation and Repair	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%	
		2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Provide permanent solution within 3 years	Approved	100%	100%	100%	100%	
	Curb Damage/Mtce & Adjustment		2 - Temporary	5 days - 4 years	Approved	100%	100%	100%	100%
	Traffic Calming Installation and Maintenance		30 - 180 days	Approved	100%	100%	100%	100%	
	Bollard Installation and Maintenance	2 - Temporary	Provide temporary solution within 30 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanent repair within 6 months	Approved	100%	100%	100%	100%	
	Driveway Culverts blocked/damaged	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanently repair within 12 months	Approved	100%	100%	100%	100%	
	Boxed (Non-driveway) Culverts blocked/damaged	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanently repair within 24 months	Approved	100%	100%	100%	100%	
	Bridge-Damaged	1 - Make Safe	Make damages safe within 24 hours	Approved	100%	100%	100%	100%	
		2 - Temporary	Temporarily fix damages within 5 days	Approved	100%	100%	100%	100%	
		3 - Permanent	Permanently fix damages within 24 months	Approved	100%	100%	100%	100%	
Bridge Debris/Litter		3 - Permanent	Address debris / litter within 7 days	Approved	100%	100%	100%	100%	
Bridge-Surface Repairs	1 - Make Safe	For any required surface repairs, make safe within 24 hours	Approved	100%	100%	100%	100%		
	3 - Permanent	Permanently fix surface repairs within 30 days	Approved	100%	100%	100%	100%		
Bridge Inspection		1-2 times per year	Approved	100%	100%	100%	100%		
Road cleaning/debris		3 - Permanent	4 weeks	Approved	100%	100%	100%	100%	
Road damaged on expressway	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%		
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%		
	3 - Permanent	Permanently fix damages within 30 days	Approved	100%	100%	100%	100%		
Road Damage		3 - Permanent	6 months	Approved	100%	100%	100%	100%	
Road - gravel roads/construction		3 - Permanent	30 days	Approved	100%	100%	100%	100%	
Road - Pot hole	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%		
	3 - Permanent	Permanently fix within 60 days	Approved	100%	100%	100%	100%		
Road - Sinking	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%		
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%		
	3 - Permanent	Permanently solve within 12 months	Approved	100%	100%	100%	100%		

Appendix 3 (cont'd)

2019 Service Levels

Road & Sidewalk Management

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Road and Sidewalk Repairs and Cleaning	Road - Spill	1 - Make Safe	Make safe within 10 hours	Approved	100%	100%	100%	100%
		2 - Temporary	Provide temporary solution within 48 hours	Approved	100%	100%	100%	100%
	Road - Water ponding	2 - Temporary	Provide temporary solution within 72 hours	Approved	100%	100%	100%	100%
		3 - Permanent	Permanently solve within 4 years	Approved	100%	100%	100%	100%
	Sidewalk - Damaged/Concrete	1 - Make Safe	Make safe within 72 hours	Approved	100%	100%	100%	100%
		2 - Temporary	Temporarily fix damaged concrete within 14 days	Approved	100%	100%	100%	100%
		3 - Permanent	Permanently fix damaged concrete in 4 years	Approved	100%	100%	100%	100%
	Sidewalk - Damaged/Brick/Interlock	2 - Temporary	Provide temporary solution to damaged bricks / interlock in 14 days	Approved	100%	100%	100%	100%
		3 - Permanent	Permanently fix damaged bricks / interlock in 4 years	Approved	100%	100%	100%	100%
	Sidewalk - Cleaning	3 - Permanent	2 weeks	Approved	100%	100%	100%	100%
	Sidewalk - AODA ramps	2 - Temporary	Temporary AODA Ramps - 5 days	Approved	100%	100%	100%	100%
		3 - Permanent	Permanent AODA ramps - 18 months	Approved	100%	100%	100%	100%
	Sidewalk Ramping		Make ramps safe within 14 days	Approved	100%	100%	100%	100%
	Sidewalk - water ponding	2 - Temporary	Provide temporary solution within 14 days	Approved	100%	100%	100%	100%
		3 - Permanent	Permanently fix within 4 years	Approved	100%	100%	100%	100%
	Traffic Island - Damaged	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%
		2 - Temporary	Fix damages temporarily within 8 weeks	Approved	100%	100%	100%	100%
		3 - Permanent	Fix damages within 12 months	Approved	100%	100%	100%	100%
	Traffic Island - Grass needs cutting	3 - Permanent	Grass Cutting - 5 weeks	Approved	100%	100%	100%	100%
	Grass Cutting		Up to 6 cuts / year	Approved	100%	100%	100%	100%
Sidewalk Examination and Inspection		Once per year	Approved	100%	100%	100%	100%	
Street Furniture Damaged	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	Permanently fix damages within 30 days	Approved	100%	100%	100%	100%	
Builder's Files New Development Inspections		As required	Approved	100%	100%	100%	100%	
Mechanical Sweeping		1-2 times per month	Approved	100%	100%	100%	100%	
Manual Sweeping and cleaning		As required	Approved	100%	100%	100%	100%	
Missed Leaf collection	3 - Permanent	4 weeks (in season)	Approved	100%	100%	100%	100%	
Manual Leaf Collection		Once / year	Approved	100%	100%	100%	100%	
Graffiti Complaint - Road	1 - Make Safe	If unsafe (e.g. hate speech), remove within 24 hours	Approved	100%	100%	100%	100%	
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	Remove permanently within 8 weeks	Approved	100%	100%	100%	100%	
Graffiti Complaint - Sidewalk	1 - Make Safe	If unsafe (e.g. hate speech), remove within 24 hours	Approved	100%	100%	100%	100%	
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	Remove permanently within 6 weeks	Approved	100%	100%	100%	100%	
Graffiti Complaint - Bridge	1 - Make Safe	If unsafe (e.g. hate speech), remove within 24 hours	Approved	100%	100%	100%	100%	
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	8 weeks (April - Nov), 12 weeks (Dec - March)	Approved	100%	100%	100%	100%	
Utility Cut Settlement	1 - Make Safe	Make safe within 24 hours	Approved	100%	100%	100%	100%	
	2 - Temporary	Provide temporary solution within 5 days	Approved	100%	100%	100%	100%	
	3 - Permanent	Provide permanent solution within 24 months	Approved	100%	100%	100%	100%	

Appendix 3 (cont'd)

2019 Service Levels

Road & Sidewalk Management

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Patrols and Investigations	Expressway		3 times in 7 days	Approved	100%	100%	100%	100%
	Arterial		2 times in 7 days (major), Once a week (minor)	Approved	100%	100%	100%	100%
	Local & Collectors		Once every 30 days	Approved	100%	100%	100%	100%
	Lane		Once every 30 days	Approved	100%	100%	100%	100%
	Claims Investigation		As required	Approved	100%	100%	100%	100%
	Complaint Investigation		4 hours - 4 years	Approved	90%	90%	90%	90%
Infrastructure Planning Programming & Budgeting	Monitor condition and assess physical lifecycle performance of infrastructure		Reviewed every 6 months (bridges) to 2 years for others	Approved	100%	100%	100%	100%
	Assess funding priorities and thresholds and develop capital program		Meeting funding target envelopes	Approved	100%	100%	100%	100%
	Plan, develop and assess modifications to address accessibility, capacity and safety		Initiate and complete study per Council direction; complete study within budget	Approved	100%	100%	100%	100%
	Environmental Assessment study preparation and application for approval		Initiate and complete study per Council direction; complete study within budget	Approved	100%	100%	100%	100%
	Develop, evaluate and harmonize operational practices, standards, policies and guidelines across all functional areas		Respond to requests for input within the specified timeframes (project-specific), as required	Approved	100%	100%	100%	100%
	Maintain City's Road Classification System and Street Centre-Line Data		Initiate and respond to requests from Councillors, residents and internal staff, as required	Approved	100%	100%	100%	100%
	Develop, support and advance environmental initiatives / objectives in the division including the coordination of environmental and climate change		Respond to requests for input within the specified timeframes (project-specific), as required	Approved	100%	100%	100%	100%
	Benchmark divisional services and assets		Initiate and complete per City Manager's office direction.	Approved	100%	100%	100%	100%
	Negotiate boundary and service agreements with other jurisdictions		Respond to requests for input within the specified timeframes (project-specific)	Approved	100%	100%	100%	100%
Pedestrian & Cycling Infrastructure and Programs	Develop annual program to deliver the Toronto Bike Plan recommendations		1 annual program developed each year	Approved	1	1	1	1
	Plan, design new bike ways - trails, on-street			Approved	TBD	TBD	TBD	TBD
	Plan and program installation of bicycle parking			Approved	TBD	TBD	TBD	TBD
	Evaluate conditions, coordinate with other capital works and program annual State of Good Repair improvements for bikeways			Approved	TBD	TBD	TBD	TBD
	Feasibility studies and pilot projects to develop/evaluate innovative cycling infrastructure designs			Approved	TBD	TBD	TBD	TBD
	Deliver bicycle safety, education and promotion programs			Approved	TBD	TBD	TBD	TBD
	Missing sidewalk program			Approved	90%	90%	90%	90%
	Pedestrian Safety and Infrastructure program			Approved	90%	90%	90%	90%
	Technical Standards Development			Approved	90%	90%	90%	90%
	Representing pedestrian issues in planning			Approved	90%	90%	90%	90%
	AODA Compliance			Approved	90%	90%	90%	90%
	Neighbourhood Infrastructure Improvement			Approved	90%	90%	90%	90%
	Partnership Initiatives / Special Projects			Approved	90%	90%	90%	90%
	Graffiti Management Plan			Approved	90%	90%	90%	90%
	Interdivisional and Inter-Agency Coordination			Approved	90%	90%	90%	90%
Street furniture - (Contractual Agreement) transit shelter, litter bins, benches, publication boxes, washrooms, info pillars, postering boards			Approved	95%	95%	95%	95%	

The majority of 2019 Service Levels are consistent with the approved 2018 Service Levels. As part of the implementation of the Divisional Service Delivery Review results, changes to service levels will be submitted for Council approval as part of the 2020 Budget process.

Some of the 2019 Service Levels have been adjusted (bolded in the charts) from the approved 2018 Service Levels for those service levels related to catch basins and manholes, resulting from the transfer of the catch basin repair program to Toronto Water in 2019.

Note #1

- The response time for "make safe" has been adjusted to align with "Complaint Investigation" (4 hours - 4 years) under Patrols and Investigations which is consistent with the service level for all infrastructure issues in the right-of-way. These service levels will be consolidated under the "Complaint Investigation" service level for future years.

Note #2

- Toronto Water will be responsible for the "temporary" and "permanent" repairs of catch basins on non-expressways starting in 2019. Toronto Water will assess the catch basin program in 2019 and report back during the 2020 Budget Process with changes to the service levels if required.

Note #3

- The response time for "make safe" has been adjusted to align with "Complaint Investigation" (4 hours - 4 years) under Patrols and Investigations which is consistent with the service level for all infrastructure issues in the right-of-way. Manholes are infrastructure owned by Toronto Water and Toronto Hydro. Consistent with all other utility issues, Transportation Services will treat this as a "Complaint Investigation" and will coordinate with the appropriate infrastructure owner for resolution.

Appendix 3 (Cont'd)

2019 Service Levels

Transportation Safety & Operations

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Transportation Studies & Investigations	Complaints		2 months - 2 years - 90%	Approved	90%	90%	90%	90%
	Reports, by-law, bill preparation		within 1 year	Approved	100%	100%	100%	100%
	Traffic, Parking Regulation	Corner Parking Prohibition		Within 6 months	Approved	100%	100%	100%
Time Limit or Excessive Duration Parking			Within 9 months	Approved	100%	100%	100%	100%
Residential Permit Parking			Within 9 months	Approved	100%	100%	100%	100%
Alternate Side Parking			Within 9 months	Approved	100%	100%	100%	100%
Angle Parking			Within 6 months	Approved	100%	100%	100%	100%
Blocked Access by Parking			Within 6 months	Approved	100%	100%	100%	100%
Disabled Persons' Parking Space On-Street			Within 6 months	Approved	100%	100%	100%	100%
Parking in a Public Lane			Within 9 months	Approved	100%	100%	100%	100%
Parking Meters / Machines			Within 9 months	Approved	100%	100%	100%	100%
Motor Coach Parking			Within 9 months	Approved	100%	100%	100%	100%
Taxicab Stand			Within 9 months	Approved	100%	100%	100%	100%
Public Transit Loading Zone (Public Transit)			Within 9 months	Approved	100%	100%	100%	100%
Disabled Loading Zone (Wheel Trans / Disabled)			Within 6 months	Approved	100%	100%	100%	100%
Commercial Loading Zone (Commercial)			Within 9 months	Approved	100%	100%	100%	100%
Special Parking Considerations			Within 4 weeks	Approved	100%	100%	100%	100%
General Parking Regulations Prohibition			Within 1 year	Approved	100%	100%	100%	100%
Pedestrian		Pedestrian Crossing Protection		Within 9 months	Approved	100%	100%	100%
	New Pedestrian Refuge Island		Within 9 months	Approved	100%	100%	100%	100%
	New Pedestrian Crossover Installation		Within 9 months	Approved	100%	100%	100%	100%
	Pedestrian Crossover Operation		Within 9 months	Approved	100%	100%	100%	100%
	New Sidewalks		Within 2 years	Approved	100%	100%	100%	100%
	Streetcar Platforms		Within 9 months	Approved	100%	100%	100%	100%
Traffic Control Signal Analysis	Intersection Safety Review		Within 9 months	Approved	100%	100%	100%	100%
	New Traffic Control Signal Request		Within 9 months	Approved	100%	100%	100%	100%
	Left / Right Turn Signal Priority Features		Within 1 year	Approved	100%	100%	100%	100%
	Pedestrian Issues/ Timing / Delays		Within 9 months	Approved	100%	100%	100%	100%
	Temporary Signal Timings		Within 3 months	Approved	90%	90%	90%	90%
	Signal Pre-emption		Within 9 months	Approved	100%	100%	100%	100%
	Mode of Control (Signal Change without Traffic)		Within 9 months	Approved	100%	100%	100%	100%
	Bicycle Signal		Within 9 months	Approved	100%	100%	100%	100%
	Signal Timing Review / Vehicle Delays		Within 9 months	Approved	100%	100%	100%	100%

Appendix 3 (Cont'd)

2019 Service Levels

Transportation Safety & Operations

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Transportation Studies & Investigations	Schools	School Zone Safety Review	Within 9 months	Approved	100%	100%	100%	100%
		School Bus Loading Zone	Within 9 months	Approved	100%	100%	100%	100%
		Student Pick-Up / Drop-Off Area	Within 9 months	Approved	100%	100%	100%	100%
		Student Crossing Issues	Within 6 months	Approved	100%	100%	100%	100%
		School Safety Programs	Within 6 months	Approved	100%	100%	100%	100%
		School-Related Warning Signs	Within 6 months	Approved	100%	100%	100%	100%
	Neighbourhood Plans	Community Traffic Study	Within 9 months	Approved	100%	100%	100%	100%
		Traffic Calming Measures (i.e. speed hump)	Within 1 year	Approved	100%	100%	100%	100%
		Traffic Infiltration (Turn Prohibitions)	Within 1 year	Approved	100%	100%	100%	100%
		Speeding	Within 9 months	Approved	100%	100%	100%	100%
		Speed Bumps in Laneway	Within 9 months	Approved	100%	100%	100%	100%
		Speed Watch Program	Within 9 months	Approved	100%	100%	100%	100%
		One-Way Streets	Within 1 year	Approved	100%	100%	100%	100%
		All-Way Stop Sign Controls	Within 9 months	Approved	100%	100%	100%	100%
		New Sub-Divisions	Within 9 months	Approved	100%	100%	100%	100%
		Heavy Trucks Prohibition	Within 9 months	Approved	100%	100%	100%	100%
		Road Design	Within 9 months	Approved	100%	100%	100%	100%
		Sight Line Obstruction	Within 3 months	Approved	100%	100%	100%	100%
		Development Applications	Within 6 months	Approved	100%	100%	100%	100%
		Signs and Delineation	Investigate New Pavement Markings	Within 9 months	Approved	100%	100%	100%
	Investigate Regulatory Signs		Within 9 months	Approved	100%	100%	100%	100%
	Investigate Temporary Condition Signs Work Zone / Construction Set Up		within 3 months	Approved	100%	100%	100%	100%
	Investigate Warning Signs		Within 3 months	Approved	100%	100%	100%	100%
	Investigate Guide and Information Signs		Within 9 months	Approved	100%	100%	100%	100%
	Investigate Vehicles Leaving Roadway		Within 6 months	Approved	100%	100%	100%	100%
	Lane Designation		Within 9 months	Approved	100%	100%	100%	100%
	Reserved Lane (HOV)		Within 9 months	Approved	100%	100%	100%	100%

Appendix 3 (Cont'd)

2019 Service Levels

Transportation Safety & Operations

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Traffic Control & Safety Systems	Work Zone Coordination		within 1 year	Approved	100%	100%	100%	100%
	Signal Coordination Studies		TBD	Approved	TBD	TBD	TBD	TBD
	Traffic Control Signal Timings		1100	Approved	1100	1100	1100	1100
	Transit Priority		TBD	Approved	TBD	TBD	TBD	TBD
	Accessible Pedestrian Signals (APS)		TBD	Approved	TBD	TBD	TBD	TBD
	Pedestrian Crossover Timings		20	Approved	20	20	20	20
	Emergency Pre-emption		5 changes / 1 new	Approved	100%	100%	100%	100%
	Expressway / Arterial RESCU System		100% within the 1 hr	Approved	100%	100%	100%	100%
	Signal Timing Requests - Current Timings		TBD	Approved	TBD	TBD	TBD	TBD
Signal Timing Requests - Historical Timings		TBD	Approved	TBD	TBD	TBD	TBD	
Transportation Business Systems	Divisional Customer Service Management		95%	Approved	95%	95%	95%	95%
	Divisional service standards, benchmark system analysis, data collection and reporting		100 % within weekly and monthly	Approved	100%	100%	100%	100%
Traffic Control & Safety Systems	Traffic Enforcement		enforced within 30 days 100% of the time	Approved	100%	100%	100%	100%
	Traffic Volume Data		study completed every four years 95% of the time	Approved	95%	95%	95%	95%
	Traffic Collision Data		record corrected within 12 months of event date 75% of the time	Approved	75%	75%	75%	75%
	Traffic Safety Investigations		safety performance of arterial	Approved	100%	100%	100%	100%
	Traffic Signals		100%	Approved	100%	100%	100%	100%
	PXO	Installation	100%	Approved	100%	100%	100%	100%
	Respond to Locates	Maintenance	100%	Approved	100%	100%	100%	100%
	Beacon	Installation	100%	Approved	100%	100%	100%	100%
	Cabinet Access	Maintenance	100%	Approved	100%	100%	100%	100%
	Closed Circuit TV Cameras		100%	Approved	100%	100%	100%	100%
Changeable Message Signs		100%	Approved	100%	100%	100%	100%	

Appendix 3 (Cont'd)

2019 Service Levels

Transportation Safety & Operations

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019	
Traffic Signs and Pavement Markings	Regulatory		1-14 days	Approved	100%	100%	100%	100%	
	Permit Parking		1-30 days - 90%; 10% not achieving	Approved	90%	90%	90%	90%	
	Missing/Damaged Signs	1- Make Safe		Make safe within 4 hours	Approved	100%	100%	100%	100%
		2- Temporary		Provide temporary solution within 2 weeks	Approved	100%	100%	100%	100%
		3 - Permanent		Provide permanent solution within 6 months	Approved	100%	100%	100%	100%
	Sign maintenance	1- Make safe		Make safe within 4 hours	Approved	100%	100%	100%	100%
	Missing/faded pavement markings	2- Temporary		Temporary fix within 2 weeks	Approved	100%	100%	100%	100%
		3- Permanent		Permanent fix within 1 year	Approved	100%	100%	100%	100%
	Replace/Install	Warning / Advisory		1 - 30 days	Approved	100%	100%	100%	100%
		Guide / Directional		30 days	Approved	100%	100%	100%	100%
	Temp. conditions	Temporary conversion of one-way road for two-way traffic, associated with a special event		Conversion of one-way road for two-way traffic, associated with special event, 7 days	Approved	100%	100%	100%	100%
	Street name	Fabricate missing/damaged sign		Fabricate missing sign within 14 days	Approved	100%	100%	100%	100%
	Events	Installation of perimeter warning signs associated with special events road closure		Install perimeter warning signs associated with special events road closure within 7 days	Approved	100%	100%	100%	100%
	Bike symbol / diamond symbol				Approved	80%	80%	80%	80%
	Structure maintenance and inspection	Overhead Sign Structures		Once every year	Approved	100%	100%	100%	100%
Re-Marking	Lane		1 -2 times per year	Approved	100%	100%	100%	100%	
	Transverse		1 -2 times per year	Approved	100%	100%	100%	100%	
	Pedestrian / Zebra		Within 12 months	Approved	100%	100%	100%	100%	
	Turn Arrows		Once every 1 - 2 years	Approved	100%	100%	100%	100%	
	Speed Hump Symbols		Repaint once per year	Approved	100%	100%	100%	100%	

Overall, the 2019 Service Levels are consistent with the approved 2018 Service Levels. As part of the implementation of the Divisional Service Delivery Review results, changes to service levels will be submitted for Council approval as part of the 2020 Budget process.

Appendix 3 (Cont'd)

2019 Service Levels

Permits & Applications

Activity	Type	Sub - Type	Service Level Description	Status	2016	2017	2018	2019
Parking Permits	Street Residential	New Applications	Meeting standard in most cases. As on-line use is becoming more utilized, customer level of understanding contributed to better service times. Counter service under normal operating circumstances is continually within 10 minutes. Those using the mail service or doing their transaction on-line can expect the permits in 3 to 5 days.	Approved	100%	100%	100%	100%
		Renewals	Meeting standard in most cases. As on-line use is becoming more utilized, customer level of understanding contributed to better service times. Counter service under normal operating circumstances is continually within 10 minutes. Those using the mail service or doing their transaction on-line can expect the permits in 3 to 5 days.					
		Temporary	Meeting standard in most cases. As on-line use is becoming more utilized, customer level of understanding contributed to better service times. Counter service under normal operating circumstances is continually within 10 minutes.					
	Front Yard/ Boulevard - Residential	License Applications (new, transfers, appeals)	Meeting standard where all Council approved criteria are met and all processes have been followed and completed	Approved	100%	100%	100%	100%
		Enforcement Activity (visits)	Meeting standard where all Council approved criteria are met and all processes have been followed and completed					
		License Applications (new, transfers, appeals)	Meeting standard where all Council approved criteria are met and all processes have been followed and completed					
Construction Permits	Encroachment	Temporary Encroachment	1-8 weeks (SP, 2009) 90% of the time	Approved	90%	90%	90%	90%
		Permanent Encroachment	6-8 weeks (SP, 2009) 90 % of the time	Approved	90%	90%	90%	90%
	Utility Cut Permits	Cut permit issued, 83% on time	Approved	83%	83%	83%	83%	
Development Review	Rezoning / Official Plan Amendment		Review completed within STAR deadline 80% of the time	Approved	80%	80%	80%	80%
	Site Plan		Review completed within STAR deadline 80% of the time	Approved	80%	80%	80%	80%
	Committee of Adjustment		Review completed in time for C of A Meeting 100% of the time	Approved	100%	100%	100%	100%
	Road Closure		6 - 9 months	Approved	100%	100%	100%	100%
Street Events	Permits	Expressway	Permit issued, 100% on time	Approved	100%	100%	100%	100%
		Arterial	Permit issued, 100% on time	Approved	100%	100%	100%	100%
		Collector	Permit issued, 100% on time	Approved	100%	100%	100%	100%
		Local / Sidewalk	Permit issued, 100% on time	Approved	100%	100%	100%	100%

Overall, the 2019 Service Levels are consistent with the approved 2018 Service Levels. As part of the implementation of the Divisional Service Delivery Review results, changes to service levels will be submitted for Council approval as part of the 2020 Budget process.

Appendix 4

Summary of 2019 Service Changes

Description (\$000s)	Service Changes						Total Service Changes			Incremental Change			
	Road & Sidewalk Management		Transportation Safety & Operations		Permits & Applications		\$	\$	#	2020 Plan		2021 Plan	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Pos.	Net	Pos.	Net	Pos.
Base Changes													
Base Expenditure Changes to Achieve Target													
Line by Line Review - align budget with actual experience (various accounts)	(700.9)	(700.9)	(894.0)	(1,034.9)	27.4	13.3	(1,567.5)	(1,722.6)					
Winter Maintenance Contracts Review (align with average actual experience)	(1,591.5)	(1,591.5)					(1,591.5)	(1,591.5)					
Road & Bridge Repair Contracts Review (align with average actual experience)	(574.0)	(574.0)	(1,172.5)	(1,172.5)	(1.1)	(1.1)	(1,747.6)	(1,747.6)					
Revenue Review - align budget with actual experience (right-of-way revenues; temporary parking revenue; short stream revenues; etc.)		(395.5)				(54.3)		(449.8)					
Increase 2019 Gapping	(616.0)	(616.0)	(241.5)	(241.5)	(142.5)	(142.5)	(1,000.0)	(1,000.0)		500.0		500.0	
Base Revenue Changes to Achieve Target													
User Fees - 2.93% Inflation Increase		(297.8)		(3.9)		(1,233.4)		(1,535.1)		(1,580.1)		(1,626.4)	
DARP - 2% Revenue Increase						(77.1)		(77.1)					
Base Revenue Changes													
Increase Contribution from Public Realm RF to align with 2019 expenditures		(384.3)						(384.3)					
Revised Free Floating Car Share Pilot (PW28.11)						(900.0)		(900.0)		900.0			
Street Sweeping Program - rec over 50% of operator S&B from Public Realm RF		(2,640.0)						(2,640.0)					
Sub-Total	(3,482.3)	(7,199.9)	(2,308.0)	(2,452.8)	(116.2)	(2,395.1)	(5,906.5)	(12,047.8)		(180.1)		(1,126.4)	
Service Efficiencies													
Initial Realignment of Positions for Division Reorganization	1.9	(391.3)	386.8	300.3	48.4	48.4	437.1	(42.6)		71.8		41.6	
Locate Services - increase screening through TW's Locate Clearance Centre & transfer portion of locate program to Capital			(957.2)	(957.2)			(957.2)	(957.2)					
Sub-Total	1.9	(391.3)	(570.4)	(656.9)	48.4	48.4	(520.1)	(999.8)		71.8		41.6	
Revenue Adjustments													
Lane Occupancy Permit Fee Increase Above the Rate of Inflation - based on increases to TPA area-based parking meter rates in 2017						(3,000.0)		(3,000.0)		(1,000.0)		(800.0)	
Sub-Total						(3,000.0)		(3,000.0)		(1,000.0)		(800.0)	
Total 2019 Service Changes	(3,480.5)	(7,591.2)	(2,878.4)	(3,109.7)	(67.8)	(5,346.7)	(6,426.7)	(16,047.6)		(1,108.3)		(1,884.8)	

2019 Operating Budget - Staff Recommended Service Changes Summary by Service (\$000's)

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2020 Plan Net Change	2021 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
2019 Staff Recommended Base Budget Before Service Changes:			396,457.7	167,239.1	229,218.7	1,196.32	18,034.1	5,790.7

18228	Locate Screening Services
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51	No Impact
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Description:

As part of the 2018 budget, a pilot process was undertaken whereby tickets from ON1Call for Transportation Services were sent to TW's Locate Clearance Centre and reviewed. If a ticket is deemed to include valid locates, then the ticket is sent to the Locate Service Providers (LSP) and a cost is incurred. If the ticket is deemed to not have any validity, the ticket requester is sent a notice that the ticket was cleared and the ticket is not sent to the LSP. This incurs no costs from the LSP and reduces funding requirements for the Locate Program. As a result of the \$0.139 million increase to the Interdivisional Charge (IDC) with Toronto Water (TW), additional resources within TW's Locate Clearance Centre will screen additional Transportation locate requests which will result in an estimated savings of \$0.357 million. An additional \$0.600 million of the Locate Requests program is being transferred to the Transportation capital program as this portion is directly related to capital work.

Service Level Impact:

There is no service level impact.

Equity Statement:

There are no equity impacts.

Service: TP-Transportation Safety & Operations

Total Staff Recommended Changes:	(957.2)	0.0	(957.2)	0.00	0.0	0.0
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Staff Recommended Service Changes:	(957.2)	0.0	(957.2)	0.00	0.0	0.0
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18623	Initial Realignment of Positions for Division Reorganization
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51	No Impact
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Description:

The 2017 Operating Budget for Transportation Services included funding for an external advisor (in conjunction with internal resources) to conduct a fundamental cross-cutting review of work undertaken, staffing levels and organizational structure to improve the effectiveness and efficiency of service delivery, standardize practices and approaches, and to ultimately achieve a more efficient and focused division with clarity on priorities and responsibilities within each section/unit.

The initial realignment of positions will begin the implementation of a new organizational structure through the deletion of vacancies and then the creation of permanent positions for key priorities identified through the Transportation Services Organizational Review and Continuous Improvement Initiative.

2019 Operating Budget - Staff Recommended Service Changes Summary by Service (\$000's)

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2020 Plan Net Change	2021 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		

Service Level Impact:

While there is no impact to service levels, the transition from the current district-based model to a functional model will create a higher degree of specialization and centralization, which will allow the Program to standardize processes and better balance workloads. There will also be clearer reporting structures, resulting in more cohesive teams and more effective management of resources across the Division. Ultimately, services will be delivered more effectively and efficiently.

Equity Statement:

There are no equity impacts.

Service: TP-Permits & Applications

Total Staff Recommended Changes:	48.4	0.0	48.4	0.40	21.5	8.9
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Service: TP-Road & Sidewalk Management

Total Staff Recommended Changes:	1.9	393.2	(391.3)	(4.00)	(102.3)	4.6
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Service: TP-Transportation Safety & Operations

Total Staff Recommended Changes:	386.8	86.5	300.3	3.60	152.6	28.0
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Staff Recommended Service Changes:	437.1	479.7	(42.6)	(0.00)	71.8	41.6
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18150	Lane Occupancy Permit Fee Increase
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52	No Impact
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Description:

Transportation Services will increase the lane occupancy permit fee above the rate of inflation for the medium-to-long term occupancy of travelled lanes on a roadway for the purposes of construction staging or related activities. These fees were developed in 2015, consistent with the objective to implement cost-effective strategies to mitigate congestion, and were based on the Toronto Parking Authority (TPA) area-based parking meter rates for different areas of the City. The TPA has now increased its fees (approved by Council in October, 2017) to reflect current market conditions. The lane occupancy fee should also be increased proportional to the TPA meter increases. This will ensure that the fee continues to reflect the negative impacts of lane occupancy to traffic congestion and assign an associated cost to the reduction in roadway capacity which is attributable to the loss of a vehicular lane. Estimated implementation date is April 1, 2019, resulting in an increase in revenue of \$3.0 million in 2019 and an additional \$1.0 million in 2020.

**2019 Operating Budget - Staff Recommended Service Changes
Summary by Service (\$000's)**

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2020 Plan Net Change	2021 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		

Service Level Impact:

While there is no impact to service levels, it is expected that the increase to the lane occupancy permit fees will continue to encourage fewer and/or shorter duration occupations of vehicular lanes for the purpose of construction staging or related activities. This would, in turn, improve traffic flow and minimize congestion especially during peak periods.

Equity Statement:

There are no equity impacts.

Service: TP-Permits & Applications

Total Staff Recommended Changes:	0.0	3,000.0	(3,000.0)	0.00	(1,000.0)	(800.0)
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Staff Recommended Service Changes:	0.0	3,000.0	(3,000.0)	0.00	(1,000.0)	(800.0)
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Summary:

Staff Recommended Service Changes:	(520.1)	3,479.7	(3,999.8)	(0.00)	(928.2)	(758.4)
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Staff Recommended Base Budget:	395,937.6	170,718.8	225,218.9	1,196.32	17,105.9	5,032.2
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Appendix 5

Summary of 2019 New / Enhanced Service Priorities

Description (\$000s)	New and Enhanced Priorities						Total			Incremental Change			
	Road & Sidewalk Management		Transportation Safety & Operations		Permits & Applications		\$	\$	Position	2020 Plan		2021 Plan	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	#	Net	Pos.	Net	Pos.
New Service Priorities													
Council Directed:													
Red Light Camera Expansion Feasibility and Planning			201.4	201.4			201.4	201.4	2.0	76.5	(0.0)	7.4	
Sub-Total Council Directed			201.4	201.4			201.4	201.4	2.0	76.5	(0.0)	7.4	
Total New Service Priorities			201.4	201.4			201.4	201.4	2.0	76.5	(0.0)	7.4	
Total 2019 New / Enhanced Services			201.4	201.4			201.4	201.4	2.0	76.5	(0.0)	7.4	

**2019 Operating Budget - Staff Recommended New and Enhanced Services
Summary by Service (\$000's)**

Form ID		Infrastructure and Development Services Program - Transportation Services	Adjustments				2020 Plan Net Change	2021 Plan Net Change
Category	Equity Impact		Gross Expenditure	Revenue	Net	Approved Positions		
18119		Red Light Camera Expansion Feasibility and Planning						
74	No Impact	Description:						

At its meeting of June 26, 2018, City Council adopted the report *Operating Variance Report for the Year Ended December 31, 2017* (EX35.26). Motions subsequently adopted by Council resulted in the following recommendation: "City Council direct the General Manager, Transportation Services to.....and evaluate the feasibility of significantly expanding the Red Light Camera program as part of the Vision Zero: Road Safety Plan, and give staff the authority to make any immediate changes to improve safety at intersections where data shows that cameras could significantly reduce collisions and City Council direct staff to include any new funding required in the 2019 Transportation Services base budget submission."

\$0.201 million is recommended to fund 2 permanent positions (Manager and Project Lead) required to study the feasibility of and plan for the expansion of the Red Light Camera (RLC) program. In 2019, Transportation Services will determine where additional RLCs are feasible, what future funding requirements are needed (staff and contract costs) and will report back in time for the 2020 Budget process.

Service Level Impact:

The eventual expansion of the RLC program will result in enhanced delivery of the Vision Zero Road Safety Plan. Benefits include: improvement in road safety for all road users, especially pedestrians, children in school zones, older adults and cyclists by increasing countermeasures that reduce aggressive and distracted driving.

Equity Statement:

There are no equity impacts.

Service: TP-Transportation Safety & Operations

Total Staff Recommended Changes:	201.4	0.0	201.4	2.00	76.5	7.4
Staff Recommended New/Enhanced Services:	201.4	0.0	201.4	2.00	76.5	7.4

Summary:

Staff Recommended New / Enhanced Services:	201.4	0.0	201.4	2.00	76.5	7.4
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Appendix 6

2019 User Fee Rate Changes

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Permission to maintain the installation of awnings, fire escape	Permits & Applications	City Policy	Per year	\$32.84	\$0.96	\$0.00	\$33.80	\$34.79	\$35.81
To construct or maintain the installation of awnings, canopy, fire escape including the preparation of the encroachment agreement.	Permits & Applications	City Policy	Per permit	\$552.52	\$16.19	\$0.00	\$568.71	\$585.37	\$602.52
Maintain the installation of encroaching canopy	Permits & Applications	City Policy	Per Sq. M. / year	\$4.60	\$0.13	\$0.00	\$4.73	\$4.87	\$5.02
Annual Fee/sq. m of projecting canopy - min. charge to apply if the sq. m is less than the min. charge fee.	Permits & Applications	City Policy	Per year	\$6.85	\$0.20	\$0.00	\$7.05	\$7.26	\$7.47
Administration survey and inspection fee.	Permits & Applications	City Policy	Per inspection	\$85.30	\$2.50	\$0.00	\$87.80	\$90.37	\$93.02
Application fee to maintain a bldg. < 2.5 stories that by inadvertence has been erected + encroaches upon a street	Permits & Applications	City Policy	Per application	\$938.59	\$27.50	\$0.00	\$966.09	\$994.40	\$1,023.53
Application fee to maintain a bldg. > 2.5 stories that by inadvertence has been erected + encroaches upon a street	Permits & Applications	City Policy	Per application	\$1,365.19	\$40.00	\$0.00	\$1,405.19	\$1,446.36	\$1,488.74
Permission to construct or maintain encroachments, fences/ornamental and retaining walls over 0.9m, building projections, refacing walls, landscaping, streetscaping, areaways, tunnels, bridges and other openings, and for project under \$1 million	Permits & Applications	City Policy	Per application	\$552.52	\$16.19	\$0.00	\$568.71	\$585.37	\$602.52
Permission to construct or maintain encroachments, fences/ornamental and retaining walls over 0.9 m, building projections, refacing walls, landscaping, streetscaping, areaways, tunnels, bridges and other openings, and for project over \$1 million	Permits & Applications	City Policy	Per application	\$2,378.85	\$69.70	\$0.00	\$2,448.55	\$2,520.29	\$2,594.14
Annual fee, exclusive use of areaways, tunnel, bridges (tunnels and	Permits & Applications	City Policy	Per Sq. M. / year	\$30.70	\$0.90	\$0.00	\$31.60	\$32.53	\$33.48

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
bridges = market value if private use) - Area 1									
Annual fee, exclusive use of areaways, tunnel, bridges (tunnels and bridges = market value if private use) - Area 2	Permits & Applications	City Policy	Per Sq. M. / year	\$18.46	\$0.54	\$0.00	\$19.00	\$19.56	\$20.13
Per square metre min charge, exclusive use of areaways, tunnel, bridges (tunnels and bridges = market value if private use)	Permits & Applications	City Policy	Per year	\$12.24	\$0.36	\$0.00	\$12.60	\$12.97	\$13.35
Permit fee to excavate/dig up/tear up or remove soil of any street/sidewalk/curbing, pavement, etc.	Permits & Applications	City Policy	Per permit	\$153.46	\$4.50	\$0.00	\$157.96	\$162.58	\$167.35
To load/unload materials (loading zone) and entrance protection signs which preclude parking by public	Permits & Applications	City Policy	Per application	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02
To maintain the loading zone area to load and unload of materials/equipment to adj. businesses	Permits & Applications	City Policy	Per loading zone / year	\$340.52	\$9.98	\$0.00	\$350.50	\$360.77	\$371.34
To maintain signs/posts which preclude parking by the general public in a designated area	Permits & Applications	City Policy	Per sign post / year	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02
Utility Cut Billing - Engineering, Inspection & Supervision Part. This charge is to recover the engineering and supervision costs. It is to enhance key areas of field inspection, contract administration, enforcement of standards and specifications.	Road & Sidewalk Management	Full Cost Recovery	Engineering, Inspection & Supervision charge is 22.5% of costs	Variable	\$0.00	\$0.00	Variable	Variable	Variable
Utility Cut Billings - Administration Part. Administration Charge is for the administration services Transportation provides for Utility Cuts (External Clients)	Road & Sidewalk Management	Full Cost Recovery	Administration charge is 7% of costs	Variable	\$0.00	\$0.00	Variable	Variable	Variable
Annual inspection charge to inspect the marquee	Permits & Applications	City Policy	Per year	\$34.17	\$1.00	\$0.00	\$35.17	\$36.20	\$37.26
Permission to erect or remove a marquee from the City boulevard	Permits & Applications	City Policy	Per permit	\$153.46	\$4.50	\$0.00	\$157.96	\$162.58	\$167.35
Permission to install telecommunication cables, connecting two buildings, lateral road crossings, etc.	Permits & Applications	City Policy	Per application	\$552.52	\$16.19	\$0.00	\$568.71	\$585.37	\$602.52
To maintain telecommunication cables, connecting two buildings,	Permits & Applications	City Policy	Per lineal metre / year	\$31.32	\$0.92	\$0.00	\$32.24	\$33.18	\$34.15

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
lateral road crossings, etc. (A1)									
To maintain telecommunication cables, connecting two buildings, lateral road crossings, etc. (A2)	Permits & Applications	City Policy	Per lineal metre / year	\$15.67	\$0.46	\$0.00	\$16.13	\$16.60	\$17.09
Permission to install piling and shoring used in building operations within the public right of way	Permits & Applications	City Policy	Per application	\$3,836.88	\$112.42	\$0.00	\$3,949.30	\$4,065.02	\$4,184.12
To inspect during the piling and shoring construction operations within the public right of way	Permits & Applications	City Policy	Per hour	\$86.07	\$2.52	\$0.00	\$88.59	\$91.19	\$93.86
Permit for commercial/industrial/residential greater than 10 units to allow any work within right-of-way	Permits & Applications	City Policy	Per application	\$798.07	\$23.38	\$0.00	\$821.45	\$845.52	\$870.30
Permit for commercial/industrial/ residential less than 10 units to allow any work within right-of-way	Permits & Applications	City Policy	Per permit	\$92.09	\$2.70	\$0.00	\$94.79	\$97.57	\$100.42
Provide information on the status of a property with respect to agreement compliance/ encroachments/ licence/ permits	Permits & Applications	City Policy	Per application	\$120.75	\$3.54	\$0.00	\$124.29	\$127.93	\$131.68
Municipal Road Damage administrative fee for construction permits	Permits & Applications	City Policy	Per application	\$64.15	\$1.88	\$0.00	\$66.03	\$67.96	\$69.96
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) - per day or part thereof (Storage of Equipment/ Materials)	Permits & Applications	City Policy	Per day	\$49.88	\$1.46	\$0.00	\$51.34	\$52.85	\$54.39
Temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per application	\$552.52	\$16.19	\$0.00	\$568.71	\$585.37	\$602.52
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) - per lineal metre (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per lineal metre	\$18.68	\$0.55	\$0.00	\$19.23	\$19.79	\$20.37
To temporarily occupy portion of sidewalk or boulevard by placing on it machinery or material of any kind (no excavation) - per square metre (Site Protection: hoarding,	Permits & Applications	City Policy	Per Sq. M. / month	\$6.22	\$0.18	\$0.00	\$6.40	\$6.59	\$6.78

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
scaffolding, temp street closure)									
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, Area AA (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$113.65	\$0.00	\$28.41	\$142.06	\$146.22	\$150.51
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, Area A (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$85.24	\$0.00	\$28.13	\$113.37	\$116.69	\$120.11
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, Area B (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$63.92	\$0.00	\$21.09	\$85.01	\$87.50	\$90.06
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, Area C (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$56.83	\$0.00	\$18.42	\$75.25	\$77.45	\$79.72
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, Area D (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$42.62	\$0.00	\$14.06	\$56.68	\$58.34	\$60.05
To temporarily occupy portion of street by placing on it machinery or material of any kind (no excavation) per sq. m per month, all other areas (Site Protection: hoarding, scaffolding, temp street closure)	Permits & Applications	City Policy	Per Sq. M. / month	\$28.41	\$0.83	\$0.00	\$29.24	\$30.10	\$30.98
To temporarily occupy portion of street by placing on it machinery or material of any kind (Hoisting:	Permits & Applications	City Policy	Per day	\$49.88	\$1.46	\$0.00	\$51.34	\$52.85	\$54.39

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Mobile/ Tower Crane, Swing of Boom etc.)									
Temporarily occupy portion of street with machinery or any kind of material (Hoisting: Mobile/Tower Crane, Swing of Boom etc.)	Permits & Applications	City Policy	Per day	\$120.74	\$3.54	\$0.00	\$124.28	\$127.92	\$131.67
Temporarily occupy portion of street with machinery or material of any kind (Hoisting: Mobile/Tower Crane, Swing of Boom etc.)	Permits & Applications	City Policy	Per day	\$603.74	\$17.69	\$0.00	\$621.43	\$639.64	\$658.38
Permission to move heavy materials / equipment from Street A to Street B	Permits & Applications	City Policy	Per load	\$44.84	\$1.31	\$0.00	\$46.15	\$47.51	\$48.90
Permission to move materials/equipment through the highways	Permits & Applications	City Policy	Per year	\$269.02	\$7.88	\$0.00	\$276.90	\$285.02	\$293.37
To use the public right of way to use ropes, install and remove signs etc. (no excavation)	Permits & Applications	City Policy	Per month	\$230.19	\$6.74	\$0.00	\$236.93	\$243.88	\$251.02
Permission to install a banner sign over or across a street	Permits & Applications	Full Cost Recovery	Per application	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02
Permission to install a banner sign over or across a street- charitable with sponsorship	Permits & Applications	Full Cost Recovery	Per pole	\$7.57	\$0.22	\$0.00	\$7.79	\$8.02	\$8.26
Permission to install a banner sign over or across a street - Non charitable	Permits & Applications	Full Cost Recovery	Per pole	\$15.12	\$0.44	\$0.00	\$15.56	\$16.02	\$16.49
Permission to hoist a banner sign	Permits & Applications	Full Cost Recovery	Per permit	\$49.88	\$1.46	\$0.00	\$51.34	\$52.85	\$54.39
Permission to install a banner on the public right of way within the BIA designated area	Permits & Applications	Full Cost Recovery	Per application	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02
Permission to install banners within BIA's designated area with sponsor shown on banner	Permits & Applications	Full Cost Recovery	Per pole	\$7.57	\$0.22	\$0.00	\$7.79	\$8.02	\$8.26
Permission to install banners outside BIA's designated area	Permits & Applications	Full Cost Recovery	Per pole	\$15.12	\$0.44	\$0.00	\$15.56	\$16.02	\$16.49
Permission to place publication dispensing boxes within the public right of way	Permits & Applications	Full Cost Recovery	Per box	\$83.24	\$2.44	\$0.00	\$85.68	\$88.19	\$90.77
Maintain publication dispensing boxes within the public right of way (first 100 boxes)	Permits & Applications	Full Cost Recovery	Per box	\$32.71	\$0.96	\$0.00	\$33.67	\$34.65	\$35.67
To maintain publication dispensing boxes within the public right of way (more than 100 boxes)	Permits & Applications	Full Cost Recovery	Per additional box over 100	\$130.76	\$3.83	\$0.00	\$134.59	\$138.53	\$142.59

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Permission to place publication kiosks within the public right of way	Permits & Applications	Full Cost Recovery	Per kiosk	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02
Maintain publication kiosks within the public right of way	Permits & Applications	Full Cost Recovery	Per Sq. M / year	\$372.41	\$10.91	\$0.00	\$383.32	\$394.55	\$406.11
Annual fee per kiosk using min. fee, if the total sq. m is under the smallest size on table	Permits & Applications	Full Cost Recovery	Per year	\$372.41	\$10.91	\$0.00	\$383.32	\$394.55	\$406.11
The removal, storage + release of an installation to be paid before release	Permits & Applications	Full Cost Recovery	Per installation	\$399.02	\$11.69	\$0.00	\$410.71	\$422.75	\$435.13
Application to use the sidewalk, boulevard and/or curblane for the purpose of holding an event or staging required in preparation of an event	Permits & Applications	City Policy	Per application	\$102.68	\$3.01	\$0.00	\$105.69	\$108.79	\$111.97
Permission to use the sidewalk, boulevard and/or curblane for the purpose of holding an event or staging required in preparation of an event	Permits & Applications	City Policy	Per event	\$308.04	\$9.03	\$0.00	\$317.07	\$326.36	\$335.92
Application for Motor Vehicle Race - which require full or partial road closures	Permits & Applications	City Policy	Per application	\$513.40	\$15.04	\$0.00	\$528.44	\$543.93	\$559.86
Permission to fully or partially close roads for a motor vehicle race	Permits & Applications	City Policy	Per event	\$10,268.00	\$300.85	\$0.00	\$10,568.85	\$10,878.52	\$11,197.26
Application for Signature Events - which require full or partial road closures/ occupations on Major Arterial, Minor Arterial and/or Collector roads for two (2) or more consecutive days	Permits & Applications	City Policy	Per application	\$205.36	\$6.02	\$0.00	\$211.38	\$217.57	\$223.95
Permission to fully or partially close/occupy Major Arterial, Minor Arterial, and Collector roads for two (2) consecutive days for the purpose of holding a Signature Event	Permits & Applications	City Policy	Per event	\$2,567.00	\$75.21	\$0.00	\$2,642.21	\$2,719.63	\$2,799.32
Application for One-Day Events -Street events which require full or partial road closures/ occupations on Major Arterial, Minor Arterial and/or Collector roads for one (1) day	Permits & Applications	City Policy	Per application	\$102.68	\$3.01	\$0.00	\$105.69	\$108.79	\$111.97
One-Day Events - Permission to fully or partially close/ occupy Major Arterial, Minor Arterial and Collector roads for one (1) day for the purpose of holding a street event.	Permits & Applications	City Policy	Per event	\$513.40	\$15.04	\$0.00	\$528.44	\$543.93	\$559.86

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Application for Athletic Events which require full or partial road closures/occupations of Expressway, Major Arterial, Minor Arterial and Collector roads.	Permits & Applications	City Policy	Per application	\$205.36	\$6.02	\$0.00	\$211.38	\$217.57	\$223.95
Permission to fully or partially close/occupy Expressway, Major Arterial, Minor Arterial and Collector roads for the purpose of holding an athletic event.	Permits & Applications	City Policy	Per event	\$3,593.80	\$105.30	\$0.00	\$3,699.10	\$3,807.48	\$3,919.04
Application for Local Street/Community Events which require full or partial road closures/occupations on Local roads.	Permits & Applications	City Policy	Per application	\$25.67	\$0.75	\$0.00	\$26.42	\$27.20	\$27.99
Permission to fully or partially close/occupy Local roads for the purpose of a Local Street/Community event.	Permits & Applications	City Policy	Per event	\$85.32	\$2.50	\$0.00	\$87.82	\$90.39	\$93.04
Farmers Market - Application / Permit	BIA Signature Events	City Policy	Per application	\$110.99	\$3.25	\$0.00	\$114.24	\$117.59	\$121.03
Business Improvement Area Street Events only- Applications for Signature Street Events which require full or partial road closures/occupation of Major Arterial, Minor Arterial and Collector roads for two (2) or more consecutive days (2 – 4 days maximum).	BIA Signature Events	City Policy	Per application	\$200.00	N/A	N/A	\$200.00	\$205.86	\$211.89
Business Improvement Area Signature Street Events with attendance of 100,000 or less, which require full or partial road closures/occupation of Major Arterial, Minor Arterial and Collector roads for two (2) or more consecutive days (2 – 4 days maximum).	BIA Signature Events	City Policy	Per event	\$313.00	N/A	N/A	\$625.00	\$643.31	\$662.16
Business Improvement Area Signature Street Events with attendance of more than 100,000, which require full or partial road closures/occupation of Major Arterial, Minor Arterial and Collector roads for two (2) or more consecutive days (2 – 4 days maximum).	BIA Signature Events	City Policy	Per event	\$625.00	N/A	N/A	\$1,250.00	\$1,286.63	\$1,324.32

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Business Improvement Areas only- Applications for a One-Day Event or a One-Day Recurring Street Event which requires full or partial road closures/occupations of Major Arterial, Minor Arterial and Collector roads for one (1) day up to four (4) separate days. Event maximum cannot exceed four (4) separate days.	BIA One-Day Events	City Policy	Per application	\$100.00	N/A	N/A	\$100.00	\$102.93	\$105.95
Business Improvement Area- A One-Day Event or a One-Day Recurring Street Event which requires full or partial road closures/occupations of Major Arterial, Minor Arterial and Collector roads for one (1) day up to four (4) separate days. Event maximum cannot exceed four (4) separate days.	BIA One-Day Events	City Policy	Per event	\$125.00	N/A	N/A	\$250.00	\$257.33	\$264.86
Businesses within and/or Business Improvement Area Applicants only – Closure of the boulevard, sidewalk and/or curb lane for the purpose of an event, sidewalk sale or staging required in preparation of an event (per day).	BIA Sidewalk, Boulevard and/or Curb Lane	City Policy	Per application	\$25.00	\$0.73	N/A	\$25.73	\$26.49	\$27.26
Businesses within and/or Business Improvement Areas only – Closure of the boulevard, sidewalk and/or curb lane for the purpose of an event, sidewalk sale or staging required in preparation of an event (per day).	BIA Sidewalk, Boulevard and/or Curb Lane	City Policy	Per day	\$100.00	\$2.93	N/A	\$102.93	\$105.95	\$109.05
Permission to use the street or part of it for the purpose of staging a park-based farmers' market event ("farmers' market one-time fee")	Permits & Applications	City Policy	Per application / year	\$25.67	\$0.75	\$0.00	\$26.42	\$27.20	\$27.99
Permission to use the street or part of it for the purpose of staging a park-based farmers' market event ("farmers' market one-time fee")	Permits & Applications	City Policy	Per event / year	\$85.32	\$2.50	\$0.00	\$87.82	\$90.39	\$93.04
Permission to install or sell Christmas decorations on the public right of way	Permits & Applications	City Policy	Per permit	\$90.80	\$2.66	\$0.00	\$93.46	\$96.20	\$99.02

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
To provide on street parking for 1st vehicle to residents who have no place to park on site - annual fee (Priority One)	Permits & Applications	City Policy	Per space (Jan-May)	\$185.28	\$4.92	\$0.00	\$190.20	\$195.72	\$201.48
To provide on street parking for 1st vehicle to residents who have no place to park on site - annual fee (Priority One)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$190.20	\$5.52	\$0.00	\$195.72	\$201.48	\$207.36
To provide on street parking for 1st vehicle to residents who have no place to park on site - 1 month permit (Priority One)	Permits & Applications	City Policy	Per space (Jan-May)	\$15.44	\$0.41	\$0.00	\$15.85	\$16.31	\$16.79
To provide on street parking for 1st vehicle to residents who have no place to park on site - 1 month permit (Priority One)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$15.85	\$0.46	\$0.00	\$16.31	\$16.79	\$17.28
To provide on street parking for 1st vehicle to residents who have no place to park on site - 6 month permit (Priority One)	Permits & Applications	City Policy	Per space (Jan-May)	\$92.64	\$2.46	\$0.00	\$95.10	\$97.86	\$100.74
To provide on street parking for 1st vehicle to residents who have no place to park on site - 6 month permit (Priority One)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$95.10	\$2.76	\$0.00	\$97.86	\$100.74	\$103.68
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - annual fee (Priority Two)	Permits & Applications	City Policy	Per space (Jan-May)	\$463.92	\$12.48	\$0.00	\$476.40	\$490.32	\$504.72
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - annual fee (Priority Two)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$476.40	\$13.92	\$0.00	\$490.32	\$504.72	\$519.48
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - 1 month permit (Priority Two)	Permits & Applications	City Policy	Per space (Jan-May)	\$38.66	\$1.04	\$0.00	\$39.70	\$40.86	\$42.06
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - 1 month permit (Priority Two)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$39.70	\$1.16	\$0.00	\$40.86	\$42.06	\$43.29
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - 6 month permit (Priority Two)	Permits & Applications	City Policy	Per space (Jan-May)	\$231.96	\$6.24	\$0.00	\$238.20	\$245.16	\$252.36

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
To provide on street parking for 2nd and subseq. vehicle to residents with no place to park on site - 6 month permit (Priority Two)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$238.20	\$6.96	\$0.00	\$245.16	\$252.36	\$259.74
To provide on street parking to residents who have access to on-site parking - annual fee (Priority Three)	Permits & Applications	City Policy	Per space (Jan-May)	\$649.44	\$17.40	\$0.00	\$666.84	\$686.40	\$706.44
To provide on street parking to residents who have access to on-site parking - annual fee (Priority Three)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$666.84	\$19.56	\$0.00	\$686.40	\$706.44	\$727.08
To provide on street parking to residents who have access to on-site parking - 1 month permit (Priority Three)	Permits & Applications	City Policy	Per space (Jan-May)	\$54.12	\$1.45	\$0.00	\$55.57	\$57.20	\$58.87
To provide on street parking to residents who have access to on-site parking - 1 month permit (Priority Three)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$55.57	\$1.63	\$0.00	\$57.20	\$58.87	\$60.59
To provide on street parking to residents who have access to on-site parking - 6 month permit (Priority Three)	Permits & Applications	City Policy	Per space (Jan-May)	\$324.72	\$8.70	\$0.00	\$333.42	\$343.20	\$353.22
To provide on street parking to residents who have access to on-site parking - 6 month permit (Priority Three)	Permits & Applications	City Policy	Per space (Jun-Dec)	\$333.42	\$9.78	\$0.00	\$343.20	\$353.22	\$363.54
To provide parking permits for temporary visitors - 7 days	Permits & Applications	City Policy	Per space	\$22.21	\$0.65	\$0.00	\$22.86	\$23.53	\$24.22
Temporary 24 Hour on-street parking permit	Permits & Applications	City Policy	Per space	\$9.48	\$0.28	\$0.00	\$9.76	\$10.04	\$10.34
Temporary 48 Hour On-Street Parking Permit	Permits & Applications	City Policy	Per space	\$14.22	\$0.42	\$0.00	\$14.64	\$15.07	\$15.51
Issue another parking permit if lost	Permits & Applications	City Policy	Per space	\$7.23	\$0.21	\$0.00	\$7.44	\$7.66	\$7.88
To apply for permission to park vehicle on private or boulevard space fronting the property	Permits & Applications	City Policy	Per application	\$375.17	\$10.99	\$0.00	\$386.16	\$397.48	\$409.12
Permission to park vehicle on private or boulevard space fronting the property - per permit transfer fee	Permits & Applications	City Policy	Per permit transfer	\$120.74	\$3.54	\$0.00	\$124.28	\$127.92	\$131.67
Permission to park vehicle on private or boulevard space fronting the property - per space annual renewal	Permits & Applications	City Policy	Per space	\$241.50	\$7.08	\$0.00	\$248.58	\$255.86	\$263.36
Tree planting service fee for planting a tree on City property	Permits & Applications	City Policy	Per tree	\$719.31	\$21.08	\$0.00	\$740.39	\$762.08	\$784.41

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
A request for an exemption from the by-law when not able to accept application.	Permits & Applications	City Policy	Per application	\$784.73	\$22.99	\$0.00	\$807.72	\$831.39	\$855.75
Inspection fee when an existing front yard parking pad has been constructed without authority	Permits & Applications	City Policy	Per inspection	\$653.93	\$19.16	\$0.00	\$673.09	\$692.81	\$713.11
Provide information on the status of front yard parking pad licence for residential property	Permits & Applications	City Policy	Each	\$120.75	\$3.54	\$0.00	\$124.29	\$127.93	\$131.68
Parking spaces for commercial boulevard parking	Permits & Applications	City Policy	Per space	\$378.39	\$11.09	\$0.00	\$389.48	\$400.89	\$412.63
Annual fee for parking spaces for commercial boulevard parking - Area 1	Permits & Applications	City Policy	Per space / year	\$520.16	\$15.24	\$0.00	\$535.40	\$551.09	\$567.23
Annual fee for parking spaces for commercial boulevard parking - Area 2	Permits & Applications	City Policy	Per space / year	\$394.60	\$11.56	\$0.00	\$406.16	\$418.06	\$430.31
24-Hour Traffic Volumes Plotted on City Map	Transportation Safety & Operations	Full Cost Recovery	Each	\$59.40	\$1.74	\$0.00	\$61.14	\$62.93	\$64.78
Historical Volume Summary (more than 4 years)	Transportation Safety & Operations	Full Cost Recovery	Each	\$95.06	\$2.79	\$0.00	\$97.85	\$100.71	\$103.66
24 Hour Volume - Expansion Factors - Road Classification	Transportation Safety & Operations	Full Cost Recovery	Each	\$237.66	\$6.96	\$0.00	\$244.62	\$251.79	\$259.17
Recent Traffic Volume Summaries (within last 4 years)	Transportation Safety & Operations	Full Cost Recovery	Per Sq. M / application	\$237.66	\$6.96	\$0.00	\$244.62	\$251.79	\$259.17
Collision Summary Report	Transportation Safety & Operations	Full Cost Recovery	Each	\$154.48	\$4.53	\$0.00	\$159.01	\$163.67	\$168.46
Traffic Signal -Historical Signal Timing Report	Transportation Safety & Operations	Full Cost Recovery	Each	\$374.32	\$10.97	\$0.00	\$385.29	\$396.58	\$408.20
Current Signal Timing Report -Traffic Signal	Transportation Safety & Operations	Full Cost Recovery	Each	\$89.12	\$2.61	\$0.00	\$91.73	\$94.42	\$97.19
Traffic Signal Drawing	Transportation Safety & Operations	Full Cost Recovery	Each	\$237.66	\$6.96	\$0.00	\$244.62	\$251.79	\$259.17
RESCU -Real Time - Setup (one-time)	Transportation Safety & Operations	Full Cost Recovery	Each	\$594.18	\$17.41	\$0.00	\$611.59	\$629.51	\$647.95
RESCU -Real Time - Monthly	Transportation Safety & Operations	Full Cost Recovery	Each	\$237.66	\$6.96	\$0.00	\$244.62	\$251.79	\$259.17

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
RESCU - Video Feed Setup	Transportation Safety & Operations	Full Cost Recovery	Each	\$1,129.96	\$33.11	\$0.00	\$1,163.07	\$1,197.15	\$1,232.22
RESCU - Video Feed - Monthly	Transportation Safety & Operations	Full Cost Recovery	Per month	\$339.00	\$9.93	\$0.00	\$348.93	\$359.16	\$369.68
Pavement Degradation - Flexible Pavement, Age 0-15. (to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure.)	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$46.34; Local/Collector Road \$39.40	Arterial Road \$1.36; Local/Collector Road \$1.15	\$0.00	Arterial Road \$47.7; Local/Collector Road \$40.55	Arterial Road \$49.1; Local/Collector Road \$41.74	Arterial Road \$50.53; Local/Collector Road \$42.97
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Flexible Pavement, Age 16-30.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$37.06; Local/Collector Road \$31.29	Arterial Road \$1.09; Local/Collector Road \$0.92	\$0.00	Arterial Road \$38.15; Local/Collector Road \$32.21	Arterial Road \$39.26; Local/Collector Road \$33.15	Arterial Road \$40.41; Local/Collector Road \$34.12
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Flexible Pavement, Age 31-45.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$27.80; Local/Collector Road \$23.17	Arterial Road \$0.81; Local/Collector Road \$0.68	\$0.00	Arterial Road \$28.61; Local/Collector Road \$23.85	Arterial Road \$29.45; Local/Collector Road \$24.55	Arterial Road \$30.32; Local/Collector Road \$25.27
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Flexible Pavement, Age 46-55.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$20.84; Local/Collector Road \$16.22	Arterial Road \$0.61; Local/Collector Road \$0.48	\$0.00	Arterial Road \$21.45; Local/Collector Road \$16.7	Arterial Road \$22.08; Local/Collector Road \$17.18	Arterial Road \$22.73; Local/Collector Road \$17.69
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Flexible Pavement, Age 56-70.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$12.75; Local/Collector Road \$10.43	Arterial Road \$0.37; Local/Collector Road \$0.31	\$0.00	Arterial Road \$13.12; Local/Collector Road \$10.74	Arterial Road \$13.51; Local/Collector Road \$11.05	Arterial Road \$13.9; Local/Collector Road \$11.37

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Flexible Pavement, Age 70+.	Road/Sidewalk Rpr/Cl	City Policy	Per Sq. M	Arterial Road \$0.00; Local/Collector or Road \$0.00	\$0.00	\$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 0-15.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$38.23; Local/Collector Road \$33.61	Arterial Road \$1.12; Local/Collector Road \$0.98	\$0.00	Arterial Road \$39.35; Local/Collector Road \$34.59	Arterial Road \$40.5; Local/Collector Road \$35.61	Arterial Road \$41.69; Local/Collector Road \$36.65
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 16-30.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$30.12; Local/Collector Road \$26.65	Arterial Road \$0.88; Local/Collector Road \$0.78	\$0.00	Arterial Road \$31; Local/Collector Road \$27.43	Arterial Road \$31.91; Local/Collector Road \$28.23	Arterial Road \$32.85; Local/Collector Road \$29.06
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 31-40.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$22.01; Local/Collector Road \$19.70	Arterial Road \$0.64; Local/Collector Road \$0.58	\$0.00	Arterial Road \$22.65; Local/Collector Road \$20.28	Arterial Road \$23.32; Local/Collector Road \$20.87	Arterial Road \$24; Local/Collector Road \$21.48
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 41-55.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$17.38; Local/Collector Road \$16.22	Arterial Road \$0.51; Local/Collector Road \$0.48	\$0.00	Arterial Road \$17.89; Local/Collector Road \$16.7	Arterial Road \$18.41; Local/Collector Road \$17.18	Arterial Road \$18.95; Local/Collector Road \$17.69
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 56-65.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$13.90; Local/Collector Road \$11.58	Arterial Road \$0.41; Local/Collector Road \$0.34	\$0.00	Arterial Road \$14.31; Local/Collector Road \$11.92	Arterial Road \$14.73; Local/Collector Road \$12.27	Arterial Road \$15.16; Local/Collector Road \$12.63

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 66-80.	Road & Sidewalk Management	City Policy	Per Sq. M	Arterial Road \$10.43; Local/Collector Road \$9.26	Arterial Road \$0.31; Local/Collector Road \$0.27	\$0.00	Arterial Road \$10.74; Local/Collector Road \$9.53	Arterial Road \$11.05; Local/Collector Road \$9.81	Arterial Road \$11.37; Local/Collector Road \$10.1
Pavement Degradation Fee to recover the loss in pavement serviceability + the reduction in the value of the City's investment in its pavement infrastructure. It is dedicated to pavement reconstruction, resurfacing + repair. Composite Pavement, Age 80+.	Road/Sidewalk Rpr/Ci	City Policy	Composite Pavement, Age 80+	Arterial Road \$0.00; Local/Collector Road \$0.00	\$0.00	\$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00	Arterial Road \$0.00; Local/Collector Road \$0.00
To request the installation of a car share parking area in a specific location	Permits & Applications	City Policy	Per parking area	\$173.73	\$5.09	\$0.00	\$178.82	\$184.06	\$189.45
Car Share Vehicle Parking Area - Tier 1 Permit - base fee	Permits & Applications	City Policy	Per space / year	\$821.00	\$24.06	\$0.00	\$845.06	\$869.82	\$895.30
Car Share Vehicle Parking Area - Tier 2 Permit - spaces replaced on a street residential permit parking	Permits & Applications	City Policy	Per space / year	\$1,487.85	\$43.59	\$0.00	\$1,531.44	\$1,576.32	\$1,622.50
Car Share Vehicle Parking Area - Tier 3 Permit - spaces on a street where pay-and-display parking spaces replaced	Permits & Applications	City Policy	Per space / year	\$5,097.12	\$149.35	\$0.00	\$5,246.47	\$5,400.19	\$5,558.41
Car Share Vehicle Parking Area - Supplementary Permit for each additional permit	Permits & Applications	City Policy	Per vehicle	\$57.91	\$1.70	\$0.00	\$59.61	\$61.35	\$63.15
Car Share Vehicle Parking Area - Replacement Fee for lost/stolen permit	Permits & Applications	City Policy	Per permit	\$32.43	\$0.95	\$0.00	\$33.38	\$34.36	\$35.36
Application and Approval Fee for Construction Hoarding Sign	Permits & Applications	City Policy	Per linear metre	\$7.12	\$0.21	\$0.00	\$7.33	\$7.54	\$7.76
Use of space on street for display of permitted Construction Hoarding Sign on construction hoarding	Permits & Applications	City Policy	Per Sq. M / Sign Area / Month	\$6.04	\$0.18	\$0.00	\$6.22	\$6.40	\$6.59
Retrieval of illegal construction sign	Permits & Applications	City Policy	Per sign	\$237.10	\$6.95	\$0.00	\$244.05	\$251.20	\$258.56
Storage of illegal construction hoarding sign	Permits & Applications	City Policy	Per day	\$17.77	\$0.52	\$0.00	\$18.29	\$18.83	\$19.38
Disposal of illegal construction sign	Permits & Applications	City Policy	Per sign	\$59.28	\$1.74	\$0.00	\$61.02	\$62.80	\$64.64
Removal of illegal construction sign	Permits & Applications	City Policy	Per sign	\$118.54	\$3.47	\$0.00	\$122.01	\$125.59	\$129.27

Table 6a

User Fees Adjusted for Inflation and Other

Rate Description	Service	Fee Category	Fee Basis	2018	2019			2020	2021
				Approved Rate	Inflationary Adjusted Rate	Other Adjustment	Budget Rate	Plan Rate	Plan Rate
Payment-in-lieu of Parking Application	Permits & Applications	Full Cost Recovery	Per application	\$355.64	\$10.42	\$0.00	\$366.06	\$376.79	\$387.83
Appeals under Article IX of Chapter 743	Permits & Applications	Full Cost Recovery	Per appeal	\$784.73	\$22.99	\$0.00	\$807.72	\$831.39	\$855.75
Roadway Collision Incident Response Fee	Road & Sidewalk Management	Full Cost Recovery	Per incident	Variable	\$0.00	\$0.00	Variable	Variable	Variable
Maintenance fee for paver installations on City highways, charged on application for permits involving installation of pavers on City highways.	Permits & Applications	Full Cost Recovery	Per Sq. M / application	\$56.47	\$1.65	\$0.00	\$58.12	\$59.83	\$61.58
Application: highway vehicular destination signage under Article V of Chapter 693	Permits & Applications	Full Cost Recovery	Per application	\$154.02	\$4.51	\$0.00	\$158.53	\$163.18	\$167.96
Appeals under Article V of Chapter 693	Permits & Applications	Full Cost Recovery	Per appeal	\$308.04	\$9.03	\$0.00	\$317.07	\$326.36	\$335.92
Additional maintenance fee for paver installations on City highways including complex designs and/or unique pavers, charged on application for permits involving installation of pavers on City highways including complex designs and/or unique pavers.	Construction Permits	Full Cost Recovery	Per application, percentage of the maintenance fee for paver installations on City highways described in Ref. No. 160 based upon the additional labour costs associated with maintaining the proposed complex design and/or unique pavers as determined by the Gen Mgr, Transportation Services.	Variable, up to 15% of maint fee for paver installations on City highways desc in Ref No 160 based upon the add'l labour costs with maintaining the proposed complex design and/or unique pavers as determined by the Gen Mgr, Transportati on Services.	\$0.00	\$0.00	Variable, up to 15% of maint fee for paver installations on City highways desc in Ref No 160 based upon the add'l labour costs with maintaining the proposed complex design and/or unique pavers as determined by the Gen Mgr, Transportation Services.	Variable, up to 15% of maint fee for paver installations on City highways desc in Ref No 160 based upon the add'l labour costs with maintaining the proposed complex design and/or unique pavers as determined by the Gen Mgr, Transportation Services.	Variable, up to 15% of maint fee for paver installations on City highways desc in Ref No 160 based upon the add'l labour costs with maintaining the proposed complex design and/or unique pavers as determined by the Gen Mgr, Transportation Services.
Maintenance Fee for Development Related Traffic Signals	Permits & Applications	Full Cost Recovery	Per traffic signal	\$51,340.00	\$1,504.26	\$0.00	\$52,844.26	\$54,392.60	\$55,986.30

Appendix 7

2019 Capital Budget; 2020 - 2028 Capital Plan Including Carry Forward Funding

(In \$000s)	Total App'd Cash Flows to Date**	2018 Carry Forward	2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	2019 - 2028 Total	Total Project Cost
Total Expenditures by Category														
Health & Safety														
City Bridge Rehabilitation (Critical)			22,068	44,807	46,419	-	-	-	-	-	-	-	113,294	113,294
Glen Road Pedestrian Bridge			620	12,700	2,242	-	42	-	-	-	-	-	15,604	15,604
Guide Rail Program	4,250	475	800	800	-	-	-	-	-	-	-	-	2,075	5,850
Pedestrian Safety and Infrastructure Programs		164	744	756	767	779	790	803	814	826	838	851	8,132	
Road Safety Plan (LGSJ and SCSPEA)	34,059	7,900	11,188	9,312	10,038	-	-	-	-	-	-	-	38,418	64,577
RSP Accessible Pedestrian Signals		170	1,328	1,652	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490	15,070	
RSP Missing Link Sidewalk		-	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	30,000	
RSP New Traffic Control Signals / Devices		1,622	1,070	3,290	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	23,422	
RSP Traffic Calming		-	450	450	450	450	450	450	450	450	450	450	4,500	
RSP Traffic Signals Major Modifications		-	480	480	480	480	480	480	480	480	480	480	4,800	
RSP Transportation Safety & Local Improvement		219	1,336	1,356	1,377	1,397	1,418	1,439	1,461	1,483	1,508	1,535	14,529	
Salt Management Program		364	-	-	-	-	-	-	-	-	-	-	364	
Sub-Total		10,914	43,064	78,603	68,443	9,776	9,850	9,842	9,875	9,909	9,946	9,986	270,208	
State of Good Repair														
City Bridge Rehabilitation		4,700	39,143	33,503	34,021	34,546	35,079	35,621	36,170	36,727	37,293	-	326,803	
Critical Interim Road Rehabilitation	32,279	-	9,000	-	-	-	-	-	-	-	-	-	9,000	41,279
Ditch Rehabilitation and Culvert Reconstruction		300	1,451	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,751	
Don Valley Parkway Rehabilitation		-	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,580	
Dufferin Street Bridge Rehabilitation	950	66	-	-	-	-	-	-	8,633	8,633	8,633	-	25,965	26,849
Facility Improvements		700	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	27,290	
F.G. Gardiner*	231,106	41,265	131,860	141,310	121,850	79,680	250,670	669,050	603,180	231,500	-	-	2,270,365	2,460,206
Laneways		333	1,800	1,827	1,854	1,882	1,910	1,939	1,968	1,998	2,027	2,062	19,600	
Local Road Rehabilitation		8,394	42,753	67,945	70,042	73,925	77,685	81,525	85,645	89,898	99,558	101,106	798,476	
Major Road Rehabilitation		-	49,220	67,515	68,006	68,312	69,444	70,603	71,988	73,451	52,002	52,742	643,283	
Major SOGR Pooled Contingency		-	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	38,000	
Retaining Walls Rehabilitation		622	1,320	1,339	1,359	1,380	1,400	1,421	1,443	1,464	1,486	-	13,234	
Sidewalks		3,700	15,495	14,745	15,000	15,259	15,522	15,788	16,059	16,334	16,351	16,351	160,604	
Traffic Plant Requirements/Signal Asset Management		-	7,025	7,025	7,025	7,025	7,025	7,025	7,025	7,025	7,025	-	63,225	
Sub-Total		60,080	308,084	345,226	329,174	292,026	468,752	892,989	842,128	477,047	234,392	182,278	4,432,176	
Service Improvement														
Advanced Traffic Signal Control		30	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	1,350	13,530	
Cycling Infrastructure		995	13,183	14,557	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	95,159	
Engineering Studies		1,710	9,150	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	35,164	
Enterprise Work Management System		-	1,496	4,835	3,094	2,062	340	340	226	-	-	-	12,393	12,393
Jane St. Crossing		-	-	1,000	2,000	2,000	2,000	6,000	8,000	8,000	6,000	-	35,000	35,000
LED Signal Module Conversion		1,420	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	18,420	
Mapping and GIS Repository		-	335	543	436	365	-	-	-	-	-	-	1,679	1,679
Neighbourhood Improvements		3,321	1,903	3,245	2,433	2,000	2,000	2,000	2,000	2,000	2,000	2,000	24,902	
Participatory Budgeting Pilot		214	-	-	-	-	-	-	-	-	-	-	214	
PTIF Projects	54,759	19,000	18,840	-	-	-	-	-	-	-	-	-	37,840	73,599
Quick Clear Squad Vehicles		-	-	600	-	-	-	-	-	-	-	-	600	600
Signs and Markings Asset Management		-	1,140	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,140	
System Enhancements for Road Repair & Permits	1,388	306	1,343	550	-	-	-	-	-	-	-	-	2,199	3,281
Traffic Congestion Management	28,730	-	7,030	11,480	-	-	-	-	-	-	-	-	18,510	47,240
Traffic Control - RESCU		-	295	-	-	-	-	-	-	-	-	-	295	
Traffic Signals Major Modifications		-	1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	1,310	13,100	
Traffic Wardens / Construction Staging Compliance (Vehicles)		855	-	-	-	-	-	-	-	-	-	-	855	
Sub-Total		27,851	59,075	45,208	24,664	23,128	21,041	25,041	26,927	26,701	24,701	15,663	320,000	
Growth Related														
Bloor Street Transformation		-	-	881	-	-	-	-	-	-	-	-	881	
Broadview Extension		-	9,800	4,200	-	-	-	-	-	-	-	-	14,000	14,000
Gardiner York/Bay/Yonge Reconfiguration	34,588	38	164	-	-	-	-	-	-	-	-	-	202	34,752
Georgetown South City Infrastructure Upgrades	53,680	-	13,420	-	-	-	-	-	-	-	-	-	13,420	67,100
John Street Revitalization Project	2,000	1,930	-	19,079	14,530	9,700	-	-	-	-	-	-	45,239	45,309
King Liberty Cycling Pedestrian Bridge	12,285	7,410	1,662	-	-	-	-	-	-	-	-	-	9,742	13,947
LARP (Lawrence-Allen Revitalization Project)	3,260	423	1,040	1,898	3,026	1,575	787	-	-	-	-	-	8,749	11,586
Legion Road Extension & Grade Separation	490	80	431	2,247	11,489	11,201	-	-	-	-	-	-	25,448	25,858
Metrolinx Additional Infrastructure		-	-	5,000	2,750	5,000	5,000	-	-	-	-	-	17,750	17,750
New Courthouse Streetscape		-	-	-	2,500	-	-	-	-	-	-	-	2,500	2,500
North York Service Road Extension	17,440	2,210	9,000	1,250	4,300	4,200	-	-	-	-	-	-	20,960	36,190
Port Union Road	2,150	100	-	2,450	5,250	2,100	-	-	-	-	-	-	9,900	11,950
Rean to Kenaston New Road	6,000	3,450	3,050	840	-	-	-	-	-	-	-	-	7,340	9,890
Regent Park Revitalization	3,742	-	-	671	93	-	-	-	-	-	-	-	764	4,506
Regional Express Rail Implementation - City Share	500	-	-	-	-	-	11,000	11,000	-	-	-	-	22,000	22,500
Rouge National Park Transfer of Lands		200	-	-	-	-	-	-	-	-	-	-	200	
Scarlett/St Clair/Dundas	4,125	2,130	-	16,950	13,000	12,000	-	-	-	-	-	-	44,080	46,075
Six Points Interchange Redevelopment	44,642	956	20,268	13,062	-	-	-	-	-	-	-	-	34,286	77,972
St Clair TMP: Keele to Old Weston	4,960	-	-	42,011	8,186	8,597	-	-	-	-	-	-	58,794	63,754
Steeles Widening (Tapscott Road - Beare Road)	2,000	100	192	4,000	3,000	16,000	15,000	5,000	-	-	-	-	43,292	45,192
Third Party Signals		-	300	300	300	300	300	300	300	300	300	-	2,700	
Work for TTC & Others		7,094	6,500	17,543	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	63,137	
Yonge Tomorrow		-	-	-	-	1,500	1,500	2,568	2,568	2,568	-	-	10,704	10,704
York Street Tunnel		-	1,676	-	-	-	-	-	-	-	-	-	1,676	1,676
Sub-Total		26,121	67,503	132,382	72,424	76,173	37,587	22,868	6,868	6,868	4,300	4,000	457,094	
Total Expenditures by Category (including carry forward from 2018)		124,966	477,276	601,419	494,705	401,103	537,230	950,740	885,798	520,525	273,339	211,927	5,479,478	

*The total project cost for the Gardiner reflects the 2012 - 2028 costs.

**Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2019, excluding ongoing capital projects (i.e. Major Road Rehabilitation)

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 7: 2019 Capital Budget; 2020-2028 Capital Plan Including Carry Forward Funding

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														
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
TRN000001 Traffic Signals Major Modifications																										
0	11	2018 to 2027 Signal Major Modifications	CW	S2	04	715	676	2,194	0	0	3,585	0	3,585	0	0	2,536	0	0	0	0	0	0	1,049	0	3,585	
0	14	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	04	1,575	1,614	96	0	0	3,285	0	3,285	0	0	899	0	0	0	0	0	0	2,386	0	3,285	
0	16	2018 Adjustment Reduce Funding for TSMM	CW	S2	04	-500	-500	-500	0	0	-1,500	0	-1,500	0	0	-750	0	0	0	0	0	0	-750	0	-1,500	
0	17	2019 to 2028 Signal Major Modifications	CW	S6	04	0	0	0	2,290	2,290	4,580	9,490	14,070	0	0	7,035	0	0	0	0	0	0	7,035	0	14,070	
0	18	2018 Adjustment Reduce Funding for TSMM	CW	S6	04	0	0	0	-980	-980	-1,960	-2,940	-4,900	0	0	-2,450	0	0	0	0	0	0	-2,450	0	-4,900	
0	19	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	04	-480	-480	-480	0	0	-1,440	0	-1,440	0	0	-720	0	0	0	0	0	0	-720	0	-1,440	
Sub-total						1,310	1,310	1,310	1,310	1,310	6,550	6,550	13,100	0	0	6,550	0	0	0	0	0	0	6,550	0	13,100	
TRN000172 Third Party Signals																										
0	14	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUILD	CW	S2	05	65	66	4	0	0	135	0	135	0	0	0	0	0	0	0	0	135	0	0	135	
0	17	2017 to 2026 Third Party Signals	CW	S5	05	835	0	0	0	0	835	0	835	0	0	0	0	0	0	0	0	835	0	0	835	
0	18	2017 to 2026 Third Party Signals	CW	S6	05	0	0	0	900	900	1,800	2,400	4,200	0	0	0	0	0	0	0	0	4,200	0	0	4,200	
0	19	2017 to 2025 Reduction in work for TMC	CW	S5	05	-600	234	296	0	0	-70	0	-70	0	0	0	0	0	0	0	0	-70	0	0	-70	
0	20	2017 to 2025 Reduction in work for TMC	CW	S6	05	0	0	0	-600	-600	-1,200	-1,200	-2,400	0	0	0	0	0	0	0	0	-2,400	0	0	-2,400	
Sub-total						300	300	300	300	300	1,500	1,200	2,700	0	0	0	0	0	0	0	0	0	2,700	0	2,700	
TRN000181 Steeles Widenings (Tapscott Road - Beare Road)																										
0	1	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S2	05	4,100	17,000	13,000	0	0	34,100	0	34,100	0	0	30,020	0	0	0	0	0	4,080	0	0	34,100	
0	2	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S2	05	-3,250	-16,250	-6,500	6,500	0	-19,500	0	-19,500	0	0	-17,160	0	0	0	0	0	0	-2,340	0	0	-19,500
0	3	2018 Steeles Widenings	CW	S2	05	750	750	6,500	6,500	0	14,500	0	14,500	0	0	0	0	0	0	0	0	14,500	0	0	14,500	
0	4	2018 Steeles Widenings	CW	S3	05	-750	1,250	-5,000	-6,500	0	-11,000	0	-11,000	0	0	0	0	0	0	0	0	-11,000	0	0	-11,000	
0	5	2019 Adjustment Plan	CW	S6	05	0	0	0	16,000	15,000	31,000	5,000	36,000	0	0	15,300	0	0	0	0	0	18,000	2,700	0	36,000	
0	6	2016 - 2021 Steeles Widenings (Tapscott Beare)	25	S3	05	-558	1,250	-5,000	0	0	-4,308	0	-4,308	0	0	-3,902	0	0	0	0	0	0	-406	0	-4,308	
0	7	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S3	05	0	0	0	-6,500	0	-6,500	0	-6,500	0	0	-5,720	0	0	0	0	0	0	-780	0	-6,500	
Sub-total						292	4,000	3,000	16,000	15,000	38,292	5,000	43,292	0	0	18,538	0	0	0	0	0	0	21,500	3,254	0	43,292
TRN000183 Cycling Infrastructure																										
0	30	2017 to 2026 Cycling Infrastructure	CW	S2	04	14,142	8,303	0	0	0	22,445	0	22,445	5,438	0	3,005	0	0	0	0	0	14,002	0	0	22,445	

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Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN000183 Cycling Infrastructure																							
0 31	2017-2018 Toronto Bike Plan/Off Road Bike Trail	CW	S2	04	300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	300	0	300	
0 49	2017 to 2026 Cycling Infrastructure	CW	S6	04	0	0	0	8,303	8,303	41,515	49,818	0	0	12,456	0	0	0	0	0	37,362	0	49,818	
0 50	2019 adjustment Commitments	CW	S5	04	0	0	8,303	8,303	0	16,606	0	16,606	0	0	5,314	0	0	0	0	11,292	0	16,606	
0 51	2019 Adjustment Commitments	CW	S5	04	-264	6,254	0	0	0	5,990	0	5,990	5,898	0	0	0	0	0	92	0	0	5,990	
Sub-total					14,178	14,557	8,303	8,303	8,303	53,644	41,515	95,159	11,336	0	20,775	0	0	0	92	0	62,956	0	95,159
TRN000191 Scarlett/St Clair/Dundas																							
0 4	2016 to 2021	CW	S2	05	12,130	15,000	10,000	0	0	37,130	0	37,130	0	0	13,340	0	0	0	0	23,790	0	37,130	
0 5	2017 Recast Capital Budget	CW	S2	05	4,000	-8,000	0	8,000	0	4,000	0	4,000	0	0	400	0	0	0	0	3,600	0	4,000	
0 6	2018 Change in Scope Scarlett St Clair Dundas	CW	S2	05	-2,300	7,200	-4,400	-8,000	0	-7,500	0	-7,500	0	0	-1,695	0	0	0	0	-5,805	0	-7,500	
0 7	2019 Adjustment Commitments	CW	S5	05	-11,700	2,750	7,400	12,000	0	10,450	0	10,450	0	0	2,683	0	0	0	0	3,195	4,572	0	10,450
Sub-total					2,130	16,950	13,000	12,000	0	44,080	0	44,080	0	0	14,728	0	0	0	0	3,195	26,157	0	44,080
TRN000370 RSP Traffic Calming																							
0 19	2019 Adjustment - Commitments	CW	S5	01	450	450	0	0	0	900	0	900	0	0	72	0	0	0	0	828	0	900	
0 20	2019 Adjustment - Plan	CW	S6	01	0	0	450	450	450	1,350	2,250	3,600	0	0	288	0	0	0	0	3,312	0	3,600	
Sub-total					450	450	450	450	450	2,250	2,250	4,500	0	0	360	0	0	0	0	0	4,140	0	4,500
TRN025 Work for TTC & Others																							
0 11	2017 to 2022 Work for TTC & Others	CW	S2	05	4,000	4,000	4,000	4,000	0	16,000	0	16,000	0	0	0	0	0	0	16,000	0	0	16,000	
0 13	2017 Additional Funding ECS Projects	CW	S2	05	7,094	0	0	0	0	7,094	0	7,094	0	0	0	0	0	0	7,094	0	0	7,094	
0 15	2018, 2023 to 2027 Request for Work for TTC Others	CW	S2	05	0	0	0	0	800	800	3,200	4,000	0	0	0	0	0	0	4,000	0	0	4,000	
0 16	2023 To 2027 Cash Flow Work for TTC Others	CW	S6	05	0	0	0	0	3,200	3,200	16,800	20,000	0	0	0	0	0	0	20,000	0	0	20,000	
0 17	2017 to 2022 Work for TTC & Others	CW	S5	05	2,500	13,543	0	0	0	16,043	0	16,043	0	0	0	0	0	0	16,043	0	0	16,043	
Sub-total					13,594	17,543	4,000	4,000	4,000	43,137	20,000	63,137	0	0	0	0	0	0	0	63,137	0	0	63,137
TRN029 Don Valley Parkway Rehabilitation																							
0 20	2018 Don Valley Future 2018 - 2027	CW	S5	03	2,558	0	0	0	0	2,558	0	2,558	0	0	0	0	0	0	0	2,558	0	2,558	

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Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By							
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable
TRN029 Don Valley Parkway Rehabilitation																					
0 21	2018 Don Valley Future 2018 - 2027	CW	S6	03	0	2,558	2,558	2,558	2,558	10,232	12,790	23,022	0	0	0	0	0	0	0	23,022	23,022
Sub-total					2,558	2,558	2,558	2,558	2,558	12,790	12,790	25,580	0	0	0	0	0	0	0	25,580	25,580
TRN031 RSP New Traffic Control Signals / Devices																					
0 14	2017 to 2026 New Traffic Control Signals/Devices	CW	S2	01	3,605	1,978	2,168	0	0	7,751	0	7,751	0	0	3,625	0	0	0	0	4,126	7,751
0 18	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	197	202	12	0	0	411	0	411	0	0	0	0	0	0	0	411	411
0 21	2017 to 2026 New Traffic Control Signals/Devices	CW	S3	01	-1,110	1,110	0	0	0	0	0	0	0	0	654	0	0	0	0	-654	0
0 22	2017 to 2028 New Traffic Control Signals/Devices	CW	S6	01	0	0	0	2,180	2,180	4,360	10,900	15,260	0	0	9,156	0	0	0	0	6,104	15,260
Sub-total					2,692	3,290	2,180	2,180	2,180	12,522	10,900	23,422	0	0	13,435	0	0	0	0	9,987	23,422
TRN034 Traffic Plant Requirements/Signal Asset Manager																					
0 14	2018 to 2027 Traffic Plant Req'd	CW	S2	03	83	0	5,358	0	0	5,441	0	5,441	0	0	0	0	0	0	0	5,441	5,441
0 17	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	03	5,617	5,700	342	0	0	11,659	0	11,659	0	0	0	0	0	0	0	11,659	11,659
0 21	2018 Adjustment	CW	S2	03	800	800	800	0	0	2,400	0	2,400	0	0	0	0	0	0	0	2,400	2,400
0 22	2019 Adjustment - Plan	CW	S6	03	0	0	0	7,025	7,025	14,050	28,100	42,150	0	0	0	0	0	0	0	42,150	42,150
0 23	2019 Adjustment Commitments	CW	S5	03	525	525	525	0	0	1,575	0	1,575	0	0	0	0	0	0	0	1,575	1,575
Sub-total					7,025	7,025	7,025	7,025	7,025	35,125	28,100	63,225	0	0	0	0	0	0	0	63,225	63,225
TRN035 Advanced Traffic Signal Control																					
0 14	2017 TO 2024 ATSC	CW	S2	04	834	733	1,317	0	0	2,884	0	2,884	0	0	2,025	0	0	0	0	859	2,884
0 20	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD	CW	S2	04	546	617	33	0	0	1,196	0	1,196	0	0	0	0	0	0	0	1,196	1,196
0 23	2022 TO 2028 ATSC	CW	S6	04	0	0	0	1,350	1,350	2,700	6,750	9,450	0	0	4,725	0	0	0	0	4,725	9,450
Sub-total					1,380	1,350	1,350	1,350	1,350	6,780	6,750	13,530	0	0	6,750	0	0	0	0	6,780	13,530
TRN036 Traffic Control - RESCU																					
0 21	2018 Adjustment	CW	S2	04	250	100	0	0	0	350	0	350	0	0	39	0	0	0	0	311	350
0 23	2018 Adjustment	CW	S3	04	45	-100	0	0	0	-55	0	-55	0	0	-15	0	0	0	0	-40	-55
Sub-total					295	0	0	0	0	295	0	295	0	0	24	0	0	0	0	271	295
TRN037 RSP Accessible Pedestrian Signals																					

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Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN906355 North York Service Road Extension																							
0 22	2019 Adjustment Commitments	18	S5	05	-750	-150	900	4,200	0	4,200	0	4,200	0	0	4,699	0	0	0	0	0	-499	0	4,200
0 23	MM.44.47 NY Service Rd Ext Property (Bonnington)	18	S2	05	1,885	0	0	0	0	1,885	0	1,885	0	0	0	0	0	1,885	0	0	0	1,885	
0 24	Bonnington Expropriation (OMB decision)	18	S4	05	9,000	0	0	0	0	9,000	0	9,000	0	0	0	9,000	0	0	0	0	0	9,000	
Sub-total					11,210	1,250	4,300	4,200	0	20,960	0	20,960	0	0	10,075	0	9,000	0	1,885	0	0	0	20,960
TRN906773 Bloor Street Transformation																							
0 3	2019 Adjustment - Commitment	CW	S5	05	0	881	0	0	0	881	0	881	0	0	0	0	213	0	668	0	0	881	
Sub-total					0	881	0	0	0	881	0	881	0	0	0	0	213	0	668	0	0	0	881
TRN906857 Retaining Walls Rehabilitation																							
0 12	2016-2027 Retaining Walls	CW	S2	03	1,966	0	0	0	0	1,966	0	1,966	0	0	0	0	0	0	622	0	1,344	0	1,966
0 16	2017 Recast Capital Budget	CW	S2	03	-24	0	0	0	0	-24	0	-24	0	0	0	0	0	0	0	0	-24	0	-24
0 21	2019 Adjustment: Plan	CW	S6	03	0	0	1,359	1,380	1,400	4,139	5,814	9,953	0	0	0	0	0	0	0	0	9,953	0	9,953
0 22	2019 Adjustment Commitments	CW	S5	03	0	1,339	0	0	0	1,339	0	1,339	0	0	0	0	0	0	0	0	1,339	0	1,339
Sub-total					1,942	1,339	1,359	1,380	1,400	7,420	5,814	13,234	0	0	0	0	0	0	622	0	12,612	0	13,234
TRN907247 Signs and Markings Asset Management																							
0 8	2018 to 2027 Signs & Markings Asset Management	CW	S2	04	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000	
0 14	2018 to 2027 Signs & Markings Asset Management	CW	S6	04	0	0	1,000	1,000	1,000	3,000	5,000	8,000	0	0	0	0	0	0	0	0	8,000	0	8,000
0 15	2019 Adjustment Commitment	CW	S5	04	140	1,000	0	0	0	1,140	0	1,140	0	0	0	0	0	0	0	1,140	0	1,140	
Sub-total					1,140	1,000	1,000	1,000	1,000	5,140	5,000	10,140	0	0	0	0	0	0	0	0	10,140	0	10,140
TRN907312 Neighbourhood Improvements																							
0 21	2017 Recast Capital Budget	CW	S2	04	14	0	0	0	0	14	0	14	0	0	0	14	0	0	0	0	0	14	
0 22	2017 History Neighbourhood Improvements	CW	S2	04	1,571	0	0	0	0	1,571	0	1,571	0	0	0	1,571	0	0	0	0	0	1,571	
0 25	2018-2027 Neighbourhood Improvements	CW	S6	04	0	0	2,000	2,000	2,000	6,000	10,000	16,000	0	0	0	16,000	0	0	0	0	0	16,000	
0 26	2018-2027 Neighbourhood Improvements	CW	S5	04	1,400	2,600	0	0	0	4,000	0	4,000	0	0	0	4,000	0	0	0	0	0	4,000	
0 27	C.I. Trent Kelvin Luttrell	19	S2	04	300	0	0	0	0	300	0	300	0	0	0	0	0	300	0	0	0	300	
0 28	MM44.64 N.I. Ramsden Park Road Streetscape	11	S2	04	0	0	433	0	0	433	0	433	0	0	0	0	0	433	0	0	0	433	

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Transportation Services

Sub-Project No.	Project Name	Ward	Stat.	Cat.	Current and Future Year Cash Flow Commitments									Current and Future Year Cash Flow Commitments Financed By									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907937 Traffic Congestion Management																							
0 5	Change in Scope Additional Funding 2016-2019	CW	S2	04	1,300	0	0	0	0	1,300	0	1,300	0	0	0	0	0	0	0	0	1,300	0	1,300
0 7	2018 Adjust - Cashflows	CW	S2	04	500	0	0	0	0	500	0	500	0	0	0	0	0	0	0	0	500	0	500
0 8	2019 Adjustment Commitments	CW	S5	04	0	0	0	0	0	0	0	0	0	0	1,480	0	0	0	0	0	-1,480	0	0
Sub-total					7,030	11,480	0	0	0	18,510	0	18,510	0	0	1,480	0	0	0	0	0	17,030	0	18,510
TRN907947 RER Implementation - City Share																							
0 3	2019 RER Steeles/Kennedy	22	S5	05	0	0	0	0	11,000	11,000	11,000	22,000	0	0	8,800	0	0	0	0	11,000	2,200	0	22,000
Sub-total					0	0	0	0	11,000	11,000	11,000	22,000	0	0	8,800	0	0	0	0	11,000	2,200	0	22,000
TRN908055 Road Safety Plan (LGSJ and SCSPEA)																							
0 7	2018 Adjustment	CW	S2	01	2,101	1,681	0	0	0	3,782	0	3,782	0	0	0	0	0	0	0	0	3,782	0	3,782
0 9	2019 Adjustment Commitment	CW	S5	01	9,067	7,631	10,038	0	0	26,736	0	26,736	0	0	2,139	0	0	0	0	0	24,597	0	26,736
0 10	2018 Adjustment	CW	S3	01	0	0	0	0	0	0	0	0	0	0	302	0	0	0	0	0	-302	0	0
0 11	RSP EX35.26	CW	S2	01	7,900	0	0	0	0	7,900	0	7,900	0	0	0	7,900	0	0	0	0	0	0	7,900
Sub-total					19,068	9,312	10,038	0	0	38,418	0	38,418	0	0	2,441	7,900	0	0	0	0	28,077	0	38,418
TRN908059 Critical Interim Road Rehabilitation Pool																							
0 6	2018 Adjust - Cashflows	CW	S5	03	9,000	0	0	0	0	9,000	0	9,000	0	0	0	0	3,800	0	0	0	5,200	0	9,000
Sub-total					9,000	0	0	0	0	9,000	0	9,000	0	0	0	0	3,800	0	0	0	5,200	0	9,000
TRN908060 Ditch Rehabilitation and Culvert Reconstruction																							
0 5	2018 to 2027 Ditch Rehab & Culvert Recon	CW	S2	03	300	0	0	0	0	300	0	300	0	0	0	0	0	0	300	0	0	0	300
0 8	2018 to 2027 Ditch Rehab & Culvert Recon	CW	S6	03	0	0	1,000	1,000	1,000	3,000	5,000	8,000	0	0	0	0	0	0	0	0	8,000	0	8,000
0 9	2018 to 2027 Ditch Rehab & Culvert Recon	CW	S5	03	1,451	1,000	0	0	0	2,451	0	2,451	0	0	0	0	0	0	0	0	2,451	0	2,451
Sub-total					1,751	1,000	1,000	1,000	1,000	5,751	5,000	10,751	0	0	0	0	0	0	300	0	10,451	0	10,751
TRN908072 Bathurst Street Bridge Rehabilitation																							
0 3	Bathurst Street Bridge - 2016-2020	10	S2	03	3,850	0	0	0	0	3,850	0	3,850	0	0	0	0	0	0	0	0	3,850	0	3,850
0 4	2017 Change in Scope	10	S2	03	-3,850	0	0	0	0	-3,850	0	-3,850	0	0	0	0	0	0	0	0	-3,850	0	-3,850
Sub-total					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRN908073 Dufferin Street Bridge Rehabilitation																							

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 7: 2019 Capital Budget; 2020-2028 Capital Plan Including Carry Forward Funding

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												
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908141 Georgetown South City Infrastructure Upgrades																									
0	5	2018 and 2019 Cash Flow for Georgetown	CW	S5	05	13,420	0	0	0	0	13,420	0	13,420	0	0	10,736	0	0	0	0	0	2,684	0	13,420	
Sub-total						13,420	0	0	0	0	13,420	0	13,420	0	0	10,736	0	0	0	0	0	2,684	0	13,420	
TRN908142 Major SOGR Pooled Contingency																									
0	1	2023 - 2027 Bridges Walks Lanes Roads	CW	S2	03	0	0	0	0	1,045	1,045	4,112	5,157	0	0	0	0	0	0	0	0	5,157	0	5,157	
0	6	2015 Bridge Lanes Walks Roads 2017 to 2022	CW	S2	03	4,476	4,535	4,528	4,533	0	18,072	0	18,072	0	0	0	0	0	0	0	0	18,072	0	18,072	
0	16	2017 Recast Capital Budget	CW	S2	03	-676	-735	-728	-733	0	-2,872	0	-2,872	0	0	0	0	0	0	0	0	-2,872	0	-2,872	
0	18	2023 to 2027 Major SOGR Pooled Cash Flow	CW	S6	03	0	0	0	0	0	12,116	12,116	12,116	0	0	0	0	0	0	0	0	12,116	0	12,116	
0	19	2019 Adjustment Commitments	CW	S5	03	0	0	0	0	2,755	2,755	2,772	5,527	0	0	0	0	0	0	0	0	5,527	0	5,527	
Sub-total						3,800	3,800	3,800	3,800	3,800	19,000	19,000	38,000	0	0	0	0	0	0	0	0	0	38,000	0	38,000
TRN908176 Guide Rail Program																									
0	7	.	CW	S2	01	475	0	0	0	0	475	0	475	0	0	0	0	0	0	0	0	475	0	475	
0	8	2019 Adjustment Commitment	CW	S5	01	800	800	0	0	0	1,600	0	1,600	0	0	0	0	0	0	0	0	1,600	0	1,600	
Sub-total						1,275	800	0	0	0	2,075	0	2,075	0	0	0	0	0	0	0	0	0	2,075	0	2,075
TRN908280 Streetscape Improvements on Richmond Street																									
0	1	.	20	S2	04	249	0	0	0	0	249	0	249	0	0	0	0	0	0	249	0	0	0	249	
Sub-total						249	0	0	0	0	249	0	249	0	0	0	0	0	0	249	0	0	0	249	
TRN908282 The Queensway (Parker & Dorchester) Landscap																									
0	1	.	05	S2	04	99	0	0	0	0	99	0	99	0	0	0	0	0	99	0	0	0	0	99	
Sub-total						99	0	0	0	0	99	0	99	0	0	0	0	0	99	0	0	0	0	99	
TRN908288 F. G. Gardiner Rehabilitation Program																									
0	1	Program Management	CW	S2	03	11,550	11,550	11,550	11,550	11,550	57,750	0	57,750	0	0	0	57,750	0	0	0	0	0	0	0	57,750
0	2	F.G.Gardiner Construction	CW	S6	03	0	0	0	0	2,091,000	2,091,000	0	2,091,000	0	820,000	0	274,650	0	0	0	0	996,350	0	2,091,000	
0	3	F.G.G. Annual Service Payments	CW	S6	03	0	0	0	0	0	87,000	87,000	87,000	0	0	0	87,000	0	0	0	0	0	0	87,000	
0	9	2018 - 2026 FGG AFP Plan B EX20.14	CW	S2	03	241,570	229,100	236,600	238,500	244,800	1,190,570	0	1,190,570	0	0	0	227,250	0	0	0	0	963,320	0	1,190,570	
0	10	2018 - 2026 FGG AFP Plan B EX20.14	CW	S6	03	0	0	0	0	2,091,000	2,091,000	911,100	-1,179,900	0	-820,000	0	-255,150	0	0	0	0	0	-104,750	0	1,179,900

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 7: 2019 Capital Budget; 2020-2028 Capital Plan Including Carry Forward Funding

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										
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing		
TRN908444 John Street Revitalization Project																								
0 1	John Street Revitalization	CW	S2	05	1,930	0	0	0	0	1,930	0	1,930	0	0	0	0	0	0	1,930	0	0	0	1,930	
0 2	2019 Adjustment - Phase 1b Cash Flows + Utility Re	10	S5	05	-2,900	12,330	14,530	9,700	0	33,660	0	33,660	0	0	1,184	0	0	0	0	18,860	13,616	0	33,660	
0 3	John Street Revitalization Project	10	S2	05	2,900	6,749	0	0	0	9,649	0	9,649	0	0	0	0	0	0	9,649	0	0	0	9,649	
Sub-total					1,930	19,079	14,530	9,700	0	45,239	0	45,239	0	0	1,184	0	0	0	11,579	18,860	13,616	0	45,239	
TRN908469 New Courthouse Streetscape																								
0 1	Streetscape for the New Courthouse in 2021	13	S5	05	0	0	2,500	0	0	2,500	0	2,500	0	0	0	0	0	0	2,500	0	0	0	2,500	
Sub-total					0	0	2,500	0	0	2,500	0	2,500	0	0	0	0	0	0	2,500	0	0	0	2,500	
TRN908553 2018 Vehicle Purchase to Support Congestion																								
0 1	2018 Vehicle Purchase to Support Congestion	CW	S2	04	855	0	0	0	0	855	0	855	0	0	0	0	0	0	0	0	855	0	855	
Sub-total					855	0	0	0	0	855	0	855	0	0	0	0	0	0	0	0	855	0	855	
TRN908561 York Street Tunnel																								
0 1	York Street Tunnel	10	S2	05	1,676	0	0	0	0	1,676	0	1,676	0	0	0	0	0	0	0	0	1,676	0	1,676	
Sub-total					1,676	0	0	0	0	1,676	0	1,676	0	0	0	0	0	0	0	0	0	1,676	0	1,676
TRN908581 2018 Participatory Budgeting Pilot Project -																								
0 1	Shawnee Park	17	S2	04	15	0	0	0	0	15	0	15	0	0	0	15	0	0	0	0	0	0	15	
Sub-total					15	0	0	0	0	15	0	15	0	0	0	15	0	0	0	0	0	0	0	15
TRN908625 RSP Traffic Signals Major Modifications																								
0 1	2019 adjustment Commitments	CW	S2	01	435	435	435	0	0	1,305	0	1,305	0	0	651	0	0	0	0	0	654	0	1,305	
0 2	2019 Adjustments Plan	CW	S6	01	0	0	0	480	480	960	2,400	3,360	0	0	1,680	0	0	0	0	0	1,680	0	3,360	
0 3	2019 adjustment Commitments	CW	S2	01	45	45	45	0	0	135	0	135	0	0	69	0	0	0	0	0	66	0	135	
Sub-total					480	480	480	480	480	2,400	2,400	4,800	0	0	2,400	0	0	0	0	0	2,400	0	4,800	
TRN908626 RSP Missing Link Sidewalk																								
0 1	2018 adjustment Commitment	CW	S2	01	3,000	3,000	3,000	3,000	0	12,000	0	12,000	0	0	2,988	0	0	0	0	0	9,012	0	12,000	
0 2	2019 Adjustment Plan	CW	S6	01	0	0	0	0	3,000	3,000	15,000	18,000	0	0	4,482	0	0	0	0	0	13,518	0	18,000	
Sub-total					3,000	3,000	3,000	3,000	3,000	15,000	15,000	30,000	0	0	7,470	0	0	0	0	0	22,530	0	30,000	
TRN908629 IT EWMS Improvement																								

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 7: 2019 Capital Budget; 2020-2028 Capital Plan Including Carry Forward Funding

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.		2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TRN908629 IT EWMS Improvement</u>																								
0 1	IT EWMS Imprvement	CW	S5	04		1,496	4,835	3,094	2,062	340	11,827	566	12,393	0	0	0	0	0	0	0	0	12,393	0	12,393
	Sub-total					1,496	4,835	3,094	2,062	340	11,827	566	12,393	0	0	0	0	0	0	0	0	12,393	0	12,393
<u>TRN908631 Broadview Extension</u>																								
0 2	Broadview Extension Property Acquisition	14	S5	05		9,800	4,200	0	0	0	14,000	0	14,000	0	0	14,000	0	0	0	0	0	0	0	14,000
	Sub-total					9,800	4,200	0	0	0	14,000	0	14,000	0	0	14,000	0	0	0	0	0	0	0	14,000
<u>TRN908647 Yonge TOMorrow</u>																								
0 1	2018 Adjustment Commitments	CW	S2	05		0	0	0	1,500	1,500	3,000	7,704	10,704	0	0	0	0	0	0	10,704	0	0	0	10,704
	Sub-total					0	0	0	1,500	1,500	3,000	7,704	10,704	0	0	0	0	0	0	10,704	0	0	0	10,704
<u>TRN908658 Quick Clear Squad Vehicle Purchase</u>																								
0 1	2019 Commitment	CW	S5	04		0	600	0	0	0	600	0	600	0	0	0	0	0	0	0	0	600	0	600
	Sub-total					0	600	0	0	0	600	0	600	0	0	0	0	0	0	0	0	600	0	600
<u>TRN908668 Jane St Crossing</u>																								
0 1	2019 Submission (Commitments)	CW	S5	04		0	1,000	2,000	0	0	3,000	0	3,000	0	1,200	0	0	0	0	0	0	1,800	0	3,000
0 2	2019 Submission (Plan)	CW	S6	04		0	0	0	2,000	2,000	4,000	28,000	32,000	0	12,800	0	0	0	0	0	0	19,200	0	32,000
	Sub-total					0	1,000	2,000	2,000	2,000	7,000	28,000	35,000	0	14,000	0	0	0	0	0	0	21,000	0	35,000
<u>TRN908669 Mapping and GIS Repository</u>																								
0 1	2019 Submission	CW	S5	04		335	543	436	365	0	1,679	0	1,679	0	0	0	0	0	0	0	0	1,679	0	1,679
	Sub-total					335	543	436	365	0	1,679	0	1,679	0	0	0	0	0	0	0	0	1,679	0	1,679
Total Program Expenditure																								
						602,692	601,419	494,705	401,103	537,230	2,637,149	2,842,329	5,479,478	11,336	33,000	296,409	653,064	53,490	0	33,149	121,893	276,070	1,067	5,479,478

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 7: 2019 Capital Budget; 2020-2028 Capital Plan Including Carry Forward Funding

Transportation Services						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By												
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Sub- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.																			
Financed By:																								
		Provincial Grants & Subsidies				5,082	6,254	0	0	0	11,336	0	11,336	11,336	0	0	0	0	0	0	0	0	11,336	
		Federal Subsidy				19,000	400	800	800	800	21,800	11,200	33,000	0	33,000	0	0	0	0	0	0	0	0	33,000
		Development Charges				58,177	74,974	45,376	49,347	22,964	250,838	45,571	296,409	0	0	296,409	0	0	0	0	0	0	0	296,409
		Reserves (Ind. "XQ" Ref.)				55,828	43,448	44,576	43,125	213,427	400,404	252,660	653,064	0	0	0	653,064	0	0	0	0	0	0	653,064
		Reserve Funds (Ind."XR" Ref.)				19,377	4,513	3,700	3,700	3,700	34,990	18,500	53,490	0	0	0	53,490	0	0	0	0	0	0	53,490
		Other1 (Internal)				8,550	10,962	2,933	1,500	1,500	25,445	7,704	33,149	0	0	0	0	0	33,149	0	0	0	0	33,149
		Other2 (External)				13,894	32,490	16,497	12,512	17,300	92,693	29,200	121,893	0	0	0	0	0	0	121,893	0	0	0	121,893
		Debt				421,915	428,180	380,823	290,119	277,539	1,798,576	2,477,494	4,276,070	0	0	0	0	0	0	0	0	0	0	4,276,070
		Debt - Recoverable				869	198	0	0	0	1,067	0	1,067	0	0	0	0	0	0	0	0	0	1,067	1,067
Total Program Financing						602,692	601,419	494,705	401,103	537,230	2,637,149	2,842,329	5,479,478	11,336	33,000	296,409	653,064	53,490	0	33,149	121,893	276,070	1,067	5,479,478

Status Code	Description
S2	S2 Prior Year (With 2019 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2019 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 2020 & 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 8

2019 Cash Flow and Future Year Commitments (Including Carry Forward Funding)

(In \$000s)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total 2019 Cash Flow & FY Commits
Expenditures:											
Previously Approved											
Advanced Traffic Signal Control	1,380	1,350	1,350	-	-	-	-	-	-	-	4,080
City Bridge Rehabilitation	43,843	33,503	34,021	34,546	6,582	6,685	6,788	6,893	7,459	-	180,320
Cycling Infrastructure	14,442	8,303	-	-	-	-	-	-	-	-	22,745
Ditch Rehabilitation and Culvert Reconstruction	300	-	-	-	-	-	-	-	-	-	300
Dufferin Street Bridge Rehabilitation	1,216	5,000	2,000	9,000	9,000	-	-	-	-	-	26,216
Engineering Studies	6,860	3,038	-	-	-	-	-	-	-	-	9,898
Facility Improvements	700	-	-	-	-	-	-	-	-	-	700
F.G. Gardiner	258,035	244,750	248,150	250,050	256,350	-	-	-	-	-	1,257,335
Gardiner York/Bay/Yonge Reconfiguration	38	-	-	-	-	-	-	-	-	-	38
Glen Road Pedestrian Bridge	12,630	-	-	-	-	-	-	-	-	-	12,630
Guide Rail Program	475	-	-	-	-	-	-	-	-	-	475
John Street Revitalization Project	4,830	6,749	-	-	-	-	-	-	-	-	11,579
King Liberty Cycling Pedestrian Bridge	8,920	-	-	-	-	-	-	-	-	-	8,920
Laneways	2,133	1,827	1,854	1,882	-	-	-	-	-	-	7,696
LARP (Lawrence-Allen Revitalization Project)	2,236	2,475	1,313	1,575	787	-	-	-	-	-	8,386
LED Signal Module Conversion	3,120	-	-	-	-	-	-	-	-	-	3,120
Legion Road Extension & Grade Separation	687	1,307	8,395	8,395	7,695	-	-	-	-	-	26,479
Local Road Rehabilitation	68,147	67,945	70,042	73,925	16,097	16,705	17,529	18,420	18,652	-	367,462
Major Road Rehabilitation	63,120	64,368	64,812	65,070	13,791	13,853	14,120	14,442	14,442	-	328,018
Major SOGR Pooled Contingency	3,800	3,800	3,800	3,800	1,045	1,028	1,028	1,028	1,028	-	20,357
Metrolinx Additional Infrastructure	-	5,000	2,750	5,000	5,000	-	-	-	-	-	17,750
Neighbourhood Improvements	3,801	-	433	-	-	-	-	-	-	-	4,234
North York Service Road Extension	2,960	1,400	3,400	-	-	-	-	-	-	-	7,760
Participatory Budgeting Pilot	214	-	-	-	-	-	-	-	-	-	214
Pedestrian Safety and Infrastructure Programs	908	756	-	-	-	-	-	-	-	-	1,664
Port Union Road	4,600	2,400	2,000	-	-	-	-	-	-	-	9,000
PTIF Projects	19,000	-	-	-	-	-	-	-	-	-	19,000
Rean to Kenaston New Road	3,450	-	-	-	-	-	-	-	-	-	3,450
Retaining Walls Rehabilitation	1,942	-	-	-	-	-	-	-	-	-	1,942
Road Safety Plan (LGSI and SCSPEA)	10,001	1,681	-	-	-	-	-	-	-	-	11,682
Rouge National Park Transfer of Lands	200	-	-	-	-	-	-	-	-	-	200
RSP Accessible Pedestrian Signals	1,660	1,490	1,490	1,490	1,490	1,490	1,490	-	-	-	10,600
RSP Missing Link Sidewalk	3,000	3,000	3,000	3,000	-	-	-	-	-	-	12,000
RSP New Traffic Control Signals / Devices	3,802	2,180	2,180	-	-	-	-	-	-	-	8,162
RSP Traffic Signals Major Modifications	480	480	480	-	-	-	-	-	-	-	1,440
RSP Transportation Safety & Local Improvement	219	-	-	-	-	-	-	-	-	-	219
Salt Management Program	364	-	-	-	-	-	-	-	-	-	364
Scarlett/St Clair/Dundas	13,830	14,200	5,600	-	-	-	-	-	-	-	33,630
Sidewalks	19,195	14,745	15,000	15,259	-	-	-	-	-	-	64,199
Signs and Markings Asset Management	1,000	-	-	-	-	-	-	-	-	-	1,000
Six Points Interchange Redevelopment	17,288	12,706	-	-	-	-	-	-	-	-	29,994
St Clair TMP:Keele to Old Weston	1,240	9,810	-	-	-	-	-	-	-	-	11,050
Steeles Widening (Tapscott Road - Beare Road)	1,600	1,500	13,000	13,000	-	-	-	-	-	-	29,100
System Enhancements for Road Repair & Permits	306	-	-	-	-	-	-	-	-	-	306
Third Party Signals	65	66	4	-	-	-	-	-	-	-	135
Traffic Congestion Management	7,030	11,480	-	-	-	-	-	-	-	-	18,510
Traffic Control - RESCU	250	100	-	-	-	-	-	-	-	-	350
Traffic Plant Requirements/Signal Asset Management	6,500	6,500	6,500	-	-	-	-	-	-	-	19,500
Traffic Signals Major Modifications	1,310	1,310	1,310	-	-	-	-	-	-	-	3,930
Traffic Wardens / Construction Staging Compliance (Vehicles)	855	-	-	-	-	-	-	-	-	-	855
Work for TTC & Others	11,094	4,000	4,000	4,000	800	800	800	800	800	-	27,094
Subtotal	636,752	539,219	496,884	491,492	320,137	43,129	44,323	44,151	42,381	-	2,658,468
Change in Scope											
Dufferin Street Bridge Rehabilitation	(1,150)	(5,000)	(2,000)	(9,000)	(9,000)	-	-	-	-	-	(26,150)
F.G. Gardiner*	(85,840)	(103,840)	(130,200)	(174,270)	(8,580)	-	-	-	-	-	(502,730)
Gardiner York/Bay/Yonge Reconfiguration	164	-	-	-	-	-	-	-	-	-	164
Glen Road Pedestrian Bridge	(12,010)	12,700	2,242	-	42	-	-	-	-	-	2,974
King Liberty Cycling Pedestrian Bridge	152	-	-	-	-	-	-	-	-	-	152
Legion Road Extension & Grade Separation	(176)	940	3,094	2,806	(7,695)	-	-	-	-	-	(1,031)
Local Road Rehabilitation	(17,000)	-	-	-	-	-	-	-	-	-	(17,000)
Neighbourhood Improvements	(200)	200	-	-	-	-	-	-	-	-	-
RSP Accessible Pedestrian Signals	(162)	162	-	-	-	-	-	-	-	-	-
RSP New Traffic Control Signals / Devices	(1,110)	1,110	-	-	-	-	-	-	-	-	-
St Clair TMP:Keele to Old Weston	(1,240)	(9,810)	-	-	-	-	-	-	-	-	(11,050)
Subtotal	(119,835)	(101,138)	(136,864)	(193,464)	(25,233)	-	-	-	-	-	(576,534)

Appendix 8 (cont'd)

2019 Cash Flow and Future Year Commitments (Including Carry Forward Funding)

(In \$000s)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total 2019 Cash Flow & FY Commits
New w/Future Year											
<i>Bloor Street Transformation</i>	-	881	-	-	-	-	-	-	-	-	881
<i>Broadview Extension</i>	9,800	4,200	-	-	-	-	-	-	-	-	14,000
<i>City Bridge Rehabilitation</i>	22,068	44,807	46,419	-	28,497	-	-	-	-	-	141,791
<i>Critical Interim Road Rehabilitation</i>	9,000	-	-	-	-	-	-	-	-	-	9,000
<i>Cycling Infrastructure</i>	(264)	6,254	8,303	8,303	-	-	-	-	-	-	22,596
<i>Ditch Rehabilitation and Culvert Reconstruction</i>	1,451	1,000	-	-	-	-	-	-	-	-	2,451
<i>Don Valley Parkway Rehabilitation</i>	2,558	-	-	-	-	-	-	-	-	-	2,558
<i>Engineering Studies</i>	4,000	-	3,038	3,038	-	-	-	-	-	-	10,076
<i>F.G. Gardiner*</i>	930	400	3,900	3,900	2,900	2,900	-	-	-	-	14,930
<i>Facility Improvements</i>	2,659	2,659	-	-	-	-	-	-	-	-	5,318
<i>Georgetown South City Infrastructure Upgrades</i>	13,420	-	-	-	-	-	-	-	-	-	13,420
<i>Guide Rail Program</i>	800	800	-	-	-	-	-	-	-	-	1,600
<i>Enterprise Work Management System</i>	1,496	4,835	3,094	2,062	340	340	226	-	-	-	12,393
<i>Jane St Crossing</i>	-	1,000	2,000	-	-	-	-	-	-	-	3,000
<i>John Street Revitalization Project</i>	(2,900)	12,330	14,530	9,700	-	-	-	-	-	-	33,660
<i>LARP(Lawrence-Allen Revitalization Project)</i>	(773)	(577)	1,713	-	-	-	-	-	-	-	363
<i>LED Signal Module Conversion</i>	-	1,700	-	-	-	-	-	-	-	-	1,700
<i>Major Road Rehabilitation</i>	(13,900)	3,147	3,194	3,242	55,653	-	-	-	-	-	51,336
<i>Major SOGR Pooled Contingency</i>	-	-	-	-	2,755	2,772	-	-	-	-	5,527
<i>Mapping and GIS Repository</i>	335	543	436	365	-	-	-	-	-	-	1,679
<i>Neighbourhood Improvements</i>	1,623	3,045	-	-	-	-	-	-	-	-	4,668
<i>New Courthouse Streetscape</i>	-	-	2,500	-	-	-	-	-	-	-	2,500
<i>North York Service Road Extension</i>	8,250	(150)	900	4,200	-	-	-	-	-	-	13,200
<i>Port Union Road</i>	(4,500)	50	3,250	2,100	-	-	-	-	-	-	900
<i>PTIF Projects</i>	18,840	-	-	-	-	-	-	-	-	-	18,840
<i>Quick Clear Squad Vehicles</i>	-	600	-	-	-	-	-	-	-	-	600
<i>Rean to Kenaston New Road</i>	3,050	840	-	-	-	-	-	-	-	-	3,890
<i>Regent Park Revitalization</i>	-	671	93	-	-	-	-	-	-	-	764
<i>Regional Express Rail Implementation - City Share</i>	-	-	-	-	11,000	11,000	-	-	-	-	22,000
<i>Retaining Walls Rehabilitation</i>	-	1,339	-	-	-	-	-	-	-	-	1,339
<i>Road Safety Plan (LGSI and SCSPEA)</i>	9,067	7,631	10,038	-	-	-	-	-	-	-	26,736
<i>RSP Traffic Calming</i>	450	450	-	-	-	-	-	-	-	-	900
<i>RSP Transportation Safety & Local Improvement</i>	1,336	1,356	-	-	-	-	-	-	-	-	2,692
<i>Scarlett/St Clair/Dundas</i>	(11,700)	2,750	7,400	12,000	-	-	-	-	-	-	10,450
<i>Signs and Markings Asset Management</i>	140	1,000	-	-	-	-	-	-	-	-	1,140
<i>Six Points Interchange Redevelopment</i>	3,936	356	-	-	-	-	-	-	-	-	4,292
<i>St Clair TMP:Keele to Old Weston</i>	-	42,011	8,186	8,597	-	-	-	-	-	-	58,794
<i>System Enhancements for Road Repair & Permits</i>	1,343	550	-	-	-	-	-	-	-	-	1,893
<i>Third Party Signals</i>	235	234	296	-	-	-	-	-	-	-	765
<i>Traffic Plant Requirements/Signal Asset Management</i>	525	525	525	-	-	-	-	-	-	-	1,575
<i>Work for TTC & Others</i>	2,500	13,543	-	-	-	-	-	-	-	-	16,043
Subtotal	85,775	160,780	119,815	57,507	101,145	17,012	226	-	-	-	542,260
Total Expenditure	602,692	598,861	479,835	355,535	396,049	60,141	44,549	44,151	42,381	-	2,624,194
Financing:											
<i>Debt/CFC</i>	421,915	425,622	370,073	267,452	166,303	46,754	41,062	40,783	41,581	-	1,821,545
<i>Debt Recoverable</i>	869	198	-	-	-	-	-	-	-	-	1,067
<i>Other</i>	22,444	43,452	19,430	5,712	7,800	8,868	3,368	3,368	800	-	115,242
<i>Reserves/Res Funds</i>	75,205	47,961	44,576	43,125	213,427	-	-	-	-	-	424,294
<i>Development Charges</i>	58,177	74,974	44,956	39,246	8,519	4,519	119	-	-	-	230,510
<i>Provincial/Federal</i>	24,082	6,654	800	-	-	-	-	-	-	-	31,536
Total Financing	602,692	598,861	479,835	355,535	396,049	60,141	44,549	44,151	42,381	-	2,624,194

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Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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											
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
TRN000001 Traffic Signals Major Modifications																									
0 11	2018 to 2027 Signal Major Modifications	CW	S2	04	715	676	2,194	0	0	3,585	0	3,585	0	0	2,536	0	0	0	0	0	1,049	0	3,585		
0 14	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	04	1,575	1,614	96	0	0	3,285	0	3,285	0	0	899	0	0	0	0	0	2,386	0	3,285		
0 16	2018 Adjustment Reduce Funding for TSMM	CW	S2	04	-500	-500	-500	0	0	-1,500	0	-1,500	0	0	-750	0	0	0	0	0	-750	0	-1,500		
0 19	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	04	-480	-480	-480	0	0	-1,440	0	-1,440	0	0	-720	0	0	0	0	0	-720	0	-1,440		
Sub-total					1,310	1,310	1,310	0	0	3,930	0	3,930	0	0	1,965	0	0	0	0	0	1,965	0	3,930		
TRN000172 Third Party Signals																									
0 14	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUILD	CW	S2	05	65	66	4	0	0	135	0	135	0	0	0	0	0	0	0	135	0	0	135		
0 17	2017 to 2026 Third Party Signals	CW	S5	05	835	0	0	0	0	835	0	835	0	0	0	0	0	0	0	835	0	0	835		
0 19	2017 to 2025 Reduction in work for TMC	CW	S5	05	-600	234	296	0	0	-70	0	-70	0	0	0	0	0	0	0	-70	0	0	-70		
Sub-total					300	300	300	0	0	900	0	900	0	0	0	0	0	0	0	0	900	0	0	900	
TRN000181 Steeles Widenings (Tapscott Road - Beare Road)																									
0 1	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S2	05	4,100	17,000	13,000	0	0	34,100	0	34,100	0	0	30,020	0	0	0	0	0	4,080	0	34,100		
0 2	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S2	05	-3,250	-16,250	-6,500	6,500	0	-19,500	0	-19,500	0	0	-17,160	0	0	0	0	0	-2,340	0	-19,500		
0 3	2018 Steeles Widenings	CW	S2	05	750	750	6,500	6,500	0	14,500	0	14,500	0	0	0	0	0	0	0	14,500	0	0	14,500		
0 4	2018 Steeles Widenings	CW	S3	05	-750	1,250	-5,000	-6,500	0	-11,000	0	-11,000	0	0	0	0	0	0	0	-11,000	0	0	-11,000		
0 6	2016 - 2021 Steeles Widenings (Tapscott Beare)	25	S3	05	-558	1,250	-5,000	0	0	-4,308	0	-4,308	0	0	-3,902	0	0	0	0	0	-406	0	-4,308		
0 7	2016 - 2021 Steeles Widenings (Tapscott Beare)	CW	S3	05	0	0	0	-6,500	0	-6,500	0	-6,500	0	0	-5,720	0	0	0	0	0	-780	0	-6,500		
Sub-total					292	4,000	3,000	0	0	7,292	0	7,292	0	0	3,238	0	0	0	0	0	3,500	554	0	7,292	
TRN000183 Cycling Infrastructure																									
0 30	2017 to 2026 Cycling Infrastructure	CW	S2	04	14,142	8,303	0	0	0	22,445	0	22,445	5,438	0	3,005	0	0	0	0	0	14,002	0	22,445		
0 31	2017-2018 Toronto Bike Plan/Off Road Bike Trail	CW	S2	04	300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300		
0 50	2019 adjustment Commitments	CW	S5	04	0	0	8,303	8,303	0	16,606	0	16,606	0	0	5,314	0	0	0	0	0	11,292	0	16,606		
0 51	2019 Adjustment Commitments	CW	S5	04	-264	6,254	0	0	0	5,990	0	5,990	5,898	0	0	0	0	0	0	92	0	0	5,990		
Sub-total					14,178	14,557	8,303	8,303	0	45,341	0	45,341	11,336	0	8,319	0	0	0	0	0	92	0	25,594	0	45,341
TRN000191 Scarlett/St Clair/Dundas																									

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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													
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
TRN000191 <u>Scarlett/St Clair/Dundas</u>																										
0	4	2016 to 2021	CW	S2	05	12,130	15,000	10,000	0	0	37,130	0	37,130	0	0	13,340	0	0	0	0	0	23,790	0	37,130		
0	5	2017 Recast Capital Budget	CW	S2	05	4,000	-8,000	0	8,000	0	4,000	0	4,000	0	0	400	0	0	0	0	0	3,600	0	4,000		
0	6	2018 Change in Scope Scarlett St Clair Dundas	CW	S2	05	-2,300	7,200	-4,400	-8,000	0	-7,500	0	-7,500	0	0	-1,695	0	0	0	0	0	-5,805	0	-7,500		
0	7	2019 Adjustment Commitments	CW	S5	05	-11,700	2,750	7,400	12,000	0	10,450	0	10,450	0	0	2,683	0	0	0	0	0	3,195	4,572	0	10,450	
Sub-total						2,130	16,950	13,000	12,000	0	44,080	0	44,080	0	0	14,728	0	0	0	0	0	3,195	26,157	0	44,080	
TRN000370 <u>RSP Traffic Calming</u>																										
0	19	2019 Adjustment - Commitments	CW	S5	01	450	450	0	0	0	900	0	900	0	0	72	0	0	0	0	0	0	828	0	900	
Sub-total						450	450	0	0	0	900	0	900	0	0	72	0	0	0	0	0	0	0	828	0	900
TRN025 <u>Work for TTC & Others</u>																										
0	11	2017 to 2022 Work for TTC & Others	CW	S2	05	4,000	4,000	4,000	4,000	0	16,000	0	16,000	0	0	0	0	0	0	0	0	16,000	0	0	16,000	
0	13	2017 Additional Funding ECS Projects	CW	S2	05	7,094	0	0	0	0	7,094	0	7,094	0	0	0	0	0	0	0	0	7,094	0	0	7,094	
0	15	2018, 2023 to 2027 Request for Work for TTC Others	CW	S2	05	0	0	0	0	800	800	3,200	4,000	0	0	0	0	0	0	0	0	4,000	0	0	4,000	
0	17	2017 to 2022 Work for TTC & Others	CW	S5	05	2,500	13,543	0	0	0	16,043	0	16,043	0	0	0	0	0	0	0	0	16,043	0	0	16,043	
Sub-total						13,594	17,543	4,000	4,000	800	39,937	3,200	43,137	0	0	0	0	0	0	0	0	0	43,137	0	0	43,137
TRN029 <u>Don Valley Parkway Rehabilitation</u>																										
0	20	2018 Don Valley Future 2018 - 2027	CW	S5	03	2,558	0	0	0	0	2,558	0	2,558	0	0	0	0	0	0	0	0	0	2,558	0	2,558	
Sub-total						2,558	0	0	0	0	2,558	0	2,558	0	0	0	0	0	0	0	0	0	0	2,558	0	2,558
TRN031 <u>RSP New Traffic Control Signals / Devices</u>																										
0	14	2017 to 2026 New Traffic Control Signals/Devices	CW	S2	01	3,605	1,978	2,168	0	0	7,751	0	7,751	0	0	3,625	0	0	0	0	0	4,126	0	0	7,751	
0	18	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	197	202	12	0	0	411	0	411	0	0	0	0	0	0	0	0	411	0	0	411	
0	21	2017 to 2026 New Traffic Control Signals/Devices	CW	S3	01	-1,110	1,110	0	0	0	0	0	0	0	0	654	0	0	0	0	0	0	-654	0	0	
Sub-total						2,692	3,290	2,180	0	0	8,162	0	8,162	0	0	4,279	0	0	0	0	0	0	3,883	0	8,162	
TRN034 <u>Traffic Plant Requirements/Signal Asset Manager</u>																										
0	14	2018 to 2027 Traffic Plant Req'd	CW	S2	03	83	0	5,358	0	0	5,441	0	5,441	0	0	0	0	0	0	0	0	5,441	0	0	5,441	
0	17	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	03	5,617	5,700	342	0	0	11,659	0	11,659	0	0	0	0	0	0	0	0	11,659	0	0	11,659	

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Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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								
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing
TRN034 Traffic Plant Requirements/Signal Asset Manager																						
0 21	2018 Adjustment	CW	S2	03	800	800	800	0	0	2,400	0	2,400	0	0	0	0	0	0	2,400	0	2,400	
0 23	2019 Adjustment Commitments	CW	S5	03	525	525	525	0	0	1,575	0	1,575	0	0	0	0	0	0	1,575	0	1,575	
Sub-total					7,025	7,025	7,025	0	0	21,075	0	21,075	0	0	0	0	0	0	21,075	0	21,075	
TRN035 Advanced Traffic Signal Control																						
0 14	2017 TO 2024 ATSC	CW	S2	04	834	733	1,317	0	0	2,884	0	2,884	0	0	2,025	0	0	0	0	859	0	2,884
0 20	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD	CW	S2	04	546	617	33	0	0	1,196	0	1,196	0	0	0	0	0	0	0	1,196	0	1,196
Sub-total					1,380	1,350	1,350	0	0	4,080	0	4,080	0	0	2,025	0	0	0	0	2,055	0	4,080
TRN036 Traffic Control - RESCU																						
0 21	2018 Adjustment	CW	S2	04	250	100	0	0	0	350	0	350	0	0	39	0	0	0	0	311	0	350
0 23	2018 Adjustment	CW	S3	04	45	-100	0	0	0	-55	0	-55	0	0	-15	0	0	0	0	-40	0	-55
Sub-total					295	0	0	0	0	295	0	295	0	0	24	0	0	0	0	271	0	295
TRN037 RSP Accessible Pedestrian Signals																						
0 14	2017 to 2026 Accessible Pedestrian Signals	CW	S2	01	810	810	810	810	810	4,050	1,620	5,670	0	0	623	0	0	0	0	5,047	0	5,670
0 16	Increase Funding - 2017 to 2025	CW	S2	01	1,320	1,141	1,469	1,490	1,490	6,910	2,980	9,890	0	0	1,148	0	0	0	0	8,742	0	9,890
0 17	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD	CW	S2	01	340	349	21	0	0	710	0	710	0	0	0	0	0	0	0	710	0	710
0 20	2018 Adjustment	CW	S2	01	-810	-810	-810	-810	-810	-4,050	-1,620	-5,670	0	0	-623	0	0	0	0	-5,047	0	-5,670
0 23	Increase Funding - 2017 to 2025	CW	S3	01	-162	162	0	0	0	0	0	0	0	0	-315	0	0	0	0	315	0	0
Sub-total					1,498	1,652	1,490	1,490	1,490	7,620	2,980	10,600	0	0	833	0	0	0	0	9,767	0	10,600
TRN055 City Bridge Rehabilitation																						
0 16	City Bridge Rehab 2017 to 2026	CW	S2	03	10,209	20,694	41,106	40,517	0	112,526	0	112,526	0	0	0	0	0	0	0	112,526	0	112,526
0 17	City Bridge Rehab History 2015	CW	S2	03	25,119	0	0	0	0	25,119	0	25,119	0	0	0	0	0	0	0	25,119	0	25,119
0 18	City Bridge 2016 to 2020	CW	S2	03	10,209	20,694	0	0	0	30,903	0	30,903	0	0	0	0	0	0	0	30,903	0	30,903
0 19	2017 Recast Capital Budget	CW	S2	03	-7,334	-7,367	-6,560	-5,438	0	-26,699	0	-26,699	0	0	0	0	0	0	0	-26,699	0	-26,699
0 20	2018 City Bridge Committed Cash Flow 2023 to 2027	CW	S2	03	0	0	0	0	7,124	7,124	29,497	36,621	0	0	0	0	0	0	0	36,621	0	36,621
0 21	2018 Adjust - Ops Minor Bridge Handrail NY TEY	CW	S2	03	150	0	0	0	0	150	0	150	0	0	0	0	0	0	0	150	0	150

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
TRN055 City Bridge Rehabilitation																							
0 24	2018 Adjustment - ECS	CW	S2	03	490	-518	-525	-533	-542	-1,628	-1,672	-3,300	0	0	0	0	0	0	0	0	-3,300	-3,300	
0 28	2018/2019 Cash Flow Adjustment	CW	S2	03	5,000	0	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	5,000	
0 30	2019 Bridge Backlog (Critical)	CW	S5	01	22,068	44,807	46,419	0	0	113,294	0	113,294	0	0	0	0	0	0	0	0	113,294	113,294	
0 31	2019 Adjustment Commitments	CW	S5	03	0	0	0	0	28,497	28,497	0	28,497	0	0	0	0	0	0	0	0	28,497	28,497	
Sub-total					65,911	78,310	80,440	34,546	35,079	294,286	27,825	322,111	0	0	0	0	0	0	0	0	322,111	322,111	
TRN160 Engineering Studies																							
0 16	2018 to 2027 Engineering Studies	CW	S2	04	2,990	3,038	0	0	0	6,028	0	6,028	0	0	1,520	0	0	0	600	0	3,908	6,028	
0 17	Additional Funds 2016 to 2019	CW	S2	04	1,500	0	0	0	0	1,500	0	1,500	0	0	420	0	0	0	0	0	1,080	1,500	
0 23	Broadview Extension and Commissioners EA	14	S2	04	2,370	0	0	0	0	2,370	0	2,370	0	0	2,370	0	0	0	0	0	0	2,370	
0 25	2019 Adjustment Commitments	CW	S5	04	0	0	3,038	3,038	0	6,076	0	6,076	0	0	6,382	0	0	0	0	0	-306	6,076	
0 26	2018 to 2027 Engineering Studies	CW	S5	04	4,000	0	0	0	0	4,000	0	4,000	0	0	2,560	0	0	0	0	0	1,440	4,000	
Sub-total					10,860	3,038	3,038	3,038	0	19,974	0	19,974	0	0	13,252	0	0	0	600	0	6,122	19,974	
TRN380 RSP Transportation Safety & Local Improvement																							
0 11	2018 to 2027 TSLIP	CW	S2	01	219	0	0	0	0	219	0	219	0	0	0	0	0	0	0	0	219	219	
0 17	2019 Adjustment: Commitment	CW	S5	01	1,336	1,356	0	0	0	2,692	0	2,692	0	0	215	0	0	0	0	0	2,477	2,692	
Sub-total					1,555	1,356	0	0	0	2,911	0	2,911	0	0	215	0	0	0	0	0	2,696	2,911	
TRN906071 Port Union Road																							
0 5	2017 Recast Capital Budget	25	S2	05	1,750	0	0	0	0	1,750	0	1,750	0	0	1,246	0	0	0	0	0	504	1,750	
0 7	2018 Adjust Cash Flow for 2018 to 2021	25	S2	05	2,850	2,400	2,000	0	0	7,250	0	7,250	0	0	5,075	0	0	0	0	0	2,175	7,250	
0 8	2019 Adjustment Commitments	25	S5	05	-4,500	50	3,250	2,100	0	900	0	900	0	0	2,688	0	0	0	0	0	-1,788	900	
Sub-total					100	2,450	5,250	2,100	0	9,900	0	9,900	0	0	9,009	0	0	0	0	0	891	9,900	
TRN906072 Salt Management Program																							
0 14	2018 to 2027 Salt Management	CW	S2	01	364	0	0	0	0	364	0	364	0	0	0	0	0	0	0	0	364	364	
Sub-total					364	0	0	0	0	364	0	364	0	0	0	0	0	0	0	0	0	364	364
TRN906079 LED Signal Module Conversion																							

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward

**Funding
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									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
TRN906079 LED Signal Module Conversion																							
0 9	2018 to 2027 LED Signal Module Conversion	CW	S2	04	3,120	0	0	0	0	3,120	0	3,120	0	0	0	0	3,120	0	0	0	0	3,120	
0 14	2019 Adjustment Commitments	CW	S5	04	0	1,700	0	0	0	1,700	0	1,700	0	0	0	1,700	0	0	0	0	1,700		
Sub-total					3,120	1,700	0	0	0	4,820	0	4,820	0	0	0	0	4,820	0	0	0	0	4,820	
TRN906080 Pedestrian Safety and Infrastructure Programs																							
0 13	2018 to 2027 PSIP	CW	S2	01	908	756	0	0	0	1,664	0	1,664	0	0	120	0	0	0	0	1,544	0	1,664	
Sub-total					908	756	0	0	0	1,664	0	1,664	0	0	120	0	0	0	0	1,544	0	1,664	
TRN906085 Sidewalks																							
0 13	Sidewalks 2017 to 2026	CW	S2	03	3,034	6,957	13,400	13,400	0	36,791	0	36,791	0	0	0	0	0	0	0	36,791	0	36,791	
0 16	Sidewalks 2015 to 2019	CW	S2	03	11,261	0	0	0	0	11,261	0	11,261	0	0	0	0	0	0	0	11,261	0	11,261	
0 18	History 2016 Sidewalks 2017 to 2020	CW	S2	03	3,781	7,704	0	0	0	11,485	0	11,485	0	0	0	0	0	0	0	11,485	0	11,485	
0 19	2017 Recast Capital Budget	CW	S2	03	2,104	2,054	3,555	3,798	0	11,511	0	11,511	0	0	2,988	0	0	0	0	8,523	0	11,511	
0 24	2018 Adjust - Tactile Domes Installation 2019-2027	CW	S2	03	1,015	1,030	1,045	1,061	0	4,151	0	4,151	0	0	0	0	0	0	0	4,151	0	4,151	
0 25	2018 Adjust - Cashflows	CW	S2	03	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000	
0 27	Sidewalks 2017 to 2026	CW	S2	03	-3,000	-3,000	-3,000	-3,000	0	-12,000	0	-12,000	0	0	-2,988	0	0	0	0	-9,012	0	-12,000	
Sub-total					19,195	14,745	15,000	15,259	0	64,199	0	64,199	0	0	0	0	0	0	0	64,199	0	64,199	
TRN906086 Laneways																							
0 13	Laneways 2015 - 2019	CW	S2	03	927	0	0	0	0	927	0	927	0	0	0	0	0	0	0	927	0	927	
0 15	Laneways 2016 & Future	CW	S2	03	797	900	1,800	1,800	0	5,297	0	5,297	0	0	0	0	0	333	0	4,964	0	5,297	
0 16	Laneways 2017 to 2020	CW	S2	03	464	900	0	0	0	1,364	0	1,364	0	0	0	0	0	0	0	1,364	0	1,364	
0 17	2017 Recast Capital Budget	CW	S2	03	-55	27	54	82	0	108	0	108	0	0	0	0	0	0	0	108	0	108	
Sub-total					2,133	1,827	1,854	1,882	0	7,696	0	7,696	0	0	0	0	0	333	0	7,363	0	7,696	
TRN906355 North York Service Road Extension																							
0 15	2017 Change in Scope	18	S2	05	3,000	0	0	0	0	3,000	0	3,000	0	0	0	0	0	0	0	3,000	0	3,000	
0 18	2017 Recast Capital Budget	18	S2	05	-1,000	500	750	1,750	0	2,000	0	2,000	0	0	0	0	0	0	0	2,000	0	2,000	
0 19	2018 Change in Scope North York Service Extension	18	S2	05	-1,250	900	2,650	-1,750	0	550	0	550	0	0	5,051	0	0	0	0	-4,501	0	550	

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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									
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
TRN906355 North York Service Road Extension																							
0 21	2017 History including McBride and Bonnington	CW	S2	05	325	0	0	0	0	325	0	325	0	0	325	0	0	0	0	0	0	325	
0 22	2019 Adjustment Commitments	18	S5	05	-750	-150	900	4,200	0	4,200	0	4,200	0	0	4,699	0	0	0	0	0	-499	4,200	
0 23	MM.44.47 NY Service Rd Ext Property (Bonnington)	18	S2	05	1,885	0	0	0	0	1,885	0	1,885	0	0	0	0	0	1,885	0	0	0	1,885	
0 24	Bonnington Expropriation (OMB decision)	18	S4	05	9,000	0	0	0	0	9,000	0	9,000	0	0	0	9,000	0	0	0	0	0	9,000	
Sub-total					11,210	1,250	4,300	4,200	0	20,960	0	20,960	0	0	10,075	0	9,000	0	1,885	0	0	20,960	
TRN906773 Bloor Street Transformation																							
0 3	2019 Adjustment - Commitment	CW	S5	05	0	881	0	0	0	881	0	881	0	0	0	0	213	0	668	0	0	881	
Sub-total					0	881	0	0	0	881	0	881	0	0	0	0	213	0	668	0	0	881	
TRN906857 Retaining Walls Rehabilitation																							
0 12	2016-2027 Retaining Walls	CW	S2	03	1,966	0	0	0	0	1,966	0	1,966	0	0	0	0	0	622	0	1,344	0	1,966	
0 16	2017 Recast Capital Budget	CW	S2	03	-24	0	0	0	0	-24	0	-24	0	0	0	0	0	0	0	-24	0	-24	
0 22	2019 Adjustment Commitments	CW	S5	03	0	1,339	0	0	0	1,339	0	1,339	0	0	0	0	0	0	0	1,339	0	1,339	
Sub-total					1,942	1,339	0	0	0	3,281	0	3,281	0	0	0	0	0	622	0	2,659	0	3,281	
TRN907247 Signs and Markings Asset Management																							
0 8	2018 to 2027 Signs & Markings Asset Management	CW	S2	04	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	1,000	0	1,000	
0 15	2019 Adjustment Commitment	CW	S5	04	140	1,000	0	0	0	1,140	0	1,140	0	0	0	0	0	0	0	1,140	0	1,140	
Sub-total					1,140	1,000	0	0	0	2,140	0	2,140	0	0	0	0	0	0	0	2,140	0	2,140	
TRN907312 Neighbourhood Improvements																							
0 21	2017 Recast Capital Budget	CW	S2	04	14	0	0	0	0	14	0	14	0	0	0	14	0	0	0	0	0	14	
0 22	2017 History Neighbourhood Improvements	CW	S2	04	1,571	0	0	0	0	1,571	0	1,571	0	0	0	1,571	0	0	0	0	0	1,571	
0 26	2018-2027 Neighbourhood Improvements	CW	S5	04	1,400	2,600	0	0	0	4,000	0	4,000	0	0	0	4,000	0	0	0	0	0	4,000	
0 27	C.I. Trent Kelvin Luttrell	19	S2	04	300	0	0	0	0	300	0	300	0	0	0	0	0	300	0	0	0	300	
0 28	MM44.64 N.I. Ramsden Park Road Streetscape	11	S2	04	0	0	433	0	0	433	0	433	0	0	0	0	0	433	0	0	0	433	
0 29	MM44.79 N.I. Bathurst Street at FY Streetscape	10	S2	04	580	0	0	0	0	580	0	580	0	0	0	0	0	580	0	0	0	580	
0 30	N.I. Peel and Gladstone	18	S5	04	223	0	0	0	0	223	0	223	0	0	165	0	58	0	0	0	0	223	

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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											
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907312 Neighbourhood Improvements																								
0	31	N.I. Oriole Parkway	12	S5	04	0	334	0	0	0	334	0	334	0	0	0	0	0	0	334	0	0	0	334
0	32	N.I. Trudelle Street Piazza	21	S5	04	0	111	0	0	0	111	0	111	0	0	0	0	0	111	0	0	0	111	
0	33	C.I. Trent Kelvin Luttrell	CW	S3	04	-200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	34	Grenville and Yonge Street Improvements MM10.10	13	S2	04	483	0	0	0	0	483	0	483	0	0	0	0	0	483	0	0	0	483	
0	35	MM44.36 N.I. George Street Streetscape	13	S2	04	505	0	0	0	0	505	0	505	0	0	0	0	0	505	0	0	0	505	
Sub-total						4,876	3,245	433	0	0	8,554	0	8,554	0	0	165	0	5,643	0	2,746	0	0	0	8,554
TRN907323 Six Points Interchange Redevelopment																								
0	5	2016 & Future Six Points	CW	S2	05	720	0	0	0	0	720	0	720	0	0	0	0	0	0	0	720	0	720	
0	6	16ECS-TI-01SP Fermar Paving Ltd	05	S2	05	10,736	0	0	0	0	10,736	0	10,736	0	0	3,169	0	0	0	0	0	7,567	10,736	
0	7	2017 Additional Adjustments - 2019 to 2020	05	S2	05	8,278	2,988	0	0	0	11,266	0	11,266	0	0	317	0	0	0	0	8,965	1,984	11,266	
0	9	2018 Change in Cash Flow 2018 to 2020	05	S2	05	-4,819	2,598	0	0	0	-2,221	0	-2,221	0	0	71	0	3,300	0	0	-5,592	0	-2,221	
0	10	2018 Increase in DC for 2019 to 2020 Six Points	05	S2	05	1,024	1,855	0	0	0	2,879	0	2,879	0	0	2,879	0	0	0	0	0	0	2,879	
0	11	2018 Adjust - Cashflows	05	S2	05	1,349	5,265	0	0	0	6,614	0	6,614	0	0	530	0	-3,300	0	0	14,542	-5,158	6,614	
0	12	2019 Adjustment Commitments	17	S5	05	3,936	356	0	0	0	4,292	0	4,292	0	0	2,134	0	0	0	0	5,484	-3,326	4,292	
Sub-total						21,224	13,062	0	0	0	34,286	0	34,286	0	0	9,100	0	0	0	0	24,119	1,067	34,286	
TRN907546 Regent Park Revitalization																								
0	10	2018 to 2022 Regent Park Revitalization	13	S5	05	0	671	93	0	0	764	0	764	0	0	550	0	0	0	0	214	0	764	
Sub-total						0	671	93	0	0	764	0	764	0	0	550	0	0	0	0	214	0	764	
TRN907673 Facility Improvements																								
0	7	2018 to 2027 Facility Improvements	CW	S2	03	700	0	0	0	0	700	0	700	0	0	0	0	0	700	0	0	0	700	
0	11	2018 to 2027 Facility Improvements	CW	S5	03	2,659	2,659	0	0	0	5,318	0	5,318	0	0	426	0	0	0	0	4,892	0	5,318	
Sub-total						3,359	2,659	0	0	0	6,018	0	6,018	0	0	426	0	0	0	700	0	4,892	0	6,018
TRN907834 Gardiner York/Bay/Yonge Reconfiguration																								
0	1	Gardiner York/Bay/Yonge Reconf 2016-2017	10	S2	05	38	0	0	0	0	38	0	38	0	0	0	0	0	0	0	38	0	38	

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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											
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
TRN907840 LARP(Lawrence-Allen Revitalization Project)																									
0 5	2018 Adjustment	15	S2	05	-273	2,037	0	0	0	0	1,764	0	1,764	0	0	0	1,764	0	0	0	0	0	0	0	1,764
0 6	2018 Adjustment New Cashflow 2021 to 2023	15	S2	05	0	0	1,313	1,575	787	0	3,675	0	3,675	0	0	0	3,675	0	0	0	0	0	0	0	3,675
0 7	2019 Adjustment Commitments	15	S5	05	-773	-577	1,713	0	0	0	363	0	363	0	0	0	363	0	0	0	0	0	0	0	363
Sub-total					1,463	1,898	3,026	1,575	787	0	8,749	0	8,749	0	0	0	8,749	0	0	0	0	0	0	0	8,749
TRN907910 F.G. Gardiner - Critical Repairs																									
0 8	Elevated Portion 2015	CW	S2	03	3,395	0	0	0	0	0	3,395	0	3,395	0	0	0	3,395	0	0	0	0	0	0	0	3,395
0 25	Elevated Portion 2016 Adjustments	CW	S2	03	20	0	0	0	0	0	20	0	20	0	0	0	20	0	0	0	0	0	0	0	20
0 26	2018 F.Gardiner Adjust Cash Flow	CW	S2	03	1,500	4,100	0	0	0	0	5,600	0	5,600	0	0	0	1,500	0	0	0	0	0	4,100	0	5,600
0 27	2018 F.Gardiner Adjust Cash Flow	CW	S5	03	930	400	3,900	3,900	2,900	0	12,030	2,900	14,930	0	0	0	0	0	0	0	0	0	14,930	0	14,930
Sub-total					5,845	4,500	3,900	3,900	2,900	0	21,045	2,900	23,945	0	0	0	4,915	0	0	0	0	0	19,030	0	23,945
TRN907926 Major Road Rehabilitation																									
0 3	Major Road Rehabilitation 2017 to 2026	CW	S2	03	14,993	29,811	60,369	60,369	0	0	165,542	0	165,542	0	0	0	82,500	0	0	0	0	0	83,042	0	165,542
0 7	Major Road Rehab 2015 History 2015-2019	CW	S2	03	29,986	0	0	0	0	0	29,986	0	29,986	0	0	0	15,000	0	0	0	0	0	14,986	0	29,986
0 8	2016 History 2017 to 2020	CW	S2	03	14,993	29,811	0	0	0	0	44,804	0	44,804	0	0	0	22,500	0	0	0	0	0	22,304	0	44,804
0 9	2017 Recast Capital Budget	CW	S2	03	498	2,056	2,543	3,801	0	0	8,898	0	8,898	0	0	0	0	0	0	0	0	0	8,898	0	8,898
0 10	2018 MRR Committed Cash Flow 2023 to 2027	CW	S2	03	0	0	0	0	13,091	0	13,091	54,757	67,848	0	0	0	0	0	0	0	0	0	67,848	0	67,848
0 13	2018 Adjustment - TAMS System	CW	S2	03	650	900	900	900	700	0	4,050	2,100	6,150	0	0	0	0	0	0	0	0	0	6,150	0	6,150
0 14	2018 Adjust - Cashflows	CW	S2	03	2,000	2,000	1,000	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	0	5,000	0	5,000
0 15	2018 Adjust - Cashflows	CW	S2	03	0	-210	0	0	0	0	-210	0	-210	0	0	0	0	0	0	0	0	0	-210	0	-210
0 16	2019 Adjustment Commitments	CW	S5	03	-13,900	3,147	3,194	3,242	55,653	0	51,336	0	51,336	0	0	0	30,000	0	0	0	0	0	21,336	0	51,336
Sub-total					49,220	67,515	68,006	68,312	69,444	0	322,497	56,857	379,354	0	0	0	150,000	0	0	0	0	0	229,354	0	379,354
TRN907937 Traffic Congestion Management																									
0 4	2016 History Additional Funding 2016-2020	CW	S2	04	5,230	11,480	0	0	0	0	16,710	0	16,710	0	0	0	0	0	0	0	0	0	16,710	0	16,710
0 5	Change in Scope Additional Funding 2016-2019	CW	S2	04	1,300	0	0	0	0	0	1,300	0	1,300	0	0	0	0	0	0	0	0	0	1,300	0	1,300
0 7	2018 Adjust - Cashflows	CW	S2	04	500	0	0	0	0	0	500	0	500	0	0	0	0	0	0	0	0	0	500	0	500

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Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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										
					2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908074 Metrolinx Additional Infrastructure																								
0 2	Metrolinx Additional Infrastructure	CW	S2	05	0	5,000	2,750	5,000	5,000	17,750	0	17,750	0	0	17,750	0	0	0	0	0	0	0	17,750	
0 3	Metrolinx Additional Infrastructure	CW	S3	05	0	0	0	0	0	0	0	0	0	0	-3,550	0	0	0	0	0	3,550	0	0	
Sub-total					0	5,000	2,750	5,000	5,000	17,750	0	17,750	0	0	14,200	0	0	0	0	0	3,550	0	17,750	
TRN908078 Local Road Rehabilitation																								
0 1	LRR History 2015 to 2019	CW	S2	03	40,619	0	0	0	0	40,619	0	40,619	0	0	0	0	0	0	0	0	40,619	0	40,619	
0 9	LRR 2017 to 2022	CW	S2	03	16,112	35,605	71,722	72,472	0	195,911	0	195,911	0	0	0	0	0	0	0	0	195,911	0	195,911	
0 10	History 2016 LRR 2019 to 2020	CW	S2	03	16,112	35,605	0	0	0	51,717	0	51,717	0	0	0	0	0	0	0	0	51,717	0	51,717	
0 11	2017 Recast Capital Budget	CW	S2	03	-2,846	-5,875	-2,580	553	0	-10,748	0	-10,748	0	0	0	0	0	0	0	0	-10,748	0	-10,748	
0 12	LRR Commitments for 2023 to 2027	CW	S2	03	0	0	0	0	15,397	15,397	69,206	84,603	0	0	0	0	0	0	0	0	84,603	0	84,603	
0 15	2018 Adjustment - Cashflows for Green Street	CW	S2	03	1,000	0	0	0	0	1,000	0	1,000	0	0	0	0	0	0	0	0	1,000	0	1,000	
0 16	2018 Adjust - TAMS System	CW	S2	03	650	900	900	900	700	4,050	2,100	6,150	0	0	0	0	0	0	0	0	6,150	0	6,150	
0 17	2018 Adjust - ECS Cashflows	CW	S2	03	1,500	1,500	0	0	0	3,000	0	3,000	0	0	0	0	0	0	0	0	3,000	0	3,000	
0 18	2018 Adjust - ECS Cashflows	CW	S2	03	0	210	0	0	0	210	0	210	0	0	0	0	0	0	0	0	210	0	210	
0 19	2018/2019 Cash Flow Adjustment	CW	S2	03	-5,000	0	0	0	0	-5,000	0	-5,000	0	0	0	0	0	0	0	0	-5,000	0	-5,000	
0 20	LRR History 2015 to 2019	CW	S3	03	-17,000	0	0	0	0	-17,000	0	-17,000	0	0	0	0	0	0	0	0	-17,000	0	-17,000	
Sub-total					51,147	67,945	70,042	73,925	16,097	279,156	71,306	350,462	0	0	0	0	0	0	0	0	350,462	0	350,462	
TRN908140 Rouge National Park Transfer of Lands																								
0 1	2014 History	25	S2	05	200	0	0	0	0	200	0	200	0	0	0	200	0	0	0	0	0	0	200	
Sub-total					200	0	0	0	0	200	0	200	0	0	0	200	0	0	0	0	0	0	0	200
TRN908141 Georgetown South City Infrastructure Upgrades																								
0 5	2018 and 2019 Cash Flow for Georgetown	CW	S5	05	13,420	0	0	0	0	13,420	0	13,420	0	0	10,736	0	0	0	0	0	2,684	0	13,420	
Sub-total					13,420	0	0	0	0	13,420	0	13,420	0	0	10,736	0	0	0	0	0	2,684	0	13,420	
TRN908142 Major SOGR Pooled Contingency																								
0 1	2023 - 2027 Bridges Walks Lanes Roads	CW	S2	03	0	0	0	0	1,045	1,045	4,112	5,157	0	0	0	0	0	0	0	0	5,157	0	5,157	
0 6	2015 Bridge Lanes Walks Roads 2017 to 2022	CW	S2	03	4,476	4,535	4,528	4,533	0	18,072	0	18,072	0	0	0	0	0	0	0	0	18,072	0	18,072	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

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												
						2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908352 Glen Road Pedestrian Bridge																									
0	2	2018 Glen Road Ped Bridge Increase	11	S2	01	12,630	0	0	0	0	12,630	0	12,630	0	0	0	0	0	0	0	0	12,630	0	12,630	
0	3	2018 Glen Road Ped Bridge Increase	11	S3	01	-12,010	12,700	2,242	0	42	2,974	0	2,974	0	0	0	0	0	0	0	0	2,974	0	2,974	
Sub-total						620	12,700	2,242	0	42	15,604	0	15,604	0	0	0	0	0	0	0	0	15,604	0	15,604	
TRN908435 PTIF Projects																									
0	1	PTIF Transportation Cycling	CW	S2	04	19,000	0	0	0	0	19,000	0	19,000	0	19,000	0	0	0	0	0	0	0	0	19,000	
0	12	2019 New Debt Issuance	CW	S5	04	18,840	0	0	0	0	18,840	0	18,840	0	0	0	0	0	0	0	0	18,840	0	18,840	
Sub-total						37,840	0	0	0	0	37,840	0	37,840	0	19,000	0	0	0	0	0	0	0	18,840	0	37,840
TRN908437 System Enhancements for Road Repair & Permit																									
0	1	2017 Cash Flow for System Enhancements	CW	S2	04	6	0	0	0	0	6	0	6	0	0	0	0	0	0	6	0	0	0	6	
0	2	2018 Adjustment Moblie Computing	CW	S2	04	300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300	
0	3	2018 Adjustment Moblie Computing	CW	S5	04	1,343	550	0	0	0	1,893	0	1,893	0	0	0	0	0	0	0	0	1,893	0	1,893	
Sub-total						1,649	550	0	0	0	2,199	0	2,199	0	0	0	0	0	6	0	2,193	0	2,199		
TRN908442 2017 Participatory Budgeting Pilot Ward 33																									
0	1	Mural, Butterfly Garden, Ped Safety & Access	17	S2	04	165	0	0	0	0	165	0	165	0	0	0	165	0	0	0	0	0	0	165	
Sub-total						165	0	0	0	0	165	0	165	0	0	0	165	0	0	0	0	0	0	0	165
TRN908444 John Street Revitalization Project																									
0	1	John Street Revitalization	CW	S2	05	1,930	0	0	0	0	1,930	0	1,930	0	0	0	0	0	1,930	0	0	0	0	1,930	
0	2	2019 Adjustment - Phase 1b Cash Flows + Utility Re	10	S5	05	-2,900	12,330	14,530	9,700	0	33,660	0	33,660	0	0	1,184	0	0	0	18,860	13,616	0	0	33,660	
0	3	John Street Revitalization Project	10	S2	05	2,900	6,749	0	0	0	9,649	0	9,649	0	0	0	0	0	9,649	0	0	0	0	9,649	
Sub-total						1,930	19,079	14,530	9,700	0	45,239	0	45,239	0	0	1,184	0	0	0	11,579	18,860	13,616	0	45,239	
TRN908469 New Courthouse Streetscape																									
0	1	Streetscape for the New Courthouse in 2021	13	S5	05	0	0	2,500	0	0	2,500	0	2,500	0	0	0	0	0	2,500	0	0	0	0	2,500	
Sub-total						0	0	2,500	0	0	2,500	0	2,500	0	0	0	0	0	2,500	0	0	0	0	2,500	
TRN908553 2018 Vehicle Purchase to Support Congestion																									
0	1	2018 Vehicle Purchase to Support Congestion	CW	S2	04	855	0	0	0	0	855	0	855	0	0	0	0	0	0	0	0	855	0	855	
Sub-total						855	0	0	0	0	855	0	855	0	0	0	0	0	0	0	0	0	855	0	855

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

Transportation Services						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By													
Sub- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.	2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
<u>TRN908668 Jane St Crossing</u>																										
0	1	2019 Submission (Commitments)	CW	S5	04	0	1,000	2,000	0	0	3,000	0	3,000	0	1,200	0	0	0	0	0	0	1,800	0	3,000		
Sub-total						0	1,000	2,000	0	0	3,000	0	3,000	0	1,200	0	0	0	0	0	0	0	1,800	0	3,000	
<u>TRN908669 Mapping and GIS Repository</u>																										
0	1	2019 Submission	CW	S5	04	335	543	436	365	0	1,679	0	1,679	0	0	0	0	0	0	0	0	1,679	0	1,679		
Sub-total						335	543	436	365	0	1,679	0	1,679	0	0	0	0	0	0	0	0	0	0	1,679	0	1,679
Total Program Expenditure						602,692	598,861	479,835	355,535	396,049	2,432,972	191,222	2,624,194	11,336	20,200	230,510	400,404	23,890	0	33,149	82,093	821,545	1,067	2,624,194		

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 8: 2019 Cash Flow and Future Year Commitments Including Carry Forward Funding

Transportation Services

Sub- Project No. Project Name Priority SubProj No. Sub-project Name Ward Stat. Cat.	Current and Future Year Cash Flow Commitments and Estimates									Current and Future Year Cash Flow Commitments and Estimates Financed By									
	2019	2020	2021	2022	2023	Total 2019-2023	Total 2024-2028	Total 2019-2028	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																			
Provincial Grants & Subsidies	5,082	6,254	0	0	0	11,336	0	11,336	11,336	0	0	0	0	0	0	0	0	0	11,336
Federal Subsidy	19,000	400	800	0	0	20,200	0	20,200	0	20,200	0	0	0	0	0	0	0	0	20,200
Development Charges	58,177	74,974	44,956	39,246	8,519	225,872	4,638	230,510	0	0	230,510	0	0	0	0	0	0	0	230,510
Reserves (Ind. "XQ" Ref.)	55,828	43,448	44,576	43,125	213,427	400,404	0	400,404	0	0	0	400,404	0	0	0	0	0	0	400,404
Reserve Funds (Ind."XR" Ref.)	19,377	4,513	0	0	0	23,890	0	23,890	0	0	0	0	23,890	0	0	0	0	0	23,890
Other1 (Internal)	8,550	10,962	2,933	1,500	1,500	25,445	7,704	33,149	0	0	0	0	0	0	33,149	0	0	0	33,149
Other2 (External)	13,894	32,490	16,497	4,212	6,300	73,393	8,700	82,093	0	0	0	0	0	0	0	82,093	0	0	82,093
Debt	421,915	425,622	370,073	267,452	166,303	1,651,365	170,180	1,821,545	0	0	0	0	0	0	0	0	0	0	1,821,545
Debt - Recoverable	869	198	0	0	0	1,067	0	1,067	0	0	0	0	0	0	0	0	0	1,067	1,067
Total Program Financing	602,692	598,861	479,835	355,535	396,049	2,432,972	191,222	2,624,194	11,336	20,200	230,510	400,404	23,890	0	33,149	82,093	821,545	1,067	2,624,194

Status Code	Description
S2	S2 Prior Year (With 2019 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2019 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 9

2019 Capital Budget with Financing Detail

(Phase 2) 06-Transportation Services

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

Type: B Sub-Project Status: S2

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



CITY OF TORONTO
Appendix 9: 2019 Capital Budget with Financing Detail
Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing											
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable		
0	<u>TRN000001</u>	<u>Traffic Signals Major Modifications</u>														
0	11 2018 to 2027 Signal Major Modifications	01/01/2015	12/31/2024	715	0	0	715	0	0	0	0	0	0	0	0	0
0	14 17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	1,575	0	0	430	0	0	0	0	0	0	1,145	0	0
0	16 2018 Adjustment Reduce Funding for TSM	06/07/2017	06/07/2017	-500	0	0	-250	0	0	0	0	0	0	-250	0	0
0	19 17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	06/23/2018	06/23/2018	-480	0	0	-240	0	0	0	0	0	0	-240	0	0
	Project Sub-total:			1,310	0	0	655	0	0	0	0	0	0	655	0	0
0	<u>TRN000172</u>	<u>Third Party Signals</u>														
0	14 17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUIL	10/07/2016	10/07/2016	65	0	0	0	0	0	0	0	0	65	0	0	0
0	17 2017 to 2026 Third Party Signals	01/01/2015	12/31/2015	835	0	0	0	0	0	0	0	0	835	0	0	0
0	19 2017 to 2025 Reduction in work for TMC	06/15/2016	06/15/2016	-600	0	0	0	0	0	0	0	0	-600	0	0	0
	Project Sub-total:			300	0	0	0	0	0	0	0	0	300	0	0	0
0	<u>TRN000181</u>	<u>Steeles Widening (Tapscott Road - Beare Road)</u>														
0	1 2016 - 2021 Steeles Widening (Tapscott Beare)	01/01/2016	12/31/2019	4,100	0	0	3,620	0	0	0	0	0	0	480	0	0
0	2 2016 - 2021 Steeles Widening (Tapscott Beare)	06/09/2017	06/09/2017	-3,250	0	0	-2,860	0	0	0	0	0	0	-390	0	0
0	3 2018 Steeles Widening	06/12/2017	06/12/2017	750	0	0	0	0	0	0	0	0	750	0	0	0
0	4 2018 Steeles Widening	06/25/2018	06/25/2018	-750	0	0	0	0	0	0	0	0	-750	0	0	0
0	6 2016 - 2021 Steeles Widening (Tapscott Beare)	11/19/2018	11/19/2018	-558	0	0	-497	0	0	0	0	0	0	-61	0	0
	Project Sub-total:			292	0	0	263	0	0	0	0	0	0	29	0	0
0	<u>TRN000183</u>	<u>Cycling Infrastructure</u>														
0	30 2017 to 2026 Cycling Infrastructure	01/01/2014	12/31/2024	14,142	5,438	0	1,510	0	0	0	0	0	0	7,194	0	0
0	31 2017-2018 Toronto Bike Plan/Off Road Bike Trail	01/01/2014	12/31/2024	300	0	0	0	0	0	0	0	0	0	300	0	0
0	50 2019 adjustment Commitments	06/24/2018	06/24/2018	0	0	0	581	0	0	0	0	0	0	-581	0	0
0	51 2019 Adjustment Commitments	08/22/2018	08/22/2018	-264	-356	0	0	0	0	0	0	92	0	0	0	0
	Project Sub-total:			14,178	5,082	0	2,091	0	0	0	0	92	0	6,913	0	0
0	<u>TRN000191</u>	<u>Scarlett/St Clair/Dundas</u>														
0	4 2016 to 2021	01/01/2016	12/31/2017	12,130	0	0	4,090	0	0	0	0	0	0	8,040	0	0
0	5 2017 Recast Capital Budget	01/01/2016	12/31/2017	4,000	0	0	400	0	0	0	0	0	0	3,600	0	0
0	6 2018 Change in Scope Scarlett St Clair Dundas	06/09/2017	06/09/2017	-2,300	0	0	229	0	0	0	0	0	0	-2,529	0	0
0	7 2019 Adjustment Commitments	06/25/2018	06/25/2018	-11,700	0	0	-4,329	0	0	0	0	0	0	-7,371	0	0
	Project Sub-total:			2,130	0	0	390	0	0	0	0	0	0	1,740	0	0
0	<u>TRN000370</u>	<u>RSP Traffic Calming</u>														
0	19 2019 Adjustment - Commitments	05/15/2018	05/15/2018	450	0	0	36	0	0	0	0	0	0	414	0	0
	Project Sub-total:			450	0	0	36	0	0	0	0	0	0	414	0	0



CITY OF TORONTO
Appendix 9: 2019 Capital Budget with Financing Detail
Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing											
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable		
0	<u>TRN025</u>	<u>Work for TTC & Others</u>														
0	11 2017 to 2022 Work for TTC & Others	01/01/2014	12/31/2023	4,000	0	0	0	0	0	0	0	0	4,000	0	0	0
0	13 2017 Additional Funding ECS Projects	06/04/2015	06/04/2015	7,094	0	0	0	0	0	0	0	0	7,094	0	0	0
0	17 2017 to 2022 Work for TTC & Others	06/25/2018	06/25/2018	2,500	0	0	0	0	0	0	0	0	2,500	0	0	0
	Project Sub-total:			13,594	0	0	0	0	0	0	0	0	13,594	0	0	0
0	<u>TRN029</u>	<u>Don Valley Parkway Rehabilitation</u>														
0	20 2018 Don Valley Future 2018 - 2027	01/15/2015	12/31/2024	2,558	0	0	0	0	0	0	0	0	0	2,558	0	0
	Project Sub-total:			2,558	0	0	0	0	0	0	0	0	0	2,558	0	0
0	<u>TRN031</u>	<u>RSP New Traffic Control Signals / Devices</u>														
0	14 2017 to 2026 New Traffic Control Signals/Devices	01/01/2015	12/31/2015	3,605	0	0	1,445	0	0	0	0	0	0	2,160	0	0
0	18 17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	197	0	0	0	0	0	0	0	0	0	197	0	0
0	21 2017 to 2026 New Traffic Control Signals/Devices	08/28/2017	08/28/2017	-1,110	0	0	-448	0	0	0	0	0	0	-662	0	0
	Project Sub-total:			2,692	0	0	997	0	0	0	0	0	0	1,695	0	0
0	<u>TRN034</u>	<u>Traffic Plant Requirements/Signal Asset Management</u>														
0	14 2018 to 2027 Traffic Plant Req'd	01/01/2015	12/31/2015	83	0	0	0	0	0	0	0	0	0	83	0	0
0	17 17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	5,617	0	0	0	0	0	0	0	0	0	5,617	0	0
0	21 2018 Adjustment	08/28/2017	08/28/2017	800	0	0	0	0	0	0	0	0	0	800	0	0
0	23 2019 Adjustment Commitments	06/24/2018	06/24/2018	525	0	0	0	0	0	0	0	0	0	525	0	0
	Project Sub-total:			7,025	0	0	0	0	0	0	0	0	0	7,025	0	0
0	<u>TRN035</u>	<u>Advanced Traffic Signal Control</u>														
0	14 2017 TO 2024 ATSC	01/01/2014	12/31/2024	834	0	0	675	0	0	0	0	0	0	159	0	0
0	20 17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GU	10/07/2016	10/07/2016	546	0	0	0	0	0	0	0	0	0	546	0	0
	Project Sub-total:			1,380	0	0	675	0	0	0	0	0	0	705	0	0
0	<u>TRN036</u>	<u>Traffic Control - RESCU</u>														
0	21 2018 Adjustment	08/28/2017	08/28/2017	250	0	0	28	0	0	0	0	0	0	222	0	0
0	23 2018 Adjustment	06/24/2018	06/24/2018	45	0	0	-4	0	0	0	0	0	0	49	0	0
	Project Sub-total:			295	0	0	24	0	0	0	0	0	0	271	0	0
0	<u>TRN037</u>	<u>RSP Accessible Pedestrian Signals</u>														
0	14 2017 to 2026 Accessible Pedestrian Signals	01/01/2015	12/31/2015	810	0	0	89	0	0	0	0	0	0	721	0	0
0	16 Increase Funding - 2017 to 2025	01/01/2016	12/31/2016	1,320	0	0	164	0	0	0	0	0	0	1,156	0	0
0	17 17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GU	10/07/2016	10/07/2016	340	0	0	0	0	0	0	0	0	0	340	0	0
0	20 2018 Adjustment	08/30/2017	08/30/2017	-810	0	0	-89	0	0	0	0	0	0	-721	0	0



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Appendix 9: 2019 Capital Budget with Financing Detail
Transportation Services
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing												
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable			
0	<u>TRN906079 LED Signal Module Conversion</u>																
0	9 2018 to 2027 LED Signal Module Conversion	01/01/2015	12/31/2015	3,120	0	0	0	0	3,120	0	0	0	0	0	0	0	0
	Project Sub-total:			3,120	0	0	0	0	3,120	0	0	0	0	0	0	0	0
0	<u>TRN906080 Pedestrian Safety and Infrastructure Programs</u>																
0	13 2018 to 2027 PSIP	01/01/2015	12/31/2024	908	0	0	60	0	0	0	0	0	0	848	0	0	0
	Project Sub-total:			908	0	0	60	0	0	0	0	0	0	848	0	0	0
0	<u>TRN906085 Sidewalks</u>																
0	13 Sidewalks 2017 to 2026	01/01/2015	12/31/2025	3,034	0	0	0	0	0	0	0	0	0	3,034	0	0	0
0	16 Sidewalks 2015 to 2019	06/01/2015	12/31/2015	11,261	0	0	0	0	0	0	0	0	0	11,261	0	0	0
0	18 History 2016 Sidewalks 2017 to 2020	06/14/2016	06/14/2016	3,781	0	0	0	0	0	0	0	0	0	3,781	0	0	0
0	19 2017 Recast Capital Budget	10/24/2016	10/24/2016	2,104	0	0	747	0	0	0	0	0	0	1,357	0	0	0
0	24 2018 Adjust - Tactile Domes Installation 2019-2027	06/26/2017	06/26/2017	1,015	0	0	0	0	0	0	0	0	0	1,015	0	0	0
0	25 2018 Adjust - Cashflows	09/24/2017	09/24/2017	1,000	0	0	0	0	0	0	0	0	0	1,000	0	0	0
0	27 Sidewalks 2017 to 2026	06/23/2018	06/23/2018	-3,000	0	0	-747	0	0	0	0	0	0	-2,253	0	0	0
	Project Sub-total:			19,195	0	0	0	0	0	0	0	0	0	19,195	0	0	0
0	<u>TRN906086 Laneways</u>																
0	13 Laneways 2015 - 2019	01/01/2015	12/31/2024	927	0	0	0	0	0	0	0	0	0	927	0	0	0
0	15 Laneways 2016 & Future	01/01/2015	12/31/2024	797	0	0	0	0	0	0	333	0	0	464	0	0	0
0	16 Laneways 2017 to 2020	06/14/2016	06/14/2016	464	0	0	0	0	0	0	0	0	0	464	0	0	0
0	17 2017 Recast Capital Budget	10/24/2016	10/24/2016	-55	0	0	0	0	0	0	0	0	0	-55	0	0	0
	Project Sub-total:			2,133	0	0	0	0	0	0	333	0	0	1,800	0	0	0
0	<u>TRN906355 North York Service Road Extension</u>																
0	15 2017 Change in Scope	06/16/2016	06/16/2016	3,000	0	0	0	0	0	0	0	0	0	3,000	0	0	0
0	18 2017 Recast Capital Budget	10/25/2016	10/25/2016	-1,000	0	0	0	0	0	0	0	0	0	-1,000	0	0	0
0	19 2018 Change In Scope North York Service Extension	06/09/2017	06/09/2017	-1,250	0	0	683	0	0	0	0	0	0	-1,933	0	0	0
0	21 2017 History including McBride and Bonnington	10/31/2017	10/31/2017	325	0	0	325	0	0	0	0	0	0	0	0	0	0
0	22 2019 Adjustment Commitments	06/25/2018	06/25/2018	-750	0	0	-683	0	0	0	0	0	0	-67	0	0	0
0	23 MM.44.47 NY Service Rd Ext Property (Bonnington)	11/06/2018	11/06/2018	1,885	0	0	0	0	0	0	1,885	0	0	0	0	0	0
0	24 Bonnington Expropriation (OMB decision)	12/21/2018	12/21/2018	9,000	0	0	0	0	9,000	0	0	0	0	0	0	0	0
	Project Sub-total:			11,210	0	0	325	0	9,000	0	1,885	0	0	0	0	0	0
0	<u>TRN906857 Retaining Walls Rehabilitation</u>																
0	12 2016-2027 Retaining Walls	01/01/2015	12/31/2024	1,966	0	0	0	0	0	0	622	0	0	1,344	0	0	0



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Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing										
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
0	<u>TRN907837</u>	<u>King Liberty Cycling Pedestrian Bridge</u>													
0	6 2017 In-year reallocation Change in Scope	06/25/2018	06/25/2018	152	0	0	152	0	0	0	0	0	0	0	0
	Project Sub-total:			9,072	0	0	9,072	0	0	0	0	0	0	0	0
0	<u>TRN907838</u>	<u>Legion Road Extension & Grade Separation</u>													
0	1 2018 Adjust Cash Flow for 2018 to 2023	01/01/2019	12/31/2022	607	0	0	607	0	0	0	0	0	0	0	0
0	2 2017 History Recast Capital Budget	06/16/2016	06/16/2016	80	0	0	80	0	0	0	0	0	0	0	0
0	5 2018 Adjust Cash Flow for 2018 to 2023	06/25/2018	06/25/2018	-176	0	0	-176	0	0	0	0	0	0	0	0
	Project Sub-total:			511	0	0	511	0	0	0	0	0	0	0	0
0	<u>TRN907839</u>	<u>St Clair TMP:Keele to Old Weston</u>													
0	3 St Clair TMP: Keele to Old Weston 2017-2020	06/03/2015	06/03/2015	12,000	0	0	5,400	0	0	0	0	0	6,600	0	0
0	4 2018 St Clair TMP Adjustment 2018 to 2020	06/14/2017	06/14/2017	-10,760	0	0	-4,938	0	0	0	0	240	-6,062	0	0
0	11 2019 Adjustment Commitments	10/24/2018	10/24/2018	-1,240	0	0	-462	0	0	0	0	-240	-538	0	0
	Project Sub-total:			0	0	0	0	0	0	0	0	0	0	0	0
0	<u>TRN907840</u>	<u>LARP(Lawrence-Allen Revitalization Project)</u>													
0	4 2016 TO 2020 LARP	11/13/2015	11/13/2015	2,509	0	0	0	2,509	0	0	0	0	0	0	0
0	5 2018 Adjustment	08/29/2017	08/29/2017	-273	0	0	0	-273	0	0	0	0	0	0	0
0	7 2019 Adjustment Commitments	06/26/2018	06/26/2018	-773	0	0	0	-773	0	0	0	0	0	0	0
	Project Sub-total:			1,463	0	0	0	1,463	0	0	0	0	0	0	0
0	<u>TRN907926</u>	<u>Major Road Rehabilitation</u>													
0	3 Major Road Rehabilitation 2017 to 2026	01/01/2014	12/31/2023	14,993	0	0	0	7,500	0	0	0	0	7,493	0	0
0	7 Major Road Rehab 2015 History 2015-2019	06/02/2015	06/02/2015	29,986	0	0	0	15,000	0	0	0	0	14,986	0	0
0	8 2016 History 2017 to 2020	06/14/2016	06/14/2016	14,993	0	0	0	7,500	0	0	0	0	7,493	0	0
0	9 2017 Recast Capital Budget	10/24/2016	10/24/2016	498	0	0	0	0	0	0	0	0	498	0	0
0	13 2018 Adjustment - TAMS System	08/30/2017	08/30/2017	650	0	0	0	0	0	0	0	0	650	0	0
0	14 2018 Adjust - Cashflows	09/24/2017	09/24/2017	2,000	0	0	0	0	0	0	0	0	2,000	0	0
0	16 2019 Adjustment Commitments	06/23/2018	06/23/2018	-13,900	0	0	0	0	0	0	0	0	-13,900	0	0
	Project Sub-total:			49,220	0	0	0	30,000	0	0	0	0	19,220	0	0
0	<u>TRN907937</u>	<u>Traffic Congestion Management</u>													
0	4 2016 History Additional Funding 2016-2020	01/01/2016	12/31/2016	5,230	0	0	0	0	0	0	0	0	5,230	0	0
0	5 Change in Scope Additional Funding 2016-2019	01/01/2016	12/31/2016	1,300	0	0	0	0	0	0	0	0	1,300	0	0
0	7 2018 Adjust - Cashflows	09/24/2017	09/24/2017	500	0	0	0	0	0	0	0	0	500	0	0
0	8 2019 Adjustment Commitments	06/25/2018	06/25/2018	0	0	0	562	0	0	0	0	0	-562	0	0
	Project Sub-total:			7,030	0	0	562	0	0	0	0	0	6,468	0	0



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Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing										
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
0	<u>TRN908055</u>	<u>Road Safety Plan (LGSi and SCSPEA)</u>													
0	7 2018 Adjustment	09/28/2017	09/28/2017	2,101	0	0	0	0	0	0	0	0	0	2,101	0
0	9 2019 Adjustment Commitment	06/22/2018	06/22/2018	9,067	0	0	725	0	0	0	0	0	0	8,342	0
0	10 2018 Adjustment	06/22/2018	06/22/2018	0	0	0	168	0	0	0	0	0	0	-168	0
0	11 RSP EX35.26	11/06/2018	11/06/2018	7,900	0	0	0	7,900	0	0	0	0	0	0	0
	Project Sub-total:			19,068	0	0	893	7,900	0	0	0	0	0	10,275	0
0	<u>TRN908059</u>	<u>Critical Interim Road Rehabilitation Pool</u>													
0	6 2018 Adjust - Cashflows	09/24/2017	09/24/2017	9,000	0	0	0	0	3,800	0	0	0	0	5,200	0
	Project Sub-total:			9,000	0	0	0	0	3,800	0	0	0	0	5,200	0
0	<u>TRN908060</u>	<u>Ditch Rehabilitation and Culvert Reconstruction</u>													
0	5 2018 to 2027 Ditch Rehab & Culvert Recon	01/01/2018	12/31/2018	300	0	0	0	0	0	0	300	0	0	0	0
0	9 2018 to 2027 Ditch Rehab & Culvert Recon	05/26/2018	05/26/2018	1,451	0	0	0	0	0	0	0	0	0	1,451	0
	Project Sub-total:			1,751	0	0	0	0	0	0	300	0	0	1,451	0
0	<u>TRN908072</u>	<u>Bathurst Street Bridge Rehabilitation</u>													
0	3 Bathurst Street Bridge - 2016-2020	01/01/2018	12/31/2020	3,850	0	0	0	0	0	0	0	0	0	3,850	0
0	4 2017 Change in Scope	06/14/2016	06/14/2016	-3,850	0	0	0	0	0	0	0	0	0	-3,850	0
	Project Sub-total:			0	0	0	0	0	0	0	0	0	0	0	0
0	<u>TRN908073</u>	<u>Dufferin Street Bridge Rehabilitation</u>													
0	5 2018 to 2023 Accelerated Cash Flow	06/12/2017	06/12/2017	1,216	0	0	0	0	0	0	66	172	978	0	0
0	6 2018 to 2023 Accelerated Cash Flow	06/23/2018	06/23/2018	-1,150	0	0	0	0	0	0	0	-172	-978	0	0
	Project Sub-total:			66	0	0	0	0	0	0	66	0	0	0	0
0	<u>TRN908078</u>	<u>Local Road Rehabilitation</u>													
0	1 LRR History 2015 to 2019	01/01/2015	12/31/2024	40,619	0	0	0	0	0	0	0	0	0	40,619	0
0	9 LRR 2017 to 2022	01/01/2015	12/31/2024	16,112	0	0	0	0	0	0	0	0	0	16,112	0
0	10 History 2016 LRR 2019 to 2020	06/13/2016	06/13/2016	16,112	0	0	0	0	0	0	0	0	0	16,112	0
0	11 2017 Recast Capital Budget	10/24/2016	10/24/2016	-2,846	0	0	0	0	0	0	0	0	0	-2,846	0
0	15 2018 Adjustment - Cashflows for Green Street	08/28/2017	08/28/2017	1,000	0	0	0	0	0	0	0	0	0	1,000	0
0	16 2018 Adjust - TAMS System	08/28/2017	08/28/2017	650	0	0	0	0	0	0	0	0	0	650	0
0	17 2018 Adjust - ECS Cashflows	09/24/2017	09/24/2017	1,500	0	0	0	0	0	0	0	0	0	1,500	0
0	19 2018/2019 Cash Flow Adjustment	08/20/2018	08/20/2018	-5,000	0	0	0	0	0	0	0	0	0	-5,000	0
0	20 LRR History 2015 to 2019	12/18/2018	12/18/2018	-17,000	0	0	0	0	0	0	0	0	0	-17,000	0
	Project Sub-total:			51,147	0	0	0	0	0	0	0	0	0	51,147	0

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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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Project/Financing Priority Project	Project Name	Start Date	Completion Date	2019	Financing										
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
0	<u>TRN908140</u>	<u>Rouge National Park Transfer of Lands</u>													
0	1 2014 History	12/04/2014	12/04/2014	200	0	0	0	0	200	0	0	0	0	0	0
	Project Sub-total:			200	0	0	0	0	200	0	0	0	0	0	0
0	<u>TRN908141</u>	<u>Georgetown South City Infrastructure Upgrades</u>													
0	5 2018 and 2019 Cash Flow for Georgetown	05/26/2018	05/26/2018	13,420	0	0	10,736	0	0	0	0	0	2,684	0	0
	Project Sub-total:			13,420	0	0	10,736	0	0	0	0	0	2,684	0	0
0	<u>TRN908176</u>	<u>Guide Rail Program</u>													
0	7 .	09/24/2017	09/24/2017	475	0	0	0	0	0	0	0	0	475	0	0
0	8 2019 Adjustment Commitment	08/20/2018	08/20/2018	800	0	0	0	0	0	0	0	0	800	0	0
	Project Sub-total:			1,275	0	0	0	0	0	0	0	0	1,275	0	0
0	<u>TRN908280</u>	<u>Streetscape Improvements on Richmond Street</u>													
0	1 .	11/03/2015	11/03/2015	249	0	0	0	0	0	0	249	0	0	0	0
	Project Sub-total:			249	0	0	0	0	0	0	249	0	0	0	0
0	<u>TRN908282</u>	<u>The Queensway (Parker & Dorchester) Landscape Med.</u>													
0	1 .	11/03/2015	11/03/2015	99	0	0	0	0	0	0	99	0	0	0	0
	Project Sub-total:			99	0	0	0	0	0	0	99	0	0	0	0
0	<u>TRN908288</u>	<u>F. G. Gardiner Rehabilitation Program</u>													
0	1 Program Management	12/10/2015	12/10/2015	11,550	0	0	0	11,550	0	0	0	0	0	0	0
0	9 2018 - 2026 FGG AFP Plan B EX20.14	07/04/2017	07/04/2017	241,570	0	0	0	0	0	0	0	0	241,570	0	0
0	12 2018 - 2026 FGG AFP Plan B EX20.14	08/21/2018	08/21/2018	-85,840	0	0	0	0	0	0	0	0	-85,840	0	0
	Project Sub-total:			167,280	0	0	0	11,550	0	0	0	0	155,730	0	0
0	<u>TRN908289</u>	<u>Participatory Budgeting Pilot</u>													
0	1 Brian Village Gateway	01/29/2016	01/29/2016	34	0	0	0	0	34	0	0	0	0	0	0
	Project Sub-total:			34	0	0	0	0	34	0	0	0	0	0	0
0	<u>TRN908348</u>	<u>Rean to Kenaston New Road</u>													
0	3 2019 Adjustment Commitments	09/28/2018	09/28/2018	3,050	0	0	3,050	0	0	0	0	0	0	0	0
0	4 Property Acquisition	11/06/2018	11/06/2018	3,450	0	0	3,450	0	0	0	0	0	0	0	0
	Project Sub-total:			6,500	0	0	6,500	0	0	0	0	0	0	0	0
0	<u>TRN908352</u>	<u>Glen Road Pedestrian Bridge</u>													
0	2 2018 Glen Road Ped Bridge Increase	06/13/2017	06/13/2017	12,630	0	0	0	0	0	0	0	0	12,630	0	0
0	3 2018 Glen Road Ped Bridge Increase	06/25/2018	06/25/2018	-12,010	0	0	0	0	0	0	0	0	-12,010	0	0
	Project Sub-total:			620	0	0	0	0	0	0	0	0	620	0	0



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				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
<u>0</u>	<u>TRN908626</u> <u>RSP Missing Link Sidewalk</u>														
0	1 2018 adjustment Commitment	06/23/2018	06/23/2018	3,000	0	0	747	0	0	0	0	0	0	2,253	0
	Project Sub-total:			3,000	0	0	747	0	0	0	0	0	0	2,253	0
<u>0</u>	<u>TRN908629</u> <u>IT EWMS Improvement</u>														
0	1 IT EWMS Imprvment	06/25/2018	06/25/2018	1,496	0	0	0	0	0	0	0	0	0	1,496	0
	Project Sub-total:			1,496	0	0	0	0	0	0	0	0	0	1,496	0
<u>0</u>	<u>TRN908631</u> <u>Broadview Extension</u>														
0	2 Broadview Extension Property Acquisition	08/20/2018	08/20/2018	9,800	0	0	9,800	0	0	0	0	0	0	0	0
	Project Sub-total:			9,800	0	0	9,800	0	0	0	0	0	0	0	0
<u>0</u>	<u>TRN908669</u> <u>Mapping and GIS Repository</u>														
0	1 2019 Submission	10/01/2018	10/01/2018	335	0	0	0	0	0	0	0	0	0	335	0
	Project Sub-total:			335	0	0	0	0	0	0	0	0	0	335	0
<u>1</u>	<u>TRN907323</u> <u>Six Points Interchange Redevelopment</u>														
0	5 2016 & Future Six Points	06/03/2015	06/03/2015	720	0	0	0	0	0	0	0	0	0	720	0
0	6 16ECS-TI-01SP Fermar Paving Ltd	11/12/2015	11/12/2015	10,736	0	0	3,169	0	0	0	0	0	0	0	7,567
0	7 2017 Additional Adjustments - 2019 to 2020	11/14/2016	11/14/2016	8,278	0	0	36	0	0	0	0	0	0	8,242	0
0	9 2018 Change in Cash Flow 2018 to 2020	06/08/2017	06/08/2017	-4,819	0	0	71	0	3,300	0	0	0	0	-8,190	0
0	10 2018 Increase in DC for 2019 to 2020 Six Points	06/16/2017	06/16/2017	1,024	0	0	1,024	0	0	0	0	0	0	0	0
0	11 2018 Adjust - Cashflows	09/24/2017	09/24/2017	1,349	0	0	-423	0	-3,300	0	0	0	0	9,917	-4,845
0	12 2019 Adjustment Commitments	06/25/2018	06/25/2018	3,936	0	0	1,621	0	0	0	0	0	0	4,168	-1,853
	Project Sub-total:			21,224	0	0	5,498	0	0	0	0	0	0	14,857	869
<u>1</u>	<u>TRN907910</u> <u>F.G. Gardiner - Critical Repairs</u>														
0	8 Elevated Portion 2015	01/01/2013	12/31/2013	3,395	0	0	0	3,395	0	0	0	0	0	0	0
0	25 Elevated Portion 2016 Adjustments	12/10/2015	12/10/2015	20	0	0	0	20	0	0	0	0	0	0	0
0	26 2018 F.Gardiner Adjust Cash Flow	06/14/2017	06/14/2017	1,500	0	0	0	1,500	0	0	0	0	0	0	0
0	27 2018 F.Gardiner Adjust Cash Flow	05/26/2018	05/26/2018	930	0	0	0	0	0	0	0	0	0	930	0
	Project Sub-total:			5,845	0	0	0	4,915	0	0	0	0	0	930	0
<u>1</u>	<u>TRN908142</u> <u>Major SOGR Pooled Contingency</u>														
0	6 2015 Bridge Lanes Walks Roads 2017 to 2022	06/02/2015	06/02/2015	4,476	0	0	0	0	0	0	0	0	0	4,476	0

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Project/Financing		Start Date	Completion Date	2019 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>1</u>	<u>TRN908142 Major SOGR Pooled Contingency</u>													
0	16 2017 Recast Capital Budget	10/24/2016	10/24/2016	-676	0	0	0	0	0	0	0	0	-676	0
	Project Sub-total:			3,800	0	0	0	0	0	0	0	0	3,800	0
Program Total:				602,692	5,082	19,000	58,177	55,828	19,377	0	8,550	13,894	421,915	869

Status Code Description
 S2 S2 Prior Year (With 2019 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2019 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 10

Inflows and Outflows to/from Reserves and Reserve Funds

2019 Operating Budget

Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Projected Balance as of Dec. 31, 2018 *	Withdrawals (-) / Contributions (+)		
			2019	2020	2021
		\$	\$	\$	\$
Beginning Balance		53.6	195.0	335.0	475.0
Paver Maintenance Reserve Fund	XR1413				
<i>Withdrawals (-)</i>					
<i>Contributions (+)</i>		141.4	140.0	140.0	140.0
Total Reserve / Reserve Fund Draws / Contributions		141.4	335.0	475.0	615.0
Balance at Year-End		195.0	335.0	475.0	615.0

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Projected Balance as of Dec. 31, 2018 *	Withdrawals (-) / Contributions (+)		
			2019	2020	2021
		\$	\$	\$	\$
Beginning Balance		100.8	1,274.7	1,020.4	564.5
Management Of Contaminated Lands Reserve Fund	XR3404				
<i>Withdrawals (-)</i>		(127.1)	(254.3)	(455.9)	(557.6)
<i>Contributions (+)</i>		1,301.0			
Total Reserve / Reserve Fund Draws / Contributions		1,173.9	1,020.4	564.5	6.9
Balance at Year-End		1,274.7	1,020.4	564.5	6.9

* Based on 9-month 2018 Reserve Fund Variance Report

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Projected Balance as of Dec. 31, 2018 *	Withdrawals (-) / Contributions (+)		
			2019	2020	2021
		\$	\$	\$	\$
Beginning Balance			31,921.8	50,890.9	69,860.1
Insurance Reserve Fund	XR1010				
<i>Withdrawals (-)</i>					
<i>Contributions (+)</i>			18,969.1	18,969.1	18,969.1
Total Reserve / Reserve Fund Draws / Contributions		-	50,890.9	69,860.1	88,829.2
Balance at Year-End		31,921.8	50,890.9	69,860.1	88,829.2

* Based on 9-month 2018 Reserve Fund Variance Report

Appendix 10 (cont'd)

Inflows and Outflows to/from Reserves and Reserve Funds

2019 Operating Budget

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Projected Balance as of Dec. 31, 2018 *	Withdrawals (-) / Contributions (+)		
			2019	2020	2021
		\$	\$	\$	\$
Beginning Balance			9,492.0	19,050.8	47,332.6
Vehicle Equipment Reserve	XQ1015				
<i>Withdrawals (-)</i>					
<i>Contributions (+)</i>			9,558.8	28,281.8	13,906.8
Total Reserve / Reserve Fund Draws / Contributions		-	19,050.8	47,332.6	61,239.5
Balance at Year-End		9,492.0	19,050.8	47,332.6	61,239.5

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Projected Balance as of Dec. 31, 2018 *	Withdrawals (-) / Contributions (+)		
			2019	2020	2021
		\$	\$	\$	\$
Beginning Balance			26,001.6	(1,859.6)	(39,804.6)
Public Realm Reserve Fund	XR1410				
<i>Withdrawals (-)</i>			(27,861.3)	(37,945.0)	(22,935.0)
<i>Contributions (+)</i>					
Total Reserve / Reserve Fund Draws / Contributions		-	(1,859.6)	(39,804.6)	(62,739.6)
Balance at Year-End		26,001.6	(1,859.6)	(39,804.6)	(62,739.6)

* Based on 9-month 2018 Reserve Fund Variance Report

Appendix 10 (cont'd)

Inflows and Outflows to/from Reserves and Reserve Funds 2019 – 2028 Capital Budget and Plan

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Development Charge Reserve Fund - Roads (XR2110)	Beginning Balance	56,747	71,947	72,917	108,814	140,868	198,958	265,299	338,337	406,299	475,024		
	Withdrawals (-)												
	Advanced Traffic Signal Control	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(675)	(6,750)	
	Cycling Infrastructure	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(2,076)	(20,760)	
	Engineering Studies	(6,310)	(1,944)	(1,944)	(1,944)	(1,944)	(1,944)	(1,944)	(1,944)	(1,944)	(1,944)	(21,862)	
	Facility Improvements	(213)	(213)	(213)	(213)	(213)	(213)	(213)	(213)	(213)	(213)	(2,130)	
	King Liberty Cycling Pedestrian Bridge	(1,662)	-	-	-	-	-	-	-	-	-	(1,662)	
	Legion Road Extension & Grade Separation	(431)	(2,122)	(11,489)	(11,201)	-	-	-	-	-	-	(25,243)	
	Metrolinx Additional Infrastructure	-	(4,000)	(2,200)	(4,000)	(4,000)	-	-	-	-	-	(14,200)	
	Neighbourhood Improvements	(165)	-	-	-	-	-	-	-	-	-	(165)	
	Pedestrian Safety and Infrastructure Programs	(60)	(60)	(61)	(62)	(63)	(64)	(65)	(66)	(67)	(68)	(636)	
	Port Union Road	-	(2,229)	(4,778)	(1,911)	-	-	-	-	-	-	(8,918)	
	Regent Park Revitalization	-	(483)	(67)	-	-	-	-	-	-	-	(550)	
	Scarlett/St Clair/Dundas	-	(5,483)	(4,415)	(4,440)	-	-	-	-	-	-	(14,338)	
	Six Points Interchange Redevelopment	(5,498)	(3,602)	-	-	-	-	-	-	-	-	(9,100)	
	Steeles Widening (Tapscott Road - Beare Road)	(163)	(1,700)	(1,275)	(6,800)	(6,375)	(2,125)	-	-	-	-	(18,438)	
	Traffic Congestion Management	(562)	(918)	-	-	-	-	-	-	-	-	(1,480)	
	Traffic Control - RESCU	(24)	-	-	-	-	-	-	-	-	-	(24)	
	Georgetown South City Infrastructure Upgrades	(10,736)	-	-	-	-	-	-	-	-	-	(10,736)	
	North York Service Road Extension	-	(1,250)	(4,300)	(4,200)	-	-	-	-	-	-	(9,750)	
	St Clair TMP-Keele to Old Weston	-	(38,542)	(7,457)	(7,832)	-	-	-	-	-	-	(53,831)	
	Traffic Signals Major Modifications	(655)	(655)	(655)	(655)	(655)	(655)	(655)	(655)	(655)	(655)	(6,550)	
	John Street Revitalization Project	-	(408)	(776)	-	-	-	-	-	-	-	(1,184)	
	RSP Accessible Pedestrian Signals	(106)	(132)	(119)	(119)	(119)	(119)	(119)	(119)	(119)	(119)	(1,190)	
	RSP Transportation Safety & Local Improvement	(107)	(108)	(110)	(112)	(113)	(115)	(117)	(119)	(121)	(123)	(1,145)	
	RSP Traffic Calming	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(360)	
	RSP Missing Link Sidewalk	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(7,470)	
	RSP New Traffic Control Signals / Devices	(642)	(1,974)	(1,308)	(1,308)	(1,308)	(1,308)	(1,308)	(1,308)	(1,308)	(1,308)	(13,080)	
	RSP Traffic Signals Major Modifications	(240)	(240)	(240)	(240)	(240)	(240)	(240)	(240)	(240)	(240)	(2,400)	
	Broadview Extension	(9,800)	(4,200)	-	-	-	-	-	-	-	-	(14,000)	
	RER Implementation - City Share	-	-	-	-	(4,400)	(4,400)	-	-	-	-	(8,800)	
	Road Safety Plan (LGSi and SCSPA)	(893)	(745)	(803)	-	-	-	-	-	-	-	(2,441)	
	Rean to Kenaston New Road	(3,050)	(840)	-	-	-	-	-	-	-	-	(3,890)	
	Total Withdrawals		(44,851)	(74,974)	(45,376)	(49,347)	(22,964)	(14,717)	(8,195)	(8,198)	(8,201)	(6,260)	(283,083)
	Contributions (+)		60,051	75,944	81,273	81,401	81,054	81,058	81,233	76,160	76,926	78,465	773,565
	Total Contributions		60,051	75,944	81,273	81,401	81,054	81,058	81,233	76,160	76,926	78,465	773,565
	Total Reserve Fund Balance at Year-End	56,747	71,947	72,917	108,814	140,868	198,958	265,299	338,337	406,299	475,024	547,229	490,482

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Public Realm Reserve Fund (XR1410)	Beginning Balance	26,002	24,544	21,944	19,944	17,944	15,944	13,944	11,944	9,944	7,944		
	Withdrawals (-)												
	Neighbourhood Improvements	(1,458)	(2,600)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,058)	
	Total Withdrawals		(1,458)	(2,600)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,058)	
	Total Reserve Fund Balance at Year-End	26,002	24,544	21,944	19,944	17,944	15,944	13,944	11,944	9,944	7,944	(20,058)	

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Pavement Degradation Reserve Fund (XR2405)	Beginning Balance	3,876	76	76	76	76	76	76	76	76	76	76	
	Withdrawals (-)												
	Critical Interim Road Rehabilitation	(3,800)	-	-	-	-	-	-	-	-	-	(3,800)	
	Total Withdrawals		(3,800)	-	-	-	-	-	-	-	-	(3,800)	
	Total Reserve Fund Balance at Year-End	3,876	76	76	76	76	76	76	76	76	76	(3,800)	

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Bloor Street Transformation Reserve Fund (XR3401)	Beginning Balance	309	309	96	96	96	96	96	96	96	96	96	
	Withdrawals (-)												
	Bloor Street Transformation	-	(213)	-	-	-	-	-	-	-	-	(213)	
	Total Withdrawals		(213)	-	-	-	-	-	-	-	-	(213)	
	Total Reserve Fund Balance at Year-End	309	309	96	96	96	96	96	96	96	96	(213)	

* Based on 9-month 2018 Reserve Fund Variance Report

Appendix 10 (cont'd)

Inflows and Outflows to/from Reserves and Reserve Funds 2019 – 2028 Capital Budget and Plan

Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Capital Financing Reserve (X00011)	Beginning Balance		434,550	390,440	346,992	302,416	259,291	45,864	(146,796)	(176,796)	(206,796)	(206,796)	
	Withdrawals (-)												
	Major Road Rehabilitation		(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)		(240,000)
	LARP (Lawrence-Allen Revitalization Project)		(1,040)	(1,896)	(3,026)	(1,576)	(787)						(8,326)
	F.G. Gardiner		(13,070)	(11,550)	(11,550)	(11,550)	(182,640)	(182,660)					(383,020)
Total Withdrawals		(44,110)	(43,446)	(44,576)	(43,126)	(213,427)	(182,660)	(30,000)	(30,000)				(641,346)
Total Reserve Fund Balance at Year-End			434,550	390,440	346,992	302,416	259,291	45,864	(146,796)	(176,796)	(206,796)	(206,796)	(641,346)

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Light Emitting Diode (LED) Reserve Fund (XR1407)	Beginning Balance		5,503	3,803	2,103	403	(1,297)	(2,997)	(4,697)	(6,397)	(8,097)	(9,797)	
	Withdrawals (-)												
	LED Signal Module Conversion		(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(17,000)
	Total Withdrawals		(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(17,000)
Total Reserve Fund Balance at Year-End			5,503	3,803	2,103	403	(1,297)	(2,997)	(4,697)	(6,397)	(8,097)	(9,797)	(17,000)

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Land Acquisition Reserve Fund (XR1012)	Beginning Balance		92,677	83,677	83,677	83,677	83,677	83,677	83,677	83,677	83,677	83,677	
	Withdrawals (-)												
	North York Service Road Extension		(9,000)										(9,000)
Total Reserve Fund Balance at Year-End			92,677	83,677	(9,000)								

* Based on 9-month 2018 Reserve Fund Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2018 *	Contributions / (Withdrawals)										2019 - 2028 Total Contributions / (Withdrawals)
			2019 Budget	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2028 Plan	
Planning Act Reserve Fund - Section 37/45 (XR3029/28)	Beginning Balance		185,500	185,220	174,269	171,326	169,826	168,326	165,758	163,190	160,622	160,622	
	Withdrawals (-)												
	John Street Revitalization Project			(9,049)									(9,049)
	Bloor Street Transformation			(668)									(668)
	Neighbourhood Improvements		(280)	(645)	(433)								(1,357)
	Yonge TCMorrow					(1,500)	(1,500)	(2,568)	(2,568)	(2,568)			(10,704)
New Courthouse Streetscape				(2,500)								(2,500)	
Total Withdrawals		(280)	(10,961)	(2,933)	(1,500)	(1,500)	(2,568)	(2,568)	(2,568)			(24,878)	
Total Reserve Fund Balance at Year-End			185,500	185,220	174,269	171,326	169,826	168,326	165,758	163,190	160,622	160,622	(24,878)

* Based on 9-month 2018 Reserve Fund Variance Report