| (000s) | | PROJECT PR | | | | APPROVED | | | | IENT REQUES | ат | | FUNDING SOURCE | | REVISI | ED | | |
|--|---|--|---|--|---|---|---|---|-----------------|--|----------------------------------|---|--|---|------------------------------------|--|---|---|
| Type of Budget Adj. | WBS Code (SAP#) | CAPTOR # | Project/Sub- Project Name | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Total Adj. | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Type | Details | Tot Proj. Cost P | Y Cash Flow 20 | 23 Cash Flow | 2024-2032 Plan | Reason/Comments |
| uuget Auj. | (JAF#) | CAFTOR # | Floject Name | 101 1103. 0031 | TIOW | TIOW | 2024-2032 Fiaii | Total Auj. | TIOW | TIOW | 2024-2032 Fidil | туре | Details | TOLFTOJ. COSL F | | 23 Ca311 10w | FIGII | Reason/Comments |
| Naterfront Revita | ization Initiat | tive | | | | | | | | | | | | | | | | |
| Reallocation to | | | | | | | | | | | | | | | | | | To increase the budget by \$33K by reallocating from CWR003-19 to fund the overexpenditure in the |
| within | | WFT906728- | Waterfront | | | | | | | | | | | | | | | capital account CWR003-18 |
| Program/Agency) | CWR003-18 | 90 | Secretariat | 10,045 | 9,391 | 654 | | 33 | | 33 | | Debt | | 10,078 | 9,391 | 687 | | To reallocate savings of \$33K from capital account CWR003-19 to fund overexpenditures in capital |
| Reallocation from | | | Water's Edge | | | | | | | | | | | | | | | account CWR003-18 |
| (within | 011/2000 40 | WFT906728- | Prome, | | | | | | | | | | | | | | | |
| Program/Agency) | CWR003-19 | 106 | Trans&Transport Init | 190 | | 190 | | (33) | | (33) | | Debt | | 157 | | 157 | | |
| | | | | | | | | | | | | | | | | | | |
| Waterfront Revita | ization Initiat | tive | Program Total | 10,235 | 9,391 | 844 | - | • | - | | | | | 10,235 | 9,391 | 844 | - | |
| Transit Expansion | | | | | | | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | The SmartTrack project is funded by all three orders of government with City funding of \$878 million, Federal funding of \$585 million, and Provincial funding of \$226 million, for a total project cost of \$1.68 |
| | | | | | | | | | | | | | | | | | | billion. In prior City budgets, the total project cost was captured in the 10-year capital plan; however, |
| | | | | | | | | | | | | | | | | | | given the contribution structure to Metrolinx, who is delivering the project, the 2024-2033 Capital Budg |
| | | | | | | | | | | | | | | | | | | and Plan have been amended to only reflect the City's share of the project. |
| | | | | | | | | | | | | | | | | | | The Capital In-Year Budget Adjustment reflects this change in the 2023 Plan by reducing the capital |
| Reduction of funding | CCI111-02 | CIS908426-4 | SmartTrack Stations | 1,472,898 | 532 | 324,253 | 1.148.113 | (320,014) | | (320,014) | | Fed | ICIP Public Transit Stream | 1,344,892 | 532 | 196,248 | 1 1/8 11 | expenditure by \$320.014 million and revenue from federal funding by \$320.014 million. |
| landing | 00111102 | 0100001201 | Cintar (Truck Clausific | 1,472,000 | 002 | 024,200 | 1,140,110 | (020,014) | | (020,014) | | 1.00 | | 1,044,002 | 002 | 130,240 | 1,140,11 | The SmartTrack project is funded by all three orders of government with City funding of \$878 million, |
| | | | | | | | | | | | | | | | | | | Federal funding of \$585 million, and Provincial funding of \$226 million, for a total project cost of \$1.68 |
| | | | | | | | | | | | | | | | | | | billion. In prior City budgets, the total project cost was captured in the 10-year capital plan; however, |
| | | | | | | | | | | | | | | | | | | given the contribution structure to Metrolinx, who is delivering the project, the 2024-2033 Capital Budg and Plan have been amended to only reflect the City's share of the project. |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | The Capital In-Year Budget Adjustment reflects this change in the 2023 Plan by increasing the capital expenditure by \$192.008 million and revenue from debt recoverable development charges RF XR2108 |
| Reduction of | | | | | | | | | | | | | XR2109 DEV CHGS RF (2009) - | | | | | by \$192.008 million. |
| | | | | | | | | | | | | | | | | | | |
| funding | | | | | | | | 192,008 | | 192,008 | | Rec-Debt | TRANSIT | | | | | |
| | | | | | | | | 192,008 | | 192,008 | | Rec-Debt | TRANSIT | | | | | by § 132.000 mm0n. |
| | | | Program Total | 1,472,898 | 532 | 324,253 | 1,148,113 | 192,008 (128,006) | - | 192,008 (128,006) | | Rec-Debl | TRANSIT | 1,344,892 | 532 | 196,248 | 1,148,113 | |
| funding | | | Program Total | 1,472,898 | 532 | 324,253 | 1,148,113 | | - | | - | Rec-Debt | TRANSIT | 1,344,892 | 532 | 196,248 | 1,148,113 | |
| funding | | | Program Total | 1,472,898 | 532 | 324,253 | 1,148,113 | | - | | - | Rec-Debl | TRANSIT | 1,344,892 | 532 | 196,248 | 1,148,113 | |
| funding Transit Expansion | | | - | 1,472,898 | 532 | 324,253 | 1,148,113 | | | | • | Rec-Debl | TRANSIT | 1,344,892 | 532 | 196,248 | 1,148,113 | |
| funding Transit Expansion | | | Program Total Program Total (Road Safety Plan) RSP LGSI and | 1,472,898 | 532 | 324,253 | 1,148,113 | | | | | Rec-Debl | | 1,344,892 | 532 | 196,248 | 1,148,111 | |
| funding Transit Expansion | | TRN908055 | (Road Safety Plan) RSP LGSI and SCPEA | 1,472,898 63,598 | 532 | 324,253 | | | • | | . (464) | Rec-Debl | | 1,344,892 | 532 | 196,248 | 1,148,111 | Work advanced ahead of schedule due to favorable construction conditions. |
| funding Transit Expansion Transportation St | rvices | TRN908055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) | | | | | | | (128,006) | . (464) | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| funding Transit Expansion Transportation St Acceleration | rvices CTP717-58 | | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and | | | | | | - | (128,006) | | DC | | | | 10,464 | 41,77 | Work advanced ahead of schedule due to favorable construction conditions. 1 Work advanced ahead of schedule due to favorable construction conditions. |
| funding Transit Expansion Transportation Se Acceleration Acceleration Reallocation to | rvices | TRN908055 TRN908055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA | | | | | | · · · · | (128,006) | (464) | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. 1 Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Se Acceleration Acceleration Reallocation to (within | CTP717-58 CTP717-58 | TRN908055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link | 63,598 | 11,363 | 10,000 | 42,235 | (128,006) | | (128,006) 464 5,341 | (5,341) | DC | | 63,598 | 11,363 | 10,464 5,341 | 41,77 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Se Acceleration Acceleration Reallocation to (within | rvices CTP717-58 | | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk | | | | 42,235 | | | (128,006) | (5,341) | DC | | | | 10,464 | 41,77 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) | CTP717-58 CTP717-58 CTP717-58 CTP419-01 | TRN908055 TRN908626 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New | 63,598 | 11,363 | 10,000 | 42,235 | (128,006) | | (128,006) 464 5,341 | (5,341) | DC Debt | | 63,598 | 11,363 | 10,464 5,341 | 41,77 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Se Acceleration Acceleration Reallocation to (within | CTP717-58 CTP717-58 | TRN908055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk | 63,598 | 11,363 | 10,000 | 42,235 | (128,006) | | (128,006) 464 5,341 | (5,341) | DC Debt | TRANSIT | 63,598 | 11,363 | 10,464 5,341 | 41,77 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. D Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) | CTP717-58 CTP717-58 CTP717-58 CTP419-01 | TRN908055 TRN908626 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic | 63,598 | 11,363 | 10,000 | 42,235 | (128,006) | | (128,006) 464 5,341 | (5,341) | DC Debt | | 63,598 | 11,363 | 10,464 5,341 | 41,77 (5,34 9,51 | Work advanced ahead of schedule due to favorable construction conditions. 1 Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. 2 Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) | CTP717-58 CTP717-58 CTP717-58 CTP419-01 | TRN908055 TRN908626 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM74 Bayview Avenue New Sidewalk RSP New Traffic Contro Signals and Devices | 63,598 | 11,363 | 10,000 | 42,235 9,510 350 | (128,006) | | (128,006) 464 5,341 | (5,341) | DC Debt | | 63,598 | 11,363 | 10,464 5,341 | 41,77 (5,34 9,51 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. B |
| Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration | CTP717-58 CTP717-58 CTP419-01 CTP423-05 | TRN908055 TRN908626 TRN908626 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk RSP Mew Traffic Control Signals and Devices RSP New Traffic | 63,598 13,536 350 | 11,363 2,026 | 10,000 | 42,235 9,510 350 | (128,006) | | (128,006) 464 5,341 4,415 2 | (5,341) | DC Debt Debt Reserves | | 63,598 17,951 350 | 2,026 | 10,464 5,341 6,415 2 | 41,77 (5,34 ⁻ 9,51 34 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. B |
| funding Transit Expansion Transportation St Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration | CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 | TRN908055 TRN908626 TRN908626 TRN908626 TRN031 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices | 63,598 13,536 350 | 11,363 2,026 | 10,000 | 42,235 9,510 350 | (128,006) | | (128,006) 464 5,341 4,415 2 246 | (5,341) (2) (246) | DC Debt Debt Reserves DC | | 63,598 17,951 350 | 2,026 | 10.464 5,341 6,415 2 7,246 | 41,77 (5,34 9,51 34 21,81 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Vork advanced ahead of schedule due to favorable construction conditions. D Work advanced ahead of schedule due to favorable construction conditions. S |
| funding Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Reallocation to Reallocation to | CTP717-58 CTP717-58 CTP419-01 CTP423-05 | TRN908055 TRN908626 TRN908626 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk RSP New Traffic Control Signals and Devices RSP New Traffic Control Signals and Devices Control Signals and Devices | 63,598 13,536 350 | 11,363 2,026 | 10,000 | 42,235 9,510 350 | (128,006) | | (128,006) 464 5,341 4,415 2 | (5,341) | DC Debt Debt Reserves | XR3026-3701146 | 63,598 17,951 350 | 2,026 | 10,464 5,341 6,415 2 | 41,77 (5,34 ⁻ 9,51 34 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Vork advanced ahead of schedule due to favorable construction conditions. D Work advanced ahead of schedule due to favorable construction conditions. S |
| Transit Expansion Transportation Se Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Acceleration Reallocation to (within Reallocation to (within | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 | TRN908055 TRN908626 TRN908626 TRN908626 TRN031 TRN031 | (Road Safety Plan) RSP LQSI and SCPEA (Road Safety Plan) RSP LQSI and SCPEA RSP Missing Link Sidewalk MI/7 & Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices Chy Bridge Rehabilitation | 63,598 13,536 350 34,194 | 11,363 2,026 5,133 | 2,000 | 42,235 9,510 350 22,061 | (128,006) | | (128,006) 464 5,341 4,415 2 246 246 | (5,341) (2) (246) | DC Debt Debt Reserves DC Debt | XR3026-3701146 Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 | 11,363 2,026 5,133 | 10,464 5,341 6,415 2 7,246 246 | 41,77 (5,34 ⁻ 9,51 34 21,81 (246 | Work advanced ahead of schedule due to favorable construction conditions. 1 Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Station and the schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts |
| funding Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Reallocation to Reallocation to | CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 | TRN908055 TRN908626 TRN908626 TRN908626 TRN031 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices RSP New Traffic Control Signals and Devices City Bridge Rehabilitation Chitail | 63,598 13,536 350 | 11,363 2,026 | 10,000 | 42,235 9,510 350 22,061 | (128,006) | | (128,006) 464 5,341 4,415 2 246 | (5,341) (2) (246) | DC Debt Debt Reserves DC | XR3026-3701146 | 63,598 17,951 350 | 2,026 | 10.464 5,341 6,415 2 7,246 | 41,77 (5,34 9,51 34 21,81 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. J Budget Adjustments within City Bridge Rehabilitation Accounts |
| Transit Expansion Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Ac | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 | TRN908055 TRN908626 TRN908626 TRN908626 TRN031 TRN031 | (Road Safety Plan) RSP LQSI and SCPEA (Road Safety Plan) RSP LQSI and SCPEA RSP Missing Link Sidewalk MI/7 & Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices Chy Bridge Rehabilitation | 63,598 13,536 350 34,194 | 11,363 2,026 5,133 | 2,000 | 42,235 9,510 350 22,061 132,209 | (128,006) | | (128,006) 464 5,341 4,415 2 246 246 | (5,341) (2) (246) | DC Debt Debt Reserves DC Debt | XR3026-3701146 Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 | 11,363 2,026 5,133 | 10,464 5,341 6,415 2 7,246 246 | 41,77 (5,34 ⁻ 9,51 34 21,81 (246 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S Work advanced ahead of schedule due to favorable construction conditions. S |
| Transit Expansion Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Reallocation to (within Program/Agency) Acceleration Reallocation from | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP519-01 | TRN908055 TRN908626 TRN908626 TRN031 TRN031 TRN055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices Control Signals and Devices | 63,598 13,536 350 34,194 199,190 | 11,363 2,026 5,133 43,554 | 10,000 2,000 7,000 23,427 | 42,235 9,510 350 22,061 132,209 | (128,006) | | (128,006) 464 5,341 4,415 2 246 246 11,494 | (5.341) (2) (246) (246) | DC Debt Debt Reserves DC Debt Fed | XR3026-3701146 Federal Grants & Subsides (Gas Tax) | 63,598 17,951 350 34,194 210,683 | 11,363 2,026 5,133 43,554 | 10,464 5,341 6,415 2 7,246 246 34,920 | 41,77 (5,34 9,51 34 21,81 (246 132,20 | Work advanced ahead of schedule due to favorable construction conditions. I Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts Work advanced ahead of schedule due to favorable construction conditions. |
| Transit Expansion Transportation Si Acceleration Acceleration Acceleration Reallocation to (within Acceleration Acceleration Acceleration Acceleration Acceleration Acceleration Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP716-01 CTP519-01 CTP818-74 | TRN908055 TRN908626 TRN908626 TRN036626 TRN031 TRN031 TRN055 TRN908352 | (Road Safety Plan) RSP LQSI and SCPEA (Road Safety Plan) RSP LQSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices RSP New Traffic Control Signals and Devices City Bridge City Bridge | 63,598 13,536 350 34,194 199,190 24,221 | 11,363 2,026 5,133 43,554 3,760 | 10,000 2,000 7,000 23,427 5,941 | 42,235 9,510 360 22,061 132,209 14,500 | (128,006) 4,415 11,494 | | (128,006) 464 5,341 4,415 2 246 246 11,494 1,613 | (5.341) (2) (246) (246) | DC Debt Debt DC Dc Dc Dc Dc Dc Fed Debt | XR3026-3701146 Federal Grants & Subsides (Gas Tax) Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 210,683 24,221 | 2,026 5,133 43,554 3,780 | 10,464 5,341 6,415 2 7,246 246 34,920 7,554 | 41,77 (5,34 9,51 34 21,81 (24 132,20 12,88 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Station and ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts Budget Adjustments within City Bridge Rehabilitation Accounts |
| Transit Expansion Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Acceleration Acceleration Acceleration Acceleration Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Reallocation from (within | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP519-01 | TRN908055 TRN908626 TRN908626 TRN031 TRN031 TRN055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices Control Signals and Devices | 63,598 13,536 350 34,194 199,190 | 11,363 2,026 5,133 43,554 | 10,000 2,000 7,000 23,427 | 42,235 9,510 360 22,061 132,209 14,500 | (128,006) | | (128,006) 464 5,341 4,415 2 246 246 11,494 | (5.341) (2) (246) (246) | DC Debt Debt Reserves DC Debt Fed | XR3026-3701146 Federal Grants & Subsides (Gas Tax) | 63,598 17,951 350 34,194 210,683 | 11,363 2,026 5,133 43,554 | 10,464 5,341 6,415 2 7,246 246 34,920 | 41,77 (5,34 9,51 34 21,81 (246 132,20 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Station and ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts Budget Adjustments within City Bridge Rehabilitation Accounts |
| Transit Expansion Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Reallocation to (within Reallocation from (Within Reallocation Real | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP716-01 CTP519-01 CTP818-74 CTP515-01 | TRN908055 TRN908626 TRN908626 TRN031 TRN031 TRN031 TRN055 TRN908352 TRN055 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices RSP New Traffic Control Signals and Devices City Bridge Rehabilitation Critical Gien Road Pedestrian Bridge Rehabilitation City Bridge Rehabilitation City Bridge | 63,598 13,536 350 34,194 199,190 24,221 | 11,363 2,026 5,133 43,554 3,760 | 10,000 2,000 7,000 23,427 5,941 | 42,235 9,510 360 22,061 132,209 14,500 | (128,006) (128,006) (12,006) (| | (128,006) 464 5,341 4,415 2 246 246 11,494 1,613 (13,495) | (5.341) (2) (246) (246) | DC Debt Debt Reserves DC Debt Fed Debt | XR3026-3701146 Federal Grants & Subsides (Gas Tax) Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 210,683 24,221 220,830 | 2,026 5,133 43,554 3,780 | 10,464 5,341 6,415 2 7,246 246 34,920 7,554 52,431 | 41,77 (5,34 9,51 34 21,81 (24 132,20 12,88 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. J Work advanced ahead of schedule due to favorable construction conditions. J Work advanced ahead of schedule due to favorable construction conditions. J Uwrk advanced ahead of schedule due to favorable construction conditions. J Budget Adjustments within City Bridge Rehabilitation Accounts Z Budget Adjustments within City Bridge Rehabilitation Accounts |
| funding Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Acceleration Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration from (within Program/Agency) | rvices CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP716-01 CTP519-01 CTP818-74 | TRN908055 TRN908626 TRN908626 TRN036626 TRN031 TRN031 TRN055 TRN908352 | (Road Safety Plan) RSP LQSI and SCPEA RS2CPEA RS2CPEA RSP LQSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices CNtp Bridge Rehabilitation Critical Glen Road Pedestrian Bridge City Bridge Rehabilitation | 63,598 13,536 350 34,194 199,190 24,221 | 11,363 2,026 5,133 43,554 3,760 | 10,000 2,000 7,000 23,427 5,941 | 42,235 9,510 360 22,061 132,209 14,500 | (128,006) 4,415 11,494 | | (128,006) 464 5,341 4,415 2 246 246 11,494 1,613 | (5.341) (2) (246) (246) | DC Debt Debt DC Dc Dc Dc Dc Dc Fed Debt | XR3026-3701146 Federal Grants & Subsides (Gas Tax) Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 210,683 24,221 | 2,026 5,133 43,554 3,780 | 10,464 5,341 6,415 2 7,246 246 34,920 7,554 | 41,77 (5,34 9,51 34 21,81 (24 132,20 12,88 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Vork advanced ahead of schedule due to favorable construction conditions. Budget Adjustments within City Bridge Rehabilitation Accounts Budget Adjustments within City Bridge Rehabilitation Accounts Budget Adjustments within City Transportation Services SOGR Accounts |
| Transit Expansion Transportation Si Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Acceleration Acceleration Reallocation to (within Program/Agency) Acceleration Reallocation from (within | CTP717-58 CTP717-58 CTP419-01 CTP423-05 CTP716-01 CTP716-01 CTP716-01 CTP519-01 CTP519-01 CTP515-01 CTP515-01 | TRN908055 TRN908626 TRN908626 TRN031 TRN031 TRN031 TRN055 TRN908352 TRN955 | (Road Safety Plan) RSP LGSI and SCPEA (Road Safety Plan) RSP LGSI and SCPEA RSP Missing Link Sidewalk MM7.4 Bayview Avenue New Sidewalk RSP New Traffic Control Signals and Devices RSP New Traffic Control Signals and Devices City Bridge Rehabilitation Critical Gien Road Pedestrian Bridge Rehabilitation City Bridge Rehabilitation City Bridge | 63,598 13,536 350 34,194 199,190 24,221 | 11,363 2,026 5,133 43,554 3,760 | 10,000 2,000 7,000 23,427 5,941 | 42,235 9,510 360 22,061 132,209 14,500 | (128,006) | | (128,006) 464 5,341 4,415 2 246 246 11,494 1,613 (13,495) | (5.341) (2) (246) (246) | DC Debt Debt Reserves DC Debt Fed Debt | XR3026-3701146 Federal Grants & Subsides (Gas Tax) Federal Grants & Subsides (Gas | 63,598 17,951 350 34,194 210,683 24,221 220,830 | 2,026 5,133 43,554 3,780 | 10,464 5,341 6,415 2 7,246 246 34,920 7,554 52,431 | 41,77 (5,34 9,51 34 21,81 (24 132,20 12,88 | Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. Work advanced ahead of schedule due to favorable construction conditions. J Work advanced ahead of schedule due to favorable construction conditions. J Work advanced ahead of schedule due to favorable construction conditions. J Uwrk advanced ahead of schedule due to favorable construction conditions. J Budget Adjustments within City Bridge Rehabilitation Accounts Z Budget Adjustments within City Bridge Rehabilitation Accounts |

| (000s) Type of | | PROJECT PR | | | | APPROVED | | | | IENT REQUES | T | FUNDING SOU | RCE | | REV | ISED | | |
|---------------------------------|--------------------|-------------|---|----------------|-----------------|-------------------|------------------|------------|-----------------|-------------------|------------------|-------------------------|----------------|-----------------|--------------|----------------|-------------------|---|
| ype of udget Adj. | WBS Code (SAP#) | CAPTOR # | Project/Sub- Project Name | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Total Adj. | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Type Details | | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Reason/Comments |
| allocation to | | UAI TOIL# | Ditch Rehabilitation | 10(110).003(| 1101 | 1101 | 2024-2052 1 1411 | Total Auj. | 1104 | 1101 | 2024-2032 1 1011 | Type Details | | Tot Hoj. Obst 1 | I Cusil How | 2020 003111104 | T IGHT | Budget Adjustments within City Transportation Services SOGR Accounts |
| thin | | | and Culvert | | | | | | | | | | | | | | | |
| gram/Agency) allocation from | CTP317-08 | TRN908060 | Reconstruction | 10,760 | 2,560 | 2,700 | 5,500 | 574 | | 574 | | Debt | | 11,334 | 2,560 | 3,274 | 5,500 | |
| allocation from | | | Don Valley Parkway | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| gram/Agency) | CTP110-1 | TRN029 | Rehabilitation | 35,895 | 180 | 2,558 | 33,157 | (1,297) | | (1,297) | | Debt | | 34,598 | 180 | 1,261 | 33,157 | |
| allocation to | | | | | | | | (1,==1) | | (.,=) | | | | , | | .,==. | | Budget Adjustments within City Transportation Services SOGR Accounts |
| thin | | | F.G. Gardiner | | | | | | | | | Federal Grants & | Subsides (Gas | | | | | |
| gram/Agency) | CTP122-06 | TRN907910 | Interim Repairs | 24,284 | 4,283 | 5,000 | 15,000 | 1,122 | | 1,122 | | Fed Tax) | | 25,406 | 4,283 | 6,122 | 15,000 | |
| allocation to hin | | | F.G. Gardiner | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| gram/Agency) | CTP122-08 | TRN908288 | Rehabilitation | 1,936,340 | 36,260 | 60,000 | 1,840,080 | 545 | | 545 | | Debt | | 1,936,884 | 36,260 | 60,545 | 1,840,080 | |
| allocation to | 011 122 00 | | - tondomation | 1,000,040 | 00,200 | 00,000 | 1,040,000 | 040 | | 040 | | 5001 | | 1,000,004 | 00,200 | 00,040 | 1,040,000 | Budget Adjustments within City Transportation Services SOGR Accounts |
| in | | | Facility | | | | | | | | | | | | | | | |
| ram/Agency) | CTP817-09 | TRN907673 | Improvements | 17,664 | 1,663 | 4,000 | 12,000 | 1,026 | | 1,026 | | Reserves XQ0011 | | 18,690 | 1,663 | 5,027 | 12,000 | |
| llocation from | | | | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| in mm/Aganau) | CTP315-05 | TRN906086 | Laneways | 9,284 | 469 | 1,910 | 6,905 | (484) | | (484) | | Debt | | 8,800 | 469 | 1,426 | 0.005 | |
| ram/Agency) llocation to | GTF313-03 | 1 KIN900000 | Lalleways | 9,204 | 409 | 1,910 | 0,905 | (404) | | (404) | | Dept | | 0,000 | 409 | 1,420 | 6,905 | Budget Adjustments within City Transportation Services SOGR Accounts |
| in | | | Local Road | | | | | | | | | Federal Grants & | Subsides (Gas | | | | | Budger Aujustments Within Oily Transportation Services SCION Accounts |
| am/Agency) | CTP315-07 | TRN908078 | Rehabilitation | 412,230 | 47,580 | 82,700 | 281,950 | 879 | | 879 | | Fed Tax) | , | 413,109 | 47,580 | 83,579 | 281,950 | |
| llocation to | | | | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| in , | 070045 07 | TD10000-0 | Local Road | | | | | | | | | | | | | | | |
| ram/Agency) llocation to | CTP315-07 | TRN908078 | Rehabilitation | | | | | 3,567 | | 3,567 | | Debt | | 3,567 | | 3,567 | | Pudet A Subarth with Oth Turnet 5 On 1 OCOD A |
| ilocation to | | | Local Road | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| ram/Agency) | CTP315-07 | TRN908078 | Rehabilitation | | | | | 381 | | 381 | | Reserves XQ0011 | | 381 | | 381 | | |
| <u></u> | | | Local Road | | | | | | | 001 | | | | 001 | | 001 | | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP315-07 | TRN908078 | Rehabilitation | | | | | | | 23,739 | (23,739) | Debt | | | | 23,739 | (23,739) | |
| llocation from | | | | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| in (Access) | 070245.00 | TD1007000 | Major Roads | 000 500 | 07.005 | | 057.050 | (1010) | | (1.010) | | D V00014 | | 005 544 | 07.005 | 10.001 | 057.050 | |
| ram/Agency) Ilocation to | CTP315-06 | TRN907926 | Rehabilitation | 339,529 | 37,625 | 44,852 | 257,052 | (4,019) | | (4,019) | | Reserves XQ0011 | | 335,511 | 37,625 | 40,834 | 257,052 | |
| inocation to | | | Major SOGR Pooled | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| gram/Agency) | CTP315-09 | TRN908142 | Contingency | 61,637 | 5,048 | 5,000 | 51,589 | 987 | | 987 | | Reserves XQ0011 | | 62,624 | 5,048 | 5,987 | 51,589 | |
| allocation to | | | | , | | -, | , | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| nin | | | | | | | | | | | | | | | | | | |
| gram/Agency) | CTP415-01 | TRN906085 | Sidewalks | 71,373 | 8,050 | 12,000 | 51,324 | 1,510 | | 1,510 | | Reserves XQ0011 | | 72,883 | 8,050 | 13,509 | 51,324 | |
| allocation from | | | Circle and Medicer | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| hin gram/Agency) | CTP717-27 | TRN907247 | Signs and Markings Asset Management | 11,586 | 2,697 | 2,081 | 6,808 | (350) | | (350) | | CFC - PY | | 11,236 | 2,697 | 1,731 | 6.808 | |
| grann (gono)) | 01111121 | | Traffic Plant | 11,000 | 2,007 | 2,001 | 0,000 | (000) | | (000) | | 0.0.11 | | 11,200 | 2,001 | 1,701 | 0,000 | Budget Adjustments within City Transportation Services SOGR Accounts |
| allocation to | | | Requirements & | | | | | | | | | | | | | | | |
| hin | | | Signal Asset | | | | | | | | | | | | | | | |
| gram/Agency) | CTP716-07 | TRN034 | Management | 31,699 | 3,624 | 3,500 | 24,575 | 350 | | 350 | | CFC - PY | | 32,049 | 3,624 | 3,850 | 24,575 | |
| allocation to | | | Traffic Plant | | | | | | | | | | | | | | | Budget Adjustments within City Transportation Services SOGR Accounts |
| allocation to | | | Requirements & Signal Asset | | | | | | | | | | | | | | | |
| gram/Agency) | CTP716-07 | TRN034 | Management | | | | | 115 | | 115 | | Reserves XQ0011 | | 115 | | 115 | | |
| 5 | | | Cycling | | | | | 115 | | 115 | | | | 113 | | 115 | | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP817-05 | TRN000183 | Infrastructure | 118,000 | 18,297 | 20,000 | 79,703 | | | 3,349 | (3,349) | DC | | 118,000 | 18,297 | 23,349 | 76,354 | |
| | | | Cycling | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP817-05 | TRN000183 | Infrastructure | | | | | | | 10,047 | (10,047) | Debt | | | | 10,047 | (10,047) | |
| | | | MM7.39 Cycling | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| | | | along Bloor Street and St. George | | | | | | | | | | | | | | | |
| eleration | CTP823-02 | TRN000183 | Street | 1.750 | | 350 | 1.400 | | | 248 | (248) | Reserves XR3026-3701257 | | 1.750 | | 598 | 1.152 | |
| eleration | CTP820-06 | TRN908063 | Eglinton Connects | 20,000 | 292 | 000 | 19,708 | | | 35 | (35) | DC | | 20,000 | 292 | 35 | | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP820-06 | TRN908063 | Eglinton Connects | | | | | | | 405 | (405) | Debt | | | | 405 | | Work advanced ahead of schedule due to favorable construction conditions. |
| | 07700/0 00 | TONICOS | | | | | | | | | | 50 | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP816-02 | TRN160 | Engineering Studies | 58,233 | 5,195 | 4,038 | 49,000 | | | 364 | (364) | DC | | 58,233 | 5,195 | 4,402 | 48,636 | |
| eleration | CTP816-02 | TRN160 | Engineering Studies | | | | | | | 205 | (205) | Debt | | | | 205 | (205) | Work advanced ahead of schedule due to favorable construction conditions. |
| JIGI AUUTI | 011010-02 | TINITOU | Neighborhood | | | | | | | 205 | (205) | DOUL | | | | 205 | (205) | Work advanced ahead of schedule due to favorable construction conditions. |
| eleration | CTP417-02 | TRN907312 | Improvements | 22,552 | 3,449 | 2,000 | 17,103 | | | 471 | (471) | Reserves XR1410 | | 22,552 | 3,449 | 2,471 | 16,632 | |
| | | | N.I. Trent Kelvin | ,502 | 2,.10 | 2,000 | ,100 | | | | () | | | | 2,710 | | | Work advanced ahead of schedule due to favorable construction conditions. |
| | CTP417-04 | TRN907312 | Luttrell | 150 | | | 150 | | | 150 | (150) | Reserves XR3026-3700796 | | 150 | | 150 | | |
| | CTP421-01 | TRN907312 | 65 King Street East | 850 | | | 850 | | | 37 | (37) | Reserves XR3026-3701018 | | 850 | | 37 | 813 | Work advanced ahead of schedule due to favorable construction conditions. |
| | | 1 | MM47.56 N.I. | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| | | | Incompany of the State | | | | | | | | | | | | | | | |
| | | | Improvements in the | | | | | | | | | | | | | | | |
| celeration | | | Improvements in the Carlaw and Dundas Community (Boston | | | | | | | | | | | | | | | |

| (000s) | | PROJECT PR | OFILE | | COUNCI | IL APPROVED | | | ADJUST | MENT REQUES | ST | | FUNDING SOURCE | | REV | ISED | | |
|--|------------------------|------------------------|---|----------------|---------|-------------|----------------|------------|--------|-------------|----------------|----------------------|----------------|----------------|--------------|----------------|-----------|---|
| Type of | WBS Code | | Project/Sub- | | PY Cash | 2023 Cash | | | | 2023 Cash | | _ | | | | | 2024-2032 | |
| udget Adj. | (SAP#) | CAPTOR # | Project Name | Tot Proj. Cost | Flow | Flow | 2024-2032 Plan | Total Adj. | Flow | Flow | 2024-2032 Plan | Туре | Details | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | Plan | Reason/Comments |
| | | | MM5.19 60 Brant Street Public Realm | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| Acceleration | CTP423-02 | TRN907312 | improvements | 500 | | | 500 | | | 453 | (453) | Reserves | XR3026-3701182 | 500 | | 453 | 47 | |
| Acceleration | CTP420-01 | TRN908628 | TO360 Wayfinding | 4,528 | 696 | 943 | | | | 433 | | | | 4,528 | 696 | 1,037 | 2 795 | Work advanced ahead of schedule due to favorable construction conditions. |
| | | | System | 1,020 | 000 | 0.0 | 2,000 | | | 01 | (01) | | | 1,020 | | 1,007 | 2,700 | Work advanced ahead of schedule |
| | | | Enhancements for | | | | | | | | | | | | | | | |
| | | | Road Repair & | | | | | | | | | | | | | | | |
| Acceleration | CTP817-68 | TRN908437 | Permits | 10,360 | 1,586 | 1,000 | 7,774 | | | 416 | (416) | Debt | | 10,360 | 1,586 | 1,415 | 7,358 | |
| | | | Surface Transit | | | | | | | | | | | | | | | Work advanced ahead of schedule |
| Acceleration | CTP821-01 | TRN908809 | Network Plan (City) | 462,917 | 532 | | | | | 553 | | Debt | | 462,917 | 532 | 458,553 | 3,832 | |
| Acceleration Acceleration | CTP721-01 CTP721-01 | TRN908814 TRN908814 | | 44,515 | 6,004 | 6,500 | 32,011 | | | 100 | | DC Debt | | 44,515 | 6,004 | 6,600 | | Work advanced ahead of schedule due to favorable construction conditions. |
| CCEIEI AUOTI | GIF/21-01 | 1RIN900014 | John Street | | | | | | | 1,151 | (1,151) | Debi | | | | 1,151 | (1,151) | Work advanced ahead of schedule due to favorable construction conditions. Design works advanced ahead of schedule |
| | | | Revitalization | | | | | | | | | | | | | | | |
| Acceleration | CTP817-66 | TRN908444 | Project - Section 37 | 20,445 | 1,654 | 1,000 | 17,791 | | | 308 | (308) | Reserves | XR3026-Various | 20,445 | 1,654 | 1,308 | 17,483 | |
| | | | Metrolinx Additional | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| Acceleration | CTP818-75 | TRN908074 | Infrastructure | 17,970 | 1,243 | 2,427 | 14,300 | | | 770 | (770) | DC | | 17,970 | 1,243 | 3,197 | 13,530 | |
| | | | Metrolinx Additional | | | | | | | | | | | | | | | Work advanced ahead of schedule due to favorable construction conditions. |
| Acceleration | CTP818-75 | TRN908074 | Infrastructure | | | | | | | 192 | (192) | Debt | | | | 192 | (192) | |
| | 075440.00 | 701000000 | N.I. Peel and | 0.040 | | 0.000 | | | | | (174) | | | 0.040 | | 0.400 | 0.400 | Work advanced ahead of schedule due to favorable construction conditions. |
| Acceleration | CTP419-02 | TRN908632 | Gladstone | 6,640 | 2 | 3,298 | 3,340 | | | 171 | (171) | DC | | 6,640 | 2 | 3,469 | 3,169 | |
| Acceleration | CTP419-02 | TRN908632 | N.I. Peel and Gladstone | | | | | | | 70 | (70) | Debt | | | | 70 | (70) | Work advanced ahead of schedule due to favorable construction conditions. |
| Acceleration | CTP817-71 | TRN908348 | Rean to Kenaston | 5,018 | 1 | | 5.017 | | | 119 | | Debi | | 5,018 | 1 | 119 | 4 898 | Works advanced ahead of schedule |
| | 011011-11 | 11111000040 | Scarlett St Clair | 0,010 | | | 0,017 | | | 113 | (113) | 00 | | 0,010 | | 113 | 4,030 | Works advanced ahead of schedule |
| Acceleration | CTP811-43 | TRN908348 | Dundas | 63,408 | 1,255 | 5,044 | 57,109 | | | 205 | (205) | DC | | 63,408 | 1,255 | 5,249 | 56,904 | |
| | | | Scarlett St Clair | | | | | | | | | | | | | | | Works advanced ahead of schedule |
| Acceleration | CTP811-43 | TRN000191 | Dundas | | | | | | | 348 | (348) | Debt | | | | 348 | (348) | |
| Reallocation to | | | Six Points | | | | | | | | | | | | | | | Works advanced ahead of schedule |
| within | | | Interchange | | | | | | | | | | | | | | | |
| | CTP811-35 | TRN907323 | Redevelopment | 1,724 | 1,108 | 115 | 500 | 403 | | 403 | | Debt | | 2,126 | 1,108 | 518 | 500 | |
| Reallocation from within | | | OLOIS THE OWNER | | | | | | | | | | | | | | | Budget Adjustments within St. Clair TMP Accounts |
| | CTP819-06 | TRN907839 | St Clair TMP Gunns, | 208.000 | | 11.000 | 207.000 | (2.204) | | (2.201) | | DC | | 205 700 | | 9 700 | 207.000 | |
| Program/Agency) Reallocation to | C1F019-00 | 1 KIN907 039 | Davenport | 308,000 | | 11,000 | 297,000 | (2,291) | | (2,291) | | DC | | 305,709 | | 8,709 | 297,000 | Budget Adjustments within St. Clair TMP Accounts |
| within | | | St Clair TMP St | | | | | | | | | | | | | | | budget Aujustinients within St. Clair Twir Accounts |
| Program/Agency) | CTP815-59 | TRN907839 | Clair | | | | | 2,291 | | 2,291 | | DC | | 2,291 | | 2,291 | | |
| Reallocation to | | | | | | | | | | | | | | | | | | Budget Adjustments required to meet the requirments of the Development Charges Bylaw |
| within | | | St Clair TMP St | | | | | | | | | | | | | | | |
| | CTP815-59 | TRN907839 | Clair | 2,291 | | 2,291 | | 1,965 | | 1,965 | | Debt | | 4,256 | | 4,256 | | |
| Reallocation from | | | | | | | | | | | | | | | | | | Budget Adjustments within 3rd party funded accounts |
| within | 070017.04 | TRN025 | Work for TTC & Others | | | | | | | | | Other | Third Pary | | | | | |
| Program/Agency) Reallocation to | CTP817-01 | I RINU25 | Others | 104,560 | 16,341 | 29,209 | 59,010 | (31) | | (31) | | Uther | Third Pary | 104,529 | 16,341 | 29,178 | 59,010 | |
| within | | | Work for TTC & | | | | | | | | | | | | | | | Budget Adjustments within 3rd party funded accounts |
| rogram/Agency) | CTP814-01 | TRN025 | Others | 75 | 75 | | | 31 | | 31 | | Other | Third Pary | 105 | 75 | 31 | | |
| | | | Work for TTC & | | | | | | | | | | | 100 | | | | 3rd Party Works advanced ahead of schedule |
| Acceleration | CTP817-01 | TRN025 | Others | | | | | | | 10,677 | (10,677) | Other | Third Pary | | | 10,677 | (10,677) | |
| Reallocation to | | | | | | | | | | | | | | | | | | Minor Adjustments to close off project |
| within | | | Redlea Avenue (| | | | | | | | | | | | | | | |
| Program/Agency) | CTP808-37 | TRN907328 | Steeles to McNicoll) | 2,039 | 1,891 | 148 | | 0 | | 0 | | Debt | | 2,039 | 1,891 | 148 | | |
| Reallocation from | | | | | | | | | | | | | | | | | | Minor Adjustments to reflect needs of other roads related projects |
| within | OTD215 00 | TRN907926 | Major Roads Rehabilitation | | | | | 10 000 | | | (0.000) | Daht | | (0.000) | | | (0.000) | |
| rogram/Agency) | CTP315-06 | 1 11190/926 | rtenabilitation | | | | | (6,029) | | | (6,029) | Debt | | (6,029) | | | (6,029) | |
| | | 1 | 1 | | | | | | | | | | | | | | | |
| Transportation Se | ervices | | Program Total | 4,849,328 | 301,462 | 894,958 | 3,652,908 | 0 | | 68,672 | (68,672) | | | 4,849,328 | 301,462 | 963,630 | 3,584,236 | |
| | | | r rogram rotar | 1,010,020 | 001,102 | 001,000 | 0,002,000 | | | 00,012 | (00,012) | | | 1,010,020 | 001,102 | 000,000 | 0,001,200 | |
| | | | | | | | | | | | | | | | | | | |
| Foronto Transit C | ommission | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Reallocation of | | | L | | | | Γ | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| | CTT001 | TTC000110 | Subway Track | 334,785 | | 30,801 | 303,984 | 18,801 | | 18,801 | | Rec-Debt | | 334,874 | | 30,890 | 303,984 | |
| Reallocation to vithin | | | | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| | | | | | | | | 89 | | 89 | | Rec Dole | | | | | | funds required to progress the project. |
| rogram/Agency) Reallocation of | | | | | | | | 89 | | 89 | | Rec-Debt | | | | | | Adjusment of funding source to align with year and actuale |
| unding Sources | | | | | | | | (18,801) | | (18,801) | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation from | | | | | | | | (10,001) | | (10,001) | | 1 Eu | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| | | | | | | | | | | | | | | | | | | suger againment to user work analor standed soupe based on revised timing and scileduling. |
| | | 1 | Le como como como como como como como com | | | | | | | | | L | 1 | | | | | |
| vithin | CTT002 | TTC000120 | Surface Track | 509,886 | | 60,913 | 448,973 | (2,527) | | (2,527) | | Rec-Debt | | 507,359 | | 58,386 | 448,973 | |
| vithin | CTT002 | TTC000120 | Surface Track | 509,886 | | 60,913 | 448,973 | (2,527) | | (2,527) | | Rec-Debt | | 507,359 | | 58,386 | 448,973 | |
| vithin rogram/Agency) Reduction of | CTT002 | TTC000120 | Surface Track | 509,886 | | 60,913 | 448,973 | (2,527) | | (2,527) | | Rec-Debt Rec-Debt | | 507,359 | | 58,386 | 448,973 | Adjusment of funding source to align with year end actuals |
| vithin rogram/Agency) | CTT002 | TTC000120 | Surface Track | 509,886 | | 60,913 | 448,973 | | | | | | MX Recovery | 507,359 | | 58,386 | 448,973 | |

| (000s) | | PROJECT PR | | | | IL APPROVED | | | ADJUSTMENT REQUE | ST | | FUNDING SOURCE | 1 | REVISED | | 004 0000 | |
|--------------------------------------|--------------------|------------|--------------------------------|----------------|-----------------|-------------------|----------------|------------|--------------------------------|----------------|-----------|----------------|-------------------|-------------------|--------|------------------|---|
| Type of Budget Adj. | WBS Code (SAP#) | CAPTOR # | Project/Sub- Project Name | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | 2024-2032 Plan | Total Adj. | PY Cash 2023 Cash Flow Flow | 2024-2032 Plan | Туре | Details | Tot Proj. Cost PY | Cash Flow 2023 Ca | | 024-2032 Plan | Reason/Comments |
| | | | | | | | | | 5.070 | | | | | | | | |
| Addition of funding Reduction of | | - | | | | | | 5,079 | 5,079 | | Debt | | | | | | Adjusment of funding source to align with year end actuals |
| funding Reduction of | | | | | | | | (5,079) | (5,079) | | Prov | | | | | | |
| funding | | | | | | | | (5,079) | (5,079) | | Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Addition of funding | | | | | | | | 5,079 | 5,079 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation to | | | | | | | | 3,013 | 3,013 | | TROO DODE | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within Program/Agency) | CTT003 | TTC000210 | Traction Power | 272,185 | | 27,776 | 244,409 | 3,593 | 3,593 | | Rec-Debt | | 275,778 | | 31,369 | 244,409 | funds required to progress the project. |
| | | 110000210 | The court ower | 212,100 | | 21,110 | 244,403 | | | | | | 213,110 | | 51,505 | 244,403 | Adjusment of funding source to align with year end actuals |
| Addition of funding Reduction of | | | | | | | | 258 | 258 | | Other | MX Recovery | | | | | Adjusment of funding source to align with year end actuals |
| funding | | | | | | | | (258) | (258) | | Rec-Debt | | | | | | |
| Reallocation of Funding Sources | | | | | | | | 6,467 | 6.467 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation to | - | | | | | | | (6,467) | (6,467) | | Fed | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within | | | | | | | | | | | | | | | | | funds required to progress the project. |
| Program/Agency) Reallocation to | CTT006 | TTC000230 | Communications | 145,037 | | 15,315 | 129,722 | 263 | 263 | | Rec-Debt | | 145,299 | | 15,578 | 129,722 | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within | | | | | | | | | | | | | | | | | funds required to progress the project. |
| Program/Agency) Reallocation from | CTT008 | TTC000240 | Signal | 83,543 | | 18,208 | 65,335 | 198 | 198 | | Rec-Debt | | 83,740 | | 18,406 | 65,335 | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within | | | | | | | | | | | | | | | | | |
| Program/Agency) | CTT010 | TTC000310 | Finishes-Various | 181,328 | | 26,422 | 154,906 | (499) | (499) | | Rec-Debt | | 180,830 | | 25,924 | 154,906 | Adjusment of funding source to align with year end actuals |
| Addition of funding | 1 | | | | | | | 1 | 1 | | Rec-Debt | | | | | | |
| Reallocation from (within | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT012 | TTC000320 | Equipment-Various | 505,984 | | 133,629 | 372,355 | (620) | (620) | | Rec-Debt | | 505,364 | | 33,009 | 372,355 | |
| Reallocation of Funding Sources | | | | | | | | (7,217) | (7,217) | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | 7,217 | 7,217 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | CTT015 | TTC000330 | Bus Rapid Transit | 2,960 | | 1,196 | 1,764 | (0) | (0) | | Rec-Debt | | 2,960 | | 1,196 | 1,764 | |
| Reallocation of Funding Sources | | | | | | | | 0 | 0 | | DC | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation to | | | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within Program/Agency) | CTT018 | TTC000333 | On-Grade Paving | 122,006 | | 11,337 | 110,669 | 1,492 | 1,492 | | Rec-Debt | | 123,498 | | 12,829 | 110,669 | funds required to progress the project. |
| Reallocation to | | | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within Program/Agency) | CTT020 | TTC000340 | Bridges And Tunnels-Various | 484,963 | | 42,483 | 442,480 | 426 | 426 | | Rec-Debt | | 485,389 | | 42,909 | 442,480 | funds required to progress the project. |
| Reallocation of | | | | | | | | | | | 5.4 | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | (6,567) | (6,567) | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | 6,567 | 6,567 | | Rec-Debt | | | | | | |
| Reallocation of Funding Sources | | | | | | | | (1) | (1) | | Prov | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | (0) | (0) | | Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | - | | | | | | (U) | (U) | | Debi | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | Fire V/rat 8 Ord | | | | | 1 | 1 | | Rec-Debt | | | | | | |
| Reallocation of Funding Sources | CTT024 | TTC000379 | Fire Vent & 2nd Exits | 347,774 | | 37,908 | 309,866 | (237) | (237) | | Fed | | 347,774 | | 37,908 | 309,866 | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | | | | Dec Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | 237 | 237 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | (1) | (1) | | DC | | | | | | |
| Reallocation of Funding Sources | | | | | | | | 1 | 1 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation to | | | F | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within Program/Agency) | CTT028 | TTC000383 | Easier Access- Phase III | 627,908 | | 112,885 | 515,024 | 2,266 | 2,266 | | Rec-Debt | | 630,174 | | 15,150 | 515,024 | funds required to progress the project. |
| Reallocation of | | | | | | | | | | | Fod | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | 26,036 | 26,036 | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | (26,036) | (26,036) | | Rec-Debt | | | | | | |
| Reallocation from (within | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT035 | TTC000392 | Sheppard Subway | 3,705 | | 500 | 3,205 | (234) | (234) | | Rec-Debt | | 3,471 | | 266 | 3,205 | |

| (000s) | | PROJECT PR | OFILE | | COUNC | IL APPROVED | | | ADJUSTME | NT REQUES | Г | | FUNDING SOURCE | | REV | /ISED | | |
|--------------------------------------|----------|------------|--------------------------------------|----------------|---------|-------------|----------------|------------|-----------|-----------|----------------|-----------|----------------|----------------|--------------|----------------|-----------|--|
| Type of | WBS Code | | Project/Sub- | | PY Cash | 2023 Cash | | | PY Cash 2 | 2023 Cash | | L | | | | | 2024-2032 | |
| Budget Adj. Reallocation to | (SAP#) | CAPTOR # | Project Name | Tot Proj. Cost | Flow | Flow | 2024-2032 Plan | Total Adj. | Flow | Flow | 2024-2032 Plan | Туре | Details | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | Plan | Reason/Comments |
| (within Program/Agency) | CTT045 | TTC000415 | Wheel-Trans Bus Purchase | 48,742 | | 21,290 | 27,451 | 0 | | 0 | | Rec-Debt | | 48,742 | | 21,291 | 27,451 | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional funds required to progress the project. |
| Reallocation of | | | | | | | | (4.000) | | (1,000) | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | (1,000) | | (1,000) | | reu | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation from | | | | | | | | 1,000 | | 1,000 | | Rec-Debt | | | | | | |
| (within | | | Purchase of Subway | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT046 | TTC000421 | Cars | 811,630 | | 2,310 | 809,320 | (1) | | (1) | | Rec-Debt | | 811,629 | | 2,309 | 809,320 | |
| Reallocation of Funding Sources | | | | | | | | (0) | | (0) | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | | | (0) | | | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation from | | | | | | | | 0 | | 0 | | DC | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within | | | | | | | | | | | | | | | | | | |
| Program/Agency) | CTT050 | TTC000450 | Streetcar Overhaul | 88,501 | | 20,468 | 68,033 | (2,170) | | (2,170) | | Rec-Debt | | 86,331 | | 18,298 | 68,033 | |
| Reallocation to (within | | | Subway Car | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional funds required to progress the project. |
| Program/Agency) | CTT051 | TTC000460 | Overhaul | 320,319 | | 26,000 | 294,320 | 6,392 | | 6,392 | | Rec-Debt | | 326,712 | | 32,392 | 294,320 | |
| Reallocation to (within | | | Purchase of Non- | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional funds required to progress the project. |
| Program/Agency) | CTT052 | TTC000470 | Revenue Vehicles | 77,427 | | 9,712 | 67,714 | 594 | | 594 | | Other | TTC Internal | 78,021 | | 10,306 | 67,714 | |
| Reduction of | 077052 | TTC000480 | Rail Non-Revenue Vehicle Overhaul | 05 004 | | | | (0) | | (0) | | Rec-Debt | | 05.004 | | | 00.040 | Adjusment of funding source to align with year end actuals |
| funding Reallocation to | CTT053 | 110000460 | venicie Overnaui | 35,261 | | 1,418 | 33,843 | (0) | | (0) | | Rec-Debt | | 35,261 | | 1,418 | 33,843 | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within | | | Rail Non-Revenue | | | | | | | | | | | | | | | funds required to progress the project. |
| Program/Agency) | CTT054 | TTC906365 | Vehicle Purchase | 58,861 | | 645 | 58,217 | 3 | | 3 | | Rec-Debt | | 58,865 | | 649 | 58,217 | Adjusment of funding source to align with year end actuals |
| Addition of funding | | | | | | | | 1 | | 1 | | Rec-Debt | | | | | | rigiusment of funding source to align with year one decidats |
| Reallocation from (within | | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT055 | TTC000510 | Shop Equipment | 37,487 | | 9,147 | 28,340 | (596) | | (596) | | Other | TTC Internal | 36,891 | | 8,551 | 28,340 | |
| Reallocation of | | | | | | | | | | | | 0.11 | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | (0) | | (0) | | Other | TTC Internal | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | 0 | | 0 | | Rec-Debt | | | | | | |
| Reallocation from (within | | | Revenue & Fare | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT056 | TTC000520 | Handling Equipment | 22,595 | | 9,345 | 13,250 | (201) | | (201) | | Rec-Debt | | 22,394 | | 9,144 | 13,250 | |
| Reallocation of | | | | | | | | (0) | | (0) | | Other | TTC Internal | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources Reallocation of | | | | | | | | (0) | | (0) | | Other | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | (0) | | (0) | | DC | | | | | | |
| Reallocation of Funding Sources | | | | | | | | 1 | | 1 | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation to | | | | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| (within Program/Agency) | CTT058 | TTC000610 | Environmental Programs | 113,222 | | 8,516 | 104,706 | 141 | | 141 | | Rec-Debt | | 113,363 | | 8,657 | 104,706 | funds required to progress the project. |
| Reallocation from | 011000 | 110000010 | | 113,222 | | 0,010 | 104,700 | 141 | | 141 | | TREE DEDI | | 113,303 | | 0,007 | 104,700 | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within Program/Agongy) | CTT061 | TTC000710 | IT Infrastructure | 420,467 | | 77,125 | 343,342 | (4,119) | | (4,119) | | Rec-Debt | | 416,348 | | 73,006 | 343,342 | |
| Program/Agency) Reduction of | 011001 | 110000710 | Management | 420,407 | | 11,125 | 343,342 | (4,119) | | (4,119) | | Rec-Debi | | 410,340 | | 73,000 | 343,342 | Adjusment of funding source to align with year end actuals |
| funding | | | | | | | | (2) | | (2) | | Rec-Debt | | | | | | |
| Addition of funding | | | | | | | | 2 | | 2 | | Other | TTC Internal | | | | | Adjusment of funding source to align with year end actuals |
| Reduction of | | | | | | | | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| funding | - | | | | | | | (1,349) | | (1,349) | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Addition of funding | | | | | | | | 1,349 | | 1,349 | | Other | TTC Internal | | | | | Projustion of running source to any i with year end actuals |
| Reallocation from (within | | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Program/Agency) | CTT063 | TTC000920 | Service Planning | 112,386 | | 15,803 | 96,583 | (689) | | (689) | | Rec-Debt | | 111,696 | | 15,113 | 96,583 | |
| Reduction of | | | | | | | | | | | | Des Dutt | | | | | | Adjusment of funding source to align with year end actuals |
| funding Reallocation of | | - | | | | | | (1) | | (1) | | Rec-Debt | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | (5,004) | | (5,004) | | Other | TTC Internal | | | | | |
| Reallocation of Funding Sources | | | | | | | | 5,004 | | 5,004 | | CFC - PY | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation from | | | | | | | | 3,004 | | 3,004 | | 510-11 | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within Program/Agongy) | CTTOEA | TTC000004 | Transit Shelters & | 5.000 | | 010 | | (0) | | (0) | | Pog Dakt | | 5 000 | | 010 | E 004 | |
| Program/Agency) Reallocation from | CTT064 | TTC000921 | Loops | 5,900 | | 216 | 5,684 | (0) | | (0) | | Rec-Debt | | 5,900 | | 216 | 5,684 | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within | 077140 | TTOODOOCT | Other Buildings & | | | | | | | | | | | | | | | |
| Program/Agency) | CTT110 | TTC000390 | Structures Projects | 537,936 | | 66,966 | 470,970 | (2,742) | | (2,742) | | Rec-Debt | | 540,191 | | 69,221 | 470,970 | |

| Interpretations CTTV4 TORVIA Pas plane 1124 TORVIA Pas plane Pas pla | (000s) | | PROJECT PR | OFILE | | COUNC | L APPROVED | | | ADJUSTMENT REQUES | ST | | FUNDING SOURCE | | REV | /ISED | | |
|--|------------------------------------|--------|------------|------------------|----------------|---------|------------|----------------|------------|-------------------|-------------------|----------|----------------|----------------|--------------|----------------|-----------|--|
| | Type of | | | Project/Sub- | | PY Cash | 2023 Cash | | | PY Cash 2023 Cash | | | | | | | | |
| | | (SAP#) | CAPTOR # | Project Name | Tot Proj. Cost | Flow | Flow | 2024-2032 Plan | Total Adj. | Flow Flow | 2024-2032 Plan Ty | /pe | Details | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | Plan | |
| | (within | | | | | | | | 4.007 | 4.007 | | End | | | | | | |
| Note: | Reallocation of | | | | | | | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| India | Reallocation of | | | | | | | | | | | | | | | | | Adjusment of funding source to align with year end actuals |
| | Reduction of | | | | | | | | (483) | (483) | | | | | | | | Adjusment of funding source to align with year end actuals |
| | Reallocation of | CT1111 | TTC000414 | | 894,734 | | 276,174 | 618,560 | (1) | (1) | | | | 894,734 | | 276,173 | 618,560 | |
| Indicide | Reallocation of | | | | | | | | (0) | (0) | | | | | | | | Adjusment of funding source to align with year end actuals |
| Inductor | Reallocation of | | | | | | | | 0 | 0 | R | | | | | | | Adjusment of funding source to align with year end actuals |
| Interfactor | Reallocation of | | | | | | | | (0) | (0) | | | | | | | | Adjusment of funding source to align with year end actuals |
| Carbon Carbon BBAD ThT Carbon | Funding Sources Reallocation of | | | | | | | | 0 | 0 | R | Rec-Debt | | | | | | |
| piccong cont piccong cont< | Funding Sources | CTT112 | TTC000432 | Bus Overhaul | 525,912 | | 70,710 | 455,202 | (16,884) | (16,884) | R | Rec-Debt | | 525,912 | | 70,710 | 455,202 | |
| Intro PTC00 Processment 27 27 19 19 Reschord CPU 27 27 19 19 Reschord 27 27 10 Processment 27 27 | Funding Sources | | | Kinling Station | | | | | 16,884 | 16,884 | | Fed | | | | | | |
| Anton A | | CTT130 | TTC907198 | | 277 | | 277 | | 129 | 129 | R | Rec-Debt | | 277 | | 277 | | |
| Index ITM ITM <thitm< th=""> <thitm< td="" th<=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(129)</td><td>(129)</td><td></td><td>Other</td><td>TTC Internal</td><td></td><td></td><td></td><td></td><td></td></thitm<></thitm<> | | | | | | | | | (129) | (129) | | Other | TTC Internal | | | | | |
| Industry Stocker Industry Stocker< | Funding Sources | CTT134 | TTE907319 | TYSSE | 88,817 | | 56,061 | 32,755 | (56,061) | (56,061) | R | Reserves | | 88,817 | | 56,061 | 32,755 | |
| white programment (white pro | Funding Sources | | | | | | | | 56,061 | 56,061 | F | R-Funds | | | | | | |
| Image: Control Image: | (within | | | | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional funds required to progress the project. |
| Initial properticies of the proproperticies of the properticies of the properticies | | CTT141 | TTC907744 | Fare Systems | 13,244 | | 5,596 | 7,648 | | | R | | | 13,581 | | 5,934 | 7,648 | |
| Relication of Parking sources Image shows and sourcesandent of inform sources Image shows and s | | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Funds Control Control <thcontrol< th=""> <thcontrol< th=""> <thcon< td=""><td></td><td>CTT142</td><td>TTC907743</td><td>ATC Resignalling</td><td>689,621</td><td></td><td>44,675</td><td>644,946</td><td>(1,983)</td><td>(1,983)</td><td></td><td>Fed</td><td></td><td>687,637</td><td></td><td>42,691</td><td>644,946</td><td>Adiusment of funding source to align with year end actuals</td></thcon<></thcontrol<></thcontrol<> | | CTT142 | TTC907743 | ATC Resignalling | 689,621 | | 44,675 | 644,946 | (1,983) | (1,983) | | Fed | | 687,637 | | 42,691 | 644,946 | Adiusment of funding source to align with year end actuals |
| Funds Image Image <th< td=""><td>Funding Sources</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(151)</td><td>(151)</td><td>R</td><td>Rec-Debt</td><td></td><td></td><td></td><td></td><td></td><td></td></th<> | Funding Sources | | | | | | | | (151) | (151) | R | Rec-Debt | | | | | | |
| Within Program/gency (within mini- program/gency) CT145 TCS0776 Lesis Barna 8.02 1.31 6.07 2 2 Re-Debt 8.05 1.135 0.07 Mode required programs Bar project. Residuation to (within Program/gency) CT146 TCS07760 T1 R all And 111,00 30,802 81,00 6,003 Residuation to (stage stage | Funding Sources | | | | | | | | 151 | 151 | | Fed | | | | | | |
| Restlaction to (within Program/gency (within Program/gency (within (within Program/gency) TTR Rul Yard 111 go 30.512 61.093 6.093 Rec Debt Rec Debt 117.993 33.995 Budge adjustment to advie male work and/or transfer scope based on trainag and scheduling integram/gency Program/gency (within (within (within (within (within (within (within (within (within (within (within (within (within (within (within) TTC39073 TI Rul Yard 111 go 30.912 6.093 Rec Debt 100 30.905 81.099 Dedge adjustment to defer work and/or transfer scope based on revised timing and scheduling in advised timing and scheduling in advised timing and scheduling and scheduling in advised timing advised timing and scheduling in advised timing and | (within | CTT145 | TTC907749 | Leslie Barns | 8.032 | | 1 331 | 6 701 | 22 | 22 | P | Per-Deht | | 8.055 | | 1 3 5 3 | 6 701 | funds required to progress the project. |
| Program/agency (within Program/Agency) CTT 45 TC 0007750 T1 11 R Aut Yaid 011 20 0.001 6.003 6.003 Rec Debt 117.985 38.906 61.900 Dedget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Program/Agency (within CTT 47 SS 0003 8.001 Sequences 53.266 25.911 Cf 0.985 Rec Debt 47.28 21.370 Bdget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Rec Debt 47.28 21.370 Bdget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Program/Agency (within CTT 49 TC 008753 Saley 11.108 25.911 (G 5985) (G 5985) Rec Debt 55 55 Bdget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Rec Debt 10.967 19.98 8.977 Bdget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Rec Debt 10.967 19.98 8.977 Adjustment of funding score to align with year end actuals Realization for (within Score for the | Reallocation to | 011140 | 110301143 | Ecolic Barro | 0,002 | | 1,001 | 0,701 | | | | | | 0,000 | | 1,000 | 0,701 | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional |
| within Program/Agency/ Within Program/Agency/ Within Program/Agency/ Within Program/Agency/ CT144 SRT Life Extension to Estivators for the Equation for Within Program/Agency/ CT144 SRT Life Extension to Estivators for the Equation for Within Program/Agency/ CT145 SRT Life Extension to Estivators for the Equation for Within Program/Agency/ CT152 SRT Life Extension to Estivators for the Equation for Within Program/Agency/ CT152 SRT Life Extension to Estivators for the Equation for Within Program/Agency/ CT152 SRT Life Extension to Estivators for the Extension for Within Program/Agency/ CT152 SRT Life Extension to Estivators for the Extension for Within Program/Agency/ CT152 SRT Life Extension for the Extension for Within Program/Agency/ CT152 SRT Life Extension for Within Program/Agency/ CT153 SRT Life Extension for Within Program/Agency/ CT153 SRT Life Extension for Within Program/Agency/ CT154 SRT Life Extension for Within Program/Agency/ CT154 SRT Life Extension for Within Program/Agency/ CT154 SRT Life Extension for Within Program/Agency/ CT154 SR Life Extension for Within Program/Agency/ CT154 SR Life Extension for Within Program/Agency/ CT154 SR Life Extensin for Within Program/Agency/ CT154 SR | Program/Agency) | CTT146 | TTC907750 | T1 TR Rail Yard | 111,902 | | 30,812 | 81,090 | 6,093 | 6,093 | R | Rec-Debt | | 117,995 | | 36,906 | 81,090 | |
| Realization from (within Program/Agency) CTT 149 TC500859 Budget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Program/Agency) CTT 149 TC500859 Budget adjustment to defer work and/or transfer scope based on revised timing and schedul (within Program/Agency) Program/Agency) CTT 149 TC5008768 Gen Gen <td>(within</td> <td>077417</td> <td>00500004</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>(</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Budget adjustment to deter work and/or transfer scope based on revised timing and scheduling.</td> | (within | 077417 | 00500004 | | | | | | | (| | | | | | | | Budget adjustment to deter work and/or transfer scope based on revised timing and scheduling. |
| Program/spency CTT149 TTC 508359 Stations 65 65 (10) (10) Re-Debt 55 55 Realization from (within Program/spency CTT152 TTC908763 Safety 11,108 2,130 8,977 (141) (141) Re-Debt 10,967 19,98 8,977 Program/spency CTT152 TTC908763 Safety 11,108 2,130 8,977 (141) (141) Re-Debt 10,967 19,98 8,977 Program/spency CTT152 TTC908763 Safety 11,108 2,130 8,977 (141) (141) Re-Debt 10,967 19,98 8,977 Realization for (within Agisment of funding source to align with year end actuals Realization for (within Agisment of funding source to align with year end actuals Realization for (within Agisment of funding source to align with year end actual | Reallocation from | CT1147 | SSE908034 | | 53,266 | | 27,355 | 25,911 | (5,985) | (5,985) | R | Rec-Debt | | 47,282 | | 21,370 | 25,911 | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| within Program/Agency Funding Sources CTTC908763 Safety 11,108 2,130 8,977 (141) (141) Re-Debt 10,967 1,989 8,977 Reallocation of Funding Sources Image: Comparing Sources Image: Comparing Sources Image: Comparing Sources Image: Comparing Sources Adjusment of funding source to align with year end actuals Reallocation of Funding Sources Image: Comparing Sources Image: Comparing Sources Image: Comparing Sources Adjusment of funding source to align with year end actuals Reallocation of Funding Sources Image: Comparing Sources Image: Comparing Sources Image: Comparing Sources Image: Comparing Sources Adjusment of funding source to align with year end actuals Reallocation of Funding Sources Image: Comparing Sources | Program/Agency) | CTT149 | TTC908359 | | 65 | | 65 | | (10) | (10) | R | Rec-Debt | | 55 | | 55 | | |
| Relacion of Funding Sources Image: Sources | (within | | | | | | | | | | | | | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| Image: Sources Imag | Reallocation of | CTT152 | TTC908763 | Safety | 11,108 | | 2,130 | 8,977 | | | | | | 10,967 | | 1,989 | 8,977 | Adjusment of funding source to align with year end actuals |
| Funding Sources Image: Sources Ima | Reallocation of | | | | | | | | | | | | | | | | | |
| within Pogram/AgencyWarehouse ConsolidationWarehouse TTC908768Warehouse ConsolidationTable of the sequired to progress the project.Pogram/AgencyCT153TTC908768Consolidation71141130022OtherTC Internal713413300Reduction of Indig22Rec Debt-413300Addius of Lunding within Pogram/Agency22Rec Debt-Adjustment of funding source to align with year end actualsWithin Pogram/Agency22Rec DebtAdjustment of funding source to align with year end actualsWithin Pogram/AgencyNormaRealication of (within Pogram/Agency< | | | | | | | | | 98 | 98 | R | Rec-Debt | | | | | | |
| Reduction of unding funding under the dispersion of funding source to align with year end actuals Adjustment of funding source to align with year end actuals Addition of funding funding funding source to align with year end actuals Adjustment of funding source to align with year end actuals Addition of funding funding funding source to align with year end actuals Real-cell funding TC Internal Image: Cell funding funding source to align with year end actuals Addition of funding funding funding source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Reallocation of funding funding source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Very source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Very source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Very source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Real-cell funding source to align with year end actuals Not source | (within | CTT153 | TTC908768 | | 711 | | 411 | 300 | 2 | 2 | | Other | TTC Internal | 713 | | 413 | 300 | funds required to progress the project. |
| Addition of funding source to align with year and actuals Adjustment of funding source to align with year and actuals Addition of funding source to align with year and actuals Realization from (with year and actuals) Realization from (with year and year an | Reduction of | | | | /// | | 411 | | 2 | 2 | | | | 110 | | 410 | 000 | |
| Reallocation from (within Program/Genery) CTT154 TTC908762 Corporate Initiatives 91,298 8,688 82,610 (2,042) Rec-Debt 89,256 6,646 82,610 Reallocation from (within Program/Genery) CT154 TTC908762 Corporate Initiatives 91,298 8,688 82,610 (2,042) Rec-Debt 89,256 6,646 82,610 Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling | | | 1 | | | | | | (2) | (0) | | | TTC Internal | | | | | Adjusment of funding source to align with year end actuals |
| Program/Agency CTT 154 TTC 908762 Corporate Initiatives 91,298 8,688 82,610 (2,042) Rec-Debt 89,256 6,646 82,610 Reallocation to Bloor-Yonge Bloor-Yonge Corporate Initiatives 0 Corporate Initiatives 0 Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling | Reallocation from | | | | | | | | (2) | (2) | | | r ro mona | | | | | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| | Program/Agency) | CTT154 | TTC908762 | | 91,298 | | 8,688 | 82,610 | (2,042) | (2,042) | R | Rec-Debt | | 89,256 | | 6,646 | 82,610 | |
| | (within | 077457 | | Capacity | | | | | | | | | | | | | | Budget adjustment to accelerate work and/or transfer scope based on timing and scheduling. Additional funds required to progress the project. |
| Program/Agency CTT 155 TTC 908765 Enhancement 1,380,033 19,351 1,360,682 663 Rec-Debt 1,380,697 20,015 1,360,682 Reallocation from | Reallocation from | CTT155 | 1 fC908765 | | 1,380,033 | | 19,351 | 1,360,682 | 663 | 663 | R | Rec-Debt | | 1,380,697 | | 20,015 | 1,360,682 | Budget adjustment to defer work and/or transfer scope based on revised timing and scheduling. |
| (within Line 1 Capacity Program/Agency) CTT156 TTC908918 Enhancement 1,345,000 25,426 1,319,574 (3,014) Fed 1,341,987 22,412 1,319,574 | | CTT156 | TTC908918 | | 1,345,000 | | 25,426 | 1,319,574 | (3,014) | (3,014) | | Fed | | 1,341,987 | | 22,412 | 1,319,574 | |

| (000s) | (000s) PROJECT PROFILE pe of WBS Code Project/Sub- | | | | COUNCI | L APPROVED | | | ADJUSTMENT REQUE | ST | | FUNDING SOURCE | | RE\ | /ISED | | |
|------------------------------------|---|-----------------|--|----------------|---------|------------|----------------|----------------------|--------------------------|----------------------|----------|----------------|----------------|--------------|----------------|------------|---|
| Type of | WBS Code | | | | PY Cash | 2023 Cash | | | PY Cash 2023 Cash | | | | | | | 2024-2032 | - |
| Budget Adj. | (SAP#) | CAPTOR # | Project Name | Tot Proj. Cost | Flow | Flow | 2024-2032 Plan | Total Adj. | Flow Flow | 2024-2032 Plan | Туре | Details | Tot Proj. Cost | PY Cash Flow | 2023 Cash Flow | Plan | Reason/Comments |
| Reallocation of Funding Sources | | | | | | | | (3.266) | (3,266) | | Fed | | | | | | Adjusment of funding source to align with year end actuals |
| Reallocation of | | | | | | | | (1) - 1 | (11.14) | | | | | | | | Adjusment of funding source to align with year end actuals |
| Funding Sources | | | | | | | | 3,266 | 3,266 | | Rec-Debt | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Toronto Transit | Commission | | Program Total | 11,526,817 | • | 1,357,397 | 10,169,420 | - | | - | | | 11,526,817 | - | 1,357,397 | 10,169,420 | |
| Toronto Public H | lealth | | | | | | | | | | | | | | | | |
| | louitin | | | | | | | | | | | | | | | | |
| | | | Dental Clinic | | | | | | | | | | | | | | To reallocate funding source from Debt to Provincial Grants to align with actual funding received from |
| Reallocation of | | | Renovation - 160 | | | | | | | | - | | | | | | the province. |
| Funding Sources | CPH009-12 | TPH908929 | Borough Drive Dental Clinic | 556 | | 556 | | 63 | 63 | | Prov | | 618 | | 618 | | |
| Reallocation of | | | Renovation - 160 | | | | | | | | | | | | | | To reallocate funding source from Debt to Provincial Grants to align with actual funding received from the province. |
| | CPH009-12 | TPH908929 | Borough Drive | | | | | (63) | (63) | | Debt | | (63) | | (63) | | are province. |
| | | | | | | | | (00) | (00) | | | | (00) | | (00) | | |
| | | | | | | | I | | | | | | | | | | |
| Toronto Public H | lealth | | Program Total | 556 | • | 556 | • | - | | - | | | 556 | • | 556 | • | |
| | | | | | | | | | | | | | | | | | |
| City's Total | | | | 17.859.834 | 311.384 | 2.578.008 | 14.970.441 | (128.006) | - (59.334) | (68.672) | | | 17.731.828 | 311.384 | 2.518.675 | 14.901.769 | |
| City's Total | | | | 17,859,834 | 311,384 | 2,578,008 | 14,970,441 | (128,000) | - (09,334) | (08,072) | | | 17,731,828 | 311,384 | 2,018,070 | 14,901,769 | |
| Subtotals by Adj | ustment Type f | or all Programs | and Agencies | | | | | | | | | | | | | | |
| | | | Deferral | | - | - | - | - | | - | | | - | | - | | |
| | | | Acceleration | | 60,482 | 527,541 | 392,231 | - | - 62,642 | (62,642) | | | 980,253 | 60,482 | 590,183 | 329,589 | |
| | | | ithin Program/Agency) | | 83,257 | 695,908 | 5,733,420 | (59,259) | - (53,230) | (6,029) | | | 6,453,326 | 83,257 | 642,678 | 5,727,391 | |
| | | | thin Program/Agency) | | 167,114 | 555,204 | 5,940,703 | 59,259 | - 59,259 | - | | | 6,722,281 | 167,114 | 614,463 | 5,940,703 | |
| | | | ther Program/Agency) ther Program/Agency) | | - | - | | - | | - | | | - | | - | | |
| | | Transier to (o | Addition of funding | | | | - | - 11.699 | - 11.699 | - | | | 11.699 | | - 11.699 | | |
| | | | Reduction of funding | | 532 | 602,122 | 1,800,516 | (139,705) | - (139,705) | - | | | 2,263,465 | 532 | 462,417 | 1,800,516 | |
| | | Reallocatio | on of Funding Sources | | - | 197,233 | 1,103,571 | - | | - | | | 1,300,804 | - | 197,233 | 1,103,571 | |
| City's Total | | | | 17,859,834 | 311,384 | 2,578,008 | 14,970,441 | (128,006) | - (59,334) | (68,672) | | | 17,731,828 | 311,384 | 2,518,674 | 14,901,769 | |
| | | | | | | | | | | | | | | | | | |
| Total Adjustmen | t of Funding So | | y Programs and Age Grants and Subsidies | | | | | (5.047) | - (5,017) | | | | | | | | |
| | | Provincial | Federal Subsidies | | | | | (5,017) (320.014) | - (5,017) - (320.014) | | | | | | | | |
| | | CFC (Prior | Year) - Carry forward | | | | | (320,014) | - (320,014) | | | | | | | | |
| | | 0.01.10 | Debt | | | | | (161) | - 50,193 | (50,355) | | | | | | | |
| | | | Debt Recoverable | | | | | 195,648 | - 195,648 | - | | | | | | | |
| | | | Development Charges | | | | | (0) | - 5,822 | (5,823) | | | | | | | |
| | | | Reserves | | | | | (56,061) | - (54,244) | (1,818) | | | | | | | |
| | | | Reserve Funds | i | | | | 56,061 | - 56,061 | - | | | | | | | |
| Citv's Total | | | Other | | | | | (3,465) (128,006) | - 7,211 - (59,334) | (10,677) (68.672) | | | | | | | |
| City s rotal | | | | - | - | • | - | (128,006) | - (59,334) | (68,672) | | | | | | | |