

Toronto 2018 BUDGET



CAPITAL BUDGET NOTES



Transportation Services

2018 – 2027 CAPITAL BUDGET AND PLAN OVERVIEW

Transportation Services maintains infrastructure comprised of 5,600 km of roads, 7,950 km of sidewalks, 900 bridges/culverts and 2,400 traffic control signals. The 2018 - 2027 Preliminary Capital Budget and Plan of \$5.152 billion focuses on maintaining these assets in a state of good repair (SOGR). Specifically, SOGR funding of \$654.348 million is included for major road rehabilitation, \$758.660 million for local road rehabilitation and \$2.300 billion for the F.G. Gardiner Expressway.

Included in the 10-Year Preliminary Capital Plan are investments of \$12.630 million and \$7.000 million in debt funding for the Glen Road Pedestrian Bridge and York Street Tunnel respectively. This funding will address the current state of deterioration of the Glen Road Pedestrian Bridge (requiring rehabilitation in 2019) and provide the City's contribution for the construction of the York Street Tunnel to provide further extension of the PATH system along York Street south of Bremner Boulevard.

The 10-Year Preliminary Capital Plan also includes funding that has been allocated for safety improvement projects such as Light Emitting Diode (LED) signal module conversions and growth projects such as the King-Liberty Pedestrian & Cycling Bridge.

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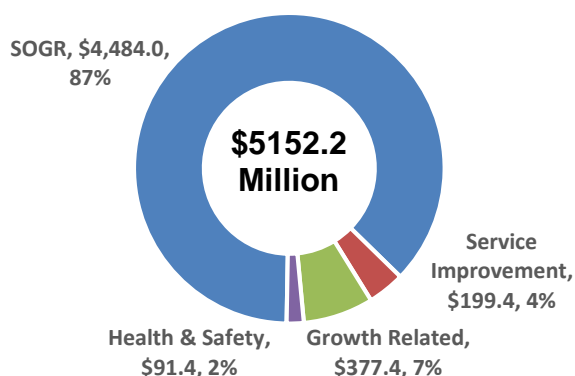
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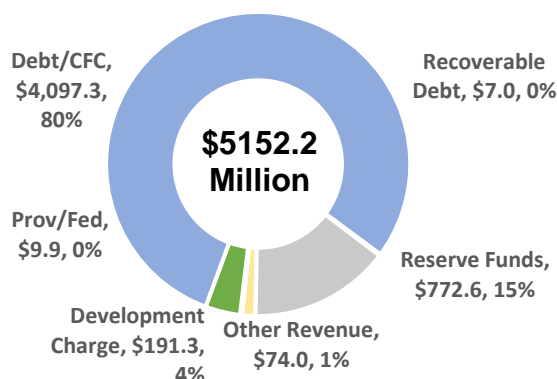
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CAPITAL SPENDING AND FINANCING

2018 - 2027 Preliminary Capital Budget and Plan
By Project Category

By Funding Source



Where the money goes:

The 2018 - 2027 Preliminary Capital Budget and Plan totalling \$5.152 billion provides funding of:

- \$4.484 billion to continue the state of good repair projects for transportation related infrastructure, including major and local roads, city bridges and sidewalks. This included \$2.300 billion to rehabilitate, repair and maintain the *F. G. Gardiner* Expressway, incorporating the implementation of the Gardiner Expressway & Lake Shore Boulevard Reconfiguration.
- \$377.408 million in growth related initiatives, in part to manage traffic congestion with projects including the *Six Points Interchange Redevelopment*, *Steeles Widenings (Tapscott - Beare)*, *Scarlett/St. Clair/Dundas* and *Traffic Congestion Management* for roadways / expressways

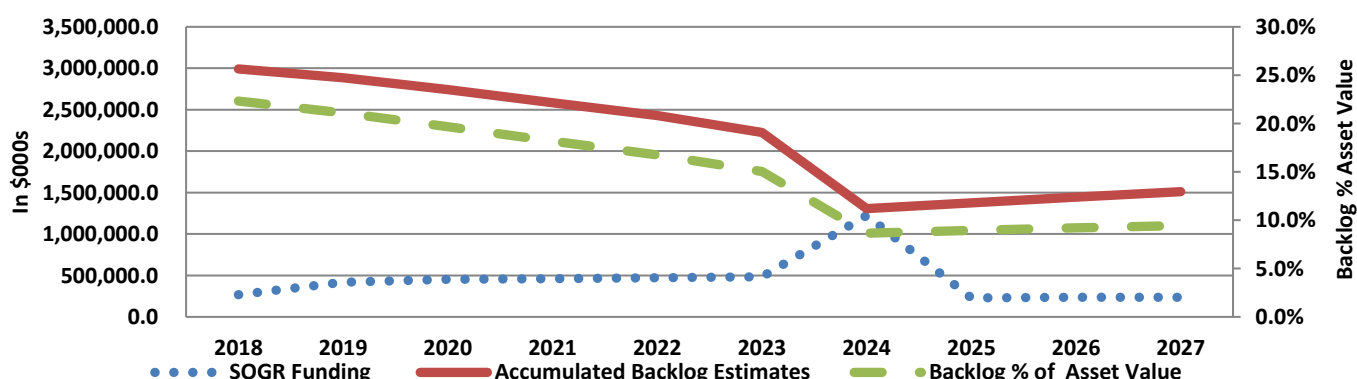
Where the money comes from:

The 10-Year Preliminary Capital Plan requires:

- Debt funding of \$4.097 billion (79.5%), reflecting an increase of \$10.804 million above the debt target primarily for the rehabilitation of the Glen Road Pedestrian Bridge.
- Additional capital financing of \$772.603 million (15.0%) to be provided from reserve/reserve funds, primarily from the Capital Financing Reserve (\$732.303 million).
- Funding from Development Charges (\$191.332 million or 3.7%); Recoverable Debt (\$6.997 million or 0.1%); Federal/Provincial funding (\$9.942 million or 0.2%) and third party funding (\$74.032 million or 0.1%)

State of Good Repair Backlog

The 10-Year Preliminary Capital Plan's spending on State of Good Repair is \$4.484 billion which will decrease the accumulated backlog from \$2.992 billion in 2018 to an anticipated \$1.513 billion by 2027. When rehabilitation on the Gardiner is excluded (SOGR eliminated by 2024), the SOGR backlog for remaining transportation infrastructure will increase from \$682.788 million at 2017 year-end to an anticipated \$1.513 billion in 2027. Transportation Services is currently collecting pavement condition data from across the City to update the replacement value, inventory and condition assessments of its infrastructure. This work is expected to be completed in 2018 and Transportation Services will provide an update on its asset value and accumulated SOGR backlog as part of the 2019 – 2028 Capital Budget and Plan submission.



OUR KEY ISSUES & PRIORITY ACTIONS

- **Addressing the State of Good Repair Backlog**
estimated to be \$682.788 million at 2017 year-end (excluding F. G. Gardiner) and is anticipated to grow to \$1.513 billion by 2027.
 - ✓ The 10-Year Preliminary Capital Plan includes funding of \$4.484 billion for SOGR to mitigate some of the growth in the accumulated backlog primarily for major and local roads and the rehabilitation of the F.G. Gardiner Expressway.
- **Management of Traffic Congestion in the City**
as densification in the City of Toronto continues, the demands on the City's road network also increases.
 - ✓ The 10-Year Preliminary Capital Plan includes funding of \$377.408 million for growth related projects, including projects that help manage traffic congestion in areas that have experienced significant growth over recent years.

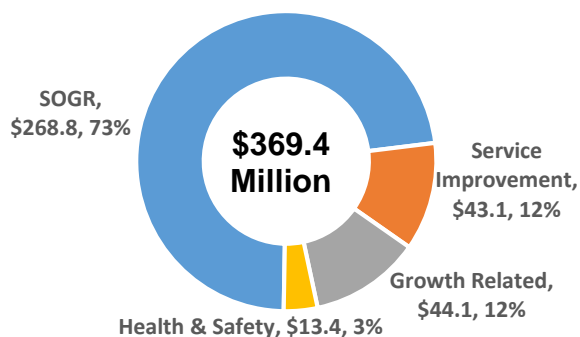


2018 CAPITAL BUDGET HIGHLIGHTS

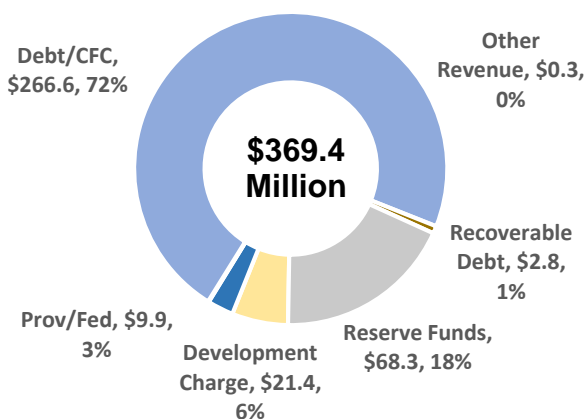
The 2018 Preliminary Capital Budget for Transportation Services of \$369.409 million, excluding carry forward funding, will:

- Begin the construction for the *King-Liberty Pedestrian & Cycling Bridge* (\$10.320 million); and continue projects leveraging the *Public Transit Infrastructure Fund (PTIF)* program such as *Road Safety Plan*, *Cycling Infrastructure* and *TTC Surface Transit Operations* (\$19.885 million).
- Continue the *Traffic Congestion Management* project to expand the existing Intelligent Transportation Systems (ITS) to better manage congestion on arterial roadways and expressways (\$6.930 million).
- Continue health and safety projects such as the *Road Safety Plan* (\$3.645 million), new traffic control signals/devices (\$2.180 million) and major modifications to signals (\$1.790 million).
- Continue work on service improvement projects such as *Cycling Infrastructure* (\$8.100 million, excluding PTIF cycling infrastructure), and *Advanced Traffic Signal Control* (\$0.970 million).

**2018 Preliminary Capital Budget
By Project Category**



By Funding Source



Actions for Consideration

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

1. City Council approve the 2018 Preliminary Capital Budget for Transportation Services with a total project cost of \$1.550 billion, and 2018 cash flow of \$519.420 million and future year commitments of \$2.502 billion comprised of the following:
 - a) New Cash Flow Funds for:
 - i. 85 new / change in scope sub-projects with a 2018 total project cost of \$1.550 billion that requires cash flow of \$51.336 million in 2018 and future year cash flow commitments of \$225.025 million for 2019; \$270.768 million for 2020; \$265.965 million for 2021; \$268.048 million for 2022; \$305.597 million for 2023; \$39.071 million for 2024; \$40.265 million for 2025; \$41.583 million for 2026; and \$42.381 million for 2027.
 - ii. 70 previously approved sub-projects with a 2018 cash flow of \$318.073 million; and future year cash flow commitments of \$274.460 million for 2019; \$260.021 million for 2020; \$230.486 million for 2021; \$221.944 million for 2022; \$13.040 million for 2023; \$1.490 million for 2024; and \$1.490 million for 2025.
 - b) 2017 approved cash flow for 64 previously approved sub-projects with carry forward funding from 2017 into 2018 totalling \$150.011 million.
2. City Council approve the 2019 – 2027 Preliminary Capital Plan for Transportation Services totalling \$2.281 billion in project estimates, comprised of \$31.398 million for 2019; \$14.406 million for 2020; \$55.627 million for 2021; \$67.434 million for 2022; \$221.421 million for 2023; \$1.225 billion for 2024; \$217.621 million for 2025; \$223.835 million in 2026; and \$224.843 for 2027.
3. City Council consider the operating costs of \$0.340 million net in 2018 resulting from the approval of the 2018 Preliminary Capital Budget for inclusion in the 2018 and future year operating budgets.
4. City Council approve the transfer of \$2.000 million in Public Transit Infrastructure Fund (PTIF) funding from Transportation Services' 2018 Capital Budget to the Toronto Parking Authority for the Bike Share program. The Toronto Parking Authority's 2018 Preliminary Capital Budget includes this \$2.000 million of PTIF funding and an additional \$2.000 million in funding will be provided from the Public Realm Reserve Fund (XR1410).
5. City Council direct, that following condition assessments of existing capital infrastructure, the General Manager of Transportation Services incorporate any required adjustments to current accumulated state of good repair backlog for each of Transportation Services' asset categories together with 2019 Capital Budget Submissions.
6. City Council direct that the General Manager of Transportation Services provide all operating costs resulting from the completion of capital projects included in the 10-Year Preliminary Capital Plan with the 2019 Capital Budget Submission.
7. All sub-projects with third party financing be approved conditionally, subject to the receipt of such financing in 2018 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.



Part 1

10-Year Preliminary Capital Plan

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

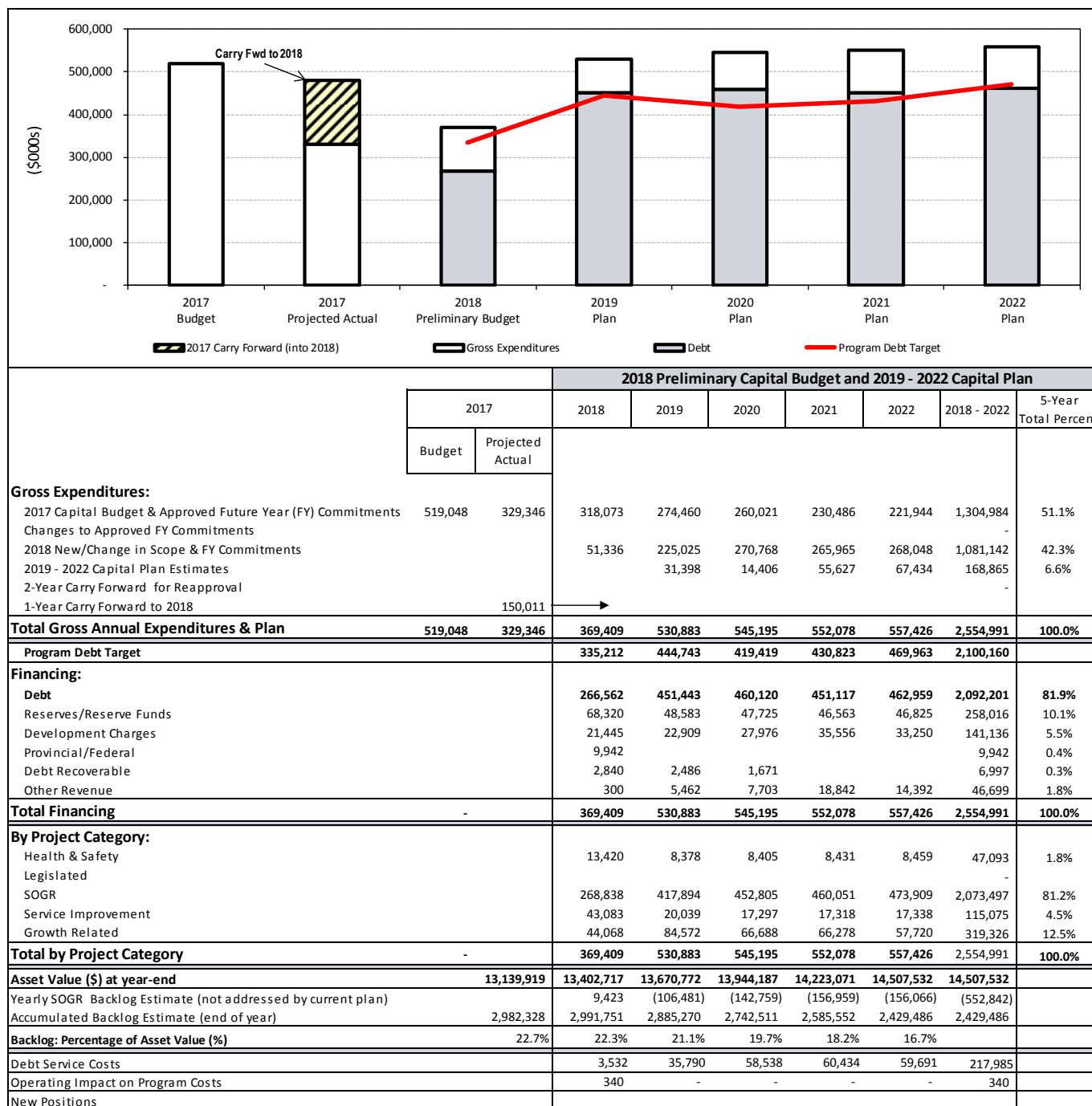
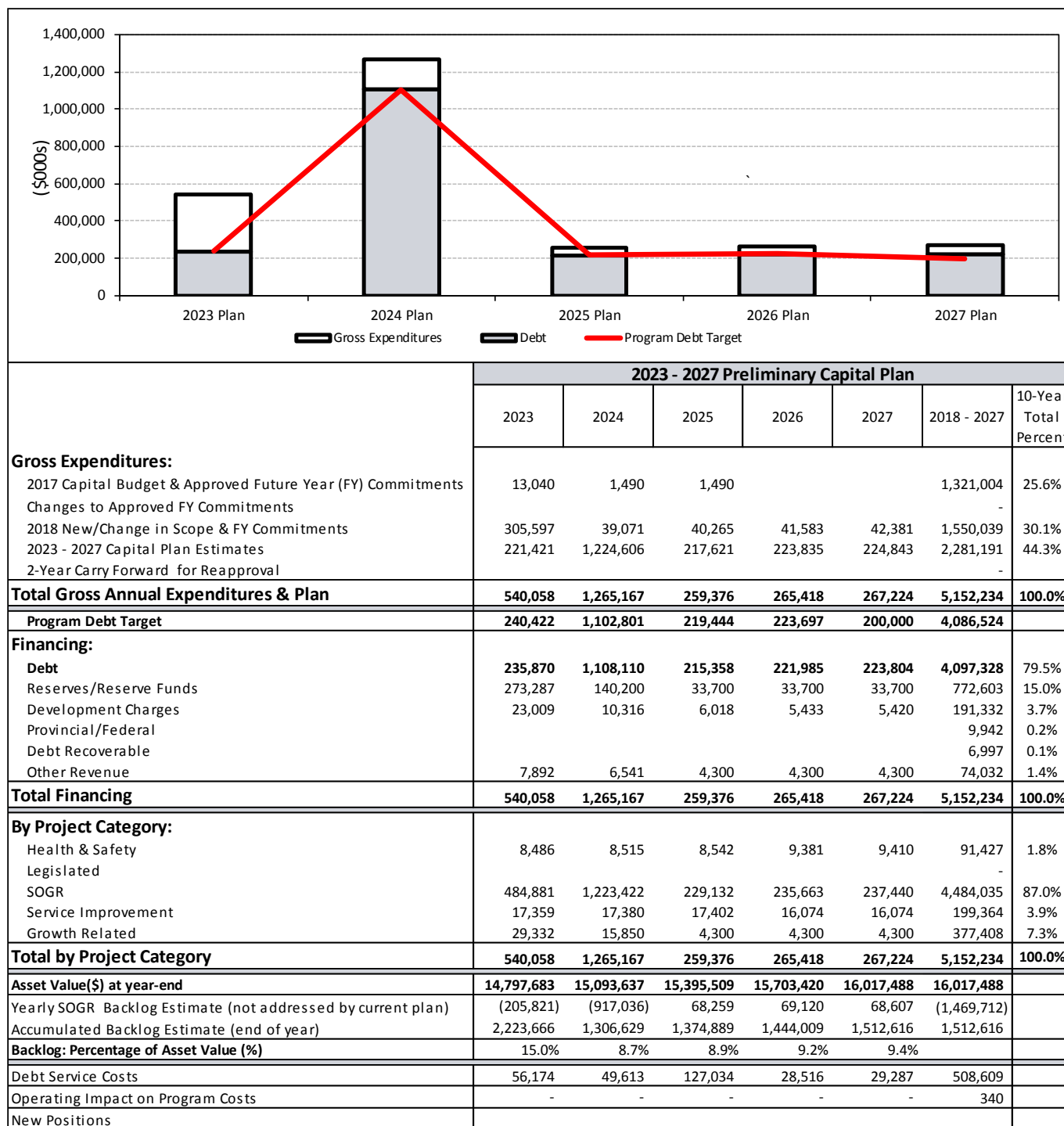


Table 1b
10-Year Capital Plan
2023 - 2027 Preliminary Capital Plan

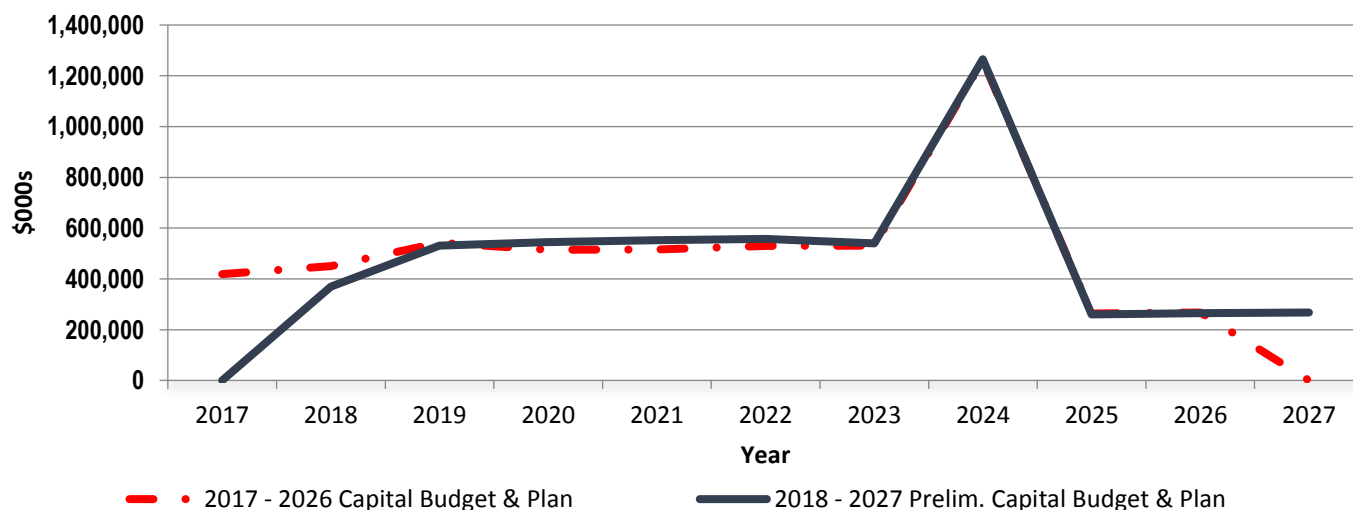


Key Changes to the 2017 - 2026 Approved Capital Plan

The 2018 Preliminary Capital Budget and the 2019 - 2027 Preliminary Capital Plan reflects a decrease of \$139.734 million in capital funding from the 2017 - 2026 Approved Capital Plan.

The chart and table below provide a breakdown of the \$139.734 million or 2.6% decrease in the Capital Program on an annual basis from 2017 - 2027.

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



(\$000s)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	10-Year Total
2017 - 2026	418,468	450,186	541,852	514,316	515,208	529,251	531,295	1,261,183	263,073	267,136	0	5,291,968
2018 - 2027		369,409	530,883	545,195	552,078	557,426	540,058	1,265,167	259,376	265,418	267,224	5,152,234
Change %		(17.9%)	(2.0%)	6.0%	7.2%	5.3%	1.6%	0.3%	(1.4%)	(0.6%)		(2.6%)
Change \$		(80,777)	(10,969)	30,879	36,870	28,175	8,763	3,984	(3,697)	(1,718)		(139,734)

As made evident in Chart 1 above, the \$139.734 million decrease in the Capital Plan is almost entirely attributed to the difference in capital spending approved in 2017 as compared to planned capital investments in the year 2027 (a decrease of \$151.244 million).

The Capital Program also reflects the reallocation of funding from 2018 to other years throughout the 10-year period (i.e. *F.G. Gardiner* construction costs, etc.) refining program projected spending to match the timing of funding requirements. These adjustments have enabled the addition of 2 projects that were identified as high priority unfunded needs in 2019, totalling \$19.630 million.

As reflected in Table 2 on the following page, changes to the 2017 - 2026 Approved Capital Plan over the nine common years of the Capital Plans (2018 – 2026) arise from the review of capital project spending with emphasis on a "gated" approach, so that the key phases (i.e. concept, design, construction, etc.) are budgeted in the appropriate years..

The Program revised their need for 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.

A summary of project changes for the years 2018 - 2026 totalling \$11.510 million are provided in Table 2 below:

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

\$000s	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2018 - 2026 Total
2017 - 2026 Capital Budget & Plan	418,468	450,186	541,852	514,316	515,208	529,251	531,295	1,261,183	263,073	267,136	-	4,873,500
2018 - 2027 Preliminary Capital Budget & Plan	-	369,409	530,883	545,195	552,078	557,426	540,058	1,265,167	259,376	265,418	267,224	4,885,010
Capital Budget & Plan Changes (2018 - 2026)		(80,777)	(10,969)	30,879	36,870	28,175	8,763	3,984	(3,697)	(1,718)		11,510

	Total Project Cost	2018	2019	2020	2021	2022	2023	2024	2025	2026	2018 - 2026	2027	Revised Total Project Cost
Changes to Previously Approved Projects' Future Year Commitments													
Accessible Pedestrian Signals (Audible Signals)		(500)									(500)		
Advanced Traffic Signal Control		(380)									(380)		
Bathurst Street Bridge Rehabilitation	8,082	(5,600)									(5,600)		2,482
City Bridge Rehabilitation		6,890	640	(518)	(525)	(533)					5,954		
Gardiner York/Bay/Yonge Reconfiguration	34,550	38									38		34,588
Guide Rail Program	3,300	950									950		4,250
Ingram Drive Extension - Grade Separation		(8,550)	(9,200)	(550)	(15,750)						(34,050)		
LARP (Lawrence-Allen Revitalization Project)		(490)	(273)	2,037							1,274		
Legion Road Extension & Grade Separation		(980)									(980)		
Local Road Rehabilitation		(3,000)	1,500	1,500							-		
Major Road Rehabilitation		(5,000)	2,000	2,000	1,000						-		
North York Service Road Extension	22,190		(1,250)	900	2,650	2,450					4,750		26,940
Port Union Road		(1,200)	2,850	2,400	2,000						6,050		
Retaining Walls Rehabilitation		550									550		
Road Safety Plan (Local Geometric Traffic Safety)	5,763	3,645									3,645		9,408
Scarlett/St Clair/Dundas	50,500	(7,125)	(2,300)	7,200	(4,400)	(8,000)					(14,625)		35,875
Sidewalks		(1,000)	1,000								-		
Six Points Interchange Redevelopment		(697)	(4,819)	2,598							(2,918)		
St Clair TMP: Keele to Old Weston		(2,000)	(10,760)	(2,190)							(14,950)		
Steeles Widenings (Tapscott Road - Beare Road)		(4,000)	(3,250)	(16,250)	(6,500)	6,500					(23,500)		
Traffic Congestion Management		(500)	500								-		
Work for TTC & Others		(10,000)									(10,000)		
Total Changes to Previously Approved Commitments													
		(38,949)	(23,362)	(873)	(21,525)	417	-	-	-	-	(84,292)	-	
Changes to Previously Planned Project Estimates													
Accessible Pedestrian Signals (Audible Signals)		(810)	(810)	(810)	(810)	(810)	(810)	(810)	(810)		(6,480)	2,300	
Advanced Traffic Signal Control								450	900		1,350		
City Bridge Rehabilitation							(542)	(549)	(557)	(566)	(2,214)	37,293	
Critical Interim Road Rehabilitation Pool	24,000	8,789									8,789		32,789
Cycling Infrastructure											-	8,303	
Ditch Rehabilitation and Culvert Reconstruction		500									500	1,000	
Don Valley Parkway Rehabilitation											-	2,558	
Dufferin Street Bridge Rehabilitation	26,950	350	1,150	4,450	1,450	(3,620)	(3,630)				150		27,100
Engineering Studies		2,844	612								3,456	3,038	
F. G. Gardiner*	2,440,926	(41,500)	1,500	24,100	23,500	3,500	2,500	2,500			16,100		2,457,026
Facility Improvements											-	1,500	
Growth Related Capital Works		(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(2,700)		
Ingram Drive Extension - Grade Separation						(15,750)	(5,250)				(21,000)		
John Street Revitalization Project	2,000				5,100	9,700					14,800		16,800
King Liberty Cycling Pedestrian Bridge	6,650	5,520	1,510								7,030		13,680
Laneways											-	2,027	
LARP (Lawrence-Allen Revitalization Project)					1,313	1,575	787				3,675		
LED Signal Module Conversion		700	700	700	700	700	700	700	700	700	6,300	1,700	
Legion Road Extension & Grade Separation			(13,533)	(12,343)	(5,255)	8,395	7,695				(15,041)		
Local Road Rehabilitation		1,450	1,650	900	900	900	700	500	500	550	8,050	91,058	
Major Road Rehabilitation		450	650	900	900	900	700	500	500	550	6,050	70,010	
Major SOGR Pooled Contingency											-	3,800	
Metrolinx Additional Infrastructure	10,000	(5,000)	(5,000)	5,000	2,750	5,000	5,000				7,750		17,750
Neighbourhood Improvements		(31)	(60)	(92)	(123)	(155)	(187)	(220)	(253)	(287)	(1,408)	2,000	
New Traffic Control Signals / Devices											-	2,180	
North Queen New Street	13,000					(800)	(1,000)	(1,200)	(6,000)	(4,000)	(13,000)		-
Pedestrian Safety and Infrastructure Programs											-	838	
Retaining Walls Rehabilitation											-	1,486	
Regent Park Revitalization	5,942	(911)	(387)	(191)	141	(117)					(1,465)		4,477
Salt Management Program											-	1,159	
Sidewalks		310									-	18,208	
Signs and Markings Asset Management		(12,992)	2,373	7,120							(3,499)	1,000	
Six Points Interchange Redevelopment											-		
St Clair TMP: Keele to Old Weston					11,550	11,550	11,550	11,550			46,200		
Steeles Avenue East/Kennedy Road Grade Separation	500				6,000						6,000		6,500
Steeles Widenings (Tapscott Road - Beare Road)			750	750	6,500	6,500					14,500		
System Enhancements for Road Repair & Permits	1,183	300	500								800		1,983
Tactile Domes Installation			1,015	1,030	1,045	1,061	1,077	1,093	1,109	1,126	8,556	1,143	
Third Party Signals											-	300	
Traffic Control - RESCU				100	100	100	100	100	100	100	700	100	
Traffic Calming		148	143	138	134	129	124	119	114	109	1,158	450	
Traffic Plant Requirements/ Signal Asset Management		(2,000)	800	800	800	800	800	800	800	800	4,400	6,500	
Traffic Signals Major Modifications		(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(4,500)	1,790	
Transportation Safety & Local Improvement Program											-	1,483	
Work for TTC & Others											-	4,000	
Yonge Street/Highway 401 Interchange Improvements	25,000					(1,000)	(10,751)	(10,749)			(22,500)		2,500
Total Changes to Previously Approved Plan Estimates													
		(42,683)	(7,237)	31,752	55,895	27,758	8,763	3,984	(3,697)	(1,718)	72,817	267,224	
New to the 10-Year Capital Plan													
Glen Road Pedestrian Bridge			12,630								12,630		12,630
New Courthouse Streetscape					2,500						2,500		2,500
Traffic Wardens / Construction Staging Compliance (Vehicles)		855									855		855
York Street Tunnel			7,000								7,000		7,000
Total New													
		855	19,630	-	2,500	-	-	-	-	-	22,985	-	
Total Changes		(80,777)	(10,969)	30,879	36,870	28,175	8,763	3,984	(3,697)	(1,718)	11,510	267,224	

*The total project cost for the Gardiner reflects the 2012 - 2027 costs.

Significant Capital Project Changes in Transportation Services:

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

Changes to Previously Approved Projects' Future Year Commitments

Project Cost Decreases:

- *Bathurst Street Bridge Rehabilitation* – Project has been consolidated into the *City Bridge Rehabilitation Program*.
- *Legion Road Extension & Grade Separation, Scarlett/St. Clair/Dundas, and Steeles Widenings (Tapscott Road – Beare Road)* –Decreased due to updated land valuations and engineering cost estimates.
 - *Legion Road Extension & Grade Separation* – Based on a review of project staging, project completion has been deferred from 2021 to 2023.
 - *Scarlett/St. Clair/Dundas* – Based on a review of project readiness, project completion has been accelerated from 2022 to 2021.
 - *Steeles Widenings (Tapscott Road – Beare Road)* – Based on a review of project staging, project completion has been deferred from 2021 to 2022.
- *Ingram Drive Extension & Grade Separation* – Project experienced significant cost escalation as a result of property acquisition requirements. The implementation of the project will be re-evaluated pending further review.
- *Six Points Interchange Redevelopment* –Decreased due to revised cash flow needs for project completion.
- *Work for TTC and Others* –Decreased as anticipated work funded by third parties is expected to decrease in 2018.

Project Cost Increases:

- *City Bridge Rehabilitation* – Based on review of project readiness and historical spending capacity, these project costs were increased to align with actual project timelines and activities. The *Bathurst Street Bridge Rehabilitation* has been included in the program.
- *Port Union Road* – Increased due to updated engineering estimates and land acquisition requirements, not previously identified.
- *North York Service Road* – Increased due to land acquisition requirements and works required within private lands, not previously identified.
- *Road Safety Plan (RSP)* – Increased to reflect funding needs to implement planned 2018 RSP road works.

Deferrals/Accelerations:

- *Local Road Rehabilitation / Major Road Rehabilitation* – Based on the capacity to spend and the readiness to proceed with the projects, cash flow funding was deferred reflecting a decrease in 2018 and increase in 2019 and 2020.

Changes to Previously Approved Planned Project Estimates

Project Cost Decreases:

- *Ingram Drive Extension – Grade Separation* – Project experienced significant cost escalation as a result of property acquisition requirements. The implementation of the project will be re-evaluated pending further review.
- *North Queen New Street* – Based on a review of project readiness and transportation need, project timing will be re-evaluated.
- *Yonge Street/Highway 401 Interchange Improvements* – Project will be re-evaluated to reflect additional review being undertaken by the Province regarding impacts to Highway 401.
- *Accessible Pedestrian Signals* – Decreased to reflect the capacity to spend.

Project Cost Increases:

- *Critical Interim Road Rehabilitation Pool* – This program has been extended to reflect the need to conduct interim road repairs. The purpose of the program is to prolong the life of infrastructure assets through localized repairs required in advance of major rehabilitation activity.
- *Tactile Domes Installation* – This program has been extended to reflect the continuing commitment to health and safety. Infrastructure will be installed in conjunction with planned road works.
- *F.G. Gardiner* – Increased to reflect the mandatory inspection requirements and to prolong the life of infrastructure assets through localized repairs required in advance of major rehabilitation activity.
- *John Street Revitalization Project* – Increased to reflect projected construction costs of all streetscape and road work from Front Street to King Street, and from Adelaide Street to Stephanie Street.
- *Local Road Rehabilitation / Major Road Rehabilitation* – Increased to reflect estimated costs to implement the Transportation Asset Management System (TAMS) projected over the next ten years.
- *Metrolinx Additional Infrastructure* – Increased to reflect City contribution for the Metrolinx Eglinton Crosslinx Station Works and the Finch LRT project.
- *St. Clair TMP: Keele to Old Weston* - Increased due to required infrastructure to facilitate SmartTrack station. Deferred project start to reflect coordinated delivery of infrastructure with SmartTrack station.
- *Steeles Avenue East/Kennedy Road Grade Separation* – Increased to reflect the anticipated City contribution. Project to be delivered by Metrolinx as part of the Regional Express Rail (RER) initiative.

Deferrals/Accelerations:

- *F.G. Gardiner* – Deferral of required funding from 2018 to 2020 and 2021 based on a revised assessment of construction timing for the first sections of the project.

New to the 10-Year Preliminary Capital Plan

The following capital projects are new to the 10-Year Capital Plan:

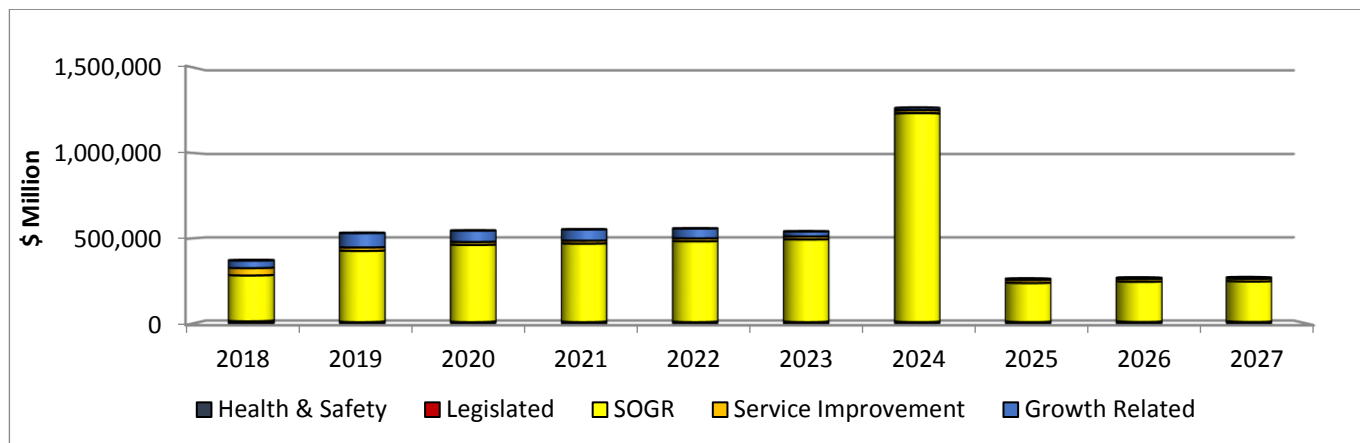
- *Glen Road Pedestrian Bridge* – Glen Road Pedestrian Bridge extends over Rosedale Valley Road, just east of Sherbourne Street, connecting to Bloor Street East via a bridge and tunnel system. The bridge has experienced significant deterioration, which resulted in an emergency closure in 2014. Rehabilitation work to strengthen the bridge was completed, extending the timeframe to allow for a study to be completed to determine the future of the crossing. It is anticipated that the existing bridge can only remain open until 2019.

- A Municipal Class EA is being undertaken to identify the preferred alternative for replacing the bridge. Solutions to address safety concerns in the adjacent tunnel are also being considered. The tunnel work and bridge replacement can be coordinated and delivered under the same contract. Study completion is expected by the end of 2017.
- \$12.630 million in funding is provided in 2019 for replacement of the bridge and implementation of the tunnel.
- *York Street Tunnel* – Funding of \$7.0 million has been provided as the City's contribution to the construction of the York Street Tunnel for the further extension of the PATH system along York Street south of Bremner Boulevard.
- *New Courthouse Streetscape* – Infrastructure Ontario is coordinating, and is responsible for, the development of the new provincial courthouse at 11 and 33 Centre Avenue and 80 Chestnut Street. At the July 4, 5, 6 and 7, 2017 Council meeting, City Council authorized a contribution to streetscape improvements.
 - \$2.500 million in funding has been provided in 2021 for the purposes of streetscape improvements for the new provincial courthouse. This will be fully funded by Section 37 community benefits. External infrastructure improvements are expected to be completed in 2021.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM31.43>

2018 – 2027 Preliminary Capital Plan

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



As illustrated in Chart 2 above, the 10-Year Preliminary Capital Plan for Transportation Services of \$5.152 billion predominately provides funding for SOGR and Growth Related projects, which together represent 94.4% of total funding over the 10-year period.

- The level of funding for SOGR makes up the largest category of projects in the 10-year Preliminary Capital Plan with funding totalling \$4.484 billion or 87.0% of the total planned cash flow funding of \$5.152 billion.
 - State of Good Repair projects include maintenance and rehabilitation work on bridges, expressways (F.G. Gardiner and Don Valley Parkway), major road and local road rehabilitation projects, and sidewalk repairs.
- The level of funding for Growth Related projects account for \$377.408 million or 7.3% of the total 10-Year Capital Plan's project expenditures.
 - Examples of Growth Related Projects include the *Steeles Widenings (Tapscott Road – Beare Road)*, *St Clair TMP: Keele to Old Weston*, *Legion Road Extension & Grade Separation*, *Scarlett/St Clair/Dundas Bridge*, *LARP (Lawrence-Allen Revitalization Project) (Phase 1)*, *Traffic Congestion Management*, and the *Six Points Interchange Redevelopment*.

Table 3 below details all capital projects, by category, included in the 2018 - 2027 Preliminary Capital Budget and Plan for Transportation Services:

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

	Total App'd Cash Flows to Date**	2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2018 - 2027 Total	Total Project Cost
Total Expenditures by Category													
Health & Safety													
Accessible Pedestrian Signals (Audible Signals)		990	1,490	1,490	1,490	1,490	1,490	1,490	1,490	2,300	2,300	16,020	4,250
Guide Rail Program	2,300	1,950										1,950	
New Traffic Control Signals / Devices		2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	21,800	9,408
Pedestrian Safety and Infrastructure Programs		734	744	756	767	779	790	803	814	826	838	7,851	
Road Safety Plan (Local Geometrics Traffic Safety)	5,763	3,645										3,645	
Salt Management Program		1,131	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	11,562	
Tactile Domes Installation		1,000	1,015	1,030	1,045	1,061	1,077	1,093	1,109	1,126	1,143	10,699	
Traffic Signals Major Modifications		1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	17,900	
Sub-Total		13,420	8,378	8,405	8,431	8,459	8,486	8,515	8,542	9,381	9,410	91,427	
State of Good Repair													
City Bridge Rehabilitation		40,883	34,143	33,503	34,021	34,546	35,079	35,621	36,170	36,727	37,293	357,986	32,789
Critical Interim Road Rehabilitation Pool	24,000	8,789										8,789	
Ditch Rehabilitation and Culvert Reconstruction		1,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,500	
Don Valley Parkway Rehabilitation		2,496	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,518	
Dufferin Street Bridge Rehabilitation	600	350	1,150	5,000	2,000	9,000	9,000					26,500	27,100
F. G. Gardiner*	157,486	73,370	216,770	244,750	251,650	253,550	258,850	1,000,600				2,299,540	
Facility Improvements		1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000	
Laneways		2,226	1,800	1,827	1,854	1,882	1,910	1,939	1,968	1,998	2,027	19,431	
Local Road Rehabilitation		56,394	64,753	67,735	70,042	73,925	77,685	81,525	85,645	89,898	91,058	758,660	
Major Road Rehabilitation		54,733	63,120	64,578	64,812	65,070	66,154	67,263	68,598	70,010	70,010	654,348	
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	
Neighbourhood Improvements		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000	
Retaining Walls Rehabilitation		1,850	1,320	1,339	1,359	1,380	1,400	1,421	1,443	1,464	1,486	14,462	
Sidewalks		15,247	17,480	16,715	16,955	17,198	17,445	17,695	17,950	18,208	18,208	173,101	
Traffic Plant Requirements/ Signal Asset Management		3,700	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	62,200	
Sub-Total	182,086	268,838	417,894	452,805	460,051	473,909	484,881	1,223,422	229,132	235,663	237,440	4,484,035	
Service Improvements													
Advanced Traffic Signal Control		970	1,350	1,350	1,350	1,350	1,350	1,350	1,350			10,420	855
Traffic Wardens / Construction Staging Compliance (Vehicles)		855										855	
Cycling Infrastructure		8,100	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	82,827	
Engineering Studies		7,344	5,150	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	36,798	
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	
PTIF Projects	75,800	19,885										19,885	
Signs and Markings Asset Management		1,310	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,310	
System Enhancements for Road Repair & Permits	580	903	500									1,403	
Traffic Calming		450	450	450	450	450	450	450	450	450	450	4,500	1,983
Traffic Control - RESCU		250	250	100	100	100	100	100	100	100	100	1,300	
Transportation Safety & Local Improvement Program		1,316	1,336	1,356	1,377	1,397	1,418	1,439	1,461	1,483	1,483	14,066	
Sub-Total	76,380	43,083	20,039	17,297	17,318	17,338	17,359	17,380	17,402	16,074	16,074	199,364	
Growth Related													
Design Cherry St Realignment and Bridges	4,200	1,400										1,400	5,600
Gardiner York/Bay/Yonge Reconfiguration	34,550	38										38	34,588
Georgetown South City Infrastructure Upgrades	40,260	13,420	13,420									26,840	67,100
Glen Road Pedestrian Bridge			12,630									12,630	12,630
John Street Revitalization Project	2,000				5,100	9,700						14,800	16,800
King Liberty Cycling Pedestrian Bridge	1,850	10,320	1,510									11,830	13,680
LARP (Lawrence-Allen Revitalization Project)	2,810	450	1,813	2,475	1,313	1,575	787					8,413	11,223
Legion Road Extension & Grade Separation	490		607	1,307	8,395	8,395	7,695					26,399	26,889
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	17,190		750	1,400	3,400	4,200						9,750	26,940
Port Union Road	1,700	450	4,500	2,400	2,000							9,350	11,050
Regent Park Revitalization	3,712	45	240	110	370							765	4,477
Scarlett/St Clair/Dundas	800	3,575	11,700	14,200	5,600							35,075	35,875
Six Points Interchange Redevelopment	37,502	7,140	16,332	12,706								36,178	73,680
St Clair TMP:Keele to Old Weston	4,960		1,240	9,810	11,550	11,550	11,550	11,550				57,250	62,210
Steeles Avenue East/Kennedy Road Grade Separation	500				6,000							6,000	6,500
Steeles Widening (Tapscott Road - Beare Road)	2,000		1,500	1,500	13,000	13,000						29,000	31,000
Third Party Signals		300	300	300	300	300	300	300	300	300	300	3,000	
Traffic Congestion Management	21,800	6,930	7,030	11,480								25,440	
Work for TTC & Others			4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	36,000	47,240
York Street Tunnel			7,000									7,000	
Sub-Total		44,068	84,572	66,688	66,278	57,720	29,332	15,850	4,300	4,300	4,300	377,408	
Total Expenditures by Category (excluding carry forward)													
		369,409	530,883	545,195	552,078	557,426	540,058	1,265,167	259,376	265,418	267,224	5,152,234	

*The total project cost for the Gardiner reflects the 2012 - 2027 costs.

**Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2017, excluding ongoing capital projects (i.e. Civic Improvement projects)

2018 - 2027 Capital Projects

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

Health and Safety

- Major Health and Safety projects include cash flow funding of \$91.427 million or 1.8% of the 10-year total Capital Plan's expenditures. This includes:
 - *Traffic Signal Major Modifications* (\$17.900 million), *New Traffic Control Signals/Devices* (\$21.800 million) and pedestrian related projects involving *Accessible Pedestrian Signals (i.e. Audible Signals)* for \$16.020 million.

State of Good Repair (SOGR)

- The main focus of the 10-Year Capital Plan is to ensure the State of Good Repair of the City's transportation infrastructure. SOGR projects account for \$4.484 billion or 87.0% of the total 10-year Capital Plan's investments. Specific attention is being paid to the following priority projects:
 - *F.G. Gardiner Expressway* (\$2.300 billion) – reflects the implementation of the Revised Strategic Rehabilitation Plan for the F.G. Gardiner Expressway;
 - *Local and Major Road Rehabilitation* (\$1.413 billion);
 - *City Bridge Infrastructure Rehabilitation* (\$357.986 million);
 - *Sidewalk Replacement* (\$173.101 million);
 - *Traffic Plant Requirements / Signal Asset Management* (\$62.200 million).
 - *Don Valley Parkway Rehabilitation* (\$25.518 million); and
 - *Laneway Rehabilitation* (\$19.431 million);

Service Improvements

- Service Improvement projects amount to \$199.364 million or 3.9% of the total 10-Year Preliminary Capital Plan's expenditures which include:
 - *Public Transit Infrastructure Fund (PTIF) Program* (\$19.885 million) to continue implementation of *Road Safety*, *Cycling Infrastructure* and *TTC Surface Transit Operations* projects.
 - *PTIF Cycling Infrastructure* (\$16.789 million);
 - *PTIF Transportation Road Safety* (\$2.030 million); and
 - *PTIF Surface Track Operations* (\$1.066 million).
 - *Cycling Infrastructure* (\$82.827 million) to deliver the Council-endorsed Ten Year Cycling Network Plan, in addition to capital works funded from the PTIF program above.

Growth Related

- Major Growth Related projects total \$377.408 million or 7.3% of the total 10-Year Capital Plan's spending and consist of a number of different initiatives intended to accommodate growing infrastructure needs. The majority are partially funded by Development Charges and Section 37 community benefits.
 - *Work for TTC and Others* – This project involves the construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others (i.e. TTC, Developers, Business Improvement Areas, etc.), in conjunction with adjacent redevelopment. Funding in

the amount of \$36.000 million is included in the 10-Year Capital Plan for these projects based on information provided to the City by the TTC and other third parties.

- *Steeles Widenings (Tapscott Road – Beare Road)* – Funding in the amount of \$29.000 million is required over five years. A cost share agreement for the design of the project has been secured with York Region. Currently, the City of Toronto is in negotiations with York Region and other municipalities to determine a shared cost agreement for the construction of the project, as it benefits several jurisdictions.
- *North York Service Road* - \$9.750 million has been allotted for the extension of Tradewind Avenue across Sheppard Avenue East to connect with Doris Avenue. The project is expected to be completed by 2022.
- *Scarlett/St Clair/Dundas Bridge* - \$35.075 million has been included (starting in 2018) and is expected to be completed by 2021.
- *St Clair Transportation Master Plan (TMP): Keele to Old Weston* - \$57.250 million has been allocated with completion expected in 2024, incorporating requirements from Metrolinx for SmartTrack.
- *Legion Road Extension and Grade Separation* – The design of the Legion Road Extension will continue in 2018. \$26.399 million has been allocated for this project with completion expected in 2023.
- *King-Liberty Pedestrian & Cycling Bridge* - \$11.830 million has been allocated for the implementation of the bridge. The project is fully funded by the Development Charges Reserve Fund.
- *Regent Park Revitalization* - \$0.765 million is included in the 10-Year Capital Plan for the Regent Park Revitalization Plan adopted by City Council in July 2003. This project is intended to redevelop and reintegrate the Regent Park community with the surrounding neighbourhood. Phases 1 and 2 of the project are currently underway.
- *Six Points Interchange Redevelopment* – The primary objective of the project is to simplify the road network and improve access to the Kipling Subway Station as a key inter-regional transit station for residents and commuters living beyond the City boundaries. The 10-Year Capital Plan allocates \$36.178 million for this project.
- *Traffic Congestion Management* - \$25.440 million is included in the 10-Year Capital Plan to expand the existing Intelligent Transportation Systems (ITS) to help manage congestion on arterial roads and expressways.

2018 Preliminary Capital Budget and Future Year Commitments

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

Table 3a below lists the capital projects to be funded by the 2018 Preliminary Capital Budget and associated Future Year Commitments for Transportation Services:

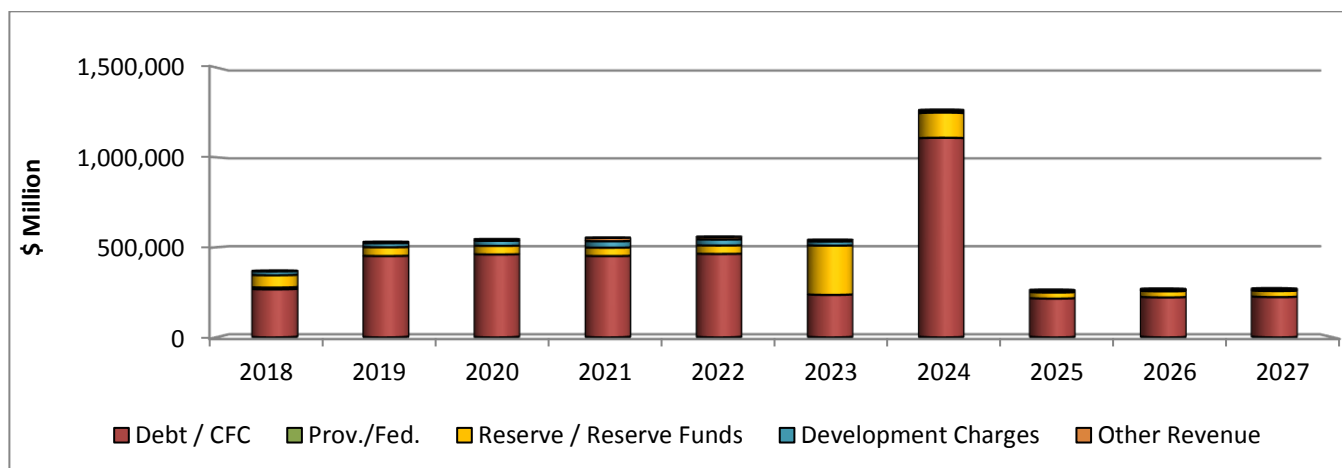
Table 3a
2018 Cash Flow & Future Year Commitments (In \$000s)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 Cash Flow & FY Commits
Expenditures:											
Previously Approved											
Accessible Pedestrian Signals (Audible Signals)	1,490	1,490	1,490	1,490	1,490	1,490	1,490	1,490			11,920
Advanced Traffic Signal Control	533	546	617	33							1,729
Bathurst Street Bridge Rehabilitation	5,600										5,600
City Bridge Rehabilitation	33,993	33,503	34,021	34,546	35,079						171,142
Design Cherry St Realignment and Bridges	1,400										1,400
Engineering Studies	1,500	1,500									3,000
F. G. Gardiner	32,370	11,570	11,550	11,550	11,550	11,550					90,140
Guide Rail Program	1,000										1,000
Ingram Drive Extension - Grade Separation	8,550	9,200									17,750
King Liberty Cycling Pedestrian Bridge	4,800										4,800
Laneways	2,226	1,800	1,827	1,854	1,882						9,589
LARP (Lawrence-Allen Revitalization Project)	940	2,086	438								3,464
Legion Road Extension & Grade Separation	980										980
Local Road Rehabilitation	57,944	61,603	65,335	69,142	73,025						327,049
Major Road Rehabilitation	59,283	60,470	61,678	62,912	64,170						308,513
Major SOGR Pooled Contingency	3,800	3,800	3,800	3,800	3,800						19,000
New Traffic Control Signals / Devices	192	197	202	12							603
North York Service Road Extension		2,000	500	750	1,750						5,000
Pedestrian Safety and Infrastructure Programs	50										50
Port Union Road	1,650	1,650									3,300
PTIF Projects	19,885										19,885
Scarlett/St Clair/Dundas	10,700	14,000	7,000	10,000	8,000						49,700
Sidewalks	17,247	16,480	16,715	16,955	17,198						84,595
Six Points Interchange Redevelopment	20,829	18,778	2,988								42,595
St Clair TMP:Keele to Old Weston	2,000	12,000	12,000								26,000
Steeles Widening (Tapscott Road - Beare Road)	4,000	4,000	17,000	13,000							38,000
System Enhancements for Road Repair & Permits	603										603
Third Party Signals	63	65	66	4							198
Traffic Congestion Management	7,430	6,530	11,480								25,440
Traffic Plant Requirements/Signal Asset Management	5,479	5,617	5,700	342							17,138
Traffic Signals Major Modifications	1,536	1,575	1,614	96							4,821
Work for TTC & Others	10,000	4,000	4,000	4,000	4,000						26,000
Subtotal	318,073	274,460	260,021	230,486	221,944	13,040	1,490	1,490	-	-	1,321,004
Change in Scope											
Advanced Traffic Signal Control	(380)										(380)
Bathurst Street Bridge Rehabilitation	(5,600)										(5,600)
City Bridge Rehabilitation	1,200										1,200
Ingram Drive Extension - Grade Separation	(8,550)	(9,200)									(17,750)
Design Cherry St Realignment and Bridges											-
Gardiner York/Bay/Yonge Reconfiguration	38										38
Guide Rail Program	950										950
LARP (Lawrence-Allen Revitalization Project)	(490)	(273)	2,037								1,274
Local Road Rehabilitation	(3,000)	1,500	1,500								-
Major Road Rehabilitation	(5,000)	2,000	2,000	1,000							-
North York Service Road Extension		(1,250)	900	2,650	(1,750)						550
Port Union Road	(107)										(107)
Retaining Walls Rehabilitation	550										550
Road Safety Plan (Local Geometric Traffic Safety)	3,645										3,645
Scarlett/St Clair/Dundas	(7,125)	(2,300)	7,200	(4,400)	(8,000)						(14,625)
Sidewalks	(1,000)	1,000									-
Six Points Interchange Redevelopment	(697)	(4,819)	2,598								(2,918)
St Clair TMP:Keele to Old Weston	(2,000)	(10,760)									(14,950)
Steeles Widening (Tapscott Road - Beare Road)	(4,000)	(3,250)	(16,250)	(6,500)	6,500						(23,500)
Traffic Congestion Management	(500)	500									-
Subtotal	(32,066)	(26,852)	(2,205)	(7,250)	(3,250)	-	-	-	-	-	(71,623)

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

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 Cash Flow & FY Commits
New w/Future Year											
Accessible Pedestrian Signals (Audible Signals)	(500)										(500)
Advanced Traffic Signal Control	817	804	733	1,317							3,671
City Bridge Rehabilitation	5,690	640	(518)	(525)	(533)	6,582	6,685	6,788	6,893	7,459	39,161
Critical Interim Road Rehabilitation Pool	8,789										8,789
Cycling Infrastructure	8,100	8,303	8,303								24,706
Ditch Rehabilitation and Culvert Reconstruction	1,500										1,500
Don Valley Parkway Rehabilitation	2,496										2,496
Dufferin Street Bridge Rehabilitation	350	1,150	5,000	2,000	9,000	9,000					26,500
Engineering Studies	5,844	3,650	3,038								12,532
Facility Improvements	1,500										1,500
F. G. Gardiner	41,000	205,200	233,200	236,600	238,500	244,800					1,199,300
Georgetown South City Infrastructure Upgrades	13,420										13,420
Glen Road Pedestrian Bridge		12,630									12,630
King Liberty Cycling Pedestrian Bridge	5,520	1,510									7,030
LARP (Lawrence-Allen Revitalization Project)				1,313	1,575	787					3,675
LED Signal Module Conversion	1,700	1,700									3,400
Legion Road Extension & Grade Separation	(980)	607	1,307	8,395	8,395	7,695					25,419
Local Road Rehabilitation	1,450	1,650	900	900	900	16,097	16,705	17,529	18,420	18,652	93,203
Major Road Rehabilitation	450	650	900	900	900	13,791	13,853	14,120	14,442	14,442	74,448
Major SOGR Pooled Contingency						1,045	1,028	1,028	1,028	1,028	5,157
Metrolinx Additional Infrastructure			5,000	2,750	5,000	5,000					17,750
Neighbourhood Improvements	2,000										2,000
New Traffic Control Signals / Devices	1,988	1,983	1,978	2,168							8,117
Pedestrian Safety and Infrastructure Programs	684	744	756								2,184
Port Union Road	(1,093)	2,850	2,400	2,000							6,157
Regent Park Revitalization	45										45
Retaining Walls Rehabilitation	1,300	1,320									2,620
Salt Management Program	1,131										1,131
Signs and Markings Asset Management	1,310	1,000									2,310
Six Points Interchange Redevelopment	(12,992)	2,373	7,120								(3,499)
Steeles Widening (Tapscott Road - Beare Road)		750	750	6,500	6,500						14,500
System Enhancements for Road Repair & Permits	300										300
Tactile Domes Installation		1,015	1,030	1,045	1,061						4,151
Third Party Signals	237										237
Traffic Calming	450										450
Traffic Control - RESCU	250	250	100								600
Traffic Plant Requirements/Signal Asset Management	(1,779)	883	800	6,158							6,062
Traffic Signals Major Modifications	254	215	176	1,694							2,339
Traffic Wardens / Construction Staging Compliance (Vehicles)	855										855
Transportation Safety & Local Improvement Program	1,316										1,316
Work for TTC & Others	(10,000)					800	800	800	800	800	(6,000)
Subtotal	83,402	251,877	272,973	273,215	271,298	305,597	39,071	40,265	41,583	42,381	1,621,662
Total Expenditure	369,409	499,485	530,789	496,451	489,992	318,637	40,561	41,755	41,583	42,381	2,871,043
Financing:											
Debt/CFC	266,562	422,386	449,696	415,782	414,991	64,041	39,597	40,791	40,783	41,581	2,196,210
Debt Recoverable	2,840	2,486	1,671								6,997
Other	300	5,227	7,469	10,804	11,850	2,150	800	800	800	800	41,000
Reserves/Res Funds	68,320	46,583	44,025	42,863	43,125	239,587					484,503
Development Charges	21,445	22,803	27,928	27,002	20,026	12,859	164	164			132,391
Provincial/Federal	9,942										9,942
Total Financing	369,409	499,485	530,789	496,451	489,992	318,637	40,561	41,755	41,583	42,381	2,871,043

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



The 10-Year Preliminary Capital Plan of \$5.152 billion will be financed by the following sources:

- Debt accounts for \$4.097 billion or 79.5% of the financing over the 10-year period.
 - The debt funding is \$59.283 million is \$10.804 million above the 2018-2027 debt guidelines across the 10-year period.
 - The increased investment is required to address the current state of deterioration of the *Glen Road Pedestrian Bridge*, requiring rehabilitation in 2019.
- Capital financing from reserves and reserve funds constitutes \$772.603 million or 15.0% of required funding over the 10-year period.
 - The Capital Financing Reserve will provided funding of \$732.303 million. This funding source is primarily financed from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, anticipated contributions to Transportation Services from the Municipal Land Transfer Tax (MLTT) revenue above the base estimates included in the 2018 Preliminary Operating Budget, as well as anticipated future one-time dividends from Build Toronto and the Toronto Parking Authority.
 - This also includes other reserve funding for specific eligible projects of \$40.3 million (i.e. *Cycling Infrastructure, Six Points Interchange Redevelopment, Neighbourhood Improvements, John Street Revitalization Project, etc.*).
- Federal/Provincial Grants fund \$9.942 million or 0.2% of the 10-Year Preliminary Capital Plan's planned expenditures.
 - This funding is provided from the *Public Transit Infrastructure Fund* project (federal).
- Development Charges (DC) fund \$191.332 million or 3.7% of the 10-Year Capital Budget and Plan and are used for Growth Related and Service Improvement projects.
 - Development Charge funding for eligible growth related projects has been maximized for 2018.
 - The City is currently conducting a review of the Development Charges By-Law. Upon the completion of the study, a number of growth projects will be eligible for development charges contributions based on new and revised DC rates. Changes to reserve funding for a number of growth projects is expected to be reflected in the 2019 Capital Budget submission subject to the approval of the 2018 DC By-Law.

- Recoverable Debt provides \$6.997 million or 0.1% of the 10-Year Preliminary Capital Budget and Plan's funding.
 - These funds are dedicated primarily to the *Six Points Interchange Redevelopment* project. The recoverable debt will be repaid when Build Toronto takes possession of the related properties.
- Other Third Party funding accounts for \$74.032 million or 1.4% of total financing and includes funding for traffic control signals, Metrolinx work and funding for TTC track replacement work on the City's right of ways

State of Good Repair (SOGR) Backlog

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

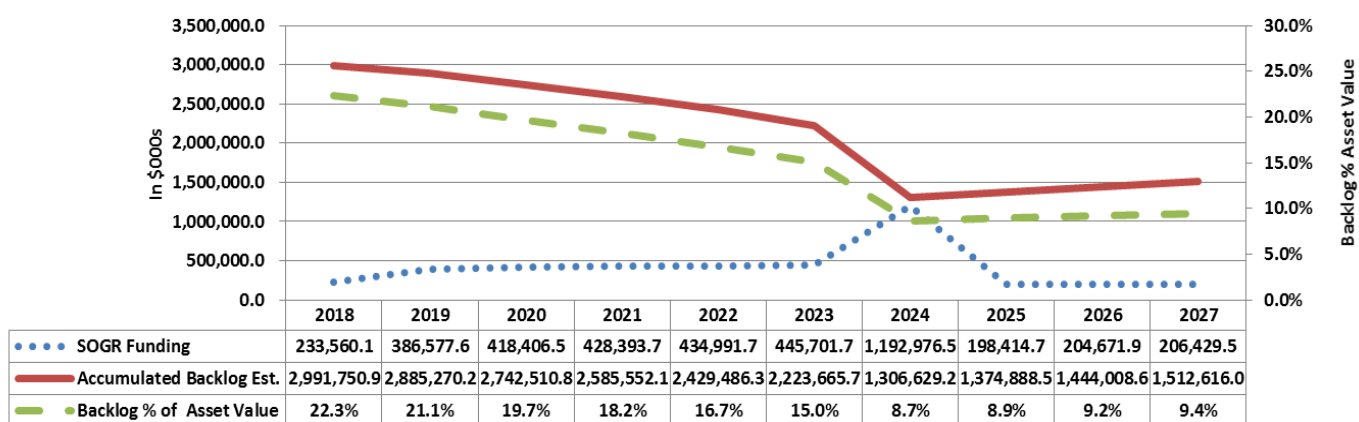


Chart 4a depicts the SOGR funding and accumulated backlog estimates for the following key asset classes in Transportation Services: major and local roads, bridge rehabilitation, expressways (including the F. G. Gardiner) and laneways as detailed in Table 4 on the following page.

The 10-Year Preliminary Capital Plan dedicates a total of \$4.484 billion to all SOGR projects within Transportation Services over the 10-year period, which, on average is \$448.404 million annually. The backlog for key asset classes in Transportation Services: major and local roads, bridge rehabilitation, expressways (including \$2.300 billion for the F. G. Gardiner) and laneways are detailed in Table 4 on the following page.

- Transportation Services has stewardship over linear assets such as 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 Program is currently collecting pavement condition data from across the City to update the replacement value, inventory, and condition assessments of its infrastructure. This work is expected to be completed in 2018 and Transportation Services will provide an update on its asset value and accumulated SOGR backlog as part of the 2019 – 2028 Capital Budget and Plan submission.
- At the end of 2017, Transportation Services will have a backlog of State of Good Repair work for infrastructure renewal estimated at \$2.982 billion, representing 22.7% of the asset replacement value (including a provisional asset value of \$3.696 billion for the F.G. Gardiner).
- The backlog is estimated based on field observations and an engineering assessment of the condition of the pavement or bridge structure and the estimated cost of rehabilitating this infrastructure.

- The individual locations that actually make-up the backlog continually change as infrastructure that has been rehabilitated is replaced on the backlog list by infrastructure that, in the meantime, has reached its useful life span.
- Addressing the backlog is also dependant on the capital programs of Toronto Water, TTC and utility companies, which have to be coordinated with the Transportation Services' Capital Program.
- SOGR funding was added to the *F. G. Gardiner Expressway, Major Roads Rehabilitation, Local Roads Rehabilitation* and *Sidewalk* projects as part of the 2013, 2014, 2015, 2016 and 2017 Budget processes. Even still, when rehabilitation on the Gardiner is excluded (with its SOGR backlog eliminated by 2024), the SOGR backlog for remaining transportation infrastructure will increase from \$682.788 million in 2017 to an anticipated \$1.513 billion by year end in 2027, representing 13.1% of the asset replacement value.
- 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.

Chart 4b
SOGR Funding & Backlog
excluding the *F.G. Gardiner* (In \$000s)

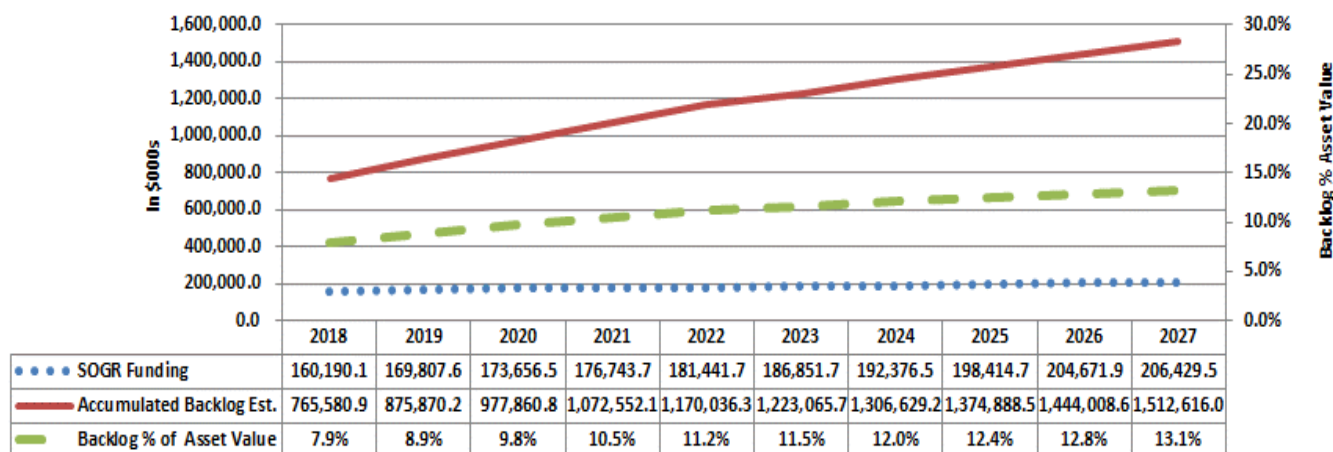


Table 4
SOGR Backlog by Asset Category (In \$000s)

Total	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
State of Good Repair Funding	(9,423)	106,481	142,759	156,959	156,066	205,821	917,036	(68,259)	(69,120)	(68,607)
Accumulated Backlog Est. (yr end)	2,991,751	2,885,270	2,742,511	2,585,552	2,429,486	2,223,666	1,306,629	1,374,889	1,444,009	1,512,616
Backlog %Asset Value	22.3%	21.1%	19.7%	18.2%	16.7%	15.0%	8.7%	8.9%	9.2%	9.4%
Asset Value	13,402,717	13,670,772	13,944,187	14,223,071	14,507,532	14,797,683	15,093,637	15,395,509	15,703,420	16,017,488
F.G. Gardiner*										
State of Good Repair Funding	73,370	216,770	244,750	251,650	253,550	258,850	1,000,600			
Accumulated Backlog Est. (yr end)	2,226,170	2,009,400	1,764,650	1,513,000	1,259,450	1,000,600				
Roads - Major										
State of Good Repair Funding	(11,913)	(48,791)	(41,985)	(36,821)	(31,591)	(20,814)	(20,569)	(14,957)	(16,124)	(16,134)
Accumulated Backlog Est. (yr end)	116,722	165,513	207,498	244,318	275,910	296,724	317,293	332,250	348,374	364,508
Roads - Local										
State of Good Repair Funding	(66,045)	(57,516)	(54,446)	(52,103)	(48,159)	(15,115)	(40,249)	(36,100)	(40,847)	(39,679)
Accumulated Backlog Est. (yr end)	499,074	556,589	611,035	663,138	711,297	726,412	766,661	802,760	843,607	883,286
Bridge Rehabilitation										
State of Good Repair Funding	3,680	1,504	(35)	(121)	(11,963)	(11,204)	(16,722)	(11,049)	(5,864)	(6,375)
Accumulated Backlog Est. (yr end)	33,401	31,898	31,933	32,054	44,018	55,222	71,943	82,992	88,856	95,231
Expressways (excl. F.G. Gardiner)										
State of Good Repair Funding	(565)	2,476	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558
Accumulated Backlog Est. (yr end)	62,734	60,258	57,700	55,142	52,584	50,026	47,468	44,910	42,352	39,794
Laneways										
State of Good Repair Funding	(7,950)	(7,962)	(8,082)	(8,204)	(8,329)	(8,454)	(8,582)	(8,712)	(8,843)	(8,978)
Accumulated Backlog Est. (yr end)	53,650	61,612	69,695	77,899	86,228	94,682	103,264	111,977	120,820	129,798

*A provisional asset value of \$3.696 billion (2017) has been included for the F.G. Gardiner, including additional SOGR funding of \$1.340 billion required post 2027, but is not considered as backlog at this time. Transportation Services is expected to update its asset value and accumulated SOGR backlog as part of the 2019 – 2028 Capital Budget and Plan submission.

- The SOGR backlog for Bridge Rehabilitation will increase from \$33.401 million in 2018 to \$95.231 million by 2027.
 - This is based on current information, however engineering assessments of the condition of bridge structures may result in further SOGR funding needs as part of the 2019 Budget process.
- The Laneway SOGR backlog will increase from \$53.650 million in 2018 to \$129.798 million by 2027.
- It is important to note that despite the additional level of SOGR funding provided for Major and Local Roads in previous budget processes, the SOGR backlog is anticipated to increase from \$116.722 million in 2018 to \$364.508 million by 2027 for Major Roads, and from \$499.074 million in 2018 to \$883.286 million by 2027 for Local Roads.

10-Year Capital Plan: Net Operating Budget Impact

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

Projects	2018 Budget		2019 Plan		2020 Plan		2021 Plan		2022 Plan		2018 - 2022		2018 - 2027	
	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position
Previously Approved														
Bridges	4.5										4.5	-	4.5	-
Cycling Infrastructure	117.1										117.1	-	117.1	-
New Roads	91.3										91.3	-	91.3	-
New Sidewalks	127.5										127.5	-	127.5	-
Total (Net)	340.4	-	-	-	-	-	-	-	-	-	340.4	-	340.4	-

- Approval of the 2018 Preliminary Capital Budget will increase the 2018 Preliminary Operating Budget by a total of \$0.340 million net, as shown in the table above. In 2018 Transportation Services will require additional operating funding of \$0.340 million for maintaining new transportation infrastructure including roads, bridges, cycling infrastructure and sidewalks.
- There are no operating impacts identified beyond 2018.



Part 2

Issues for Discussion

Issues Impacting the 2018 Capital Budget

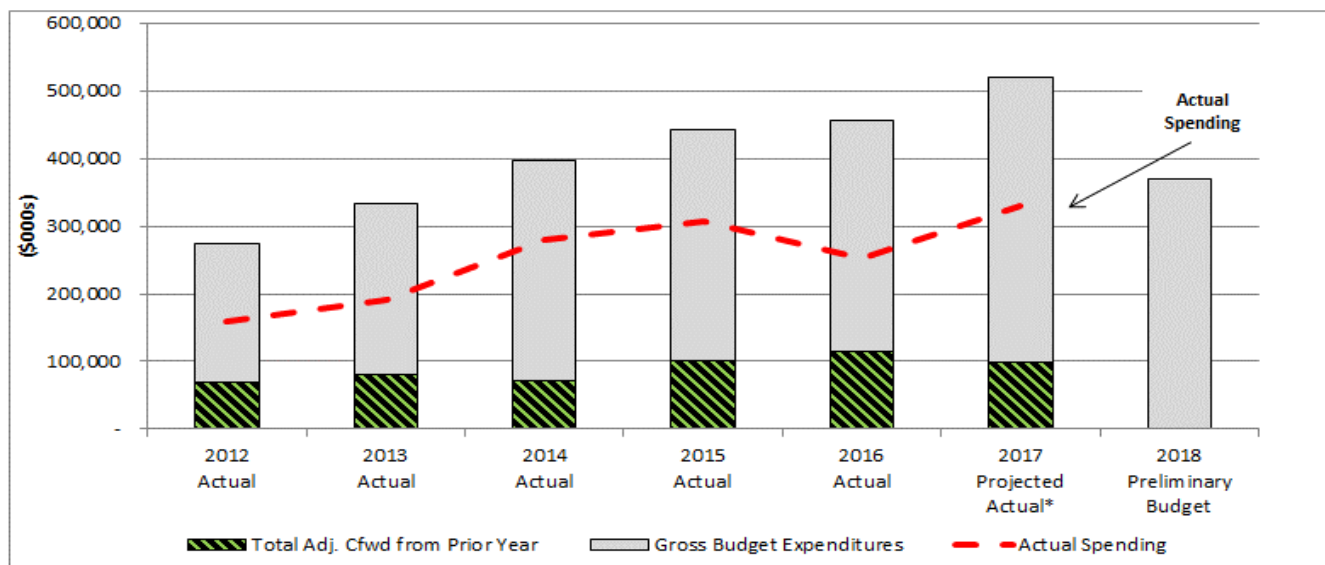
Review of Capital Projects and Spending

- City Council, at its meeting of May 25, 2017 considered the report entitled "2018 Budget Process – Budget Directions and Schedule EX25.18" and directed that City Programs and Agencies submit their 2018 – 2027 Capital Budget and Plans requiring that:
 - annual cash flow funding estimates be examined to more realistically match cash flow spending to project activities and timing, especially in the first 5 years of the Capital Plan's timeframe.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.18>
- Based on Council's direction a detailed review of Transportation Services' 2018 - 2027 Preliminary 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. The Transportation Services' 2018 - 2027 Preliminary Capital Budget and Plan was adjusted accordingly, including investigating opportunities to reduce overall debt funding and/or leverage non-debt funding sources.
- As reflected in the table below, from 2012 to 2016, Transportation Services had an average annual capital spending rate of \$237.737 million or 62.5% of an average annual Capital Budget of \$380.313 million.
- The projected spending rate for 2017 of \$329.346 million or 63.5% is slightly above the previous 5 year average of 62.5%.

Chart 5
Capital Spending Rates, by Category
(In \$000s)

Category	2012			2013			2014			2015			2016			Spending Rate 5 Year 2012-2016	2017		
	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %		Budget	Projected Actual *	Spending Rate %
Health & Safety	12,922	6,311	48.8%	16,344	6,334	38.8%	20,172	10,175	50.4%	20,365	11,146	54.7%	23,076	8,690	37.7%	45.9%	22,658	15,877	70.1%
SOG	177,561	117,698	66.3%	213,060	149,048	70.0%	259,449	224,037	86.4%	270,518	233,402	86.3%	267,554	176,428	65.9%	75.8%	244,203	190,555	78.0%
Service Improvement	32,627	15,976	49.0%	31,225	15,746	50.4%	30,682	20,914	68.2%	34,439	22,784	66.2%	41,327	13,321	32.2%	52.1%	108,586	39,815	36.7%
Growth Related	49,727	18,465	37.1%	73,023	18,932	25.9%	86,214	24,722	28.7%	116,898	40,179	34.4%	124,383	54,376	43.7%	34.8%	143,601	83,099	57.9%
Total	272,837	158,450	58.1%	333,652	190,060	57.0%	396,516	279,848	70.6%	442,221	307,512	69.5%	456,341	252,815	55.4%	62.5%	519,048	329,346	63.5%

* 2017 Projection based on the 2017 Q3 Capital Variance Report



*Note - 2017 Projection based on the Q3 Capital Variance Report

- Given the significant increases in funding approved for previous 10-Year Capital Plans, Financial Planning, Engineering & Construction Services and Transportation Services reviewed Capital Budget strategies to assess capacity to spend and better align project funding levels with the proposed project budgets.
- The primary step taken to achieve increased levels of spending was applying a greater level of multi-year cash flow commitments for major ongoing capital work so that Transportation Services could enter into longer term multi-year capital project awards, resulting in more consistent / higher levels of annual capital spending.
- Additional strategies applied to further improve capital spending included:
 - A review of annual cash flow funding for multi-year projects, ensuring they reflect historical spending patterns (i.e. initial years for design and feasibility following by cash flow for construction consistent with typical project durations); and
 - A review of project readiness, resulting in deferred or accelerated cash flows depending on the anticipated commencement of construction.
- The spending rate for Transportation Services' capital program is anticipated to increase in 2018, following the cash flow funding adjustments identified in a capital program review, which occurred as part of the 2018 Budget process.
- Based on this review, within the 10-year timeframe the Capital Budget and Plan were adjusted resulting in both the deferral of debt funding in the early years to later years and the reduction of \$59.283 million in debt funding overall. The adjustments were primarily related to the following projects:
 - *Local Road Rehabilitation;*
 - *Major Road Rehabilitation;*
 - *Ingram Drive Extension – Grade Separation;*
 - *King-Liberty Pedestrian & Cycling Bridge;*
 - *Port Union Road;*
 - *Scarlett/St Clair/Dundas;*
 - *St. Clair Transportation Management Plan: Keele to Old Weston; and*
 - *Legion Road Extension & Grade Separation.*
- Financial Planning and Transportation Services staff will continue to review actual expenditures for Transportation Services' projects and, if required, will develop mitigating strategies to improve annual spend rates in the future.

2018 - 2027 Preliminary Capital Plan vs Debt Targets

- The Transportation Services 2018-2027 Preliminary Capital Budget and Plan exceeds the debt target by \$10.804 million over the 10-year period. However, as a result of the review of cash flows, \$68.650 million in debt has been deferred from 2018 to 2019 – 2021 in the Capital Plan, as follows:

(\$000s)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
2018 - 2027 Preliminary Capital Plan	369,409	530,883	545,195	552,078	557,426	540,058	1,265,167	259,376	265,418	267,224	5,152,234
Debt Funding Required	266,562	451,443	460,120	451,117	462,959	235,870	1,108,110	215,358	221,985	223,804	4,097,328
Program Debt Target	335,212	444,743	419,419	430,823	469,963	240,422	1,102,801	219,444	223,697	200,000	4,086,524
Over/(Under) Debt Target	(68,650)	6,700	40,701	20,294	(7,004)	(4,552)	5,309	(4,086)	(1,712)	23,804	10,804

Unmet Capital Projects Included in the 10-Year Capital Plan

- As a result of the capacity to spend review and the reduced debt requirements, the 2018 - 2027 Preliminary Capital Budget and Plan for Transportation Services includes increased funding of \$19.630 million for Transportation Services' projects that were identified as high priority unfunded needs.
 - *Glen Road Pedestrian Bridge* – Funding of \$12.630 million has been added in 2019. The bridge has experienced significant deterioration, which resulted in emergency closure in 2014. Rehabilitation work to strengthen the bridge was completed, extending the timeframe to allow for a study to be completed to determine the future of the crossing. It is anticipated that the bridge can remain open until 2019.
 - *York Street Tunnel* – Funding of \$7.000 million has been added in 2019. This represents the City's contribution to the construction of the York Street Tunnel to further extend the PATH system along York Street south of Bremner Boulevard.

Public Transit Infrastructure Fund

- At its meeting on November 7, 8 and 9, 2017, City Council authorized the City Manager, in consultation with the Chief Financial Officer, to make amendments to the Public Transit Infrastructure Fund Phase 1 Project List as previously approved by City Council on December 13, 2016 (Item EX20.4: Federal Infrastructure Funding – Phase 1 and 2), as may be required from time to time by adding, deleting or changing project scope to advance project implementation and to meet federal timelines.
- EX28.3 Public Transit Infrastructure Fund Phase 1 Update, adopted by City Council on November 7, 2017: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX28.3>
- EX20.4 Federal Infrastructure Funding – Phase 1 and 2, adopted by City Council on December 13, 2016: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX20.4>
- Amending or altering project scope is subject to the following conditions:
 - the project has been approved by City Council within the 10-Year Capital Budget and Plan, and has a capital financing strategy which assumed future Provincial or Federal funding, or City Council gave direction to seek intergovernmental funding for unfunded (below-the-line) projects within the 10-Year Capital Budget and Plan;
 - the project meets the Public Transit Infrastructure Fund Phase 1 program criteria, including meeting the overall annual program cash flow and completion deadlines;
 - consideration has been given to best practices in capital planning and budgeting, including the prioritizing of projects that maintain assets in a state of good repair, and prioritizing larger projects that facilitate more efficient administration of the Public Transit Infrastructure Fund program; and
 - Toronto Transit Commission Board authority has been obtained to proceed with Toronto Transit Commission projects.
- It is anticipated that adjustments to Transportation Services' PTIF projects will be made to reflect updates as a result of scope changes and project cost estimates, subject to appropriate budget approvals and conditions as outlined above.

Capital Financing Strategy

- In order to manage the significant funding required to address SOGR for major roads and the F.G. Gardiner Expressway, Transportation Services is continuing its reliance on the capital financing strategy introduced in 2013 to fund specific capital projects.
- \$732.303 million from the Capital Financing Reserve is required to fund Transportation Services' 2018 – 2027 Preliminary Capital Budget and Plan, provided by the capital financing reserve that 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 2018 Preliminary Operating Budget;
 - Development Charge revenue increases anticipated to be generated following completion of the 2018 Development Charges By-Law review;
 - Build Toronto dividends; and
 - Toronto Parking Authority one-time dividends.
- It is anticipated that the capital financing strategy will continue to help fund Transportation Services' capital program into future years, as funding utilized to support the completion of capital work required for the F.G. Gardiner Expressway and avoid debt borrowing and associated debt servicing costs in the City's Operating Budget.

Reporting on Existing Major Capital Projects: Status Update

In compliance with the Auditor General's recommendations, additional status reporting on all major capital projects is required in order to strengthen accountability, manage risks, improve controls and ensure successful implementation/completion of major capital projects. The following projects have been reported on a quarterly basis during 2017:

Strategic Rehabilitation of the F.G. Gardiner Expressway

(\$000s) Total Project Cost			2017		2018	2019	2020	2021	2022	2023	2024	Projection to End of Project	End Date		On Budget	On Time
Initial Approval Date	Approved	Life to Date Expenditures as at Dec 31, 2016	Budget	Year-End Projection*	Preliminary Budget	Plan	Plan	Plan	Plan	Plan	Plan		Planned	Revised		
2012	2,440,926	134,257	26,726	13,400	73,370	216,770	244,750	251,650	253,550	258,850	1,000,600	2,447,197	TBD (subject to completion of design phase)	N/A	①	②

* Based on 2017 Q3 Capital Variance Report

On/Ahead of Schedule ③
 Minor Delay < 6 months ①
 Significant Delay > 6 months ②

>70% of Approved Project Cost
 Between 50% and 70%
 < 50% or > 100% of Approved Project Cost

Project Scope:

- 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 Strategic Rehabilitation of the *F.G. Gardiner Expressway* project comprises:
 - Rehabilitation west of Cherry Street – For the section of the Gardiner Expressway west of Cherry Street to Highway 427, work to rehabilitate the expressway will proceed as a series of contracts utilizing the traditional design-bid-build (DBB) approach to construction.
 - Rehabilitation east of Cherry Street – The eastern section of the Gardiner Expressway involves construction of new elevated bridge decks connecting the Expressway to the Don Valley Parkway based on a Hybrid Design identified through the Environmental Assessment process. This section is also subject to

integration and coordination with the Metrolinx Rail Track Expansion/Unilever GO Station Project and the Port Lands Flood Protection Project.

- The construction itself is being delivered as a series of contracts, as follows:
 - Section 1 – Superstructure replacement of the elevated main line from Jarvis Street to Cherry Street including rehabilitation of all impacted ramp structures.
 - Section 2 – Superstructure replacement of the elevated main line from Bent 35 to the west abutment of the elevated portion of the Gardiner including rehabilitation of all impacted ramp structures.
 - Section 3 – Reconstruction of the at-grade main line Gardiner from Grand Avenue to the Humber River, including rehabilitation of all overpasses and underpasses including rehabilitation of all impacted ramps.
 - Section 4 – Superstructure Replacement of the elevated main line from Bathurst Street to York Street including rehabilitation of all impacted ramp structures.
 - Section 5 – Reconstruction of the at-grade main line Gardiner from Grand Avenue to Highway 427, including rehabilitation of all overpasses and underpasses and rehabilitation of all impacted ramps
 - Section 6 – Implementation of the Gardiner East Environmental Assessment – Hybrid 3 option including:
 - a. Removal of the existing structure from Cherry Street to the east limit, including the ramps:
 - i. To/from Lake Shore Blvd
 - ii. To/from the DVP
 - b. Construction of the Gardiner at a new alignment from Cherry Street to the DVP including new ramps:
 - i. To/from the DVP
 - ii. To/from Lake Shore Blvd at Cherry Street
 - c. Public Realm enhancements on Lake Shore Blvd from Jarvis Street to Don Roadway
 - Section 7 – Reconstruction of the at-grade main line Gardiner from the Humber River to the west abutment of the elevated portion of the Gardiner, east of Dufferin Street including rehabilitation of all overpasses and underpasses and all impacted ramps.
- 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 will be 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.

Project Deliverables and Status:

- For the most part, work on the *Strategic Rehabilitation of the F.G. Gardiner Expressway* has proceeded as planned:
 - Replacement of the West Deck and Interim Repairs, which are ancillary projects to the Strategic Rehabilitation are complete. The West Deck Replacement project was underspent by approximately \$7.5 million and the Interim Repairs project was underspent by approximately \$2.5 million. Acceleration of the projects, limited use of contingencies, combined with adoption of methodologies to manage the construction to achieve best value while ensuring project quality conformed to City requirements contributed to the underspending.

- Rehabilitation West of Cherry Street.
 - Work on the rehabilitation of the "elevated" section of the Gardiner Expressway from Jarvis Street to Cherry Street is the immediate first priority because it is at the end of its service life.
 - The detailed engineering design for the section from Jarvis Street to Cherry Street (Section 1) was completed in 2017.
 - A Request for Qualifications was publicly released in November 2017 to pre-qualify contractors for the following scope of work:
 - rehabilitation of the main line, including the replacement of the superstructure, deck, parapet walls, expansion joints, signs, lighting and Rescu Plant (traffic management system) on the elevated Gardiner from Jarvis Street to Bent 294, which is approximately 80m west of Cherry Street;
 - rehabilitation of the York/Bay/Yonge off-ramp from the westbound Gardiner;
 - rehabilitation of the Sherbourne westbound off-ramp from the westbound Gardiner;
 - rehabilitation of the Jarvis eastbound on-ramp to the eastbound Gardiner;
 - installation of new drainage on the elevated structure; and,
 - minor concrete repairs to the substructure to facilitate new bearing installation and drainage modifications.

Project Challenges:

- Issuance of the procurement documents for Section 1 has been delayed to early 2018, which will impose a pressure on the construction timetable.
- The preliminary design for the public realm elements associated with the eastern portion of the Expressway has been deferred to 2018.
- As the project is still in the early stage of delivery, staff will mitigate risks to the overall rehabilitation timetable by investigating and adopting where appropriate constructability changes, minor scope adjustments, and consideration of different construction methodologies, reliance on extended work hours, including overnight work, and contract terms and conditions that incentivize expedite performance while maintaining quality.

Financial Update:

- As of December 31, 2016, total cumulative expenses since the inception of the project were \$134.3 million.
- In 2017, the projected expenditures include:
 - \$2.5 million for up-close inspections of the entire length of the elevated sections of the Expressway to confirm priorities and as input to the detailed design for Section 1.
 - \$1.5 million for the design assignment for Section 1 – Superstructure replacement of the elevated main line from Jarvis Street to Cherry Street including rehabilitation of all impacted ramp structures – was awarded in March, and the design was completed by November 2017.
 - \$2.0 million, which had been invoiced by Infrastructure Ontario for prior year consulting work on the previous (Alternative Financing and Procurement) rehabilitation approach was paid.
- The 2018 costs are budgeted at \$73.4 million, which represents a reduction of \$41.5 million from the 2017 planned estimate for 2018 and is due to a revised assessment of construction timing for the first sections of the project.
- These planned costs were redistributed to 2020 (\$20.0 million) and 2021 (\$21.5 million). This redistribution and future commitments in the 2018 – 2027 Preliminary Capital Budget and Plan will ensure that multi-year cash flow funding is available and will permit the award of the first set of multi-year engineering and construction consultant contracts.

Anticipated Future Financial Impact:

- There is no immediate net operating impact associated with the Strategic Rehabilitation of the F.G. Gardiner Expressway since maintenance and operational activities on the Expressway will be ongoing as the project is being delivered. Over the longer term, however, the rehabilitated sections are expected to require a reduced level of maintenance (e.g. less re-surfacing) because the service life of the structure will have been extended.
- Additional SOGR funding of \$1.340 billion is required post 2027 for maintenance to ensure the F. G. Gardiner Expressway is maintained in a state of good repair, but is not considered as backlog at this time.

Issues Impacting the 10-Year Capital Plan

Unmet Needs

- 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 2018 – 2027 Preliminary Capital Budget and Plan.
- Various projects are unfunded, the largest being Local Road Rehabilitation and Major Road Rehabilitation projects which total \$2.440 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.
- For 2018, priority is given to completing PTIF projects and establishing strategies to increase spending rates of current funding provided in the 10-Year Capital Plan.

Unmet Needs – Projects Excluded due to Funding Constraints (In \$000s)

Project Description (In \$000s)	Total Project Expenditure	Non-Debt Funding	Debt Required	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
City Bridge Rehabilitation	205,099		205,099		50,936	25,662	15,158	21,296	19,874	20,083	11,627	17,911	22,552
Critical Interim Road Rehabilitation Pool	77,622		77,622		8,120	8,242	8,365	8,491	8,618	8,748	8,879	9,012	9,147
Cycling Infrastructure - 10yr Cycling Network Plan	69,476	12,502	56,974		7,900	7,697	7,697	7,697	7,697	7,697	7,697	7,697	7,697
Downsview Major Roads (Previously Transit Rd Ext)	130,000	130,000											130,000
Eglinton Connects LRT	90,000	90,000						15,000	15,000	15,000	15,000	15,000	15,000
Emery Village Improvements	4,830	4,830				2,415	2,415						
Gardiner Ramp Improvement (Park Lawn to 427)	15,000	15,000			7,500	7,500							
Guide Rail Program	9,000		9,000		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ingram Drive Extension - Grade Separation	55,050	55,050					500	15,000	16,050	750	750	11,500	10,500
Lake Shore Boulevard West Widening	9,000	8,190	810							500	1,000	3,500	4,000
Laneways	130,175		130,175	53,700	8,000	8,120	8,242	8,365	8,491	8,618	8,748	8,879	9,012
Liberty Village New Street Project	2,000		2,000		2,000								
Liberty Village New Street Project	90,120	90,120				27,000	54,810	8,310					
Local Road Rehabilitation	1,585,000		1,585,000	378,856	146,897	199,065	101,658	151,075	149,815	112,075	139,555	110,652	95,352
Lower Yonge	100,000	100,000					25,000	25,000	25,000	25,000			
Major Road Rehabilitation	855,052		855,052	184,717	108,830	64,322	25,988	40,730	30,146	132,137	90,702	97,540	79,940
Morningside Extension	33,000	33,000				7,500	7,500	10,000	8,000				
New Traffic Control Signals / Devices	26,200	13,100	13,100	2,620	2,620	2,620	2,620	2,620	2,620	2,620	2,620	2,620	2,620
North Queen New Street	25,946		25,946							726	3,566	10,827	10,827
Passmore Avenue Widening	2,310	2,195	115		105	2,205							
Rean to Kenaston New Road	1,000	1,000			1,000								
Road Safety Plan	22,353		22,353		7,451	7,451	7,451						
St Clair TMP: Davenport Road Extension	37,500	37,500			1,200	9,300	8,600	8,600	9,800				
St Clair TMP: Gunns Road Extension	28,275	28,275			1,200	3,150	7,575	7,575	8,775				
St Clair TMP: Keele Extension	11,300	11,300			300	3,300	2,700	2,700	2,300				
Traffic Plant Requirements/Signal Asset Management	19,000		19,000	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Yonge Street Revitalization (Reimagining Yonge)	51,879	23,377	28,502		17,293	17,293	17,293						
Yonge Street/Highway 401 Interchange Improvements	22,500	22,500						1,000	10,751	10,749			
Total	3,708,687	677,939	3,030,748	621,793	374,252	405,742	306,472	336,359	325,837	347,603	293,044	298,038	399,547

Issues Referred to the 2018 Capital Budget Process

Public Transit Infrastructure Fund

- At its meeting on November 7, 8 and 9, 2017, City Council authorized the City Manager, in consultation with the Chief Financial Officer, to make amendments to the Public Transit Infrastructure Fund Phase 1 Project List as previously approved by City Council on December 13, 2016 (Item EX20.4: Federal Infrastructure Funding – Phase 1 and 2), as may be required from time to time by adding, deleting or changing project scope to advance project implementation and to meet federal timelines.
- City Council authorized a budget adjustment of \$2.000 million in PTIF funding from Transportation Services' 2017 Approved Capital Budget to the Toronto Parking Authority. Further reallocations of PTIF funding related to the Bike Share Program are to be considered as part of the 2018 Capital Budget process.
- These Notes contain a recommendation requesting that City Council approve the transfer of \$2.000 million in Public Transit Infrastructure Fund (PTIF) funding from Transportation Services' 2018 Preliminary Capital Budget to the Toronto Parking Authority for the Bike Share program. The Toronto Parking Authority's 2018 Preliminary Capital Budget includes this \$2.000 million of PTIF funding and an additional \$2.000 million in funding will be provided from the Public Realm Reserve Fund (XR1410).
- EX28.3 Public Transit Infrastructure Fund Phase 1 Update, adopted by City Council on November 7, 2017: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX28.3>
- EX20.4 Federal Infrastructure Funding – Phase 1 and 2, adopted by City Council on December 13, 2016: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX20.4>

New Provincial Courthouse Streetscape Improvements

- On July 4, 2017 City Council authorized and directed Transportation Services to include \$2.500 million, fully funded by Section 37 funds to be considered as part of the 2018 – 2027 Capital Budget and Plan process, for the purposes of streetscape improvements at the new provincial courthouse at 11 and 33 Centre Avenue and 80 Chestnut Street.
 - MM31.43 Allocation of Section 37 Funds from the Development at 454-456 Yonge St. for Streetscape Improvements and Other Matters Relating to the Development of the New Provincial Courthouse at 11-33 Centre Ave. and 80 Chestnut St.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM31.43>
- The City's contribution of \$2.500 million will go towards external infrastructure improvements and includes a five-year escalation, HST and a one-time Paver Maintenance Fee.
- Infrastructure Ontario is coordinating, and is responsible for, the development of the new provincial courthouse, including the City's financial contribution towards streetscape improvements. The expected completion of the streetscape improvements is 2021.
- Funding of \$2.500 million (Section 37 funds) has been added to the 10-Year Capital Plan in 2021.



Appendices

Appendix 1

2017 Performance

2017 Key Accomplishments

In 2017, Transportation Services made significant progress on and/or accomplished the following:

- ✓ Major Strategic Plans:
 - Continue ongoing implementation of:
 - Congestion Management Plan
 - Vision Zero Road Safety Plan
 - 10 Year Cycling Network Plan
- ✓ F.G. Gardiner West Deck Rehabilitation
- ✓ Redlea Avenue Extension from Steeles Avenue East to McNicoll Avenue
- ✓ Major Road Rehabilitation projects including:
 - Ellesmere Rd from Morningside Avenue to Orton Park Road
 - Sheppard Avenue West from Keele Street to Dufferin Street
 - Kipling Avenue from Lake Shore Blvd to Evans Avenue
 - Parliament Street from Bloor Street East to Wellesley Street East
- ✓ Engineering Studies including:
 - Steeles / Stouffville GO Grade Separation Environmental Assessment
 - Glen Road Pedestrian Bridge Environmental Assessment
 - New East-West Road: Rean to Kenaston Gardens EA
 - Downsview Major Roads EA

2017 Financial Performance

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

2017 Budget	As of Sept. 30, 2017		Projected Actuals at Year-End		Unspent Balance	
\$	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
519,048	126,519	24.4%	329,346	63.5%	189,702	36.5%

* Based on 2017 Q3 Capital Variance Report

Transportation Services is forecasted to spend \$329.346 million or 63.5% of its 2017 Approved Capital Budget by year-end with underspending primarily attributed to PTIF related projects. Excluding PTIF projects, Transportation Services is forecasting to spend 71.0% of its 2017 Approved Capital Budget by year-end.

For additional information regarding the 2017 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, 2017*" that goes to Budget Committee on November 27, 2017:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.BU37.1>

Impact of the 2017 Capital Variance on the 2018 Preliminary 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, as described in the 2017 Q3 Variance Report, funding of \$150.011 million is being carried forward into the 2018 Capital Budget to continue the capital work.
- A detailed review of the 2018 Preliminary Budget and 2019 – 2027 Preliminary Capital Plan has been conducted and the necessary adjustments have been made to the timing of the cash flow funding for the capital projects which are the major contributors to annual under expenditures (as discussed in the Issues section of these Notes).
- By deferring the cash flow funding to future years, the 2018 Capital Budget reflects readiness to proceed and will lead to a higher rate of spending.

Appendix 2

2018 Preliminary Capital Budget 2019 - 2027 Capital Plan Including Carry Forward Funding (\$000s)

Project	Total Project Cost	Prior Year Carry Forward	2018	2019	2020	2021	2022	2018 - 2022	2023	2024	2025	2026	2027	2018 - 2027 Total
Health & Safety:														
Accessible Pedestrian Signals (Audible Signals)		535	990	1,490	1,490	1,490	1,490	7,485	1,490	1,490	1,490	2,300	2,300	16,555
Guide Rail Program	4,250		1,950					1,950						1,950
New Traffic Control Signals / Devices		1,243	2,180	2,180	2,180	2,180	2,180	12,143	2,180	2,180	2,180	2,180	2,180	23,043
Pedestrian Safety and Infrastructure Programs		784	734	744	756	767	779	4,564	790	803	814	826	838	8,635
Road Safety Plan (Local Geometrics Traffic Safety)	9,408	925	3,645					4,570						4,570
Salt Management Program		688	1,131	1,159	1,159	1,159	1,159	6,455	1,159	1,159	1,159	1,159	1,159	12,250
Tactile Domes Installation		400	1,000	1,015	1,030	1,045	1,061	5,551	1,077	1,093	1,109	1,126	1,143	11,099
Traffic Signals Major Modifications		608	1,790	1,790	1,790	1,790	1,790	9,558	1,790	1,790	1,790	1,790	1,790	18,508
Sub-Total		5,183	13,420	8,378	8,405	8,431	8,459	52,276	8,486	8,515	8,542	9,381	9,410	96,610
State of Good Repair:														
Bathurst Street Bridge Rehabilitation	1,482	284						284						284
City Bridge Rehabilitation			40,883	34,143	33,503	34,021	34,546	177,096	35,079	35,621	36,170	36,727	37,293	357,986
Critical Interim Road Rehabilitation Pool	32,789		8,789					8,789						8,789
Ditch Rehabilitation and Culvert Reconstruction		300	1,500	1,000	1,000	1,000	1,000	5,800	1,000	1,000	1,000	1,000	1,000	10,800
Don Valley Parkway Rehabilitation			2,496	2,558	2,558	2,558	2,558	12,728	2,558	2,558	2,558	2,558	2,558	25,518
Dufferin Street Bridge Rehabilitation	27,100		350	1,150	5,000	2,000	9,000	17,500	9,000					26,500
F.G. Gardiner*	2,457,026	11,730	73,370	216,770	244,750	251,650	253,550	1,051,820	258,850	1,000,600				2,311,270
Facility Improvements			1,500	1,500	1,500	1,500	1,500	7,500	1,500	1,500	1,500	1,500	1,500	15,000
Laneways			2,226	1,800	1,827	1,854	1,882	9,589	1,910	1,939	1,968	1,998	2,027	19,431
Local Road Rehabilitation			56,394	64,753	67,735	70,042	73,925	332,849	77,685	81,525	85,645	89,898	91,058	758,660
Major Road Rehabilitation		5,000	54,733	63,120	64,578	64,812	65,070	317,313	66,154	67,263	68,598	70,010	70,010	659,348
Major SOGR Pooled Contingency			3,800	3,800	3,800	3,800	3,800	19,000	3,800	3,800	3,800	3,800	3,800	38,000
Neighbourhood Improvements		2,469	2,000	2,000	2,000	2,000	2,000	12,469	2,000	2,000	2,000	2,000	2,000	22,469
Retaining Walls Rehabilitation		2,753	1,850	1,320	1,339	1,359	1,380	10,001	1,400	1,421	1,443	1,464	1,486	17,215
Sidewalks		1,000	15,247	17,480	16,715	16,955	17,198	84,595	17,445	17,695	17,950	18,208	18,208	174,101
Traffic Plant Requirements/Signal Asset Management		2,877	3,700	6,500	6,500	6,500	6,500	32,577	6,500	6,500	6,500	6,500	6,500	65,077
Sub-Total		26,413	268,838	417,894	452,805	460,051	473,909	2,099,910	484,881	1,223,422	229,132	235,663	237,440	4,510,448
Service Improvements:														
Advanced Traffic Signal Control		850	970	1,350	1,350	1,350	1,350	7,220	1,350	1,350	1,350			11,270
Traffic Wardens / Construction Staging Compliance (Vehicles)	855		855					855						855
Cycling Infrastructure		2,819	8,100	8,303	8,303	8,303	8,303	44,131	8,303	8,303	8,303	8,303	8,303	85,646
Engineering Studies		1,279	7,344	5,150	3,038	3,038	3,038	22,887	3,038	3,038	3,038	3,038	3,038	38,077
LED Signal Module Conversion		456	1,700	1,700	1,700	1,700	1,700	8,956	1,700	1,700	1,700	1,700	1,700	17,456
PTIF Projects	95,685	61,249	19,885					81,134						81,134
Signs and Markings Asset Management		720	1,310	1,000	1,000	1,000	1,000	6,030	1,000	1,000	1,000	1,000	1,000	11,030
System Enhancements for Road Repair & Permits	1,983	285	903	500				1,688						1,688
Traffic Calming			450	450	450	450	450	2,250	450	450	450	450	450	4,500
Traffic Control - RESCU		80	250	250	100	100	100	880	100	100	100	100	100	1,380
Transportation Safety & Local Improvement Program			1,316	1,336	1,356	1,377	1,397	6,782	1,418	1,439	1,461	1,483	1,483	14,066
Finch LRT Study	200	200						200						200
Participatory Budgeting Pilot	250	166						166						166
Transit Shelter Property Acquisition	100	100						100						100
Sub-Total		68,204	43,083	20,039	17,297	17,318	17,338	183,279	17,359	17,380	17,402	16,074	16,074	267,568
Growth Related:														
Design Cherry St Realignment and Bridges	5,600		1,400					1,400						1,400
Gardiner York/Bay/Yonge Reconfiguration	34,588	12,650	38					12,688						12,688
Georgetown South City Infrastructure Upgrades	67,100		13,420	13,420				26,840						26,840
Glen Road Pedestrian Bridge	12,630			12,630				12,630						12,630
John Street Revitalization Project	16,800	1,930				5,100	9,700	16,730						16,730
King Liberty Cycling Pedestrian Bridge	13,680	146	10,320	1,510				11,976						11,976
LARP (Lawrence-Allen Revitalization Project)	11,223	811	450	1,813	2,475	1,313	1,575	8,437	787					9,224
Legion Road Extension & Grade Separation	26,889	490		607	1,307	8,395	8,395	19,194	7,695					26,889
Metrolinx Additional Infrastructure	17,750				5,000	2,750	5,000	12,750	5,000					17,750
New Courthouse Streetscape	2,500					2,500		2,500						2,500
North York Service Road Extension	26,940	500		750	1,400	3,400	4,200	10,250						10,250
Port Union Road	11,050	783	450	4,500	2,400	2,000		10,133						10,133
Regent Park Revitalization	4,477	1,545	45	240	110	370		2,310						2,310
Scarlett/St Clair/Dundas	35,875	300	3,575	11,700	14,200	5,600		35,375						35,375
Six Points Interchange Redevelopment	73,680	10,952	7,140	16,332	12,706			47,130						47,130
St Clair TMP:Keele to Old Weston	62,210			1,240	9,810	11,550	11,550	34,150	11,550	11,550				57,250
Steeles Avenue East/Kennedy Road Grade Separation	6,500					6,000		6,000						6,000
Steeles Widening (Tapscott Road - Beare Road)	31,000	1,474		1,500	1,500	13,000	13,000	30,474						30,474
Third Party Signals		282	300	300	300	300	300	1,782	300	300	300	300	300	3,282
Traffic Congestion Management	47,240	2,070	6,930	7,030	11,480			27,510						27,510
Work for TTC & Others		15,430		4,000	4,000	4,000	4,000	31,430	4,000	4,000	4,000	4,000	4,000	51,430
York Street Tunnel	7,000			7,000				7,000						7,000
Bloor Street Transformation		668						668						668
Rouge National Park Transfer of Lands	222	180						180						180
Sub-Total		50,211	44,068	84,572	66,688	66,278	57,720	369,537	29,332	15,850	4,300	4,300	4,300	427,619
Total		150,011	369,409	530,883	545,195	552,078	557,426	2,705,002	540,058	1,265,167	259,376	265,418	267,224	5,302,245

*The total project cost for the Gardiner reflects the 2012 - 2027 costs.

Appendix 3

2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	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	S5	01	754	715	676	2,194	2,290	6,629	10,950	17,579	0	0	9,910	0	0	0	0	0	7,669	0	17,579	
0	14	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	2,144	1,575	1,614	96	0	5,429	0	5,429	0	0	1,290	0	0	0	0	0	4,139	0	5,429	
0	16	2018 Adjustment Reduce Funding for TSMM	CW	S5	01	-500	-500	-500	-500	-500	-2,500	-2,000	-4,500	0	0	-2,250	0	0	0	0	0	-2,250	0	-4,500	
Sub-total						2,398	1,790	1,790	1,790	1,790	9,558	8,950	18,508	0	0	8,950	0	0	0	0	0	9,558	0	18,508	
TRN000172 Third Party Signals																									
0	11	2017 to 2026 Third Party Signals	CW	S5	05	837	835	834	896	900	4,302	3,300	7,602	0	0	0	0	0	0	0	7,602	0	0	7,602	
0	12	2017 to 2025 Reduction in work for TMC	CW	S5	05	-600	-600	-600	-600	-600	-3,000	-1,800	-4,800	0	0	0	0	0	0	0	-4,800	0	0	-4,800	
0	13	2016 History Third Party Signals	CW	S2	05	37	0	0	0	0	37	0	37	0	0	0	0	0	0	0	37	0	0	37	
0	14	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUILD	CW	S2	05	91	65	66	4	0	226	0	226	0	0	0	0	0	0	0	226	0	0	226	
0	15	2017 History Third Party Signals	44	S2	05	217	0	0	0	0	217	0	217	0	0	0	0	0	0	0	217	0	0	217	
Sub-total						582	300	300	300	300	1,782	1,500	3,282	0	0	0	0	0	0	0	0	3,282	0	0	3,282
TRN000181 Steeles Widenings (Tapscott Road - Beare Road)																									
0	1	2016 - 2021 Steeles Widenings (Tapscott Beare)	42	S2	05	5,474	4,000	17,000	13,000	0	39,474	0	39,474	0	0	34,854	0	0	0	0	0	4,620	0	39,474	
0	2	2018 Change in Scope decrease funding	42	S3	05	-4,000	-3,250	-16,250	-6,500	6,500	-23,500	0	-23,500	0	0	-20,680	0	0	0	0	0	-2,820	0	-23,500	
0	3	2018 Steeles Widenings	42	S5	05	0	750	750	6,500	6,500	14,500	0	14,500	0	0	0	0	0	0	0	14,500	0	0	14,500	
Sub-total						1,474	1,500	1,500	13,000	13,000	30,474	0	30,474	0	0	14,174	0	0	0	0	0	14,500	1,800	0	30,474
TRN000183 Cycling Infrastructure																									
0	29	2016 C.I. Humber Trail Extensions Wards 1,2,7	CW	S2	04	275	0	0	0	0	275	0	275	0	0	275	0	0	0	0	0	0	0	275	
0	30	2017 to 2026 Cycling Infrastructure	CW	S5	04	7,600	8,303	8,303	8,303	8,303	40,812	41,515	82,327	0	0	14,823	0	0	0	0	0	67,504	0	82,327	
0	31	2017-2018 Toronto Bike Plan/Off Road Bike Trail	CW	S5	04	500	0	0	0	0	500	0	500	0	0	200	0	0	0	0	0	300	0	500	
0	42	2017 C.I. Humber Trail Extension 1,2,7	CW	S2	04	687	0	0	0	0	687	0	687	0	0	687	0	0	0	0	0	0	0	687	
0	45	Pan Am Trail Expansion Gatineau	CW	S2	04	657	0	0	0	0	657	0	657	0	0	0	0	0	0	0	0	657	0	657	
0	47	2017 History Cycling Infrastructure	CW	S2	04	1,005	0	0	0	0	1,005	0	1,005	0	0	0	0	0	0	0	0	1,005	0	1,005	
0	48	2017 History Toronto Bike Plan /Off Road Bike Tra	CW	S2	04	195	0	0	0	0	195	0	195	0	0	0	0	0	0	0	0	195	0	195	
Sub-total						10,919	8,303	8,303	8,303	8,303	44,131	41,515	85,646	0	0	15,985	0	0	0	0	0	0	69,661	0	85,646

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services																									
							Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
												Total	Total	Total	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Sub-Priority	Project No.	Project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	2018-2022	2023-2027	2018-2027												
TRN000191 Scarlett/St Clair/Dundas																									
0	4	2016 to 2021	11	S2	05	7,300	10,000	15,000	10,000	0	42,300	0	42,300	0	0	15,540	0	0	0	0	0	26,760	0	42,300	
0	5	2017 Recast Capital Budget	11	S2	05	3,700	4,000	-8,000	0	8,000	7,700	0	7,700	0	0	2,960	0	0	0	0	0	4,740	0	7,700	
0	6	2018 Change in Scope Scarlett St Clair Dundas	04	S3	05	-7,125	-2,300	7,200	-4,400	-8,000	-14,625	0	-14,625	0	0	-5,522	0	0	0	0	0	-9,103	0	-14,625	
Sub-total						3,875	11,700	14,200	5,600	0	35,375	0	35,375	0	0	12,978	0	0	0	0	0	22,397	0	35,375	
TRN000370 Traffic Calming																									
0	11	2018 to 2027 Traffic Calming	CW	S5	04	305	312	312	312	312	1,553	1,589	3,142	0	0	0	0	0	0	0	0	3,142	0	3,142	
0	15	2017 Recast Capital Budget	CW	S5	04	-3	-5	0	4	9	5	86	91	0	0	0	0	0	0	0	0	91	0	91	
0	18	2018 Adjustment	CW	S5	04	148	143	138	134	129	692	575	1,267	0	0	0	0	0	0	0	0	1,267	0	1,267	
Sub-total						450	450	450	450	450	2,250	2,250	4,500	0	0	0	0	0	0	0	0	4,500	0	4,500	
TRN025 Work for TTC & Others																									
0	11	2017 to 2022 Work for TTC & Others	CW	S2	05	6,000	4,000	4,000	4,000	4,000	22,000	0	22,000	0	0	0	0	0	0	0	22,000	0	0	22,000	
0	13	2017 Additional Funding ECS Projects	CW	S2	05	19,000	0	0	0	0	19,000	0	19,000	0	0	0	0	0	0	0	19,000	0	0	19,000	
0	14	2016 History Work For TTC & Others	CW	S2	05	430	0	0	0	0	430	0	430	0	0	0	0	0	0	0	430	0	0	430	
0	15	2018, 2023 to 2027 Request for Work for TTC Others	CW	S5	05	-10,000	0	0	0	0	-10,000	4,000	-6,000	0	0	0	0	0	0	0	-6,000	0	0	-6,000	
0	16	2023 To 2027 Cash Flow Work for TTC Others	CW	S6	05	0	0	0	0	0	0	16,000	16,000	0	0	0	0	0	0	0	16,000	0	0	16,000	
Sub-total						15,430	4,000	4,000	4,000	4,000	31,430	20,000	51,430	0	0	0	0	0	0	0	0	51,430	0	0	51,430
TRN029 Don Valley Parkway Rehabilitation																									
0	17	2018 Don Valley Future 2018 - 2027	CW	S5	03	2,496	2,558	2,558	2,558	2,558	12,728	12,790	25,518	0	0	0	0	0	0	0	0	25,518	0	25,518	
Sub-total						2,496	2,558	2,558	2,558	2,558	12,728	12,790	25,518	0	0	0	0	0	0	0	0	25,518	0	25,518	
TRN031 New Traffic Control Signals / Devices																									
0	14	2017 to 2026 New Traffic Control Signals/Devices	CW	S5	01	1,988	1,983	1,978	2,168	2,180	10,297	10,900	21,197	0	0	10,900	0	0	0	0	0	10,297	0	21,197	
0	18	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	364	197	202	12	0	775	0	775	0	0	0	0	0	0	0	775	0	775		
0	19	2017 History New Traffic Control Signals	CW	S2	01	1,071	0	0	0	0	1,071	0	1,071	0	0	158	0	0	0	0	0	913	0	1,071	
Sub-total						3,423	2,180	2,180	2,180	2,180	12,143	10,900	23,043	0	0	11,058	0	0	0	0	0	11,985	0	23,043	
TRN034 Traffic Plant Requirements/Signal Asset Manager																									

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Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

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														
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt	Debt - Recoverable	Total Financing			
TRN034	Traffic Plant Requirements/Signal Asset Manager																										
0	14	2018 to 2027 Traffic Plant Req'd				CW	S5	03	221	83	0	5,358	5,700	11,362	28,500	39,862	0	0	0	0	0	0	0	0	39,862	0	39,862
0	17	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD				CW	S2	03	7,879	5,617	5,700	342	0	19,538	0	19,538	0	0	0	0	0	2,400	0	0	17,138	0	19,538
0	19	2017 History Traffic Plant Requirements				CW	S2	03	477	0	0	0	0	477	0	477	0	0	0	0	0	0	0	0	477	0	477
0	21	2018 Adjustment				CW	S5	03	-2,000	800	800	800	800	1,200	4,000	5,200	0	0	0	0	0	0	0	0	5,200	0	5,200
Sub-total																	0	0	0	0	0	2,400	0	0	62,677	0	65,077
TRN035	Advanced Traffic Signal Control																										
0	14	2017 TO 2024 ATSC				CW	S5	04	817	804	733	1,317	1,350	5,021	4,050	9,071	0	0	5,400	0	0	0	0	0	3,671	0	9,071
0	20	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD				CW	S2	04	1,001	546	617	33	0	2,197	0	2,197	0	0	0	0	0	0	0	0	2,197	0	2,197
0	21	2017 History 2017 to 2024 ATSC				CW	S2	04	382	0	0	0	0	382	0	382	0	0	215	0	0	0	0	0	167	0	382
0	22	2018 Adjustment				CW	S3	04	-380	0	0	0	0	-380	0	-380	0	0	-190	0	0	0	0	0	-190	0	-380
Sub-total																	0	0	5,425	0	0	0	0	0	5,845	0	11,270
TRN036	Traffic Control - RESCU																										
0	14	2017 to 2025 FutureTraffic Control - RESCU				CW	S5	04	1,100	1,100	1,100	1,100	1,100	5,500	3,300	8,800	0	0	968	0	0	0	0	0	7,832	0	8,800
0	16	2017 Developed under CMP & ITSC Decrease Funding				CW	S5	04	-850	-1,100	-1,100	-1,100	-1,100	-5,250	-3,300	-8,550	0	0	-940	0	0	0	0	0	-7,610	0	-8,550
0	18	2017 History Traffic Control RESCU				CW	S2	04	80	0	0	0	0	80	0	80	0	0	0	0	0	0	0	0	80	0	80
0	21	2018 Adjustment				CW	S5	04	0	250	100	100	100	550	500	1,050	0	0	116	0	0	0	0	0	934	0	1,050
Sub-total																	0	0	144	0	0	0	0	0	1,236	0	1,380
TRN037	Accessible Pedestrian Signals (Audible Signals)																										
0	14	2017 to 2026 Accessible Pedestrian Signals				CW	S5	01	810	810	810	810	810	4,050	7,030	11,080	0	0	1,218	0	0	0	0	0	9,862	0	11,080
0	16	Increase Funding - 2017 to 2025				CW	S2	01	1,358	1,150	1,141	1,469	1,490	6,608	4,470	11,078	0	0	1,312	0	0	0	0	0	9,766	0	11,078
0	17	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD				CW	S2	01	332	340	349	21	0	1,042	0	1,042	0	0	0	0	0	0	0	0	1,042	0	1,042
0	19	2017 History Accessible Pedestrian Signals				CW	S2	01	335	0	0	0	0	335	0	335	0	0	0	0	0	0	0	0	335	0	335
0	20	2018 Adjustment				CW	S5	01	-1,310	-810	-810	-810	-810	-4,550	-2,430	-6,980	0	0	-767	0	0	0	0	0	-6,213	0	-6,980
Sub-total																	0	0	1,763	0	0	0	0	0	14,792	0	16,555
TRN055	City Bridge Rehabilitation																										

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Gross Expenditures (\$000's)
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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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN055	City Bridge Rehabilitation																							
0 14	Bridge Assessments to 2018	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	City Bridge Rehab 2017 to 2026	CW	S2	03	9,870	10,209	20,694	41,106	40,517	122,396	0	122,396	0	0	0	0	0	0	0	0	122,396	0	122,396	
0 17	City Bridge Rehab History 2015	CW	S2	03	29,611	20,419	0	0	0	50,030	0	50,030	0	0	0	0	0	0	0	0	50,030	0	50,030	
0 18	City Bridge 2016 to 2020	CW	S2	03	0	10,209	20,694	0	0	30,903	0	30,903	0	0	0	0	0	0	0	0	30,903	0	30,903	
0 19	2017 Recast Capital Budget	CW	S2	03	-6,488	-7,334	-7,367	-6,560	-5,438	-33,187	0	-33,187	0	0	0	0	0	0	0	0	-33,187	0	-33,187	
0 20	2018 City Bridge Committed Cash Flow 2023 to 2027	CW	S5	03	0	0	0	0	0	0	36,621	36,621	0	0	0	0	0	0	0	0	36,621	0	36,621	
0 21	2018 Adjust - Ops Minor Bridge Handrail NY TEY	CW	S5	03	150	150	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300	
0 22	2023 to 2027 City Bridge Cash Flow Request	CW	S6	03	0	0	0	0	0	0	146,483	146,483	0	0	0	0	0	0	0	0	146,483	0	146,483	
0 23	2018 Adjust Ops Minor Bridge Barriers Replace	CW	S5	03	100	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	100	0	100	
0 24	2018 Adjustment - ECS	CW	S5	03	4,940	490	-518	-525	-533	3,854	-2,214	1,640	0	0	0	0	0	0	0	0	1,640	0	1,640	
0 25	2018 Adjustment - Road Ops	CW	S5	03	500	0	0	0	0	500	0	500	0	0	0	0	0	0	0	0	500	0	500	
0 27	2018 Adjust - Cashflows	CW	S3	03	1,200	0	0	0	0	1,200	0	1,200	0	0	0	0	0	0	0	0	1,200	0	1,200	
Sub-total					40,883	34,143	33,503	34,021	34,546	177,096	180,890	357,986	0	0	0	0	0	0	0	0	357,986	0	357,986	
TRN160	Engineering Studies																							
0 16	2018 to 2027 Engineering Studies	CW	S5	04	4,584	2,390	3,038	3,038	3,038	16,088	15,190	31,278	0	0	8,761	0	0	0	0	0	22,517	0	31,278	
0 17	Additional Funds 2016 to 2019	CW	S2	04	1,809	1,500	0	0	0	3,309	0	3,309	0	0	840	0	0	0	0	0	2,469	0	3,309	
0 21	2017 History Engineering Studies	CW	S2	04	970	0	0	0	0	970	0	970	0	0	0	0	0	970	0	0	0	0	970	
0 23	Broadview Extension and Commissioners EA	30	S5	04	1,260	1,260	0	0	0	2,520	0	2,520	0	0	2,520	0	0	0	0	0	0	0	2,520	
Sub-total					8,623	5,150	3,038	3,038	3,038	22,887	15,190	38,077	0	0	12,121	0	0	970	0	0	24,986	0	38,077	
TRN380	Transportation Safety & Local Improvement Prog																							
0 11	2018 to 2027 TSLIP	CW	S5	04	1,305	1,313	1,313	1,313	1,313	6,557	6,757	13,314	0	0	0	0	0	0	0	0	13,314	0	13,314	
0 15	2017 Recast Capital Budget	CW	S5	04	11	23	43	64	84	225	527	752	0	0	0	0	0	0	0	0	752	0	752	
Sub-total					1,316	1,336	1,356	1,377	1,397	6,782	7,284	14,066	0	0	0	0	0	0	0	0	14,066	0	14,066	
TRN906071	Port Union Road																							
0 4	2016 - 2017 History Port Union Road	CW	S2	05	783	0	0	0	0	783	0	783	0	0	513	0	0	0	0	0	270	0	783	

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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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN906071 Port Union Road						1,650	1,650	0	0	0	3,300	0	3,300	0	0	2,310	0	0	0	0	0	990	0	3,300	
0	5	2017 Recast Capital Budget	CW	S2	05																				
0	6	2018 Change in Scope Port Union Request	CW	S3	05	-107	0	0	0	0	-107	0	-107	0	0	-75	0	0	0	0	0	-32	0	-107	
0	7	2018 Adjust Cash Flow for 2018 to 2021	CW	S5	05	-1,093	2,850	2,400	2,000	0	6,157	0	6,157	0	0	4,130	0	0	0	0	0	2,027	0	6,157	
Sub-total						1,233	4,500	2,400	2,000	0	10,133	0	10,133	0	0	6,878	0	0	0	0	0	3,255	0	10,133	
TRN906072 Salt Management Program																									
0	14	2018 to 2027 Salt Management	CW	S5	01	1,131	1,159	1,159	1,159	1,159	5,767	5,795	11,562	0	0	0	0	0	0	0	0	11,562	0	11,562	
0	16	2017 History Salt Management	CW	S2	01	688	0	0	0	0	688	0	688	0	0	0	0	0	0	0	0	688	0	688	
Sub-total						1,819	1,159	1,159	1,159	1,159	6,455	5,795	12,250	0	0	0	0	0	0	0	0	12,250	0	12,250	
TRN906079 LED Signal Module Conversion																									
0	9	2018 to 2027 LED Signal Module Conversion	CW	S5	04	1,700	1,700	1,700	1,700	1,700	8,500	8,500	17,000	0	0	0	0	17,000	0	0	0	0	0	17,000	
0	11	2017 History LED Signal Module	CW	S2	04	456	0	0	0	0	456	0	456	0	0	0	0	456	0	0	0	0	0	456	
Sub-total						2,156	1,700	1,700	1,700	1,700	8,956	8,500	17,456	0	0	0	0	17,456	0	0	0	0	0	17,456	
TRN906080 Pedestrian Safety and Infrastructure Programs																									
0	13	2018 to 2027 PSIP	CW	S5	01	690	707	707	707	707	3,518	3,666	7,184	0	0	783	0	0	0	0	0	6,401	0	7,184	
0	14	RFQ - Data Collection 2016-2018	CW	S2	01	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	50	0	50	
0	16	2017 Recast Capital Budget	CW	S5	01	-6	37	49	60	72	212	405	617	0	0	70	0	0	0	0	0	547	0	617	
0	18	2017 History PSIP	CW	S2	01	784	0	0	0	0	784	0	784	0	0	0	0	0	0	0	0	784	0	784	
0	19	2018 Adjust - Cashflows	CW	S5	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total						1,518	744	756	767	779	4,564	4,071	8,635	0	0	853	0	0	0	0	0	7,782	0	8,635	
TRN906085 Sidewalks																									
0	13	Sidewalks 2017 to 2026	CW	S2	03	3,062	3,034	6,957	13,400	13,400	39,853	0	39,853	0	0	0	0	0	0	0	0	39,853	0	39,853	
0	16	Sidewalks 2015 to 2019	CW	S2	03	12,426	7,561	0	0	0	19,987	0	19,987	0	0	0	0	0	0	0	0	19,987	0	19,987	
0	18	History 2016 Sidewalks 2017 to 2020	CW	S2	03	0	3,781	7,704	0	0	11,485	0	11,485	0	0	0	0	0	0	0	0	11,485	0	11,485	
0	19	2017 Recast Capital Budget	CW	S2	03	1,759	2,104	2,054	3,555	3,798	13,270	0	13,270	0	0	3,735	0	0	0	0	0	9,535	0	13,270	
0	21	2023 to 2027 Sidewalk Cash Flow	CW	S6	03	0	0	0	0	0	0	89,506	89,506	0	0	3,735	0	0	0	0	0	85,771	0	89,506	

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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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN906085	Sidewalks																							
0 22	Tactile Domes Installation 2016-2018	CW	S2	01	1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	0	0	0	0	1,400	0	1,400	
0 24	2018 Adjust - Tactile Domes Installation 2019-2027	CW	S5	01	0	1,015	1,030	1,045	1,061	4,151	5,548	9,699	0	0	0	0	0	0	0	0	9,699	0	9,699	
0 25	2018 Adjust - Cashflows	CW	S3	03	-1,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total					17,647	18,495	17,745	18,000	18,259	90,146	95,054	185,200	0	0	7,470	0	0	0	0	0	177,730	0	185,200	
TRN906086	Laneways																							
0 11	Laneways 2013 Professional Services to 2018	CW	S2	03	135	0	0	0	0	135	0	135	0	0	0	0	0	0	0	0	135	0	135	
0 13	Laneways 2015 - 2019	CW	S2	03	1,585	927	0	0	0	2,512	0	2,512	0	0	0	0	0	0	0	0	2,512	0	2,512	
0 15	Laneways 2016 & Future	CW	S2	03	528	464	900	1,800	1,800	5,492	0	5,492	0	0	0	0	0	0	0	0	5,492	0	5,492	
0 16	Laneways 2017 to 2020	CW	S2	03	0	464	900	0	0	1,364	0	1,364	0	0	0	0	0	0	0	0	1,364	0	1,364	
0 17	2017 Recast Capital Budget	CW	S2	03	-22	-55	27	54	82	86	0	86	0	0	0	0	0	0	0	0	86	0	86	
0 18	2018 Laneways Cash Flow for 2023 to 2027	CW	S6	03	0	0	0	0	0	0	9,842	9,842	0	0	0	0	0	0	0	0	9,842	0	9,842	
Sub-total					2,226	1,800	1,827	1,854	1,882	9,589	9,842	19,431	0	0	0	0	0	0	0	0	19,431	0	19,431	
TRN906355	North York Service Road Extension																							
0 15	2017 Change in Scope	CW	S2	05	2,000	3,000	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0	5,000	
0 18	2017 Recast Capital Budget	CW	S2	05	-2,000	-1,000	500	750	1,750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0 19	2018 Change In Scope North York Service Extension	42	S3	05	0	-1,250	900	2,650	-1,750	550	0	550	0	0	5,051	0	0	0	0	0	-4,501	0	550	
0 20	2022 Cash Flow for North York Service	23	S6	05	0	0	0	0	4,200	4,200	0	4,200	0	0	3,822	0	0	0	0	0	378	0	4,200	
0 21	2017 History including McBride and Bonnington	CW	S2	05	500	0	0	0	0	500	0	500	0	0	450	0	0	0	50	0	0	0	500	
Sub-total					500	750	1,400	3,400	4,200	10,250	0	10,250	0	0	9,323	0	0	0	50	0	877	0	10,250	
TRN906773	Bloor Street Transformation																							
0 2	Bloor Street Transformation Section 37 Funding	27	S2	05	668	0	0	0	0	668	0	668	0	0	0	0	0	0	668	0	0	0	668	
Sub-total					668	0	0	0	0	668	0	668	0	0	0	0	0	0	668	0	0	0	668	
TRN906857	Retaining Walls Rehabilitation																							
0 12	2016-2027 Retaining Walls	CW	S5	03	1,311	1,344	1,344	1,344	1,344	6,687	6,862	13,549	0	0	0	0	0	0	0	0	13,549	0	13,549	
0 13	History Additional funds 2016	CW	S2	03	2,521	0	0	0	0	2,521	0	2,521	0	0	0	0	0	2,521	0	0	0	0	2,521	

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Transportation Services						Current and Future Year Cash Flow Commitments								Current and Future Year Cash Flow Commitments Financed By											
Sub-Priority	Project No.	Project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt		Total Financing	
TRN906857 Retaining Walls Rehabilitation																									
0	16	2017 Recast Capital Budget	CW	S5	03	-11	-24	-5	15	36	11	352	363	0	0	0	0	0	0	0	0	363	0	363	
0	19	2018 Adjust - Cashflows	CW	S3	03	550	0	0	0	0	550	0	550	0	0	0	0	0	0	0	0	550	0	550	
0	20	History 2017 Retaining Walls	CW	S2	03	232	0	0	0	0	232	0	232	0	0	0	0	0	232	0	0	0	0	232	
Sub-total						4,603	1,320	1,339	1,359	1,380	10,001	7,214	17,215	0	0	0	0	0	2,753	0	0	14,462	0	17,215	
TRN907247 Signs and Markings Asset Management																									
0	8	2018 to 2027 Signs & Markings Asset Management	CW	S5	04	1,310	1,000	1,000	1,000	1,000	5,310	5,000	10,310	0	0	0	0	0	0	0	0	10,310	0	10,310	
0	12	2017 History Signs and Markings Asset Management	CW	S2	04	720	0	0	0	0	720	0	720	0	0	0	0	0	0	0	0	720	0	720	
Sub-total						2,030	1,000	1,000	1,000	1,000	6,030	5,000	11,030	0	0	0	0	0	0	0	0	0	11,030	0	11,030
TRN907312 Neighbourhood Improvements																									
0	14	Neighbourhood Improvements 2015 History	CW	S2	04	317	0	0	0	0	317	0	317	0	0	0	0	317	0	0	0	0	0	317	
0	17	2018-2027 Neighbourhood Improvements	CW	S5	03	2,000	2,000	2,000	2,000	2,000	10,000	10,000	20,000	0	0	0	0	20,000	0	0	0	0	0	20,000	
0	18	2016 History Neighbourhood Improvement	CW	S2	03	388	0	0	0	0	388	0	388	0	0	0	0	388	0	0	0	0	0	388	
0	21	2017 Recast Capital Budget	CW	S5	03	31	60	92	123	155	461	1,268	1,729	0	0	0	0	1,729	0	0	0	0	0	1,729	
0	22	2017 History Neighbourhood Improvements	CW	S2	03	1,571	0	0	0	0	1,571	0	1,571	0	0	0	0	1,571	0	0	0	0	0	1,571	
0	24	2018 Adjustment	CW	S5	03	-31	-60	-92	-123	-155	-461	-1,268	-1,729	0	0	0	0	-1,729	0	0	0	0	0	-1,729	
Sub-total						4,276	2,000	2,000	2,000	2,000	12,276	10,000	22,276	0	0	0	0	22,276	0	0	0	0	0	22,276	
TRN907323 Six Points Interchange Redevelopment																									
0	5	2016 & Future Six Points	CW	S2	05	21,500	0	0	0	0	21,500	0	21,500	0	0	6,057	0	3,300	7,848	0	0	4,295	0	21,500	
0	6	16ECS-TI-01SP Fermar Paving Ltd	05	S2	05	10,281	10,500	0	0	0	20,781	0	20,781	0	0	6,007	0	0	0	0	0	7,296	7,478	20,781	
0	7	2017 Additional Adjustments - 2019 to 2020	05	S2	05	0	8,278	2,988	0	0	11,266	0	11,266	0	0	317	0	0	0	0	0	8,965	1,984	11,266	
0	9	2018 Change in Cash Flow 2018 to 2020	05	S3	05	-697	-4,819	2,598	0	0	-2,918	0	-2,918	0	0	0	0	0	0	0	0	-2,918	0	-2,918	
0	10	2018 Increase in DC for 2019 to 2020 Six Points	05	S5	05	0	1,024	1,855	0	0	2,879	0	2,879	0	0	2,879	0	0	0	0	0	0	0	2,879	
0	11	2018 Adjust - Cashflows	05	S5	05	-12,992	1,349	5,265	0	0	-6,378	0	-6,378	0	0	-4,910	0	0	0	0	0	997	-2,465	-6,378	
Sub-total						18,092	16,332	12,706	0	0	47,130	0	47,130	0	0	10,350	0	3,300	7,848	0	0	18,635	6,997	47,130	
TRN907546 Regent Park Revitalization																									

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907546 <u>Regent Park Revitalization</u>																									
0	7	2018 to 2022 Regent Park Revitalization	27	S5	05	45	240	110	370	0	765	0	765	0	0	337	0	0	0	0	0	428	0	765	
0	9	2017 History Regent Park Revitalization	CW	S2	05	1,545	0	0	0	0	1,545	0	1,545	0	0	669	0	0	876	0	0	0	0	1,545	
Sub-total						1,590	240	110	370	0	2,310	0	2,310	0	0	1,006	0	0	876	0	0	428	0	2,310	
TRN907673 <u>Facility Improvements</u>																									
0	7	2018 to 2027 Facility Improvements	CW	S5	03	1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	15,000	0	15,000	
Sub-total						1,500	1,500	1,500	1,500	1,500	7,500	7,500	15,000	0	0	0	0	0	0	0	0	0	15,000	0	15,000
TRN907834 <u>Gardiner York/Bay/Yonge Reconfiguration</u>																									
0	1	Gardiner York/Bay/Yonge Reconf 2016-2017	28	S2	05	12,650	0	0	0	0	12,650	0	12,650	0	0	0	0	0	0	0	0	12,650	0	12,650	
0	4	2018 Gardiner York Bay Yonge Request	20	S3	05	38	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	38	0	38	
Sub-total						12,688	0	0	0	0	12,688	0	12,688	0	0	0	0	0	0	0	0	0	12,688	0	12,688
TRN907836 <u>Ingram Drive Extension - Grade Separation</u>																									
0	2	Ingram Drive 2016 to 2019	11	S2	05	6,000	8,000	0	0	0	14,000	0	14,000	0	0	0	0	0	0	0	0	14,000	0	14,000	
0	5	2017 Recast Capital Budget	CW	S2	05	2,550	1,200	0	0	0	3,750	0	3,750	0	0	0	0	0	0	0	0	3,750	0	3,750	
0	6	2018 Change in Scope Ingram Drive Request	15	S3	05	-8,550	-9,200	0	0	0	-17,750	0	-17,750	0	0	0	0	0	0	0	0	-17,750	0	-17,750	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TRN907837 <u>King Liberty Cycling Pedestrian Bridge</u>																									
0	3	Cash Flow 2016 to 2018 King Liberty Cycling Pedest	CW	S2	05	8,146	0	0	0	0	8,146	0	8,146	0	0	0	0	0	0	0	0	8,146	0	8,146	
0	4	2017 History Change in Scope	CW	S2	05	-3,200	0	0	0	0	-3,200	0	-3,200	0	0	0	0	0	0	0	0	-3,200	0	-3,200	
0	5	2017 In-year reallocation Change in Scope	19	S5	05	5,520	1,510	0	0	0	7,030	0	7,030	0	0	11,830	0	0	0	0	0	-4,800	0	7,030	
Sub-total						10,466	1,510	0	0	0	11,976	0	11,976	0	0	11,830	0	0	0	0	0	0	146	0	11,976
TRN907838 <u>Legion Road Extension & Grade Separation</u>																									
0	1	2018 Adjust Cash Flow for 2018 to 2023	06	S5	05	-980	607	1,307	8,395	8,395	17,724	7,695	25,419	0	0	25,419	0	0	0	0	0	0	0	25,419	
0	2	2017 History Recast Capital Budget	CW	S2	05	1,470	0	0	0	0	1,470	0	1,470	0	0	1,470	0	0	0	0	0	0	0	1,470	
Sub-total						490	607	1,307	8,395	8,395	19,194	7,695	26,889	0	0	26,889	0	0	0	0	0	0	0	0	26,889
TRN907839 <u>St Clair TMP:Keele to Old Weston</u>																									
0	1	St Clair West/Metrolinx Georgetown 2015 History	11	S2	05	12,000	0	0	0	0	12,000	0	12,000	0	0	5,400	0	0	0	0	0	6,600	0	12,000	

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Gross Expenditures (\$000's)
Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By										
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907839	St Clair TMP:Keele to Old Weston																						
0 2	St Clair West/Metrolinx Georgetown	11	S2	05	-12,000	0	0	0	0	-12,000	0	-12,000	0	0	-5,400	0	0	0	0	0	-6,600	0	-12,000
0 3	St Clair TMP: Keele to Old Weston 2017-2020	CW	S2	05	2,000	12,000	12,000	0	0	26,000	0	26,000	0	0	11,700	0	0	0	0	0	14,300	0	26,000
0 4	2018 St Clair TMP Adjustment 2018 to 2020	17	S3	05	-2,000	-10,760	-2,190	0	0	-14,950	0	-14,950	0	0	-7,586	0	0	0	0	2,143	-9,507	0	-14,950
0 5	2018 Adjust Increase Cash Flow for 2021 to 2024	17	S6	05	0	0	0	11,550	11,550	23,100	23,100	46,200	0	0	17,196	0	0	0	0	8,967	20,037	0	46,200
Sub-total					0	1,240	9,810	11,550	11,550	34,150	23,100	57,250	0	0	21,310	0	0	0	0	11,110	24,830	0	57,250
TRN907840	LARP(Lawrence-Allen Revitalization Project)																						
0 4	2016 TO 2020 LARP	15	S2	05	1,751	2,086	438	0	0	4,275	0	4,275	0	0	0	4,275	0	0	0	0	0	0	4,275
0 5	2018 Adjustment	15	S3	05	-490	-273	2,037	0	0	1,274	0	1,274	0	0	0	1,274	0	0	0	0	0	0	1,274
0 6	2018 Adjustment New Cashflow 2021 to 2023	15	S5	05	0	0	0	1,313	1,575	2,888	787	3,675	0	0	0	3,675	0	0	0	0	0	0	3,675
Sub-total					1,261	1,813	2,475	1,313	1,575	8,437	787	9,224	0	0	0	9,224	0	0	0	0	0	0	9,224
TRN907910	F.G. Gardiner - Critical Repairs																						
0 8	Elevated Portion 2015	CW	S2	03	104,730	0	0	0	0	104,730	0	104,730	0	0	0	104,730	0	0	0	0	0	0	104,730
0 25	Elevated Portion 2016 Adjustments	CW	S2	03	-95,000	20	0	0	0	-94,980	0	-94,980	0	0	0	-94,980	0	0	0	0	0	0	-94,980
0 26	2018 F.Gardiner Adjust Cash Flow	CW	S5	03	-1,500	1,500	4,100	3,500	3,500	11,100	5,000	16,100	0	0	0	0	0	0	0	0	16,100	0	16,100
Sub-total					8,230	1,520	4,100	3,500	3,500	20,850	5,000	25,850	0	0	0	9,750	0	0	0	0	16,100	0	25,850
TRN907926	Major Road Rehabilitation																						
0 2	History 2013 - With 2014 to 2018 Cash Flow	CW	S2	03	540	0	0	0	0	540	0	540	0	0	0	0	0	0	0	0	540	0	540
0 3	Major Road Rehabilitation 2017 to 2026	CW	S2	03	14,276	14,993	29,811	60,369	60,369	179,818	0	179,818	0	0	0	90,000	0	0	0	0	89,818	0	179,818
0 7	Major Road Rehab 2015 History 2015-2019	CW	S2	03	47,828	29,986	0	0	0	77,814	0	77,814	0	0	0	37,500	0	0	0	0	40,314	0	77,814
0 8	2016 History 2017 to 2020	CW	S2	03	0	14,993	29,811	0	0	44,804	0	44,804	0	0	0	22,500	0	0	0	0	22,304	0	44,804
0 9	2017 Recast Capital Budget	CW	S2	03	1,639	498	2,056	2,543	3,801	10,537	0	10,537	0	0	0	0	0	0	0	0	10,537	0	10,537
0 10	2018 MRR Committed Cash Flow 2023 to 2027	CW	S5	03	0	0	0	0	0	0	67,848	67,848	0	0	0	0	0	0	0	0	67,848	0	67,848
0 12	2018 MRR Cash Flow for 2023 to 2027	CW	S6	03	0	0	0	0	0	0	271,387	271,387	0	0	0	150,000	0	0	0	0	121,387	0	271,387
0 13	2018 Adjustment - TAMS System	CW	S5	03	450	650	900	900	900	3,800	2,800	6,600	0	0	0	0	0	0	0	0	6,600	0	6,600

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services																									
						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
											Total	Total	Total	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	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.	2018	2019	2020	2021	2022	2018-2022	2023-2027	2018-2027												
<u>TRN908072 Bathurst Street Bridge Rehabilitation</u>																									
0	5	2018 Adjustment	CW	S3	03	-5,600	0	0	0	0	-5,600	0	-5,600	0	0	0	0	0	0	0	0	-5,600	0	-5,600	
Sub-total						284	0	0	0	0	284	0	284	0	0	0	0	0	0	0	0	0	284	0	284
<u>TRN908073 Dufferin Street Bridge Rehabilitation</u>																									
0	5	2018 to 2023 Accelerated Cash Flow	CW	S5	03	350	1,150	5,000	2,000	9,000	17,500	9,000	26,500	0	0	0	0	0	0	0	3,922	22,578	0	26,500	
Sub-total						350	1,150	5,000	2,000	9,000	17,500	9,000	26,500	0	0	0	0	0	0	0	0	3,922	22,578	0	26,500
<u>TRN908074 Metrolinx Additional Infrastructure</u>																									
0	1	Metrolinx Additional Infrastructure	CW	S5	05	0	0	5,000	2,750	5,000	12,750	5,000	17,750	0	0	17,750	0	0	0	0	0	0	0	17,750	
Sub-total						0	0	5,000	2,750	5,000	12,750	5,000	17,750	0	0	17,750	0	0	0	0	0	0	0	0	17,750
<u>TRN908078 Local Road Rehabilitation</u>																									
0	1	LRR History 2015 to 2019	CW	S2	03	45,770	32,225	0	0	0	77,995	0	77,995	0	0	0	0	0	0	0	0	77,995	0	77,995	
0	2	Local Road Reconstruction PM 2013 to 2018	CW	S2	03	675	0	0	0	0	675	0	675	0	0	0	0	0	0	0	0	675	0	675	
0	9	LRR 2017 to 2022	CW	S2	03	15,257	16,112	35,605	71,722	72,472	211,168	0	211,168	0	0	0	0	0	0	0	0	211,168	0	211,168	
0	10	History 2016 LRR 2019 to 2020	CW	S2	03	0	16,112	35,605	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	-3,758	-2,846	-5,875	-2,580	553	-14,506	0	-14,506	0	0	0	0	0	0	0	0	-14,506	0	-14,506	
0	12	LRR Commitments for 2023 to 2027	CW	S5	03	0	0	0	0	0	0	84,603	84,603	0	0	0	0	0	0	0	0	84,603	0	84,603	
0	14	2023 to 2027 LRR Cash Flow	CW	S6	03	0	0	0	0	0	0	338,408	338,408	0	0	0	0	0	0	0	0	338,408	0	338,408	
0	15	2018 Adjustment - Cashflows for Green Street	CW	S5	03	1,000	1,000	0	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	2,000	0	2,000	
0	16	2018 Adjust - TAMS System	CW	S5	03	450	650	900	900	900	3,800	2,800	6,600	0	0	0	0	0	0	0	0	6,600	0	6,600	
0	17	2018 Adjust - ECS Cashflows	CW	S3	03	-3,000	1,500	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total						56,394	64,753	67,735	70,042	73,925	332,849	425,811	758,660	0	0	0	0	0	0	0	0	0	758,660	0	758,660
<u>TRN908140 Rouge National Park Transfer of Lands</u>																									
0	1	2014 History	41	S2	05	180	0	0	0	0	180	0	180	0	0	0	0	180	0	0	0	0	0	180	
Sub-total						180	0	0	0	0	180	0	180	0	0	0	0	180	0	0	0	0	0	0	180
<u>TRN908141 Georgetown South City Infrastructure Upgrades</u>																									

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

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By														
Sub-Project No.	Project Name	Priority	SubProj No.	Sub-project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TRN908442 2017 Participatory Budgeting Pilot Ward 33</u>																											
0	1			Mural, Butterfly Garden, Ped Safety & Access	33	S2	04	125	0	0	0	0	125	0	125	0	0	0	0	125	0	0	0	0	0	125	
Sub-total								125	0	0	0	0	125	0	125	0	0	0	0	125	0	0	0	0	0	125	
<u>TRN908444 John Street Revitalization Project</u>																											
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			2018 Adjustment - Phase 1b Cash Flows	CW	S6	05	0	0	0	5,100	9,700	14,800	0	14,800	0	0	0	0	0	0	0	0	14,800	0	14,800	
Sub-total								1,930	0	0	5,100	9,700	16,730	0	16,730	0	0	0	0	0	0	1,930	0	14,800	0	16,730	
<u>TRN908469 New Courthouse Streetscape</u>																											
0	1			Streetscape for the New Courthouse in 2021	27	S6	05	0	0	0	2,500	0	2,500	0	2,500	0	0	0	0	0	0	2,500	0	0	0	2,500	
Sub-total								0	0	0	2,500	0	2,500	0	2,500	0	0	0	0	0	0	2,500	0	0	0	2,500	
<u>TRN908553 2018 Vehicle Purchase to Support Congestion</u>																											
0	1			2018 Vehicle Purchase to Support Congestion	CW	S4	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
<u>TRN908561 York Street Tunnel</u>																											
0	1			York Street Tunnel	CW	S6	05	0	7,000	0	0	0	7,000	0	7,000	0	0	0	0	0	0	0	0	7,000	0	7,000	
Sub-total								0	7,000	0	0	0	7,000	0	7,000	0	0	0	0	0	0	0	0	0	7,000	0	7,000
Total Program Expenditure								519,420	530,883	545,195	552,078	557,426	2,705,002	2,597,243	5,302,245	0	40,854	199,307	744,844	43,478	15,432	5,441	87,344,158,548	6,997	5,302,245		

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Preliminary Capital Budget; 2019 - 2027 Capital Plan

Transportation Services						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Priority	SubProj No.				Sub-project Name																		
Financed By:																							
		Federal Subsidy				40,854	0	0	0	0	40,854	0	40,854	0	40,854	0	0	0	0	0	0	0	40,854
		Development Charges				29,420	22,909	27,976	35,556	33,250	149,111	50,196	199,307	0	0	199,307	0	0	0	0	0	0	199,307
		Reserves (Ind. "XQ" Ref.)				73,861	44,883	44,025	42,863	43,125	248,757	496,087	744,844	0	0	0	744,844	0	0	0	0	0	744,844
		Reserve Funds (Ind."XR" Ref.)				10,178	3,700	3,700	3,700	3,700	24,978	18,500	43,478	0	0	0	0	43,478	0	0	0	0	43,478
		Capital from Current				15,432	0	0	0	0	15,432	0	15,432	0	0	0	0	0	15,432	0	0	0	15,432
		Other1 (Internal)				2,941	0	0	2,500	0	5,441	0	5,441	0	0	0	0	0	0	5,441	0	0	5,441
		Other2 (External)				16,112	5,462	7,703	16,342	14,392	60,011	27,333	87,344	0	0	0	0	0	0	0	87,344	0	87,344
		Debt				327,782	451,443	460,120	451,117	462,959	2,153,421	2,005,127	4,158,548	0	0	0	0	0	0	0	0,158,548	0	4,158,548
		Debt - Recoverable				2,840	2,486	1,671	0	0	6,997	0	6,997	0	0	0	0	0	0	0	0	6,997	6,997
Total Program Financing						519,420	530,883	545,195	552,078	557,426	2,705,002	2,597,243	5,302,245	0	40,854	199,307	744,844	43,478	15,432	5,441	87,344	158,548	5,302,245

Status Code	Description
S2	S2 Prior Year (With 2018 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2018 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 2019 & Beyond)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 4

2018 Cash Flow and Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN000001 <u>Traffic Signals Major Modifications</u>																									
0	11	2018 to 2027 Signal Major Modifications	CW	S5	01	754	715	676	2,194	0	4,339	0	4,339	0	0	3,290	0	0	0	0	0	1,049	0	4,339	
0	14	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	2,144	1,575	1,614	96	0	5,429	0	5,429	0	0	1,290	0	0	0	0	0	4,139	0	5,429	
0	16	2018 Adjustment Reduce Funding for TSMM	CW	S5	01	-500	-500	-500	-500	0	-2,000	0	-2,000	0	0	-1,000	0	0	0	0	0	-1,000	0	-2,000	
Sub-total						2,398	1,790	1,790	1,790	0	7,768	0	7,768	0	0	3,580	0	0	0	0	0	4,188	0	7,768	
TRN000172 <u>Third Party Signals</u>																									
0	11	2017 to 2026 Third Party Signals	CW	S5	05	837	0	0	0	0	837	0	837	0	0	0	0	0	0	0	837	0	0	837	
0	12	2017 to 2025 Reduction in work for TMC	CW	S5	05	-600	0	0	0	0	-600	0	-600	0	0	0	0	0	0	0	-600	0	0	-600	
0	13	2016 History Third Party Signals	CW	S2	05	37	0	0	0	0	37	0	37	0	0	0	0	0	0	0	37	0	0	37	
0	14	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUILD	CW	S2	05	91	65	66	4	0	226	0	226	0	0	0	0	0	0	0	226	0	0	226	
0	15	2017 History Third Party Signals	44	S2	05	217	0	0	0	0	217	0	217	0	0	0	0	0	0	0	217	0	0	217	
Sub-total						582	65	66	4	0	717	0	717	0	0	0	0	0	0	0	0	717	0	0	717
TRN000181 <u>Steeles Widenings (Tapscott Road - Beare Road)</u>																									
0	1	2016 - 2021 Steeles Widenings (Tapscott Beare)	42	S2	05	5,474	4,000	17,000	13,000	0	39,474	0	39,474	0	0	34,854	0	0	0	0	0	4,620	0	39,474	
0	2	2018 Change in Scope decrease funding	42	S3	05	-4,000	-3,250	-16,250	-6,500	6,500	-23,500	0	-23,500	0	0	-20,680	0	0	0	0	0	-2,820	0	-23,500	
0	3	2018 Steeles Widenings	42	S5	05	0	750	750	6,500	6,500	14,500	0	14,500	0	0	0	0	0	0	0	14,500	0	0	14,500	
Sub-total						1,474	1,500	1,500	13,000	13,000	30,474	0	30,474	0	0	14,174	0	0	0	0	14,500	1,800	0	30,474	
TRN000183 <u>Cycling Infrastructure</u>																									
0	29	2016 C.I. Humber Trail Extensions Wards 1,2,7	CW	S2	04	275	0	0	0	0	275	0	275	0	0	275	0	0	0	0	0	0	0	275	
0	30	2017 to 2026 Cycling Infrastructure	CW	S5	04	7,600	8,303	8,303	0	0	24,206	0	24,206	0	0	4,358	0	0	0	0	0	19,848	0	24,206	
0	31	2017-2018 Toronto Bike Plan/Off Road Bike Trail	CW	S5	04	500	0	0	0	0	500	0	500	0	0	200	0	0	0	0	0	300	0	500	
0	42	2017 C.I. Humber Trail Extension 1,2,7	CW	S2	04	687	0	0	0	0	687	0	687	0	0	687	0	0	0	0	0	0	0	687	
0	45	Pan Am Trail Expansion Gatineau	CW	S2	04	657	0	0	0	0	657	0	657	0	0	0	0	0	0	0	0	657	0	657	
0	47	2017 History Cycling Infrastructure	CW	S2	04	1,005	0	0	0	0	1,005	0	1,005	0	0	0	0	0	0	0	0	1,005	0	1,005	
0	48	2017 History Toronto Bike Plan /Off Road Bike Tra	CW	S2	04	195	0	0	0	0	195	0	195	0	0	0	0	0	0	0	0	195	0	195	
Sub-total						10,919	8,303	8,303	0	0	27,525	0	27,525	0	0	5,520	0	0	0	0	0	22,005	0	27,525	

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN000191	Scarlett/St Clair/Dundas																							
0 4	2016 to 2021	11	S2	05	7,300	10,000	15,000	10,000	0	42,300	0	42,300	0	0	15,540	0	0	0	0	0	26,760	0	42,300	
0 5	2017 Recast Capital Budget	11	S2	05	3,700	4,000	-8,000	0	8,000	7,700	0	7,700	0	0	2,960	0	0	0	0	0	4,740	0	7,700	
0 6	2018 Change in Scope Scarlett St Clair Dundas	04	S3	05	-7,125	-2,300	7,200	-4,400	-8,000	-14,625	0	-14,625	0	0	-5,522	0	0	0	0	0	-9,103	0	-14,625	
Sub-total					3,875	11,700	14,200	5,600	0	35,375	0	35,375	0	0	12,978	0	0	0	0	0	22,397	0	35,375	
TRN000370	Traffic Calming																							
0 11	2018 to 2027 Traffic Calming	CW	S5	04	305	0	0	0	0	305	0	305	0	0	0	0	0	0	0	0	305	0	305	
0 15	2017 Recast Capital Budget	CW	S5	04	-3	0	0	0	0	-3	0	-3	0	0	0	0	0	0	0	0	-3	0	-3	
0 18	2018 Adjustment	CW	S5	04	148	0	0	0	0	148	0	148	0	0	0	0	0	0	0	0	148	0	148	
Sub-total					450	0	0	0	0	450	0	450	0	0	0	0	0	0	0	0	0	450	0	450
TRN025	Work for TTC & Others																							
0 11	2017 to 2022 Work for TTC & Others	CW	S2	05	6,000	4,000	4,000	4,000	4,000	22,000	0	22,000	0	0	0	0	0	0	0	22,000	0	0	22,000	
0 13	2017 Additional Funding ECS Projects	CW	S2	05	19,000	0	0	0	0	19,000	0	19,000	0	0	0	0	0	0	0	19,000	0	0	19,000	
0 14	2016 History Work For TTC & Others	CW	S2	05	430	0	0	0	0	430	0	430	0	0	0	0	0	0	0	430	0	0	430	
0 15	2018, 2023 to 2027 Request for Work for TTC Others	CW	S5	05	-10,000	0	0	0	0	-10,000	4,000	-6,000	0	0	0	0	0	0	0	-6,000	0	0	-6,000	
Sub-total					15,430	4,000	4,000	4,000	4,000	31,430	4,000	35,430	0	0	0	0	0	0	0	35,430	0	0	35,430	
TRN029	Don Valley Parkway Rehabilitation																							
0 17	2018 Don Valley Future 2018 - 2027	CW	S5	03	2,496	0	0	0	0	2,496	0	2,496	0	0	0	0	0	0	0	0	2,496	0	2,496	
Sub-total					2,496	0	0	0	0	2,496	0	2,496	0	0	0	0	0	0	0	0	2,496	0	2,496	
TRN031	New Traffic Control Signals / Devices																							
0 14	2017 to 2026 New Traffic Control Signals/Devices	CW	S5	01	1,988	1,983	1,978	2,168	0	8,117	0	8,117	0	0	4,360	0	0	0	0	0	3,757	0	8,117	
0 18	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	01	364	197	202	12	0	775	0	775	0	0	0	0	0	0	0	0	775	0	775	
0 19	2017 History New Traffic Control Signals	CW	S2	01	1,071	0	0	0	0	1,071	0	1,071	0	0	158	0	0	0	0	0	913	0	1,071	
Sub-total					3,423	2,180	2,180	2,180	0	9,963	0	9,963	0	0	4,518	0	0	0	0	0	5,445	0	9,963	
TRN034	Traffic Plant Requirements/Signal Asset Manager																							
0 14	2018 to 2027 Traffic Plant Req'd	CW	S5	03	221	83	0	5,358	0	5,662	0	5,662	0	0	0	0	0	0	0	0	5,662	0	5,662	

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Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN034	Traffic Plant Requirements/Signal Asset Manager																							
0 17	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	CW	S2	03	7,879	5,617	5,700	342	0	19,538	0	19,538	0	0	0	0	0	2,400	0	0	17,138	0	19,538	
0 19	2017 History Traffic Plant Requirements	CW	S2	03	477	0	0	0	0	477	0	477	0	0	0	0	0	0	0	0	477	0	477	
0 21	2018 Adjustment	CW	S5	03	-2,000	800	800	800	0	400	0	400	0	0	0	0	0	0	0	0	400	0	400	
Sub-total					6,577	6,500	6,500	6,500	0	26,077	0	26,077	0	0	0	0	0	2,400	0	0	23,677	0	26,077	
TRN035	Advanced Traffic Signal Control																							
0 14	2017 TO 2024 ATSC	CW	S5	04	817	804	733	1,317	0	3,671	0	3,671	0	0	2,700	0	0	0	0	0	971	0	3,671	
0 20	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD	CW	S2	04	1,001	546	617	33	0	2,197	0	2,197	0	0	0	0	0	0	0	0	2,197	0	2,197	
0 21	2017 History 2017 to 2024 ATSC	CW	S2	04	382	0	0	0	0	382	0	382	0	0	215	0	0	0	0	0	167	0	382	
0 22	2018 Adjustment	CW	S3	04	-380	0	0	0	0	-380	0	-380	0	0	-190	0	0	0	0	0	-190	0	-380	
Sub-total					1,820	1,350	1,350	1,350	0	5,870	0	5,870	0	0	2,725	0	0	0	0	0	3,145	0	5,870	
TRN036	Traffic Control - RESCU																							
0 14	2017 to 2025 FutureTraffic Control - RESCU	CW	S5	04	1,100	0	0	0	0	1,100	0	1,100	0	0	121	0	0	0	0	0	979	0	1,100	
0 16	2017 Developed under CMP & ITSC Decrease Funding	CW	S5	04	-850	0	0	0	0	-850	0	-850	0	0	-93	0	0	0	0	0	-757	0	-850	
0 18	2017 History Traffic Control RESCU	CW	S2	04	80	0	0	0	0	80	0	80	0	0	0	0	0	0	0	0	80	0	80	
0 21	2018 Adjustment	CW	S5	04	0	250	100	0	0	350	0	350	0	0	39	0	0	0	0	0	311	0	350	
Sub-total					330	250	100	0	0	680	0	680	0	0	67	0	0	0	0	0	0	613	0	680
TRN037	Accessible Pedestrian Signals (Audible Signals)																							
0 14	2017 to 2026 Accessible Pedestrian Signals	CW	S5	01	810	810	810	810	810	4,050	2,430	6,480	0	0	712	0	0	0	0	0	5,768	0	6,480	
0 16	Increase Funding - 2017 to 2025	CW	S2	01	1,358	1,150	1,141	1,469	1,490	6,608	4,470	11,078	0	0	1,312	0	0	0	0	0	9,766	0	11,078	
0 17	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GUILD	CW	S2	01	332	340	349	21	0	1,042	0	1,042	0	0	0	0	0	0	0	0	1,042	0	1,042	
0 19	2017 History Accessible Pedestrian Signals	CW	S2	01	335	0	0	0	0	335	0	335	0	0	0	0	0	0	0	0	335	0	335	
0 20	2018 Adjustment	CW	S5	01	-1,310	-810	-810	-810	-810	-4,550	-2,430	-6,980	0	0	-767	0	0	0	0	0	-6,213	0	-6,980	
Sub-total					1,525	1,490	1,490	1,490	1,490	7,485	4,470	11,955	0	0	1,257	0	0	0	0	0	10,698	0	11,955	
TRN055	City Bridge Rehabilitation																							
0 14	Bridge Assessments to 2018	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	

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN055	City Bridge Rehabilitation																							
0 16	City Bridge Rehab 2017 to 2026	CW	S2	03	9,870	10,209	20,694	41,106	40,517	122,396	0	122,396	0	0	0	0	0	0	0	0	122,396	0	122,396	
0 17	City Bridge Rehab History 2015	CW	S2	03	29,611	20,419	0	0	0	50,030	0	50,030	0	0	0	0	0	0	0	0	50,030	0	50,030	
0 18	City Bridge 2016 to 2020	CW	S2	03	0	10,209	20,694	0	0	30,903	0	30,903	0	0	0	0	0	0	0	0	30,903	0	30,903	
0 19	2017 Recast Capital Budget	CW	S2	03	-6,488	-7,334	-7,367	-6,560	-5,438	-33,187	0	-33,187	0	0	0	0	0	0	0	0	-33,187	0	-33,187	
0 20	2018 City Bridge Committed Cash Flow 2023 to 2027	CW	S5	03	0	0	0	0	0	0	36,621	36,621	0	0	0	0	0	0	0	0	36,621	0	36,621	
0 21	2018 Adjust - Ops Minor Bridge Handrail NY TEY	CW	S5	03	150	150	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300	
0 23	2018 Adjust Ops Minor Bridge Barriers Replace	CW	S5	03	100	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	100	0	100	
0 24	2018 Adjustment - ECS	CW	S5	03	4,940	490	-518	-525	-533	3,854	-2,214	1,640	0	0	0	0	0	0	0	0	1,640	0	1,640	
0 25	2018 Adjustment - Road Ops	CW	S5	03	500	0	0	0	0	500	0	500	0	0	0	0	0	0	0	0	500	0	500	
0 27	2018 Adjust - Cashflows	CW	S3	03	1,200	0	0	0	0	1,200	0	1,200	0	0	0	0	0	0	0	0	1,200	0	1,200	
Sub-total					40,883	34,143	33,503	34,021	34,546	177,096	34,407	211,503	0	0	0	0	0	0	0	0	211,503	0	211,503	
TRN160	Engineering Studies																							
0 16	2018 to 2027 Engineering Studies	CW	S5	04	4,584	2,390	3,038	0	0	10,012	0	10,012	0	0	2,804	0	0	0	0	0	7,208	0	10,012	
0 17	Additional Funds 2016 to 2019	CW	S2	04	1,809	1,500	0	0	0	3,309	0	3,309	0	0	840	0	0	0	0	0	2,469	0	3,309	
0 21	2017 History Engineering Studies	CW	S2	04	970	0	0	0	0	970	0	970	0	0	0	0	0	970	0	0	0	0	970	
0 23	Broadview Extension and Commissioners EA	30	S5	04	1,260	1,260	0	0	0	2,520	0	2,520	0	0	2,520	0	0	0	0	0	0	0	2,520	
Sub-total					8,623	5,150	3,038	0	0	16,811	0	16,811	0	0	6,164	0	0	970	0	0	9,677	0	16,811	
TRN380	Transportation Safety & Local Improvement Prog																							
0 11	2018 to 2027 TSLIP	CW	S5	04	1,305	0	0	0	0	1,305	0	1,305	0	0	0	0	0	0	0	0	1,305	0	1,305	
0 15	2017 Recast Capital Budget	CW	S5	04	11	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	11	0	11	
Sub-total					1,316	0	0	0	0	1,316	0	1,316	0	0	0	0	0	0	0	0	0	1,316	0	1,316
TRN906071	Port Union Road																							
0 4	2016 - 2017 History Port Union Road	CW	S2	05	783	0	0	0	0	783	0	783	0	0	513	0	0	0	0	0	270	0	783	
0 5	2017 Recast Capital Budget	CW	S2	05	1,650	1,650	0	0	0	3,300	0	3,300	0	0	2,310	0	0	0	0	0	990	0	3,300	
0 6	2018 Change in Scope Port Union Request	CW	S3	05	-107	0	0	0	0	-107	0	-107	0	0	-75	0	0	0	0	0	-32	0	-107	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN906071	Port Union Road																						
0 7	2018 Adjust Cash Flow for 2018 to 2021	CW	S5	05	-1,093	2,850	2,400	2,000	0	6,157	0	6,157	0	0	4,130	0	0	0	0	0	2,027	0	6,157
	Sub-total				1,233	4,500	2,400	2,000	0	10,133	0	10,133	0	0	6,878	0	0	0	0	0	3,255	0	10,133
TRN906072	Salt Management Program																						
0 14	2018 to 2027 Salt Management	CW	S5	01	1,131	0	0	0	0	1,131	0	1,131	0	0	0	0	0	0	0	0	1,131	0	1,131
0 16	2017 History Salt Management	CW	S2	01	688	0	0	0	0	688	0	688	0	0	0	0	0	0	0	0	688	0	688
	Sub-total				1,819	0	0	0	0	1,819	0	1,819	0	0	0	0	0	0	0	0	1,819	0	1,819
TRN906079	LED Signal Module Conversion																						
0 9	2018 to 2027 LED Signal Module Conversion	CW	S5	04	1,700	1,700	0	0	0	3,400	0	3,400	0	0	0	0	3,400	0	0	0	0	0	3,400
0 11	2017 History LED Signal Module	CW	S2	04	456	0	0	0	0	456	0	456	0	0	0	0	456	0	0	0	0	0	456
	Sub-total				2,156	1,700	0	0	0	3,856	0	3,856	0	0	0	0	3,856	0	0	0	0	0	3,856
TRN906080	Pedestrian Safety and Infrastructure Programs																						
0 13	2018 to 2027 PSIP	CW	S5	01	690	0	0	0	0	690	0	690	0	0	81	0	0	0	0	0	609	0	690
0 14	RFQ - Data Collection 2016-2018	CW	S2	01	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	50	0	50
0 16	2017 Recast Capital Budget	CW	S5	01	-6	0	0	0	0	-6	0	-6	0	0	0	0	0	0	0	0	-6	0	-6
0 18	2017 History PSIP	CW	S2	01	784	0	0	0	0	784	0	784	0	0	0	0	0	0	0	0	784	0	784
0 19	2018 Adjust - Cashflows	CW	S5	04	0	744	756	0	0	1,500	0	1,500	0	0	166	0	0	0	0	0	1,334	0	1,500
	Sub-total				1,518	744	756	0	0	3,018	0	3,018	0	0	247	0	0	0	0	0	2,771	0	3,018
TRN906085	Sidewalks																						
0 13	Sidewalks 2017 to 2026	CW	S2	03	3,062	3,034	6,957	13,400	13,400	39,853	0	39,853	0	0	0	0	0	0	0	0	39,853	0	39,853
0 16	Sidewalks 2015 to 2019	CW	S2	03	12,426	7,561	0	0	0	19,987	0	19,987	0	0	0	0	0	0	0	0	19,987	0	19,987
0 18	History 2016 Sidewalks 2017 to 2020	CW	S2	03	0	3,781	7,704	0	0	11,485	0	11,485	0	0	0	0	0	0	0	0	11,485	0	11,485
0 19	2017 Recast Capital Budget	CW	S2	03	1,759	2,104	2,054	3,555	3,798	13,270	0	13,270	0	0	3,735	0	0	0	0	0	9,535	0	13,270
0 22	Tactile Domes Installation 2016-2018	CW	S2	01	1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	0	0	0	0	1,400	0	1,400
0 24	2018 Adjust - Tactile Domes Installation 2019-2027	CW	S5	01	0	1,015	1,030	1,045	1,061	4,151	0	4,151	0	0	0	0	0	0	0	0	4,151	0	4,151

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

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 Cash Flow and Future Year Commitments

Transportation Services

						Current and Future Year Cash Flow Commitments								Current and Future Year Cash Flow Commitments Financed By											
											Total	Total	Total						Capital from Current		Debt - Recoverable		Total Financing		
Sub- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	2018-2022	2023-2027	2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt			
TRN906085 Sidewalks																									
0	25	2018 Adjust - Cashflows	CW	S3	03	-1,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub-total						17,647	18,495	17,745	18,000	18,259	90,146	0	90,146	0	0	3,735	0	0	0	0	0	0	86,411	0	
TRN906086 Laneways																									
0	11	Laneways 2013 Professional Services to 2018	CW	S2	03	135	0	0	0	0	135	0	135	0	0	0	0	0	0	0	0	135	0		
0	13	Laneways 2015 - 2019	CW	S2	03	1,585	927	0	0	0	2,512	0	2,512	0	0	0	0	0	0	0	0	2,512	0		
0	15	Laneways 2016 & Future	CW	S2	03	528	464	900	1,800	1,800	5,492	0	5,492	0	0	0	0	0	0	0	0	5,492	0		
0	16	Laneways 2017 to 2020	CW	S2	03	0	464	900	0	0	1,364	0	1,364	0	0	0	0	0	0	0	0	1,364	0		
0	17	2017 Recast Capital Budget	CW	S2	03	-22	-55	27	54	82	86	0	86	0	0	0	0	0	0	0	0	86	0		
Sub-total						2,226	1,800	1,827	1,854	1,882	9,589	0	9,589	0	0	0	0	0	0	0	0	0	9,589	0	
TRN906355 North York Service Road Extension																									
0	15	2017 Change in Scope	CW	S2	05	2,000	3,000	0	0	0	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0		
0	18	2017 Recast Capital Budget	CW	S2	05	-2,000	-1,000	500	750	1,750	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	19	2018 Change In Scope North York Service Extension	42	S3	05	0	-1,250	900	2,650	-1,750	550	0	550	0	0	5,051	0	0	0	0	0	-4,501	0		
0	21	2017 History including McBride and Bonnington	CW	S2	05	500	0	0	0	0	500	0	500	0	0	450	0	0	0	50	0	0	0		
Sub-total						500	750	1,400	3,400	0	6,050	0	6,050	0	0	5,501	0	0	0	50	0	499	0		
TRN906773 Bloor Street Transformation																									
0	2	Bloor Street Transformation Section 37 Funding	27	S2	05	668	0	0	0	0	668	0	668	0	0	0	0	0	0	668	0	0	0		
Sub-total						668	0	0	0	0	668	0	668	0	0	0	0	0	0	0	668	0	0	0	
TRN906857 Retaining Walls Rehabilitation																									
0	12	2016-2027 Retaining Walls	CW	S5	03	1,311	1,344	0	0	0	2,655	0	2,655	0	0	0	0	0	0	0	0	2,655	0		
0	13	History Additional funds 2016	CW	S2	03	2,521	0	0	0	0	2,521	0	2,521	0	0	0	0	0	2,521	0	0	0	0		
0	16	2017 Recast Capital Budget	CW	S5	03	-11	-24	0	0	0	-35	0	-35	0	0	0	0	0	0	0	0	-35	0		
0	19	2018 Adjust - Cashflows	CW	S3	03	550	0	0	0	0	550	0	550	0	0	0	0	0	0	0	0	550	0		
0	20	History 2017 Retaining Walls	CW	S2	03	232	0	0	0	0	232	0	232	0	0	0	0	0	232	0	0	0	0		
Sub-total						4,603	1,320	0	0	0	5,923	0	5,923	0	0	0	0	0	2,753	0	0	3,170	0		

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 Cash Flow and Future Year Commitments

Transportation Services																								
Sub-Project No. Project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907247 Signs and Markings Asset Management																								
0	8	2018 to 2027 Signs & Markings Asset Management	CW	S5	04	1,310	1,000	0	0	0	2,310	0	2,310	0	0	0	0	0	0	0	0	2,310	0	2,310
0	12	2017 History Signs and Markings Asset Management	CW	S2	04	720	0	0	0	0	720	0	720	0	0	0	0	0	0	0	0	720	0	720
Sub-total						2,030	1,000	0	0	0	3,030	0	3,030	0	0	0	0	0	0	0	0	3,030	0	3,030
TRN907312 Neighbourhood Improvements																								
0	14	Neighbourhood Improvements 2015 History	CW	S2	04	317	0	0	0	0	317	0	317	0	0	0	0	317	0	0	0	0	0	317
0	17	2018-2027 Neighbourhood Improvements	CW	S5	03	2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	2,000	0	0	0	0	0	2,000
0	18	2016 History Neighbourhood Improvement	CW	S2	03	388	0	0	0	0	388	0	388	0	0	0	0	388	0	0	0	0	0	388
0	21	2017 Recast Capital Budget	CW	S5	03	31	0	0	0	0	31	0	31	0	0	0	0	31	0	0	0	0	0	31
0	22	2017 History Neighbourhood Improvements	CW	S2	03	1,571	0	0	0	0	1,571	0	1,571	0	0	0	0	1,571	0	0	0	0	0	1,571
0	24	2018 Adjustment	CW	S5	03	-31	0	0	0	0	-31	0	-31	0	0	0	0	-31	0	0	0	0	0	-31
Sub-total						4,276	0	0	0	0	4,276	0	4,276	0	0	0	0	4,276	0	0	0	0	0	4,276
TRN907323 Six Points Interchange Redevelopment																								
0	5	2016 & Future Six Points	CW	S2	05	21,500	0	0	0	0	21,500	0	21,500	0	0	6,057	0	3,300	7,848	0	0	4,295	0	21,500
0	6	16ECS-TI-01SP Fermar Paving Ltd	05	S2	05	10,281	10,500	0	0	0	20,781	0	20,781	0	0	6,007	0	0	0	0	0	7,296	7,478	20,781
0	7	2017 Additional Adjustments - 2019 to 2020	05	S2	05	0	8,278	2,988	0	0	11,266	0	11,266	0	0	317	0	0	0	0	0	8,965	1,984	11,266
0	9	2018 Change in Cash Flow 2018 to 2020	05	S3	05	-697	-4,819	2,598	0	0	-2,918	0	-2,918	0	0	0	0	0	0	0	0	-2,918	0	-2,918
0	10	2018 Increase in DC for 2019 to 2020 Six Points	05	S5	05	0	1,024	1,855	0	0	2,879	0	2,879	0	0	2,879	0	0	0	0	0	0	0	2,879
0	11	2018 Adjust - Cashflows	05	S5	05	-12,992	1,349	5,265	0	0	-6,378	0	-6,378	0	0	-4,910	0	0	0	0	0	997	-2,465	-6,378
Sub-total						18,092	16,332	12,706	0	0	47,130	0	47,130	0	0	10,350	0	3,300	7,848	0	0	18,635	6,997	47,130
TRN907546 Regent Park Revitalization																								
0	7	2018 to 2022 Regent Park Revitalization	27	S5	05	45	0	0	0	0	45	0	45	0	0	20	0	0	0	0	0	25	0	45
0	9	2017 History Regent Park Revitalization	CW	S2	05	1,545	0	0	0	0	1,545	0	1,545	0	0	669	0	0	876	0	0	0	0	1,545
Sub-total						1,590	0	0	0	0	1,590	0	1,590	0	0	689	0	0	876	0	0	25	0	1,590
TRN907673 Facility Improvements																								

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Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN907673	Facility Improvements																							
0 7	2018 to 2027 Facility Improvements	CW	S5	03	1,500	0	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	0	1,500	0	1,500	
	Sub-total				1,500	0	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	0	1,500	0	1,500	
TRN907834	Gardiner York/Bay/Yonge Reconfiguration																							
0 1	Gardiner York/Bay/Yonge Reconf 2016-2017	28	S2	05	12,650	0	0	0	0	12,650	0	12,650	0	0	0	0	0	0	0	0	12,650	0	12,650	
0 4	2018 Gardiner York Bay Yonge Request	20	S3	05	38	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	38	0	38	
	Sub-total				12,688	0	0	0	0	12,688	0	12,688	0	0	0	0	0	0	0	0	12,688	0	12,688	
TRN907836	Ingram Drive Extension - Grade Separation																							
0 2	Ingram Drive 2016 to 2019	11	S2	05	6,000	8,000	0	0	0	14,000	0	14,000	0	0	0	0	0	0	0	0	14,000	0	14,000	
0 5	2017 Recast Capital Budget	CW	S2	05	2,550	1,200	0	0	0	3,750	0	3,750	0	0	0	0	0	0	0	0	3,750	0	3,750	
0 6	2018 Change in Scope Ingram Drive Request	15	S3	05	-8,550	-9,200	0	0	0	-17,750	0	-17,750	0	0	0	0	0	0	0	0	-17,750	0	-17,750	
	Sub-total				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TRN907837	King Liberty Cycling Pedestrian Bridge																							
0 3	Cash Flow 2016 to 2018 King Liberty Cycling Pedest	CW	S2	05	8,146	0	0	0	0	8,146	0	8,146	0	0	0	0	0	0	0	0	8,146	0	8,146	
0 4	2017 History Change in Scope	CW	S2	05	-3,200	0	0	0	0	-3,200	0	-3,200	0	0	0	0	0	0	0	0	-3,200	0	-3,200	
0 5	2017 In-year reallocation Change in Scope	19	S5	05	5,520	1,510	0	0	0	7,030	0	7,030	0	0	11,830	0	0	0	0	0	-4,800	0	7,030	
	Sub-total				10,466	1,510	0	0	0	11,976	0	11,976	0	0	11,830	0	0	0	0	0	146	0	11,976	
TRN907838	Legion Road Extension & Grade Separation																							
0 1	2018 Adjust Cash Flow for 2018 to 2023	06	S5	05	-980	607	1,307	8,395	8,395	17,724	7,695	25,419	0	0	25,419	0	0	0	0	0	0	0	25,419	
0 2	2017 History Recast Capital Budget	CW	S2	05	1,470	0	0	0	0	1,470	0	1,470	0	0	1,470	0	0	0	0	0	0	0	1,470	
	Sub-total				490	607	1,307	8,395	8,395	19,194	7,695	26,889	0	0	26,889	0	0	0	0	0	0	0	26,889	
TRN907839	St Clair TMP:Keele to Old Weston																							
0 1	St Clair West/Metrolinx Georgetown 2015 History	11	S2	05	12,000	0	0	0	0	12,000	0	12,000	0	0	5,400	0	0	0	0	0	6,600	0	12,000	
0 2	St Clair West/Metrolinx Georgetown	11	S2	05	-12,000	0	0	0	0	-12,000	0	-12,000	0	0	-5,400	0	0	0	0	0	-6,600	0	-12,000	
0 3	St Clair TMP: Keele to Old Weston 2017-2020	CW	S2	05	2,000	12,000	12,000	0	0	26,000	0	26,000	0	0	11,700	0	0	0	0	0	14,300	0	26,000	

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

Transportation Services							Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Priority	SubProj No.	Sub-project Name	Ward	Stat.	Cat.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TRN907839	St Clair TMP:Keele to Old Weston																									
0	4			2018 St Clair TMP Adjustment 2018 to 2020	17	S3	05	-2,000	-10,760	-2,190	0	0	-14,950	0	-14,950	0	0	-7,586	0	0	0	0	2,143	-9,507	0	-14,950
				Sub-total				0	1,240	9,810	0	0	11,050	0	11,050	0	0	4,114	0	0	0	0	2,143	4,793	0	11,050
TRN907840	LARP(Lawrence-Allen Revitalization Project)																									
0	4			2016 TO 2020 LARP	15	S2	05	1,751	2,086	438	0	0	4,275	0	4,275	0	0	0	4,275	0	0	0	0	0	0	4,275
0	5			2018 Adjustment	15	S3	05	-490	-273	2,037	0	0	1,274	0	1,274	0	0	0	1,274	0	0	0	0	0	0	1,274
0	6			2018 Adjustment New Cashflow 2021 to 2023	15	S5	05	0	0	0	1,313	1,575	2,888	787	3,675	0	0	0	3,675	0	0	0	0	0	0	3,675
				Sub-total				1,261	1,813	2,475	1,313	1,575	8,437	787	9,224	0	0	0	9,224	0	0	0	0	0	0	9,224
TRN907910	F.G. Gardiner - Critical Repairs																									
0	8			Elevated Portion 2015	CW	S2	03	104,730	0	0	0	0	104,730	0	104,730	0	0	0	104,730	0	0	0	0	0	0	104,730
0	25			Elevated Portion 2016 Adjustments	CW	S2	03	-95,000	20	0	0	0	-94,980	0	-94,980	0	0	0	-94,980	0	0	0	0	0	0	-94,980
0	26			2018 F.Gardiner Adjust Cash Flow	CW	S5	03	-1,500	1,500	4,100	0	0	4,100	0	4,100	0	0	0	0	0	0	0	0	4,100	0	4,100
				Sub-total				8,230	1,520	4,100	0	0	13,850	0	13,850	0	0	0	9,750	0	0	0	0	4,100	0	13,850
TRN907926	Major Road Rehabilitation																									
0	2			History 2013 - With 2014 to 2018 Cash Flow	CW	S2	03	540	0	0	0	0	540	0	540	0	0	0	0	0	0	0	0	540	0	540
0	3			Major Road Rehabilitation 2017 to 2026	CW	S2	03	14,276	14,993	29,811	60,369	60,369	179,818	0	179,818	0	0	0	90,000	0	0	0	0	89,818	0	179,818
0	7			Major Road Rehab 2015 History 2015-2019	CW	S2	03	47,828	29,986	0	0	0	77,814	0	77,814	0	0	0	37,500	0	0	0	0	40,314	0	77,814
0	8			2016 History 2017 to 2020	CW	S2	03	0	14,993	29,811	0	0	44,804	0	44,804	0	0	0	22,500	0	0	0	0	22,304	0	44,804
0	9			2017 Recast Capital Budget	CW	S2	03	1,639	498	2,056	2,543	3,801	10,537	0	10,537	0	0	0	0	0	0	0	0	10,537	0	10,537
0	10			2018 MRR Committed Cash Flow 2023 to 2027	CW	S5	03	0	0	0	0	0	0	67,848	67,848	0	0	0	0	0	0	0	0	67,848	0	67,848
0	13			2018 Adjustment - TAMS System	CW	S5	03	450	650	900	900	900	3,800	2,800	6,600	0	0	0	0	0	0	0	0	6,600	0	6,600
0	14			2018 Adjust - Cashflows	CW	S3	03	-5,000	2,000	2,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Sub-total				59,733	63,120	64,578	64,812	65,070	317,313	70,648	387,961	0	0	0	150,000	0	0	0	0	237,961	0	387,961
TRN907937	Traffic Congestion Management																									
0	3			2016 & Future Traffic Congestion Management	CW	S2	05	1,670	0	0	0	0	1,670	0	1,670	0	0	0	0	0	0	0	0	1,670	0	1,670
0	4			2016 History Additional Funding 2016-2020	CW	S2	05	7,930	5,230	11,480	0	0	24,640	0	24,640	0	0	0	0	0	0	0	0	24,640	0	24,640

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Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908078 <u>Local Road Rehabilitation</u>																									
0	1	LRR History 2015 to 2019	CW	S2	03	45,770	32,225	0	0	0	77,995	0	77,995	0	0	0	0	0	0	0	0	77,995	0	77,995	
0	2	Local Road Reconstruction PM 2013 to 2018	CW	S2	03	675	0	0	0	0	675	0	675	0	0	0	0	0	0	0	0	675	0	675	
0	9	LRR 2017 to 2022	CW	S2	03	15,257	16,112	35,605	71,722	72,472	211,168	0	211,168	0	0	0	0	0	0	0	0	211,168	0	211,168	
0	10	History 2016 LRR 2019 to 2020	CW	S2	03	0	16,112	35,605	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	-3,758	-2,846	-5,875	-2,580	553	-14,506	0	-14,506	0	0	0	0	0	0	0	0	-14,506	0	-14,506	
0	12	LRR Commitments for 2023 to 2027	CW	S5	03	0	0	0	0	0	0	84,603	84,603	0	0	0	0	0	0	0	0	84,603	0	84,603	
0	15	2018 Adjustment - Cashflows for Green Street	CW	S5	03	1,000	1,000	0	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	2,000	0	2,000	
0	16	2018 Adjust - TAMS System	CW	S5	03	450	650	900	900	900	3,800	2,800	6,600	0	0	0	0	0	0	0	0	6,600	0	6,600	
0	17	2018 Adjust - ECS Cashflows	CW	S3	03	-3,000	1,500	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total						56,394	64,753	67,735	70,042	73,925	332,849	87,403	420,252	0	0	0	0	0	0	0	0	420,252	0	420,252	
TRN908140 <u>Rouge National Park Transfer of Lands</u>																									
0	1	2014 History	41	S2	05	180	0	0	0	0	180	0	180	0	0	0	0	180	0	0	0	0	0	180	
Sub-total						180	0	0	0	0	180	0	180	0	0	0	0	180	0	0	0	0	0	180	
TRN908141 <u>Georgetown South City Infrastructure Upgrades</u>																									
0	4	2018 and 2019 Cash Flow for Georgetown	CW	S5	05	13,420	0	0	0	0	13,420	0	13,420	0	0	0	0	0	0	0	0	13,420	0	13,420	
Sub-total						13,420	0	0	0	0	13,420	0	13,420	0	0	0	0	0	0	0	0	0	13,420	0	13,420
TRN908142 <u>Major SOGR Pooled Contingency</u>																									
0	1	2023 - 2027 Bridges Walks Lanes Roads	CW	S5	03	0	0	0	0	0	0	5,157	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	4,337	4,476	4,535	4,528	4,533	22,409	0	22,409	0	0	0	0	0	0	0	0	22,409	0	22,409	
0	16	2017 Recast Capital Budget	CW	S2	03	-537	-676	-735	-728	-733	-3,409	0	-3,409	0	0	0	0	0	0	0	0	-3,409	0	-3,409	
Sub-total						3,800	3,800	3,800	3,800	3,800	19,000	5,157	24,157	0	0	0	0	0	0	0	0	0	24,157	0	24,157
TRN908176 <u>Guide Rail Program</u>																									
0	1	Guide Rail Replacement 2016-2018	CW	S2	01	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	7		CW	S3	01	950	0	0	0	0	950	0	950	0	0	0	0	0	0	0	0	950	0	950	
Sub-total						1,950	0	0	0	0	1,950	0	1,950	0	0	0	0	0	0	0	0	0	1,950	0	1,950

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908286 <u>Finch LRT - Transportation Study</u>																									
0	1	2016 Finch LRT Study	CW	S2	04	200	0	0	0	0	200	0	200	0	0	0	0	0	0	100	100	0	0	200	
Sub-total						200	0	0	0	0	200	0	200	0	0	0	0	0	0	100	100	0	0	200	
TRN908288 <u>F. G. Gardiner Rehabilitation Program</u>																									
0	1	Program Management	CW	S2	03	16,550	11,550	11,550	11,550	11,550	62,750	11,550	74,300	0	0	0	74,300	0	0	0	0	0	0	74,300	
0	7	2017 FGG AFP Plan B EX20.14	CW	S2	03	17,820	0	0	0	0	17,820	0	17,820	0	0	0	17,820	0	0	0	0	0	0	17,820	
0	9	2018 - 2026 FGG AFP Plan B EX20.14	CW	S5	03	42,500	203,700	229,100	236,600	238,500	950,400	244,800	1,195,200	0	0	0	227,250	0	0	0	0	967,950	0	1,195,200	
Sub-total						76,870	215,250	240,650	248,150	250,050	1,030,970	256,350	1,287,320	0	0	0	319,370	0	0	0	0	967,950	0	1,287,320	
TRN908289 <u>Participatory Budgeting Pilot</u>																									
0	1	Brian Village Gateway	33	S2	04	41	0	0	0	0	41	0	41	0	0	0	0	41	0	0	0	0	0	41	
Sub-total						41	0	0	0	0	41	0	41	0	0	0	0	41	0	0	0	0	0	41	
TRN908290 <u>N.I Mill Street Streetscape Improvements</u>																									
0	1	N.I. Mill Street Streetscape Improvements	28	S2	03	193	0	0	0	0	193	0	193	0	0	0	0	0	0	193	0	0	0	193	
Sub-total						193	0	0	0	0	193	0	193	0	0	0	0	0	0	193	0	0	0	193	
TRN908352 <u>Glen Road Pedestrian Bridge</u>																									
0	2	2018 Glen Road Ped Bridge Increase	CW	S5	05	0	12,630	0	0	0	12,630	0	12,630	0	0	0	0	0	0	0	0	12,630	0	12,630	
Sub-total						0	12,630	0	0	0	12,630	0	12,630	0	0	0	0	0	0	0	0	0	12,630	0	12,630
TRN908411 <u>Design Cherry St Realignment and Bridges</u>																									
0	1	2017 -Comp 30% Design Cherry St. Realignment & Bri	30	S2	05	1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	0	0	0	0	1,400	0	1,400	
0	2	2018 Adjustment	30	S3	05	0	0	0	0	0	0	0	0	0	0	1,400	0	0	0	0	0	-1,400	0	0	
Sub-total						1,400	0	0	0	0	1,400	0	1,400	0	0	1,400	0	0	0	0	0	0	0	1,400	
TRN908433 <u>Transit Shelter Property Acquisition</u>																									
0	1	2016 Transit Shelter Property Acquisition	CW	S2	04	100	0	0	0	0	100	0	100	0	0	0	0	100	0	0	0	0	0	100	
Sub-total						100	0	0	0	0	100	0	100	0	0	0	0	100	0	0	0	0	0	100	
TRN908435 <u>PTIF Projects</u>																									
0	1	PTIF Transportation Cycling	CW	S2	04	70,723	0	0	0	0	70,723	0	70,723	0	35,361	0	0	0	0	0	0	35,362	0	70,723	
0	2	PTIF Transportation Surface Track Ops.	CW	S2	04	1,066	0	0	0	0	1,066	0	1,066	0	533	0	0	0	0	0	0	533	0	1,066	

CITY OF TORONTO

Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments

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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TRN908435 PTIF Projects																									
0	3	PTIF Transportation Road Safety	CW	S2	04	8,770	0	0	0	0	8,770	0	8,770	0	4,385	0	0	0	0	0	0	4,385	0	8,770	
0	7	2016 Accessible Pedestrian Signals Expansion	CW	S2	04	575	0	0	0	0	575	0	575	0	575	0	0	0	0	0	0	0	0	575	
Sub-total						81,134	0	0	0	0	81,134	0	81,134	0	40,854	0	0	0	0	0	0	0	40,280	0	81,134
TRN908437 System Enhancements for Road Repair & Permit																									
0	1	2017 Cash Flow for System Enhancements	CW	S2	04	888	0	0	0	0	888	0	888	0	0	0	0	0	285	0	0	603	0	888	
0	2	2018 Adjustment Moblie Computing	CW	S5	04	300	0	0	0	0	300	0	300	0	0	0	0	0	0	0	0	300	0	300	
Sub-total						1,188	0	0	0	0	1,188	0	1,188	0	0	0	0	0	0	285	0	0	903	0	1,188
TRN908442 2017 Participatory Budgeting Pilot Ward 33																									
0	1	Mural, Butterfly Garden, Ped Safety & Access	33	S2	04	125	0	0	0	0	125	0	125	0	0	0	0	125	0	0	0	0	0	125	
Sub-total						125	0	0	0	0	125	0	125	0	0	0	0	125	0	0	0	0	0	0	125
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	
Sub-total						1,930	0	0	0	0	1,930	0	1,930	0	0	0	0	0	0	0	1,930	0	0	0	1,930
TRN908553 2018 Vehicle Purchase to Support Congestion																									
0	1	2018 Vehicle Purchase to Support Congestion	CW	S4	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
Total Program Expenditure						519,420	499,485	530,789	496,451	489,992	2,536,137	484,917	3,021,054	0	40,854	140,366	488,344	11,878	15,432	2,941	56,812,257,430	6,997	3,021,054		

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 Cash Flow and Future Year Commitments

Transportation Services																							
Sub-Project No. Project Name Priority SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments and Estimates							Current and Future Year Cash Flow Commitments and Estimates Financed By										
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
Financed By:																							
Federal Subsidy						40,854	0	0	0	0	40,854	0	40,854	0	40,854	0	0	0	0	0	40,854		
Development Charges						29,420	22,803	27,928	27,002	20,026	127,179	13,187	140,366	0	0	140,366	0	0	0	0	140,366		
Reserves (Ind. "XQ" Ref.)						73,861	44,883	44,025	42,863	43,125	248,757	239,587	488,344	0	0	0	488,344	0	0	0	488,344		
Reserve Funds (Ind."XR" Ref.)						10,178	1,700	0	0	0	11,878	0	11,878	0	0	0	0	11,878	0	0	11,878		
Capital from Current						15,432	0	0	0	0	15,432	0	15,432	0	0	0	0	0	15,432	0	15,432		
Other1 (Internal)						2,941	0	0	0	0	2,941	0	2,941	0	0	0	0	0	2,941	0	2,941		
Other2 (External)						16,112	5,227	7,469	10,804	11,850	51,462	5,350	56,812	0	0	0	0	0	0	56,812	0	56,812	
Debt						327,782	422,386	449,696	415,782	414,991	2,030,637	226,793	2,257,430	0	0	0	0	0	0	0,257,430	0	2,257,430	
Debt - Recoverable						2,840	2,486	1,671	0	0	6,997	0	6,997	0	0	0	0	0	0	6,997	6,997		
Total Program Financing						519,420	499,485	530,789	496,451	489,992	2,536,137	484,917	3,021,054	0	40,854	140,366	488,344	11,878	15,432	2,941	56,812,257,430	6,997	3,021,054

Status Code	Description
S2	S2 Prior Year (With 2018 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2018 and/or Future Year Cost(Cashflow)
S4	S4 New - Stand-Alone Project (Current Year Only)
S5	S5 New (On-going or Phased Projects)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 5

2018 Preliminary Capital Budget with Financing Detail



CITY OF TORONTO

Appendix 5: 2018 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing					2018	Financing									
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	TRN000001	Traffic Signals Major Modifications													
0		11 2018 to 2027 Signal Major Modifications	01/01/2015	12/31/2024	754	0	0	754	0	0	0	0	0	0	0
0		14 17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	2,144	0	0	391	0	0	0	0	0	1,753	0
0		16 2018 Adjustment Reduce Funding for TSMM	06/07/2017	06/07/2017	-500	0	0	-250	0	0	0	0	0	-250	0
		Project Sub-total:			2,398	0	0	895	0	0	0	0	0	1,503	0
0	TRN000172	Third Party Signals													
0		11 2017 to 2026 Third Party Signals	01/01/2015	12/31/2015	837	0	0	0	0	0	0	0	837	0	0
0		12 2017 to 2025 Reduction in work for TMC	06/15/2016	06/15/2016	-600	0	0	0	0	0	0	0	-600	0	0
0		13 2016 History Third Party Signals	06/15/2016	06/15/2016	37	0	0	0	0	0	0	0	37	0	0
0		14 17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICE GUIL	10/07/2016	10/07/2016	91	0	0	0	0	0	0	0	91	0	0
0		15 2017 History Third Party Signals	06/07/2017	06/07/2017	217	0	0	0	0	0	0	0	217	0	0
		Project Sub-total:			582	0	0	0	0	0	0	0	582	0	0
0	TRN000181	Steeles Widenings (Tapscott Road - Beare Road)													
0		1 2016 - 2021 Steeles Widenings (Tapscott Beare)	01/01/2016	12/31/2019	5,474	0	0	4,934	0	0	0	0	0	540	0
0		2 2018 Change in Scope decrease funding	06/09/2017	06/09/2017	-4,000	0	0	-3,520	0	0	0	0	0	-480	0
		Project Sub-total:			1,474	0	0	1,414	0	0	0	0	0	60	0
0	TRN000183	Cycling Infrastructure													
0		29 2016 C.I. Humber Trail Extensions Wards 1,2,7	01/01/2014	12/31/2016	275	0	0	275	0	0	0	0	0	0	0
0		30 2017 to 2026 Cycling Infrastructure	01/01/2014	12/31/2024	7,600	0	0	1,368	0	0	0	0	0	6,232	0
0		31 2017-2018 Toronto Bike Plan/Off Road Bike Trail	01/01/2014	12/31/2024	500	0	0	200	0	0	0	0	0	300	0
0		42 2017 C.I. Humber Trail Extension 1,2,7	06/15/2016	06/15/2016	687	0	0	687	0	0	0	0	0	0	0
0		45 Pan Am Trail Expansion Gatineau	02/08/2017	02/08/2017	657	0	0	0	0	0	0	0	0	657	0
0		47 2017 History Cycling Infrastructure	06/06/2017	06/06/2017	1,005	0	0	0	0	0	0	0	0	1,005	0
0		48 2017 History Toronto Bike Plan /Off Road Bike Tra	06/06/2017	06/06/2017	195	0	0	0	0	0	0	0	0	195	0
		Project Sub-total:			10,919	0	0	2,530	0	0	0	0	0	8,389	0
0	TRN000191	Scarlett/St Clair/Dundas													
0		4 2016 to 2021	01/01/2016	12/31/2017	7,300	0	0	2,590	0	0	0	0	0	4,710	0
0		5 2017 Recast Capital Budget	01/01/2016	12/31/2017	3,700	0	0	2,560	0	0	0	0	0	1,140	0
0		6 2018 Change in Scope Scarlett St Clair Dundas	06/09/2017	06/09/2017	-7,125	0	0	-3,827	0	0	0	0	0	-3,298	0
		Project Sub-total:			3,875	0	0	1,323	0	0	0	0	0	2,552	0
0	TRN000370	Traffic Calming													
0		11 2018 to 2027 Traffic Calming	01/01/2014	12/31/2024	305	0	0	0	0	0	0	0	0	305	0
0		15 2017 Recast Capital Budget	10/25/2016	10/25/2016	-3	0	0	0	0	0	0	0	0	-3	0

(Phase 2) 06-Transportation Services

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

Type: B Sub-Project Status: S2

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



CITY OF TORONTO

Appendix 5: 2018 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing			Start Date	Completion Date	2018	Financing								
Priority	Project	Project Name			Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt
0	TRN000370	Traffic Calming												
0	18	2018 Adjustment	08/29/2017	08/29/2017	148	0	0	0	0	0	0	0	148	0
		Project Sub-total:			450	0	0	0	0	0	0	0	450	0
0	TRN025	Work for TTC & Others												
0	11	2017 to 2022 Work for TTC & Others	01/01/2014	12/31/2023	6,000	0	0	0	0	0	0	6,000	0	0
0	13	2017 Additional Funding ECS Projects	06/04/2015	06/04/2015	19,000	0	0	0	0	0	0	19,000	0	0
0	14	2016 History Work For TTC & Others	06/16/2016	06/16/2016	430	0	0	0	0	0	0	430	0	0
0	15	2018, 2023 to 2027 Request for Work for TTC Others	06/08/2017	06/08/2017	-10,000	0	0	0	0	0	0	-10,000	0	0
		Project Sub-total:			15,430	0	0	0	0	0	0	15,430	0	0
0	TRN029	Don Valley Parkway Rehabilitation												
0	17	2018 Don Valley Future 2018 - 2027	01/01/2015	12/31/2024	2,496	0	0	0	0	0	0	0	2,496	0
		Project Sub-total:			2,496	0	0	0	0	0	0	0	2,496	0
0	TRN031	New Traffic Control Signals / Devices												
0	14	2017 to 2026 New Traffic Control Signals/Devices	01/01/2015	12/31/2015	1,988	0	0	1,090	0	0	0	0	898	0
0	18	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	364	0	0	0	0	0	0	0	364	0
0	19	2017 History New Traffic Control Signals	06/07/2017	06/07/2017	1,071	0	0	158	0	0	0	0	913	0
		Project Sub-total:			3,423	0	0	1,248	0	0	0	0	2,175	0
0	TRN034	Traffic Plant Requirements/Signal Asset Management												
0	14	2018 to 2027 Traffic Plant Req'd	01/01/2015	12/31/2015	221	0	0	0	0	0	0	0	221	0
0	17	17TM-01TP ELECTRICAL CONTROL DEVICES GUILD	10/07/2016	10/07/2016	7,879	0	0	0	0	0	2,400	0	5,479	0
0	19	2017 History Traffic Plant Requirements	06/07/2017	06/07/2017	477	0	0	0	0	0	0	0	477	0
0	21	2018 Adjustment	08/28/2017	08/28/2017	-2,000	0	0	0	0	0	0	0	-2,000	0
		Project Sub-total:			6,577	0	0	0	0	0	2,400	0	4,177	0
0	TRN035	Advanced Traffic Signal Control												
0	14	2017 TO 2024 ATSC	01/01/2014	12/31/2024	817	0	0	675	0	0	0	0	142	0
0	20	17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GU	10/07/2016	10/07/2016	1,001	0	0	0	0	0	0	0	1,001	0
0	21	2017 History 2017 to 2024 ATSC	06/07/2017	06/07/2017	382	0	0	215	0	0	0	0	167	0
0	22	2018 Adjustment	08/29/2017	08/29/2017	-380	0	0	-190	0	0	0	0	-190	0
		Project Sub-total:			1,820	0	0	700	0	0	0	0	1,120	0
0	TRN036	Traffic Control - RESCU												
0	14	2017 to 2025 FutureTraffic Control - RESCU	01/01/2015	12/31/2015	1,100	0	0	121	0	0	0	0	979	0
0	16	2017 Developed under CMP & ITSC Decrease Funding	06/15/2016	06/15/2016	-850	0	0	-93	0	0	0	0	-757	0

(Phase 2) 06-Transportation Services

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

Type: B Sub-Project Status: S2

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



CITY OF TORONTO

Appendix 5: 2018 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing			Start Date	Completion Date	2018	Financing									
Priority	Project	Project Name			Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	TRN036	Traffic Control - RESCU													
0		18 2017 History Traffic Control RESCU	06/07/2017	06/07/2017	80	0	0	0	0	0	0	0	0	80	0
		Project Sub-total:			330	0	0	28	0	0	0	0	0	302	0
0	TRN037	Accessible Pedestrian Signals (Audible Signals)													
0		14 2017 to 2026 Accessible Pedestrian Signals	01/01/2015	12/31/2015	810	0	0	89	0	0	0	0	0	721	0
0		16 Increase Funding - 2017 to 2025	01/01/2016	12/31/2016	1,358	0	0	164	0	0	0	0	0	1,194	0
0		17 17TM-01TP ELECTRICAL TRAFFIC CONTROL DEVICES GU	10/07/2016	10/07/2016	332	0	0	0	0	0	0	0	0	332	0
0		19 2017 History Accessible Pedestrian Signals	06/07/2017	06/07/2017	335	0	0	0	0	0	0	0	0	335	0
0		20 2018 Adjustment	08/30/2017	08/30/2017	-1,310	0	0	-144	0	0	0	0	0	-1,166	0
		Project Sub-total:			1,525	0	0	109	0	0	0	0	0	1,416	0
0	TRN055	City Bridge Rehabilitation													
0		14 Bridge Assessments to 2018	11/27/2013	11/27/2018	1,000	0	0	0	0	0	0	0	0	1,000	0
0		16 City Bridge Rehab 2017 to 2026	01/01/2014	12/31/2023	9,870	0	0	0	0	0	0	0	0	9,870	0
0		17 City Bridge Rehab History 2015	01/01/2014	12/31/2015	29,611	0	0	0	0	0	0	0	0	29,611	0
0		19 2017 Recast Capital Budget	10/24/2016	10/24/2016	-6,488	0	0	0	0	0	0	0	0	-6,488	0
0		21 2018 Adjust - Ops Minor Bridge Handrail NY TEY	06/06/2017	06/06/2017	150	0	0	0	0	0	0	0	0	150	0
0		23 2018 Adjust Ops Minor Bridge Barriers Replace	06/26/2017	06/26/2017	100	0	0	0	0	0	0	0	0	100	0
0		24 2018 Adjustment - ECS	08/28/2017	08/28/2017	4,940	0	0	0	0	0	0	0	0	4,940	0
0		25 2018 Adjustment - Road Ops	08/28/2017	08/28/2017	500	0	0	0	0	0	0	0	0	500	0
0		27 2018 Adjust - Cashflows	09/24/2017	09/24/2017	1,200	0	0	0	0	0	0	0	0	1,200	0
		Project Sub-total:			40,883	0	0	0	0	0	0	0	0	40,883	0
0	TRN160	Engineering Studies													
0		16 2018 to 2027 Engineering Studies	01/01/2015	12/31/2024	4,584	0	0	1,284	0	0	0	0	0	3,300	0
0		17 Additional Funds 2016 to 2019	01/01/2016	12/31/2016	1,809	0	0	420	0	0	0	0	0	1,389	0
0		21 2017 History Engineering Studies	06/09/2017	06/09/2017	970	0	0	0	0	0	970	0	0	0	0
0		23 Broadview Extension and Commissioners EA	10/27/2017	10/27/2017	1,260	0	0	1,260	0	0	0	0	0	0	0
		Project Sub-total:			8,623	0	0	2,964	0	0	970	0	0	4,689	0
0	TRN380	Transportation Safety & Local Improvement Program													
0		11 2018 to 2027 TSLIP	01/01/2014	12/31/2024	1,305	0	0	0	0	0	0	0	0	1,305	0
0		15 2017 Recast Capital Budget	10/25/2016	10/25/2016	11	0	0	0	0	0	0	0	0	11	0
		Project Sub-total:			1,316	0	0	0	0	0	0	0	0	1,316	0
0	TRN906071	Port Union Road													
0		4 2016 - 2017 History Port Union Road	06/03/2015	06/03/2015	783	0	0	513	0	0	0	0	0	270	0
0		5 2017 Recast Capital Budget	06/16/2016	06/16/2016	1,650	0	0	1,155	0	0	0	0	0	495	0



CITY OF TORONTO

Appendix 5: 2018 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing					2018	Financing									
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
0	<u>TRN907926</u>	<u>Major Road Rehabilitation</u>													
0		13 2018 Adjustment - TAMS System	08/30/2017	08/30/2017	450	0	0	0	0	0	0	0	0	450	0
0		14 2018 Adjust - Cashflows	09/24/2017	09/24/2017	-5,000	0	0	0	0	0	0	0	0	-5,000	0
		Project Sub-total:			59,733	0	0	0	30,000	0	0	0	0	29,733	0
0	<u>TRN907937</u>	<u>Traffic Congestion Management</u>													
0		3 2016 & Future Traffic Congestion Management	01/01/2015	12/31/2015	1,670	0	0	0	0	0	0	0	0	1,670	0
0		4 2016 History Additional Funding 2016-2020	01/01/2016	12/31/2016	7,930	0	0	0	0	0	0	0	0	7,930	0
0		5 Change in Scope Additional Funding 2016-2019	01/01/2016	12/31/2016	-100	0	0	0	0	0	0	0	0	-100	0
0		7 2018 Adjust - Cashflows	09/24/2017	09/24/2017	-500	0	0	0	0	0	0	0	0	-500	0
		Project Sub-total:			9,000	0	0	0	0	0	0	0	0	9,000	0
0	<u>TRN908055</u>	<u>Road Safety Plan (Previously LGTSI)</u>													
0		2 2017 History LGTSI	01/01/2015	12/31/2017	925	0	0	0	0	0	0	0	0	925	0
0		7 2018 Adjustment	09/28/2017	09/28/2017	3,645	0	0	0	0	0	0	0	0	3,645	0
		Project Sub-total:			4,570	0	0	0	0	0	0	0	0	4,570	0
0	<u>TRN908059</u>	<u>Critical Interim Road Rehabilitation Pool</u>													
0		2 Interim Rehabilitation of Roads 2017	01/01/2015	12/31/2015	8,789	0	0	0	0	0	0	0	0	8,789	0
		Project Sub-total:			8,789	0	0	0	0	0	0	0	0	8,789	0
0	<u>TRN908060</u>	<u>Ditch Rehabilitation and Culvert Reconstruction</u>													
0		3 2017 History Ditch Rehab and Culvert	01/01/2016	12/31/2025	300	0	0	0	0	0	300	0	0	0	0
0		5 2018 to 2027 Ditch Rehab & Culvert Recon	01/01/2018	12/31/2018	1,500	0	0	0	0	0	0	0	0	1,500	0
		Project Sub-total:			1,800	0	0	0	0	0	300	0	0	1,500	0
0	<u>TRN908072</u>	<u>Bathurst Street Bridge Rehabilitation</u>													
0		3 Bathurst Street Bridge - 2016-2020	01/01/2018	12/31/2020	12,565	0	0	0	0	0	0	0	0	12,565	0
0		4 2017 Change in Scope	06/14/2016	06/14/2016	-6,681	0	0	0	0	0	0	0	0	-6,681	0
0		5 2018 Adjustment	08/28/2017	08/28/2017	-5,600	0	0	0	0	0	0	0	0	-5,600	0
		Project Sub-total:			284	0	0	0	0	0	0	0	0	284	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	350	0	0	0	0	0	0	0	0	350	0
		Project Sub-total:			350	0	0	0	0	0	0	0	0	350	0
0	<u>TRN908078</u>	<u>Local Road Rehabilitation</u>													
0		1 LRR History 2015 to 2019	01/01/2015	12/31/2024	45,770	0	0	0	0	0	0	0	0	45,770	0
0		2 Local Road Reconstruction PM 2013 to 2018	01/01/2015	12/31/2018	675	0	0	0	0	0	0	0	0	675	0
0		9 LRR 2017 to 2022	01/01/2015	12/31/2024	15,257	0	0	0	0	0	0	0	0	15,257	0

(Phase 2) 06-Transportation Services

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

Type: B Sub-Project Status: S2

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



CITY OF TORONTO

Appendix 5: 2018 Preliminary Capital Budget with Financing Detail

Transportation Services

Sub-Project Summary

Project/Financing

Priority Project Project Name

Project/Financing					2018	Financing									
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1	TRN907910	F.G. Gardiner - Critical Repairs													
0	8	Elevated Portion 2015	01/01/2013	12/31/2013	104,730	0	0	0	104,730	0	0	0	0	0	0
0	25	Elevated Portion 2016 Adjustments	12/10/2015	12/10/2015	-95,000	0	0	0	-95,000	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
Project Sub-total:					8,230	0	0	0	8,230	0	0	0	0	0	0
1	TRN908142	Major SOGR Pooled Contingency													
0	6	2015 Bridge Lanes Walks Roads 2017 to 2022	06/02/2015	06/02/2015	4,337	0	0	0	0	0	0	0	0	4,337	0
0	16	2017 Recast Capital Budget	10/24/2016	10/24/2016	-537	0	0	0	0	0	0	0	0	-537	0
Project Sub-total:					3,800	0	0	0	0	0	0	0	0	3,800	0
Program Total:					519,420	0	40,854	29,420	73,861	10,178	15,432	2,941	16,112	327,782	2,840

Status Code Description

S2 S2 Prior Year (With 2018 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2018 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 6

Reserve / Reserve Fund Review

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

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Development Charge Reserve Fund - Roads (XR2110)	Beginning Balance	52,830	52,830	63,787	73,208	77,776	75,092	74,916	85,643	109,738	138,819	169,187	
	Withdrawals (-)												
	Accessible Pedestrian Signals (Audible Signals)		(109)	(164)	(164)	(164)	(164)	(164)	(164)	(164)	(253)	(253)	(1,763)
	Advanced Traffic Signal Control		(485)	(675)	(675)	(675)	(675)	(675)	(675)	(675)			(5,210)
	Cycling Infrastructure		(1,068)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(1,495)	(14,523)
	Design Cherry St Realignment and Bridges		(1,400)										(1,400)
	Engineering Studies		(2,964)	(2,349)	(851)	(851)	(851)	(851)	(851)	(851)	(851)	(851)	(12,121)
	King Liberty Cycling Pedestrian Bridge		(10,320)	(1,510)									(11,830)
	Legion Road Extension & Grade Separation			(607)	(1,307)	(8,395)	(8,395)	(7,695)					(26,399)
	Metrolinx Additional Infrastructure				(5,000)	(2,750)	(5,000)	(5,000)					(17,750)
	New Traffic Control Signals / Devices		(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(1,090)	(10,900)
	North York Service Road Extension			(683)	(1,274)	(3,094)	(3,822)						(8,873)
	Pedestrian Safety and Infrastructure Programs		(81)	(82)	(84)	(85)	(86)	(87)	(89)	(90)	(91)	(78)	(853)
	Port Union Road		(135)	(3,150)	(1,680)	(1,400)							(6,365)
	Regent Park Revitalization		(20)	(106)	(48)	(163)							(337)
	Scarlett/St Clair/Dundas		(1,323)	(4,329)	(5,254)	(2,072)							(12,978)
	Sidewalks		(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(747)	(7,470)
	Six Points Interchange Redevelopment		(280)	(3,877)	(3,089)								(7,246)
	St Clair TMP-Keele to Old Weston Separation			(462)	(3,652)	(4,299)	(4,299)	(4,299)	(4,299)				(21,310)
	Steeles Widenings (Tapscott Road - Beare Road)			(660)	(660)	(5,720)	(5,720)						(12,760)
	Traffic Control - RESCU		(28)	(28)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(144)
	Traffic Signals Major Modifications		(895)	(895)	(895)	(895)	(895)	(895)	(895)	(895)	(895)	(895)	(8,950)
	Total Withdrawals		(20,945)	(22,909)	(27,976)	(35,556)	(33,250)	(23,009)	(10,316)	(6,018)	(5,433)	(5,420)	(190,832)
	Contributions (+)												
			31,902	32,330	32,544	32,872	33,074	33,736	34,411	35,099	35,801	36,517	338,286
	Total Contributions		31,902	32,330	32,544	32,872	33,074	33,736	34,411	35,099	35,801	36,517	338,286
Total Reserve Fund Balance at Year-End		52,830	63,787	73,208	77,776	75,092	74,916	85,643	109,738	138,819	169,187	200,284	147,454

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Development Charge Reserve Fund - Parks and Recreation (XR2114)	Beginning Balance	97,238,565	97,238,565	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	
	Withdrawals (-)												
	Toronto Bike Plan - City-Wide		(500)										(500)
	Total Withdrawals		(500)	-	-	-	-	-	-	-	-	-	(500)
	Contributions (+)												
Total Contributions			-	-	-	-	-	-	-	-	-	-	-
Total Reserve Fund Balance at Year-End		97,238,565	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	97,238,065	(500)

* Based on the 2017 Q3 Variance Report

Appendix 6 - Continued

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

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Public Realm Reserve Fund (XR1410)	Beginning Balance	21,678,520	21,678,520	21,676,520	21,674,520	21,672,520	21,670,520	21,668,520	21,666,520	21,664,520	21,662,520	21,660,520	
	Withdrawals (-)												
	Neighbourhood Improvements		(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,000)
	Total Withdrawals		(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	(20,000)
	Contributions (+)												-
	xxxxxxxxxxxxxxxxxxxx												-
	xxxxxxxxxxxxxxxxxxxx												-
	xxxxxxxxxxxxxxxxxxxx												-
	Total Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Other Program/Agency Net Withdrawals (-) and Contributions (+)													-
Total Reserve Fund Balance at Year-End			21,678,520	21,676,520	21,674,520	21,672,520	21,670,520	21,668,520	21,666,520	21,664,520	21,662,520	21,660,520	(20,000)

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Land Acquisition Reserve Fund (XR1012)	Beginning Balance	89,264,564	89,264,564	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	
	Withdrawals (-)												
	Six Points Interchange Redevelopment		(3,300)										(3,300)
	Total Withdrawals		(3,300)	-	-	-	-	-	-	-	-	-	(3,300)
	Contributions (+)												-
	Total Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Other Program/Agency Net Withdrawals (-) and Contributions (+)													-
Total Reserve Fund Balance at Year-End			89,264,564	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	89,261,264	(3,300)

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Capital Financing Reserve (XQ0011)	Beginning Balance	357,238,996	357,238,996	357,177,676	357,132,793	357,088,768	357,045,905	357,002,780	356,733,193	356,596,693	356,566,693	356,536,693	
	Withdrawals (-)												
	Major Road Rehabilitation		(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(30,000)	(300,000)
	LARP (Lawrence-Allen Revitalization Project)		(450)	(1,813)	(2,475)	(1,313)	(1,575)	(787)					(8,413)
	F.G. Gardiner		(30,870)	(13,070)	(11,550)	(11,550)	(11,550)	(238,800)	(106,500)				(423,890)
	Total Withdrawals		(61,320)	(44,883)	(44,025)	(42,863)	(43,125)	(269,587)	(136,500)	(30,000)	(30,000)	(30,000)	(732,303)
	Contributions (+)												-
	Total Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Other Program/Agency Net Withdrawals (-) and Contributions (+)													-
Total Reserve Fund Balance at Year-End			357,238,996	357,177,676	357,132,793	357,088,768	357,045,905	357,002,780	356,733,193	356,596,693	356,566,693	356,536,693	(732,303)

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Light Emitting Diode (LED) Reserve Fund (XR1407)	Beginning Balance	7,007,914	7,007,914	7,006,214	7,004,514	7,002,814	7,001,114	6,999,414	6,997,714	6,996,014	6,994,314	6,992,614	
	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)
	Contributions (+)												-
	Total Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Other Program/Agency Net Withdrawals (-) and Contributions (+)													-
Total Reserve Fund Balance at Year-End			7,007,914	7,006,214	7,004,514	7,002,814	7,001,114	6,999,414	6,997,714	6,996,014	6,994,314	6,992,614	(17,000)

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	
Planning Act Reserve Fund - Section 37 (XR3026)	Beginning Balance	169,722,151	169,722,151	169,722,151	169,722,151	169,722,151	169,719,651	169,719,651	169,719,651	169,719,651	169,719,651	169,719,651	
	Withdrawals (-)												
	New Courthouse Streetscape					(2,500)							(2,500)
	Total Withdrawals		-	-	-	(2,500)	-	-	-	-	-	-	(2,500)
	Contributions (+)												-
	Total Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Other Program/Agency Net Withdrawals (-) and Contributions (+)													-
Total Reserve Fund Balance at Year-End			169,722,151	169,722,151	169,722,151	169,719,651	169,719,651	169,719,651	169,719,651	169,719,651	169,719,651	169,719,651	(2,500)

* Based on the 2017 Q3 Variance Report