



City Budget
2013

Transportation Services
Capital Program Summary

The City of Toronto's budget is presented by program and service, in Analyst Note format. The City's Capital Budget funds major infrastructure.

2013 - 2022 Capital Program

2013 CAPITAL PROGRAM SUMMARY COUNCIL APPROVED JANUARY 16, 2013

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PART I: 2013 CAPITAL BUDGET AND PLAN

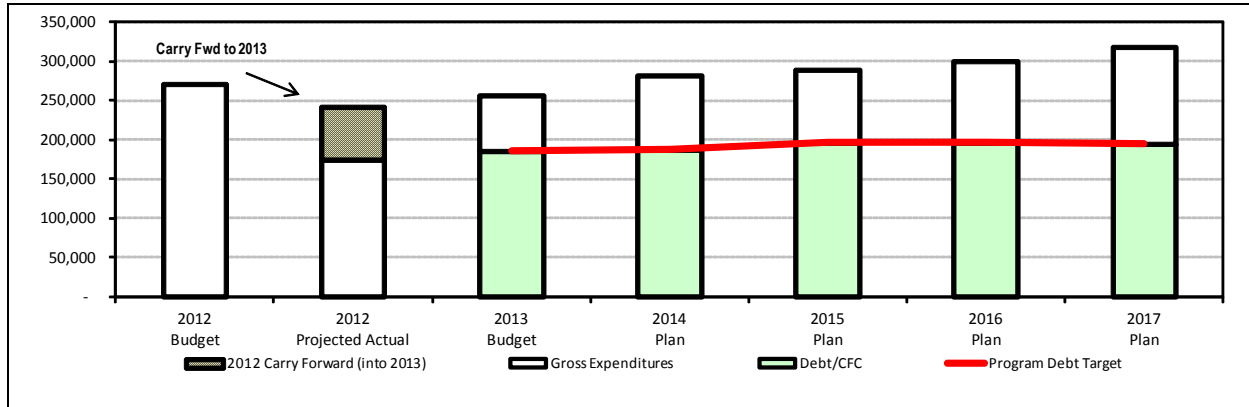
City Council approved the following recommendations:

1. City Council approve the 2013 Capital Budget for Transportation Services with a total project cost of \$406.218 million, and 2013 cash flow of \$322.813 million and future year commitments of \$173.365 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 61 new/change in scope sub-projects with a 2013 total project cost of \$406.218 million that requires cash flow of \$232.853 million in 2013 and future year commitments of \$104.038 million in 2014; \$18.498 million in 2015; \$19.152 million in 2016; \$14.823 million in 2017; \$14.330 million in 2018; \$2.086 million in 2019 and \$0.438 million in 2020;
 - ii) 10 previously approved sub-projects with a 2013 cash flow of \$23.778 million;
 - b) 2012 approved cash flow for 35 previously approved sub-projects with carry forward funding from 2012 into 2013 totaling \$66.182 million.
2. City Council approve new debt service costs of \$2.850 million in 2013 and incremental debt costs of \$17.845 million in 2014; \$6.836 million in 2015; \$1.967 million in 2016; \$1.743 million in 2017; \$0.626 million in 2018 and \$0.510 million in 2019 resulting from the approval of the 2013 Capital Budget, to be included in the 2013 and future year operating budgets; and
3. City Council approve the 2014-2022 Capital Plan for Transportation Services totaling \$2.515 billion in project estimates, comprised of \$177.032 million in 2014; \$270.904 million in 2015; \$281.006 million in 2016; \$303.518 million in 2017; \$297.582 million in 2018; \$283.661 million in 2019; \$299.090 million in 2020; \$300.230 million in 2021; and, \$301.495 million in 2022.
4. The General Manager, Transportation Services report on future year operating impacts of the 2013-2022 Capital Plan in time for consideration with the 2014 Budget Process.
5. The Capital and Repair/Maintenance cost items relating to the Gardiner Expressway east of Jarvis Street be tracked as a distinct Capital Project.
6. The General Manager, Transportation Services, in consultation with the Executive Director of Technical Services provide as part of the 2014 – 2023 Capital Budget and Plan submission, impacts arising from the strategic plan for the rehabilitation, repair and maintenance of the F. G. Gardiner Expressway, including an assessment of its asset value.
7. 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 as part of the 2014 - 2023 Capital Budget and Plan Submission

8. The City Manager explore options for a world-wide Request for Expressions of Interest (REOI) or Request for Information (RFI) for alternative service delivery for the Gardiner Expressway, Don Valley Parkway, and building subways, and report back by May 2013.
9. City staff submit an Expression of Interest for the Galaxy Boulevard and Skyway Avenue project (the "Project"), located in the Dixon Road/Highway 27 area, with an estimated cost of \$2,200,000, requesting funding in the amount of \$1,980,000 under the MIII Capital Program, substantially in the form attached to the letter (January 8, 2013) from Councillor Del Grande.
10. City Council certify that:
 - a) the information in the Expression of Interest attached to the letter (January 8, 2013) from Councillor Del Grande is factually accurate; and
 - b) the City of Toronto has a comprehensive asset management plan that includes all of the information and analysis described in the provincial "Building Together: Guide for Municipal Asset Management Plans" in place.
11. The City Manager or his designate execute all documentation associated with the City's application under the MIII Capital Program for funding of the Project, including the Expression of Interest and any related future application forms.
12. The Mayor and/or the City Manager enter into any necessary funding agreement with the Province of Ontario or any appropriate government agency should the Project be awarded funding under the MIII Capital Program, generally in accordance with the terms set out by the Province and set out in the Expression of Interest and to the satisfaction of the City Manager in consultation with the City Solicitor.
13. Any future budget amendments that may result if funding is received for the Project under the MIII Capital Program be reported as part of regular quarterly Capital Budget variance reports.

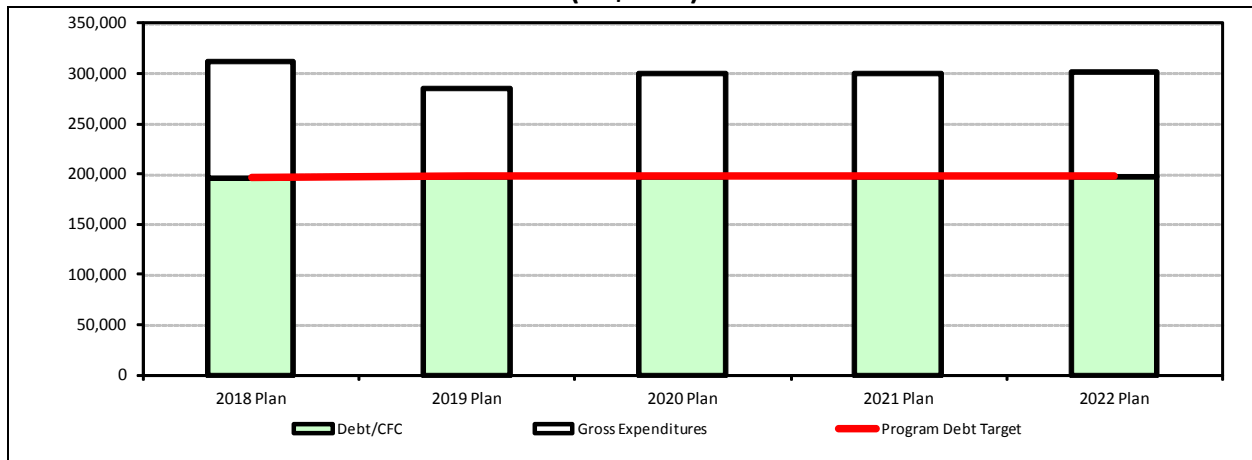
PART II: 2013 – 2022 CAPITAL PROGRAM

10-Year Capital Plan
2013 Budget, 2014 - 2017 Plan
 (In \$000s)



| | 2013 Budget and 2014-2017 Plan | | | | | | | | 5-Year Total Percent |
|--|--------------------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------------------|
| | 2012 | | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | |
| | Budget | Projected Actual | | | | | | | |
| Gross Expenditures: | | | | | | | | | |
| 2012 Capital Budget & Approved FY Commitment | 271,637 | 175,505 | 23,778 | | | | | 23,778 | 1.6% |
| Changes to Approved FY Commitments | | | | | | | | | 0.0% |
| 2013 New/Change in Scope and Future Year Commitments | | | 232,853 | 104,038 | 18,498 | 19,152 | 14,823 | 389,364 | 26.9% |
| 2014- 2017 Capital Plan Estimates | | | | 177,032 | 270,904 | 281,006 | 303,518 | 1,032,460 | 71.4% |
| 2-Year Carry Forward for Reapproval | | | | | | | | | 0.0% |
| 1-Year Carry Forward to 2013 | | 66,182 | | | | | | | |
| Total Gross Annual Expenditures & Plan | 271,637 | 175,505 | 256,631 | 281,070 | 289,402 | 300,158 | 318,341 | 1,445,602 | 100.0% |
| Program Debt Target | | | 185,808 | 188,422 | 195,956 | 196,302 | 195,503 | 961,991 | |
| Financing: | | | | | | | | | |
| Debt/CFC | | | 185,808 | 188,422 | 195,955 | 196,302 | 195,503 | 961,990 | 66.5% |
| Reserves | | | 14,771 | 63,743 | 64,715 | 68,357 | 77,513 | 289,099 | 20.0% |
| Reserve Funds | | | 2,430 | 2,750 | 3,700 | 7,025 | 7,301 | 23,206 | 1.6% |
| Development Charges | | | 21,272 | 15,215 | 17,772 | 21,214 | 30,764 | 106,237 | 7.3% |
| Provincial/Federal | | | | | | | | | 0.0% |
| Other Revenue | | | 32,350 | 10,940 | 7,260 | 7,260 | 7,260 | 65,070 | 4.5% |
| Total Financing | | | 256,631 | 281,070 | 289,402 | 300,158 | 318,341 | 1,445,602 | 100.0% |
| By Project Category: | | | | | | | | | |
| Health & Safety | | | 10,399 | 10,414 | 10,430 | 10,446 | 9,003 | 50,692 | 3.5% |
| Legislated | | | | | | | | | 0.0% |
| SOGR | | | 176,681 | 229,464 | 231,732 | 232,983 | 234,362 | 1,105,222 | 76.5% |
| Service Improvement | | | 19,129 | 21,152 | 16,430 | 17,366 | 16,750 | 90,827 | 6.3% |
| Growth Related | | | 50,422 | 20,040 | 30,810 | 39,363 | 58,226 | 198,861 | 13.8% |
| Total by Project Category | | | 256,631 | 281,070 | 289,402 | 300,158 | 318,341 | 1,445,602 | 100.0% |
| Asset Value (\$) at year-end | 9,890,000 | | 9,890,000 | 10,129,300 | 10,409,701 | 10,622,305 | 10,837,416 | 11,372,189 | |
| Yearly SOGR Backlog Estimate (not addressed by current plan) | | | (15,133) | (32,250) | (30,509) | (14,535) | (35,954) | | |
| Accumulated Backlog Estimate (end of year) | | 964,155 | 949,022 | 916,772 | 886,263 | 871,728 | 835,774 | | |
| Backlog: Percentage of Asset Value (%) | | 9.7% | 9.6% | 9.1% | 8.5% | 8.2% | 7.7% | | |
| Debt Service Costs | | | 3,252 | 22,387 | 35,017 | 30,165 | 23,672 | 114,492 | |
| Operating Impact on Program Costs | | | | | | | | | |
| New Positions | | | | | | | | | |

**10-Year Capital Plan
2018-2022 Plan
(In \$000s)**



| | 2018-2022 Capital Plan | | | | | | 10-Year Total Percent |
|--|------------------------|-------------------|-------------------|-------------------|-------------------|------------------|-----------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2013-2022 | |
| Gross Expenditures: | | | | | | | |
| 2012 Capital Budget & Approved FY Commitments | | | | | | 23,778 | 0.8% |
| Changes to Approved FY Commitments | | | | | | | 0.0% |
| 2013 New/Change in Scope and Future Year Commitments | 14,330 | 2,086 | 438 | | | 406,218 | 13.8% |
| 2018 - 2022 Capital Plan Estimates | 297,582 | 283,661 | 299,090 | 300,230 | 301,495 | 2,514,518 | 85.4% |
| Total Gross Annual Expenditures & Plan | 311,912 | 285,747 | 299,528 | 300,230 | 301,495 | 2,944,514 | 100.0% |
| Program Debt Target | 196,591 | 197,767 | 197,655 | 197,655 | 197,500 | 1,949,159 | |
| Financing: | | | | | | | |
| Debt/CFC | 196,591 | 197,766 | 197,655 | 197,655 | 197,500 | 1,949,157 | 66.2% |
| Reserves | 78,248 | 69,128 | 77,125 | 77,827 | 79,247 | 670,674 | 22.8% |
| Reserve Funds | 5,500 | 2,000 | 2,000 | 2,000 | 2,000 | 36,706 | 1.2% |
| Development Charges | 24,313 | 9,593 | 15,488 | 15,488 | 15,488 | 186,607 | 6.3% |
| Provincial/Federal | | | | | | | 0.0% |
| Other Revenue | 7,260 | 7,260 | 7,260 | 7,260 | 7,260 | 101,370 | 3.4% |
| Total Financing | 311,912 | 285,747 | 299,528 | 300,230 | 301,495 | 2,944,514 | 100.0% |
| By Project Category: | | | | | | | |
| Health & Safety | 9,020 | 9,037 | 9,037 | 9,037 | 9,037 | 95,860 | 3.3% |
| Legislated | | | | | | | 0.0% |
| SOG | 241,621 | 248,514 | 251,284 | 251,363 | 253,461 | 2,351,465 | 79.9% |
| Service Improvement | 15,660 | 15,916 | 15,916 | 15,916 | 15,916 | 170,151 | 5.8% |
| Growth Related | 45,611 | 12,280 | 23,291 | 23,914 | 23,081 | 327,038 | 11.1% |
| Total by Project Category | 311,912 | 285,747 | 299,528 | 300,230 | 301,495 | 2,944,514 | 100.0% |
| Asset Value(\$) at year-end | 11,372,189 | 11,614,303 | 11,849,554 | 12,094,815 | 12,340,817 | | |
| Yearly SOGR Backlog Estimate (not addressed by current plan) | (50,232) | (992) | (20,507) | (23,903) | (44,185) | | |
| Accumulated Backlog Estimate (end of year) | 785,542 | 784,550 | 764,043 | 740,140 | 695,955 | | |
| Backlog: Percentage of Asset Value (%) | 6.9% | 6.8% | 6.4% | 6.1% | 5.6% | | |
| Debt Service Costs | 24,731 | 23,824 | 24,515 | 23,753 | 23,763 | 235,079 | |
| Operating Impact on Program Costs | | | | | | | |
| New Positions | | | | | | | |

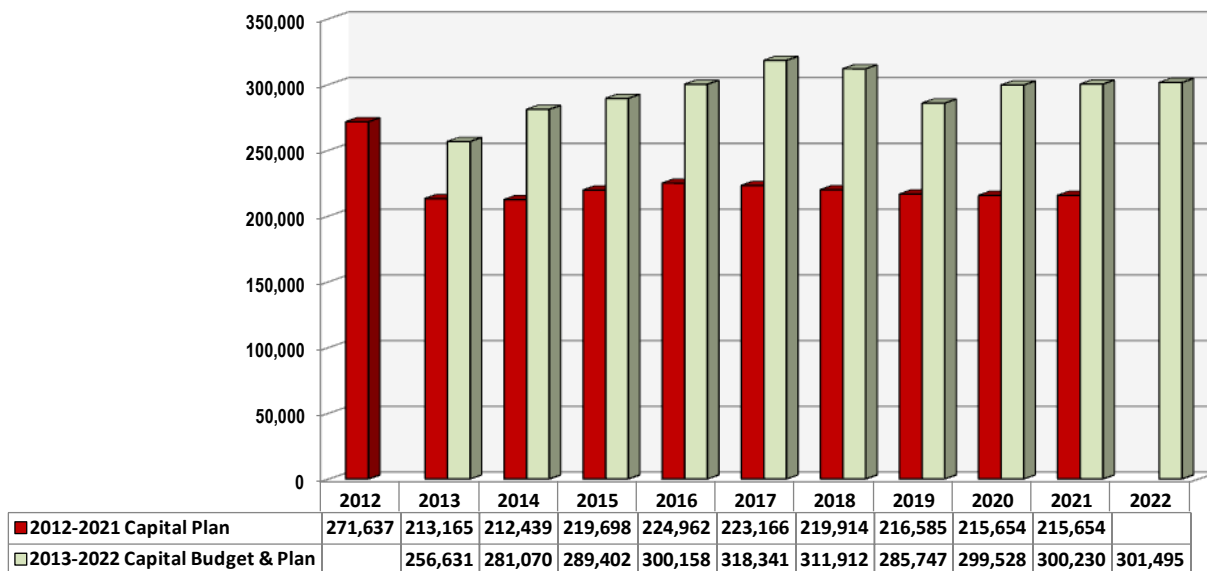
10-Year Capital Plan Overview

- Transportation Services is responsible for the maintenance of infrastructure assets valued at \$9.9 billion, comprised of 5,355 km of roads, 300 km of expressways, 7,100 km of sidewalks, 539 bridges and 2,205 traffic signals across the City.
- The 2013–2022 Capital Budget and Plan focuses on maintaining these assets in a state of good repair (SOGR). Specifically, additional SOGR funding of \$620.329 million is for capital work on the F.G. Gardiner expressway and major roads reconstruction and resurfacing projects.
- The 10-Year Capital Plan also allocates funding for the transportation network safety improvement and optimization projects such as Light Emitting Diode (LED) signal module conversions, accessible pedestrian signals, and advanced traffic control signal initiatives including RESCU projects.
- Several multi-year growth related initiatives such as the Six Points Interchange Redevelopment, Regent Park Revitalization, and the service road in the North Yonge Centre will be completed over the 10-year planning horizon, in order to accommodate development growth.
 - The 10-Year Capital Plan also includes additional funding of \$126.474 million for new growth related initiatives, including Steeles Widening (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation and Phase 1 of the Lawrence-Allen Revitalization Project.
- The 2013–2022 Capital Budget and Plan totals \$2.945 billion, of which \$1.446 billion or 49.1% is projected for the first 5 years, with the final 5 years requiring funding of \$1.499 billion or 50.9%.
- The 10-year Capital Plan requires new debt funding of \$1.949 billion, which is in line with the debt affordability guideline in each year of the 10-year planning period.
 - Debt funding of \$1.949 billion comprises 66.2% of the Transportation Services 10-year capital funding.
 - Additional capital financing of \$670.674 million or 22.8% will be provided from the Capital Financing Reserve, funded from proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets, dividends and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
 - Other sources of funding include Development Charges (\$186.607 million or 6.3%), Other Revenue (\$101.370 million or 3.4%) (e.g. third party funding, interdivisional funding, Section 37) and Reserve Funds (\$36.706 or 1.2%).

- The current SOGR backlog is estimated at \$964.155 million or 9.7% of the total asset value of \$9.9 billion.
 - The 10-Year Capital Plan dedicates approximately \$235.147 million annually to address state of good repair projects, primarily the F.G. Gardiner expressway and major road reconstruction and resurfacing. This will not be sufficient to eliminate the current backlog over the 10-year period, but will result in reducing the backlog from \$964.155 million or 9.7% of the asset value to \$695.955 million or 5.6% of the asset value by 2022.
- As part of the 2013 Budget process, additional capital funding of \$748 million was identified to finance key unfunded projects that will address growth in the City; increase state of good repair funding for the resurfacing and reconstruction of major roads in the City; and to rehabilitate the F.G. Gardiner Expressway.

Key Changes to the 2012 - 2021 Capital Plan

Changes to the 2012 -2021 Capital Plan
(In \$000s)



The 2013 Capital Budget and 2014-2022 Capital Plan reflects an increase of \$681.782 million or 34.8% from the 2012-2021 Capital Plan. The changes to the 2012-2021 Capital Plan are primarily the result of increased funding for SOGR work on the F.G. Gardiner Expressway and major road reconstruction and resurfacing projects over the next 10-year period, as outlined below:

- Additional SOGR funding has been allocated to the F. G. Gardiner expressway (\$294.333 million) and major road reconstruction and resurfacing projects (\$255.000 million).

 - With the addition of SOGR funding included in the 10-Year Capital Plan targeted at improvements to the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will now decrease over the 10-year planning period from \$964 million in 2012 to \$696 million or 5.6% of the asset replacement value by 2022.
- Funding has also been added for several key growth-related projects which will contribute to alleviating traffic in areas of the City that have experienced significant growth over recent years, including Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation for a total amount of \$100 million.
- \$6.274 million has also been added to the 10-Year Capital Plan to provide necessary infrastructure to support the first phase of the Lawrence-Allen Revitalization Project.

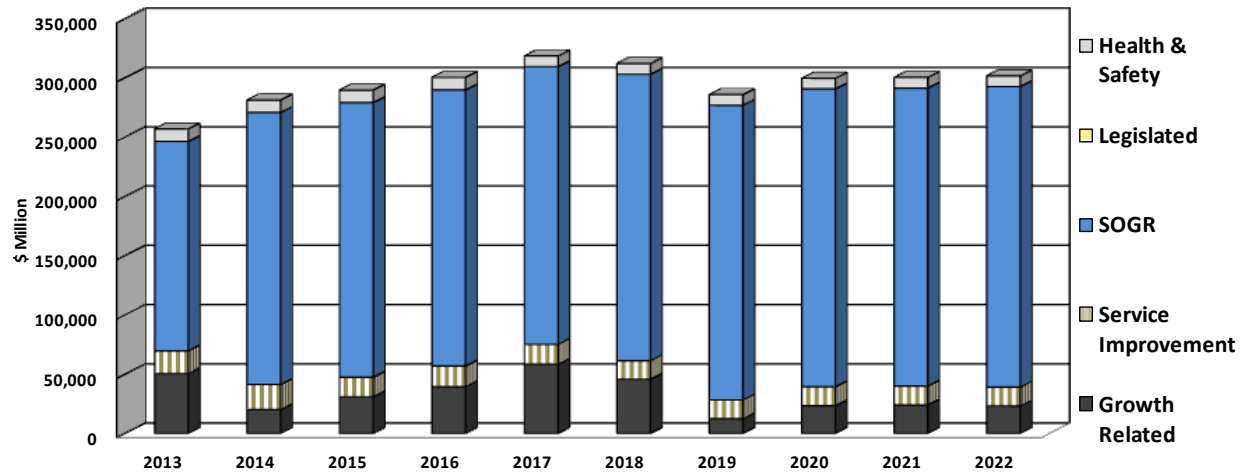
- The following chart details the key project cash flow changes to the 2013 – 2022 Capital Plan.

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

| Key Projects | Total Project Cost | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2013 - 2021 | Revised Total Project Cost |
|--|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------------------|
| Previously Approved | | | | | | | | | | | | |
| Front Street Reconfiguration - EA & Streetscape Improvements | 5,000 | 1,100 | 3,300 | | | | | | | | 4,400 | 9,400 |
| Various Construction Projects | 40,000 | 21,000 | | | | | | | | | 21,000 | 61,000 |
| Total Previously Approved | 45,000 | 22,100 | 3,300 | | | | | | | | 25,400 | 70,400 |
| New | | | | | | | | | | | | |
| F.G. Gardiner | 169,831 | 8,613 | 32,981 | 32,724 | 33,952 | 34,917 | 36,058 | 37,076 | 38,436 | 39,576 | 294,333 | 505,160 |
| Major Roads Reconstruction & Resurfacing | 369,729 | 15,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 255,000 | 654,729 |
| Lawrence Allen Revitalization Project (Phase 1) | | 13 | | 550 | 1,094 | 1,153 | 940 | 2,086 | 438 | | 6,274 | 6,274 |
| St. Clair West / Metrolinx Grade Separation | | | | 2,000 | 6,000 | 12,000 | 12,000 | | | | 32,000 | 32,000 |
| Steeles Widening (Tapscott - Beare) | | | | 4,000 | 4,000 | 17,000 | 13,000 | | | | 38,000 | 38,000 |
| Legion Road Extension & Grade Separation | | | | | | | | | 15,000 | 15,000 | 30,000 | 45,000 |
| Other | | (2,260) | 2,350 | 430 | 150 | 105 | | | | | 775 | |
| Total New | 539,560 | 21,366 | 65,331 | 69,704 | 75,196 | 95,175 | 91,998 | 69,162 | 83,874 | 84,576 | 656,382 | 1,421,963 |
| Total Changes | 584,560 | 43,466 | 68,631 | 69,704 | 75,196 | 95,175 | 91,998 | 69,162 | 83,874 | 84,576 | 681,782 | 1,492,363 |

2013 – 2022 Capital Plan

2013–2022 Capital Plan by Project Category
(In \$000s)



The 10-Year Capital Plan of \$2.945 billion provides funding for Health and Safety projects of \$95.860 million; State of Good Repair (SOGR) projects of \$2.351 billion; Service Improvement projects of \$170.151 million, and Growth Related of \$327.038 million.

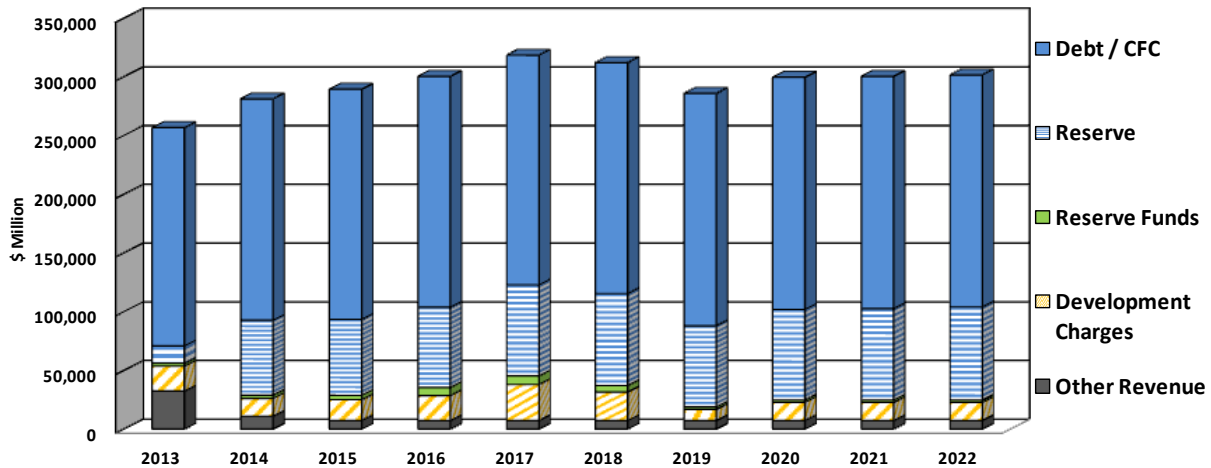
- Health and Safety projects represent approximately \$95.860 million or 3.3% of the total Capital Plan spending of \$2.945 billion.

 - Health and Safety projects include signage and traffic safety projects such as accessible/audible pedestrian signals and the salt management program.
 - \$50.692 million or 52.9% of the funding will be spent during the first five years. The remaining \$45.168 million or 47.1% is planned for the second five years of the 10-Year Capital Plan.
 - Funding for these projects remains stable over the period, averaging approximately \$9.6 million annually.
- State of Good Repair (SOGR) projects make up the largest category of projects in the Transportation Services' 10-Year Capital Plan with funding totaling \$2.351 billion or 79.9% of the total planned cash flow of \$2.945 billion.

 - State of Good Repair projects include maintenance and rehabilitation work on bridges, expressways (F.G. Gardiner and Don Valley Parkway), major and local road reconstruction and resurfacing projects and sidewalk maintenance.
 - \$1.105 billion or 47.0% of the total planned cash flow for SOGR projects will be spent during the first 5 years. Annual investment in these projects will increase by 32.7%, from \$176.681 million or 68.9% in 2013 to \$234.362 million or 73.6% of total expenditures in 2017. At the end of this period, total state of good repair funding will amount to 76.5% of the total planned cash flow.

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- Another \$1.246 billion or 53% of the total cash flow is dedicated to SOGR projects during the second 5 years. The growing trend continues based on increased focus of capital investment in addressing aging infrastructure, with another 4.9% increase in investment over the period, from \$241.621 million or 77.5% in 2018 to \$253.461 million or 84% allocated to State of Good Repair projects in 2022. At the end of the 10-year period, State of Good Repair projects will account for \$2.351 billion or 79.9% of total planned spending.
 - Service Improvement projects require funding of approximately 5.8% or \$170.151 million of the total planned cash flow included in the 10-Year Capital Plan.
 - Key Service Improvement projects include advanced traffic signal and control projects such as RESCU, safety, operational and facility improvements and cycling infrastructure enhancements.
 - \$90.827 million or 53.3% of project funding will be spent over the first five year period.
 - Apart from 2014 when funding for these projects is slightly higher than average (\$21.152 million), mainly due to higher investments in advanced traffic control and RESCU systems, project funding remains at consistent levels of approximately \$17.0 million annually over the period.
 - Growth Related projects account for 11.1% or \$327.038 million of the total 10-Year Capital Plan funding.
 - Examples of Growth Related projects include Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, Legion Road Extension & Grade Separation, Lawrence-Allen Revitalization Project (Phase 1), completion of the service road in the North Yonge Centre, and Six Points Interchange Redevelopment.
 - \$198.861 million or 60.8% of funding for these projects will be spent from 2013-2017. Annual funding will increase over the first 5-year period, from \$50.422 million or 19.7% in 2013 to \$58.226 or 18.3% in 2017. This increase coincides with the anticipated start of the Six Points Interchange Redevelopment project, Steeles Widenings (Tapscott Road - Beare Road), St Clair West/Metrolinx Georgetown Grade Separation, and Lawrence-Allen Revitalization Project (Phase 1) in 2015. At the end of the 10-year period, growth related projects will account for 13.8% of the total planned cash flow.
 - In 2018, significant investment in Growth Related projects (\$45.611 million) will continue primarily due to the Steeles Widenings (Tapscott Road - Beare Road) and St. Clair West/Metrolinx Georgetown Grade Separation projects. However, by the end of 2022, funding will decline to \$23.081 million or 7.6%. At the end of the 10-year period, Growth Related projects will account for 11.1% of total spending.
 - The main focus of the 10-Year Capital Plan is to allocate stable funding to the various categories of projects (i.e. growth related), with significant investment in State of Good Repair projects. In this way, the City is balancing the needs of existing infrastructure characterized by an aging transportation network, with requirements to accommodate growth.
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2013–2022 Capital Plan by Funding Source
(In \$000s)



The 10-Year Capital Plan of \$2.945 billion will be financed by \$1.949 billion of debt, \$670.674 million from Reserve (Capital Finance Strategy), Reserve Funds of \$36.706 million, \$186.607 million from Development Charges, and Other Revenue of \$101.370 million (i.e. third party funding, interdivisional funding, Section 37).

- Debt accounts for \$961.990 million or 66.6% of the financing for the 2013 Budget and 2014 – 2017 Capital Plan and amounts to \$1.949 billion or 66.2% of the 10-Year Capital Plan. The program has met their debt target for each of the 1, 5 and 10-year periods.
- Capital financing from reserves constitutes \$289.099 million or 20.0% of required funding in the first 5 years and \$670.674 million or 22.8% over 10 years.
 - Financing is from reserve funding, which is to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- Reserve Funds constitute \$23.206 million or 1.6% of required funding in the first 5 years and \$36.706 million of 1.2% over 10 years.
 - This financing source is primarily for specific eligible projects (i.e. Bike Plans, Six Points Interchange Redevelopment, Neighbourhood Improvements).
- Development Charges (DC) fund approximately 6.3% or \$186.607 million of the 10-Year Capital Plan and it is used for Growth Related and Service Improvement projects.
 - \$106.237 million or 56.9% of total Development Charge financing will be spent during the first five years. In 2017, a spike in annual funding occurs for \$30.764 million as a result of significant spending in that year on several new growth related projects (i.e. Steeles Widening (Tapscott Road - Beare Road), St. Clair West/Metrolinx Georgetown

Grade Separation, Six Points Interchange Redevelopment). At the end of the 5-year period Development Charge funding will constitute 7.4% of total financing.

- Another \$80.370 million or 43.1% is allocated within the second 5-years of the 10-Year Capital Plan. Annual Development Charge financing declines to \$15.488 million in 2022, with this source representing 5.1% of total financing. This is due to an increased investment in State of Good Repair projects, which are funded from debt and the Capital Financing Strategy.
- Development Charge funding for eligible growth projects has been maximized resulting in an increase to DC funding of \$69 million from existing DC By-Law balances and projected contributions. DC funded projects included in the 10-Year Capital Plan have been confirmed as eligible for Development Charge financing and have been included in the approved Development Charges By-law. Development Charge revenue projections have been updated, indicating higher than expected revenues in future years. Consequently, Development Charge funded projects were revised to ensure maximum use of available funding. This allowed debt funding for Transportation Services' 10-Year Capital Plan to remain in line with the debt affordability guideline in each of the 10 years.
- Other Third Party funding accounts for \$101.370 million or 3.4% of total financing and includes Section 37 funding for traffic control signals, construction of local roads and funding for TTC track replacement work on the City's right of ways.
 - \$65.070 million or 64.2% is allocated during the first five years. The remaining \$36.300 million or 35.8% will be used during the second 5 years of the 10-Year Capital Plan. Overall, these funding sources will decline after 2013 and remain fairly steady over the remaining period as they are related to specific development projects.
- The 10-Year Capital Plan is primarily funded by debt as the majority of the Transportation Services' capital projects are State of Good Repair (SOGR) projects. Increased funding from the Capital Financing Reserve has allowed a significant increase in SOGR projects for the F.G. Gardiner Expressway, major road reconstruction and resurfacing and key growth related projects in the City. The increase in Development Charge funding in this 10-Year Capital Plan enables Transportation Services to address more growth related projects while meeting their debt guidelines for the period.

Major Capital Initiatives by Category

Summary of Major Capital Initiatives by Category
(In \$000s)

| | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | 2013-2022 Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| Health & Safety | | | | | | | | | | | |
| Signal Major Modifications | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 22,900 |
| Accessible Pedestrian Signals (Audible Signals) | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 810 | 810 | 810 | 810 | 810 | 10,860 |
| Pedestrian Safety and Infrastructure Programs | 610 | 625 | 641 | 657 | 673 | 690 | 707 | 707 | 707 | 707 | 6,724 |
| Sub-Total | 4,400 | 4,415 | 4,431 | 4,447 | 3,773 | 3,790 | 3,807 | 3,807 | 3,807 | 3,807 | 40,484 |
| State of Good Repair (SOGR) | | | | | | | | | | | |
| F.G. Gardiner | 25,000 | 49,500 | 49,380 | 50,610 | 51,860 | 53,150 | 54,470 | 55,830 | 56,970 | 58,390 | 505,160 |
| Major Road Resurfacing | 40,661 | 50,665 | 50,026 | 47,568 | 44,476 | 44,383 | 44,341 | 42,395 | 42,341 | 42,341 | 449,197 |
| Major Road Reconstruction | 16,786 | 19,537 | 17,607 | 21,716 | 20,102 | 19,666 | 22,295 | 23,851 | 24,736 | 24,736 | 211,032 |
| City Bridge Rehabilitation | 46,639 | 32,567 | 32,788 | 35,551 | 35,754 | 43,112 | 43,486 | 43,073 | 42,012 | 41,857 | 396,839 |
| Local Road Resurfacing | 30,997 | 28,725 | 28,857 | 28,792 | 28,635 | 30,652 | 32,768 | 33,900 | 33,969 | 34,802 | 312,097 |
| Local Road Reconstruction | 16,341 | 18,431 | 21,627 | 18,342 | 20,651 | 21,239 | 22,175 | 23,000 | 23,500 | 23,500 | 208,806 |
| Sidewalks | 12,901 | 13,801 | 15,304 | 13,970 | 16,128 | 12,483 | 12,358 | 12,674 | 11,274 | 11,274 | 132,167 |
| Laneways | 2,858 | 2,263 | 2,320 | 2,320 | 2,437 | 2,498 | 2,060 | 2,000 | 2,000 | 2,000 | 22,756 |
| Traffic Plant Requirements/Signal Asset Management | 7,000 | 6,000 | 5,736 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 60,736 |
| Don Valley Parkway Rehabilitation | 4,207 | 2,262 | 2,319 | 2,319 | 2,435 | 2,496 | 2,558 | 2,558 | 2,558 | 2,558 | 26,270 |
| Sub-Total | 203,390 | 223,751 | 225,964 | 227,188 | 228,478 | 235,679 | 242,511 | 245,281 | 245,360 | 247,458 | 2,325,060 |
| Service Improvements | | | | | | | | | | | |
| Cycling Infrastructure | 11,680 | 9,230 | 9,480 | 9,850 | 9,205 | 8,100 | 8,303 | 8,303 | 8,303 | 8,303 | 90,757 |
| Advanced Traffic Signal Control | 3,500 | 2,500 | 614 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 16,064 |
| Traffic Control - RESCU | 2,300 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 12,200 |
| LED Signal Module Conversion | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,000 |
| Signs and Markings Asset Management | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,000 |
| Sub-Total | 19,480 | 14,830 | 13,194 | 14,300 | 13,655 | 12,550 | 12,753 | 12,753 | 12,753 | 12,753 | 139,021 |
| Growth Related | | | | | | | | | | | |
| Scarlett/St Clair/Dundas | 4,290 | 4,460 | 5,000 | | | | | | | | 13,750 |
| Various Construction Projects | 29,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 65,000 |
| North Yonge Centre | 10,000 | | | | | | | | | | 10,000 |
| Six Points Interchange Redevelopment | 2,028 | | 3,587 | 12,601 | 15,000 | 9,360 | | | | | 42,576 |
| Steeles Widening (Tapscott Road - Beare Road) | | | 4,000 | 4,000 | 17,000 | 13,000 | | | | | 38,000 |
| St Clair West/Metrolinx Georgetown Grade Separation | | | 2,000 | 6,000 | 12,000 | 12,000 | | | | | 32,000 |
| Legion Road Extension & Grade Separation | | | | | | | | 15,000 | 15,000 | 15,000 | 45,000 |
| Regent Park Revitalization | 1,614 | | 1,513 | 582 | 233 | 1,907 | 734 | 293 | 1,354 | 521 | 8,751 |
| Lawrence-Allen Revitalization Project (Phase 1) | 13 | | 550 | 1,094 | 1,153 | 940 | 2,086 | 438 | | | 6,274 |
| Sub-Total | 46,945 | 8,460 | 20,650 | 28,277 | 49,386 | 41,207 | 6,820 | 19,731 | 20,354 | 19,521 | 261,351 |
| Total | 274,215 | 251,456 | 264,239 | 274,212 | 295,292 | 293,226 | 265,891 | 281,572 | 282,274 | 283,539 | 2,765,916 |

The 10-Year 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.

State of Good Repair (SOGR) and Health and Safety Projects

- The main focus of the 10-Year Capital Plan is to undertake on-going State of Good Repair through the following projects: F.G. Gardiner Expressway (\$505.160), major and local roads (\$1.181 billion), bridge infrastructure (\$396.839 million), sidewalks (\$132.167 million), laneways (\$22.756 million), DVP rehabilitation (\$26.270 million), and related traffic signal and traffic plant maintenance (\$60.736 million). SOGR projects are primarily funded either by debt or from the Capital Financing Reserve.
- By 2022, Transportation Services will repair approximately 1,000 km of roads, 50 km of expressways, 600 km of sidewalks and 150 bridges.
- Health and Safety projects included in the 10-Year Capital Plan are for major signal modifications (\$22.900 million) and pedestrian related issues involving accessible pedestrian signals (i.e. audible signals) for \$10.860 million and pedestrian safety and infrastructure programs for \$6.724 million.

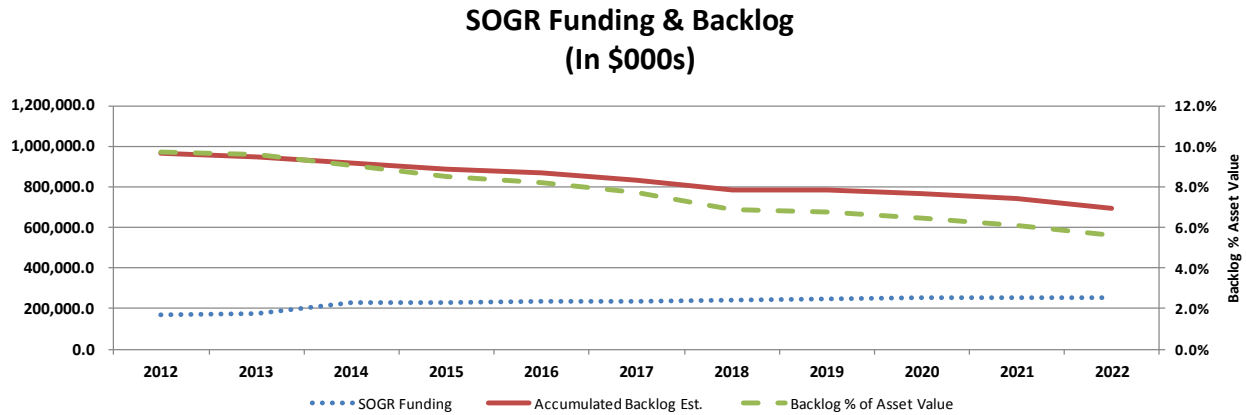
Service Improvement Projects

- The 10-Year Capital Plan dedicates funding of \$90.757 million for cycling infrastructure in support of the Bike Plan. This funding will be used to implement approximately 100 km of bike trails (up to 40km during the first five years), including the West Toronto Rail Path, Claireville- Humber Trail Extension, Scarborough Waterfront, East Don, Highland Creek and Black Creek trails, and approximately 80 km of critical on-street bike lane connections, where the community supports them and where they do not impede traffic flow.
 - Separated bicycle lanes will continue to be assessed and implemented as directed by Council. By 2022 there will be approximately 8,000 bicycle parking spaces with 10,000 - 15,000 new post-and-ring bicycle racks. Several new or renovated high security bicycle parking stations at Union Station, Pape, Victoria Park and Finch Stations will be designed and constructed.
- Funding of \$48.264 million is allocated to various traffic control signal systems, LED signal module conversion and signs and markings asset management initiatives.

Growth Related Projects

- Growth related projects consist of a number of different initiatives intended to accommodate growing infrastructure needs. The majority of the Growth Related projects are partially funded from Development Charges and Section 37 funding.
 - Various Construction projects involve the construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others (TTC, developers etc.), in conjunction with adjacent redevelopment. Funding in the amount of \$65.0 million is included in the 10-Year Capital Plan for these projects.
 - The Legion Road Extension and Grade Separation project has been included at a cost of \$45.000 million starting in 2020 and is expected to take three years for completion.
 - Funding in the amount of \$38.000 million is over four years for Steeles Widenings (Tapscott Road - Beare Road). Currently, the City of Toronto is in negotiations with the Region of York and other municipalities to determine a shared cost agreement for this project as it benefits several jurisdictions.
 - \$32.00 million for the St Clair West/Metrolinx Georgetown Grade Separation project is starting in 2015 and is expected to take three years to complete.
 - \$8.751 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 this project are currently underway.
 - The main objective of the Six Points Interchange Redevelopment project is to simplify the road network and improve access to the Kipling Subway Station as a key inter-regional transit station for west end residents and for commuters living beyond the City boundaries. Transportation Services' 10-Year Capital Plan allocates \$42.576 million for this project.

State of Good Repair (SOGR) Backlog



Transportation Services' infrastructure assets consist of linear assets such as bridges, roads, expressways, sidewalks and traffic signals. They are valued at \$9.9 billion, based on asset replacement costs. A large portion of Transportation Services' infrastructure consists of roads and bridges that are 40 to 50 years old.

- By year-end 2012, a backlog of state of good repair work for the on-going maintenance of Transportation Services' assets is estimated to be \$964 million, representing 9.7% of the total asset value (excluding the asset value of the F.G. Gardiner Expressway, which will be assessed as part of the Strategic Rehabilitation Plan).

 - The estimated \$964 million in backlog for state of good repair work, has been adjusted in 2013 to reflect revised and accelerated requirements to rehabilitate, repair and maintain the F. G. Gardiner Expressway
- 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 makeup 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 the numerous utility companies, which have to be coordinated with the Transportation Services' Capital Program.

The 10-Year Capital Plan dedicates \$2.351 billion (\$1.105 billion during the first five years, \$1.246 billion during the second five years), which on average is \$235.137 million annually, to address state of good repair. This includes a significant increase (\$620.419 million) in SOGR funding above the 2012 – 2021 Capital Budget and Plan.

- The main focus of the 2013 Capital Budget and 2014-2022 Capital Plan is to undertake on-going State of Good Repair projects for the Gardiner Expressway (\$505.160 million), major roads (\$660.229 million), local roads (\$520.903 million), bridge infrastructure (\$396.839 million), and sidewalks, laneways and expressways (\$181.193 million).

- With the infusion of \$620.419 million in additional SOGR funding in the 10-Year Capital Plan targeted at improvements to the Gardiner Expressway and Major Roads, it is anticipated that Transportation Services' SOGR backlog will now decrease over the 10-year planning period.
 - By the end of 2017, the current SOGR backlog of \$964 million will decrease to \$836 million or 7.7% of the asset value, with a further decrease over the second 5 years to \$696 million or 5.6% of the asset replacement value by the end of 2022.
- Despite this overall decrease in Transportation Services' SOGR backlog over the 10-Year Capital Plan, the backlog for Major Roads is still anticipated to increase from \$67.153 million in 2012 to \$216.258 million in 2022; and the backlog for Local Roads is anticipated to increase from \$132.319 million in 2012 to \$281.354 million in 2022.
 - The increase in backlog for these asset categories results from the City's aging infrastructure, more than half of the almost 4,500 lane-kms of arterial roads in the City were constructed during the period between the early 1960s and late 1970s. Presently, the Transportation Services is addressing infrastructure needs for those streets built in the 1950s.
 - Of the \$285 million in added funding for SOGR work on Major Roads, \$238 million will be allocated to road resurfacing, with \$47 million included for road reconstruction. Although many roads in the City have been resurfaced once, some twice, there are still many roads in the system that are in need of resurfacing within the next 15 years. Otherwise, if left unattended, there will be an increased demand for reconstruction, which costs approximately 3.5 times more than resurfacing.
 - This highlights the benefit of investing in road resurfacing prior to deterioration of road conditions, which will extend the useful life of our infrastructure and limit ongoing, more expensive road reconstruction requirements.
- In 2013, Transportation Services in consultation with Financial Planning, will develop a long term strategy (anticipated at 25 years) highlighting the requirements to continue to address the backlog of SOGR. This backlog is anticipated to grow for major and local roads, as the City's infrastructure continue to age. As part of this review, Transportation Services will perform updated condition assessments of existing capital infrastructure, incorporating any required updates to current backlog and asset value levels.
- Following condition assessments of existing capital infrastructure, the General Manager of Transportation Services will incorporate any required adjustments to the current accumulated state of good repair backlog for each of Transportation Services asset categories as part of the 2014 - 2023 Capital Budget and Plan submission.
- The following table highlights the SOGR backlog for Transportation Services by asset category:

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

| Total | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| State of Good Repair Funding | | 15,133 | 32,250 | 30,509 | 14,535 | 35,954 | 50,232 | 992 | 20,507 | 23,903 | 44,185 |
| Accumulated Backlog Est. (yr end) | 964,155 | 949,022 | 916,772 | 886,263 | 871,728 | 835,774 | 785,542 | 784,550 | 764,043 | 740,140 | 695,955 |
| Backlog %Asset Value | 9.7% | 9.6% | 9.1% | 8.5% | 8.2% | 7.7% | 6.9% | 6.8% | 6.4% | 6.1% | 5.6% |
| Asset Value | 9,890,000 | 9,890,000 | 10,129,300 | 10,409,701 | 10,622,305 | 10,837,416 | 11,372,189 | 11,614,303 | 11,849,554 | 12,094,815 | 12,340,817 |
| *Excludes the F.G. Gardiner asset value, this will be assessed as part of the Strategic Rehabilitation Plan | | | | | | | | | | | |
| F.G. Gardiner | | | | | | | | | | | |
| State of Good Repair Funding | | 25,000 | 49,500 | 49,380 | 50,610 | 51,860 | 53,150 | 54,470 | 55,830 | 56,970 | 58,390 |
| Accumulated Backlog Est. (yr end) | 626,370 | 601,370 | 551,870 | 502,490 | 451,880 | 400,020 | 346,870 | 292,400 | 236,570 | 179,600 | 121,210 |
| Roads - Major | | | | | | | | | | | |
| State of Good Repair Funding | | (13,118) | 1,000 | (6,467) | 1,806 | 12,348 | (1,088) | (43,788) | (38,769) | (33,017) | (28,012) |
| Accumulated Backlog Est. (yr end) | 67,153 | 80,271 | 79,271 | 85,738 | 83,932 | 71,584 | 72,672 | 116,460 | 155,229 | 188,246 | 216,258 |
| Roads - Local | | | | | | | | | | | |
| State of Good Repair Funding | | (3,708) | (24,119) | (19,231) | (39,268) | (36,430) | (16,090) | (10,829) | (5,864) | (487) | 6,991 |
| Accumulated Backlog Est. (yr end) | 132,319 | 136,027 | 160,146 | 179,377 | 218,645 | 255,075 | 271,165 | 281,994 | 287,858 | 288,345 | 281,354 |
| Bridge Rehabilitation | | | | | | | | | | | |
| State of Good Repair Funding | | 745 | 51 | (53) | (2,770) | 2,252 | 9,275 | (3,957) | 4,028 | (3,313) | 3,199 |
| Accumulated Backlog Est. (yr end) | 46,352 | 45,607 | 45,556 | 45,609 | 48,379 | 46,127 | 36,852 | 40,809 | 36,781 | 40,094 | 36,895 |
| Expressways (Excluding F.G. Gardiner) | | | | | | | | | | | |
| State of Good Repair Funding | | 6,353 | 6,417 | 6,488 | 4,407 | 6,640 | 6,722 | 6,958 | 6,828 | 6,696 | 6,563 |
| Accumulated Backlog Est. (yr end) | 77,741 | 71,388 | 64,971 | 58,483 | 54,076 | 47,436 | 40,714 | 33,756 | 26,928 | 20,232 | 13,669 |
| Sidewalks | | | | | | | | | | | |
| State of Good Repair Funding | | (139) | (599) | 392 | (250) | (716) | (1,737) | (1,862) | (1,546) | (2,946) | (2,946) |
| Accumulated Backlog Est. (yr end) | 14,220 | 14,359 | 14,958 | 14,566 | 14,816 | 15,532 | 17,269 | 19,131 | 20,677 | 23,623 | 26,569 |

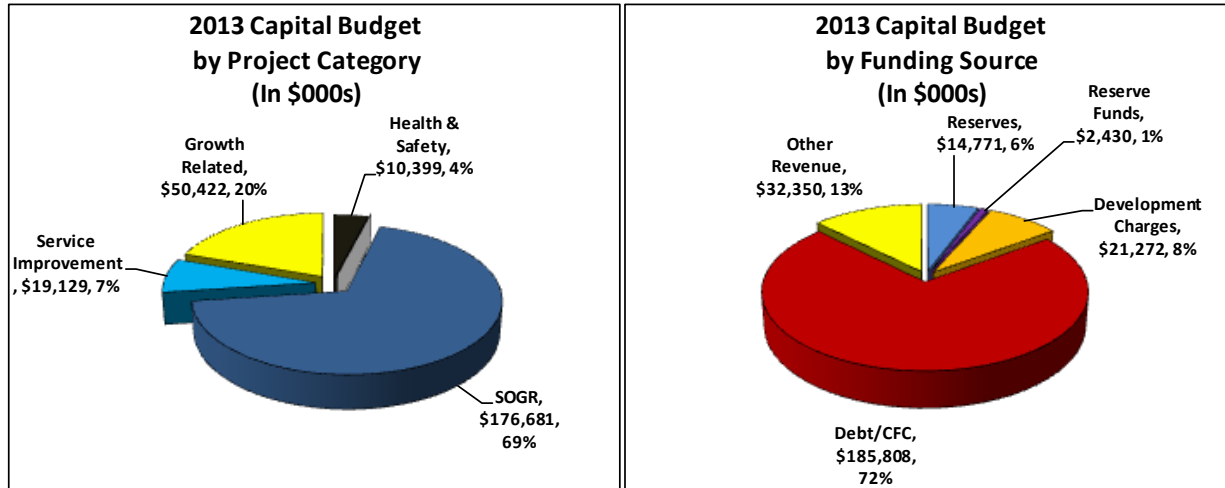
10-Year Capital Plan Impact on the Operating Budget

In general, Transportation Services is responsible for the maintenance of all additional infrastructure assets resulting from its own capital program as well as the conveyance of third party developments, once completed.

- For example, operating impacts related to the previously approved capital projects such as snow removal of elevated bike lanes at Rencensvalles, snow removal from the St. Clair Avenue transit right-of-way, GO Bus Bypass lane salting on DVP, and grass cutting activities in Hydro Corridors result in additional maintenance costs for Transportation Services.
- Future operating impacts resulting from the approval of this 10-Year Capital Plan depend on actual project implementation and in, some instances, future Council direction. However, in order to ensure multi-year financial planning, it is necessary that future operating impacts are forecasted and included in the 10-Year Capital Plan. The General Manager, Transportation Services will report on future year operating impacts of the 2013-2022 Capital Plan in time for the 2014 Budget process.

PART III - 2013 CAPITAL BUDGET

2013 Capital Budget by Project Category and Funding Source



The 2013 Capital Budget requires 2013 cash flow funding of \$256.631 million.

- \$10.399 million or 4.1% of spending is dedicated to Health and Safety projects. The most significant Health and Safety projects include Signal Major Modifications and Accessible Pedestrian Signals (Audible Signals).
- State of Good Repair projects account for \$176.681 million or 68.8% of the 2013 Capital Budget. The 2013 Capital Budget includes a significant increase in SOGR funding for the F.G. Gardiner Expressway and major road reconstruction and resurfacing projects.
- Service Improvement projects such as on-going Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversion account for another \$19.129 million or 7.4% of the 2013 Capital Budget.
- Growth Projects represent \$50.422 million or 19.7% of the 2013 Capital Budget and include work on projects such as the North Yonge Centre area service road, the Regent Park Revitalization project, and various construction projects (construction, reconstruction, adjustment and/or realignment of surface facilities at various locations in connection with work initiated by others (TTC, developers etc.)).
- The 2013 Capital Budget for Transportation Services is funded primarily from debt, which accounts for 72.5% or \$185.808 million of financing. This meets the debt affordability guideline for this Program in 2013.
- Development Charges will have been maximized for eligible projects will fund \$21.272 million or 8.3% of the 2012 Capital Budget's expenditures.
- Financing from reserve funding of \$14.771 million or 5.8% will be used primarily for SOGR work on the F.G. Gardiner expressway and major road reconstruction and resurfacing, funds in this reserve will be derived from proceeds from the use of surplus operating funds

in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.

- Reserve Funds accounts for \$2.430 million or 0.9% of financing. This source will be utilized for specific eligible Bike Plan projects and neighborhood improvement projects.
- Other sources of funding in the amount of \$32.350 million or 12.5% are derived from others, such as Section 37 funding dedicated to traffic control signal installation and construction of local road projects, and funding from TTC for its track replacement work on the City's right of ways.

2013 Cash Flow & Future Year Commitments

(In \$000s)

| | 2012 Previously Approved Cash Flow Commitments | 2013 New Cash Flow | 2013 Total Cash Flow | 2012 Carry Forwards | Total 2013 Cash Flow (Incl 2012 C/Fwd) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Total Cost |
|---|--|-----------------------|-------------------------|---------------------------|---|----------------|---------------|---------------|---------------|---------------|--------------|------------|------|------|----------------|
| Expenditures | | | | | | | | | | | | | | | |
| Previously Approved | 23,778 | | 23,778 | 66,182 | 89,960 | | | | | | | | | | 89,960 |
| Change in Scope | | 3,200 | 3,200 | | 3,200 | 2,000 | | | | | | | | | 5,200 |
| New | | 31,993 | 31,993 | | 31,993 | 51,575 | 5,648 | 5,648 | 1,000 | 1,000 | | | | | 96,864 |
| New w/Future Year | | 197,660 | 197,660 | | 197,660 | 50,463 | 12,850 | 13,504 | 13,823 | 13,330 | 2,086 | 438 | | | 304,154 |
| Total Expenditure | 23,778 | 232,853 | 256,631 | 66,182 | 322,813 | 104,038 | 18,498 | 19,152 | 14,823 | 14,330 | 2,086 | 438 | | | 496,178 |
| Financing | | | | | | | | | | | | | | | |
| Debt/CFC | 22,976 | 162,832 | 185,808 | 32,354 | 218,162 | 63,742 | 16,406 | 16,069 | 5,250 | 4,962 | | | | | 324,591 |
| Other | | 32,350 | 32,350 | 21,339 | 53,689 | 3,372 | 859 | 859 | | | | | | | 58,779 |
| Reserves | | 14,771 | 14,771 | | 14,771 | 33,743 | 550 | 1,587 | 9,573 | 9,368 | 2,086 | 438 | | | 72,116 |
| Reserves Funds | | 2,430 | 2,430 | 3,010 | 5,440 | 750 | | | | | | | | | 6,190 |
| Development Charges Provincial/Federal | 802 | 20,470 | 21,272 | 9,479 | 30,751 | 2,431 | 683 | 637 | | | | | | | 34,502 |
| Total Financing | 23,778 | 232,853 | 256,631 | 66,182 | 322,813 | 104,038 | 18,498 | 19,152 | 14,823 | 14,330 | 2,086 | 438 | | | 496,178 |

Transportation Services’ 2013 Capital Budget is \$322.813 million and provides \$23.778 million for previously approved projects under way, \$232.853 million for new/change in scope projects and \$66.182 million for funding carried forward from 2012 into 2013.

- Approval of the 2013 Capital Budget will result in adjustments to future year funding commitments for new/change in scope projects of \$104.038 million in 2014; \$18.498 million in 2015; \$19.152 million in 2016; \$14.823 million in 2017; \$14.330 million in 2018; \$2.086 million in 2019; and \$0.438 million in 2020.
- New projects relate to continuing state of good repair and other projects that are scheduled for 2013. These projects include major road reconstruction (\$23.639 million) and resurfacing (\$50.287 million), local road reconstruction (\$28.520 million) and resurfacing (\$33.987 million), sidewalks (\$14.466 million), laneways (\$3.928 million), Don Valley Parkway (\$4.207 million) and most significantly, Gardiner Expressway rehabilitation projects (\$117.570 million).
- To fund the 2013 cash flow and future year commitments, Transportation Services will require new debt funding of \$185.808 million in 2013 and \$106.429 million for future year funding commitments from 2014 to 2018.
- The 2013 cash flow and future year commitments also includes \$72.116 million in reserve funding to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- Development Charges of \$34.502 million will fund Service Improvement projects such as on-going work Cycling Infrastructure work, Advanced Traffic Signal Controls installations and LED Signal Module Conversions.

- The remaining \$64.969 million is third party funded from various sources such as Section 37 funding dedicated to traffic control signal installation and construction of local road projects, and funding for TTC track work on the City's right of ways and reserve funding for specific eligible Bike Plan projects and Neighborhood Improvement Program (\$2.0 million).

2013 Capital Project Highlights

The 2013 Capital Budget provides funding of \$496.178 million to:

- Begin Phase 1 of the Lawrence Allen Revitalization Project (\$6.274 million) and Front Street Streetscape Improvements between York Street and Bay Street in conjunction with the Union Station Revitalization Project (\$4.4 million).
- Continue and enhance state of good repair maintenance and rehabilitation work on:
 - Bridges (\$63.849 million);
 - The Gardiner Expressway (\$117.570 million);
 - Don Valley (\$4.207 million);
 - Major road reconstruction and resurfacing (\$73.926 million);
 - Local road reconstruction and resurfacing (\$62.507 million); and
 - Additional funding for sidewalk maintenance, including related traffic signal and traffic plant maintenance, salt management and pedestrian safety projects.
- Continue Service Improvement projects such as completion of the service road in the North Yonge Centre (\$10 million) and cycling infrastructure (\$12.680 million) on roads across the City.
- Continue work on Redlea Avenue (Steeles to McNicoll) (\$3 million) and Regent Park Revitalization project (\$1.614 million).

2013 Capital Project Highlights
(In \$000s)

| Project | 2013 | 2014 | 2015 | 2016 | 2017 | 2013 - 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2013 - 2022 Total |
|--|----------------|----------------|---------------|---------------|---------------|----------------|---------------|--------------|------------|------|------|----------------------|
| Signal Major Modifications | 2,290 | 1,096 | 609 | 609 | | 4,604 | | | | | | 4,604 |
| Transit Priority | 2,160 | 477 | 495 | 495 | | 3,627 | | | | | | 3,627 |
| Third Party Signals | 2,900 | 345 | 364 | 364 | | 3,973 | | | | | | 3,973 |
| Cycling Infrastructure | 11,680 | 1,000 | | | | 12,680 | | | | | | 12,680 |
| Growth Related Capital Works | 600 | | | | | 600 | | | | | | 600 |
| Scarlett/St Clair/Dundas | 4,290 | | | | | 4,290 | | | | | | 4,290 |
| Traffic Calming | 420 | | | | | 420 | | | | | | 420 |
| Various Construction Projects | 29,000 | | | | | 29,000 | | | | | | 29,000 |
| Don Valley Parkway Rehabilitation | 4,207 | | | | | 4,207 | | | | | | 4,207 |
| New Traffic Control Signals / Devices | 3,470 | 181 | 180 | 180 | | 4,011 | | | | | | 4,011 |
| Traffic Plant Requirements/Signal Asset Management | 7,000 | 2,116 | 2,129 | 2,129 | | 13,374 | | | | | | 13,374 |
| Advanced Traffic Signal Control | 3,500 | 668 | 264 | 264 | | 4,696 | | | | | | 4,696 |
| Traffic Control - RESCU | 2,300 | 99 | 60 | 60 | | 2,519 | | | | | | 2,519 |
| Accessible Pedestrian Signals (Audible Signals) | 1,500 | 293 | 297 | 297 | | 2,387 | | | | | | 2,387 |
| City Bridge Rehabilitation | 46,639 | 13,210 | 1,000 | 1,000 | 1,000 | 62,849 | 1,000 | | | | | 63,849 |
| Dufferin Street Jog Elimination | 3,200 | 2,000 | | | | 5,200 | | | | | | 5,200 |
| Engineering Studies | 2,380 | 170 | | | | 2,550 | | | | | | 2,550 |
| Gardiner (Jarvis to Dowling) | 200 | | | | | 200 | | | | | | 200 |
| Major Road Reconstruction | 16,786 | 5,413 | 410 | 380 | 380 | 23,369 | 270 | | | | | 23,639 |
| Safety and Operational Improvements | 2,069 | | | | | 2,069 | | | | | | 2,069 |
| Major Road Resurfacing | 40,661 | 8,186 | 410 | 380 | 380 | 50,017 | 270 | | | | | 50,287 |
| Salt Management Program | 1,400 | | | | | 1,400 | | | | | | 1,400 |
| LED Signal Module Conversion | 1,000 | | | | | 1,000 | | | | | | 1,000 |
| Pedestrian Safety and Infrastructure Programs | 610 | | | | | 610 | | | | | | 610 |
| Local Road Reconstruction | 16,341 | 8,579 | 1,025 | 950 | 950 | 27,845 | 675 | | | | | 28,520 |
| Local Road Resurfacing | 30,997 | 2,990 | | | | 33,987 | | | | | | 33,987 |
| Sidewalks | 12,901 | 1,565 | | | | 14,466 | | | | | | 14,466 |
| Laneways | 2,858 | 350 | 205 | 190 | 190 | 3,793 | 135 | | | | | 3,928 |
| North Yonge Centre Requirements | 10,000 | | | | | 10,000 | | | | | | 10,000 |
| Retaining Walls Rehabilitation | 2,060 | | | | | 2,060 | | | | | | 2,060 |
| PXO Visibility Enhancement | 4,059 | | | | | 4,059 | | | | | | 4,059 |
| Deck | 569 | | | | | 569 | | | | | | 569 |
| 427) | 2,000 | | | | | 2,000 | | | | | | 2,000 |
| Signs and Markings Asset Management | 3,500 | | | | | 3,500 | | | | | | 3,500 |
| Neighbourhood Improvements | 1,000 | | | | | 1,000 | | | | | | 1,000 |
| Redlea Avenue (Steeles - McNicoll) | 3,763 | | | | | 3,763 | | | | | | 3,763 |
| Morningside Avenue Extension | 3,000 | | | | | 3,000 | | | | | | 3,000 |
| Regent Park Revitalization | 3,200 | | | | | 3,200 | | | | | | 3,200 |
| Traffic Sign Structure Replacement | 1,614 | | | | | 1,614 | | | | | | 1,614 |
| Permit & Boulevard Parking Database | 200 | | | | | 200 | | | | | | 200 |
| Facility Improvements | 150 | | | | | 150 | | | | | | 150 |
| Front Street Reconfiguration EA Project) | 2,300 | | | | | 2,300 | | | | | | 2,300 |
| Section 37 - Scarborough Pedestrian Walkway | 3,600 | 5,800 | | | | 9,400 | | | | | | 9,400 |
| Section 37 Front Street East Streetscaping Plan | 13 | | 550 | 1,094 | 1,153 | 2,810 | 940 | 2,086 | 438 | | | 6,274 |
| Six Points Interchange Redevelopment | 100 | | | | | 100 | | | | | | 100 |
| F.G. Gardiner | 1,298 | | | | | 1,298 | | | | | | 1,298 |
| Total (including carry forward funding) | 2,028 | | | | | 2,028 | | | | | | 2,028 |
| | 25,000 | 49,500 | 10,500 | 10,760 | 10,770 | 106,530 | 11,040 | | | | | 117,570 |
| | 322,813 | 104,038 | 18,498 | 19,152 | 14,823 | 479,324 | 14,330 | 2,086 | 438 | | | 496,178 |

PART IV: ISSUES FOR DISCUSSION

2013 Issues*F.G. Gardiner Expressway*

The 10-Year Capital Plan for Transportation Services provides capital funding of \$505.160 million over the 10-year period to rehabilitate, repair and maintain the F. G. Gardiner Expressway. It is anticipated that an additional \$121.210 million will be required beyond the 10-year capital planning period in 2023 and 2024 to complete this 12 year initiative.

The 2012 – 2021 Capital Budget and Plan provided \$172.498 million in funding (including funds carried forward from 2011 into 2012) for rehabilitation to the F.G. Gardiner Expressway based on construction staging over a 20 year period.

- Rehabilitation work is currently underway on the section of the F.G. Gardiner Expressway from Jarvis Street to York Street. It is estimated to cost \$12.2 million and includes the, repair to concrete girders and supporting columns. This work is expected to extend the life of this section of the Gardiner until 2029, with only periodic repairs following the completed work.

During the 2013 Capital Budget process it was determined that the deck of the Gardiner along various other portions of the Expressway required replacement and therefore, repairs need to be undertaken over a shorter period.

- The 2013 – 2022 Capital Budget and Plan provides \$335.329 million in increased funding (\$505.160 million in total) to allow for the following capital work on the F.G. Gardiner Expressway:
 - Phase 1 - The replacement of the main deck from the Don Roadway to Cherry Street (\$60 million). Construction is expected to start in the summer of 2013 and be completed by the end of 2014;
 - Phase 2 - The replacement of the main deck from Cherry to Parliament Streets (\$73.150 million);
 - Phase 3 - The replacement of the main deck from Parliament to Jarvis Streets (\$76.820 million);
 - Phases 4 – 6 - The replacement of the main deck from Strachan Avenue to Rees, with the order still to be determined (\$164.430 million, with an additional \$88.510 million anticipated for the years 2023 and 2024 beyond the 10-Year Capital Plan); and
 - \$130.760 million in funding is also provided over the 10-year planning period for required At-Grade and Bent repairs, with an additional \$32.700 million anticipated for the years 2023 and 2024.
 - The table below identifies the anticipated construction staging and annual cash flow requirements:

| Description (\$000s) | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2013 - 2022 Total | 2023 | 2024 | 12-Year Total |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|---------------|---------------|----------------|
| Phase 1 - Don Roadway to Cherry St. | 20,000 | 39,500 | 250 | 250 | | | | | | | 60,000 | | | 60,000 |
| Phase 2 - Cherry St. to Parliament | | | 35,880 | 36,770 | 250 | 250 | | | | | 73,150 | | | 73,150 |
| Phase 3 - Parliament to Jarvis | | | | | 37,690 | 38,630 | 250 | 250 | | | 76,820 | | | 76,820 |
| Phases 4 - 6 (Strachan to Rees) | | | | | | | 39,600 | 40,590 | 41,600 | 42,640 | 164,430 | 43,710 | 44,800 | 252,940 |
| At-Grade Repairs | 5,000 | 10,000 | 10,250 | 10,510 | 10,770 | 11,040 | 11,310 | 11,600 | 11,890 | 12,180 | 104,550 | 12,490 | 12,800 | 129,840 |
| Bents Repairs | | | 3,000 | 3,080 | 3,150 | 3,230 | 3,310 | 3,390 | 3,480 | 3,570 | 26,210 | 3,660 | 3,750 | 33,620 |
| Total F.G. Gardiner Expressway | 25,000 | 49,500 | 49,380 | 50,610 | 51,860 | 53,150 | 54,470 | 55,830 | 56,970 | 58,390 | 505,160 | 59,860 | 61,350 | 626,370 |

- A Request for Proposals has been issued for an engineering consultant to develop a Strategic Rehabilitation Plan for the entire Gardiner Expressway. The consultant will be selected and retained by January 2013. The scope of work broadly includes the determination of the costs and time-lines for the rehabilitation of all elements of the Gardiner to serve as the "blueprint" for the delivery of the entire facility in a safe and serviceable condition, while minimizing traffic disruption.
- The schedule calls for the Strategic Plan to be 60% complete by September 2013, and fully complete by December 2013. The 60% results will be used to inform the 2014 Capital Budget process.
- The General Manager, Transportation Services, in consultation with the Executive Director of Technical Services will provide as part of the 2014 – 2023 Capital Budget and Plan submission, impacts arising from the strategic plan for the rehabilitation, repair and maintenance of the F. G. Gardiner Expressway, including an assessment of its asset value.

Capital Financing Strategy to Mitigate Debt Requirements

Background

- As part of the 2013 Capital Budget process, Transportation Services identified costs of \$748 million for key unfunded capital priorities that will address growth in the City; increase state of good repair funding for the resurfacing and reconstruction of major roads in the City; and to rehabilitate the F.G. Gardiner Expressway.
- The resulting increase of \$748 million in funding beyond Transportation Services 10-year debt target of \$1.949 billion goes beyond the City's debt capacity and, is therefore, not affordable.

Capital Financing Strategy

- To manage this tremendous debt need, the City is implementing the following capital financing strategy to fund increased debt requirements of \$748 million.

- Maximized Development Charge funding for eligible growth projects resulting in an increase to DC funding of \$69 million from existing DC By-Law balances and projected contributions.
- Reduced existing capital projects by \$8 million based on a re-evaluation of current capital requirements.
- Applied \$671 million in assumed reserve funding to be provided from proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and contributions to Transportation from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- This reserve funding will be applied as follows:

| \$ Millions | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|-------------------|------|------|------|------|------|------|------|------|------|------|-------|
| Capital Financing | 15 | 64 | 65 | 68 | 78 | 78 | 69 | 77 | 78 | 79 | 671 |

- With this funding provision, maximized DC funding and modest reductions, Transportation Service's debt funding over the 10 years is at target.
- Proceeds from the monetization of City assets are based on the report entitled "Monetization Potential of City Assets" from the Deputy City Manager and Chief Financial Officer and was adopted by City Council on November 29, 2011. The City owns interests in a considerable number of marketable assets, including real estate and government business enterprises. Monetization of some of these assets has the potential to offset some of the spending and debt pressures from the TTC's Capital Program.
- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." This initiative to monetize City assets, through the sale of Enwave has generated initial proceeds for contribution to the City's Capital Financing Reserve. The potential returns of additional asset sales are uncertain at this point. However, further actions recommended and contemplated in the monetization report (e.g. monetization activities regarding Toronto Hydro, and real property dispositions by Toronto Parking Authority, Real Estate Division and Build Toronto) are expected to result in cash proceeds as high as \$600 million over the remaining term of Council.
- Transportation Services' 10-Year Capital Budget and Plan has only been able to stay within debt affordability limits by extending the approved capital financing strategy requiring the City to dedicate \$671 million in future proceeds to Transportation Services' capital needs. This requires fiscal discipline to ensure proceeds are applied over the 10 years. To this end, the City has maximized all funding sources while maintaining debt affordability requirements.
- The capital financing strategy is not only funding Transportation Services' Capital Plan but it is also providing critical support for the TTC's Capital Plan. Including the 2012 and 2013 budget process financing strategies, total funding of \$1.860 billion is required from City reserve funding for the 2013-2022 10-year period.

Issues Referred to the 2014 Capital Budget Process

Proposed Sale of Enwave Energy Corporation

- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." Associated with this report were various motions that have been referred to the Budget Committee for consideration. These motions include:
 1. That City Council direct that \$50 million from the proceeds of the sale of Enwave be placed in the Toronto Community Housing Corporation Major Capital Account.
 2. That City Council direct that \$21.8 million of the proceeds from the sale of Enwave be used to repay the Water Capital Reserve Account to be used primarily for the basement flooding program.
 3. That City Council direct that 50 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Community Housing Corporation, specifically to the capital repair backlog.
 4. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Transit Commission (TTC), specifically for the purchase of TTC streetcars.
 5. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to Toronto Water, specifically to the Reserve Account.
- There is \$671 million in reserve funding included in Transportation Services' 2013-2022 Capital Plan to be provided from capital financing strategy proceeds from the use of surplus operating funds in accordance with the City's surplus distribution policy, the monetization of City assets and contributions to transit from the Federal and Provincial government as well as the 2013 Development Charge By-Law review.
- Failure to direct \$671 million in funding from those sources to Transportation Services would result in a reduction to Transportation Service's Capital Program which would affect critical SOGR projects.
- The capital financing strategy is not only funding Transportation Services' Capital Plan but it is also providing critical support for the TTC's Capital Plan. Including the 2012 and 2013 budget process financing strategies, total funding of \$1.860 billion is required from City reserve funding for the 2013-2022 10-year period.

Legion Road

At its meeting of June 6, 2012 City Council approved the report PW15.12 'Infrastructure Improvements to Address Traffic Congestion in the Humber Bay Shores and Mystic Point Area' that requested the City Manager to establish and fix a date for the commencement and the completion of the capital project to extend Legion Road from its northern limit to the Park Lawn Road exit ramp of the eastbound F.G. Gardiner Expressway.

The 10-Year Capital Plan provides \$45 million from 2020 to 2022 to complete this extension, which will help to manage traffic congestion in an area that has experienced significant growth over recent years.

Building on the Coroner's Pedestrian Death Review

At its meeting of October 22, 2012 the Board of Health approved the report HL17.1 Building on the Coroner's Pedestrian Death Review' that directed this report be forwarded to Budget Committee for consideration during the 2013 Transportation Services Capital Budget.

Transportation Services has many ongoing initiatives funded through the 2013 Capital Budget, to make Toronto safer for pedestrians including the implementation of the Toronto Walking Strategy, approved by Council in 2009. The Toronto Walking Strategy is a 52-action blueprint that includes a range of projects that involves internal and external partners to improve walking conditions and to encourage walking. Some of the existing initiatives include the following:

- Pedestrian Priority Crossings
- Accessible Pedestrian Signals
- Longer Pedestrian Walk Times at Signals
- Pedestrian Countdown Signals
- Enhanced Pedestrian Crossing Pavement Markings ("Zebra" crossings)
- Sidewalk Construction and Repairs

Additionally, Transportation Services will report to the Public Works and Infrastructure Committee in early 2013 on City initiatives for reducing pedestrian collisions and improving pedestrian safety.

Appendix 1

2012 Performance

2012 Key Accomplishments

In 2012, Transportation Services achieved the following:

- Anticipated completion of several major capital projects including:
 - ✓ Bloor St. West from Keele St. to Clendenan Avenue.
 - ✓ Dundas St. West from Howard Park Avenue to Dovercourt Rd.
 - ✓ Sherbourne St. from King St. East to Gerard St. East.
 - ✓ Evans Avenue from Abbey Lane to Kipling Avenue.
 - ✓ Wilson Avenue from Dufferin St. to Keele St.
 - ✓ McCaul St. from Queen St. West to College St.
 - ✓ Progress Avenue, Midland Avenue to Borough Dr.
 - ✓ Dufferin St. from Springhurst Avenue to Queen St. West.
 - ✓ Burnhamthorpe Rd. from Martin Grove Rd. to The East Mall.
- Continued state of good repair maintenance and rehabilitation work on bridges, expressways, major and local road reconstruction and sidewalk maintenance, including related traffic signal and traffic plant maintenance, salt management and pedestrian safety projects.
- Continued Service Improvement projects such as completion of the service road in the North Yonge Centre and cycling trails in the parks and ravine systems, and in hydro and rail corridors across the City.
- Continued work on Redlea Avenue (Steeles to McNicoll) and Regent Park Revitalization project.
- Began implementation of separated bike lanes on Sherbourne Street, which will be essentially completed by the end of 2012.

2012 Capital Variance Review**2012 Budget to Actual Comparison****(In \$000s)**

| 2012 | Actuals as of Sept. 30, 2012 (3rd Quarter Variance) | | Projected Actuals at Year End | | Unspent Balance | |
|---------|--|---------|-------------------------------|---------|-----------------|-----------|
| | \$ | % Spent | \$ | % Spent | \$ Unspent | % Unspent |
| 271.637 | 71.907 | 26.5% | 175.505 | 64.6% | 96.132 | 35.4% |

Capital expenditures for the period ending September 30, 2012 total \$71.907 million or 26.5% for the 2012 Capital Budget of \$271.637 million. The Program is projecting expenditures of \$175.505 million or 64.6% by year-end.

The projected year-end under-spending is primarily attributable to projects that require third party coordination and/or funding, community consultation, or are development/transit dependent. These projects would include road resurfacing & reconstruction; neighbourhood improvements; traffic control projects; infrastructure enhancements; bridge rehabilitation; etc. In addition, under-spending is also anticipated for various projects where contracts were issued later than expected.

At this time, the Program estimates that the required carry forward funding for 2012 will be \$66.182 million or 24.4% of its 2012 Capital Budget. Some of the large projects requiring carry forward funding include: road resurfacing and reconstruction (\$10.550 million); city bridge rehabilitation (\$19.900 million); Gardiner Expressway rehabilitation (\$5.700 million); DVP rehabilitation (\$2.000 million); neighbourhood improvements / sidewalks (\$3.401 million); North Yonge Centre (\$5.000 million); various construction projects related to the TTC (\$4.000 million); and cycling infrastructure (\$3.000 million).

Appendix 2

10-Year Capital Plan Project Summary (In \$000s)

| Project | 2013 | 2014 | 2015 | 2016 | 2017 | 2013 - 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2013 - 2022 |
|--|----------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Signal Major Modifications | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 11,450 | 2,290 | 2,290 | 2,290 | 2,290 | 2,290 | 22,900 |
| Transit Priority | 2,160 | 1,760 | 1,760 | 1,760 | 1,760 | 9,200 | 1,760 | 1,760 | 1,760 | 1,760 | 1,760 | 18,000 |
| Third Party Signals | 2,900 | 1,500 | 1,500 | 1,500 | 1,500 | 8,900 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 16,400 |
| Steeles Widening (Tapscott Road - Beare Road) | | | 4,000 | 4,000 | 17,000 | 25,000 | 13,000 | | | | | 38,000 |
| Cycling Infrastructure | 11,680 | 9,230 | 9,480 | 9,850 | 9,205 | 49,445 | 8,100 | 8,303 | 8,303 | 8,303 | 8,303 | 90,757 |
| Growth Related Capital Works | 600 | 300 | 300 | 300 | 300 | 1,800 | 300 | 300 | 300 | 300 | 300 | 3,300 |
| Scarlett/St Clair/Dundas | 4,290 | 4,460 | 5,000 | | | 13,750 | | | | | | 13,750 |
| Traffic Calming | 420 | 276 | 283 | 283 | 298 | 1,560 | 305 | 312 | 312 | 312 | 312 | 3,113 |
| Various Construction Projects | 29,000 | 4,000 | 4,000 | 4,000 | 4,000 | 45,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 65,000 |
| Don Valley Parkway Rehabilitation | 4,207 | 2,262 | 2,319 | 2,319 | 2,435 | 13,542 | 2,496 | 2,558 | 2,558 | 2,558 | 2,558 | 26,270 |
| New Traffic Control Signals / Devices | 3,470 | 3,470 | 3,470 | 3,470 | 3,470 | 17,350 | 3,470 | 3,470 | 3,470 | 3,470 | 3,470 | 34,700 |
| Traffic Plant Requirements/Signal Asset Management | 7,000 | 6,000 | 5,736 | 6,000 | 6,000 | 30,736 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 60,736 |
| Advanced Traffic Signal Control | 3,500 | 2,500 | 614 | 1,350 | 1,350 | 9,314 | 1,350 | 1,350 | 1,350 | 1,350 | 1,350 | 16,064 |
| Traffic Control - RESCU | 2,300 | 1,100 | 1,100 | 1,100 | 1,100 | 6,700 | 1,100 | 1,100 | 1,100 | 1,100 | 1,100 | 12,200 |
| Accessible Pedestrian Signals (Audible Signals) | 1,500 | 1,500 | 1,500 | 1,500 | 810 | 6,810 | 810 | 810 | 810 | 810 | 810 | 10,860 |
| City Bridge Rehabilitation | 46,639 | 32,567 | 32,788 | 35,551 | 35,754 | 183,299 | 43,112 | 43,486 | 43,073 | 42,012 | 41,857 | 396,839 |
| Dufferin Street Jog Elimination | 3,200 | 2,000 | | | | 5,200 | | | | | | 5,200 |
| Engineering Studies | 2,380 | 1,370 | 1,670 | 1,500 | 1,500 | 8,420 | 1,500 | 1,538 | 1,538 | 1,538 | 1,538 | 16,072 |
| Gardiner (Jarvis to Dowling) | 200 | | | | | 200 | | | | | | 200 |
| Major Road Reconstruction | 16,786 | 19,537 | 17,607 | 21,716 | 20,102 | 95,748 | 19,666 | 22,295 | 23,851 | 24,736 | 24,736 | 211,032 |
| Scarborough Golf Town Road/CN Grade Separation | | 500 | 6,600 | 7,526 | 5,280 | 19,906 | 844 | | | | | 20,750 |
| Safety and Operational Improvements | 2,069 | 1,276 | 1,283 | 1,283 | 1,297 | 7,208 | 1,305 | 1,313 | 1,313 | 1,313 | 1,313 | 13,765 |
| Major Road Resurfacing | 40,661 | 50,665 | 50,026 | 47,568 | 44,476 | 233,396 | 44,383 | 44,341 | 42,395 | 42,341 | 42,341 | 449,197 |
| Port Union Road | | | | | | | | 1,900 | | | | 1,900 |
| Salt Management Program | 1,400 | 1,025 | 1,050 | 1,077 | 1,105 | 5,657 | 1,131 | 1,159 | 1,159 | 1,159 | 1,159 | 11,424 |
| LED Signal Module Conversion | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,000 |
| Pedestrian Safety and Infrastructure Programs | 610 | 625 | 641 | 657 | 673 | 3,206 | 690 | 707 | 707 | 707 | 707 | 6,724 |
| Local Road Reconstruction | 16,341 | 18,431 | 21,627 | 18,342 | 20,651 | 95,392 | 21,239 | 22,175 | 23,000 | 23,500 | 23,500 | 208,806 |
| Local Road Resurfacing | 30,997 | 28,725 | 28,857 | 28,792 | 28,635 | 146,006 | 30,652 | 32,768 | 33,900 | 33,969 | 34,802 | 312,097 |
| Sidewalks | 12,901 | 13,801 | 15,304 | 13,970 | 16,128 | 72,104 | 12,483 | 12,358 | 12,674 | 11,274 | 11,274 | 132,167 |
| Laneways | 2,858 | 2,263 | 2,320 | 2,320 | 2,437 | 12,198 | 2,498 | 2,060 | 2,000 | 2,000 | 2,000 | 22,756 |
| North Yonge Centre | 10,000 | | | | | 10,000 | | | | | | 10,000 |
| Upgrades To Meet New ESA Requirements | 2,060 | 1,760 | 1,760 | 1,760 | 1,760 | 9,100 | 1,760 | 1,760 | 1,760 | 1,760 | 1,760 | 17,900 |
| Retaining Walls Rehabilitation | 4,059 | 1,188 | 1,218 | 1,218 | 1,279 | 8,962 | 1,311 | 1,344 | 1,344 | 1,344 | 1,344 | 15,649 |
| PXO Visibility Enhancement | 569 | 569 | 569 | 569 | | 2,276 | | | | | | 2,276 |
| Improvements to the Easterly Elevated Deck | 2,000 | | | | | 2,000 | | | | | | 2,000 |
| Backlog Western Gardiner (Dowling to 427) | 3,500 | | | | | 3,500 | | | | | | 3,500 |
| Signs and Markings Asset Management | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 10,000 |
| Neighbourhood Improvements | 3,763 | 2,000 | 2,000 | 2,000 | 2,000 | 11,763 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 21,763 |
| Six Points Interchange Redevelopment | 2,028 | | 3,587 | 12,601 | 15,000 | 33,216 | 9,360 | | | | | 42,576 |
| Redlea Avenue (Steeles - McNicoll) | 3,000 | | | | | 3,000 | | | | | | 3,000 |
| Morningside Avenue Extension | 3,200 | 3,000 | | | | 6,200 | | | | | | 6,200 |
| Regent Park Revitalization | 1,614 | | 1,513 | 582 | 233 | 3,942 | 1,907 | 734 | 293 | 1,354 | 521 | 8,751 |
| Traffic Sign Structure Replacement | 200 | 200 | 200 | 200 | | 800 | | | | | | 800 |
| Permit & Boulevard Parking Database | 150 | 100 | | | | 250 | | | | | | 250 |
| Facility Improvements | 2,300 | 1,500 | 1,500 | 1,500 | 1,500 | 8,300 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 15,800 |
| Front Street Reconfiguration EA | 3,600 | 5,800 | | | | 9,400 | | | | | | 9,400 |
| Legion Road Extension & Grade Separation | | | | | | | | | 15,000 | 15,000 | 15,000 | 45,000 |
| St Clair West/Metrolinx Georgetown Grade Separatio LARP(Lawrence-Allen Revitalization Project) | 13 | 20 | 550 | 1,094 | 1,153 | 2,810 | 940 | 2,086 | 438 | | | 6,274 |
| Section 37 Wilson Avenue | | | | | | 20 | | | | | | 20 |
| Section 37 - Scarborough Pedestrian Walkway | 100 | | | | | 100 | | | | | | 100 |
| Section 37 Front Street East Streetscaping Plan | 1,298 | | | | | 1,298 | | | | | | 1,298 |
| F.G. Gardiner | 25,000 | 49,500 | 49,380 | 50,610 | 51,860 | 226,350 | 53,150 | 54,470 | 55,830 | 56,970 | 58,390 | 505,160 |
| Total (including carry forwards) | 322,813 | 281,070 | 289,402 | 300,158 | 318,341 | 1,511,784 | 311,912 | 285,747 | 299,528 | 300,230 | 301,495 | 3,010,696 |

Appendix 3

**2013 Capital Budget;
2014 to 2022 Capital Plan**

CITY OF TORONTO

Gross Expenditures (\$000's)

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 | | | | | | | | | | |
|---|--|------|-------|------|---|-------|-------|-------|-------|-----------------|-----------------|-----------------|---------------------------------|---|---------------------|----------|---------------|----------------------|---------|--------|--------------------|-----------------|--------|--------|
| | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable | Total Financing | | |
| TRN000184 Growth Related Capital Works | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | Growth Related Capital Works History 2012 | CW | S2 | 05 | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 300 | |
| 0 10 | Growth Related Capital Works 2013 & Future | CW | S5 | 05 | 300 | 300 | 300 | 300 | 300 | 1,500 | 1,500 | 3,000 | 0 | 0 | 2,430 | 0 | 0 | 0 | 0 | 0 | 570 | 0 | 3,000 | |
| Sub-total | | | | | 600 | 300 | 300 | 300 | 300 | 1,800 | 1,500 | 3,300 | 0 | 0 | 2,673 | 0 | 0 | 0 | 0 | 0 | 627 | 0 | 3,300 | |
| TRN000191 Scarlett/St Clair/Dundas | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 2 | Scarlett/St Clair/Dundas - 2012 & Future | 11 | S5 | 05 | 4,290 | 4,460 | 5,000 | 0 | 0 | 13,750 | 0 | 13,750 | 0 | 0 | 3,712 | 0 | 0 | 0 | 0 | 0 | 10,038 | 0 | 13,750 | |
| Sub-total | | | | | 4,290 | 4,460 | 5,000 | 0 | 0 | 13,750 | 0 | 13,750 | 0 | 0 | 3,712 | 0 | 0 | 0 | 0 | 0 | 10,038 | 0 | 13,750 | |
| TRN000370 Traffic Calming | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | Traffic Calming History 2012 | CW | S2 | 04 | 150 | 0 | 0 | 0 | 0 | 150 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 150 | |
| 0 9 | Traffic Calming 2013 & Future | CW | S5 | 04 | 270 | 276 | 283 | 283 | 298 | 1,410 | 1,553 | 2,963 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,963 | 0 | 2,963 | |
| Sub-total | | | | | 420 | 276 | 283 | 283 | 298 | 1,560 | 1,553 | 3,113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,113 | 0 | 3,113 |
| TRN025 Various Construction Projects | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | Various Construction Projects History 2012 | CW | S2 | 05 | 4,000 | 0 | 0 | 0 | 0 | 4,000 | 0 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000 | 0 | 0 | 4,000 | |
| 0 9 | Various Construction Projects 2013 & Future | CW | S5 | 05 | 25,000 | 4,000 | 4,000 | 4,000 | 4,000 | 41,000 | 20,000 | 61,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61,000 | 0 | 61,000 | |
| Sub-total | | | | | 29,000 | 4,000 | 4,000 | 4,000 | 4,000 | 45,000 | 20,000 | 65,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65,000 | 0 | 65,000 | |
| TRN029 Don Valley Parkway Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 12 | Don Valley Parkway Rehabilitation History 2012 | CW | S2 | 03 | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | |
| 0 13 | Don Valley Parkway Rehabilitation 2013 & Future | CW | S5 | 03 | 2,207 | 2,262 | 2,319 | 2,319 | 2,435 | 11,542 | 12,728 | 24,270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,270 | 0 | 24,270 | |
| Sub-total | | | | | 4,207 | 2,262 | 2,319 | 2,319 | 2,435 | 13,542 | 12,728 | 26,270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26,270 | 0 | 26,270 |
| TRN031 New Traffic Control Signals / Devices | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | New Traffic Control Signals/ Devices 2013 & Future | CW | S5 | 01 | 3,289 | 3,289 | 3,290 | 3,290 | 3,470 | 16,628 | 17,350 | 33,978 | 0 | 0 | 28,110 | 0 | 0 | 0 | 0 | 0 | 5,868 | 0 | 33,978 | |
| 0 11 | 13TM-01TP New Traffic Control Signal 2013-2016 | CW | S4 | 01 | 181 | 181 | 180 | 180 | 0 | 722 | 0 | 722 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 722 | 0 | 722 | |
| Sub-total | | | | | 3,470 | 3,470 | 3,470 | 3,470 | 3,470 | 17,350 | 17,350 | 34,700 | 0 | 0 | 28,110 | 0 | 0 | 0 | 0 | 0 | 6,590 | 0 | 34,700 | |
| TRN034 Traffic Plant Requirements/Signal Asset Manager | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 6 | 2009 Traffic Plant Requirements | CW | S2 | 03 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | |
| 0 10 | Traffic Plant Req'd/Signal Asset Man 2013 & future | CW | S5 | 03 | 3,884 | 3,884 | 3,607 | 3,871 | 6,000 | 21,246 | 30,000 | 51,246 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51,246 | 0 | 51,246 | |

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Gross Expenditures (\$000's)

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. | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other 2 | Debt - Recoverable Debt | Total Financing |
| TRN034 Traffic Plant Requirements/Signal Asset Manager | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | 13TM-01TP Traffic Plant Requirements 2013-2016 | CW | S4 | 03 | 2,116 | 2,116 | 2,129 | 2,129 | 0 | 8,490 | 0 | 8,490 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,490 | 8,490 |
| | Sub-total | | | | 7,000 | 6,000 | 5,736 | 6,000 | 6,000 | 30,736 | 30,000 | 60,736 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 59,736 | 60,736 |
| TRN035 Advanced Traffic Signal Control | | | | | | | | | | | | | | | | | | | | | | |
| 0 7 | 2009 Advanced Traffic Signal Control | CW | S2 | 04 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| 0 9 | Advanced Traffic Signal Control 2013 & Future | CW | S5 | 04 | 1,582 | 1,582 | 0 | 1,086 | 1,350 | 5,600 | 6,750 | 12,350 | 0 | 0 | 10,115 | 0 | 0 | 0 | 0 | 0 | 2,235 | 12,350 |
| 0 10 | 13TM-01TP Advanced Traffic Signal Control 2013-2016 | CW | S4 | 04 | 668 | 668 | 264 | 264 | 0 | 1,864 | 0 | 1,864 | 0 | 0 | 1,398 | 0 | 0 | 0 | 0 | 0 | 466 | 1,864 |
| 0 11 | Additonal Funding | CW | S5 | 04 | 250 | 250 | 350 | 0 | 0 | 850 | 0 | 850 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | 850 |
| | Sub-total | | | | 3,500 | 2,500 | 614 | 1,350 | 1,350 | 9,314 | 6,750 | 16,064 | 0 | 0 | 12,513 | 0 | 0 | 0 | 0 | 0 | 3,551 | 16,064 |
| TRN036 Traffic Control - RESCU | | | | | | | | | | | | | | | | | | | | | | |
| 0 6 | Traffic Control - RESCU 2014 & Future | CW | S6 | 04 | 0 | 1,001 | 1,040 | 1,040 | 1,100 | 4,181 | 5,500 | 9,681 | 0 | 0 | 7,930 | 0 | 0 | 0 | 0 | 0 | 1,751 | 9,681 |
| 0 7 | 2009 Traffic Control - RESCU 2011-2013 | CW | S2 | 04 | 2,201 | 0 | 0 | 0 | 0 | 2,201 | 0 | 2,201 | 0 | 0 | 1,280 | 0 | 0 | 0 | 0 | 0 | 921 | 2,201 |
| 0 11 | 13TM-01TP Traffic Control RESCU 2013-2016 | CW | S4 | 04 | 99 | 99 | 60 | 60 | 0 | 318 | 0 | 318 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 140 | 318 |
| | Sub-total | | | | 2,300 | 1,100 | 1,100 | 1,100 | 1,100 | 6,700 | 5,500 | 12,200 | 0 | 0 | 9,388 | 0 | 0 | 0 | 0 | 0 | 2,812 | 12,200 |
| TRN037 Accessible Pedestrian Signals (Audible Signals) | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | Accessible Pedestrian Signals 2013 & Future | CW | S5 | 01 | 1,207 | 1,207 | 1,203 | 1,203 | 810 | 5,630 | 4,050 | 9,680 | 0 | 0 | 978 | 0 | 0 | 0 | 0 | 0 | 8,702 | 9,680 |
| 0 10 | 13TM-01TP Audible Signals 2013-2016 | CW | S4 | 01 | 293 | 293 | 297 | 297 | 0 | 1,180 | 0 | 1,180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,180 | 1,180 |
| | Sub-total | | | | 1,500 | 1,500 | 1,500 | 1,500 | 810 | 6,810 | 4,050 | 10,860 | 0 | 0 | 978 | 0 | 0 | 0 | 0 | 0 | 9,882 | 10,860 |
| TRN055 City Bridge Rehabilitation | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | City Bridge Rehabilitation - 2011 | CW | S2 | 03 | 7,000 | 0 | 0 | 0 | 0 | 7,000 | 0 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 7,000 |
| 0 12 | City Bridge History 2012 | CW | S2 | 03 | 21,264 | 0 | 0 | 0 | 0 | 21,264 | 0 | 21,264 | 0 | 0 | 0 | 0 | 0 | 9,264 | 0 | 0 | 12,000 | 21,264 |
| 0 13 | City Bridge 2013 & Future | CW | S5 | 03 | 17,375 | 31,567 | 31,788 | 34,551 | 34,754 | 150,035 | 212,540 | 362,575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362,575 | 362,575 |
| 0 14 | Bridge Assessments | CW | S4 | 03 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 1,000 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000 | 6,000 |
| | Sub-total | | | | 46,639 | 32,567 | 32,788 | 35,551 | 35,754 | 183,299 | 213,540 | 396,839 | 0 | 0 | 0 | 0 | 0 | 9,264 | 0 | 0 | 387,575 | 396,839 |
| TRN077 Dufferin Street Jog Elimination | | | | | | | | | | | | | | | | | | | | | | |

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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. | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other 2 | Debt - Recoverable | Total Financing | |
| TRN077 Dufferin Street Jog Elimination | | | | | | | | | | | | | | | | | | | | | | | |
| 0 1 | CN & Expropriations | 13 | S3 | 05 | 3,200 | 2,000 | 0 | 0 | 0 | 5,200 | 0 | 5,200 | 0 | 0 | 2,600 | 0 | 0 | 0 | 0 | 0 | 2,600 | 0 | 5,200 |
| | Sub-total | | | | 3,200 | 2,000 | 0 | 0 | 0 | 5,200 | 0 | 5,200 | 0 | 0 | 2,600 | 0 | 0 | 0 | 0 | 0 | 2,600 | 0 | 5,200 |
| TRN160 Engineering Studies | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | Engineering Studies - History 2012 | CW | S2 | 04 | 630 | 0 | 0 | 0 | 0 | 630 | 0 | 630 | 0 | 0 | 312 | 0 | 0 | 130 | 188 | 0 | 0 | 0 | 630 |
| 0 10 | Engineering Studies - 2013 & Future | CW | S5 | 04 | 1,200 | 1,370 | 1,670 | 1,500 | 1,500 | 7,240 | 7,652 | 14,892 | 0 | 0 | 2,705 | 0 | 0 | 961 | 0 | 0 | 11,226 | 0 | 14,892 |
| 0 11 | Downsview Area Secondary Plan | 10 | S4 | 04 | 550 | 0 | 0 | 0 | 0 | 550 | 0 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 0 | 0 | 550 |
| | Sub-total | | | | 2,380 | 1,370 | 1,670 | 1,500 | 1,500 | 8,420 | 7,652 | 16,072 | 0 | 0 | 3,017 | 0 | 0 | 1,091 | 188 | 550 | 11,226 | 0 | 16,072 |
| TRN180 Gardiner (Jarvis to Dowling) | | | | | | | | | | | | | | | | | | | | | | | |
| 0 7 | Jarvis to Dowling - History 2012 | CW | S2 | 03 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| | Sub-total | | | | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| TRN350 Major Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | |
| 0 12 | Major Road Reconstructio History 2012 | CW | S2 | 03 | 4,351 | 0 | 0 | 0 | 0 | 4,351 | 0 | 4,351 | 0 | 0 | 0 | 0 | 0 | 1,551 | 0 | 0 | 2,800 | 0 | 4,351 |
| 0 13 | Major Road Reconstructio 2013 & Future | CW | S5 | 03 | 12,435 | 19,537 | 17,607 | 21,716 | 20,102 | 91,397 | 115,284 | 206,681 | 0 | 0 | 0 | 47,000 | 0 | 0 | 0 | 0 | 159,681 | 0 | 206,681 |
| | Sub-total | | | | 16,786 | 19,537 | 17,607 | 21,716 | 20,102 | 95,748 | 115,284 | 211,032 | 0 | 0 | 0 | 47,000 | 0 | 1,551 | 0 | 0 | 162,481 | 0 | 211,032 |
| TRN355 Scarborough Golf Town Road/CN Grade Separat | | | | | | | | | | | | | | | | | | | | | | | |
| 0 3 | Steeles/Kennedy Grade Separation - 2014 Future | 39 | S6 | 05 | 0 | 500 | 6,600 | 7,526 | 5,280 | 19,906 | 844 | 20,750 | 0 | 0 | 9,339 | 0 | 0 | 0 | 0 | 0 | 11,411 | 0 | 20,750 |
| | Sub-total | | | | 0 | 500 | 6,600 | 7,526 | 5,280 | 19,906 | 844 | 20,750 | 0 | 0 | 9,339 | 0 | 0 | 0 | 0 | 0 | 11,411 | 0 | 20,750 |
| TRN380 Safety and Operational Improvements | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | Safety and Operational Improvements History 2012 | CW | S2 | 04 | 800 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 800 |
| 0 9 | Safety and Operational Improvements 2013 & Future | CW | S5 | 04 | 1,269 | 1,276 | 1,283 | 1,283 | 1,297 | 6,408 | 6,557 | 12,965 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,965 | 0 | 12,965 |
| | Sub-total | | | | 2,069 | 1,276 | 1,283 | 1,283 | 1,297 | 7,208 | 6,557 | 13,765 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,765 | 0 | 13,765 |
| TRN396 Major Road Resurfacing | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | Major Road Resurfacing History 2012 | CW | S2 | 03 | 6,771 | 0 | 0 | 0 | 0 | 6,771 | 0 | 6,771 | 0 | 0 | 0 | 0 | 0 | 4,071 | 2,700 | 0 | 0 | 0 | 6,771 |
| 0 12 | Major Road Resurfacing 2013 & Future | CW | S5 | 03 | 33,890 | 50,665 | 50,026 | 47,568 | 44,476 | 226,625 | 215,801 | 442,426 | 0 | 0 | 0 | 237,569 | 0 | 19,321 | 0 | 0 | 185,536 | 0 | 442,426 |
| | Sub-total | | | | 40,661 | 50,665 | 50,026 | 47,568 | 44,476 | 233,396 | 215,801 | 449,197 | 0 | 0 | 0 | 237,569 | 0 | 23,392 | 2,700 | 0 | 185,536 | 0 | 449,197 |
| TRN906071 Port Union Road | | | | | | | | | | | | | | | | | | | | | | | |

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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. | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other 2 | Debt - Recoverable Debt | Total Financing | |
| TRN906071 Port Union Road | | | | | | | | | | | | | | | | | | | | | | | |
| 0 2 | Port Union Road - Future | 44 | S6 | 05 | 0 | 0 | 0 | 0 | 0 | 0 | 1,900 | 1,900 | 0 | 0 | 855 | 0 | 0 | 0 | 0 | 0 | 1,045 | 0 | 1,900 |
| | Sub-total | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1,900 | 1,900 | 0 | 0 | 855 | 0 | 0 | 0 | 0 | 0 | 1,045 | 0 | 1,900 |
| TRN906072 Salt Management Program | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Salt Management Program History 2012 | CW | S2 | 03 | 400 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 400 |
| 0 11 | Salt Management Program 2013 & Future | CW | S5 | 03 | 1,000 | 1,025 | 1,050 | 1,077 | 1,105 | 5,257 | 5,767 | 11,024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,024 | 0 | 11,024 |
| | Sub-total | | | | 1,400 | 1,025 | 1,050 | 1,077 | 1,105 | 5,657 | 5,767 | 11,424 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 11,024 | 0 | 11,424 |
| TRN906079 LED Signal Module Conversion | | | | | | | | | | | | | | | | | | | | | | | |
| 0 6 | Led Signal Module Conversion 2013 & Future | CW | S5 | 04 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 5,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 |
| | Sub-total | | | | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 5,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 |
| TRN906080 Pedestrian Safety and Infrastructure Programs | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | Pedestrian Safety & Infrastructure 2013 & Future | CW | S5 | 01 | 610 | 625 | 641 | 657 | 673 | 3,206 | 3,518 | 6,724 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,724 | 0 | 6,724 |
| | Sub-total | | | | 610 | 625 | 641 | 657 | 673 | 3,206 | 3,518 | 6,724 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,724 | 0 | 6,724 |
| TRN906081 Local Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | Local Road Reconstruction History 2012 | CW | S2 | 03 | 4,909 | 0 | 0 | 0 | 0 | 4,909 | 0 | 4,909 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 1,400 | 0 | 4,909 |
| 0 12 | Local Road Reconstruction 2013 & Future | CW | S5 | 03 | 11,432 | 18,431 | 21,627 | 18,342 | 20,651 | 90,483 | 113,414 | 203,897 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203,897 | 0 | 203,897 |
| | Sub-total | | | | 16,341 | 18,431 | 21,627 | 18,342 | 20,651 | 95,392 | 113,414 | 208,806 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 205,297 | 0 | 208,806 |
| TRN906082 Local Road Resurfacing | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Local Road Resurfacing History 2012 | CW | S2 | 03 | 5,499 | 0 | 0 | 0 | 0 | 5,499 | 0 | 5,499 | 0 | 0 | 0 | 0 | 0 | 2,499 | 3,000 | 0 | 0 | 0 | 5,499 |
| 0 11 | Local Road Resurfacing 2013 & Future | CW | S5 | 03 | 25,498 | 28,725 | 28,857 | 28,792 | 28,635 | 140,507 | 166,091 | 306,598 | 0 | 0 | 0 | 0 | 0 | 25,498 | 0 | 0 | 281,100 | 0 | 306,598 |
| | Sub-total | | | | 30,997 | 28,725 | 28,857 | 28,792 | 28,635 | 146,006 | 166,091 | 312,097 | 0 | 0 | 0 | 0 | 0 | 27,997 | 3,000 | 0 | 281,100 | 0 | 312,097 |
| TRN906085 Sidewalks | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Sidewalks History 2012 | CW | S2 | 03 | 3,393 | 0 | 0 | 0 | 0 | 3,393 | 0 | 3,393 | 0 | 0 | 0 | 0 | 0 | 1,393 | 2,000 | 0 | 0 | 0 | 3,393 |
| 0 11 | Sidewalks 2013 & Future | CW | S5 | 03 | 9,508 | 13,801 | 15,304 | 13,970 | 16,128 | 68,711 | 60,063 | 128,774 | 0 | 0 | 0 | 0 | 0 | 9,508 | 0 | 0 | 119,266 | 0 | 128,774 |
| | Sub-total | | | | 12,901 | 13,801 | 15,304 | 13,970 | 16,128 | 72,104 | 60,063 | 132,167 | 0 | 0 | 0 | 0 | 0 | 10,901 | 2,000 | 0 | 119,266 | 0 | 132,167 |
| TRN906086 Laneways | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Laneways History 2012 | CW | S2 | 03 | 760 | 0 | 0 | 0 | 0 | 760 | 0 | 760 | 0 | 0 | 0 | 0 | 0 | 110 | 650 | 0 | 0 | 0 | 760 |

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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. | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | |
| <u>TRN906086 Laneways</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | Laneways 2013 & Future | CW | S5 | 03 | | 2,098 | 2,263 | 2,320 | 2,320 | 2,437 | 11,438 | 10,558 | 21,996 | 0 | 0 | 0 | 0 | 0 | 2,098 | 0 | 0 | 19,898 | 0 | 21,996 |
| | Sub-total | | | | | 2,858 | 2,263 | 2,320 | 2,320 | 2,437 | 12,198 | 10,558 | 22,756 | 0 | 0 | 0 | 0 | 0 | 2,208 | 650 | 0 | 19,898 | 0 | 22,756 |
| <u>TRN906355 North Yonge Centre</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | North Yonge Centre - History 2012 | CW | S2 | 05 | | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 0 | 5,000 | 0 | 0 | 4,050 | 0 | 0 | 0 | 0 | 0 | 950 | 0 | 5,000 |
| 0 10 | North Yonge Centre - 2013 | CW | S5 | 05 | | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 0 | 5,000 | 0 | 0 | 4,051 | 0 | 0 | 0 | 0 | 0 | 949 | 0 | 5,000 |
| | Sub-total | | | | | 10,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 | 0 | 0 | 8,101 | 0 | 0 | 0 | 0 | 0 | 1,899 | 0 | 10,000 |
| <u>TRN906405 Upgrades To Meet New ESA Requirements</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | 2009 Traffic Control Projects | CW | S2 | 01 | | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 300 |
| 0 12 | Upgrades to Meet New ESA 2013 & Future | CW | S5 | 01 | | 1,760 | 1,760 | 1,760 | 1,760 | 1,760 | 8,800 | 8,800 | 17,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,600 | 0 | 17,600 |
| | Sub-total | | | | | 2,060 | 1,760 | 1,760 | 1,760 | 1,760 | 9,100 | 8,800 | 17,900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,900 | 0 | 17,900 |
| <u>TRN906857 Retaining Walls Rehabilitation</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 7 | Retaining Walls History 2012 | CW | S2 | 03 | | 900 | 0 | 0 | 0 | 0 | 900 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 900 |
| 0 8 | Retaining Walls 2013 & Future | CW | S5 | 03 | | 3,159 | 1,188 | 1,218 | 1,218 | 1,279 | 8,062 | 6,687 | 14,749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,749 | 0 | 14,749 |
| | Sub-total | | | | | 4,059 | 1,188 | 1,218 | 1,218 | 1,279 | 8,962 | 6,687 | 15,649 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 14,749 | 0 | 15,649 |
| <u>TRN907125 PXO Visibility Enhancement</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 5 | PXO Visibility Enhan - 2013 Future | CW | S5 | 01 | | 569 | 569 | 569 | 569 | 0 | 2,276 | 0 | 2,276 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,276 | 0 | 2,276 |
| | Sub-total | | | | | 569 | 569 | 569 | 569 | 0 | 2,276 | 0 | 2,276 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,276 | 0 | 2,276 |
| <u>TRN907189 Improvements to the Easterly Elevated Deck</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 5 | DVP to Jarvis History 2012 | CW | S2 | 03 | | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 |
| | Sub-total | | | | | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 |
| <u>TRN907190 Backlog Western Gardiner (Dowling to 427)</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 5 | Backlog Western Gardiner History 2012 | CW | S2 | 03 | | 3,500 | 0 | 0 | 0 | 0 | 3,500 | 0 | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 0 | 0 | 3,500 |
| | Sub-total | | | | | 3,500 | 0 | 0 | 0 | 0 | 3,500 | 0 | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 0 | 0 | 3,500 |
| <u>TRN907247 Signs and Markings Asset Management</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 5 | Signs and Markings Asset Management 2013 & Future | CW | S5 | 04 | | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 5,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 |
| | Sub-total | | | | | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 | 5,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 |

CITY OF TORONTO

Gross Expenditures (\$000's)

Transportation Services

| Sub- Priority | Project No. SubProj No. | Project Name Sub-project Name | Ward | Stat. | Cat. | Current and Future Year Cash Flow Commitments | | | | | | | Current and Future Year Cash Flow Commitments Financed By | | | | | | | | | | | | | |
|--|----------------------------|---|------|-------|------|---|---------|---------|---------|---------|--------------------|--------------------|---|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|---|-----------|--|
| | | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | | |
| TRN907853 Section 37 - Scarborough Pedestrian Walkway | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Triton (southside Borough Drive to East) | 38 | S5 | 05 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | |
| | | Sub-total | | | | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | |
| TRN907870 Section 37 Front Street East Streetscaping Plan | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Section 37 Front Street East Streetscaping Plan | 28 | S4 | 05 | 1,298 | 0 | 0 | 0 | 0 | 1,298 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 1,298 | |
| | | Sub-total | | | | 1,298 | 0 | 0 | 0 | 0 | 1,298 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 1,298 | |
| TRN907910 F.G. Gardiner | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Phase 1 - Don Roadway to Cherry St. | CW | S4 | 03 | 20,000 | 39,500 | 250 | 250 | 0 | 60,000 | 0 | 60,000 | 0 | 0 | 0 | 33,555 | 0 | 0 | 0 | 0 | 26,445 | 0 | 0 | 60,000 | |
| 0 | 2 | Phase 2 - Cherry St. to Parliament | CW | S6 | 03 | 0 | 0 | 35,880 | 36,770 | 250 | 72,900 | 250 | 73,150 | 0 | 0 | 0 | 71,435 | 0 | 0 | 0 | 0 | 1,715 | 0 | 0 | 73,150 | |
| 0 | 3 | Phase 3 - Parliament to Jarvis | CW | S6 | 03 | 0 | 0 | 0 | 0 | 37,690 | 37,690 | 39,130 | 76,820 | 0 | 0 | 0 | 76,820 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76,820 | |
| 0 | 4 | Phases 4 - 6 (Strachan to Rees) | CW | S6 | 03 | 0 | 0 | 0 | 0 | 0 | 164,430 | 164,430 | 164,430 | 0 | 0 | 0 | 161,622 | 0 | 0 | 0 | 0 | 2,808 | 0 | 0 | 164,430 | |
| 0 | 5 | At-Grade Repairs | CW | S5 | 03 | 5,000 | 10,000 | 10,250 | 10,510 | 10,770 | 46,530 | 58,020 | 104,550 | 0 | 0 | 0 | 36,399 | 0 | 0 | 0 | 0 | 68,151 | 0 | 0 | 104,550 | |
| 0 | 6 | Bents Repair | CW | S6 | 03 | 0 | 0 | 3,000 | 3,080 | 3,150 | 9,230 | 16,980 | 26,210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26,210 | 0 | 0 | 26,210 | |
| | | Sub-total | | | | 25,000 | 49,500 | 49,380 | 50,610 | 51,860 | 226,350 | 278,810 | 505,160 | 0 | 0 | 0 | 379,831 | 0 | 0 | 0 | 0 | 125,329 | 0 | 0 | 505,160 | |
| Total Program Expenditure | | | | | | 322,814 | 281,070 | 289,402 | 300,158 | 318,341 | 1,511,785 | 1,498,912 | 3,010,697 | 0 | 0 | 196,086 | 670,674 | 39,716 | 79,913 | 39,939 | 82,770 | 901,598 | 0 | 0 | 3,010,696 | |

Report Phase 5 - Program 06 Transportation Services Program Phase 5 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)****Transportation Services**

| | | Current and Future Year Cash Flow Commitments and Estimates | | | | | | | | | Current and Future Year Cash Flow Commitments and Estimates Financed By | | | | | | | | | | | | | | |
|------------------|----------------------------|---|------|-------|------|----------------|--------------------|--------------------|--------------------|---------------------------------------|---|------------------------|---------------------|------------------|----------------------------|----------------|----------------|-------------------------------|--------------------|---------------|---------------|----------------|-----------|------------------|-----------|
| | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserve Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | | | | | |
| Sub- Priority | Project No. SubProj No. | Project Name Sub-project Name | Ward | Stat. | Cat. | | | | | | | | | | | | | | | | | | | | |
| Financed By: | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Development Charges | | | | 30,751 | 15,215 | 17,772 | 21,214 | 30,764 | 115,716 | 80,370 | 196,086 | 0 | 0 | 196,086 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196,086 | |
| | | Reserves (Ind. "XQ" Ref.) | | | | 14,771 | 63,743 | 64,715 | 68,357 | 77,513 | 289,099 | 381,575 | 670,674 | 0 | 0 | 0 | 670,674 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 670,674 |
| | | Reserve Funds (Ind. "XR" Ref.) | | | | 5,440 | 2,750 | 3,700 | 7,025 | 7,301 | 26,216 | 13,500 | 39,716 | 0 | 0 | 0 | 0 | 39,716 | 0 | 0 | 0 | 0 | 0 | 0 | 39,716 |
| | | Capital from Current | | | | 79,913 | 0 | 0 | 0 | 0 | 79,913 | 0 | 79,913 | 0 | 0 | 0 | 79,913 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79,913 |
| | | Other1 (Internal) | | | | 21,529 | 4,330 | 1,760 | 1,760 | 1,760 | 31,139 | 8,800 | 39,939 | 0 | 0 | 0 | 0 | 0 | 0 | 39,939 | 0 | 0 | 0 | 0 | 39,939 |
| | | Other2 (External) | | | | 32,160 | 6,610 | 5,500 | 5,500 | 5,500 | 55,270 | 27,500 | 82,770 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82,770 | 0 | 0 | 0 | 82,770 |
| | | Debt | | | | 138,249 | 188,422 | 195,955 | 196,302 | 195,503 | 914,431 | 987,167 | 1,901,598 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,901,598 | 0 | 1,901,598 |
| | | Total Program Financing | | | | 322,813 | 281,070 | 289,402 | 300,158 | 318,341 | 1,511,784 | 1,498,912 | 3,010,696 | 0 | 0 | 196,086 | 670,674 | 39,716 | 79,913 | 39,939 | 82,770 | 901,598 | 0 | 3,010,696 | |

| Status Code | Description |
|-------------|--|
| S2 | S2 Prior Year (With 2013 and/or Future Year Cashflow) |
| S3 | S3 Prior Year - Change of Scope 2013 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 2014 & 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
2013 Cash Flow and
Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

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. | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | |
| TRN180 Gardiner (Jarvis to Dowling) | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 7 | Jarvis to Dowling - History 2012 | CW | S2 | 03 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | |
| | Sub-total | | | | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | |
| TRN350 Major Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 12 | Major Road Reconstructio History 2012 | CW | S2 | 03 | 4,351 | 0 | 0 | 0 | 0 | 4,351 | 0 | 4,351 | 0 | 0 | 0 | 0 | 0 | 1,551 | 0 | 0 | 2,800 | 0 | 4,351 | |
| 0 13 | Major Road Reconstructio 2013 & Future | CW | S5 | 03 | 12,435 | 5,413 | 410 | 380 | 380 | 19,018 | 270 | 19,288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,288 | 0 | 19,288 | |
| | Sub-total | | | | 16,786 | 5,413 | 410 | 380 | 380 | 23,369 | 270 | 23,639 | 0 | 0 | 0 | 0 | 0 | 1,551 | 0 | 0 | 22,088 | 0 | 23,639 | |
| TRN380 Safety and Operational Improvements | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 8 | Safety and Operational Improvements History 2012 | CW | S2 | 04 | 800 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | |
| 0 9 | Safety and Operational Improvements 2013 & Future | CW | S5 | 04 | 1,269 | 0 | 0 | 0 | 0 | 1,269 | 0 | 1,269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,269 | 0 | 1,269 | |
| | Sub-total | | | | 2,069 | 0 | 0 | 0 | 0 | 2,069 | 0 | 2,069 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,069 | 0 | 2,069 | |
| TRN396 Major Road Resurfacing | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | Major Road Resurfacing History 2012 | CW | S2 | 03 | 6,771 | 0 | 0 | 0 | 0 | 6,771 | 0 | 6,771 | 0 | 0 | 0 | 0 | 0 | 4,071 | 2,700 | 0 | 0 | 0 | 6,771 | |
| 0 12 | Major Road Resurfacing 2013 & Future | CW | S5 | 03 | 33,890 | 8,186 | 410 | 380 | 380 | 43,246 | 270 | 43,516 | 0 | 0 | 0 | 14,569 | 0 | 19,321 | 0 | 0 | 9,626 | 0 | 43,516 | |
| | Sub-total | | | | 40,661 | 8,186 | 410 | 380 | 380 | 50,017 | 270 | 50,287 | 0 | 0 | 0 | 14,569 | 0 | 23,392 | 2,700 | 0 | 9,626 | 0 | 50,287 | |
| TRN906072 Salt Management Program | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 10 | Salt Management Program History 2012 | CW | S2 | 03 | 400 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 400 | |
| 0 11 | Salt Management Program 2013 & Future | CW | S5 | 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 | |
| | Sub-total | | | | 1,400 | 0 | 0 | 0 | 0 | 1,400 | 0 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 1,000 | 0 | 1,400 | |
| TRN906079 LED Signal Module Conversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 6 | Led Signal Module Conversion 2013 & Future | CW | S5 | 04 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | |
| | Sub-total | | | | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 | |
| TRN906080 Pedestrian Safety and Infrastructure Programs | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 9 | Pedestrian Safety & Infrastructure 2013 & Future | CW | S5 | 01 | 610 | 0 | 0 | 0 | 0 | 610 | 0 | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | 610 | |
| | Sub-total | | | | 610 | 0 | 0 | 0 | 0 | 610 | 0 | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | 610 | |
| TRN906081 Local Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 11 | Local Road Reconstruction History 2012 | CW | S2 | 03 | 4,909 | 0 | 0 | 0 | 0 | 4,909 | 0 | 4,909 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 1,400 | 0 | 4,909 | |

Report Phase 5 - Program 06 Transportation Services Program Phase 5 Sub-Project Category 01,02,03,04,05,06,07 Part B Sub-Project Status S2 Part C Sub-Project Status S2,S3,S4,S5

CITY OF TORONTO

Gross Expenditures (\$000's)

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 | | | | | | | | | | | | | |
|---|----|---|----|----|----|---|-------|-------|------|------|--------------------|---|--------------------|---------------------------------------|--------------------|------------------------|----------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|--------|--------|
| | | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | |
| TRN906081 Local Road Reconstruction | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | Local Road Reconstruction 2013 & Future | CW | S5 | 03 | 11,432 | 8,579 | 1,025 | 950 | 950 | 22,936 | 675 | 23,611 | 0 | 0 | 0 | 0 | 0 | 0 | 23,611 | 0 | 23,611 | | | |
| Sub-total | | | | | | 16,341 | 8,579 | 1,025 | 950 | 950 | 27,845 | 675 | 28,520 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 25,011 | 0 | 28,520 | |
| TRN906082 Local Road Resurfacing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 10 | Local Road Resurfacing History 2012 | CW | S2 | 03 | 5,499 | 0 | 0 | 0 | 0 | 5,499 | 0 | 5,499 | 0 | 0 | 0 | 0 | 0 | 2,499 | 3,000 | 0 | 0 | 0 | 5,499 | |
| 0 | 11 | Local Road Resurfacing 2013 & Future | CW | S5 | 03 | 25,498 | 2,990 | 0 | 0 | 0 | 28,488 | 0 | 28,488 | 0 | 0 | 0 | 0 | 0 | 25,498 | 0 | 0 | 2,990 | 0 | 28,488 | |
| Sub-total | | | | | | 30,997 | 2,990 | 0 | 0 | 0 | 33,987 | 0 | 33,987 | 0 | 0 | 0 | 0 | 0 | 27,997 | 3,000 | 0 | 2,990 | 0 | 33,987 | |
| TRN906085 Sidewalks | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 10 | Sidewalks History 2012 | CW | S2 | 03 | 3,393 | 0 | 0 | 0 | 0 | 3,393 | 0 | 3,393 | 0 | 0 | 0 | 0 | 0 | 1,393 | 2,000 | 0 | 0 | 0 | 3,393 | |
| 0 | 11 | Sidewalks 2013 & Future | CW | S5 | 03 | 9,508 | 1,565 | 0 | 0 | 0 | 11,073 | 0 | 11,073 | 0 | 0 | 0 | 0 | 0 | 9,508 | 0 | 0 | 1,565 | 0 | 11,073 | |
| Sub-total | | | | | | 12,901 | 1,565 | 0 | 0 | 0 | 14,466 | 0 | 14,466 | 0 | 0 | 0 | 0 | 0 | 10,901 | 2,000 | 0 | 1,565 | 0 | 14,466 | |
| TRN906086 Laneways | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 10 | Laneways History 2012 | CW | S2 | 03 | 760 | 0 | 0 | 0 | 0 | 760 | 0 | 760 | 0 | 0 | 0 | 0 | 0 | 110 | 650 | 0 | 0 | 0 | 760 | |
| 0 | 11 | Laneways 2013 & Future | CW | S5 | 03 | 2,098 | 350 | 205 | 190 | 190 | 3,033 | 135 | 3,168 | 0 | 0 | 0 | 0 | 0 | 2,098 | 0 | 0 | 1,070 | 0 | 3,168 | |
| Sub-total | | | | | | 2,858 | 350 | 205 | 190 | 190 | 3,793 | 135 | 3,928 | 0 | 0 | 0 | 0 | 0 | 2,208 | 650 | 0 | 1,070 | 0 | 3,928 | |
| TRN906355 North Yonge Centre | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 9 | North Yonge Centre - History 2012 | CW | S2 | 05 | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 0 | 5,000 | 0 | 0 | 4,050 | 0 | 0 | 0 | 0 | 0 | 950 | 0 | 5,000 | |
| 0 | 10 | North Yonge Centre - 2013 | CW | S5 | 05 | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 0 | 5,000 | 0 | 0 | 4,051 | 0 | 0 | 0 | 0 | 0 | 949 | 0 | 5,000 | |
| Sub-total | | | | | | 10,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 10,000 | 0 | 0 | 8,101 | 0 | 0 | 0 | 0 | 0 | 0 | 1,899 | 0 | 10,000 |
| TRN906405 Upgrades To Meet New ESA Requirements | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 9 | 2009 Traffic Control Projects | CW | S2 | 01 | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | | |
| 0 | 12 | Upgrades to Meet New ESA 2013 & Future | CW | S5 | 01 | 1,760 | 0 | 0 | 0 | 0 | 1,760 | 0 | 1,760 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,760 | 0 | 1,760 | | |
| Sub-total | | | | | | 2,060 | 0 | 0 | 0 | 0 | 2,060 | 0 | 2,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,060 | 0 | 2,060 | |
| TRN906857 Retaining Walls Rehabilitation | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 7 | Retaining Walls History 2012 | CW | S2 | 03 | 900 | 0 | 0 | 0 | 0 | 900 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 900 | |
| 0 | 8 | Retaining Walls 2013 & Future | CW | S5 | 03 | 3,159 | 0 | 0 | 0 | 0 | 3,159 | 0 | 3,159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,159 | 0 | 3,159 | | |
| Sub-total | | | | | | 4,059 | 0 | 0 | 0 | 0 | 4,059 | 0 | 4,059 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 3,159 | 0 | 4,059 | |

Report Phase 5 - Program 06 Transportation Services Program Phase 5 Sub-Project Category 01,02,03,04,05,06,07 Part B Sub-Project Status S2 Part C Sub-Project Status S2,S3,S4,S5

CITY OF TORONTO

Gross Expenditures (\$000's)

Transportation Services

| Sub- Priority | Project No. SubProj No. | Project Name Sub-project Name | Ward | Stat. | Cat. | Current and Future Year Cash Flow Commitments | | | | | | Current and Future Year Cash Flow Commitments Financed By | | | | | | | | | | | | | |
|--|----------------------------|---|------|-------|------|---|---------|--------|--------|--------|--------------------|---|--------------------|---------------------------------------|--------------------|------------------------|---------------------|------------------|----------------------------|---------|--------|-------------------------------|--------------------|---------|--|
| | | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserve Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | | |
| <u>TRN907840 LARP(Lawrence-Allen Revitalization Project)</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | LARP Phase 1 (Ranee & North East) | 15 | S5 | 05 | 13 | 0 | 550 | 1,094 | 1,153 | 2,810 | 3,464 | 6,274 | 0 | 0 | 0 | 6,274 | 0 | 0 | 0 | 0 | 0 | 0 | 6,274 | |
| Sub-total | | | | | | 13 | 0 | 550 | 1,094 | 1,153 | 2,810 | 3,464 | 6,274 | 0 | 0 | 0 | 6,274 | 0 | 0 | 0 | 0 | 0 | 0 | 6,274 | |
| <u>TRN907853 Section 37 - Scarborough Pedestrian Walkway</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Triton (southside Borough Drive to East) | 38 | S5 | 05 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | |
| Sub-total | | | | | | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | |
| <u>TRN907870 Section 37 Front Street East Streetscaping Plan</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Section 37 Front Street East Streetscaping Plan | 28 | S4 | 05 | 1,298 | 0 | 0 | 0 | 0 | 1,298 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 1,298 | |
| Sub-total | | | | | | 1,298 | 0 | 0 | 0 | 0 | 1,298 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 1,298 | |
| <u>TRN907910 F.G. Gardiner</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Phase 1 - Don Roadway to Cherry St. | CW | S4 | 03 | 20,000 | 39,500 | 250 | 250 | 0 | 60,000 | 0 | 60,000 | 0 | 0 | 0 | 33,555 | 0 | 0 | 0 | 0 | 26,445 | 0 | 60,000 | |
| 0 | 5 | At-Grade Repairs | CW | S5 | 03 | 5,000 | 10,000 | 10,250 | 10,510 | 10,770 | 46,530 | 11,040 | 57,570 | 0 | 0 | 0 | 17,718 | 0 | 0 | 0 | 0 | 39,852 | 0 | 57,570 | |
| Sub-total | | | | | | 25,000 | 49,500 | 10,500 | 10,760 | 10,770 | 106,530 | 11,040 | 117,570 | 0 | 0 | 0 | 51,273 | 0 | 0 | 0 | 0 | 66,297 | 0 | 117,570 | |
| Total Program Expenditure | | | | | | 322,813 | 104,038 | 18,498 | 19,152 | 14,823 | 479,324 | 16,854 | 496,178 | 0 | 0 | 34,502 | 72,116 | 6,190 | 79,913 | 25,546 | 33,233 | 244,678 | 0 | 496,178 | |

CITY OF TORONTO

Gross Expenditures (\$000's)

| Transportation Services | | | | | Current and Future Year Cash Flow Commitments and Estimates | | | | | | Current and Future Year Cash Flow Commitments and Estimates Financed By | | | | | | | | | | | | |
|--------------------------------|----------------------------|----------------------------------|------|------------|---|----------------|---------------|---------------|---------------|--------------------|---|--------------------|---------------------------------------|--------------------|------------------------|---------------------|------------------|----------------------------|---------------|---------------|-------------------------------|--------------------|----------------|
| | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | Total 2013-2017 | Total 2018-2022 | Total 2013-2022 | Provincial Grants and Subsidies | Federal Subsidy | Development Charges | Reserve Reserves | Reserve Funds | Capital from Current | Other 1 | Other2 | Debt - Recoverable Debt | Total Financing | |
| Sub- Priority | Project No. SubProj No. | Project Name Sub-project Name | Ward | Stat. Cat. | | | | | | | | | | | | | | | | | | | |
| Financed By: | | | | | | | | | | | | | | | | | | | | | | | |
| | | Development Charges | | | 30,751 | 2,431 | 683 | 637 | 0 | 34,502 | 0 | 34,502 | 0 | 0 | 34,502 | 0 | 0 | 0 | 0 | 0 | 0 | 34,502 | |
| | | Reserves (Ind. "XQ" Ref.) | | | 14,771 | 33,743 | 550 | 1,587 | 9,573 | 60,224 | 11,892 | 72,116 | 0 | 0 | 0 | 72,116 | 0 | 0 | 0 | 0 | 0 | 72,116 | |
| | | Reserve Funds (Ind. "XR" Ref.) | | | 5,440 | 750 | 0 | 0 | 0 | 6,190 | 0 | 6,190 | 0 | 0 | 0 | 0 | 6,190 | 0 | 0 | 0 | 0 | 6,190 | |
| | | Capital from Current | | | 79,913 | 0 | 0 | 0 | 0 | 79,913 | 0 | 79,913 | 0 | 0 | 0 | 0 | 79,913 | 0 | 0 | 0 | 0 | 79,913 | |
| | | Other1 (Internal) | | | 21,529 | 3,027 | 495 | 495 | 0 | 25,546 | 0 | 25,546 | 0 | 0 | 0 | 0 | 0 | 25,546 | 0 | 0 | 0 | 25,546 | |
| | | Other2 (External) | | | 32,160 | 345 | 364 | 364 | 0 | 33,233 | 0 | 33,233 | 0 | 0 | 0 | 0 | 0 | 0 | 33,233 | 0 | 0 | 33,233 | |
| | | Debt | | | 138,249 | 63,742 | 16,406 | 16,069 | 5,250 | 239,716 | 4,962 | 244,678 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244,678 | 0 | 244,678 | |
| Total Program Financing | | | | | 322,813 | 104,038 | 18,498 | 19,152 | 14,823 | 479,324 | 16,854 | 496,178 | 0 | 0 | 34,502 | 72,116 | 6,190 | 79,913 | 25,546 | 33,233 | 244,678 | 0 | 496,178 |

| | |
|--------------------|--|
| Status Code | Description |
| S2 | S2 Prior Year (With 2013 and/or Future Year Cashflow) |
| S3 | S3 Prior Year - Change of Scope 2013 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

2013 Capital Project with Financing Details

(Phase 5) 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

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | | |
|---------------------------------------|--|--|-----------------|---------------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|--------------|--------------|----------|--------------------|----------|--|--|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | |
| 0 | <u>TRN000001</u> | <u>Signal Major Modifications</u> | | | | | | | | | | | | | | | |
| 0 | 6 Signal Major Modifications 2013 & Future | 1/1/2013 | 12/31/2013 | 1,194 | 0 | 0 | 1,021 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | | |
| 0 | 8 13TM-01TP Signal Major Modification 2013-2016 | 1/1/2013 | 12/31/2016 | 1,096 | 0 | 0 | 834 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 0 | | |
| | Project Sub-total: | | | 2,290 | 0 | 0 | 1,855 | 0 | 0 | 0 | 0 | 0 | 0 | 435 | 0 | | |
| 0 | <u>TRN000171</u> | <u>Transit Priority</u> | | | | | | | | | | | | | | | |
| 0 | 8 Transit Priority History 2012 | 1/1/2012 | 12/31/2012 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | | |
| 0 | 9 Transit Priority 2013 & Future | 1/1/2012 | 12/31/2012 | 1,283 | 0 | 0 | 0 | 0 | 0 | 0 | 1,283 | 0 | 0 | 0 | 0 | | |
| 0 | 10 13TM-01TP Transit Priority 2013-2016 | 1/1/2013 | 12/31/2016 | 477 | 0 | 0 | 0 | 0 | 0 | 0 | 477 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 2,160 | 0 | 0 | 0 | 0 | 0 | 0 | 2,160 | 0 | 0 | 0 | 0 | | |
| 0 | <u>TRN000172</u> | <u>Third Party Signals</u> | | | | | | | | | | | | | | | |
| 0 | 6 2009 Third Party Signals | 9/9/2008 | 9/9/2008 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 1,400 | 0 | 0 | 0 | 0 | | |
| 0 | 7 Third Party Signals 2013 & Future | 1/1/2013 | 12/31/2013 | 1,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,155 | 0 | 0 | 0 | | |
| 0 | 8 13TM-01TP Third Party Signals 2013-2016 | 1/1/2013 | 12/31/2016 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 2,900 | 0 | 0 | 0 | 0 | 0 | 0 | 1,400 | 1,500 | 0 | 0 | 0 | | |
| 0 | <u>TRN000183</u> | <u>Cycling Infrastructure</u> | | | | | | | | | | | | | | | |
| 0 | 10 Mid Humber Extend Trail Wards 1,2,7 2013 - 2016 | 10/20/2013 | 10/20/2013 | 750 | 0 | 0 | 650 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | |
| 0 | 12 Toronto Bike Plan - CW Expansion 2013-2018 | 1/1/2013 | 12/18/2018 | 400 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0 | 13 Additional Off-Road Bike Trails | 10/20/2008 | 10/20/2008 | 750 | 0 | 0 | 650 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | |
| 0 | 22 Cycling Infrastructure History 2012 | 1/1/2012 | 12/31/2012 | 3,250 | 0 | 0 | 1,442 | 0 | 810 | 0 | 0 | 0 | 0 | 998 | 0 | | |
| 0 | 23 Cycling Infrastructure 2013 & future | 1/1/2013 | 12/31/2013 | 6,530 | 0 | 0 | 1,256 | 0 | 0 | 0 | 0 | 0 | 0 | 5,274 | 0 | | |
| | Project Sub-total: | | | 11,680 | 0 | 0 | 4,398 | 0 | 810 | 0 | 0 | 0 | 0 | 6,472 | 0 | | |
| 0 | <u>TRN000184</u> | <u>Growth Related Capital Works</u> | | | | | | | | | | | | | | | |
| 0 | 9 Growth Related Capital Works History 2012 | 1/1/2012 | 12/31/2012 | 300 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | | |
| 0 | 10 Growth Related Capital Works 2013 & Future | 1/1/2012 | 12/31/2012 | 300 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | | |
| | Project Sub-total: | | | 600 | 0 | 0 | 486 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | | |
| 0 | <u>TRN000191</u> | <u>Scarlett/St Clair/Dundas</u> | | | | | | | | | | | | | | | |
| 0 | 2 Scarlett/St Clair/Dundas - 2012 & Future | 1/1/2013 | 12/31/2013 | 4,290 | 0 | 0 | 1,158 | 0 | 0 | 0 | 0 | 0 | 0 | 3,132 | 0 | | |
| | Project Sub-total: | | | 4,290 | 0 | 0 | 1,158 | 0 | 0 | 0 | 0 | 0 | 0 | 3,132 | 0 | | |
| 0 | <u>TRN000370</u> | <u>Traffic Calming</u> | | | | | | | | | | | | | | | |
| 0 | 8 Traffic Calming History 2012 | 1/1/2012 | 12/31/2012 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | | |
| 0 | 9 Traffic Calming 2013 & Future | 1/1/2012 | 12/31/2012 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 0 | | |
| | Project Sub-total: | | | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 | 0 | | |

(Phase 5) 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

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | |
|---------------------------------------|----------------------|--|-----------------|------------|-----------------------------|-----------------|-------------------|--------------|---------------|----------------------|----------|--------------|---------------|--------------------|----------|--|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | |
| 0 | <u>TRN025</u> | <u>Various Construction Projects</u> | | | | | | | | | | | | | | |
| 0 | 8 | Various Construction Projects History 2012 | 1/1/2012 | 12/31/2012 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000 | 0 | 0 | |
| 0 | 9 | Various Construction Projects 2013 & Future | 1/1/2012 | 12/31/2012 | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 | 0 | 0 | |
| | | Project Sub-total: | | | 29,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29,000 | 0 | 0 | |
| 0 | <u>TRN029</u> | <u>Don Valley Parkway Rehabilitation</u> | | | | | | | | | | | | | | |
| 0 | 12 | Don Valley Parkway Rehabilitation History 2012 | 5/3/2011 | 5/3/2011 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | |
| 0 | 13 | Don Valley Parkway Rehabilitation 2013 & Future | 1/1/2013 | 12/31/2013 | 2,207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,207 | 0 | |
| | | Project Sub-total: | | | 4,207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,207 | 0 | |
| 0 | <u>TRN031</u> | <u>New Traffic Control Signals / Devices</u> | | | | | | | | | | | | | | |
| 0 | 10 | New Traffic Control Signals/ Devices 2013 & Future | 1/1/2013 | 12/31/2013 | 3,289 | 0 | 0 | 2,811 | 0 | 0 | 0 | 0 | 0 | 478 | 0 | |
| 0 | 11 | 13TM-01TP New Traffic Control Signal 2013-2016 | 1/1/2013 | 12/31/2016 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | |
| | | Project Sub-total: | | | 3,470 | 0 | 0 | 2,811 | 0 | 0 | 0 | 0 | 0 | 659 | 0 | |
| 0 | <u>TRN034</u> | <u>Traffic Plant Requirements/Signal Asset Management</u> | | | | | | | | | | | | | | |
| 0 | 6 | 2009 Traffic Plant Requirements | 9/9/2008 | 9/9/2008 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | |
| 0 | 10 | Traffic Plant Req'd/Signal Asset Man 2013 & future | 1/1/2012 | 12/31/2012 | 3,884 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,884 | 0 | |
| 0 | 11 | 13TM-01TP Traffic Plant Requirements 2013-2016 | 1/1/2013 | 12/31/2016 | 2,116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,116 | 0 | |
| | | Project Sub-total: | | | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 6,000 | 0 | |
| 0 | <u>TRN035</u> | <u>Advanced Traffic Signal Control</u> | | | | | | | | | | | | | | |
| 0 | 7 | 2009 Advanced Traffic Signal Control | 9/10/2008 | 9/10/2008 | 1,000 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 9 | Advanced Traffic Signal Control 2013 & Future | 1/1/2012 | 12/31/2012 | 1,582 | 0 | 0 | 1,315 | 0 | 0 | 0 | 0 | 0 | 267 | 0 | |
| 0 | 10 | 13TM-01TP Advanced Traffic Signal Control 2013-2016 | 1/1/2013 | 12/31/2016 | 668 | 0 | 0 | 508 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | |
| 0 | 11 | Additonal Funding | 6/1/2012 | 6/1/2012 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | |
| | | Project Sub-total: | | | 3,500 | 0 | 0 | 2,823 | 0 | 0 | 0 | 0 | 0 | 677 | 0 | |
| 0 | <u>TRN036</u> | <u>Traffic Control - RESCU</u> | | | | | | | | | | | | | | |
| 0 | 7 | 2009 Traffic Control - RESCU 2011-2013 | 9/10/2008 | 12/31/2013 | 2,201 | 0 | 0 | 1,280 | 0 | 0 | 0 | 0 | 0 | 921 | 0 | |
| 0 | 11 | 13TM-01TP Traffic Control RESCU 2013-2016 | 1/1/2013 | 12/31/2016 | 99 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | |
| | | Project Sub-total: | | | 2,300 | 0 | 0 | 1,369 | 0 | 0 | 0 | 0 | 0 | 931 | 0 | |
| 0 | <u>TRN037</u> | <u>Accessible Pedestrian Signals (Audible Signals)</u> | | | | | | | | | | | | | | |
| 0 | 9 | Accessible Pedestrian Signals 2013 & Future | 1/1/2013 | 12/31/2013 | 1,207 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 1,072 | 0 | |
| 0 | 10 | 13TM-01TP Audible Signals 2013-2016 | 1/1/2013 | 12/31/2016 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 0 | |
| | | Project Sub-total: | | | 1,500 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 1,365 | 0 | |
| 0 | <u>TRN055</u> | <u>City Bridge Rehabilitation</u> | | | | | | | | | | | | | | |
| 0 | 11 | City Bridge Rehabilitation - 2011 | 7/6/2010 | 7/6/2010 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 0 | |

(Phase 5) 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

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | | |
|---------------------------------------|---|---|-----------------|---------------|-----------------------------|-----------------|-------------------|---------------|---------------|----------------------|--------------|------------|---------------|--------------------|--|--|--|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | |
| 0 | <u>TRN055</u> | <u>City Bridge Rehabilitation</u> | | | | | | | | | | | | | | | |
| 0 | 12 City Bridge History 2012 | 1/1/2012 | 12/31/2012 | 21,264 | 0 | 0 | 0 | 0 | 0 | 9,264 | 0 | 0 | 12,000 | 0 | | | |
| 0 | 13 City Bridge 2013 & Future | 1/1/2013 | 12/31/2013 | 17,375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,375 | 0 | | | |
| 0 | 14 Bridge Assessments | 11/27/2012 | 11/27/2012 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | | | |
| | Project Sub-total: | | | 46,639 | 0 | 0 | 0 | 0 | 0 | 9,264 | 0 | 0 | 37,375 | 0 | | | |
| 0 | <u>TRN077</u> | <u>Dufferin Street Jog Elimination</u> | | | | | | | | | | | | | | | |
| 0 | 1 CN & Expropriations | 1/1/2013 | 12/31/2014 | 3,200 | 0 | 0 | 1,600 | 0 | 0 | 0 | 0 | 0 | 1,600 | 0 | | | |
| | Project Sub-total: | | | 3,200 | 0 | 0 | 1,600 | 0 | 0 | 0 | 0 | 0 | 1,600 | 0 | | | |
| 0 | <u>TRN160</u> | <u>Engineering Studies</u> | | | | | | | | | | | | | | | |
| 0 | 9 Engineering Studies - History 2012 | 1/1/2012 | 12/31/2012 | 630 | 0 | 0 | 312 | 0 | 0 | 130 | 188 | 0 | 0 | 0 | | | |
| 0 | 10 Engineering Studies - 2013 & Future | 1/1/2012 | 12/31/2012 | 1,200 | 0 | 0 | 239 | 0 | 0 | 961 | 0 | 0 | 0 | 0 | | | |
| 0 | 11 Downsview Area Secondary Plan | 1/1/2013 | 12/31/2013 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 0 | 0 | | | |
| | Project Sub-total: | | | 2,380 | 0 | 0 | 551 | 0 | 0 | 1,091 | 188 | 550 | 0 | 0 | | | |
| 0 | <u>TRN180</u> | <u>Gardiner (Jarvis to Dowling)</u> | | | | | | | | | | | | | | | |
| 0 | 7 Jarvis to Dowling - History 2012 | 5/3/2011 | 5/3/2011 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | | | |
| | Project Sub-total: | | | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | | | |
| 0 | <u>TRN350</u> | <u>Major Road Reconstruction</u> | | | | | | | | | | | | | | | |
| 0 | 12 Major Road Reconstructio History 2012 | 1/1/2012 | 12/31/2012 | 4,351 | 0 | 0 | 0 | 0 | 0 | 1,551 | 0 | 0 | 2,800 | 0 | | | |
| 0 | 13 Major Road Reconstructio 2013 & Future | 1/1/2013 | 12/31/2013 | 12,435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,435 | 0 | | | |
| | Project Sub-total: | | | 16,786 | 0 | 0 | 0 | 0 | 0 | 1,551 | 0 | 0 | 15,235 | 0 | | | |
| 0 | <u>TRN380</u> | <u>Safety and Operational Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 8 Safety and Operational Improvements History 2012 | 1/1/2012 | 12/31/2012 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | | | |
| 0 | 9 Safety and Operational Improvements 2013 & Future | 1/1/2012 | 12/31/2012 | 1,269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,269 | 0 | | | |
| | Project Sub-total: | | | 2,069 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,069 | 0 | | | |
| 0 | <u>TRN396</u> | <u>Major Road Resurfacing</u> | | | | | | | | | | | | | | | |
| 0 | 11 Major Road Resurfacing History 2012 | 1/1/2012 | 12/31/2012 | 6,771 | 0 | 0 | 0 | 0 | 0 | 4,071 | 2,700 | 0 | 0 | 0 | | | |
| 0 | 12 Major Road Resurfacing 2013 & Future | 1/1/2012 | 12/31/2012 | 33,890 | 0 | 0 | 0 | 14,569 | 0 | 19,321 | 0 | 0 | 0 | 0 | | | |
| | Project Sub-total: | | | 40,661 | 0 | 0 | 0 | 14,569 | 0 | 23,392 | 2,700 | 0 | 0 | 0 | | | |
| 0 | <u>TRN906072</u> | <u>Salt Management Program</u> | | | | | | | | | | | | | | | |
| 0 | 10 Salt Management Program History 2012 | 1/1/2012 | 12/31/2012 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | | | |
| 0 | 11 Salt Management Program 2013 & Future | 1/1/2012 | 12/31/2012 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | | | |
| | Project Sub-total: | | | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 1,000 | 0 | | | |

(Phase 5) 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

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | | |
|---------------------------------------|---|------------|-----------------|-----------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|---------|---------|------|--------------------|--------|---|--|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | |
| 0 | <u>TRN906079 LED Signal Module Conversion</u> | | | | | | | | | | | | | | | | |
| 0 | 6 Led Signal Module Conversion 2013 & Future | 1/1/2013 | 12/31/2013 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | |
| | Project Sub-total: | | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | |
| 0 | <u>TRN906080 Pedestrian Safety and Infrastructure Programs</u> | | | | | | | | | | | | | | | | |
| 0 | 9 Pedestrian Safety & Infrastructure 2013 & Future | 1/1/2012 | 12/31/2012 | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | |
| | Project Sub-total: | | | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | |
| 0 | <u>TRN906081 Local Road Reconstruction</u> | | | | | | | | | | | | | | | | |
| 0 | 11 Local Road Reconstruction History 2012 | 5/3/2011 | 5/3/2011 | 4,909 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 0 | 0 | 1,400 | 0 | |
| 0 | 12 Local Road Reconstruction 2013 & Future | 1/1/2013 | 12/31/2013 | 11,432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,432 | 0 | |
| | Project Sub-total: | | | 16,341 | 0 | 0 | 0 | 0 | 0 | 3,509 | 0 | 0 | 0 | 0 | 12,832 | 0 | |
| 0 | <u>TRN906082 Local Road Resurfacing</u> | | | | | | | | | | | | | | | | |
| 0 | 10 Local Road Resurfacing History 2012 | 1/1/2013 | 12/31/2013 | 5,499 | 0 | 0 | 0 | 0 | 0 | 2,499 | 3,000 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 11 Local Road Resurfacing 2013 & Future | 1/1/2013 | 12/31/2013 | 25,498 | 0 | 0 | 0 | 0 | 0 | 25,498 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 30,997 | 0 | 0 | 0 | 0 | 0 | 27,997 | 3,000 | 0 | 0 | 0 | 0 | 0 | |
| 0 | <u>TRN906085 Sidewalks</u> | | | | | | | | | | | | | | | | |
| 0 | 10 Sidewalks History 2012 | 5/3/2011 | 5/3/2011 | 3,393 | 0 | 0 | 0 | 0 | 0 | 1,393 | 2,000 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 11 Sidewalks 2013 & Future | 1/1/2013 | 12/31/2013 | 9,508 | 0 | 0 | 0 | 0 | 0 | 9,508 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 12,901 | 0 | 0 | 0 | 0 | 0 | 10,901 | 2,000 | 0 | 0 | 0 | 0 | 0 | |
| 0 | <u>TRN906086 Laneways</u> | | | | | | | | | | | | | | | | |
| 0 | 10 Laneways History 2012 | 1/1/2012 | 12/31/2012 | 760 | 0 | 0 | 0 | 0 | 0 | 110 | 650 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 11 Laneways 2013 & Future | 1/1/2013 | 12/31/2013 | 2,098 | 0 | 0 | 0 | 0 | 0 | 2,098 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Project Sub-total: | | | 2,858 | 0 | 0 | 0 | 0 | 0 | 2,208 | 650 | 0 | 0 | 0 | 0 | 0 | |
| 0 | <u>TRN906355 North Yonge Centre</u> | | | | | | | | | | | | | | | | |
| 0 | 9 North Yonge Centre - History 2012 | 1/1/2012 | 12/31/2012 | 5,000 | 0 | 0 | 4,050 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 950 | 0 | |
| 0 | 10 North Yonge Centre - 2013 | 1/1/2013 | 12/31/2013 | 5,000 | 0 | 0 | 4,051 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 949 | 0 | |
| | Project Sub-total: | | | 10,000 | 0 | 0 | 8,101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,899 | 0 | |
| 0 | <u>TRN906405 Upgrades To Meet New ESA Requirements</u> | | | | | | | | | | | | | | | | |
| 0 | 9 2009 Traffic Control Projects | 10/5/2008 | 10/5/2008 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | |
| 0 | 12 Upgrades to Meet New ESA 2013 & Future | 1/1/2013 | 12/31/2013 | 1,760 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,760 | 0 | |
| | Project Sub-total: | | | 2,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,060 | 0 | |
| 0 | <u>TRN906857 Retaining Walls Rehabilitation</u> | | | | | | | | | | | | | | | | |
| 0 | 7 Retaining Walls History 2012 | 1/1/2012 | 12/31/2012 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | |

(Phase 5) 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

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | | |
|---------------------------------------|---|--|-----------------|-----------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|---------|---------|------|--------------------|-------|-------|---|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | |
| 0 | <u>TRN906857</u> | <u>Retaining Walls Rehabilitation</u> | | | | | | | | | | | | | | | |
| 0 | 8 Retaining Walls 2013 & Future | 1/1/2013 | 12/31/2013 | 3,159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,159 | 0 |
| | Project Sub-total: | | | 4,059 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 3,159 | 0 | 0 |
| 0 | <u>TRN907125</u> | <u>PXO Visibility Enhancement</u> | | | | | | | | | | | | | | | |
| 0 | 5 PXO Visibility Enhan - 2013 Future | 1/1/2013 | 12/31/2013 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 0 | 0 |
| | Project Sub-total: | | | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 0 | 0 |
| 0 | <u>TRN907189</u> | <u>Improvements to the Easterly Elevated Deck</u> | | | | | | | | | | | | | | | |
| 0 | 5 DVP to Jarvis History 2012 | 1/1/2012 | 12/31/2012 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 0 |
| | Project Sub-total: | | | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 0 |
| 0 | <u>TRN907247</u> | <u>Signs and Markings Asset Management</u> | | | | | | | | | | | | | | | |
| 0 | 5 Signs and Markings Asset Management 2013 & Future | 1/1/2012 | 12/31/2012 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 |
| | Project Sub-total: | | | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 |
| 0 | <u>TRN907312</u> | <u>Neighbourhood Improvements</u> | | | | | | | | | | | | | | | |
| 0 | 4 Neighbourhood Improvements History 2012 | 1/1/2011 | 12/31/2011 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 5 Neighbourhood Improvements 2013 & Future | 1/1/2013 | 12/31/2013 | 2,092 | 0 | 0 | 0 | 0 | 2,000 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 6 McAlpine Road Streetscape | 11/20/2012 | 11/20/2012 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 7 Sherbourne Street Improvements | 11/21/2012 | 11/21/2012 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 8 Design - Intersection of Wellington & Portland | 12/19/2012 | 12/19/2012 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 9 Ward 38 Bus Shelters | 1/22/2013 | 1/22/2013 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 10 Ward 38 - Dog Kennel / Run Improvements | 2/7/2013 | 2/7/2013 | 80 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Project Sub-total: | | | 3,763 | 0 | 0 | 0 | 0 | 3,180 | 0 | 583 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | <u>TRN907328</u> | <u>Redlea Avenue (Steeles - McNicoll)</u> | | | | | | | | | | | | | | | |
| 0 | 2 Redlea - History 2012 | 1/1/2012 | 12/31/2012 | 1,000 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 3 Redlea - 2013 | 1/1/2013 | 12/31/2013 | 2,000 | 0 | 0 | 1,620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 0 |
| | Project Sub-total: | | | 3,000 | 0 | 0 | 2,620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 0 |
| 0 | <u>TRN907371</u> | <u>Morningside Avenue Extension</u> | | | | | | | | | | | | | | | |
| 0 | 1 Morningside Avenue Extension History 2012 | 1/1/2012 | 12/31/2012 | 200 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 |
| 0 | 2 Morningside Avenue Extension 2013 & Future | 1/1/2012 | 12/31/2012 | 3,000 | 0 | 0 | 1,890 | 0 | 0 | 0 | 0 | 1,110 | 0 | 0 | 0 | 0 | 0 |
| | Project Sub-total: | | | 3,200 | 0 | 0 | 2,016 | 0 | 0 | 0 | 0 | 1,110 | 74 | 0 | 0 | 0 | 0 |
| 0 | <u>TRN907546</u> | <u>Regent Park Revitalization</u> | | | | | | | | | | | | | | | |
| 0 | 3 Regent Park Revitalization - History 2012 | 1/1/2012 | 12/31/2012 | 1,153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,153 | 0 | 0 |
| 0 | 4 Regent Park Revitalization - 2013 & Future | 1/1/2012 | 12/31/2012 | 461 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 461 | 0 | 0 |
| | Project Sub-total: | | | 1,614 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,614 | 0 | 0 |



CITY OF TORONTO

Transportation Services
Sub-Project Summary

| Project/Financing Priority Project | Project Name | Start Date | Completion Date | 2013 | Financing | | | | | | | | | | | | | |
|---------------------------------------|---|---|-----------------|-----------|-----------------------------|-----------------|-------------------|----------|---------------|----------------------|---------|---------|------|--------------------|--------|---|--|--|
| | | | | Cash Flow | Provincial Grants Subsidies | Federal Subsidy | Developmt Charges | Reserves | Reserve Funds | Capital From Current | Other 1 | Other 2 | Debt | Debt - Recoverable | | | | |
| 0 | <u>TRN907617</u> | <u>Traffic Sign Structure Replacement</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Traffic Sign Structure Replacement 2013 | 1/1/2013 | 12/31/2013 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | | |
| | Project Sub-total: | | | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | | |
| 0 | <u>TRN907638</u> | <u>Permit & Boulevard Parking Database</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Permit Boulevard Parking Database | 1/1/2013 | 12/31/2013 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | | |
| | Project Sub-total: | | | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | | |
| 0 | <u>TRN907673</u> | <u>Facility Improvements</u> | | | | | | | | | | | | | | | | |
| 0 | 4 Facility Improvements History 2011 | 1/1/2012 | 12/31/2012 | 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 0 | | |
| 0 | 5 Facility Improvements 2013 & Future | 1/1/2012 | 12/31/2012 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500 | 0 | | |
| | Project Sub-total: | | | 2,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 1,500 | 0 | | |
| 0 | <u>TRN907831</u> | <u>Front Street Reconfiguration EA</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Front Street Reconfiguration EA | 1/1/2013 | 12/31/2013 | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | 0 | | |
| 0 | 2 Front Street Reconfiguration Streetscape Impr. | 11/26/2012 | 11/26/2012 | 1,100 | 0 | 0 | 0 | 0 | 250 | 0 | 850 | 0 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 3,600 | 0 | 0 | 0 | 0 | 250 | 0 | 850 | 0 | 0 | 0 | 2,500 | 0 | | |
| 0 | <u>TRN907840</u> | <u>LARP(Lawrence-Allen Revitalization Project)</u> | | | | | | | | | | | | | | | | |
| 0 | 1 LARP Phase 1 (Ranee & North East) | 1/1/2013 | 12/31/2022 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0 | <u>TRN907853</u> | <u>Section 37 - Scarborough Pedestrian Walkway</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Triton (southside Borough Drive to East) | 5/7/2013 | 5/7/2013 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | | |
| 0 | <u>TRN907870</u> | <u>Section 37 Front Street East Streetscaping Plan</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Section 37 Front Street East Streetscaping Plan | 1/1/2013 | 12/31/2013 | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 1,298 | 0 | 0 | 0 | 0 | 0 | 0 | 1,298 | 0 | 0 | 0 | 0 | 0 | | |
| 1 | <u>TRN907190</u> | <u>Backlog Western Gardiner (Dowling to 427)</u> | | | | | | | | | | | | | | | | |
| 0 | 5 Backlog Western Gardiner History 2012 | 1/1/2012 | 12/31/2012 | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 0 | 0 | 0 | 0 | | |
| 1 | <u>TRN907323</u> | <u>Six Points Interchange Redevelopment</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Detailed Design History 2008 | 11/14/2007 | 11/14/2007 | 2,028 | 0 | 0 | 828 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Project Sub-total: | | | 2,028 | 0 | 0 | 828 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1 | <u>TRN907910</u> | <u>F.G. Gardiner</u> | | | | | | | | | | | | | | | | |
| 0 | 1 Phase 1 - Don Roadway to Cherry St. | 1/1/2013 | 3/31/2016 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | | |

(Phase 5) 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

**Transportation Services
Sub-Project Summary**

| Project/Financing | | | | 2013 | 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 | | | | | | | | | | | | | |
| 0 | 5 | At-Grade Repairs | 1/1/2013 | 12/31/2024 | 5,000 | 0 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 4,811 | 0 |
| | | Project Sub-total: | | | 25,000 | 0 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 24,811 | 0 |
| Program Total: | | | | | 322,813 | 0 | 0 | 30,751 | 14,771 | 5,440 | 79,913 | 21,529 | 32,160 | 138,249 | 0 |

Status Code Description
 S2 S2 Prior Year (With 2013 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2013 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

2013 Reserve / Reserve Fund Review
(In \$000s)

Reserve/Reserve Fund Review - Program Specific

| Table 1 | | Projected Balance as at Dec. 31, 2012 * | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total |
|---|--|---|-------------------------------|--------------|--------------|--------------|----------------|-----------------|----------------|----------------|----------------|------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | |
| Development Charge Reserve Fund - Roads (XR2024, XR 2110) | Beginning Balance | 32,781 | 33,423 | 7,193 | 9,210 | 8,978 | 5,662 | (7,523) | (14,812) | (7,033) | (4,785) | (2,173) | |
| | Carry forward Funding from 2009 | | | | | | | | | | | | |
| | Growth Related | (243) | (243) | (243) | (243) | (243) | (243) | (243) | (243) | (243) | (243) | (243) | (2,430) |
| | Scarlett/St.Clair/Dundas | | (1,158) | (1,204) | (1,350) | | | | | | | | (3,712) |
| | Dufferin Street Jog | - | (1,600) | (1,000) | - | - | - | - | | | | | (2,600) |
| | Steeles/Kennedy Grade Separation | | | (225) | (2,970) | (3,387) | (2,376) | (380) | | | | | (9,338) |
| | North Yonge Centre | (4,050) | (4,050) | | | | | | | | | | (4,050) |
| | St. Clair Avenue/Metrolinx Georgetown Grade Separation | - | | | (900) | (2,700) | (5,400) | (5,400) | | | | | (14,400) |
| | Legion Road Extension and Grade Separation | - | | | | | | | | (6,750) | (6,750) | (6,750) | (20,250) |
| | Steeles Widening (Tapscott Road - Beare Road) | - | | | (2,520) | (2,520) | (10,710) | (8,190) | | | | | (23,940) |
| | Port Union Road | | | | | | | | | (855) | | | (855) |
| | Morningside Ave Extension | (126) | (1,890) | (1,890) | | | | | | | | | (3,780) |
| | Six Points Interchange | | | | (646) | (2,268) | (2,700) | (1,685) | | | | | (7,299) |
| | Cycling Infrastructure | (1,442) | (1,256) | (1,391) | (1,436) | (1,490) | (1,441) | (1,422) | (1,495) | (1,495) | (1,495) | (1,495) | (14,416) |
| | Signal Modifications | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (1,855) | (18,550) |
| | Engineering Studies | (312) | (239) | (247) | (301) | (270) | (270) | (270) | (277) | (277) | (277) | (277) | (2,705) |
| | Redlea | (1,620) | (1,620) | | | | | | | | | | (1,620) |
| | New Traffic Control Signals | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (2,811) | (28,110) |
| | Advanced Traffic Signal Control | (3,888) | (1,823) | (1,823) | (214) | (1,094) | (1,094) | (1,095) | (1,095) | (1,095) | (1,095) | (1,095) | (11,523) |
| | Traffic Control - RESCU | (3,078) | (891) | (891) | (891) | (891) | (891) | (891) | (891) | (891) | (891) | (891) | (8,910) |
| | Audible Signals | (135) | (135) | (135) | (135) | (135) | (73) | (73) | (73) | (73) | (73) | (73) | (978) |
| | Total Withdrawals | (19,560) | (19,571) | (13,715) | (16,272) | (19,664) | (29,864) | (24,315) | (9,595) | (15,490) | (15,490) | (15,490) | (179,466) |
| | Contributions (Net of Other Withdrawals) | 20,202 | 15,441 | 15,732 | 16,040 | 16,348 | 16,679 | 17,026 | 17,374 | 17,738 | 18,102 | 18,466 | 168,946 |
| Withdrawals by Other Programs (i.e. Waterfront)* | | (22,100) | | | | | | | | | | (22,100) | |
| TOTAL RESERVE FUND BALANCE AT YEAR-END | | 33,423 | 7,193 | 9,210 | 8,978 | 5,662 | (7,523) | (14,812) | (7,033) | (4,785) | (2,173) | 803 | |

* Based on 3rd Quarter Variance Report

| Table 2 | | Projected Balance as at Dec. 31, 2012 * | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total |
|---|--|---|-------------------------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | |
| Development Charge Reserve Fund - Parks and Recreation (XR 2028, XR 2114) | Beginning Balance | | 47,126 | 58,559 | 70,447 | 82,606 | 94,985 | 108,287 | 122,776 | 137,553 | 152,633 | 168,017 | |
| | Toronto Bike Plan-CW Expansion (TBP) FY2010-2018 | | (400) | (200) | (200) | (200) | (10) | | | | | | (1,010) |
| | Mid-Humber Extend Trail Wards 1,2,7 (TBP) | | (650) | (650) | (650) | (650) | | | | | | | (2,600) |
| | Additional Off-Road Bike Trails | | (650) | (650) | (650) | (650) | | | | | | | (2,600) |
| | Centennial Pk(E)-Path Dev throughout (TBP) W 14,15 | | | | | | (555) | | | | | | (555) |
| | Erbicoke Valley Pk: Trail Ext. 9 TBP W16(ALTW 20) | | | | | (50) | (334) | | | | | | (384) |
| | Total Withdrawals (Transportation only) | | (1,700) | (1,500) | (1,500) | (1,550) | (899) | | | | | | (7,149) |
| Contributions | | 13,133 | 13,388 | 13,659 | 13,929 | 14,201 | 14,489 | 14,777 | 15,080 | 15,384 | 15,688 | 143,728 | |
| TOTAL RESERVE FUND BALANCE AT YEAR-END (Excluding funding to Parks and Recreation) | | 47,126 | 58,559 | 70,447 | 82,606 | 94,985 | 108,287 | 122,776 | 137,553 | 152,633 | 168,017 | 183,705 | |

* Based on 3rd Quarter Variance Report

| Table 3 | | Projected Balance as at Dec. 31, 2012 * | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total |
|---|--------------------------------------|---|-------------------------------|--------------|------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | |
| XR1410 Public Realm Reserve Fund | Beginning Balance | | 7614 | 5364 | 2614 | 614 | (1386) | (3386) | (5386) | (7386) | (9386) | (11386) | |
| | Neighbourhood Improvement Project | | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (20,000) |
| | Front Street Reconfiguration EA | | (250) | (750) | | | | | | | | | (1,000) |
| | Withdrawals | | (2,250) | (2,750) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (2,000) | (21,000) |
| TOTAL RESERVE FUND BALANCE AT YEAR-END | | 7614 | 5,364 | 2,614 | 614 | (1,386) | (3,386) | (5,386) | (7,386) | (9,386) | (11,386) | (13,386) | |

* Based on 3rd Quarter Variance Report

Reserve/Reserve Fund Review – Corporate

| Table 4 | | Projected Balance as at Dec. 31, 2012* | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total |
|---|---|--|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | |
| XR1012 Land Acquisition Reserve Fund | Beginning Balance | | 116127 | 115947 | 115947 | 114247 | 109247 | 104247 | 100947 | 100947 | 100947 | 100947 | (15,000) |
| | Six Points Interchange | | | | (1,700) | (5,000) | (5,000) | (3,300) | | | | | (80) |
| | Ward 38 - Dog Kennel / Run Improvements | | (80) | | | | | | | | | | (100) |
| | Ward 38 - Bus Shelters | | (100) | | | | | | | | | | (180) |
| | Withdrawals | | (180) | | (1,700) | (5,000) | (5,000) | (3,300) | | | | | (15,180) |
| TOTAL RESERVE FUND BALANCE AT YEAR-END | | | 116,127 | 115,947 | 114,247 | 109,247 | 104,247 | 100,947 | 100,947 | 100,947 | 100,947 | 100,947 | |

* Based on 3rd Quarter Variance Report

| Table 5 | | Projected Balance as at Dec. 31, 2012* | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total |
|--|--|--|-------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Reserve / Reserve Fund Name | Project / SubProject Name and Number | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | |
| XR2211 Parkland Acq-City Wide Development Reserve Fund | Beginning Balance | | 31894715 | 31894715 | 31894715 | 31894715 | 31894690 | 31894389 | 31894189 | 31894189 | 31894189 | 31894189 | |
| | Toronto Bike Plan-CW Expansion (TBP) FY2013-2018 | | | | | | (190) | (200) | | | | | (390) |
| | Centennial Pk(E)-Path Dev throughout (TBP) W 14,15 | | | | | (25) | (45) | | | | | | (70) |
| | Eohcoko Valley Pk. Trail Est. 9 TBP W16/ALTW 20) | | | | | | (66) | | | | | | (66) |
| | Withdrawals | | - | - | - | (25) | (301) | (200) | - | - | - | - | (526) |
| TOTAL RESERVE FUND BALANCE AT YEAR-END | | | 31,894,715 | 31,894,715 | 31,894,715 | 31,894,715 | 31,894,690 | 31,894,389 | 31,894,189 | 31,894,189 | 31,894,189 | 31,894,189 | |

* Based on 3rd Quarter Variance Report

| Reserve / Reserve Fund Name | Project / SubProject Name and Number | Projected Balance as at Dec 31, 2012 | Contributions / (Withdrawals) | | | | | | | | | | 2013 - 2022 Total Contributions / (Withdrawals) | |
|--|--------------------------------------|--------------------------------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|-----|
| | | | 2013 Budget | 2014 Plan | 2015 Plan | 2016 Plan | 2017 Plan | 2018 Plan | 2019 Plan | 2020 Plan | 2021 Plan | 2022 Plan | | |
| XQ 0011 Capital Financing Reserve | Beginning Balance as of Jan. 1, 2012 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | Contributions / (Withdrawals) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | Major Road Reconstruction | | | (3,000) | (3,000) | (5,000) | (5,000) | (5,000) | (5,000) | (7,000) | (7,000) | (7,000) | (47,000) | |
| Major Road Resurfacing LARP(Lawrence-Allen Revitalization Project) F.G. Gardiner | | (14,569) | (27,000) | (27,000) | (25,000) | (25,000) | (25,000) | (25,000) | (23,000) | (23,000) | (23,000) | (237,569) | | |
| | | (13) | (189) | (33,743) | (34,165) | (550) | (1,094) | (1,153) | (940) | (2,086) | (438) | (6,274) | | |
| | | (189) | (33,743) | (34,165) | (37,263) | (46,360) | (47,308) | (47,308) | (37,042) | (46,687) | (47,827) | (49,247) | (379,831) | |
| Total Contributions / (Withdrawals) | | | (14,771) | (63,743) | (64,715) | (68,357) | (77,513) | (78,248) | (69,128) | (77,125) | (77,827) | (79,247) | (670,674) | |
| Total Reserve Fund Balance at Year-End | | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |

* Contributions will be provided via the capital financing strategy including proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as an anticipated increase in Development Charge funding following completion of the 2013 Development Charge By-Law review.