

# 2024 Approved Budget

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2024 Operating and Capital Budgets

2025-2033 Capital Forecast

A City that Moves



## A City that Moves

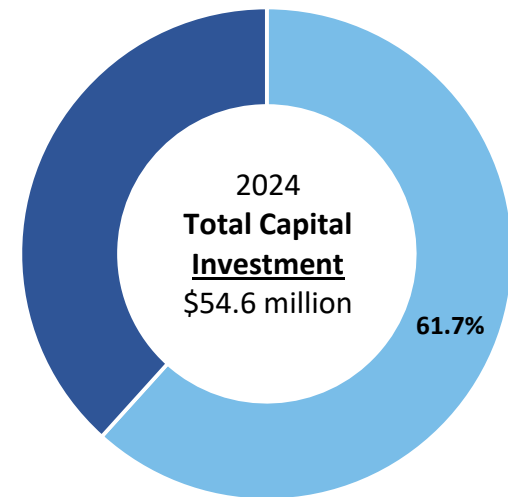
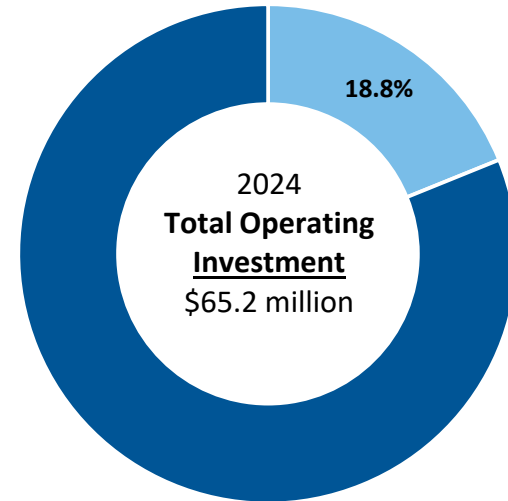
People and goods move through the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transiting neighbourhoods and the downtown are a reality.

### Key Priorities and Goals

- More mobility choice within the city and region through improved public transportation, active transportation and community responsive growth management to allow more residents to get where they need to go efficiently



### Percentage of 2024 Budget



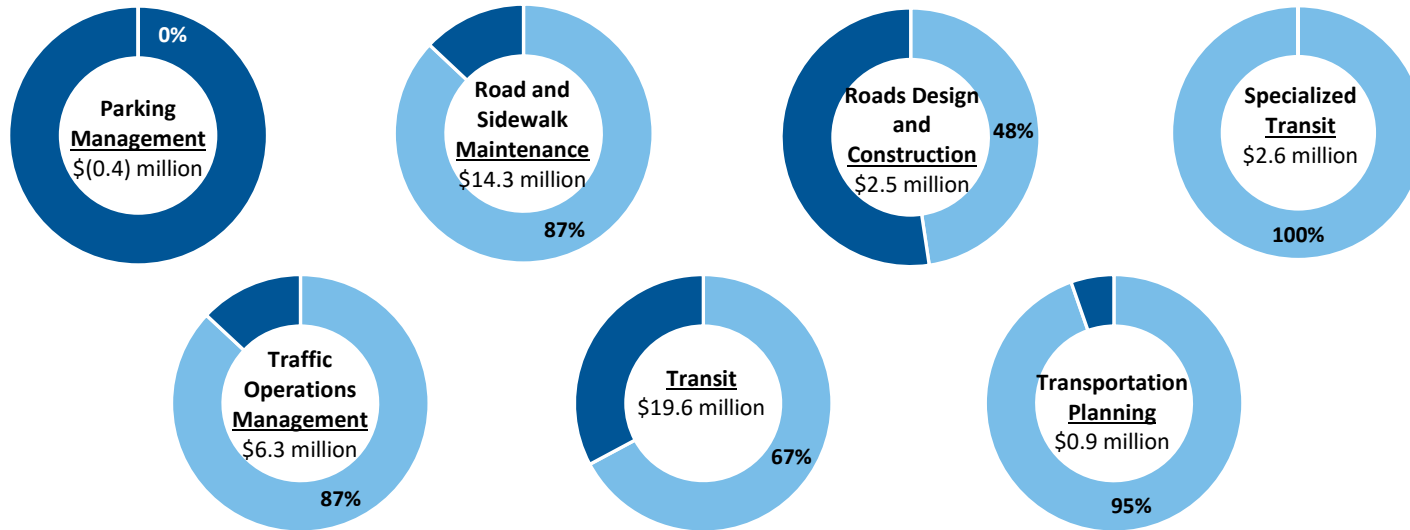
# A City that Moves

## Operating Investment

| Services                                       | 2023             | 2024 Budget      |                    |                  |                 |              |
|--|------------------|------------------|--------------------|------------------|-----------------|--------------|
|  | Net Budget       | Total Expenses   | Total Revenues     | Net Budget       | \$ Change       | % Change     |
| Parking Management                             | \$ (763)         | \$ 3,349         | \$ (3,773)         | \$ (424)         | \$ 340          | 44.5%        |
| Road and Sidewalk Maintenance                  | \$ 13,352        | \$ 16,398        | \$ (2,126)         | \$ 14,272        | \$ 920          | 6.9%         |
| Roads and Structures - Design and Construction | \$ 1,789         | \$ 5,333         | \$ (2,789)         | \$ 2,544         | \$ 755          | 42.2%        |
| Specialized Transit                            | \$ 2,387         | \$ 2,614         | \$ (2)             | \$ 2,613         | \$ 226          | 9.5%         |
| Traffic Operations Management                  | \$ 5,342         | \$ 7,284         | \$ (947)           | \$ 6,337         | \$ 995          | 18.6%        |
| Transit  | \$ 17,122        | \$ 29,268        | \$ (9,619)         | \$ 19,648        | \$ 2,527        | 14.8%        |
| Transportation Planning                        | \$ 643           | \$ 978           | \$ (53)            | \$ 925           | \$ 282          | 43.8%        |
| <b>Total City that Moves</b>                   | <b>\$ 39,871</b> | <b>\$ 65,225</b> | <b>\$ (19,308)</b> | <b>\$ 45,916</b> | <b>\$ 6,045</b> | <b>15.2%</b> |

Numbers are in \$ Thousands and may not add due to rounding

### Percentage of 2024 Operating Investment Funded by Property Taxes



■ Net Property Tax Supported ■ Other Revenues and Recoveries

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

|                                 | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | Parking Management      |                              |                             |
|---------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
|                                 |                |                        |                             |                           | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
| Human Resources                 | 703            | 737                    | 34                          |                           | 737                     | 34                           | 4.8%                        |
| Operating & Minor Capital       | 154            | 198                    | 44                          |                           | 198                     | 44                           | 28.4%                       |
| Purchased Services              | 992            | 1,027                  | 34                          |                           | 1,027                   | 34                           | 3.4%                        |
| Corp. Expenditures / Provisions | 504            | 857                    | 353                         |                           | 857                     | 353                          | 70.1%                       |
| Internal Charges & Settlements  | 538            | 530                    | (8)                         |                           | 530                     | (8)                          | (1.4%)                      |
| <b>TOTAL EXPENDITURES</b>       | <b>2,892</b>   | <b>3,349</b>           | <b>458</b>                  |                           | <b>3,349</b>            | <b>458</b>                   | <b>15.8%</b>                |
| Controllable Revenues           | 3,108          | 3,233                  | 125                         |                           | 3,233                   | 125                          | 4.0%                        |
| General Revenues & Recoveries   | 547            | 540                    | (7)                         |                           | 540                     | (7)                          | (1.3%)                      |
| <b>TOTAL REVENUES</b>           | <b>3,655</b>   | <b>3,773</b>           | <b>118</b>                  |                           | <b>3,773</b>            | <b>118</b>                   | <b>3.2%</b>                 |
| <b>NET OPERATING BUDGET</b>     | <b>(763)</b>   | <b>(424)</b>           | <b>340</b>                  |                           | <b>(424)</b>            | <b>340</b>                   | <b>44.5%</b>                |

### Budget Commentary

Human Resources increase is comprised of a unionized position re-classification, provisions for the annual performance adjustment, range movement, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits. Staff overtime costs are anticipated to be higher in 2024 with the return of the larger special events.

Minor Capital & operating increases are a result of increased hydro usage and reflects the addition of a level 3 charger in the downtown – scheduled for Spring 2024. Hydro costs are expected to steadily increase as EV station installations continue. This contributes to reductions in net income and reduces the annual contributions going into the Downtown Parking Reserve Fund(s).

Purchased services increase as a result of higher security, snow removal and parking enforcement contract costs. Marking the return to more normal conditions, many of the downtown parking stalls are available for regular use – excluding those that may be occupied for development purposes. Normalized use of these downtown spaces is expected to be consistent throughout 2024 dependent on development projects that may remove spaces from inventory.

Reductions in permit revenue are anticipated with many businesses adopting work-from-home models, including City Staff and the internal transfers as a result. Outside of the downtown, efforts to accommodate parking needs for homes with multiple vehicles through exemption extensions continue. Residential on-street parking permits should address this need in 2024 – noting a potential reduction in fine revenue as a result of permit sales as these are not a 1:1 replacement.

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

### Road and Sidewalk Maintenance

|                                | 2023<br>Budget | 2024 \$<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024 \$<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|--------------------------------|----------------|---------------------------|-----------------------------|---------------------------|----------------------------|------------------------------|-----------------------------|
| Human Resources                | 8,508          | 8,991                     | 483                         | 124                       | 9,115                      | 607                          | 7.1%                        |
| Operating & Minor Capital      | 1,338          | 1,390                     | 52                          |                           | 1,390                      | 52                           | 3.9%                        |
| Purchased Services             | 4,183          | 4,512                     | 329                         | 163                       | 4,675                      | 492                          | 11.8%                       |
| Internal Charges & Settlements | 1,243          | 1,217                     | (26)                        |                           | 1,217                      | (26)                         | (2.1%)                      |
| <b>TOTAL EXPENDITURES</b>      | <b>15,272</b>  | <b>16,110</b>             | <b>839</b>                  | <b>287</b>                | <b>16,398</b>              | <b>1,126</b>                 | <b>7.4%</b>                 |
| Controllable Revenues          | 1,910          | 2,116                     | 206                         |                           | 2,116                      | 206                          | 10.8%                       |
| General Revenues & Recoveries  | 10             | 10                        |                             |                           | 10                         |                              | 0.0%                        |
| <b>TOTAL REVENUES</b>          | <b>1,920</b>   | <b>2,126</b>              | <b>206</b>                  |                           | <b>2,126</b>               | <b>206</b>                   | <b>10.7%</b>                |
| <b>NET OPERATING BUDGET</b>    | <b>13,352</b>  | <b>13,984</b>             | <b>633</b>                  | <b>287</b>                | <b>14,272</b>              | <b>920</b>                   | <b>6.9%</b>                 |

### Budget Commentary

Human Resources increase is comprised of provisions for the annual performance adjustment, range movement, estimated unionized increases, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits.

Operating and Minor Capital increases are the result of the estimated annual requirement of road salt for winter maintenance.

Purchased Services increases are due to the contractually agreed to annual increase for winter maintenance contractors and service requirements.

Internal Charges and Settlements increases are due to annual costs associated with vehicles and equipment in this service which are corporately net zero as they are offset by the recovery of these costs in Fleet

Controllable Revenues are projected to increase from revenues for work performed for the Region of Halton.

General Revenues and Recoveries is unchanged from 2023.

Key Investments:

2024-042 - Winter Maintenance - Expanded Parking Lots and 2024-020 - Winter Maintenance - School Cross Walks

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

### Roads and Structures - Design and Construction

|                                | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|--------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
| Human Resources                | 3,584          | 4,134                  | 549                         | 306                       | 4,440                   | 855                          | 23.9%                       |
| Operating & Minor Capital      | 42             | 63                     | 22                          | 4                         | 67                      | 26                           | 61.6%                       |
| Purchased Services             | 503            | 799                    | 296                         | 2                         | 801                     | 298                          | 59.2%                       |
| Internal Charges & Settlements | 15             | 26                     | 10                          |                           | 26                      | 10                           | 68.3%                       |
| <b>TOTAL EXPENDITURES</b>      | <b>4,144</b>   | <b>5,021</b>           | <b>877</b>                  | <b>312</b>                | <b>5,333</b>            | <b>1,189</b>                 | <b>28.7%</b>                |
| Controllable Revenues          | 223            | 207                    | (16)                        | 320                       | 527                     | 304                          | 136.7%                      |
| General Revenues & Recoveries  | 2,132          | 2,261                  | 129                         |                           | 2,261                   | 129                          | 6.1%                        |
| <b>TOTAL REVENUES</b>          | <b>2,355</b>   | <b>2,469</b>           | <b>114</b>                  | <b>320</b>                | <b>2,789</b>            | <b>434</b>                   | <b>18.4%</b>                |
| <b>NET OPERATING BUDGET</b>    | <b>1,789</b>   | <b>2,553</b>           | <b>764</b>                  | <b>(8)</b>                | <b>2,544</b>            | <b>755</b>                   | <b>42.2%</b>                |

### Budget Commentary

Human Resources increase is comprised of provisions for the annual performance adjustment, range movement, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits. Operating and Minor Capital increase due higher expected costs for gasoline and equipment parts and supplies. Increase in purchased services costs are a result of higher cost and volumes for utility locate services. Controllable Revenues are up slightly due to an increase in the Excavation Permit Fee and General Revenues and Recoveries increase as a result of higher expected recoveries for staff time expended on Capital Projects.

Key Investment:

2024-024 - Right of Way Management Group

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

### Specialized Transit

|                                 | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|---------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
| Human Resources                 | 1,739          | 1,933                  | 194                         |                           | 1,933                   | 194                          | 11.2%                       |
| Operating & Minor Capital       | 339            | 342                    | 3                           |                           | 342                     | 3                            | 0.9%                        |
| Purchased Services              | 269            | 200                    | (69)                        |                           | 200                     | (69)                         | (25.7%)                     |
| Corp. Expenditures / Provisions | 97             | 139                    | 42                          |                           | 139                     | 42                           | 43.3%                       |
| <b>TOTAL EXPENDITURES</b>       | <b>2,444</b>   | <b>2,614</b>           | <b>170</b>                  |                           | <b>2,614</b>            | <b>170</b>                   | <b>7.0%</b>                 |
| Controllable Revenues           | 58             | 2                      | (56)                        |                           | 2                       | (56)                         | (97.4%)                     |
| <b>TOTAL REVENUES</b>           | <b>58</b>      | <b>2</b>               | <b>(56)</b>                 |                           | <b>2</b>                | <b>(56)</b>                  | <b>(97.4%)</b>              |
| <b>NET OPERATING BUDGET</b>     | <b>2,387</b>   | <b>2,613</b>           | <b>226</b>                  |                           | <b>2,613</b>            | <b>226</b>                   | <b>9.5%</b>                 |

### Budget Commentary

Human Resources increase is comprised of provisions for the annual performance adjustment, range movement, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits as well as an additional operator related to the specialized vehicle purchased in 2023.

Purchased Services reduced as budget for Janitorial Services and Insurance premiums have been reallocated to Conventional Transit.

Provisions increase as new vehicles come and VDRF provision increases.

Controllable revenues decrease with less charter revenues expected as free transit for seniors program comes online.

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

### Traffic Operations Management

|                                | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|--------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
| Human Resources                | 4,600          | 4,331                  | (270)                       | 29                        | 4,360                   | (241)                        | (5.2%)                      |
| Operating & Minor Capital      | 1,178          | 1,186                  | 9                           |                           | 1,186                   | 9                            | 0.7%                        |
| Purchased Services             | 691            | 1,693                  | 1,002                       |                           | 1,693                   | 1,002                        | 144.9%                      |
| Internal Charges & Settlements | 23             | 44                     | 21                          |                           | 44                      | 21                           | 93.9%                       |
| <b>TOTAL EXPENDITURES</b>      | <b>6,493</b>   | <b>7,255</b>           | <b>762</b>                  | <b>29</b>                 | <b>7,284</b>            | <b>791</b>                   | <b>12.2%</b>                |
| Controllable Revenues          | 845            | 882                    | 37                          |                           | 882                     | 37                           | 4.4%                        |
| General Revenues & Recoveries  | 306            | 65                     | (241)                       |                           | 65                      | (241)                        | (78.8%)                     |
| <b>TOTAL REVENUES</b>          | <b>1,151</b>   | <b>947</b>             | <b>(204)</b>                |                           | <b>947</b>              | <b>(204)</b>                 | <b>(17.7%)</b>              |
| <b>NET OPERATING BUDGET</b>    | <b>5,342</b>   | <b>6,308</b>           | <b>966</b>                  | <b>29</b>                 | <b>6,337</b>            | <b>995</b>                   | <b>18.6%</b>                |

### Budget Commentary

Human Resources costs decrease as a result of process changes that substitute external contractors for work previously performed by staff.

Changes in Internal Charges & Settlements is a result of changes in how recoveries are tracked and any changes in revenue will have a corresponding expense resulting in a net zero impact.

Purchased services increase due to higher contract costs for guideline markings and other safety related work.

Key Investments:

2024-032 - Human Capital Investments in Stabilizing Operations

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

Transit

|                                 | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|---------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
| Human Resources                 | 17,166         | 18,710                 | 1,543                       | 217                       | 18,927                  | 1,760                        | 10.3%                       |
| Operating & Minor Capital       | 3,919          | 4,374                  | 456                         |                           | 4,374                   | 456                          | 11.6%                       |
| Purchased Services              | 1,978          | 2,278                  | 300                         |                           | 2,278                   | 300                          | 15.1%                       |
| Corp. Expenditures / Provisions | 3,126          | 3,389                  | 263                         |                           | 3,389                   | 263                          | 8.4%                        |
| Internal Charges & Settlements  | 250            | 300                    | 50                          |                           | 300                     | 50                           | 20.0%                       |
| <b>TOTAL EXPENDITURES</b>       | <b>26,439</b>  | <b>29,051</b>          | <b>2,612</b>                | <b>217</b>                | <b>29,268</b>           | <b>2,829</b>                 | <b>10.7%</b>                |
| Controllable Revenues           | 6,052          | 6,279                  | 227                         |                           | 6,279                   | 227                          | 3.8%                        |
| General Revenues & Recoveries   | 3,265          | 3,340                  | 75                          |                           | 3,340                   | 75                           | 2.3%                        |
| <b>TOTAL REVENUES</b>           | <b>9,317</b>   | <b>9,619</b>           | <b>302</b>                  |                           | <b>9,619</b>            | <b>302</b>                   | <b>3.2%</b>                 |
| <b>NET OPERATING BUDGET</b>     | <b>17,122</b>  | <b>19,431</b>          | <b>2,310</b>                | <b>217</b>                | <b>19,648</b>           | <b>2,527</b>                 | <b>14.8%</b>                |

### Budget Commentary

Human Resources increase is comprised of provisions for the annual performance adjustment, range movement, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits as well as the addition of 8 operators for the 4 buses approved in the 2024 capital budget. Due to resource challenges, overtime costs in 2024 will remain similar to 2023.

Purchased Services increase a a result of higher insurance premiums.

Transit revenues decrease as programs aimed at increasing ridership lessen revenues.

Key Investment:

2024-032 Human Capital Investments in Stabilizing Operations

## Operating Budget Service Resource Summary

(\$ rounded to thousands)

### Transportation Planning

|                                 | 2023<br>Budget | 2024<br>Base<br>Budget | \$ Change<br>Base<br>Budget | 2024<br>Key<br>Investment | 2024<br>Total<br>Budget | \$ Change<br>Total<br>Budget | % Change<br>Total<br>Budget |
|---------------------------------|----------------|------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|-----------------------------|
| Human Resources                 | 664            | 693                    | 29                          | 247                       | 940                     | 276                          | 41.6%                       |
| Operating & Minor Capital       | 2              | 2                      |                             |                           | 2                       |                              | 20.0%                       |
| Purchased Services              | 33             | 33                     |                             |                           | 33                      |                              | 1.0%                        |
| Corp. Expenditures / Provisions | 4              | 4                      |                             |                           | 4                       |                              | 0.0%                        |
| <b>TOTAL EXPENDITURES</b>       | <b>702</b>     | <b>732</b>             | <b>30</b>                   | <b>247</b>                | <b>978</b>              | <b>277</b>                   | <b>39.4%</b>                |
| General Revenues & Recoveries   | 58             | 53                     | (5)                         |                           | 53                      | (5)                          | (9.1%)                      |
| <b>TOTAL REVENUES</b>           | <b>58</b>      | <b>53</b>              | <b>(5)</b>                  |                           | <b>53</b>               | <b>(5)</b>                   | <b>(9.1%)</b>               |
| <b>NET OPERATING BUDGET</b>     | <b>643</b>     | <b>678</b>             | <b>35</b>                   | <b>247</b>                | <b>925</b>              | <b>282</b>                   | <b>43.8%</b>                |

### Budget Commentary

Human Resources increase is comprised of provisions for the annual performance adjustment, range movement, payroll taxes (EI, CPP, EHT), WSIB, OMERS and group benefits.

General revenues and recoveries are lower as less staff time is expended within the parking district.

Key Investments:

2024-023 Transportation Planning Staff

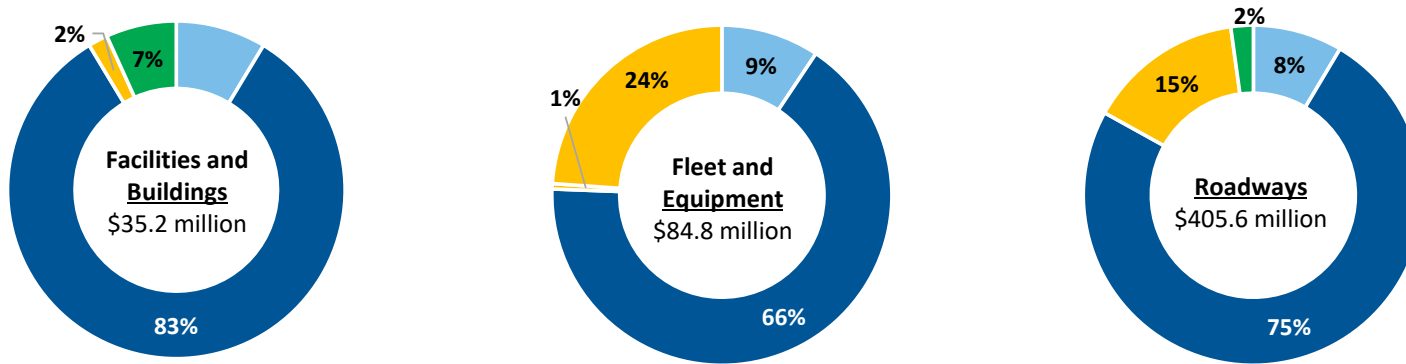
# A City that Moves

## Capital Investment

| Asset Categories                          | 2024             | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             | 2032             | 2033             | 10 Year Total     |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Facilities and Buildings                  | \$ 10,318        | \$ 11,121        | \$ 408           | \$ 434           | \$ 419           | \$ 1,573         | \$ 2,057         | \$ 3,918         | \$ 1,775         | \$ 3,136         | \$ 35,158         |
| Fleet Vehicles, Accessories and Equipment | \$ 12,917        | \$ 11,261        | \$ 5,890         | \$ 5,079         | \$ 8,700         | \$ 9,184         | \$ 6,541         | \$ 8,542         | \$ 8,237         | \$ 8,417         | \$ 84,768         |
| Roadways                                  | \$ 31,395        | \$ 27,334        | \$ 31,632        | \$ 50,444        | \$ 40,523        | \$ 42,553        | \$ 36,915        | \$ 39,375        | \$ 39,803        | \$ 65,627        | \$ 405,601        |
| <b>Total City that Moves</b>              | <b>\$ 54,630</b> | <b>\$ 49,717</b> | <b>\$ 37,930</b> | <b>\$ 55,957</b> | <b>\$ 49,642</b> | <b>\$ 53,309</b> | <b>\$ 45,514</b> | <b>\$ 51,835</b> | <b>\$ 49,815</b> | <b>\$ 77,179</b> | <b>\$ 525,527</b> |

Numbers are in \$ Thousands and may not add due to rounding

### 2024 - 2033 Capital Investment by Project Type



■ New/Enhanced 
 ■ Infrastructure Renewal 
 ■ Green 
 ■ Growth

| Ref. #                                     | Year | Project  | Category             | 2024  | 2025  | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|--|----------------------|-------|-------|------|------|-----------|-------|
| <b>Part 'BD': Buildings and Operations</b> |      |  |                      |       |       |      |      |           |       |
| 1  | 2024 | <b>Burlington Operations Centre Campus - Repair and Renewal</b><br>FB-BD-3 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2024-2033</b> | Capital              | 1,259 | 1,540 | 145  | 101  | 2,187     | 5,231 |
|  |      |  | <b>Reserve Funds</b> |       |       |      |      |           |       |
|  |      |  | <b>External</b>      |       |       |      |      |           |       |
|  |      |  | <b>Gross Cost</b>    | 1,259 | 1,540 | 145  | 101  | 2,187     | 5,231 |

The Burlington Operations Centre is a centralized facility used to provide repair and maintenance services to roads, sidewalks, parks & open spaces, and surface water drainage. This service also has satellite locations at other facilities.

An Operations Centre Outdoor Review was completed which reviewed environmental regulations, best practices, health and safety, security, and appropriate phasing & coordination of required works. This program is being implemented and completed on a phased approach over the next 10-year period. In 2018, a functional design review was completed to look at operational efficiencies within the space. Options from the review will be implemented when various building systems come up for renewal. Green initiatives are considered.

Work completed to date includes replacement of the refueling system, parking & staging area renewal, LED lighting enhancements, environmental surface water controls, enhanced security and renewals to the existing HVAC systems.

2024 Projects include:

1. Campus - General repairs, maintenance, stabilization funds.
2. Administration Building - Vehicle Maintenance - Oil and Antifreeze Dispensing Line System
3. Stabilization Funding for 847 Cumberland and Burlington Hydro - Signs and Signals group leased buildings.
4. West Storage Building - Parking Lot renewal including gravel portion.

RPF Service buildings include the following:

Name: Administration Building, 3330 Harvester Road

\* Report values in thousands

| Ref. # | Year | Project | Category | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------|------|---------|----------|------|------|------|------|-----------|-------|
|--------|------|---------|----------|------|------|------|------|-----------|-------|

**Part 'BD': Buildings and Operations**

Name: [Blank]  
 Size: 50,084 SQFT, Originally Built: 1971, Major Renovation Dates: 1995  
 Facility Condition Index (FCI): 0.13

Name: Guard Building, 3330 Harvester Road  
 Size: 130 SQFT, Originally Built: 1995, Major Renovation Dates: 2019  
 Facility Condition Index (FCI): 0.14

Name: West Storage Building, 3330 Harvester Road  
 Size: 4800 SQFT, Originally Built: 1969, Major Renovation Dates: N/A  
 Facility Condition Index (FCI): 0.04

Name: Sand/Salt Domes, 3330 Harvester Road  
 Size: 10,010 SQFT, Originally Built: 1999, Major Renovation Dates: N/A  
 Facility Condition Index (FCI): 0.01 (for 3 domes)

Name: East Storage Building, 3330 Harvester Road  
 Size: 10,290 SQFT, Originally Built: 2005, Major Renovation Dates: N/A  
 Facility Condition Index (FCI): 0.00

Name: Brine Station, 3330 Harvester Road  
 Originally Built: 2003, Major Renovation Dates: N/A  
 Facility Condition Index (FCI): 0.99

Name: Weigh Scale Station, 3330 Harvester Road  
 Originally Built: 1995, Major Renovation Dates: 2019  
 Facility Condition Index (FCI): 0.00

Name: Burlington Hydro Site Forestry and Signs and Signals, 1340 Brant St  
 Originally Built: Leased Property 2023

**Related Projects**

- FB-BD-1727 Burlington Operations Centre Campus - Revitalization
- FB-BD-1915 RPF New Materials Storage Facility - Operations Centre

\* Report values in thousands

| Ref. #                                     | Year | Project   | Category          | 2024  | 2025 | 2026 | 2027 | 2028-2033 | TOTAL  |
|--|------|---|-------------------|-------|------|------|------|-----------|--------|
| <b>Part 'BD': Buildings and Operations</b> |      |   |                   |       |      |      |      |           |        |
| 2  | 2024 | <b>Burlington Operations Centre Campus - Revitalization</b>   | Capital           | 1,544 | 397  |      | 58   | 9,019     | 11,017 |
|  |      | FB-BD-1727 Infrastructure Renewal   | Reserve Funds     | 64    | 17   |      | 2    | 376       | 459    |
|  |      | <b>Facility Assets, 2024, 2025, 2027, 2029, 2031-2033</b>   | External          |       |      |      |      |           |        |
|  |      | Purpose of this funding is for the planned review, design and stabilization of the Burlington Operations Centre Campus building(s) to meet service delivery levels and yard operational requirements. Green initiatives are considered. | <b>Gross Cost</b> | 1,608 | 414  |      | 60   | 9,395     | 11,476 |

Funding identified in 2024 and 2025 is allocated for the continuation of the current RPF Operations Administration building revitalization that is already underway. The second phase is planned to start construction in 2025 and will include temporary relocation of staff during the construction process. The project is not considered to be an expansion to the facility area and there is no expected change in use. The redesign allows for additional offices/hybrid areas and therefore more staff in the building which may impact operations. Relocation of staff during construction may impact operation costs temporarily.

- The second phase in 2025 is planned to include:
- the re-planning of the first floor washrooms, change rooms and gym to be inclusive,
  - renewal of private offices, training room and the lunchroom,
  - renewal of the second floor washrooms and lunchroom,
  - renewal of the second floor meeting rooms and private offices, and,
  - a second floor addition of hybrid workspaces.

Funding allocated in future years is considered a place holder for future Operations Centre Campus planning which is still to be defined and is contingent on the Burlington Transit Operations Expansion project and building plans. Development of the plan is currently ongoing.

Burlington Operations Centre buildings include the following:

Name: Administration Building, 3330 Harvester Road  
 Size: 50,084 SQFT, Originally Built: 1971, Major Renovation Dates: 1995

\* Report values in thousands

| Ref. #  | Year | Project  | Category | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|--|----------|------|------|------|------|-----------|-------|
| <b><u>Part 'BD': Buildings and Operations</u></b> |      |  |          |      |      |      |      |           |       |
|   |      | Facility Condition Index (FCI): 0.13   |          |      |      |      |      |           |       |
|   |      | Name: Guard Building, 3330 Harvester Road<br>Size: 130 SQFT, Originally Built: 1995, Major Renovation Dates: 2019<br>Facility Condition Index (FCI): 0.14                      |          |      |      |      |      |           |       |
|   |      | Name: West Storage Building, 3330 Harvester Road<br>Size: 4800 SQFT, Originally Built: 1969, Major Renovation Dates: N/A<br>Facility Condition Index (FCI): 0.04               |          |      |      |      |      |           |       |
|   |      | Name: Sand/Salt Domes, 3330 Harvester Road<br>Size: 10,010 SQFT, Originally Built: 1999, Major Renovation Dates: N/A<br>Facility Condition Index (FCI): 0.01 (for three domes) |          |      |      |      |      |           |       |
|   |      | Name: East Storage Building, 3330 Harvester Road<br>Size: 10,290 SQFT, Originally Built: 2005, Major Renovation Dates: N/A<br>Facility Condition Index (FCI): 0.00             |          |      |      |      |      |           |       |
|   |      | Name: Brine Station, 3330 Harvester Road<br>Originally Built: 2003, Major Renovation Dates: N/A<br>Facility Condition Index (FCI): 0.99  |          |      |      |      |      |           |       |
|   |      | Name: Weigh Scale Station, 3330 Harvester Road<br>Originally Built: 1995, Major Renovation Dates: 2019<br>Facility Condition Index (FCI): 0.00                                 |          |      |      |      |      |           |       |
|   |      | Name: Burlington Hydro Site Forestry and Signs and Signals, 1340 Brant St<br>Originally Built: Leased Property 2023  |          |      |      |      |      |           |       |
| <b><u>Related Projects</u></b>                    |      |  |          |      |      |      |      |           |       |
| FB-BD-3   |      | Burlington Operations Centre Campus - Repair and Renewal   |          |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                                     | Year      | Project   | Category   | 2024  | 2025  | 2026 | 2027 | 2028-2033 | TOTAL  |                                |  |  |      |           |      |
|--|-----------|---|--|-------|-------|------|------|-----------|--------|--------------------------------|--|--|------|-----------|------|
| <b>Part 'BD': Buildings and Operations</b> |           |   |  |       |       |      |      |           |        |                                |  |  |      |           |      |
| 3  | 2024      | <b>Burlington Transit Operations - Expansion</b>  | Capital  | 1,527 | 1,729 |      |      |           | 3,256  |                                |  |  |      |           |      |
|  |           | FB-BD-1863 Growth   | Reserve Funds  | 313   | 354   |      |      |           | 667    |                                |  |  |      |           |      |
|  |           | <b>Transit, 2024, 2025</b>  | External   | 5,060 | 5,727 |      |      |           | 10,786 |                                |  |  |      |           |      |
|  |           | The Burlington Transit Operations Centre at 3332 Harvester Road plans a facility expansion in future years. Transit growth projections show a need for additional buses to meet the service needs of the community. The existing Burlington Transit Operations Centre building and existing space restrictions of the current site will not allow for additional bus storage. The expansion, in addition to space requirements, will also consider new electric buses. In considering the electrification of the fleet, the project will also include for new required infrastructure such as charging stations, transformers, and any other related items. | Gross Cost   | 6,900 | 7,809 |      |      |           | 14,709 |                                |  |  |      |           |      |
|  |           | This project includes an expansion of the Harvester Road Facility and will be incorporated with the Transit/RPF Operations Campus Master Plan. Development of the plan is currently ongoing.  | <table border="1"> <thead> <tr> <th colspan="3"><b>Operating Budget Impact</b></th> </tr> </thead> <tbody> <tr> <td>2026</td> <td>Exp/(Rev)</td> <td>50.0</td> </tr> </tbody> </table> |       |       |      |      |           |        | <b>Operating Budget Impact</b> |  |  | 2026 | Exp/(Rev) | 50.0 |
| <b>Operating Budget Impact</b>             |           |   |  |       |       |      |      |           |        |                                |  |  |      |           |      |
| 2026                                       | Exp/(Rev) | 50.0  |  |       |       |      |      |           |        |                                |  |  |      |           |      |
|  |           | The project funding is additionally funded by Investing in Canada Infrastructure Program (ICIP).  |  |       |       |      |      |           |        |                                |  |  |      |           |      |
|  |           | Facility Descriptions:<br>Name: Transit Operations Centre, 3332 Harvester Road<br>Size: SQFT, Originally Built: 1978, Major Renovation Dates: 2010<br>Facility Condition Index (FCI): 0.14  |  |       |       |      |      |           |        |                                |  |  |      |           |      |

\* Report values in thousands

| Ref. #  | Year | Project  | Category                    | 2024          | 2025          | 2026       | 2027       | 2028-2033     | TOTAL         |
|---|------|--|-----------------------------|---------------|---------------|------------|------------|---------------|---------------|
| <b>Part 'BD': Buildings and Operations</b>  |      |  |                             |               |               |            |            |               |               |
| 4   | 2024 | <b>Burlington Transit Operations Centre and Downtown Terminal - Repair and Renewal</b>   | Capital                     | 551           | 1,330         | 263        | 273        | 1,296         | 3,712         |
|   |      | FB-BD-39 Infrastructure Renewal  | Reserve Funds               |               |               |            |            |               |               |
|   |      | <b>Transit, 2024-2033</b>  | External                    |               | 29            |            |            |               | 29            |
|   |      | The Burlington Transit Operations Centre at 3332 Harvester Road and the Downtown Transit Terminal at 430 John Street requires funding for the ongoing renewal to various aged building systems with green initiatives and in-year breakdown coverage to maintain the facilities in an operational state. | <b>Gross Cost</b>           | 551           | 1,359         | 263        | 273        | 1,296         | 3,741         |
| <p>2024 Projects include:</p> <ol style="list-style-type: none"> <li>1. Transit Operations Centre - Bus wash repairs and grate replacement.</li> <li>2. Transit Operations Centre - Bus storage roof section behind bus wash replacement.</li> <li>3. Transit Terminal - Ceiling, lighting and vestibule heater renewal project.</li> <li>4. Transit Terminal and Operations Centre - general repair and maintenance.</li> </ol> <p>Facility Descriptions:</p> <p>Name: Downtown Transit Terminal, 430 John Street<br/>           Size: 721 SQFT, Originally Built: 1987, Major Renovation Dates: N/A<br/>           Facility Condition Index (FCI): 0.27</p> <p>Name: Transit Operations Centre, 3332 Harvester Road<br/>           Size: SQFT, Originally Built: 1978, Major Renovation Dates: 2010<br/>           Facility Condition Index (FCI): 0.14</p> |      |  |                             |               |               |            |            |               |               |
| <b>A City that Moves - Facilities and Buildings</b>   |      |  | <b>Capital Total:</b>       | <b>4,881</b>  | <b>4,996</b>  | <b>408</b> | <b>431</b> | <b>23,217</b> | <b>23,217</b> |
|   |      |  | <b>Reserve Funds Total:</b> | <b>377</b>    | <b>371</b>    |            | <b>2</b>   | <b>376</b>    | <b>1,126</b>  |
|   |      |  | <b>External Total:</b>      | <b>5,060</b>  | <b>5,755</b>  |            |            |               | <b>10,815</b> |
|   |      |  | <b>Gross Cost Total:</b>    | <b>10,318</b> | <b>11,121</b> | <b>408</b> | <b>434</b> | <b>12,878</b> | <b>35,158</b> |

\* Report values in thousands

| Ref. #                            | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'EN': Equipment - New</b> |      |  |                      |      |      |      |      |           |       |
| 5                                 | 2024 | <b>Transit Signal Priority - Technology on Buses</b><br>VE-EN-1902 New / Enhanced<br><b>Transit, 2024</b>  | <b>Capital</b>       | 21   |      |      |      |           | 21    |
|                                   |      |  | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                                   |      |  | <b>External</b>      | 59   |      |      |      |           | 59    |
|                                   |      |  | <b>Gross Cost</b>    | 80   |      |      |      |           | 80    |
|                                   |      | Transit Signal Priority systems prioritizes the flow of transit vehicles at signalized intersections that give transit vehicles additional green light time or less red light time at traffic signals to make the transit trip more efficient, and to adhere to transit scheduling. This project would be a proof of concept pilot to test technology on traffic lights and buses on a busy corridor within the City of Burlington. The goal of this pilot would be to encourage transit usage on major corridors to cut down on traffic congestion. |                      |      |      |      |      |           |       |
|                                   |      | This project is for outfitting all Burlington Transit buses with transit signal priority devices. The majority of buses would be outfitted in 2023 with funding put aside for expansion buses in 2024.   |                      |      |      |      |      |           |       |
|                                   |      | The bulk of the funding for this project would come from ICIP (Investing in Canada Infrastructure Program), which is 40% Federal contribution, 33.33% Provincial contribution and 26.67% City of Burlington contribution.  |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                                    | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'ER': Equipment - Replacement</b> |      |  |                      |      |      |      |      |           |       |
| 6   | 2024 | <b>Fleet Major Capital Refurbishment and Assets</b><br>VE-ER-2125 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2024, 2026, 2028, 2030, 2032</b><br>This project supports major capital refurbishments and investments to the existing fleet. These are expenses that go beyond typical repairs and replacement and would add additional capital value or life span to existing assets. It also includes acquiring small equipment and/or vehicles based on in year service needs/demands as required by various service groups. | <b>Capital</b>       |      |      |      |      |           |       |
|   |      |  | <b>Reserve Funds</b> | 50   |      | 50   |      | 150       | 250   |
|   |      |  | <b>External</b>      |      |      |      |      |           |       |
|   |      |  | <b>Gross Cost</b>    | 50   |      | 50   |      | 150       | 250   |
| 7   | 2024 | <b>Transit Equipment - Replacement</b><br>VE-ER-775 Infrastructure Renewal<br><b>Transit, 2024-2033</b><br>Scheduled replacement of transit equipment, with consideration to lifecycle, department needs, mechanical condition, and maintenance costs.   | <b>Capital</b>       |      |      |      |      |           |       |
|   |      |  | <b>Reserve Funds</b> | 30   | 60   | 30   | 30   | 260       | 410   |
|   |      |  | <b>External</b>      |      |      |      |      |           |       |
|   |      |  | <b>Gross Cost</b>    | 30   | 60   | 30   | 30   | 260       | 410   |

\* Report values in thousands

| Ref. #                                    | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'ER': Equipment - Replacement</b> |      |  |                      |      |      |      |      |           |       |
| 8   | 2025 | <b>Video Cameras on Buses</b>  | <b>Capital</b>       |      |      |      |      |           |       |
|   |      | VE-ER-1839 Infrastructure Renewal  | <b>Reserve Funds</b> |      | 180  |      |      | 190       | 370   |
|   |      | <b>Transit, 2025, 2032</b>   | <b>External</b>      |      |      |      |      |           |       |
|   |      | Asset life cycle replacement of video surveillance equipment installed on buses in 2018 to provide evidence for passenger complaints and evidence to support insurance claims. Replacement in 2025 based on 7 year asset life cycle. | <b>Gross Cost</b>    |      | 180  |      |      | 190       | 370   |

\* Report values in thousands

| Ref. #                          | Year       | Project  | Category   | 2024  | 2025  | 2026 | 2027 | 2028-2033 | TOTAL |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|---------------------------------|------------|--|--|-------|-------|------|------|-----------|-------|--------------------------------|--|--|-------------|-----------|---------|------------|-----|-------------|-----------|---------|------------|-----|-------------|-----------|---------|------------|-----|
| <b>Part 'VN': Vehicle - New</b> |            |  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
| 9                               | 2024       | <b>Conventional Transit Vehicles - Expansion</b>   | <b>Capital</b>   | 895   | 958   |      |      |           | 1,854 |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | VE-VN-1503 Growth  | <b>Reserve Funds</b>   | 183   | 196   |      |      |           | 380   |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | <b>Transit, 2024, 2025</b>   | <b>External</b>  | 2,966 | 3,174 |      |      |           | 6,141 |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | Expansion vehicles are required to improve Transit service to levels needed to achieve the strategic goal of "A City that Moves". These are conventional expansion buses (40ft costs). A growth strategy and 5 year business plan was developed in 2020 to support this forecast and determine staffing needs for 2020 and beyond. | <b>Gross Cost</b>  | 4,045 | 4,329 |      |      |           | 8,374 |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | The bulk of the funding for this expansion would come from ICIP (Investing in Canada Infrastructure Program), which is 40% Federal contribution, 33.33% Provincial Contribution and 26.67% City of Burlington contribution.  | <table border="1"> <thead> <tr> <th colspan="3"><b>Operating Budget Impact</b></th> </tr> </thead> <tbody> <tr> <td rowspan="2"><b>2024</b></td> <td>Exp/(Rev)</td> <td>1,017.3</td> </tr> <tr> <td>FTE Impact</td> <td>8.0</td> </tr> <tr> <td rowspan="2"><b>2025</b></td> <td>Exp/(Rev)</td> <td>1,074.2</td> </tr> <tr> <td>FTE Impact</td> <td>8.0</td> </tr> <tr> <td rowspan="2"><b>2026</b></td> <td>Exp/(Rev)</td> <td>1,077.4</td> </tr> <tr> <td>FTE Impact</td> <td>8.0</td> </tr> </tbody> </table> |       |       |      |      |           |       | <b>Operating Budget Impact</b> |  |  | <b>2024</b> | Exp/(Rev) | 1,017.3 | FTE Impact | 8.0 | <b>2025</b> | Exp/(Rev) | 1,074.2 | FTE Impact | 8.0 | <b>2026</b> | Exp/(Rev) | 1,077.4 | FTE Impact | 8.0 |
| <b>Operating Budget Impact</b>  |            |  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
| <b>2024</b>                     | Exp/(Rev)  | 1,017.3  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 | FTE Impact | 8.0  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
| <b>2025</b>                     | Exp/(Rev)  | 1,074.2  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 | FTE Impact | 8.0  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
| <b>2026</b>                     | Exp/(Rev)  | 1,077.4  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 | FTE Impact | 8.0  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | 2024: 4 hybrid buses - operating impact: 8 FTE operators   |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | 2025: 4 hybrid buses - operating impact: 8 FTE operators   |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |
|                                 |            | Each of these operating impacts will be deferred to the year following the capital investment recognizing the length of time required to procure a bus and put it into service.  |  |       |       |      |      |           |       |                                |  |  |             |           |         |            |     |             |           |         |            |     |             |           |         |            |     |

\* Report values in thousands

| Ref. #                          | Year | Project   | Category                       | 2024      | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---------------------------------|------|---|--------------------------------|-----------|------|------|------|-----------|-------|
| <b>Part 'VN': Vehicle - New</b> |      |   |                                |           |      |      |      |           |       |
| 10                              | 2024 | <b>Engineering Services - New Vehicles</b><br>VE-VN-2124 New / Enhanced<br><b>Engineering Services, 2024</b><br>Engineering services requires vehicles for 4 full time employees. Three vehicles will be hybrid 1/4 ton trucks or equivalent as approved under Report #ES-04-23. One vehicle will be a small SUV required for a new position requested under Key Investment 2024-24.  | Capital                        | 172       |      |      |      |           | 172   |
|                                 |      |   | <b>Reserve Funds</b>           |           |      |      |      |           |       |
|                                 |      |   | <b>External</b>                |           |      |      |      |           |       |
|                                 |      |   | <b>Gross Cost</b>              | 172       |      |      |      |           | 172   |
|                                 |      |   | <b>Operating Budget Impact</b> |           |      |      |      |           |       |
|                                 |      |   | 2024                           | Exp/(Rev) | 42.4 |      |      |           |       |
| 11                              | 2024 | <b>Road and Sidewalk Maintenance - New Vehicles</b><br>VE-VN-1830 New / Enhanced<br><b>Roads, Parks and Forestry, 2024, 2025</b><br>New vehicles are required for road maintenance to improve response times and efficiency, as well as to keep up levels of service. Council has recently approved the upgrade of local priority roads to secondary roads, meaning there is a greater need for functional vehicles during a winter event.<br><br>2024 Equipment includes:<br>1. 1 Ton Low Bed Truck with winter control implements<br>2. 15 ton float trailer<br>3. Implements for existing heavy duty truck assets (eg. Grappler and Rotator)<br>4. Street Sweeper for bike lanes | Capital                        | 407       | 22   |      |      |           | 429   |
|                                 |      |   | <b>Reserve Funds</b>           |           |      |      |      |           |       |
|                                 |      |   | <b>External</b>                |           |      |      |      |           |       |
|                                 |      |   | <b>Gross Cost</b>              | 407       | 22   |      |      |           | 429   |
|                                 |      |   | <b>Operating Budget Impact</b> |           |      |      |      |           |       |
|                                 |      |   | 2024                           | Exp/(Rev) | 36.1 |      |      |           |       |

\* Report values in thousands

| Ref. #                          | Year       | Project  | Category   | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|---------------------------------|------------|--|--|------|------|------|------|-----------|-------|--------------------------------|--|--|-------------|-----------|-------|------------|-----|-------------|-----------|-------|------------|-----|-------------|-----------|-------|------------|-----|-------------|-----------|-------|------------|-----|
| <b>Part 'VN': Vehicle - New</b> |            |  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
| 12                              | 2024       | <b>Specialized Transit Vehicles (Handi-Van) - Expansion</b>  | <b>Capital</b>   | 61   | 67   | 65   |      |           | 192   |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | VE-VN-1502 Growth  | <b>Reserve Funds</b>   | 12   | 14   | 13   |      |           | 39    |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | <b>Transit, 2024-2026</b>  | <b>External</b>  | 202  | 221  | 214  |      |           | 637   |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | Expansion vehicles are required for accessible transit services in order to respond to the increasing demand for specialized transportation services. As per the Specialized Transit Service Review (TT-05-10) and AODA requirements, this requires the expansion of services and service. | <b>Gross Cost</b>  | 275  | 301  | 292  |      |           | 868   |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | A portion of the funding for this expansion would come from ICIP (Investing in Canada Infrastructure Program), which is 40% Federal contribution, 33.33% Provincial contribution and 26.67% City of Burlington contribution.   | <table border="1"> <thead> <tr> <th colspan="3"><b>Operating Budget Impact</b></th> </tr> </thead> <tbody> <tr> <td rowspan="2"><b>2024</b></td> <td>Exp/(Rev)</td> <td>156.8</td> </tr> <tr> <td>FTE Impact</td> <td>1.0</td> </tr> <tr> <td rowspan="2"><b>2025</b></td> <td>Exp/(Rev)</td> <td>156.8</td> </tr> <tr> <td>FTE Impact</td> <td>1.0</td> </tr> <tr> <td rowspan="2"><b>2026</b></td> <td>Exp/(Rev)</td> <td>156.8</td> </tr> <tr> <td>FTE Impact</td> <td>1.0</td> </tr> <tr> <td rowspan="2"><b>2027</b></td> <td>Exp/(Rev)</td> <td>156.8</td> </tr> <tr> <td>FTE Impact</td> <td>1.0</td> </tr> </tbody> </table> |      |      |      |      |           |       | <b>Operating Budget Impact</b> |  |  | <b>2024</b> | Exp/(Rev) | 156.8 | FTE Impact | 1.0 | <b>2025</b> | Exp/(Rev) | 156.8 | FTE Impact | 1.0 | <b>2026</b> | Exp/(Rev) | 156.8 | FTE Impact | 1.0 | <b>2027</b> | Exp/(Rev) | 156.8 | FTE Impact | 1.0 |
| <b>Operating Budget Impact</b>  |            |  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
| <b>2024</b>                     | Exp/(Rev)  | 156.8  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 | FTE Impact | 1.0  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
| <b>2025</b>                     | Exp/(Rev)  | 156.8  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 | FTE Impact | 1.0  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
| <b>2026</b>                     | Exp/(Rev)  | 156.8  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 | FTE Impact | 1.0  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
| <b>2027</b>                     | Exp/(Rev)  | 156.8  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 | FTE Impact | 1.0  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | 2024: 1 bus - operating impact: 1 FTE operator   |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | 2025: 1 bus - operating impact: 1 FTE operator   |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | 2026: 1 bus - operating impact: 1 FTE operator   |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |
|                                 |            | Each of these operating impacts will be deferred to the year following the capital investment recognizing the length of time required to procure a specialized vehicle and put it into service.  |  |      |      |      |      |           |       |                                |  |  |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |             |           |       |            |     |

\* Report values in thousands

| Ref. #                          | Year | Project   | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---------------------------------|------|---|---------------|------|------|------|------|-----------|-------|
| <b>Part 'VN': Vehicle - New</b> |      |   |               |      |      |      |      |           |       |
| 13                              | 2024 | <b>Transit 5 Year Business Plan Update</b>  | Capital       | 67   |      |      |      |           | 67    |
|                                 |      | VE-VN-1901 Growth   | Reserve Funds |      |      |      |      | 250       | 250   |
|                                 |      | <b>Transit, 2024, 2029</b>  | External      | 183  |      |      |      |           | 183   |
|                                 |      | Burlington Transit will update the Five-Year Business Plan from 2020-2024 to 2025-2029 to continue to guide the long-term improvement and expansion of Burlington's transit system. The plan will follow the visions of the City's Strategic Plan, Official Plan, Vision 2 Focus and other related policy documents. This Business Plan is being updated to continue to meet the City's public transit needs in an efficient and innovative manner, identify and implement industry best practices, and determine a growth strategy looking at both Capital and Operating Budget requirements. The Five-Year Business Plan will include an industry scan, staffing review, resource management review (including capital requirements), an implementation plan and a financial impact analysis. | Gross Cost    | 250  |      |      |      | 250       | 500   |
|                                 |      | The work will need to take place in 2024 to establish the 2025-2029 business plan as sequential planning every 5 years. It will build on the work in the 2020-2024 plan.  |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #  | Year      | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |                                |  |  |      |           |     |      |           |     |
|---|-----------|---|----------------------|------|------|------|------|-----------|-------|--------------------------------|--|--|------|-----------|-----|------|-----------|-----|
| <b>Part 'VN': Vehicle - New</b>   |           |   |                      |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |
| 14  | 2024      | <b>Transit Support Vehicles - Expansion</b><br>VE-VN-2073 New / Enhanced<br><b>Transit, 2024, 2025</b><br>Expansion vehicles are required to improve Transit service to levels needed to achieve the strategic goal of "A City that Moves". This expansion is for additional support vehicles to be used by Transit operations. | Capital              | 35   | 35   |      |      |           | 70    |                                |  |  |      |           |     |      |           |     |
|   |           |   | <b>Reserve Funds</b> |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |
|   |           |   | <b>External</b>      |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |
|   |           |   | <b>Gross Cost</b>    | 35   | 35   |      |      |           | 70    |                                |  |  |      |           |     |      |           |     |
| <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3"><b>Operating Budget Impact</b></th> </tr> </thead> <tbody> <tr> <td>2024</td> <td>Exp/(Rev)</td> <td>5.0</td> </tr> <tr> <td>2025</td> <td>Exp/(Rev)</td> <td>5.0</td> </tr> </tbody> </table> |           |   |                      |      |      |      |      |           |       | <b>Operating Budget Impact</b> |  |  | 2024 | Exp/(Rev) | 5.0 | 2025 | Exp/(Rev) | 5.0 |
| <b>Operating Budget Impact</b>  |           |   |                      |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |
| 2024  | Exp/(Rev) | 5.0   |                      |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |
| 2025  | Exp/(Rev) | 5.0   |                      |      |      |      |      |           |       |                                |  |  |      |           |     |      |           |     |

|                                     |      |  |                      |     |     |     |     |       |       |
|-------------------------------------|------|--|----------------------|-----|-----|-----|-----|-------|-------|
| <b>Part 'VR': Vehicle - Replace</b> |      |  |                      |     |     |     |     |       |       |
| 15                                  | 2024 | <b>Conventional Transit Vehicle - Refurbishment Program</b><br>VE-VR-405 Infrastructure Renewal<br><b>Transit, 2024-2033</b><br>Part of a multi-year program to perform required major body refurb and engine/drive train rebuilds to conventional transit fleet.<br><br>This program is based on historical experience and the vehicle replacement schedule (refer to VE-VR-399) for conventional buses. This type of major repair work often extends the useful life of the vehicle. | Capital              |     |     |     |     |       |       |
|                                     |      |  | <b>Reserve Funds</b> | 206 | 206 | 206 | 206 | 1,236 | 2,060 |
|                                     |      |  | <b>External</b>      |     |     |     |     |       |       |
|                                     |      |  | <b>Gross Cost</b>    | 206 | 206 | 206 | 206 | 1,236 | 2,060 |

\* Report values in thousands

| Ref. #                              | Year | Project   | Category                       | 2024      | 2025   | 2026 | 2027 | 2028-2033 | TOTAL |
|-------------------------------------|------|---|--------------------------------|-----------|--------|------|------|-----------|-------|
| <b>Part 'VR': Vehicle - Replace</b> |      |   |                                |           |        |      |      |           |       |
| 16                                  | 2024 | <b>Conventional Transit Vehicles - Electric Bus Pilot</b>   | <b>Capital</b>                 |           |        |      |      |           |       |
|                                     |      | VE-VR-2119 Infrastructure Renewal   | <b>Reserve Funds</b>           | 1,746     |        |      |      |           | 1,746 |
|                                     |      | <b>Transit, 2024</b>  | <b>External</b>                | 3,454     |        |      |      |           | 3,454 |
|                                     |      | ICIP funding forecast for 2024 replacements, budgeting the new bus type comprised of 4 Electrical buses as a Pilot to further define the ultimate type of conventional buses, powered by other-than 100% diesel fuel. This is the critical point in time for Burlington Transit to start the change in fleet conversion in order to meet the carbon target deadlines as set out by Senior Government. The Pilot provides in-service experience and lessons learned towards the development of the conventional fleet replacement plan. ICIP funding has been approved for this project. | <b>Gross Cost</b>              | 5,200     |        |      |      |           | 5,200 |
|                                     |      | Estimated savings may need to be adjusted based on current fuel rates, hydro rates, vehicle replacement timing, and any other external factors not known at this time.  | <b>Operating Budget Impact</b> |           |        |      |      |           |       |
|                                     |      | Total replacements forecasted - 4 vehicles  | 2025                           | Exp/(Rev) | (50.0) |      |      |           |       |
|                                     |      | 2024 - Qty 4 Electrical 40ft bus  |                                |           |        |      |      |           |       |

A portion of the funding for this expansion would come from ICIP (Investing in Canada Infrastructure Program), which is 40% Federal contribution, 33.33% Provincial contribution and 26.67% City of Burlington contribution.

\* Report values in thousands

| Ref. #                              | Year | Project  | Category             | 2024 | 2025  | 2026  | 2027  | 2028-2033 | TOTAL  |
|-------------------------------------|------|--|----------------------|------|-------|-------|-------|-----------|--------|
| <b>Part 'VR': Vehicle - Replace</b> |      |  |                      |      |       |       |       |           |        |
| 17                                  | 2024 | <b>Conventional Transit Vehicles - Vehicle Replacement</b>   | <b>Capital</b>       |      | 48    | 335   | 300   |           | 684    |
|                                     |      | VE-VR-399 Infrastructure Renewal   | <b>Reserve Funds</b> | 265  | 4,287 | 1,688 | 3,737 | 33,524    | 43,501 |
|                                     |      | <b>Transit, 2024-2033</b>  | <b>External</b>      | 728  | 676   |       |       |           | 1,404  |
|                                     |      |  | <b>Gross Cost</b>    | 993  | 5,012 | 2,024 | 4,037 | 33,524    | 45,589 |
|                                     |      | A 12 year life cycle supports the industry standard for conventional buses currently in place for the Metrolinx Joint Procurement Program. To smooth out the replacement schedule staff reviews large component replacements and determines if the bus life can be extended.   |                      |      |       |       |       |           |        |
|                                     |      | ICIP funding forecast for replacements, budgeting the new bus type comprised of 1 Hybrid bus 2024 and remaining funding applied towards 1 of the 5 buses 2025 as the initial replacement cycle utilizing the new type of conventional buses, powered by other-than 100% diesel fuel. This is the critical point in time for Burlington Transit to start the change in fleet conversion in order to meet the carbon target deadlines as set out by Senior Government. |                      |      |       |       |       |           |        |
|                                     |      | Estimated savings may need to be adjusted based on current fuel rates, hydro rates, vehicle replacement timing, and any other external factors not known at this time.   |                      |      |       |       |       |           |        |
|                                     |      | Total replacements forecasted  |                      |      |       |       |       |           |        |
|                                     |      | 2024 - Qty 1 Hybrid 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2025 - Qty 5 Hybrid 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2026 - Qty 2 Hybrid 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2027 - Qty 4 Hybrid 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2028 - Qty 5 Electric 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2029 - Qty 4 Electric 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2030 - Qty 4 Electric 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2031 - Qty 5 Electric 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2032 - Qty 5 Electric 40ft bus   |                      |      |       |       |       |           |        |
|                                     |      | 2033 - Qty 5 Electric 40ft bus   |                      |      |       |       |       |           |        |

| <b>Operating Budget Impact</b> |           |        |
|--------------------------------|-----------|--------|
| 2025                           | Exp/(Rev) | (7.0)  |
| 2026                           | Exp/(Rev) | (35.0) |
| 2027                           | Exp/(Rev) | (14.0) |
| 2028                           | Exp/(Rev) | (28.0) |
| 2029                           | Exp/(Rev) | (35.0) |
| 2030                           | Exp/(Rev) | (28.0) |
| 2031                           | Exp/(Rev) | (28.0) |
| 2032                           | Exp/(Rev) | (35.0) |

\* Report values in thousands

| Ref. #  | Year | Project   | Category             | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL  |
|---|------|---|----------------------|------|------|-------|------|-----------|--------|
| <b>Part 'VR': Vehicle - Replace</b>   |      |   |                      |      |      |       |      |           |        |
| 18  | 2024 | <b>Road and Sidewalk Maintenance - Vehicle Replacement</b><br>VE-VR-1947 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2024-2033</b><br>Scheduled replacement of owned vehicles and equipment in Road Maintenance service, with consideration to lifecycle, department needs, mechanical condition, and maintenance costs. Vehicles and equipment scheduled for replacement are evaluated as to their mechanical condition and extended where possible.<br><br>Where possible, plug-in hybrid electric vehicles (PHEV) and fully electric vehicles will be used to replace gasoline-powered vehicles based off our green fleet strategy .<br><br>One large high lift wheel loader and misc. power equipment is scheduled to be replaced in 2024 | <b>Capital</b>       |      |      |       |      |           |        |
|   |      |   | <b>Reserve Funds</b> | 505  | 589  | 1,521 | 145  | 10,213    | 12,973 |
|   |      |   | <b>External</b>      |      |      |       |      |           |        |
|   |      |   | <b>Gross Cost</b>    | 505  | 589  | 1,521 | 145  | 10,213    | 12,973 |
| 19  | 2024 | <b>Specialized Transit Vehicles (Handi-Van) - Vehicle Replacement</b><br>VE-VR-401 Infrastructure Renewal<br><b>Transit, 2024-2033</b><br>This program replaces specialized vehicles that have reached the end of the 7 year life cycle, based on the industry standard currently in place for the Metrolinx Joint Procurement Program for low-floor specialized transit vehicles.  | <b>Capital</b>       |      |      |       |      |           |        |
|   |      |   | <b>Reserve Funds</b> | 424  | 424  | 1,060 | 424  | 2,755     | 5,086  |
|   |      |   | <b>External</b>      |      |      |       |      |           |        |
|   |      |   | <b>Gross Cost</b>    | 424  | 424  | 1,060 | 424  | 2,755     | 5,086  |
| Specialized transit is a door-to-door service offered by Burlington residents with a disability . This service is available to registered customers who are unable to use a conventional bus. |      |   |                      |      |      |       |      |           |        |

\* Report values in thousands

| Ref. #                              | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-------------------------------------|------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'VR': Vehicle - Replace</b> |      |   |                      |      |      |      |      |           |       |
| <b>20</b>                           | 2024 | <b>Traffic Operations - Vehicle Replacement</b>   | <b>Capital</b>       |      |      |      |      |           |       |
|                                     |      | VE-VR-1946 Infrastructure Renewal   | <b>Reserve Funds</b> | 70   |      | 678  | 52   | 160       | 960   |
|                                     |      | <b>Transportation, 2024, 2026, 2027, 2029, 2031-2033</b>  | <b>External</b>      |      |      |      |      |           |       |
|                                     |      | Scheduled replacement of owned vehicles and equipment in Traffic Signals service , with consideration to lifecycle, department needs, mechanical condition, and maintenance costs. Vehicles and equipment scheduled for replacement are evaluated as to their mechanical condition and extended where possible. | <b>Gross Cost</b>    | 70   |      | 678  | 52   | 160       | 960   |
|                                     |      | Where possible, plug-in hybrid electric vehicles (PHEV) and fully electric vehicles will be used to replace gasoline-powered vehicles based off our green fleet strategy .  |                      |      |      |      |      |           |       |
|                                     |      | One cargo van support vehicle is scheduled to be replace in 2024.   |                      |      |      |      |      |           |       |
| <b>21</b>                           | 2024 | <b>Transit Support - Vehicle Replacement</b>  | <b>Capital</b>       |      |      |      |      |           |       |
|                                     |      | VE-VR-1961 Infrastructure Renewal   | <b>Reserve Funds</b> | 175  |      | 30   | 30   | 265       | 500   |
|                                     |      | <b>Transit, 2024, 2026-2033</b>   | <b>External</b>      |      |      |      |      |           |       |
|                                     |      | Scheduled replacement of owned vehicles and equipment in Transit service , with consideration to life cycle, department needs, mechanical condition and maintenance costs. Vehicles and equipment scheduled for replacement are evaluated as to their mechanical condition and extended where possible.         | <b>Gross Cost</b>    | 175  |      | 30   | 30   | 265       | 500   |

\* Report values in thousands

| Ref. #   | Year | Project   | Category             | 2024                        | 2025          | 2026          | 2027         | 2028-2033    | TOTAL         |               |
|--|------|---|----------------------|-----------------------------|---------------|---------------|--------------|--------------|---------------|---------------|
| <b>Part 'VR': Vehicle - Replace</b>                                  |      |   |                      |                             |               |               |              |              |               |               |
| 22   | 2025 | <b>Parking - Vehicle Replacement</b>  | <b>Capital</b>       |                             |               |               |              |              |               |               |
|  |      | VE-VR-1959 Infrastructure Renewal   | <b>Reserve Funds</b> |                             | 104           |               |              | 263          | 367           |               |
|  |      | <b>Transportation, 2025, 2029, 2030, 2033</b>   | <b>External</b>      |                             |               |               |              |              |               |               |
|  |      | Scheduled replacement of owned vehicles and equipment in Parking service, with consideration to lifecycle, department needs, mechanical condition, and maintenance costs. Vehicles and equipment scheduled for replacement are evaluated as to their mechanical condition and extended where possible.                      | <b>Gross Cost</b>    |                             | 104           |               |              | 263          | 367           |               |
|  |      | Where possible, plug-in hybrid electric vehicles (PHEV) and fully electric vehicles will be used to replace gasoline-powered vehicles based off our green fleet strategy.   |                      |                             |               |               |              |              |               |               |
| 23   | 2027 | <b>Road Design and Construction - Vehicle Replacement</b>   | <b>Capital</b>       |                             |               |               |              |              |               |               |
|  |      | VE-VR-1948 Infrastructure Renewal   | <b>Reserve Funds</b> |                             |               |               | 156          | 355          | 511           |               |
|  |      | <b>Engineering Services, 2027, 2029</b>   | <b>External</b>      |                             |               |               |              |              |               |               |
|  |      | Scheduled replacement of owned vehicles and equipment in Road Design and Construction service, with consideration to lifecycle, department needs, mechanical condition, and maintenance costs. Vehicles and equipment scheduled for replacement are evaluated as to their mechanical condition and extended where possible. | <b>Gross Cost</b>    |                             |               |               | 156          | 355          | 511           |               |
|  |      | Where possible, plug-in hybrid electric vehicles (PHEV) and fully electric vehicles will be used to replace gasoline-powered vehicles based off our green fleet strategy.   |                      |                             |               |               |              |              |               |               |
| <b>A City that Moves - Fleet Vehicles, Accessories and Equipment</b> |      |   |                      | <b>Capital Total:</b>       | <b>1,658</b>  | <b>1,130</b>  | <b>400</b>   | <b>300</b>   | <b>3,488</b>  | <b>3,488</b>  |
|  |      |   |                      | <b>Reserve Funds Total:</b> | <b>3,666</b>  | <b>6,060</b>  | <b>5,276</b> | <b>4,779</b> | <b>49,620</b> | <b>69,402</b> |
|  |      |   |                      | <b>External Total:</b>      | <b>7,592</b>  | <b>4,072</b>  | <b>214</b>   |              |               | <b>11,878</b> |
|  |      |   |                      | <b>Gross Cost Total:</b>    | <b>12,917</b> | <b>11,261</b> | <b>5,890</b> | <b>5,079</b> | <b>49,620</b> | <b>84,768</b> |

\* Report values in thousands

| Ref. #                           | Year | Project   | Category      | 2024  | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|------|---|---------------|-------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |   |               |       |      |      |      |           |       |
| 24                               |      | <b>Railway Crossing Reserve Fund Contribution</b>   | Capital       |       |      |      |      | 500       | 500   |
|                                  |      | RD-RA-481 Growth  | Reserve Funds |       |      |      |      | -500      | -500  |
|                                  |      | <b>Engineering Services, 2024-2033</b>  | External      |       |      |      |      |           |       |
|                                  |      | The City has identified future railway crossing needs. Funding is dedicated to a reserve fund in order to provide for the long term construction of grade separations at level crossings.   | Gross Cost    |       |      |      |      |           |       |
|                                  |      | Note: This is a transfer of funding from reserve funds to the Railway Crossing Reserve Fund (RCRF) from 2024-2033   |               |       |      |      |      |           |       |
| <b>Related Projects</b>          |      |   |               |       |      |      |      |           |       |
|                                  |      | RD-RA-681 Cumberland Avenue Railway Underpass   |               |       |      |      |      |           |       |
|                                  |      | RD-RA-769 Mainway Grade Separation  |               |       |      |      |      |           |       |
|                                  |      | RD-RA-1116 Burloak Drive - Grade Separation at C.N.R.   |               |       |      |      |      |           |       |
| 25                               | 2024 | <b>Guelph Line Renewal</b>  | Capital       | 783   |      |      |      |           | 783   |
|                                  |      | RD-RA-1856 Infrastructure Renewal   | Reserve Funds | 1,400 |      |      |      |           | 1,400 |
|                                  |      | <b>Engineering Services, 2024</b>   | External      |       |      |      |      |           |       |
|                                  |      | Guelph Line has been identified as requiring renewal from Lakeshore Road to St. Clair Avenue. This project includes the removal and replacement of the asphalt surface and base, localized rehabilitation of the storm drainage system, curb renewal, and deficient sidewalk replacement. | Gross Cost    | 2,183 |      |      |      |           | 2,183 |
|                                  |      | The City's Integrated Mobility Plan identified buffered bike lanes on Guelph Line. The buffered bike lanes can be accommodated within the existing roadway cross-section, and will be included within the project scope.  |               |       |      |      |      |           |       |
|                                  |      | 2024: Location=Lakeshore Road - St. Clair Avenue  |               |       |      |      |      |           |       |

\* Report values in thousands

| Ref. #                           | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |   |                      |      |      |      |      |           |       |
| 26                               | 2024 | <b>Miscellaneous Land</b>   | <b>Capital</b>       | 10   | 10   | 10   | 10   | 60        | 100   |
|                                  |      | RD-RA-199 Growth  | <b>Reserve Funds</b> | 10   | 10   | 10   | 10   | 60        | 100   |
|                                  |      | <b>Engineering Services, 2024-2033</b>  | <b>External</b>      |      |      |      |      |           |       |
|                                  |      | Financial resources are required for the acquisition of small parcels of land and associated legal costs. | <b>Gross Cost</b>    | 20   | 20   | 20   | 20   | 120       | 200   |

\* Report values in thousands

| Ref. #   | Year | Project   | Category      | 2024 | 2025 | 2026 | 2027  | 2028-2033 | TOTAL |
|--|------|---|---------------|------|------|------|-------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b>                 |      |   |               |      |      |      |       |           |       |
| 27   | 2025 | <b>Appleby Line Renewal</b>   | Capital       |      | 100  |      | 5,280 |           | 5,380 |
|  |      | RD-RA-1969 Infrastructure Renewal   | Reserve Funds |      |      |      |       |           |       |
|  |      | <b>Engineering Services, 2025, 2027</b>   | External      |      |      |      |       |           |       |
|  |      | Appleby Line has been identified as requiring renewal from Lakeshore Road to Fairview Street. This project will involve the full depth removal and replacement of the asphalt surface and base, localized rehabilitation of the storm drainage system, replacement of deficient curb and sidewalk, and streetlighting upgrades. The project will also include transit stop enhancements, and minor functional improvements to address any safety/operational issues.  | Gross Cost    |      | 100  |      | 5,280 |           | 5,380 |
|  |      | The City's Integrated Mobility Plan identifies protected cycling facilities on Appleby Line as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The protected cycling facility and enhanced pedestrian realm construction is estimated at a cost of \$1.7M, this cost is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$19,000. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |               |      |      |      |       |           |       |
| <b>Related Projects</b>                          |      |   |               |      |      |      |       |           |       |
| CO-UN-2145                                       |      | Appleby Line Active Transportation Facilities   |               |      |      |      |       |           |       |
| 2025: Location=Detailed Design                   |      |   |               |      |      |      |       |           |       |
| 2027: Location=Lakeshore Road to Fairview Street |      |   |               |      |      |      |       |           |       |

\* Report values in thousands

| Ref. #   | Year | Project  | Category      | 2024 | 2025  | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|--|---------------|------|-------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b>   |      |  |               |      |       |      |      |           |       |
| 28   | 2025 | <b>Plains Road West Renewal</b>  | Capital       |      | 2,800 |      |      | 3,230     | 6,030 |
|  |      | RD-RA-1749 Infrastructure Renewal  | Reserve Funds |      |       |      |      |           |       |
|  |      | <b>Engineering Services, 2025, 2029</b>  | External      |      |       |      |      |           |       |
|  |      | Plains Road from Shadeland Avenue to York Boulevard has been identified as requiring renewal, the project will be constructed in three project phases; Waterdown Road to Spring Gardens Road (construction 2022), Shadeland Avenue to Waterdown Road, and Spring Gardens Road to York Boulevard including the section of York Boulevard to the City Limit. This project includes resurfacing the road, replacement of deficient curbs and sidewalk, localized rehabilitation of the storm drainage system, bus stop upgrades, and traffic signal infrastructure upgrades.  | Gross Cost    |      | 2,800 |      |      | 3,230     | 6,030 |
|  |      | The City's Integrated Mobility Plan identifies protected cycling facilities on Plains Road as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The facility construction is estimated at a cost of \$2.6M in 2025 and \$1.72M in 2029, the cost to construct the facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$9,000 in 2025 and an additional \$11,000 in 2029. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan |               |      |       |      |      |           |       |
| <b>Related Projects</b>  |      |  |               |      |       |      |      |           |       |
|  |      | RD-BG-1866 Wolfe Island Bridge Rehabilitation  |               |      |       |      |      |           |       |
|  |      | CO-UN-2138 Plains Road West Active Transportation Facilities   |               |      |       |      |      |           |       |
| 2025: Location=Shadeland Avenue to Waterdown Road  |      |  |               |      |       |      |      |           |       |
| 2029: Location=Spring Gardens Road to York Boulevard, York Boulevard (Plains Road West to City Limit), Intersection Improvements |      |  |               |      |       |      |      |           |       |

\* Report values in thousands

| Ref. #   | Year | Project   | Category      | 2024 | 2025  | 2026 | 2027  | 2028-2033 | TOTAL  |
|--|------|---|---------------|------|-------|------|-------|-----------|--------|
| <b>Part 'RA': Arterial Roads</b>                 |      |   |               |      |       |      |       |           |        |
| 29   | 2025 | <b>Walkers Line (Lakeshore Road - Dundas Street) Renewal</b>  | Capital       |      | 2,154 |      | 1,643 | 1,017     | 4,814  |
|  |      | RD-RA-1854 Infrastructure Renewal   | Reserve Funds |      | 3,500 |      | 2,500 |           | 6,000  |
|  |      | <b>Engineering Services, 2025, 2027, 2028</b>   | External      |      |       |      |       |           |        |
|  |      | Walkers Line from Lakeshore Road to Dundas Street has been identified as requiring renewal, the project will be constructed in three phases; Lakeshore Road to the QEW Interchange, Mainway to Dundas Street (the scope may be affected by the Halton Region Dundas Street Improvements project), and North Service Road to Mainway. This project will include road resurfacing with the possibility of full depth asphalt removal in selected areas, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, streetlight upgrades and traffic signal upgrades.   | Gross Cost    |      | 5,654 |      | 4,143 | 1,017     | 10,814 |
|  |      | The City's Integrated Mobility Plan identifies protected cycling facilities on Walkers Line as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The protected cycling facility construction is estimated at a cost of \$2.5M in 2025, \$2.9M in 2027, and \$625k in 2028. The cost to construct the cycling facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$33,000 in 2025, \$27,000 in 2027, and \$6,000 in 2028. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |               |      |       |      |       |           |        |
| <b>Related Projects</b>                          |      |   |               |      |       |      |       |           |        |
| RD-RA-1962                                       |      | Walkers Line (QEW Interchange to Dundas Street) Renewal   |               |      |       |      |       |           |        |
| CO-UN-2136                                       |      | Walkers Line Active Transportation Facilities   |               |      |       |      |       |           |        |
| 2025: Location=Lakeshore Road to QEW Interchange |      |   |               |      |       |      |       |           |        |
| 2027: Location=Mainway - Dundas Street           |      |   |               |      |       |      |       |           |        |
| 2028: Location=North Service Road - Mainway      |      |   |               |      |       |      |       |           |        |

\* Report values in thousands

| Ref. #                           | Year | Project   | Category          | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL |
|----------------------------------|------|---|-------------------|------|------|-------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |   |                   |      |      |       |      |           |       |
| 30                               | 2026 | <b>Cedar Springs Road Resurfacing</b><br>RD-RA-1776 Infrastructure Renewal<br><b>Engineering Services, 2026, 2027, 2029</b>   | Capital           |      |      | 2,018 | 120  | 2,915     | 5,053 |
|                                  |      | Arterial resurfacing is necessary where significant deterioration of the pavement condition (i.e. surface distress and/or ride quality) has occurred. Resurfacing at the optimum time in the pavement's life-cycle is a cost-effective method of rejuvenating the road asset. The scope of work for this section of Cedar Springs Road will include necessary replacement or rehabilitation of culvert crossings.   | Reserve Funds     |      |      |       |      |           |       |
|                                  |      | The City's Integrated Mobility Plan recommends a multi-use path on Cedar Springs Road. The multi-use path construction is estimated at a cost \$3.2M for the first phase and \$2.8M for the second phase of the project, the cost associated with the construction of the multi-use path is not included within the current project budget. The multi-use path will also have an annual operating budget impact of \$10,000 in 2026, and an additional \$13,000 in 2029. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan | External          |      |      |       |      |           |       |
|                                  |      |   | <b>Gross Cost</b> |      |      | 2,018 | 120  | 2,915     | 5,053 |
| <b>Related Projects</b>          |      |   |                   |      |      |       |      |           |       |
| CO-UN-2140                       |      | Cedar Springs Road Active Transportation  |                   |      |      |       |      |           |       |
| 2026:                            |      | Location=No. 2 Side Road to Britannia Road  |                   |      |      |       |      |           |       |
| 2027:                            |      | Location=Project Design and Permitting  |                   |      |      |       |      |           |       |
| 2029:                            |      | Location=Dundas Street to No. 2 Side Road   |                   |      |      |       |      |           |       |

\* Report values in thousands

| Ref. #                           | Year | Project  | Category      | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL |
|----------------------------------|------|--|---------------|------|------|-------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |  |               |      |      |       |      |           |       |
| 31                               | 2026 | <b>Fairview Street Resurfacing</b>   | Capital       |      |      | 3,000 |      |           | 3,000 |
|                                  |      | RD-RA-1609 Infrastructure Renewal  | Reserve Funds |      |      | 70    |      |           | 70    |
|                                  |      | <b>Engineering Services, 2026</b>  | External      |      |      |       |      |           |       |
|                                  |      | The City's investment in infrastructure renewal provides an opportunity to improve the overall condition of the City's roadway assets at a reduced cost. Arterial road resurfacing typically involves removal and replacement of 100mm of asphalt, installation of a heavy-duty binder and other necessary minor rehabilitation of storm sewers, replacement of deficient curbs and sidewalk.  | Gross Cost    |      |      | 3,070 |      |           | 3,070 |
|                                  |      | The City's Integrated Mobility Plan identifies protected cycling facilities on Fairview Street as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The Integrated Mobility Plan also recommends an enhanced pedestrian realm along Fairview Street. The protected cycling facility and enhanced pedestrian realm construction is estimated at a cost of \$8.3M, the cost to construct the cycling facilities and enhanced pedestrian realm is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$19,000. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |               |      |      |       |      |           |       |
|                                  |      | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study. The Halton Region is reviewing the project scope and may align their future watermain work in the area so the project can be delivered jointly.   |               |      |      |       |      |           |       |
| <b>Related Projects</b>          |      |  |               |      |      |       |      |           |       |
|                                  |      | RD-RA-1962 Walkers Line (QEW Interchange to Dundas Street) Renewal   |               |      |      |       |      |           |       |
|                                  |      | CO-UN-2142 Fairview Street Active Transportation Facilities  |               |      |      |       |      |           |       |
|                                  |      | 2023: Location=Detailed Design   |               |      |      |       |      |           |       |
|                                  |      | 2026: Location=Walkers Line - Appleby Line   |               |      |      |       |      |           |       |

\* Report values in thousands

| Ref. #                           | Year | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|------|--|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |  |                   |      |      |      |      |           |       |
| 32                               | 2026 | <b>King Road Rehabilitation (King Forest Court to Top of Escarpment)</b>   | Capital           |      |      | 180  |      | 5,762     | 5,942 |
|                                  |      | RD-RA-1108 Growth  | Reserve Funds     |      |      | 20   |      | 640       | 660   |
|                                  |      | <b>Engineering Services, 2026, 2028</b>  | External          |      |      |      |      |           |       |
|                                  |      | King Road from King Forest Court to the City limit requires nominal geometric (horizontal and vertical curve) improvements to provide a safe connection between the east end of the Waterdown South development lands and the North Service Road. An Environmental Assessment was previously completed for the project.  | <b>Gross Cost</b> |      |      | 200  |      | 6,402     | 6,602 |
|                                  |      | The City's Integrated Mobility Plan recommends a paved shoulder on King Road. The cost associated with the construction of the paved shoulder is estimated at a cost of \$2.2M, the cost is not included within the current project budget. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan |                   |      |      |      |      |           |       |
| <b>Related Projects</b>          |      |  |                   |      |      |      |      |           |       |
|                                  |      | CO-UN-2146 King Road Active Transportation   |                   |      |      |      |      |           |       |
|                                  |      | 2026: Location=Detailed Design and Permitting  |                   |      |      |      |      |           |       |
|                                  |      | 2028: Location=Reconstruction (King Forest Court- Top of Escarpment)   |                   |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                           | Year | Project  | Category             | 2024 | 2025 | 2026  | 2027  | 2028-2033 | TOTAL |
|----------------------------------|------|--|----------------------|------|------|-------|-------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |      |  |                      |      |      |       |       |           |       |
| 33                               | 2026 | <b>Lakeshore Road Resurfacing</b>  | <b>Capital</b>       |      |      | 3,688 | 1,896 |           | 5,584 |
|                                  |      | RD-RA-1544 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |       | 232   |           | 232   |
|                                  |      | <b>Engineering Services, 2026, 2027</b>  | <b>External</b>      |      |      |       |       |           |       |
|                                  |      | Sections of Lakeshore Road have been identified as requiring renewal, the project will be constructed in two phases; Appleby Line to Burloak Drive, and Brant Street to Torrance Avenue. This project includes the removal and replacement of the wearing surface asphalt layer, localized rehabilitation of the storm drainage system, curb renewal, and deficient sidewalk replacement. Possible incorporation of public art at locations to be determined.  | <b>Gross Cost</b>    |      |      | 3,688 | 2,128 |           | 5,816 |
|                                  |      | The City's Integrated Mobility Plan identifies an enhanced pedestrian realm between Kenwood Avenue and Hampton Heath Road and buffered bike lanes from Brant Street to Martha Street. The buffered bike lanes and enhanced pedestrian realm construction is estimated at a cost of \$3M, the cost to construct the bike lanes and enhanced pedestrian realm is not included within the project budget. The buffered bike lanes from Brant Street to Martha Street will also have an annual operating budget impact of \$5,500. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |                      |      |      |       |       |           |       |
| <b>Related Projects</b>          |      |  |                      |      |      |       |       |           |       |
|                                  |      | RD-BG-1512 Lakeshore Road Culvert (#120030) Rehabilitation   |                      |      |      |       |       |           |       |
|                                  |      | RD-BG-1513 Pine Cove Bridge (#110006) Replacement  |                      |      |      |       |       |           |       |
|                                  |      | CO-UN-2139 Lakeshore Road Active Transportation  |                      |      |      |       |       |           |       |
|                                  |      | 2026: Location=Appleby Line - Burloak Drive  |                      |      |      |       |       |           |       |
|                                  |      | 2027: Location=Brant Street - Torrance Avenue  |                      |      |      |       |       |           |       |

\* Report values in thousands

| Ref. #                           | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL  |
|----------------------------------|------|---|----------------------|------|------|------|------|-----------|--------|
| <b>Part 'RA': Arterial Roads</b> |      |   |                      |      |      |      |      |           |        |
| 34                               | 2026 | <b>North Service Road Renewal</b>   | <b>Capital</b>       |      |      | 150  |      | 14,626    | 14,776 |
|                                  |      | RD-RA-1967 Infrastructure Renewal   | <b>Reserve Funds</b> |      |      |      |      | 4,412     | 4,412  |
|                                  |      | <b>Engineering Services, 2026, 2028, 2031, 2032</b>   | <b>External</b>      |      |      |      |      |           |        |
|                                  |      | The North Service Road has been identified as requiring renewal and will be constructed in three phases; King Road to Kerns Road, Walkers Line to Burloak Drive, and Kerns Road to Walkers Line (excludes all intersections and MTO structure area). The renewal process will include the removal and replacement of the asphalt surface, in some locations the removal of the asphalt base, localized rehabilitation of the storm drainage system, and the replacement of any deficient curbs and sidewalks. The project will include minor functional improvements to address any safety/ operational issues. | <b>Gross Cost</b>    |      |      | 150  |      | 19,038    | 19,188 |
|                                  |      | The North Service Road project construction is forecasted after the MTO's construction is scheduled to be complete on the Brant Street interchange and QEW structures in order to minimize traffic disruptions.   |                      |      |      |      |      |           |        |
|                                  |      | 2026: Location=Detailed Design  |                      |      |      |      |      |           |        |
|                                  |      | 2028: Location=King Road - Kerns Road   |                      |      |      |      |      |           |        |
|                                  |      | 2031: Location=Walkers Line to Appleby Line, Appleby Line to Burloak Drive  |                      |      |      |      |      |           |        |
|                                  |      | 2032: Location=Kerns Road to Brant Street, Brant to Guelph Line, Guelph Line to Walkers Line  |                      |      |      |      |      |           |        |

\* Report values in thousands

| Ref. #                                     | Year | Project   | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|---|---------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b>           |      |   |               |      |      |      |      |           |       |
| 35   | 2027 | <b>James Street and Martha Street Reconstruction</b>  | Capital       |      |      |      | 100  | 3,147     | 3,247 |
|  |      | RD-RA-1719 Infrastructure Renewal   | Reserve Funds |      |      |      |      |           |       |
|  |      | <b>Engineering Services, 2027, 2029</b>   | External      |      |      |      |      |           |       |
|  |      | The asphalt pavement, curbs and sidewalks on James Street from Brant street to Martha Street, are in poor condition and warrant reconstruction. This is a busy arterial route from the East of Downtown to City Hall. Hydro burial at a cost of \$300K are included in this project. Reconstruction involves the removal and replacement of all road asphalt and the replacement of deficient curbs and sections of sidewalk where required. Halton Region is reviewing water and wastewater requirements. Transportation Services will be leading a study to assess the intersection of Martha Street and James Street to determine the final configuration of the intersection. | Gross Cost    |      |      |      | 100  | 3,147     | 3,247 |
|  |      | The City's Integrated Mobility Plan identifies an enhanced pedestrian on James Street and Martha Street and a local bikeway on Martha Street. The enhanced pedestrian realm construction is estimated at a cost of \$2.4M, the cost to construct the enhanced pedestrian realm is not included within the project budget. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan.   |               |      |      |      |      |           |       |
| <b>Related Projects</b>                    |      |   |               |      |      |      |      |           |       |
| RD-RC-1046                                 |      | John Street Reconstruction and Streetscaping (James Street - Caroline Street)   |               |      |      |      |      |           |       |
| RD-RC-1454                                 |      | John Street (Lakeshore Rd - James St) and Pine Street (John St - Elizabeth St) Reconstruction   |               |      |      |      |      |           |       |
| CO-UN-2150                                 |      | James Street and Martha Street Active Transportation  |               |      |      |      |      |           |       |
| 2027: Location= Design                     |      |   |               |      |      |      |      |           |       |
| 2029: Location=James Street, Martha Street |      |   |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                           | Year      | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL  |
|----------------------------------|-----------|--|-------------------|------|------|------|------|-----------|--------|
| <b>Part 'RA': Arterial Roads</b> |           |  |                   |      |      |      |      |           |        |
| 36                               | 2027      | <b>Pavement Management System Software and Data Update</b><br>RD-RA-347 Infrastructure Renewal<br><b>Engineering Services, 2027, 2032</b><br>In order to keep the Pavement Management Application (PMA) current, a consultant will be retained to undertake a comprehensive condition assessment and data collection of all city roadways. This assessment is done on a 5-year interval and is typically carried out jointly with other municipal partners. The data provided is used to update the PMA (RoadMatrix) as well as integrate with the city's Enterprise Asset Management Solution (EAMS) platforms.   | Capital           |      |      |      | 120  | 120       | 240    |
|                                  |           |  | Reserve Funds     |      |      |      |      |           |        |
|                                  |           |  | External          |      |      |      |      |           |        |
|                                  |           |  | <b>Gross Cost</b> |      |      |      | 120  | 120       | 240    |
| <hr/>                            |           |  |                   |      |      |      |      |           |        |
| 37                               | 2028-2033 | <b>Arterial Road Resurfacing</b><br>RD-RA-482 Infrastructure Renewal<br><b>Engineering Services, 2032, 2033</b><br>Arterial resurfacing is necessary where significant deterioration of the pavement condition (i.e. surface distress and/or ride quality) has occurred. Arterial road resurfacing typically involves removal and replacement of 100mm of asphalt, installation of a heavy-duty binder and minor rehabilitation to storm sewers, curb & gutter and sidewalks. Resurfacing at the optimum time in the pavement's life-cycle is a cost-effective method of rejuvenating the road asset.<br><br>This funding in 2032 and 2033 is presented in block form and will be assigned to specific projects in future budget preparations based on arterial corridor life-cycle condition assessments. | Capital           |      |      |      |      | 12,000    | 12,000 |
|                                  |           |  | Reserve Funds     |      |      |      |      |           |        |
|                                  |           |  | External          |      |      |      |      |           |        |
|                                  |           |  | <b>Gross Cost</b> |      |      |      |      | 12,000    | 12,000 |

2027: Location=City wide data collection  
2032:Location=City wide data collection

\* Report values in thousands

| Ref. #                           | Year      | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|-----------|---|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |           |   |                   |      |      |      |      |           |       |
| 38                               | 2028-2033 | <b>Cumberland Avenue Railway Underpass</b>  | Capital           |      |      |      |      | 220       | 220   |
|                                  |           | RD-RA-681 Growth  | Reserve Funds     |      |      |      |      | 4,180     | 4,180 |
|                                  |           | <b>Engineering Services, 2033</b>   | External          |      |      |      |      |           |       |
|                                  |           | Cumberland Avenue presently dead-ends at the CNR crossing. Through the QEW Prosperity Corridor Block Plan and Implementation Study, the need for an extension of Cumberland Avenue from Fairview Street to Harvester Road was identified. As such, a grade-separated crossing of the rail line is required. The extension will accommodate vehicular, transit and active modes of transportation.   | <b>Gross Cost</b> |      |      |      |      | 4,400     | 4,400 |
| <b>Related Projects</b>          |           |   |                   |      |      |      |      |           |       |
|                                  |           | RD-RA-481 Railway Crossing Reserve Fund Contribution  |                   |      |      |      |      |           |       |
| 39                               | 2028-2033 | <b>King Road (Future South Service Road to North Service Road)</b>  | Capital           |      |      |      |      |           |       |
|                                  |           | RD-RA-776 Growth  | Reserve Funds     |      |      |      |      | 750       | 750   |
|                                  |           | <b>Engineering Services, 2031</b>   | External          |      |      |      |      | 250       | 250   |
|                                  |           | This project includes the reconstruction and widening of King Road, from the future South Service Road to the North Service Road, including the bridge twinning over Highway 403 and intersection widening at King Road and North Service Road. This project will be carried out in coordination with the Ministry of Transportation. Funding for an environmental assessment was approved in the 2012 capital budget. The environmental assessment study has been completed. The geometric improvements along King Road will be necessary to provide additional roadway capacity requirements resulting from the development of employment lands in this area. | <b>Gross Cost</b> |      |      |      |      | 1,000     | 1,000 |
|                                  |           | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study. Construction timing is anticipated past the 10 year capital forecast.  |                   |      |      |      |      |           |       |

2031: Location=Land Acquisition & Detailed Design

\* Report values in thousands

| Ref. #                           | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL  |
|----------------------------------|-----------|--|----------------------|------|------|------|------|-----------|--------|
| <b>Part 'RA': Arterial Roads</b> |           |  |                      |      |      |      |      |           |        |
| 40                               | 2028-2033 | <b>Mainway Grade Separation</b>  | <b>Capital</b>       |      |      |      |      | 2,676     | 2,676  |
|                                  |           | RD-RA-769 Growth   | <b>Reserve Funds</b> |      |      |      |      | 22,824    | 22,824 |
|                                  |           | <b>Engineering Services, 2030, 2033</b>  | <b>External</b>      |      |      |      |      |           |        |
|                                  |           | There are significant delays to vehicles using Mainway due to the existing CNR crossing. The CNR Halton sub carries up to 40 trains per day. The removal of the current at grade crossing will eliminate potential car/rail conflicts as well as greatly improve emergency response times in this area. An updated environmental assessment study will be completed in future years and will provide the recommended geometric plan, identify land requirements, updated costs and establish the final scope of the project. | <b>Gross Cost</b>    |      |      |      |      | 25,500    | 25,500 |
|                                  |           | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study.   |                      |      |      |      |      |           |        |
| <b>Related Projects</b>          |           |  |                      |      |      |      |      |           |        |
|                                  | RD-RA-481 | Railway Crossing Reserve Fund Contribution   |                      |      |      |      |      |           |        |
|                                  | 2030:     | Location=Detailed Design, Storm & Utilities  |                      |      |      |      |      |           |        |
|                                  | 2033:     | Location= Mainway at CNR   |                      |      |      |      |      |           |        |

\* Report values in thousands

| Ref. #                           | Year      | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|-----------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |           |   |                      |      |      |      |      |           |       |
| 41                               | 2028-2033 | <b>Northshore Boulevard East Resurfacing</b>  | <b>Capital</b>       |      |      |      |      | 2,380     | 2,380 |
|                                  |           | RD-RA-2069 Infrastructure Renewal   | <b>Reserve Funds</b> |      |      |      |      | 20        | 20    |
|                                  |           | <b>Engineering Services, 2028,2030</b>  | <b>External</b>      |      |      |      |      |           |       |
|                                  |           | Northshore Boulevard from the highway interchange to Nelson Avenue has been identified as requiring renewal. The project includes resurfacing the road, deficient curb and sidewalk replacement, and localized rehabilitation of the storm drainage system.   | <b>Gross Cost</b>    |      |      |      |      | 2,400     | 2,400 |
|                                  |           | The City's Integrated Mobility Plan identifies protected cycling facilities on Northshore Boulevard as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The protected cycling facility construction is estimated at a cost of \$2.2M, the cost to construct the cycling facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$5,000. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |                      |      |      |      |      |           |       |
|                                  |           | 2028: Location=Design   |                      |      |      |      |      |           |       |
|                                  |           | 2030: Location=Highway Interchange to Nelson Avenue   |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                           | Year      | Project   | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|-----------|---|---------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |           |   |               |      |      |      |      |           |       |
| 42                               | 2028-2033 | <b>South Service Road Construction (Aldershot GO Station to Development Boundary)</b>   | Capital       |      |      |      |      |           |       |
|                                  |           | RD-RA-964 Growth  | Reserve Funds |      |      |      |      | 2,870     | 2,870 |
|                                  |           | <b>Engineering Services, 2028</b>   | External      |      |      |      |      |           |       |
|                                  |           | This project involves the construction of the South Service Road extension across the Aldershot GO Station property and provides for the City's share of a new bridge at the future crossing of South Service Road and Falcon Creek. The remainder of the South Service extension to King Road will be constructed through development, as it relates to the prosperity corridor. | Gross Cost    |      |      |      |      | 2,870     | 2,870 |
|                                  |           | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study.  |               |      |      |      |      |           |       |
|                                  |           | 2028: Location=Construction of South Service Road extension across Aldershot GO Station   |               |      |      |      |      |           |       |
|                                  |           | 2028: Location=City's Share of bridge at Falcon Creek   |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                           | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|----------------------------------|-----------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RA': Arterial Roads</b> |           |  |                      |      |      |      |      |           |       |
| 43                               | 2028-2033 | <b>Walkers Line Widening</b>   | <b>Capital</b>       |      |      |      |      | 2,330     | 2,330 |
|                                  |           | RD-RA-787 Growth   | <b>Reserve Funds</b> |      |      |      |      | 582       | 582   |
|                                  |           | <b>Engineering Services, 2033</b>  | <b>External</b>      |      |      |      |      |           |       |
|                                  |           | Walkers Line from Hwy 407 to No. 1 Sideroad provides two lanes of surface treated pavement. This project is for the reconstruction of this section of road with hot mix pavement, maintaining the two through lanes with some pavement widening to provide improved pedestrian safety and movement.                                      | <b>Gross Cost</b>    |      |      |      |      | 2,912     | 2,912 |
|                                  |           | The City's Integrated Mobility Plan identifies a paved shoulder on this section of Walkers Line. The cost to construct the paved shoulder is not included within the project budget. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |                      |      |      |      |      |           |       |

2033: Location=Walkers Line (Highway 407 to No. 1 Sideroad)

|  |      |   |                      |     |     |     |     |        |        |
|--|------|---|----------------------|-----|-----|-----|-----|--------|--------|
| <b>Part 'BG': Bridges and Culverts</b> |      |   |                      |     |     |     |     |        |        |
| 44                                     | 2024 | <b>Structure Rehabilitation at Various Locations</b>  | <b>Capital</b>       | 400 | 600 | 860 | 250 | 12,294 | 14,404 |
|  |      | RD-BG-619 Infrastructure Renewal  | <b>Reserve Funds</b> |     |     |     | 450 | 1,106  | 1,556  |
|  |      | <b>Engineering Services, 2024-2033</b>  | <b>External</b>      |     |     |     |     |        |        |
|  |      | Structure rehabilitation needs are established from biennial visual inspections conducted in accordance with the Ontario Structure Inspection Manual (OSIM). Rehabilitation should be undertaken in a timely manner in order to extend the service life of these structures. The visual inspections completed in 2023 will be utilized to identify future rehabilitation needs. | <b>Gross Cost</b>    | 400 | 600 | 860 | 700 | 13,400 | 15,960 |

**Related Projects**

RD-BG-320 Bridge Detailed Condition Survey and Engineering

\* Report values in thousands

| Ref. #                                 | Year | Project   | Category             | 2024  | 2025  | 2026  | 2027  | 2028-2033 | TOTAL  |
|--|------|---|----------------------|-------|-------|-------|-------|-----------|--------|
| <b>Part 'BG': Bridges and Culverts</b> |      |   |                      |       |       |       |       |           |        |
| 45                                     | 2024 | <b>Structure Replacement at Various Locations</b>   | <b>Capital</b>       | 1,505 | 3,100 | 1,225 | 1,000 | 15,450    | 22,280 |
|  |      | RD-BG-2128 Infrastructure Renewal   | <b>Reserve Funds</b> | 495   |       | 2,275 |       |           | 2,770  |
|  |      | <b>Engineering Services, 2024-2028, 2030-2033</b>   | <b>External</b>      |       |       |       |       |           |        |
|  |      | Bridge and culvert replacement needs are established from biennial visual inspections conducted in accordance with the Ontario Structure Inspection Manual (OSIM). Structure infrastructure replacement is critical to ensure there is a link for vehicles, pedestrians, and creek and stormwater conveyance. | <b>Gross Cost</b>    | 2,000 | 3,100 | 3,500 | 1,000 | 15,450    | 25,050 |

2024: Location= Walkers Line Culvert top up (120071), Ironstone Culvert top up (220045), Britannia Road Culvert (31236)

2025: Location=Olga and Hager (20166 and 20167), New Street Bridge top up (110047), Britannia Road Culvert (120070), James Street Culvert Partial Replacement (220011), Ontario Street Culvert (49885)

2026: Location=Mainway Culvert at Tuck Creek (120034), No.8 Side Road Culvert Replacement (320022), Mountainside Dr Culvert (49924)

2028: Location=Bell School Line (320009)

2030: Location= Greenwood Place (220054)

2031: Location=Oakland Park Court (320026), Northshore Boulevard Culvert (49930)

2032: Location=No.5 Sideroad Bridge (110016)

2033: Location=Fairview Street Box Culvert (110046) partial replacement

\* Report values in thousands

| Ref. #                                 | Year | Project  | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|--|---------------|------|------|------|------|-----------|-------|
| <b>Part 'BG': Bridges and Culverts</b> |      |  |               |      |      |      |      |           |       |
| 46                                     | 2025 | <b>Structure Condition Assessments and Inspections</b>   | Capital       |      | 140  |      | 140  | 420       | 700   |
|  |      | RD-BG-321 Infrastructure Renewal   | Reserve Funds |      |      |      |      |           |       |
|  |      | <b>Engineering Services, 2025, 2027, 2029, 2031, 2033</b>  | External      |      |      |      |      |           |       |
|  |      | The City is required to conduct detailed visual inspection of bridges and culverts within its jurisdiction every two years. These inspections are completed in accordance with the Ontario Structures Inspection Manual (OSIM) and carried out by a qualified Engineering consultant. Visual inspections are conducted on all bridges and culverts (greater than 3 metre span) to determine the condition state. A summary of recommendations is provided to the City following inspections and the report acts as a basis for the rehabilitation program. | Gross Cost    |      | 140  |      | 140  | 420       | 700   |
|  |      | Visual inspections of bridge and culvert structures may reveal deteriorating conditions that require a more detailed investigation. Detailed condition surveys are undertaken by a qualified structural engineering consulting firm. Final reports outline the scope of work required and identify the associated construction and engineering costs to rehabilitate or replace the bridge or structural culvert.  |               |      |      |      |      |           |       |
| <b>Related Projects</b>                |      |  |               |      |      |      |      |           |       |
| PO-PR-1381                             |      | Pedestrian Bridge Assessment   |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                                 | Year | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|--|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'BG': Bridges and Culverts</b> |      |  |                   |      |      |      |      |           |       |
| 47                                     | 2026 | <b>Wolfe Island Bridge Rehabilitation</b>  | Capital           |      |      | 275  |      | 4,700     | 4,975 |
|  |      | RD-BG-1866 Infrastructure Renewal  | Reserve Funds     |      |      |      |      | 4,000     | 4,000 |
|  |      | <b>Engineering Services, 2026, 2029, 2031</b>  | External          |      |      |      |      |           |       |
|  |      | The Wolfe Island Bridge (#110010) was built in 1974 and is the city's largest bridge structure. It is prudent to invest funds at the right time in order to maximize the lifecycle. Due to its size, height and accessibility challenges, rehabilitation work on this structure is challenging.  | <b>Gross Cost</b> |      |      | 275  |      | 8,700     | 8,975 |
|  |      | A major rehabilitation is required to the structure and the work will be phased to align with the Plains Road, Spring Gardens to York Boulevard project. Phase 1 will include waterproofing, asphalt replacement, concrete repairs to sidewalk and median, and parapet wall replacement. Phase two of the bridge rehabilitation will include bearing replacement, girder end repairs, and patch repairs to the soffit, piers and abutment. |                   |      |      |      |      |           |       |
| <b>Related Projects</b>                |      |  |                   |      |      |      |      |           |       |
|  |      | RD-RA-1749 Plains Road West Renewal  |                   |      |      |      |      |           |       |
|  |      | 2026:Location=Design   |                   |      |      |      |      |           |       |
|  |      | 2029:Location=Major Rehabilitation   |                   |      |      |      |      |           |       |
|  |      | 2031: Location=Major Rehabilitation  |                   |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                                 | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|-----------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'BG': Bridges and Culverts</b> |           |  |                      |      |      |      |      |           |       |
| 48                                     | 2028-2033 | <b>Corporate Drive Culvert Construction (between Appleby Line and Burloak Drive)</b>   | <b>Capital</b>       |      |      |      |      |           |       |
|  |           | RD-BG-229 New / Enhanced   | <b>Reserve Funds</b> |      |      |      |      | 141       | 141   |
|  |           | <b>Engineering Services, 2032</b>  | <b>External</b>      |      |      |      |      | 707       | 707   |
|  |           | This culvert construction at Corporate Dr and Sheldon Creek is necessary to continue Corporate Drive across to the Bronte Meadows development. This work will be coordinated with any future development for this site, and the timing will be modified to align with development. | <b>Gross Cost</b>    |      |      |      |      | 848       | 848   |

2032: Location=Corporate Drive (Between Appleby Line and Burloak Drive)

|                                   |      |  |                      |  |       |  |  |  |       |
|-----------------------------------|------|--|----------------------|--|-------|--|--|--|-------|
| <b>Part 'RC': Collector Roads</b> |      |  |                      |  |       |  |  |  |       |
| 49                                | 2025 | <b>Spruce Avenue Renewal</b>   | <b>Capital</b>       |  | 2,931 |  |  |  | 2,931 |
|                                   |      | RD-RC-1968 Infrastructure Renewal  | <b>Reserve Funds</b> |  |       |  |  |  |       |
|                                   |      | <b>Engineering Services, 2025</b>  | <b>External</b>      |  |       |  |  |  |       |
|                                   |      | Spruce Avenue (Walkers Line to Goodram Drive), Goodram Drive (Spruce Avenue - New Street), Shoreacres Place, and Mackay Court have been identified as requiring renewal. This work will likely involve the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, streetlighting upgrades, and additional pavement markings and signage. | <b>Gross Cost</b>    |  | 2,931 |  |  |  | 2,931 |

2025: Location=Spruce Avenue (Walkers Line - Goodram Drive), Goodram Drive (Spruce Avenue - New Street), Shoreacres Place, Mackay Court

\* Report values in thousands

| Ref. #                            | Year | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|------|--|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RC': Collector Roads</b> |      |  |                   |      |      |      |      |           |       |
| 50                                | 2026 | <b>Deerhurst Drive Renewal</b><br>RD-RC-2029 Infrastructure Renewal<br><b>Engineering Services, 2026, 2028</b><br>Deerhurst Drive has been identified as requiring renewal. This work will likely involve the removal and replacement of the asphalt surface and in some areas the asphalt base, localized rehabilitation of the storm drainage system, and replacement of deficient curbs and sidewalk. | Capital           |      |      | 100  |      | 1,591     | 1,691 |
|                                   |      |  | Reserve Funds     |      |      |      |      |           |       |
|                                   |      |  | External          |      |      |      |      |           |       |
|                                   |      |  | <b>Gross Cost</b> |      |      | 100  |      | 1,591     | 1,691 |

2026:Location=Design

2028: Location=Deerhurst Drive

|    |      |   |                   |  |  |     |  |       |       |
|----|------|---|-------------------|--|--|-----|--|-------|-------|
| 51 | 2026 | <b>John Street Reconstruction and Streetscaping (James Street - Caroline Street)</b><br>RD-RC-1046 Infrastructure Renewal<br><b>Engineering Services, 2026, 2028, 2029</b><br>The limits of this project are John Street, from Caroline Street to James Street. This section will be completed in conjunction with the redevelopment of the area and will include burying the existing above-ground hydro, and streetscaping. Enhancing pedestrian facilities will ensure the pedestrian realm supports increased population growth through the downtown development. The cost of streetscaping and burial of existing hydro is \$1.9M. Halton Region is reviewing water and wastewater requirements. | Capital           |  |  | 100 |  | 2,998 | 3,098 |
|    |      |   | Reserve Funds     |  |  |     |  | 845   | 845   |
|    |      |   | External          |  |  |     |  |       |       |
|    |      |   | <b>Gross Cost</b> |  |  | 100 |  | 3,843 | 3,943 |

**Related Projects**

RD-RA-1719 James Street and Martha Street Reconstruction

2026: Location=Detailed Design

2028: Location=Utility Relocation

2029: Location=Reconstruction (James Street to Caroline Street)

\* Report values in thousands

| Ref. #   | Year | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|---|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RC': Collector Roads</b>  |      |   |                   |      |      |      |      |           |       |
| 52   | 2026 | <b>Kerns Road Reconstruction</b><br>RD-RC-1988 Infrastructure Renewal<br><b>Engineering Services, 2026, 2028</b><br>The section of Kerns Road from the Reservoir to Dundas Street has been identified as requiring renewal. This future work will involve the removal and replacement of the asphalt, the replacement of any deficient stormwater pipes or culverts and streetlighting upgrades.  | Capital           |      |      | 200  |      | 1,477     | 1,677 |
|  |      |   | Reserve Funds     |      |      |      |      |           |       |
|  |      |   | External          |      |      |      |      |           |       |
|  |      |   | <b>Gross Cost</b> |      |      | 200  |      | 1,477     | 1,677 |
| 2026: Location=Design<br>2028: Location=Kerns Road from Reservoir to Dundas Street   |      |   |                   |      |      |      |      |           |       |
| 53   | 2027 | <b>John Street (Lakeshore Rd - James St) and Pine Street (John St - Elizabeth St) Reconstruction</b><br>RD-RC-1454 Infrastructure Renewal<br><b>Engineering Services, 2027, 2029, 2030</b><br>The limits of this project are John Street, from Lakeshore Road to James Street, and Pine Street from John Street to Elizabeth Street. This section will be constructed in conjunction with the redevelopment of the area, and will include burying the existing above-ground hydro as well as streetscaping. Enhancing pedestrian facilities will ensure the pedestrian realm supports increased population growth through the downtown development. The cost of streetscaping and burial of existing hydro is \$2.1M. Halton Region is reviewing water and wastewater requirements in the area. | Capital           |      |      |      | 100  | 4,000     | 4,100 |
|  |      |   | Reserve Funds     |      |      |      |      |           |       |
|  |      |   | External          |      |      |      |      |           |       |
|  |      |   | <b>Gross Cost</b> |      |      |      | 100  | 4,000     | 4,100 |
| <b>Related Projects</b><br>RD-RA-1719 James Street and Martha Street Reconstruction<br>2027:Location=Detailed Design<br>2029: Location=Utility Relocation (Lakeshore Road to James Street)<br>2030: Location=Reconstruction (Lakeshore Road to James Street) and Pine Street (John Street to Elizabeth Street) |      |   |                   |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                            | Year      | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|-----------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RC': Collector Roads</b> |           |   |                      |      |      |      |      |           |       |
| 54                                | 2028-2033 | <b>Corporate Drive and Sutton Drive Area Renewal</b>  | <b>Capital</b>       |      |      |      |      | 5,374     | 5,374 |
|                                   |           | RD-RC-2026 Infrastructure Renewal   | <b>Reserve Funds</b> |      |      |      |      | 650       | 650   |
|                                   |           | <b>Engineering Services, 2028, 2030</b>   | <b>External</b>      |      |      |      |      |           |       |
|                                   |           | Corporate Drive and Sutton Drive Area has been identified as requiring renewal . This work will likely involve the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, and replacement of deficient curbs and sidewalk.   | <b>Gross Cost</b>    |      |      |      |      | 6,024     | 6,024 |
|                                   |           | The City's Integrated Mobility Plan identifies protected cycling facilities on Sutton Drive as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The protected cycling facility construction is estimated at a cost of \$900k, the cost to construct the cycling facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$9,000. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan. |                      |      |      |      |      |           |       |
|                                   |           | 2028: Location=Design   |                      |      |      |      |      |           |       |
|                                   |           | 2030: Location=Ironstone Drive (Corporate Drive - Appleby Line), Sutton Dr (Mainway - QEW), John Lucas Drive, Pachino Court, Clay Avenue, Corporate Drive (QEW - Ironstone Drive)   |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                            | Year      | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|-----------|---|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RC': Collector Roads</b> |           |   |                   |      |      |      |      |           |       |
| 55                                | 2028-2033 | <b>Lemonville Road Reconstruction (Howard Road to MTO/CN Overpass)</b>  | Capital           |      |      |      |      | 1,900     | 1,900 |
|                                   |           | RD-RC-2123 Infrastructure Renewal   | Reserve Funds     |      |      |      |      | 150       | 150   |
|                                   |           | <b>Engineering Services, 2030, 2032</b>   | External          |      |      |      |      |           |       |
|                                   |           | Lemonville Road from Howard Road to the CN/MTO overpass has been identified as requiring renewal. This work will likely involve the removal of all asphalt and subbase repairs, localized renewal of the storm drainage system, and streetlight upgrades. | <b>Gross Cost</b> |      |      |      |      | 2,050     | 2,050 |

2030: Design

2032: Location=Lemonville Road (Howard Road to CN/MTO Overpass)

\* Report values in thousands

| Ref. #  | Year       | Project   | Category          | 2024         | 2025 | 2026 | 2027 | 2028-2033 | TOTAL        |                                |  |  |      |           |     |  |  |  |
|---|------------|---|-------------------|--------------|------|------|------|-----------|--------------|--------------------------------|--|--|------|-----------|-----|--|--|--|
| <b>Part 'RR': Joint Region Road Projects</b>  |            |   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
| 56  | 2024       | <b>Bromley Road Area Minor Reconstruction</b><br>RD-RR-1635 Infrastructure Renewal<br><b>Engineering Services, 2024</b>   | Capital           | 1,040        |      |      |      |           | 1,040        |                                |  |  |      |           |     |  |  |  |
|   |            |   | Reserve Funds     | 2,655        |      |      |      |           | 2,655        |                                |  |  |      |           |     |  |  |  |
|   |            |   | External          | 640          |      |      |      |           | 640          |                                |  |  |      |           |     |  |  |  |
|   |            |   | <b>Gross Cost</b> | <b>4,335</b> |      |      |      |           | <b>4,335</b> |                                |  |  |      |           |     |  |  |  |
| <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3"><b>Operating Budget Impact</b></th> </tr> <tr> <th>2025</th> <th>Exp/(Rev)</th> <th>3.5</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> |            |   |                   |              |      |      |      |           |              | <b>Operating Budget Impact</b> |  |  | 2025 | Exp/(Rev) | 3.5 |  |  |  |
| <b>Operating Budget Impact</b>  |            |   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
| 2025  | Exp/(Rev)  | 3.5   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
|   |            |   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
|   |            | <p>Bromley Road area has been identified as requiring renewal. This project includes the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, and streetlight upgrades. This project will be delivered as a joint project with the Halton Region, they are replacing water and wastewater infrastructure.</p> <p>New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking and trees will all be considered during the design process.</p> |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
| <b>Related Projects</b>   |            |   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
|   | RD-SW-1611 | Bromley Road Sidewalk Construction  |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |
| 2024: Location=Bromley Road, Brewer Court, Broughton Crescent, Verhoeven Road, Linwood Crescent, Maureen Court  |            |   |                   |              |      |      |      |           |              |                                |  |  |      |           |     |  |  |  |

\* Report values in thousands

| Ref. #                                       | Year | Project   | Category             | 2024  | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|---|----------------------|-------|------|------|------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b> |      |   |                      |       |      |      |      |           |       |
| 57   | 2024 | <b>Havendale Boulevard Renewal</b><br>RD-RR-1928 Infrastructure Renewal<br><b>Engineering Services, 2024</b><br>Havendale Boulevard and Sitwell Court have been identified as requiring renewal. This project includes the renewal of the roadway asphalt, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, and streetlight upgrades. This project will be delivered as a joint project with the Halton Region, they are replacing water services. | <b>Capital</b>       | 2,982 |      |      |      |           | 2,982 |
|  |      |   | <b>Reserve Funds</b> |       |      |      |      |           |       |
|  |      |   | <b>External</b>      | 366   |      |      |      |           | 366   |
|  |      |   | <b>Gross Cost</b>    | 3,348 |      |      |      |           | 3,348 |

2024: Location=Havendale Boulevard (Brant Street - End), Sitwell Court

\* Report values in thousands

| Ref. #  | Year | Project  | Category          | 2024       | 2025 | 2026         | 2027 | 2028-2033    | TOTAL        |
|---|------|--|-------------------|------------|------|--------------|------|--------------|--------------|
| <b>Part 'RR': Joint Region Road Projects</b>  |      |  |                   |            |      |              |      |              |              |
| 58  | 2024 | <b>Mainway Resurfacing (Guelph Line-Burloak Drive)</b><br>RD-RR-1741 Infrastructure Renewal<br><b>Engineering Services, 2024, 2026, 2028</b> | Capital           | 100        |      | 1,008        |      | 1,772        | 2,880        |
|   |      |  | Reserve Funds     |            |      | 1,800        |      | 3,696        | 5,496        |
|   |      |  | External          |            |      | 372          |      |              | 372          |
|   |      |  | <b>Gross Cost</b> | <b>100</b> |      | <b>3,180</b> |      | <b>5,468</b> | <b>8,748</b> |
| <p>Mainway from Guelph Line to Burloak Drive has been identified as requiring renewal, the project will be constructed in two phases; Guelph Line to Walkers Line, and Walkers Line to Burloak Drive. This project includes resurfacing the road, curb and sidewalk replacement, localized rehabilitation of the storm drainage system, minor streetlight upgrades, bus pads, and bus stop upgrades. Halton Region has indicated that they will be replacing water and wastewater services between Guelph Line and Walkers Line.</p> <p>The City's Integrated Mobility Plan identifies protected cycling facilities on Mainway as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The protected cycling facility construction is estimated at a cost of \$2.6M in 2026, and \$2.4M in 2028. The cost to construct the cycling facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$19,000 in 2026, and \$38,000 in 2028. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan.</p> |      |  |                   |            |      |              |      |              |              |
| <b>Related Projects</b>   |      |  |                   |            |      |              |      |              |              |
| RD-BG-2063  |      | Mainway Culvert at Tuck Creek Replacement  |                   |            |      |              |      |              |              |
| CO-UN-2143  |      | Mainway Active Transportation Facilities   |                   |            |      |              |      |              |              |
| 2024: Location=Detailed Design  |      |  |                   |            |      |              |      |              |              |
| 2026: Location=Guelph Line-Walkers Line   |      |  |                   |            |      |              |      |              |              |
| 2028: Location=Walkers Line-Burloak Drive   |      |  |                   |            |      |              |      |              |              |

\* Report values in thousands

| Ref. #                                       | Year | Project  | Category   | 2024          | 2025 | 2026 | 2027 | 2028-2033 | TOTAL         |
|--|------|--|--|---------------|------|------|------|-----------|---------------|
| <b>Part 'RR': Joint Region Road Projects</b> |      |  |  |               |      |      |      |           |               |
| 59   | 2024 | <b>Prospect Street and Dynes Road Renewal</b><br>RD-RR-1748 Infrastructure Renewal<br><b>Engineering Services, 2024</b><br>Prospect Street has been identified as requiring resurfacing. This project includes the removal and replacement of the asphalt surface, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, streetlighting upgrades, and the reconstruction of the traffic signals at Prospect Street and Dynes Road, and Prospect Street and Regency Court. In addition, Halton Region has identified a need to replace water and wastewater services in the area, and the project will be delivered as a joint project. | Capital  | 6,862         |      |      |      |           | 6,862         |
|  |      |  | <b>Reserve Funds</b>   |               |      |      |      |           |               |
|  |      |  | External   | 4,887         |      |      |      |           | 4,887         |
|  |      |  | <b>Gross Cost</b>  | <b>11,749</b> |      |      |      |           | <b>11,749</b> |
|  |      |  | <b>Operating Budget Impact</b>   |               |      |      |      |           |               |
|  |      |  | 2025   | Exp/(Rev)     | 50.9 |      |      |           |               |
|  |      |  | The City's Integrated Mobility Plan identifies protected cycling facilities on Prospect Street as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The City applied for funding through the Federal Active Transportation Fund (ATF), that was established to support Canada's National Active Transportation Strategy which is the country's first coast-to-coast-to-coast strategic approach for promoting active transportation and its benefits. The City was successful in the application and will receive 60% of the cost associated with protected cycling facilities on Prospect Street. These new facilities are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. |               |      |      |      |           |               |
|  |      | <b>Related Projects</b>  | RD-SW-265 Active Transportation Initiatives and Infrastructure   |               |      |      |      |           |               |
|  |      | 2023: Location=Detailed Design and Utility Relocation  |  |               |      |      |      |           |               |
|  |      | 2024: Location=Prospect Street (Brant Street - Cumberland Avenue), Dynes Road, Regency Court, Graham's Lane, Legion Road   |  |               |      |      |      |           |               |

\* Report values in thousands

| Ref. #                                       | Year  | Project   | Category      | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL |
|--|-------|---|---------------|------|------|-------|------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b> |       |   |               |      |      |       |      |           |       |
| 60   | 2024  | <b>Upper Middle Road Renewal</b>  | Capital       | 100  |      | 2,085 |      | 2,469     | 4,654 |
|  |       | RD-RA-1963 Infrastructure Renewal   | Reserve Funds |      |      | 475   |      | 850       | 1,325 |
|  |       | <b>Engineering Services, 2024, 2026, 2029</b>   | External      |      |      |       |      |           |       |
|  |       | Upper Middle Road from Guelph Line to Brant Street has been identified as requiring renewal, the project will be constructed in two phases; Guelph Line to the 407 ETR crossing, and Brant Street to the 407 ETR crossing. This includes full depth removal of the asphalt surface and base, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalks, and streetlighting upgrades. The project will also include transit stop enhancements, minor functional improvements to address any safety/operational issues. The first phase of the project will be delivered as a joint project with the Halton Region, they are replacing water and wastewater infrastructure.   | Gross Cost    | 100  |      | 2,560 |      | 3,319     | 5,979 |
|  |       | The City's Integrated Mobility Plan identifies protected cycling facilities on Upper Middle Road as part of the Spine Network, a network of connected facilities across the City that provides a higher order of protection for cyclists that can be utilized by all ages and abilities. The cycling facility construction is estimated at a cost of \$2.2M in 2026 and \$2.8M in 2029. The cost to construct the cycling facilities is not included within the project budget. The protected cycling facilities will also have an annual operating budget impact of \$14,000 in 2026, and \$11,000 in 2029. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan |               |      |      |       |      |           |       |
| <b>Related Projects</b>                      |       |   |               |      |      |       |      |           |       |
| CO-UN-2144                                   |       | Upper Middle Road Active Transportation Facilities  |               |      |      |       |      |           |       |
|  | 2024: | Location=Detailed Design  |               |      |      |       |      |           |       |
|  | 2026: | Location=Guelph Line to 407 Crossing  |               |      |      |       |      |           |       |
|  | 2029: | Location=Brant Street to 407 Crossing   |               |      |      |       |      |           |       |

\* Report values in thousands

| Ref. #                                       | Year | Project   | Category      | 2024 | 2025 | 2026 | 2027  | 2028-2033 | TOTAL |
|--|------|---|---------------|------|------|------|-------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b> |      |   |               |      |      |      |       |           |       |
| 61   | 2025 | <b>Hampton Heath Road Renewal</b><br>RD-RR-2066 Infrastructure Renewal<br><b>Engineering Services, 2025, 2027</b><br>Hampton Heath Road has been identified as requiring renewal. This work will likely involve the removal and replacement of the asphalt surface and base, localized rehabilitation of the storm drainage system, and replacement of deficient curbs and sidewalk. The Halton Region has identified water and wastewater servicing needs, and the project will be delivered as a joint project. | Capital       |      | 60   |      | 1,262 |           | 1,322 |
|  |      |   | Reserve Funds |      |      |      |       |           |       |
|  |      |   | External      |      |      |      | 127   |           | 127   |
|  |      |   | Gross Cost    |      | 60   |      | 1,389 |           | 1,449 |

2025: Location=Design

2027: Location= Hampton Heath Road

\* Report values in thousands

| Ref. #                                       | Year      | Project   | Category  | 2024 | 2025  | 2026 | 2027 | 2028-2033 | TOTAL |                                |  |  |      |           |     |
|--|-----------|---|---|------|-------|------|------|-----------|-------|--------------------------------|--|--|------|-----------|-----|
| <b>Part 'RR': Joint Region Road Projects</b> |           |   |   |      |       |      |      |           |       |                                |  |  |      |           |     |
| 62   | 2025      | <b>Park Avenue Area Renewal</b><br>RD-RR-1768 Infrastructure Renewal<br><b>Engineering Services, 2025</b><br>Park Avenue East, Park Avenue West, Aldershot Place and LaSalle Park Road (North Shore Boulevard to South End) have been identified as requiring renewal and urbanization. The urbanization process involves the removal and replacement of the asphalt roadway, the addition of curbing and storm sewers to improve drainage, and the installation of new sidewalk. The project will be delivered in two phases; the first phase is Lasalle Park Road (2023 construction), and the second phase is Park Avenue East, Park Avenue West, and Aldershot Place. The Halton Region has identified water and wastewater scope in the second phase of the project and the second phase will be delivered as a joint project. | Capital   |      | 2,825 |      |      |           | 2,825 |                                |  |  |      |           |     |
|  |           |   | Reserve Funds   |      | 1,050 |      |      |           | 1,050 |                                |  |  |      |           |     |
|  |           |   | External  |      |       |      |      |           |       |                                |  |  |      |           |     |
|  |           |   | Gross Cost  |      | 3,875 |      |      |           | 3,875 |                                |  |  |      |           |     |
|  |           |   | <table border="1"> <tr> <td colspan="3"><b>Operating Budget Impact</b></td> </tr> <tr> <td>2026</td> <td>Exp/(Rev)</td> <td>8.7</td> </tr> </table>   |      |       |      |      |           |       | <b>Operating Budget Impact</b> |  |  | 2026 | Exp/(Rev) | 8.7 |
| <b>Operating Budget Impact</b>               |           |   |   |      |       |      |      |           |       |                                |  |  |      |           |     |
| 2026   | Exp/(Rev) | 8.7   |   |      |       |      |      |           |       |                                |  |  |      |           |     |
|  |           |   | <p>New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process.</p> |      |       |      |      |           |       |                                |  |  |      |           |     |
|  |           |   | <p>2023: Location=LaSalle Park Road (North Shore Boulevard - South End)<br/>2025: Location=Park Ave East, Park Ave West, and Aldershot Place</p>  |      |       |      |      |           |       |                                |  |  |      |           |     |

\* Report values in thousands

| Ref. #  | Year | Project  | Category   | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|--|--|------|------|------|------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b>  |      |  |  |      |      |      |      |           |       |
| 63  | 2026 | <b>Linmouth Terrace and Faversham Avenue Road Renewal</b><br>RD-RR-2068 Infrastructure Renewal<br><b>Engineering Services, 2026, 2028</b><br>Linmouth Terrace and Faversham Avenue have been identified as requiring renewal . This project includes the renewal of all roadway asphalt, localized rehabilitation of the storm drainage system, streetlighting upgrades, and the replacement of deficient curbs and sidewalk. This project will be delivered as a joint project with the Halton Region, they are replacing water services on Linmouth Terrace .  | Capital<br>Reserve Funds<br>External<br>Gross Cost |      |      | 100  |      | 2,519     | 2,619 |
|   |      |  |  |      |      |      |      | 51        | 51    |
|   |      |  |  |      |      | 100  |      | 2,570     | 2,670 |
| 2026:Location=Design<br>2028:Location=Linmouth Terrace, Faversham Avenue  |      |  |  |      |      |      |      |           |       |
| 64  | 2026 | <b>Plains Road East (Fairview St to Maple Ave, and 50m east of Helena St to Brant St) Renewal</b><br>RD-RA-2122 Infrastructure Renewal<br><b>Engineering Services, 2026, 2028</b><br>Plains Road East from Fairview Street to Maple Avenue, and 50m east of Helena Street to the Brant Street intersection requires renewal. The project will likely include the resurfacing of Plains Road East, localized rehabilitation of the storm drainage system, and the replacement of deficient curbs and sidewalks. This project will be delivered as a joint project with the Halton Region, they are replacing water and wastewater infrastructure. | Capital<br>Reserve Funds<br>External<br>Gross Cost |      |      | 100  |      | 1,222     | 1,322 |
|   |      |  |  |      |      |      |      | 248       | 248   |
|   |      |  |  |      |      | 100  |      | 1,470     | 1,570 |
| 2026: Design<br>2028: Location=Plains Road East (Fairview Street to Maple Avenue, and 50 m East of Helena Street to Brant Street) |      |  |  |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #   | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027  | 2028-2033 | TOTAL  |
|--|------|--|----------------------|------|------|------|-------|-----------|--------|
| <b>Part 'RR': Joint Region Road Projects</b>   |      |  |                      |      |      |      |       |           |        |
| 65   | 2027 | <b>Glenwood School Drive Area Renewal</b>  | <b>Capital</b>       |      |      |      | 9,513 | 2,042     | 11,555 |
|  |      | RD-RR-1468 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |      | 174   |           | 174    |
|  |      | <b>Engineering Services, 2027, 2030</b>  | <b>External</b>      |      |      |      | 40    |           | 40     |
|  |      | Glenwood School Drive area has been identified as requiring renewal, and the project will be delivered in two phases. Some of the streets will be renewed to an urban standard to accommodate pedestrian traffic and improve drainage. The urbanization process involves the removal and replacement of the asphalt roadway and the addition of lengths of curbing to improve drainage, and the installation of storm sewers and sidewalk. The Halton Region has identified water and wastewater needs within the first phase of the project, and the work will be delivered as a joint project. | <b>Gross Cost</b>    |      |      |      | 9,727 | 2,042     | 11,769 |
|  |      | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study.   |                      |      |      |      |       |           |        |
| <b>Related Projects</b>  |      |  |                      |      |      |      |       |           |        |
|  |      | RD-RR-763 Harvester Road at Guelph Line Intersection Improvements and Widening   |                      |      |      |      |       |           |        |
|  |      | RD-RL-1790 QEW Prosperity Corridor Study   |                      |      |      |      |       |           |        |
| 2027:Location=Orpha Street, Hazel Street, Brinell Avenue, Fassel Avenue, Queensway Drive (Guelph Line to Plains Road East), Glenwood School Drive (Queensway - West End), Cleta Street |      |  |                      |      |      |      |       |           |        |
| 2030:Location=Brenda Crescent, Queensway Drive (Cul-de-sac to Cul-de-sac), Phyllis Street, Queensway Drive (Plains Road East to End)   |      |  |                      |      |      |      |       |           |        |

\* Report values in thousands

| Ref. #                                       | Year | Project  | Category      | 2024 | 2025 | 2026 | 2027  | 2028-2033 | TOTAL |
|--|------|--|---------------|------|------|------|-------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b> |      |  |               |      |      |      |       |           |       |
| 66   | 2027 | <b>Harvester Road at Guelph Line Intersection Improvements and Widening</b>  | Capital       |      |      |      | 51    |           | 51    |
|  |      | RD-RR-763 Growth   | Reserve Funds |      |      |      | 960   |           | 960   |
|  |      | <b>Engineering Services, 2027</b>  | External      |      |      |      | 1,010 |           | 1,010 |
|  |      | Geometric capacity improvements are necessary at this major signalized intersection in order to improve traffic movement during peak periods. The Halton Region is leading an environmental assessment study in conjunction with the City, and the environmental assessment will determine the recommended geometric plan, identify land requirements and provide a planning level cost. Final project configuration/scope is to be determined following discussions with MTO and the Halton Region. | Gross Cost    |      |      |      | 2,020 |           | 2,020 |
|  |      | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study.   |               |      |      |      |       |           |       |
| <b>Related Projects</b>                      |      |  |               |      |      |      |       |           |       |
|  |      | RD-RA-1113 Harvester Road Widening (Guelph Line to Walkers Line)   |               |      |      |      |       |           |       |
|  |      | RD-RR-1468 Glenwood School Drive Area Renewal  |               |      |      |      |       |           |       |
| 2027: Location=Construction                  |      |  |               |      |      |      |       |           |       |

\* Report values in thousands

| Ref. #  | Year | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|---|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RR': Joint Region Road Projects</b>  |      |   |                   |      |      |      |      |           |       |
| 67  | 2027 | <b>Innswood Drive and Jefferson Road Renewal</b><br>RD-RR-2067 Infrastructure Renewal<br><b>Engineering Services, 2027, 2029</b><br>Innswood Drive and Jefferson Road have been identified as requiring renewal . This project includes the renewal of all roadway asphalt, localized rehabilitation of the storm drainage system, streetlighting upgrades and the replacement of deficient curbs and sidewalk. This project will be delivered as a joint project with the Halton Region, they are replacing water and wastewater services on Innswood Drive. | Capital           |      |      |      | 80   | 1,254     | 1,334 |
|   |      |   | Reserve Funds     |      |      |      |      |           |       |
|   |      |   | External          |      |      |      |      | 54        | 54    |
|   |      |   | <b>Gross Cost</b> |      |      |      | 80   | 1,308     | 1,388 |
| 2027: Location=Design<br>2029: Location=Innswood Drive and Jefferson Road                         |      |   |                   |      |      |      |      |           |       |
| 68  | 2027 | <b>Pine Cove Road Renewal</b><br>RD-RC-2028 Infrastructure Renewal<br><b>Engineering Services, 2027, 2029</b><br>Pine Cove Road and Myer's Lane have been identified as requiring renewal. This work will likely involve the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, streetlight upgrades, and replacement of deficient curbs and sidewalk. This project will be delivered as a joint project with the Halton Region, they are replacing wastewater services.                                     | Capital           |      |      |      | 100  | 1,209     | 1,309 |
|   |      |   | Reserve Funds     |      |      |      |      | 2,200     | 2,200 |
|   |      |   | External          |      |      |      |      | 251       | 251   |
|   |      |   | <b>Gross Cost</b> |      |      |      | 100  | 3,660     | 3,760 |
| 2027: Location=Design<br>2029: Location=Pine Cove Road (New Street - Lakeshore Road), Myer's Lane |      |   |                   |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #  | Year       | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL  |
|---|------------|---|-------------------|------|------|------|------|-----------|--------|
| <b>Part 'RR': Joint Region Road Projects</b>                |            |   |                   |      |      |      |      |           |        |
| 69  | 2028-2033  | <b>Appleby Line at Harvester Road Intersection Improvements and Widening</b>  | Capital           |      |      |      |      | 348       | 348    |
|   |            | RD-RR-167 Growth  | Reserve Funds     |      |      |      |      | 6,604     | 6,604  |
|   |            | <b>Engineering Services, 2028, 2029</b>   | External          |      |      |      |      | 5,185     | 5,185  |
|   |            | Geometric capacity improvements are necessary at this major signalized intersection in order to reduce delay and improve traffic movement during peak times. The environmental assessment study has provided the recommended geometric plan, identified land requirements, updated costs and has established the final scope of the project. The study area covers a distance of approximately 1.2 km along Harvester Road from Zelco Drive to Century Drive and approximately 300 m north and south of the intersection on Appleby Line. | <b>Gross Cost</b> |      |      |      |      | 12,137    | 12,137 |
|   |            | The timing, scope and limits of these proposed works may be impacted by the findings of the forthcoming QEW Prosperity Corridor Block Plan and Implementation Study.  |                   |      |      |      |      |           |        |
| <b>Related Projects</b>                                     |            |   |                   |      |      |      |      |           |        |
|   | RD-RA-1250 | Harvester Road Reconstruction & Widening (Appleby Line to Century Drive)  |                   |      |      |      |      |           |        |
| 2028: Location=Utility Relocation                           |            |   |                   |      |      |      |      |           |        |
| 2029: Location=Appleby Line and Harvester Road Intersection |            |   |                   |      |      |      |      |           |        |

\* Report values in thousands

| Ref. #                   | Year | Project  | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|------|--|---------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |      |  |               |      |      |      |      |           |       |
| 70                       | 2024 | <b>Asset Management Plan - Proposed Levels of Service</b><br>RD-RL-2127 Infrastructure Renewal<br><b>Engineering Services, 2024</b><br>In 2021, the City completed a Corporate Asset Management plan in compliance with Ontario Regulation 588/17: Asset Management Planning For Municipal Infrastructure under the Jobs and Prosperity Act.<br><br>The regulation also prescribes that in 2024 the asset management plan must be updated to include: an assessment of levels of service, define proposed levels of service, proposed performance of each asset category, and lifecycle management and financial strategy. | Capital       | 200  |      |      |      |           | 200   |
|                          |      |  | Reserve Funds |      |      |      |      |           |       |
|                          |      |  | External      |      |      |      |      |           |       |
|                          |      |  | Gross Cost    | 200  |      |      |      |           | 200   |
| 2024: Study              |      |  |               |      |      |      |      |           |       |
| 71                       | 2024 | <b>Design Services (External)</b><br>RD-RL-326 Growth<br><b>Engineering Services, 2024, 2026, 2028, 2030, 2032</b><br>To engage external services to provide engineering data for projects in the budget year and beyond (i.e. geotechnical investigations, design level testing etc.)   | Capital       | 45   |      | 45   |      | 135       | 225   |
|                          |      |  | Reserve Funds | 15   |      | 15   |      | 45        | 75    |
|                          |      |  | External      |      |      |      |      |           |       |
|                          |      |  | Gross Cost    | 60   |      | 60   |      | 180       | 300   |

\* Report values in thousands

| Ref. #   | Year | Project  | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|--|---------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b>                                     |      |  |               |      |      |      |      |           |       |
| 72   | 2024 | <b>Downtown Streetscape Infrastructure Renewal</b><br>RD-RL-1931 Infrastructure Renewal<br><b>Engineering Services, 2024, 2026, 2028, 2030, 2032</b><br>The City has brought forward a new Downtown Streetscape Guidelines (DSG), which establishes a new vision, framework, and a set of design principles and strategies for the downtown. The DSG will provide guidance for the consistent application and renewal of the various downtown streetscapes. This may include the reconstruction of surface works such as sidewalks, curbs, cross-walks, and roadways together with the replacement or refurbishment of streetscape elements such as street trees, street lighting, and furnishings (e.g. benches, waste receptacles, bike racks, bus shelters, and bollards). The guidelines are intended to help enhance and strengthen the public realm and contribute to the Downtown as an accessible, cohesive, identifiable and vibrant destination within the city.<br><br>Implementation of the DSG will occur gradually over time through private sector development and/or public sector development (e.g. road right-of-way capital projects).<br><br>Funding as part of this project will allow for minor capital improvements and enhancements to be constructed or installed. Examples would include: accessibility improvements, pedestrian crossings, transit stops, trees, lighting, public art and public furnishings.<br><br>The 2024 downtown streetscape funding will be combined with the remaining funds in the project to renew the Locust Street (Lakeshore Road to Elgin Street) area. | Capital       | 300  |      | 300  |      | 900       | 1,500 |
|  |      |  | Reserve Funds |      |      |      |      |           |       |
|  |      |  | External      |      |      |      |      |           |       |
|  |      |  | Gross Cost    | 300  |      | 300  |      | 900       | 1,500 |
| <b>Related Projects</b>                                      |      |  |               |      |      |      |      |           |       |
| PO-PR-1981   |      | Downtown Civic Square - Revitalization   |               |      |      |      |      |           |       |
| 2024 Location=Locust Street - Lakeshore Road to Elgin Street |      |  |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                   | Year | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|------|--|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |      |  |                   |      |      |      |      |           |       |
| 73                       | 2024 | <b>Guiderail Renewal and Replacement</b><br>RD-RL-1793 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Review and replace guide rail as required through annual inspections as per American Association of State Highway and Transportation Officials (AASHTO) and Manual for Assessing Safety Hardware (MASH) guidelines. | Capital           | 70   | 70   | 70   | 70   | 420       | 700   |
|                          |      |  | Reserve Funds     |      |      |      |      |           |       |
|                          |      |  | External          |      |      |      |      |           |       |
|                          |      |  | <b>Gross Cost</b> | 70   | 70   | 70   | 70   | 420       | 700   |
| 74                       | 2024 | <b>Planning, Design and Survey of Future Year Projects</b><br>RD-RL-325 Growth<br><b>Engineering Services, 2024, 2026, 2028, 2030, 2032</b><br>Funding is intended for pre-engineering studies, assessments, survey and design activities for projects in the Capital Forecast.  | Capital           | 50   |      | 50   |      | 150       | 250   |
|                          |      |  | Reserve Funds     | 50   |      | 50   |      | 150       | 250   |
|                          |      |  | External          |      |      |      |      |           |       |
|                          |      |  | <b>Gross Cost</b> | 100  |      | 100  |      | 300       | 500   |

\* Report values in thousands

| Ref. #                   | Year | Project   | Category          | 2024  | 2025  | 2026  | 2027  | 2028-2033 | TOTAL  |
|--------------------------|------|---|-------------------|-------|-------|-------|-------|-----------|--------|
| <b>Part 'RL': Locals</b> |      |   |                   |       |       |       |       |           |        |
| 75                       | 2024 | <b>Road - Rehabilitation and Renewal</b><br>RD-RL-912 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2024-2033</b><br>This project includes a number of minor rehabilitation and renewal projects necessary to extend the life cycle of the City's roadway assets and defer the need for more costly reconstruction. Specific programs include surface treatment of rural roads, crack sealing, and localized milling and paving.  | Capital           | 800   | 644   | 708   | 697   | 4,480     | 7,330  |
|                          |      |   | Reserve Funds     |       |       |       |       |           |        |
|                          |      |   | External          |       |       |       |       |           |        |
|                          |      |   | <b>Gross Cost</b> | 800   | 644   | 708   | 697   | 4,480     | 7,330  |
| 76                       | 2024 | <b>Roads Resurfacing Program</b><br>RD-RL-1452 Infrastructure Renewal<br><b>Engineering Services, 2024-2033</b><br>The Road Resurfacing program is an annual program to resurface asphalt roadways before further deterioration leads to weakening of the base and sub-base courses of the road, requiring a more costly reconstruction of the roadway. Replacement of the roadway asphalt at the optimal time in the pavement lifecycle will extend the service life by many years and delay more costly treatments. The roads included in the program each year are prioritized based on the pavement condition, storm and Regional servicing material and age, pavement thickness, curb condition, and future sidewalk and active transportation requirements. | Capital           | 2,500 | 2,000 | 1,500 | 400   | 17,000    | 23,400 |
|                          |      |   | Reserve Funds     |       |       |       | 1,600 |           | 1,600  |
|                          |      |   | External          |       |       |       |       |           |        |
|                          |      |   | <b>Gross Cost</b> | 2,500 | 2,000 | 1,500 | 2,000 | 17,000    | 25,000 |

\* Report values in thousands

| Ref. #                   | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |      |   |                      |      |      |      |      |           |       |
| 77                       | 2024 | <b>Storm Drainage Infrastructure Video Assessment</b><br>RD-RL-355 Infrastructure Renewal<br><b>Engineering Services, 2024-2033</b><br>The City inspects the storm sewer system on a ten year cycle and utilizes the condition data to identify infrastructure requirements. The City also inspects the storm sewer infrastructure prior to roadway capital projects to determine the condition and to identify any requirements that should be addressed during road construction. | Capital              | 100  | 200  | 200  | 200  | 1,199     | 1,899 |
|                          |      |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                          |      |   | <b>External</b>      |      |      |      |      |           |       |
|                          |      |   | <b>Gross Cost</b>    | 100  | 200  | 200  | 200  | 1,199     | 1,899 |
| 78                       | 2024 | <b>Storm Sewer Minor Renewal</b><br>RD-RL-1798 Infrastructure Renewal<br><b>Engineering Services, 2024-2033</b><br>This project includes a number of rehabilitation activities selected to significantly extend the life cycle of the City's Storm Sewer Network and defer the need for more costly repairs. Works may include trenchless technologies, and pipe or culvert replacement.  | Capital              | 200  | 200  | 200  | 200  | 1,248     | 2,048 |
|                          |      |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                          |      |   | <b>External</b>      |      |      |      |      |           |       |
|                          |      |   | <b>Gross Cost</b>    | 200  | 200  | 200  | 200  | 1,248     | 2,048 |

\* Report values in thousands

| Ref. #                                   | Year | Project   | Category                       | 2024      | 2025  | 2026 | 2027 | 2028-2033 | TOTAL |
|--|------|---|--------------------------------|-----------|-------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b>                 |      |   |                                |           |       |      |      |           |       |
| 79                                       | 2025 | <b>Blair Road and Landmark Road Minor Reconstruction</b><br>RD-RL-1425 Infrastructure Renewal<br><b>Engineering Services, 2025</b><br>The City's investment in infrastructure repair provides an opportunity to enhance the condition of the City's roadway assets at a reduced cost. Minor Reconstruction involves the removal and replacement of all road asphalt and the replacement of deficient curbs and sections of sidewalk where required.<br><br>New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process. | Capital                        |           | 2,060 |      |      |           | 2,060 |
|  |      |   | <b>Reserve Funds</b>           |           |       |      |      |           |       |
|  |      |   | <b>External</b>                |           |       |      |      |           |       |
|  |      |   | <b>Gross Cost</b>              |           | 2,060 |      |      |           | 2,060 |
|  |      |   | <b>Operating Budget Impact</b> |           |       |      |      |           |       |
|  |      |   | 2026                           | Exp/(Rev) | 2.5   |      |      |           |       |
| 2025: Location=Blair Road, Landmark Road |      |   |                                |           |       |      |      |           |       |

\* Report values in thousands

| Ref. #                                    | Year | Project   | Category          | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL |
|---|------|---|-------------------|------|------|-------|------|-----------|-------|
| <b>Part 'RL': Locals</b>                  |      |   |                   |      |      |       |      |           |       |
| 80  | 2026 | <b>Snake Road Renewal</b><br>RD-RL-1966 Infrastructure Renewal<br><b>Engineering Services, 2026</b><br>Snake Road from Old York Road to the City Limit has been identified as requiring renewal. This work will involve the removal and replacement of all road asphalt. Minor functional improvements and the installation of guardrails and traffic calming measures, to address potential safety/operational issues, will also be in scope.  | Capital           |      |      | 2,678 |      |           | 2,678 |
|   |      |   | Reserve Funds     |      |      |       |      |           |       |
|   |      |   | External          |      |      |       |      |           |       |
|   |      |   | <b>Gross Cost</b> |      |      | 2,678 |      |           | 2,678 |
|   |      | <p>The City's Integrated Mobility Plan recommends a paved shoulder on Snake Road, the cost associated with the construction of the paved shoulder is not included within the current project budget. The paved shoulder construction is estimated at a cost of \$900k. The addition of the paved shoulder will have an annual operating budget impact of \$3,000. Future financing strategies are anticipated to identify funding sources to support the project recommendations within the Integrated Mobility Plan.</p> |                   |      |      |       |      |           |       |
| <b>Related Projects</b>                   |      |   |                   |      |      |       |      |           |       |
| CO-UN-2141                                |      | Snake Road Active Transportation  |                   |      |      |       |      |           |       |
| 2026: Location=Old York Road - City Limit |      |   |                   |      |      |       |      |           |       |

\* Report values in thousands

| Ref. #                   | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |      |  |                      |      |      |      |      |           |       |
| 81                       | 2027 | <b>Mayzel Road, Edith Avenue, and Karen Drive Area Renewal</b>   | <b>Capital</b>       |      |      |      | 80   | 1,536     | 1,616 |
|                          |      | RD-RL-2030 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                          |      | <b>Engineering Services, 2027, 2029</b>  | <b>External</b>      |      |      |      |      |           |       |
|                          |      | Mayzel Road, Edith Avenue, and Karen Drive have been identified as requiring renewal. This project will likely involve the removal and replacement of the asphalt surface and base, replacement of deficient curbs, and stormwater infrastructure improvements.  | <b>Gross Cost</b>    |      |      |      | 80   | 1,536     | 1,616 |
|                          |      | New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process. |                      |      |      |      |      |           |       |
|                          |      | 2027: Design   |                      |      |      |      |      |           |       |
|                          |      | 2029: Location=Mayzel Road, Edith Avenue, Karen Drive  |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                   | Year | Project  | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|------|--|---------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |      |  |               |      |      |      |      |           |       |
| 82                       | 2027 | <b>Mountainside Drive and Mount Forest Drive Renewal</b>   | Capital       |      |      |      | 150  | 4,700     | 4,850 |
|                          |      | RD-RL-2021 Infrastructure Renewal  | Reserve Funds |      |      |      |      | 1,500     | 1,500 |
|                          |      | <b>Engineering Services, 2027, 2029, 2030</b>  | External      |      |      |      |      |           |       |
|                          |      | The Mountainside Drive and Mount Forest Drive Area has been identified as requiring renewal. The project will be delivered in two phases; the first phase is Mount Forest (Brant Street to Fisher Avenue) and Davidson Court, the second phase is Mountainside Drive (Mount Forest to Industrial Drive) and Colonsay Drive. This project will likely involve the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, streetlighting upgrades, replacement of deficient curbs and sidewalk, and additional pavement markings and signage for cycling. | Gross Cost    |      |      |      | 150  | 6,200     | 6,350 |
|                          |      | New sidewalks have been identified on Davidson Court. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions : A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process.   |               |      |      |      |      |           |       |
| <b>Related Projects</b>  |      |  |               |      |      |      |      |           |       |
|                          |      | RD-BG-2035 Mountainside Culvert Renewal  |               |      |      |      |      |           |       |
|                          |      | 2027: Location=Design  |               |      |      |      |      |           |       |
|                          |      | 2029: Location=Mount Forest Drive (Brant Street - Fisher Avenue), Davidson Court   |               |      |      |      |      |           |       |
|                          |      | 2030: Location=Mountainside Drive (Mount Forest - Industrial), Colonsay Drive  |               |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #   | Year      | Project   | Category   | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|-----------|---|--|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b>   |           |   |  |      |      |      |      |           |       |
| 83   | 2028-2033 | <b>Cumberland Avenue and Woodview Road Area Renewal</b><br>RD-RL-2024 Infrastructure Renewal<br><b>Engineering Services, 2028, 2030, 2032</b><br>The Cumberland Avenue and Woodview Road area has been identified as requiring renewal. The project will be constructed in two phases, the first phase includes; Cumberland Avenue (Fairview Street to New Street), and the second phase includes; Woodview Road , Clairmont Court, Keswick Court, and Rosedale Crescent. The project will likely include the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, and additional pavement markings and signage for cycling | Capital<br>Reserve Funds<br>External<br>Gross Cost |      |      |      |      | 8,100     | 8,100 |
| 2028:Location=Detailed Design<br>2030: Location=Cumberland (Fairview Street - New Street)<br>2032: Location= Woodview (Rexway Drive - New Street), Clairmont Court, Keswick Court, Rosedale Crescent |           |   |  |      |      |      |      |           |       |
| 84   | 2028-2033 | <b>Flatt Road Reconstruction</b><br>RD-RL-230 New / Enhanced<br><b>Engineering Services, 2033</b><br>Reconstruction to urban cross section including sidewalk, this upgrade will be necessary as a result of future development in Eagle Heights Area . A developer recovery is included in the amount of \$1,428,000. The developer is expected to coordinate the functional plan for the project which may affect the required funding contribution.  | Capital<br>Reserve Funds<br>External<br>Gross Cost |      |      |      |      | 1,428     | 1,428 |
| <b>Related Projects</b><br>RD-RA-1004 Waterdown Road North Rehabilitation and Capacity Improvements<br>2033: Location=Waterdown Road to Flatt Road extension   |           |   |  |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                   | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|-----------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |           |  |                      |      |      |      |      |           |       |
| 85                       | 2028-2033 | <b>Francis Road and Greenwood Drive Area Renewal</b>   | <b>Capital</b>       |      |      |      |      | 2,342     | 2,342 |
|                          |           | RD-RL-2027 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |      |      | 3,900     | 3,900 |
|                          |           | <b>Engineering Services, 2028, 2030</b>  | <b>External</b>      |      |      |      |      |           |       |
|                          |           | The Francis Road and Greenwood area has been identified as requiring renewal. This project will likely include the removal and replacement of all road asphalt, urbanization in some areas, the replacement of deficient curbs and sidewalks, stormwater infrastructure improvements, and bus stop upgrades.   | <b>Gross Cost</b>    |      |      |      |      | 6,242     | 6,242 |
|                          |           | New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process. |                      |      |      |      |      |           |       |
|                          |           | This project will be coordinated with the Community Planning Department to ensure development in the area doesn't impact the scope of the project.   |                      |      |      |      |      |           |       |
|                          |           | 2028: Location-Design  |                      |      |      |      |      |           |       |
|                          |           | 2030: Location=Marley Crescent, Marley Court, Cloverleaf Drive, Glen View Avenue, Warwick Court, Francis Road (Cedar Avenue - North Shore Boulevard), Earl Crescent, Greenwood Drive   |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                      | Year       | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------|------------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b>    |            |   |                      |      |      |      |      |           |       |
| 86                          | 2028-2033  | <b>Horning Road Reconstruction</b><br>RD-RL-765 New / Enhanced<br><b>Engineering Services, 2033</b><br>Modified Urban section to accommodate a sidewalk. Pending new development in Eagle Heights area. A developer recovery is included in the amount of \$907,500. The developer is expected to coordinate the functional plan for the project which may affect the required funding contribution.  | <b>Capital</b>       |      |      |      |      | 908       | 908   |
|                             |            |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                             |            |   | <b>External</b>      |      |      |      |      | 908       | 908   |
|                             |            |   | <b>Gross Cost</b>    |      |      |      |      | 1,815     | 1,815 |
| <br>                        |            |   |                      |      |      |      |      |           |       |
| <b>Related Projects</b>     |            |   |                      |      |      |      |      |           |       |
|                             | RD-RA-1004 | Waterdown Road North Rehabilitation and Capacity Improvements   |                      |      |      |      |      |           |       |
| 2033: Location=Construction |            |   |                      |      |      |      |      |           |       |
| 87                          | 2028-2033  | <b>Integrated Mobility Plan</b><br>RD-RL-1443 Growth<br><b>Transportation, 2028</b><br>The Integrated Mobility Plan (IMP) is a strategic policy document that is being developed to guide future decision making and identify key actions required to support multi modal transportation to the 2041 horizon. The IMP considers, builds upon and connects several existing plans and initiatives at both the regional and local level. Implementing the policies and actions of the IMP will enable Burlington to work towards realizing the many transportation related goals identified in the 2018 – 2022 Burlington’s Plan From Vision to Focus – Improving Integrated City Mobility. | <b>Capital</b>       |      |      |      |      | 480       | 480   |
|                             |            |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                             |            |   | <b>External</b>      |      |      |      |      |           |       |
|                             |            |   | <b>Gross Cost</b>    |      |      |      |      | 480       | 480   |
| <br>                        |            |   |                      |      |      |      |      |           |       |
| <b>Related Projects</b>     |            |   |                      |      |      |      |      |           |       |
|                             | RD-RL-327  | Development Charges Study   |                      |      |      |      |      |           |       |
|                             | RD-SW-1850 | Rural Active Transportation Study   |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                   | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|-----------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |           |  |                      |      |      |      |      |           |       |
| 88                       | 2028-2033 | <b>Linden Avenue and Hawthorne Drive Area Renewal</b>  | <b>Capital</b>       |      |      |      |      | 4,529     | 4,529 |
|                          |           | RD-RL-2025 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |      |      | 550       | 550   |
|                          |           | <b>Engineering Services, 2029, 2031</b>  | <b>External</b>      |      |      |      |      |           |       |
|                          |           | Linden Avenue and Hawthorne Drive area has been identified as requiring renewal. This project will likely include the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, replacement of deficient curbs and sidewalk, and additional pavement markings and signage for cycling.   | <b>Gross Cost</b>    |      |      |      |      | 5,079     | 5,079 |
|                          |           | New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions: A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process. |                      |      |      |      |      |           |       |
|                          |           | 2029: Location=Design  |                      |      |      |      |      |           |       |
|                          |           | 2031: Location=Hawthorne Drive, Linden Avenue, Elm Crescent, Juniper Avenue, Tremineer Avenue, Concord Place   |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #   | Year      | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--|-----------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b>   |           |  |                      |      |      |      |      |           |       |
| 89   | 2028-2033 | <b>Locust Street (Ontario St-Caroline St) and Elizabeth Street (Lakeshore Rd-James St) Reconstruction</b>  | <b>Capital</b>       |      |      |      |      | 3,300     | 3,300 |
|  |           | RD-RL-2121 Infrastructure Renewal  | <b>Reserve Funds</b> |      |      |      |      |           |       |
|  |           | <b>Engineering Services, 2030, 2032</b>  | <b>External</b>      |      |      |      |      |           |       |
|  |           | Locust Street from Caroline Street to Ontario Street, and Elizabeth Street from Lakeshore Road to James Street requires renewal. The project will likely involve the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, streetlighting upgrades and streetscape improvements. Locust Street will also involve burying the existing above ground hydro at an estimated cost of \$200k. | <b>Gross Cost</b>    |      |      |      |      | 3,300     | 3,300 |
| 2030: Design   |           |  |                      |      |      |      |      |           |       |
| 2032: Location=Locust Street (Caroline Street to Ontario Street) and Elizabeth Street (Lakeshore Road to James Street) |           |  |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #                   | Year      | Project   | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|-----------|---|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |           |   |                   |      |      |      |      |           |       |
| 90                       | 2028-2033 | <b>Spruce Avenue Area Renewal (Pine Cove Road - Walkers Line)</b><br>RD-RL-2023 Infrastructure Renewal<br><b>Engineering Services, 2029, 2031</b> | Capital           |      |      |      |      | 4,506     | 4,506 |
|                          |           |   | Reserve Funds     |      |      |      |      |           |       |
|                          |           |   | External          |      |      |      |      |           |       |
|                          |           |   | <b>Gross Cost</b> |      |      |      |      | 4,506     | 4,506 |

The Spruce Avenue (Pine Cove Road to Walkers Line) area has been identified as requiring renewal. This project will likely include the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, and replacement of deficient curbs and sidewalk.

New sidewalks have been identified on one or more roads being renewed in this capital project. These sidewalks were confirmed through the City's warrant policy and are supported by the City's strategic directions : A City that Moves and A Healthy and Greener City. The installation location of these sidewalks will be designed and presented as part of the project public information centre. Factors such as vegetation, right of way width, pedestrian counts and impacts on driveways/parking will all be considered during the design process.

2029: Location=Design

2031: Location=Spruce Ave (Pine Cove Road - Walkers Line), Lakeview Avenue, Monica Crescent, Rubens Court, Aurora Crescent, Swinburne Road, Rankin Road

\* Report values in thousands

| Ref. #                   | Year      | Project  | Category                             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|--------------------------|-----------|--|--------------------------------------|------|------|------|------|-----------|-------|
| <b>Part 'RL': Locals</b> |           |  |                                      |      |      |      |      |           |       |
| 91                       | 2028-2033 | <b>Turner Drive Area Renewal</b><br>RD-RL-1985 Infrastructure Renewal<br><b>Engineering Services, 2029, 2031</b><br>The Turner Drive area has been identified as requiring renewal. This project will likely include the removal and replacement of all road asphalt, localized rehabilitation of the storm drainage system, and replacement of deficient curbs and sidewalk. This project will be coordinated with identified storm water management projects in the same area. | Capital<br>Reserve Funds<br>External |      |      |      |      | 4,526     | 4,526 |
|                          |           |  | <b>Gross Cost</b>                    |      |      |      |      | 4,526     | 4,526 |

2029: Design

2031: Location=Turner Drive (Longmoor Drive-Bennett Road), Louise Drive (Chamberlain Road-Bennett Road), Bennett Road (Longmoor Drive-Appleby Line), Limerick Road (Belfast Avenue-Tipperary Avenue), Tipperary Avenue (New Street-Longmoor Drive)

**Part 'PK': Parking**

|    |      |   |                                      |    |    |    |    |     |     |
|----|------|---|--------------------------------------|----|----|----|----|-----|-----|
| 92 | 2024 | <b>Defined Parking Area Lot - Repair and Renewal</b><br>RD-PK-1296 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Required minor renewal of downtown municipal parking lots to address Health and Safety issues, and to address preventative maintenance of these assets, as per the Capital Works conditional assessment Audit. | Capital<br>Reserve Funds<br>External | 20 | 25 | 25 | 25 | 150 | 245 |
|    |      |   | <b>Gross Cost</b>                    | 20 | 25 | 25 | 25 | 150 | 245 |

2024-2033: Locations as required.

\* Report values in thousands

| Ref. #                    | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---------------------------|------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'PK': Parking</b> |      |   |                      |      |      |      |      |           |       |
| <b>93</b>                 | 2024 | <b>Downtown Parking Needs Assessment</b>  | <b>Capital</b>       |      |      |      |      |           |       |
|                           |      | RD-PK-2133 New / Enhanced   | <b>Reserve Funds</b> | 150  |      |      |      |           | 150   |
|                           |      | <b>Transportation, 2024</b>   | <b>External</b>      |      |      |      |      |           |       |
|                           |      | This study will analyze the existing and future parking needs within Downtown Burlington. Ensuring an appropriate parking supply for Downtown residents and visitors is a key contributor to local economic prosperity and the City's multi-modal transportation network. This study will identify sustainable long-term parking needs that are aligned with the strategic goals presented in the City Official Plan and the Integrated Mobility Plan and deliver strategic recommendations to address current parking issues and support future parking investments. | <b>Gross Cost</b>    | 150  |      |      |      |           | 150   |
| <b>Related Projects</b>   |      |   |                      |      |      |      |      |           |       |
| RD-PK-87                  |      | Future Downtown Public Off-Street Parking Facilities  |                      |      |      |      |      |           |       |
| <b>94</b>                 | 2024 | <b>Parking Garage – Health and Safety Mitigation</b>  | <b>Capital</b>       |      |      |      |      |           |       |
|                           |      | RD-PK-2074 Infrastructure Renewal   | <b>Reserve Funds</b> | 50   | 50   | 50   | 50   | 300       | 500   |
|                           |      | <b>Transportation, 2024-2033</b>  | <b>External</b>      |      |      |      |      |           |       |
|                           |      | Funding required to undertake required health and safety mitigation works on the Locust Street parking garage. Specifically, purchase and installation of barrier system to increase safety.  | <b>Gross Cost</b>    | 50   | 50   | 50   | 50   | 300       | 500   |

\* Report values in thousands

| Ref. #                    | Year | Project   | Category             | 2024 | 2025 | 2026  | 2027 | 2028-2033 | TOTAL |
|---------------------------|------|---|----------------------|------|------|-------|------|-----------|-------|
| <b>Part 'PK': Parking</b> |      |   |                      |      |      |       |      |           |       |
| 95                        | 2024 | <b>Parking Garage - Repair and Renewal</b><br>RD-PK-1471 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>This funding is intended to complete Parking Garage remedial repair works. Items include concrete repair, crack sealing, elevator refurbishment, security and safety measures.   | <b>Capital</b>       |      |      |       |      |           |       |
|                           |      |   | <b>Reserve Funds</b> | 25   | 25   | 25    | 25   | 150       | 250   |
|                           |      |   | <b>External</b>      |      |      |       |      |           |       |
|                           |      |   | <b>Gross Cost</b>    | 25   | 25   | 25    | 25   | 150       | 250   |
| <b>Related Projects</b>   |      |   |                      |      |      |       |      |           |       |
| FB-BD-525                 |      | City Hall / 414 Locust Offices/Retail Space Stabilization - Repair and Renewal  |                      |      |      |       |      |           |       |
| 96                        | 2024 | <b>Parking Pay Stations - Repair and Renewal</b><br>RD-PK-1214 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>The City currently has 108 parking pay stations located on street and in downtown parking lots. This funding is for any new or replacement equipment (including software upgrades) required for general maintenance or non-warranty issues. Full replacement is estimated in 2026 as the machines will reach their 10-year life cycle. The pay machines are in good working condition. | <b>Capital</b>       |      |      |       |      |           |       |
|                           |      |   | <b>Reserve Funds</b> | 25   | 25   | 1,060 | 25   | 150       | 1,285 |
|                           |      |   | <b>External</b>      |      |      |       |      |           |       |
|                           |      |   | <b>Gross Cost</b>    | 25   | 25   | 1,060 | 25   | 150       | 1,285 |

\* Report values in thousands

| Ref. #                    | Year | Project  | Category                       | 2024      | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---------------------------|------|--|--------------------------------|-----------|------|------|------|-----------|-------|
| <b>Part 'PK': Parking</b> |      |  |                                |           |      |      |      |           |       |
| 97                        | 2024 | <b>Parking Standards Review Update</b><br>RD-PK-2019 New / Enhanced<br><b>Transportation, 2024-2033</b><br>On-going field surveys to determine parking demand and utilization for various land uses required to update the City's Parking Standards. Appropriate parking rates will enable future development to provide an adequate supply of off-street parking which will reduce the impact to the municipal parking supply. This study will evaluate the current utilization of the provided parking at a number of representative locations and will determine both the residential and visitor parking demands, on-street impacts and consider the potential implementation of pay stations for recreational uses. | Capital                        |           |      |      |      |           |       |
|                           |      |  | Reserve Funds                  | 25        | 25   | 25   | 25   | 150       | 250   |
|                           |      |  | External                       |           |      |      |      |           |       |
|                           |      |  | Gross Cost                     | 25        | 25   | 25   | 25   | 150       | 250   |
| <b>Related Projects</b>   |      |  |                                |           |      |      |      |           |       |
| RD-TC-1710                |      | City-Wide Parking Standards Review Study   |                                |           |      |      |      |           |       |
| 98                        | 2025 | <b>Electric Vehicle Charging Stations - Downtown</b><br>RD-PK-1795 New / Enhanced<br><b>Transportation, 2025</b><br>As of 2023, the City of Burlington has installed 25 electric vehicle charging stations (dual head and single head) in our downtown parking lots. The City has plans to install EV chargers in all city run paid parking lots located in the parking district to help support the Community Energy Plan and strategic goal of making transportation less carbon intensive. The City is monitoring the charging stations for demand, and future charger locations will be identified.  | Capital                        |           |      |      |      |           |       |
|                           |      |  | Reserve Funds                  |           | 100  |      |      |           | 100   |
|                           |      |  | External                       |           |      |      |      |           |       |
|                           |      |  | Gross Cost                     |           | 100  |      |      |           | 100   |
|                           |      |  | <b>Operating Budget Impact</b> |           |      |      |      |           |       |
|                           |      |  | 2025                           | Exp/(Rev) | 5.0  |      |      |           |       |

2025: Location= TBD

\* Report values in thousands

| Ref. #                    | Year | Project  | Category      | 2024 | 2025 | 2026  | 2027   | 2028-2033 | TOTAL  |
|---------------------------|------|--|---------------|------|------|-------|--------|-----------|--------|
| <b>Part 'PK': Parking</b> |      |  |               |      |      |       |        |           |        |
| 99                        | 2026 | <b>Future Downtown Public Off-Street Parking Facilities</b>  | Capital       |      |      |       | 6,125  |           | 6,125  |
|                           |      | RD-PK-87 New / Enhanced  | Reserve Funds |      |      | 1,400 | 10,975 |           | 12,375 |
|                           |      | <b>Transportation, 2026, 2027</b>  | External      |      |      |       |        |           |        |
|                           |      | Additional off-street parking facility(s) based upon the need identified in the Burlington Downtown Parking Study Report September 2011 TS-37-11. This report was refreshed by the Carl Walker Report in 2013 (TS-07-13) confirming the requirement of a downtown garage facility in the future.   | Gross Cost    |      |      | 1,400 | 17,100 |           | 18,500 |
|                           |      | A parking needs analysis study was to commence in 2020. However, due to COVID-19, Parking Services determined that the study should be deferred. The outcome of this study, along with statistical analysis of our parking occupancy equipment will determine the need, location and timing of any additional parking facilities. Staff recommend that the study should be conducted in 2024 once existing conditions are determined and there is a better understanding of the requirements from the business community and City. |               |      |      |       |        |           |        |
| <b>Related Projects</b>   |      |  |               |      |      |       |        |           |        |
|                           |      | RD-PK-2133 Downtown Parking Needs Assessment   |               |      |      |       |        |           |        |
|                           |      | 2026: Location=Facility Design   |               |      |      |       |        |           |        |
|                           |      | 2027: Location=Construction  |               |      |      |       |        |           |        |

\* Report values in thousands

| Ref. #  | Year       | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'SW': Sidewalks and Multiuse Pathways</b> |            |   |                      |      |      |      |      |           |       |
| 100   | 2024       | <b>Sidewalk Rehabilitation and Renewal</b><br>RD-SW-1182 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2024-2033</b><br>Annual replacement and repair of sidewalk at various locations to improve pedestrian safety and reduce liability. City-wide sidewalk inspection is completed each May to identify defects in accordance with legislated maintenance standards of the Municipal Act. This is followed by concurrent contracts for repairs. Project also includes construction of sidewalk ramps at intersections to improve access and safety in accordance with AODA standards.   | Capital              | 850  | 850  | 850  | 850  | 5,100     | 8,500 |
|   |            |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|   |            |   | <b>External</b>      |      |      |      |      |           |       |
|   |            |   | <b>Gross Cost</b>    | 850  | 850  | 850  | 850  | 5,100     | 8,500 |
| 101   | 2025       | <b>Active Transportation Initiatives and Infrastructure</b><br>RD-SW-265 New / Enhanced<br><b>Transportation, 2025-2033</b><br>Responding to the important role of active and sustainable transportation within the overall transportation system, this program addresses the need and justification for new active transportation facilities, improvements to existing infrastructure, City-led initiatives to realize the intent of the Integrated Mobility Plan and Cycling Plan, as well as education and promotional programs aimed at fostering a culture of active and sustainable transportation within the City.<br><br>In 2023 there was ongoing funding of \$500k approved for active transportation capital initiatives related to the Integrated Mobility Plan recommendations. The 2023 and 2024 funding will be used to partially support the City's contribution for the Prospect Street protected cycling facilities that are being constructed as part of RD-RR-1748. | Capital              |      | 560  | 560  | 560  | 3,360     | 5,040 |
|   |            |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|   |            |   | <b>External</b>      |      |      |      |      |           |       |
|   |            |   | <b>Gross Cost</b>    |      | 560  | 560  | 560  | 3,360     | 5,040 |
| <b>Related Projects</b>                           |            |   |                      |      |      |      |      |           |       |
|   | RD-RR-1748 | Prospect Street and Dynes Road Renewal  |                      |      |      |      |      |           |       |

\* Report values in thousands

| Ref. #  | Year | Project  | Category          | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|---|------|--|-------------------|------|------|------|------|-----------|-------|
| <b>Part 'SW': Sidewalks and Multiuse Pathways</b> |      |  |                   |      |      |      |      |           |       |
| 102   | 2025 | <b>Retaining Wall Rehabilitation and Replacement</b><br>RD-SW-1051 Infrastructure Renewal<br><b>Roads, Parks and Forestry, 2025-2033</b><br>Annual allocation to repair or replace retaining walls, as required. Specific locations are prioritized based on condition for either repair or replacement. | Capital           |      | 20   | 500  | 20   | 320       | 860   |
|   |      |  | Reserve Funds     |      |      |      |      |           |       |
|   |      |  | External          |      |      |      |      |           |       |
|   |      |  | <b>Gross Cost</b> |      | 20   | 500  | 20   | 320       | 860   |

2026:Location=AMID 158 and 168

2029:Location= AMID 679

**Part 'ST': Streetlights**

|     |      |   |                   |     |     |     |     |       |       |
|-----|------|---|-------------------|-----|-----|-----|-----|-------|-------|
| 103 | 2024 | <b>Streetlighting - Infrastructure Renewal</b><br>RD-ST-156 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Annual replacement of aging overhead/underground street light infrastructure including: poles, arms, fixtures, cabling and conduit. | Capital           | 100 | 200 | 200 | 200 | 1,200 | 1,900 |
|     |      |   | Reserve Funds     |     |     |     |     |       |       |
|     |      |   | External          |     |     |     |     |       |       |
|     |      |   | <b>Gross Cost</b> | 100 | 200 | 200 | 200 | 1,200 | 1,900 |

\* Report values in thousands

| Ref. #                            | Year | Project  | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|------|--|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'TC': Traffic Control</b> |      |  |                      |      |      |      |      |           |       |
| 104                               | 2024 | <b>Annual Traffic Studies Program</b><br>RD-TC-360 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Funding is for traffic data collection to gather information on travel times, speeds, volumes and delays. Data is used for traffic warrants, signal timing optimization, traffic control and pavement management. | Capital              | 90   | 60   | 60   | 60   | 360       | 630   |
|                                   |      |  | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                                   |      |  | <b>External</b>      |      |      |      |      |           |       |
|                                   |      |  | <b>Gross Cost</b>    | 90   | 60   | 60   | 60   | 360       | 630   |

Various locations throughout the City.

|     |      |  |                      |    |    |    |    |     |     |
|-----|------|--|----------------------|----|----|----|----|-----|-----|
| 105 | 2024 | <b>Traffic Calming Projects</b><br>RD-TC-268 New / Enhanced<br><b>Transportation, 2024-2033</b><br>As per the Council approved Traffic Calming Policy, funding is for the installation of horizontal and vertical treatments to address speeding and aggressive driving. | Capital              | 75 | 45 | 45 | 45 | 270 | 480 |
|     |      |  | <b>Reserve Funds</b> |    |    |    |    |     |     |
|     |      |  | <b>External</b>      |    |    |    |    |     |     |
|     |      |  | <b>Gross Cost</b>    | 75 | 45 | 45 | 45 | 270 | 480 |

Various locations within the City.

\* Report values in thousands

| Ref. #                            | Year | Project   | Category             | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|------|---|----------------------|------|------|------|------|-----------|-------|
| <b>Part 'TC': Traffic Control</b> |      |   |                      |      |      |      |      |           |       |
| 106                               | 2024 | <b>Traffic Operational Improvements</b><br>RD-TC-269 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Projects that arise throughout the year as a result of Council directions, public complaints or staff evaluations. Improvements are generally small scale and localized in nature, i.e. lane reconfigurations, curb-cuts, pavement markings, island modifications or other smaller scale capital construction installations. | Capital              | 60   | 30   | 30   | 30   | 180       | 330   |
|                                   |      |   | <b>Reserve Funds</b> |      |      |      |      |           |       |
|                                   |      |   | <b>External</b>      |      |      |      |      |           |       |
|                                   |      |   | <b>Gross Cost</b>    | 60   | 30   | 30   | 30   | 180       | 330   |

Various locations throughout the City.

|     |      |  |                      |  |    |    |    |     |     |
|-----|------|--|----------------------|--|----|----|----|-----|-----|
| 107 | 2025 | <b>Traffic Signage</b><br>RD-TC-570 Infrastructure Renewal<br><b>Transportation, 2025-2033</b><br>Installation of new traffic control signage at various locations throughout the City . | Capital              |  | 35 | 35 | 35 | 210 | 315 |
|     |      |  | <b>Reserve Funds</b> |  |    |    |    |     |     |
|     |      |  | <b>External</b>      |  |    |    |    |     |     |
|     |      |  | <b>Gross Cost</b>    |  | 35 | 35 | 35 | 210 | 315 |

\* Report values in thousands

| Ref. #                            | Year | Project  | Category          | 2024  | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |  |  |
|-----------------------------------|------|--|-------------------|-------|------|------|------|-----------|-------|--|--|
| <b>Part 'TS': Traffic Signals</b> |      |  |                   |       |      |      |      |           |       |  |  |
| 108                               | 2024 | <b>New Traffic Signal/Intersection Pedestrian Signal/Pedestrian Crossover</b><br>RD-TS-772 Growth<br><b>Transportation, 2024-2033</b><br>New traffic, Intersection Pedestrian Signals (IPS), or Pedestrian Crossover (PX) are installed once the warrants for a new signal or crossing are satisfied.  | Capital           | 54    | 21   | 21   | 21   | 128       | 245   |  |  |
|                                   |      |  | Reserve Funds     | 1,021 | 404  | 404  | 404  | 2,423     | 4,655 |  |  |
|                                   |      |  | <b>External</b>   |       |      |      |      |           |       |  |  |
|                                   |      |  | <b>Gross Cost</b> | 1,075 | 425  | 425  | 425  | 2,550     | 4,900 |  |  |
| <hr/>                             |      |  |                   |       |      |      |      |           |       |  |  |
| 109                               | 2024 | <b>Traffic Signal Infrastructure Renewal</b><br>RD-TS-157 Infrastructure Renewal<br><b>Transportation, 2024-2033</b><br>Annual replacement of ageing traffic signal infrastructure including: controllers (based on a 12 year life span), pedestrian traffic signal heads, poles and arms (based on a 25-40 year life span) and cabling/conduit (as required). Annual programs are developed following the annual signal inspection program. | Capital           | 175   | 175  | 175  | 175  | 1,750     | 2,450 |  |  |
|                                   |      |  | Reserve Funds     |       |      |      |      |           |       |  |  |
|                                   |      |  | <b>External</b>   |       |      |      |      |           |       |  |  |
|                                   |      |  | <b>Gross Cost</b> | 175   | 175  | 175  | 175  | 1,750     | 2,450 |  |  |

\* Report values in thousands

| Ref. #                            | Year | Project   | Category      | 2024 | 2025 | 2026 | 2027 | 2028-2033 | TOTAL |
|-----------------------------------|------|---|---------------|------|------|------|------|-----------|-------|
| <b>Part 'TS': Traffic Signals</b> |      |   |               |      |      |      |      |           |       |
| 110                               | 2025 | <b>Traffic Signals - Minor Improvements/Modifications</b>   | Capital       |      | 60   | 60   | 60   | 360       | 540   |
|                                   |      | RD-TS-287 Growth  | Reserve Funds |      | 60   | 60   | 60   | 360       | 540   |
|                                   |      | <b>Transportation, 2025-2033</b>  | External      |      |      |      |      |           |       |
|                                   |      | Funds for traffic signal modifications and enhancements such as advance green phases, accessible pedestrian signals, countdown pedestrian signals, additional detectors and implementation of other new technology. | Gross Cost    |      | 120  | 120  | 120  | 720       | 1,080 |

Various locations throughout the City.

\* Report values in thousands

| Ref. #                              | Year | Project   | Category             | 2024                        | 2025   | 2026   | 2027   | 2028-2033 | TOTAL   |         |
|-------------------------------------|------|---|----------------------|-----------------------------|--------|--------|--------|-----------|---------|---------|
| <b>Part 'TR': Transit Shelters</b>  |      |   |                      |                             |        |        |        |           |         |         |
| 111                                 | 2024 | <b>Bus Stop Upgrades and Maintenance</b>  | <b>Capital</b>       |                             |        |        |        |           |         |         |
|                                     |      | RD-TR-270 Growth  | <b>Reserve Funds</b> | 110                         | 110    | 110    | 110    | 660       | 1,100   |         |
|                                     |      | <b>Transit, 2024-2033</b>   | <b>External</b>      |                             |        |        |        |           |         |         |
|                                     |      | This program ensures a state of good repair of bus stops, passenger amenities, compliance with accessibility requirements and upgrades to passenger amenities. Accessibility continues to be a high priority at Burlington Transit. We are constantly striving to improve our services, and a large part of this is to ensure that our system is accessible to all users.   | <b>Gross Cost</b>    | 110                         | 110    | 110    | 110    | 660       | 1,100   |         |
|                                     |      | This focus extends to ensuring all new stops are designed and built with accessibility in mind, and that all existing stops with inadequate accessibility are upgraded to meet or exceed AODA guidelines. Funding is used to cover maintenance, repairs and upgrades (including; transit shelters, landing pads, benches, and signage) at all Burlington Transit bus stops. |                      |                             |        |        |        |           |         |         |
| <b>A City that Moves - Roadways</b> |      |   |                      | <b>Capital Total:</b>       | 19,451 | 21,950 | 23,386 | 31,643    | 285,577 | 285,577 |
|                                     |      |   |                      | <b>Reserve Funds Total:</b> | 6,051  | 5,384  | 7,874  | 17,624    | 66,568  | 103,501 |
|                                     |      |   |                      | <b>External Total:</b>      | 5,893  |        | 372    | 1,177     | 9,081   | 16,523  |
|                                     |      |   |                      | <b>Gross Cost Total:</b>    | 31,395 | 27,334 | 31,632 | 50,444    | 264,795 | 405,601 |
| <b>A City that Moves - Total</b>    |      |   |                      | <b>Capital Total:</b>       | 25,990 | 28,076 | 24,194 | 32,374    | 201,647 | 312,282 |
|                                     |      |   |                      | <b>Reserve Funds Total:</b> | 10,095 | 11,814 | 13,150 | 22,406    | 116,564 | 174,029 |
|                                     |      |   |                      | <b>External Total:</b>      | 18,545 | 9,827  | 586    | 1,177     | 9,081   | 39,216  |
|                                     |      |   |                      | <b>Gross Cost Total:</b>    | 54,630 | 49,717 | 37,930 | 55,957    | 327,293 | 525,527 |

\* Report values in thousands

