



March 27, 2019

Mr. Paul Jankowski

Commissioner of Transportation Services

York Region

paul.jankowski@york.ca

**RE: STEELES AVENUE WIDENING UPDATE - EAST OF MARKHAM ROAD TO
NINTH LINE (WARDS 7 & 8)**

[Report](#) [Attachment A](#) [Attachment B](#)

Dear Mr. Jankowski;

This will confirm that at a meeting held on March 19, 2019, the Council of the City of Markham adopted the following resolution:

1. That the memorandum titled “Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)” be received; and,
2. That Council reiterates to the Regional Municipality of York the importance of timely completion of Steeles Avenue East between east of Markham Road and Ninth Line; and further,
3. That Staff be directed to do all things necessary to give effect to this resolution.

For background information, please see the hyperlink contained in the subject of this letter. If you have any questions, please contact Loy Cheah at 905-477-7000 ext. 4838.

Yours sincerely,

Kimberley Kitteringham
City Clerk



TO: Mayor and Members of Council

CC. Arvin Prasad, Commissioner, Development Services
Brian Lee, Director, Engineering

FROM: Loy Cheah, Senior Manager, Transportation, Ext. 4838

DATE: February 25, 2019

Re: Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)

Recommendations

1. That the memorandum titled “Steeles Avenue Widening Update – East of Markham Road to Ninth Line (Wards 7 & 8)” be received; and,
2. That Council reiterates to the Regional Municipality of York the importance of timely completion of Steeles Avenue East between east of Markham Road and Ninth Line; and,
3. That the Regional Municipality of York be requested to confirm the timing of the completion of Steeles widening with the City of Toronto; and further,
4. That Staff be directed to do all things necessary to give effect to this resolution.

Background

This memorandum provides further updates to the information contained in the memorandum presented to Development Services Committee on September 5, 2018 (Attachment A).

The widening of Steeles Avenue East from east of Markham Road to Ninth Line was planned as part of the Donald Cousens Parkway to Morningside Avenue Link Environmental Assessment (EA), connecting Highway 48 and the 407ETR to Morningside Avenue in the City of Toronto. As part of the environmental assessment approval, York Region and the City of Toronto are required to resolve the current jurisdictional issues and agree on roles and responsibilities in implementing this project. Principles for an agreement between York Region and the City of Toronto were endorsed in 2014 by both Councils, and a draft agreement setting out the roles and responsibilities for each agency for capital and operating parameters was developed in 2017.

In addition to the Steeles Avenue widening, the EA also includes a widening of Ninth Line from Steeles Avenue to Box Grove Bypass and extension of Morningside Avenue to Steeles Avenue.

Update

Staff is not aware of any change to the implementation schedule of the Steeles Avenue East widening project. That is:

1. The detailed design assignment being undertaken by the City of Toronto is still on-going and is scheduled for completion by the end of 2019, and
2. Construction of the widening is programmed to start sometime in 2021, according to the 2018 City of Toronto capital budget (Attachment B).

Given the significant changes to the structure of City of Toronto Council from the previous municipal term and as the City of Toronto is developing its 2019 budget, Staff recommends that Markham Council and York Region Council reiterate the of importance of timely completion of this project.

For the other major components of the Donald Cousens Parkway Extension project:

1. York Region is initiating the detailed design for the widening of Ninth Line from Box Grove Bypass to Steeles Avenue. Pending approval by York Region Council, construction of this widening is tentatively programmed to start in 2022.
2. The City of Toronto had previously indicated that the extension of Morningside Avenue will be implemented through their development approval process.

Attachments

- A. September 5, 2018 DSC Memorandum "Steeles Avenue Widening Updates (Wards 7 & 8)"
- B. Toronto 2018 Budget extract



Engineering Department
Development Services Commission

TO: Mayor and Members of Council

CC. Arvin Prasad, Commissioner, Development Services
Brian Lee, Director, Engineering

FROM: Loy Cheah, Senior Manager, Transportation, Ext. 4838

DATE: September 5, 2018

Re: **Steeles Avenue Widening Updates (Wards 7 & 8)**

Background

On March 19, 2018, Development Services Committee directed staff "to provide a presentation to Development Services Committee regarding the widening of Steeles Avenue from Kennedy Road to the eastern boundary of the City of Markham, and include any restrictions imposed by the City of Toronto on development applications within this area."

This memorandum provides an update on the status of road widening projects and agreements between York Region and City of Toronto on Steeles Avenue from Kennedy Road to the eastern boundary of Markham.

York Region and Toronto finalizing agreement on cost-sharing for Steeles Avenue
Steeles Avenue is under the jurisdiction of the City of Toronto. York Region and the City of Toronto are finalizing an agreement to cost-share operations, maintenance and capital improvements of Steeles Avenue for the Kennedy Road to Ninth Line section. The cost-sharing agreement, which has been under discussion and negotiation for over four decades, is necessary to move critical capital road improvement and maintenance projects forward.

Two Steeles Avenue widening projects from Kennedy Road to Ninth Line planned
York Region Committee of the Whole received a memorandum (see Attachment 1) at its June 7, 2018 meeting that provided an update on the status of the two widening projects on Steeles Avenue. Updates on the two projects are provided below.

Project	Update
1. Widening to 6-lanes between Kennedy Road and Midland Avenue and grade separation at the Stouffville GO line	York Region, City of Toronto and Metrolinx partnered to conduct a Class Environmental Assessment for widening Steeles Avenue to six lanes and a grade separation at the Stouffville GO line. The study was

	<p>completed in March 2017 and approved by the Ministry of the Environment and Climate Change in July 2017.</p> <p>The follow-on detailed design and construction of the project is integrated into the Stouffville GO Regional Rail Express (RER) improvements. That Metrolinx design/build project is currently underway with construction anticipated to start in 2019 and be completed by 2025.</p>
2. Widening to 6-lanes between east of Markham Road to Ninth Line	<p>As part of the Donald Cousens Parkway to Morningside Avenue Link project, Steeles Avenue between Tapscott Road and Ninth Line is to be widened to six lanes.</p> <p>City of Toronto is the lead for the on-going detailed design assignment for the widening, which is expected to be completed in 2019. Construction of the widening is anticipated to commence no earlier than 2021, subject to property acquisition and utility relocation completions.</p>

City of Markham have been involved in the development of both projects in the following ways:

- For the section of Steeles Avenue from Kennedy Road to Midland Avenue, development of the draft Conceptual Milliken Secondary Plan identified access needs to development parcels, relocation and upsizing of municipal sewers, relocation of watermain, closure of Turff Avenue, and pedestrian and cycling access to the Milliken GO station from the north side of Steeles Avenue among other things;
- For the section of Steeles Avenue from east of Markham Road to Ninth Line, the design of the future Kirkham Drive and Steeles Avenue intersection and sewage pumping station in the Fairtree East subdivision plan is being incorporated in the Steeles Avenue widening design project.

Restrictions imposed on development applications within this area

The Fairtree East subdivision plan between the Morningside Tributary and Parkview Golf Course on the north side of Steeles Avenue has been approved with phased development tied to various conditions. One such condition is the southern extension of Kirkham Drive to Steeles Avenue which puts certain development blocks within the subdivision plan on hold pending its construction. Further, the City of Toronto will permit the construction of the intersection only as part of the widening of Steeles Avenue. In the meantime, its design is included in the on-going detailed design assignment of the Steeles Avenue widening project that Toronto is leading.

The Parkview Golf Course redevelopment plan will also be subject to the extension of Kirkham Drive to Steeles Avenue and the widening of Steeles Avenue. A subdivision plan has been submitted but has yet to be approved.

Attachment

A. June 7, 2018 York Region Committee of the Whole Memorandum



Office of the Commissioner
Transportation Services

Memorandum

To: Committee of the Whole

From: Paul Jankowski, Commissioner of Transportation Services

Date: June 7, 2018

Re: **Toronto/York Steeles Avenue Agreement Update
Kennedy Road to Ninth Line**

This memorandum provides an update on the Toronto/York Steeles Avenue Agreement. In December 2017, after many years of discussions, Toronto City Council endorsed the principles of a proposed agreement to implement long-awaited capital improvements to Steeles Avenue that will benefit both York Region and City of Toronto travellers.

Council directed staff to work with Toronto to develop an agreement for Steeles Avenue from Markham Road to Ninth Line

Road improvements to Steeles Avenue, from east of Markham Road to Ninth Line, were identified in the Individual Environmental Assessment study completed by York Region for the Donald Cousens Parkway to Morningside Avenue Link. In addition to widening Steeles Avenue to six lanes from east of Tapscott Road to Ninth Line, the study also recommends widening Ninth Line to four lanes from Steeles Avenue to Box Grove, and the extension of Morningside Avenue from Steeles Avenue south to the existing terminus at McNicoll Avenue, as a new four-lane road. The study was approved by the Ministry of the Environment and Climate Change on January 23, 2013.

In giving approval to proceed with the undertaking, the Minister of the Environment and Climate Change imposed a number of conditions, one of which requires the development of a cost-sharing and implementation agreement with the City of Toronto.

In [June 2014](#), Council endorsed a set of principles to guide the development of a Steeles Avenue Agreement from east of Markham Road to Ninth Line.

City of Toronto staff coordinated a similar report to Toronto City Council in [July 2014](#) and received endorsement of the same principles.

The original agreement limits were later extended west to Kennedy Road

In [September 2015](#), Council agreed to a York Region, Toronto and Metrolinx partnership to cost-share in a Class Environmental Assessment study for improvements to Steeles Avenue from Kennedy Road to Midland Avenue, including widening of Steeles Avenue to six lanes, and a grade separation at the Stouffville GO Rail corridor.

At that time, Council endorsed extending the limits of the Steeles Avenue Agreement to include the entire section from Kennedy Road to Ninth Line. This represents a seven kilometre section of the overall 40 kilometre Steeles Avenue boundary between the City of Toronto and York Region (see Attachment 1).

In [December 2017](#), Toronto Council endorsed the extended Kennedy Road to Ninth Line limits for the Agreement, matching the limits agreed to by Regional Council.

The following is an overview of the Toronto/York Steeles Avenue Agreement:

- The proposed agreement is for a term of ten years, from January 1, 2019 to December 31, 2028
- Toronto will maintain jurisdictional ownership over Steeles Avenue
- Toronto will operate and maintain Steeles Avenue on behalf of both parties, including traffic systems, guided by mutually-agreed standards and protocols
- A joint, ten-year capital plan will be created for consideration by both Councils; capital works will need to be approved by both Councils
- All municipal maintenance, operations and capital costs will be split equally
- Toronto will be responsible for planning, design and construction of all capital works and the Region will be a co-proponent
- City of Toronto will acquire any lands necessary for capital works

Local residents and businesses will benefit from improvements to Steeles Avenue

City of Markham residents and businesses will benefit from the Steeles Avenue road widening and grade separation projects that have already been advanced with Regional cost-sharing. These projects will also include improvements to sidewalks, bike lanes, streetscape and transit facilities.

June 7, 2018

Toronto/York Steeles Avenue Agreement Update
Kennedy Road to Ninth Line

In addition, a new municipal road intersection is currently proposed for the Forest Bay Homes subdivision on the north side of Steeles Avenue between the Morningside tributary and the Parkview Golf Course. This proposed intersection is being included in the ongoing design assignment for Steeles Avenue, from east of Markham Road to Ninth Line, and is expected to be constructed concurrently with the Steeles Avenue widening.

Staff have been working with City of Toronto to advance two Steeles Avenue capital projects

In approving the Agreement principles in June 2014, Council authorized staff to work with the City of Toronto to advance the detailed design for widening Steeles Avenue, from east of Markham Road to Ninth Line, on a 50/50 cost-sharing basis. The ongoing design assignment is being led by the City of Toronto and is scheduled to be completed in 2019.

York Region was also a partner in the Class Environmental Assessment for improvements to Steeles Avenue from Kennedy Road to Midland Avenue. Council agreed to cost-sharing the study equally between York Region, City of Toronto and Metrolinx. The study was led by the City of Toronto and was completed in March 2017.

The follow-on design and construction of the Steeles Avenue grade separation at the Stouffville GO line is being led by Metrolinx

The follow-on detailed design and construction of the undertaking, including widening of Steeles Avenue to six lanes and a grade separation at the Stouffville GO line, has been incorporated by Metrolinx in the Regional Express Rail program. A Metrolinx design/build contract is underway and, in addition to the Steeles Avenue works, the contract also includes construction of double tracks and a number of station upgrades on the Stouffville GO line.

The Region's share for Steeles Avenue costs will be considered as part of the 2019 multi-year budget submission to Council

The Region's current financial commitment to Steeles Avenue is limited to the ongoing detailed design from east of Markham Road to Ninth Line, and the already-completed Class Environmental Assessment for improvements from Kennedy Road to Midland Avenue.

The Region's future financial commitments related to the Steeles Avenue Agreement will now need to be considered as part of the prioritization process used in developing the draft 2019 multi-year budget submission to Council. Operating costs such as those for winter and summer maintenance, operation of traffic signals and illumination, as well as the Region's share of capital costs for various Steeles Avenue improvements, will

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Toronto/York Steeles Avenue Agreement Update
Kennedy Road to Ninth Line

have to be addressed. These capital improvements will include widening and grade separation from Kennedy Road to Midland Avenue, and widening from Tapscott Road to Ninth Line as part of the Donald Cousens Parkway to Morningside Avenue Link. Construction of the Stouffville GO grade separation by Metrolinx is scheduled to begin in 2019. Construction of the Steeles Avenue widening between Tapscott Road and Ninth Line is anticipated to commence in 2021.

With Toronto Council's approval of the principles and limits previously endorsed by Regional Council, the Steeles Avenue Agreement is being finalized

With Toronto Council's approval of the principles in December 2017, the details of the agreement are now being finalized with City of Toronto staff. The agreement is expected to be in force in 2019 or early 2020.

The Steeles Avenue Agreement supports much-needed transportation infrastructure in the Markham/Toronto boundary area. The agreement will represent a significant achievement in building a partnership with the City of Toronto and will set the stage for an agreement for the remainder of Steeles Avenue and other joint priorities with the City.

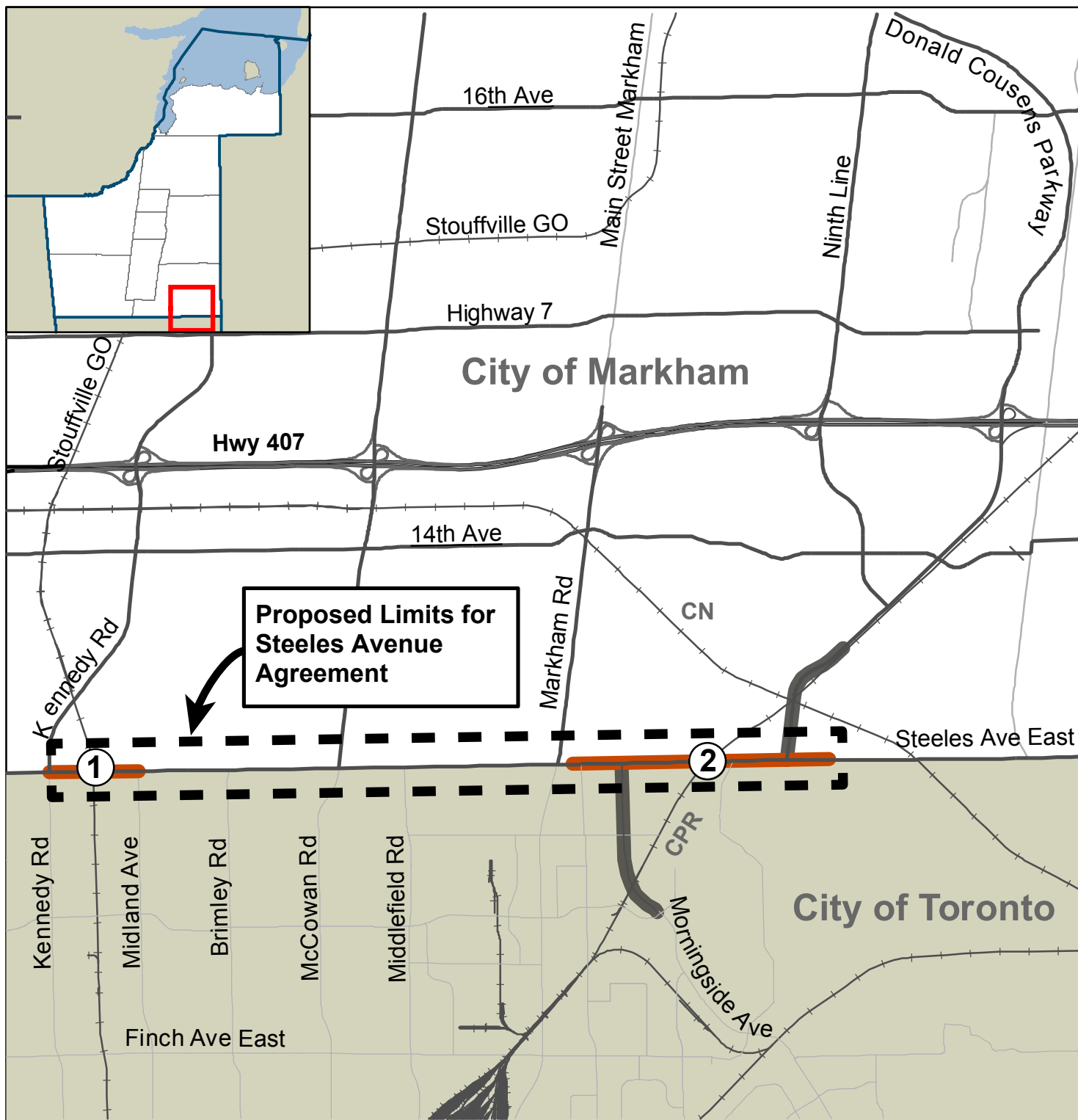
For more information, please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901.

Paul Jankowski
Commissioner of Transportation Services

SM/sm

Attachment (1)

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York/Toronto Steeles Avenue Agreement Update, Kennedy Road to Ninth Line

June 14, 2018



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Legend

- Steeles Agreement Limits
- Project Areas
- ① Environmental Assessment, Steeles Ave. from Kennedy Rd. to Midland Ave.
- ② Detailed Design, Steeles Ave. from east of Markham Rd. to Ninth Line

0 0.75 1.5 Km

Toronto 2018 BUDGET



CAPITAL BUDGET NOTES



Transportation Services

2018 – 2027 CAPITAL BUDGET AND PLAN OVERVIEW

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

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

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

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Significant Capital Project Changes in Transportation Services:

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

Changes to Previously Approved Projects' Future Year Commitments

Project Cost Decreases:

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

Project Cost Increases:

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

Deferrals/Accelerations:

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

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

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

	Total App'd Cash Flows to Date**	2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan	2018 - 2027 Total	Total Project Cost
Total Expenditures by Category													
Health & Safety													
Accessible Pedestrian Signals (Audible Signals)		990	1,490	1,490	1,490	1,490	1,490	1,490	1,490	2,300	2,300	16,020	
Guide Rail Program	2,300	1,950										1,950	4,250
New Traffic Control Signals / Devices		2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	2,180	21,800	
Pedestrian Safety and Infrastructure Programs		734	744	756	767	779		803		814	826	7,851	
Road Safety Plan (Local Geometrics Traffic Safety)	5,763	3,645										3,645	9,408
Salt Management Program		1,131	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	11,562	
Tactile Domes Installation		1,000	1,015	1,030	1,045	1,061	1,077	1,093	1,109	1,126	1,143	10,699	
Tactile Signals Major Modifications		1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	1,790	17,900	
Sub-Total		13,420	8,378	8,405	8,431	8,459	8,486	8,515	8,542	9,381	9,410	91,427	
State of Good Repair													
City Bridge Rehabilitation		40,883	34,143	33,503	34,021	34,546	35,079	35,621	36,170	36,727	37,293	357,986	
Critical Interim Road Rehabilitation Pool	24,000	8,789										8,789	32,789
Ditch Rehabilitation and Culvert Reconstruction		1,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,500	
Don Valley Parkway Rehabilitation		2,496	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	2,558	25,518	
Dufferin Street Bridge Rehabilitation	600	350	1,150	5,000	2,000	9,000	9,000					26,500	
F. G. Gardiner*	157,486	73,370	216,770	244,750	251,650	253,550	258,850	1,000,600				2,299,540	2,457,026
Facility Improvements		1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000	
Laneways		2,226	1,800	1,827	1,854	1,882	1,910	1,939	1,968	1,998	2,027	19,431	
Local Road Rehabilitation		56,394	64,753	67,735	70,042	73,925	77,685	81,525	85,645	89,898	91,058	758,660	
Major Road Rehabilitation		54,733	63,120	64,578	64,812	65,070	66,154	67,263	68,598	70,010	70,010	654,348	
Major SOGR Pooled Contingency		3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	38,000	
Neighbourhood Improvements		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000	
Retaining Walls Rehabilitation		1,850	1,320	1,339	1,359	1,380	1,400	1,421	1,443	1,464	1,486	14,462	
Sidewalks		15,247	17,480	16,715	16,955	17,198	17,445	17,695	17,950	18,208	18,208	173,101	
Traffic Plant Requirements/ Signal Asset Management		3,700	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	62,200	
Sub-Total	182,086	268,838	417,894	452,805	460,051	473,909	484,881	1,223,422	229,132	235,663	237,440	4,484,035	
Service Improvements													
Advanced Traffic Signal Control		970	1,350	1,350	1,350	1,350	1,350	1,350	1,350			10,420	
Traffic Wardens / Construction Staging Compliance (Vehicles)		855										855	855
Cycling Infrastructure		8,100	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	8,303	82,827	
Engineering Studies		7,344	5,150	3,038	3,038	3,038	3,038	3,038	3,038	3,038	3,038	36,798	
LED Signal Module Conversion		1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	17,000	
PTIF Projects	75,800	19,885										19,885	95,685
Signs and Markings Asset Management		1,310	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,310	
System Enhancements for Road Repair & Permits	580	903	500									1,403	1,983
Traffic Calming		450	450	450	450	450	450	450	450	450	450	4,500	
Traffic Control - RESCU		250	250	100	100	100	100	100	100	100	100	1,300	
Transportation Safety & Local Improvement Program		1,316	1,336	1,356	1,377	1,397	1,418	1,439	1,461	1,483	1,483	14,066	
Sub-Total	76,380	43,083	20,039	17,297	17,318	17,338	17,359	17,380	17,402	16,074	16,074	199,364	
Growth Related													
Design Cherry St Realignment and Bridges	4,200	1,400										1,400	5,600
Gardiner York/Bay/Yonge Reconfiguration	34,550	38										38	34,588
Georgetown South City Infrastructure Upgrades	40,260	13,420	13,420									26,840	67,100
Glen Road Pedestrian Bridge			12,630									12,630	12,630
John Street Revitalization Project	2,000				5,100	9,700						14,800	16,800
King Liberty Cycling Pedestrian Bridge	1,850	10,320	1,510									11,830	13,680
LARP (Lawrence-Allen Revitalization Project)	2,810	450	1,813	2,475	1,313	1,575	787					8,413	11,223
Legion Road Extension & Grade Separation	490		607	1,307	8,395	8,395	7,695					26,399	26,889
Metrolinx Additional Infrastructure				5,000	2,750	5,000						17,750	17,750
New Courthouse Streetscape				2,500								2,500	2,500
North York Service Road Extension	17,190	750	1,400	3,400	4,200							9,750	26,940
Port Union Road	1,700	450	4,500	2,400	2,000							9,350	11,050
Regent Park Revitalization	3,712	45	240	110	370							765	4,477
Scarlett/St Clair/Dundas	800	3,575	11,700	14,200	5,600							35,075	35,875
Six Points Interchange Redevelopment	37,502	7,140	16,332	12,706								36,178	73,680
St Clair TMP: Keele to Old Weston	4,960		1,240	9,810	11,550	11,550	11,550					57,250	62,210
Steeles Avenue East/Kennedy Road Grade Separation	500				6,000							6,000	6,500
Steeles Widening (Tapscott Road - Beare Road)	2,000		1,500	1,500	13,000	13,000						29,000	31,000
Third Party Signals		300	300	300	300	300	300	300	300	300	300	3,000	
Traffic Congestion Management	21,800	6,930	7,030	11,480								25,440	47,240
Work for TTC & Others			4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	36,000	
York Street Tunnel			7,000									7,000	7,000
Sub-Total		44,068	84,572	66,688	66,278	57,720	29,332	15,850	4,300	4,300	4,300	377,408	
Total Expenditures by Category (excluding carry forward)		369,409	530,883	545,195	552,078	557,426	540,058	1,265,167	259,376	265,418	267,224	5,152,234	

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

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