



 ASSET
MANAGEMENT

As adopted December 12, 2023

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Proposed New Capital or Increases to Capital

Asset Management Capital

(\$000s)

Proposed new capital or increases to capital

Detailed project sheets are provided for all projects where an increase or new capital budget is requested.

Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Community Services					
Facilities					
AM0333: Unplanned - Emergency Repairs Contingency (2024)	100.0	-	100.0	New capital project	16-24
AM0334: Town Hall Roof Replacement - Phase 1	425.0	-	425.0	New capital project	16-30
AM0335: AFLC - Arena Dehumidification Replacement	825.0	-	825.0	New capital project	16-33
	1,350.0	-	1,350.0		
Programs					
AM0203: Pet Cemetery Restoration	118.4	98.4	20.0	Ongoing restoration as part of the 10yr capital plan with a goal of being open to the public in 2024.	16-20
AM0336: Vehicle Mitigation Equipment	60.0	-	60.0	New capital project	16-25
AM0337: Town Hall - Community Reflections Space	25.0	-	25.0	New capital project	16-27
	203.4	98.4	105.0		

Asset Management Capital

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Proposed new capital or increases to capital

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Operational Services					
Operations					
AM0338: Guiderail Replacement - On Gilbert Drive - Yonge to Jarvis	203.2	-	203.2	New capital project	16-37
AM0339: Streetlight Pole Replacement - 2024	50.0	-	50.0	New capital project	16-39
AM0291: Structural Lining Of Sani Sewermains & Laterals 23-26	507.2	-	507.2	New capital project	16-51
AM0341: Sanitary Pumping Station/Water Booster Station Improvements	121.9	-	121.9	New capital project	16-53
AM0342: Town Parking Lot Maintenance	300.0	-	300.0	New capital project	16-85
AM0343: Maze Barrier Replacement - St John's Sdrd W Of Ind Pkwy	100.0	-	100.0	New capital project	16-87
AM0344: Temperance St Parking Lot Staircase Replacement	150.0	-	150.0	New capital project	16-89
AM0345: Bridge And Culvert Inspections (2024-2026)	70.0	-	70.0	New capital project	16-93
	1,502.3	-	1,502.3		
Fleet					
AM0346: Facilities - Ice Resurfacers Olympia (#590-26)	170.0	-	170.0	New capital project	16-41
AM0347: Roads - 3/4 Ton Pick-Up (#1-23)	80.0	-	80.0	New capital project	16-43
AM0348: Water - 3/4 Ton Pick Up (#10-23)	80.0	-	80.0	New capital project	16-46
AM0349: Facilities - 3/4 Ton Pick Up Truck (#504-23)	80.0	-	80.0	New capital project	16-48
AM0350: Parks - 3/4 Ton Pick Up (#205-22)	80.0	-	80.0	New capital project	16-55
AM0351: Parks - 3/4 Ton Pick Up (#206-23)	80.0	-	80.0	New capital project	16-58
AM0352: Parks - 3 Ton Garbage Compactor (#229-22)	300.0	-	300.0	New capital project	16-61
AM0353: Parks - Off Road Utility Vehicle (#230-22)	36.1	-	36.1	New capital project	16-64
AM0354: By-Law - Cargo Van (#405-18)	80.0	-	80.0	New capital project	16-91
	986.1	-	986.1		

Asset Management Capital

(\$000s)

Proposed new capital or increases to capital

Detailed project sheets are provided for all projects where an increase or new capital budget is requested.

Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Parks					
AM0355: Playground Replacement & Parking Lot Construction - Evans Park	300.0	-	300.0	New capital project	16-67
AM0356: Playground Replacement (Fully Accessible) - Town Park	400.0	-	400.0	New capital project	16-69
AM0357: Splash Pad Surface Upgrade - Town Park	75.0	-	75.0	New capital project	16-71
AM0358: Boardwalk Upgrade - Benjamin Pearson Parkette	150.0	-	150.0	New capital project	16-74
AM0359: Playground, Picnic Shelter & Courts Replacement - Fleury Park	950.0	-	950.0	New capital project	16-77
AM0360: Tree Inventory Update	20.3	-	20.3	New capital project	16-81
AM0361: Hickson Park Masonary Pier Refacing	80.0	-	80.0	New capital project	16-83
	1,975.3	-	1,975.3		

Asset Management Capital

(\$000s)

Proposed new capital or increases to capital

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Planning & Development Services					
Roads					
AM0037: Poplar Crescent Reconstruction	6,935.3	5,935.3	1,000.0	Additional funding request in 2024 will cover increases in construction costs.	16-95
AM0038: Road Resurfacing - Gurnett, Kennedy, Victoria	3,688.3	1,588.3	2,100.0	Additional funding request in 2024 for road rehabilitation, pedestrian signals modifications, retaining wall replacement and culvert rehabilitation works.	16-98
AM0238: Full Reconstruction - Mill, Wells, Edwards, Temperance	2,052.9	228.5	1,824.4	Funding request for 2024 is for construction of the project.	16-101
AM0239: Full Reconstruction - Marksbury, Gilbank, Lacey, Mcleod	2,959.3	200.0	2,759.3	Funding request for 2024 is for construction of the project.	16-104
AM0362: Full Road Reconstruction - Centre St - Yonge - Spruce St	950.0	-	950.0	New capital project	16-117
AM0363: M & O - Marsh Harbour, McClenny Dr, Timpson Dr, Dinsmore Terrace	1,170.0	-	1,170.0	New capital project	16-120
AM0364: M & O - Beatty, Babcock, Seaton, Teasdale, Simmons, Sandfield	1,800.0	-	1,800.0	New capital project	16-123
AM0365: Parking Lot Rehabilitation - Department Of Defence	89.0	-	89.0	New capital project	16-138
AM0282: M & O - Avondale Cres, Centre St, Earl Stewart Dr, McMaster Ave, Heathwood Heights Dr	3,750.0	1,000.0	2,750.0	Funding request for 2024 is for the mill and overlay of the identified roads.	16-108
AM0366: South Town Hall Parking Lot Rehabilitation	150.0	-	150.0	New capital project	16-140
	23,544.8	8,952.1	14,592.7		

Asset Management Capital

(\$000s)

Proposed new capital or increases to capital

Detailed project sheets are provided for all projects where an increase or new capital budget is requested.

Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Water					
AM0367: Watermain Rehabilitation - Mary St	1,605.0	-	1,605.0	New capital project	16-135
	1,605.0	-	1,605.0		
Stormwater					
AM0247: Delayne Drive Channel Rehabilitation	2,452.0	152.0	2,300.0	Funding request for 2024 is for construction of the project.	16-106
AM0368: Maintenance Holes In Streams Erosion Protection Works	173.0	-	173.0	New capital project	16-126
AM0369: Sediment Removal And Remediation - Ponds NC2, NC12, NC13	100.0	-	100.0	New capital project	16-129
AM0370: Remediation Of Stormwater Management Ponds NW2, NW7, WC2	75.0	-	75.0	New capital project	16-132
AM0292: Sediment Removal And Remediation - Ponds C1 And C4	1,396.0	125.0	1,271.0	Funding request for 2024 is for construction of the project.	16-111
AM0293: Sediment Removal And Remediation - Ponds SC2 And WC5	1,117.0	101.0	1,016.0	Funding request for 2024 is for construction of the project.	16-114
	5,313.0	378.0	4,935.0		

Asset Management Capital

(\$000s)

Proposed new capital or increases to capital

Detailed project sheets are provided for all projects where an increase or new capital budget is requested.

Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change	Detailed Project Sheet Page #
Finance					
Information Technology					
AM0371: Unplanned - IT Emergency Repairs Contingency 2024	20.0	-	20.0	New capital project	16-143
AM0372: Network Access Control	68.0	-	68.0	New capital project	16-144
AM0373: Internet Redundancy	108.0	-	108.0	New capital project	16-146
AM0374: Address Manager Application	12.0	-	12.0	New capital project	16-147
AM0375: CRM Replacement	300.0	-	300.0	New capital project	16-150
	508.0	-	508.0		
Previously Conditionally Approved					
Operational Services - Parks					
AM-F-0325: Playground Replacement, Walkway Repaving, BBall Resurfacing - Summit Park (Conditionally Approved 2023)	300.0	-	300.0	No decision required at this time. Report will be presented to Council in 2024.	
	300.0	-	300.0		
Total	37,287.9	9,428.5	27,859.4		

Previously Approved Capital Projects With No Change or Reduction to Budget

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

This list includes existing capital projects where no increase to the capital budget authority is being requested.

Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Community Services				
Facilities				
AM0128: Town Hall - Space Refresh	1,065.0	1,065.0	-	
AM0129: Security Audit & Implementation	526.8	526.8	-	
AM0134: Arena Dehumidifiers AFLC	34.3	34.3	-	
AM0158: ACC Reseal Exterior Windows	13.5	13.5	-	
AM0159: ACC Themoplastic Membrane Roof Replacement	165.6	165.6	-	
AM0163: ASC Roofing Sections Replacement	32.2	32.2	-	
AM0165: Town Hall Roof Sections & Skylight Repairs	221.7	221.7	-	
AM0217: ACC Sport Flooring	73.9	73.9	-	
AM0219: AFLC Hollow Metal Doors & Exterior Exit Doors	83.4	83.4	-	
AM0220: CYFS 4-3 Replace Windows	28.8	28.8	-	
AM0221: Town Hall Concrete/Stone Walkways Repairs	37.3	37.3	-	
AM0223: Aurora Sports Dome Repairs	560.0	560.0	-	
AM0251: SARC - West Roof Area - Window Sealant	10.2	10.2	-	
AM0253: AFLC - Replace Roofing Above Arena Dressing Rooms	90.1	90.1	-	
AM0255: ASC - Replacement Of Security System	53.6	53.6	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
AM0256: AFLC - Pool Boiler Replacement	150.0	150.0	-	
AM0257: SARC - Low-E Ceiling - Arenas	128.0	128.0	-	
AM0258: Energy And Demand Management Plan Implementation	100.0	100.0	-	
AM0259: Victoria Hall - Accessible Ramp	20.0	20.0	-	
AM0295: Building Automation System Replacement	132.0	132.0	-	
AM0297: SARC - Replacement Of Competitive Starting Blocks	58.5	58.5	-	
AM0298: SARC - Enclosed Outdoor Preschool Area	58.5	58.5	-	
AM0299: Unplanned - Facilities Emergency Repairs Contingency 2023	100.0	100.0	-	
AM0300: SARC - Ice Plant Arena Rehabilitation	160.0	160.0	-	
AM0301: CYFS - Facilities Placeholder (BCA)	100.0	100.0	-	
AM0302: Recreation Centre - Facility Placeholder (BCA)	250.0	250.0	-	
AM0303: Library Elevator Pit Waterproofing	50.0	50.0	-	
AM0304: Inverter Batteries - Multi-Sites	70.0	70.0	-	
AM0307: Old Church School - Refinishing And Repainting Brevik Hall, Aurora Room, Boardroom, gallery and ancillary spaces	173.0	173.0	-	
AM0308: Aurora Museum & Archives & ACC Admin Spaces - Refinishing and Repainting	187.0	187.0	-	
AM0310: Sports Dome - Air Conditioning	195.0	195.0	-	
	4,928.3	4,928.3	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Programs				
AM0265: Parade Float	27.5	27.5	-	
AM0306: AFLC Fitness Equipment Replacement - 2023/2024	52.5	52.5	-	
	80.0	80.0	-	
Corporate Services				
AM0001: Accessibility Plan	1,382.9	1,382.9	-	
AM0004: HR Info/Payroll System	250.0	250.0	-	
	1,632.9	1,632.9	-	
Operational Services				
Operations				
AM0283: Railing Replacement - 15347 Yonge St, 37 Harriman Rd	265.0	265.0	-	
AM0284: Retaining Wall Repair - 1 Community Centre Lane + 25 Falling Leaf Court	200.0	200.0	-	
AM0285: Guiderail Replacement - Marksbury Court	110.0	110.0	-	
AM0286: Replace Asphalt Multi-Use Path On Bayview - River Ridge-Borealis, Borealis-Spring Farm	200.0	200.0	-	
AM0287: Streetlight Pole Replacement - 2023	50.0	50.0	-	
AM0291: Structural Lining Of Sani Sewer mains & Laterals 23-26	500.0	500.0	-	
AM0309: Engineered Walkway Reconstruction – Moffat-Valley Drive + Crawford-Devins	175.0	175.0	-	
	1,500.0	1,500.0	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Fleet				
AM0242: Vehicle Radio Upgrade	50.0	50.0	-	
AM0243: Roads - 3/4 Ton Pick Up (#23-21)	75.3	75.3	-	
AM0244: Roads - 2 Ton (#24-21)	107.9	107.9	-	
AM0245: Roads - 6 Ton Diesel Dump With Sander (#28-21)	352.9	352.9	-	
AM0249: Parks - 1 Ton Pick Up Crew Cab (#203-21)	62.8	62.8	-	
AM0288: Facilities - Replacement Of GMC Savana Van To 1/2	65.0	65.0	-	
AM0290: Facilities - Ice Resurfacers (#596-21)	159.0	159.0	-	
AM0330: Roads - 6 Ton Diesel Dump With Sander (#26-22)	390.0	390.0	-	
AM0331: Parks - Zero Turn Mowers	169.0	169.0	-	
	1,431.9	1,431.9	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Parks				
AM0178: Parks/Trails Signage Strategy Study/Implementation	695.7	695.7	-	
AM0191: Playground Replacement, Walkway Repaving-L Wilson Park	180.0	180.0	-	
AM0195: Tamarac Park Walkway/BBall Resurfacing	30.0	30.0	-	
AM0228: Board Walk Resurface McKenzie Marsh	380.0	380.0	-	
AM0230: Cousins Park Boardwalk Replacement	170.0	170.0	-	
AM0263: Pathway Paving - Various Park Trails	69.3	69.3	-	
AM0264: Playground Replacement - Elizabeth Hader	140.0	140.0	-	
AM0305: Butternut Ridge Trail Construction	379.8	379.8	-	
AM0197: Fleury Park Washroom Facility Improvements	480.0	480.0	-	
	2,524.8	2,524.8	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Planning & Development Services				
Roads				
AM0022: Murray Dr & Pinehurst Crt Reconstruction	6,177.8	6,177.8	-	
AM0025: Browning Crt, Johnson Rd, Holman Cres, Baldwin Rd Reconstruction	5,339.9	5,339.9	-	
AM0027: Henderson Dr Culvert Replacement	2,282.4	2,282.4	-	
AM0214: M & O - Banbury, Highland Gate, Corbett, Elderberry, Ironshore, Greenbriar, Spyglass, Cranberry, Dawlish	1,311.4	1,311.4	-	
AM0215: M & O - Haida, Windham Trail, Wellington Heights, Bayfair, McDonald, Bell, Devins, Crawford Rose	1,758.2	1,758.2	-	
AM0216: M & O - Vata Crt, Walton Dr, Old Yonge St	906.9	906.9	-	
AM0240: Goulding Ave & Eric T. Smith Way - Top Asphalt	790.5	790.5	-	
AM0279: Pavement Condition Assessment - 2023	65.0	65.0	-	
AM0280: M & O - Industrial Pkwy N, Earl Stewart Dr, Mosley St, Larmont St	2,500.0	2,500.0	-	
AM0281: M & O - Kennedy St W, Trillium, Meadowood, Treegrove, McKinnley, Klaimen, Lenarthur, Springburn	1,900.0	1,900.0	-	
AM0296: Parking Lot Rehabilitation – SARC	140.4	140.4	-	
	23,172.6	23,172.6	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Traffic & Streetlights				
AM0061: Intersection Pedestrian Signal on Henderson Drive	365.0	365.0	-	
	365.0	365.0	-	
Water, Wastewater & Stormwater				
AM0079: Storm Sewer Outlet Cleanup	981.5	981.5	-	
AM0086: Performance Monitoring Of LID Controls	240.0	240.0	-	
AM0087: Devlin Place Stream Rehab	2,900.0	2,900.0	-	
AM0088: Jones Crt Stream Rehab	1,450.0	1,450.0	-	
AM0089: Willow Farm Lane Stream Rehab	1,772.0	1,772.0	-	
AM0294: Watermain Decommissioning - 15408/15390 Yonge St	65.0	65.0	-	
AM0332: Yonge St Sani Sewer Rehab & Streetscape Detailed Design	1,037.2	1,037.2	-	
	8,445.7	8,445.7	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
Finance				
Information Technology				
AM0008: Boardroom Audio/Video Equipment	100.0	100.0	-	
AM0009: Business Process Automation & Data Integration	250.5	250.5	-	
AM0212: Ethernet Switch Redesign	400.0	400.0	-	
AM0213: Data Centre Hardware Refresh (SAN)	100.0	100.0	-	
AM0231: TrackIt Replacement	20.0	20.0	-	
AM0232: Cybersecurity Software (Defender Identity Mgmt & Cloud Security)	90.0	90.0	-	
AM0234: Backflow Prevention App	25.0	25.0	-	
AM0235: End User Equipment Replacement - 2023-2026	183.3	183.3	-	
AM0236: Data Centre Equipment Replacement - 2023-2026	125.6	125.6	-	
AM0237: Mobile Equipment Replacement - 2023-2026	58.0	58.0	-	
AM0270: Council Chamber A/V Technology	104.0	104.0	-	
AM0271: Cybersecurity Vulnerability Services	98.4	98.4	-	
AM0272: Cybersecurity SIEM Services	295.3	295.3	-	
AM0273: Cluster Replacement At Town Hall	250.0	250.0	-	
AM0274: Cybersecurity (2024) (2nd Firewall At JOC)	62.4	62.4	-	
AM0275: Uninterruptable Power Supply Refresh	50.0	50.0	-	
AM0276: Legal Management System	100.0	100.0	-	

Asset Management Capital

(\$000s)

Previously approved capital projects with no change or reduction to budget

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Project	Proposed Capital Budget Authority	Previously Approved Budget	Requested Budget Change	Reason for budget decrease (if applicable)
AM0277: MS Defender Endpoint Protection	60.0	60.0	-	
AM0278: Unplanned - IT Emergency Repairs Contingency 2023	20.0	20.0	-	
	2,392.5	2,392.5	-	
Finance				
AM0005: Financial System	2,486.0	2,486.0	-	
AM0090: Water Meter Replacement Program	4,587.3	4,587.3	-	
AM0248: Advanced Metering Infrastructure	1,599.5	1,599.5	-	
	8,672.8	8,672.8	-	
Total	55,146.4	55,146.4	-	

Asset Management: Community Services

Project: AM0203: PET CEMETERY RESTORATION (Old Project Number: 73324)

Estimated start date: 2016-Q1 End date: 2026-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Construction-Internal	0.3	0.3		0.3	-	-	-	-
Contracts	98.1	118.1		49.0	37.0	32.1	-	-
Total	98.4	118.4		49.3	37.0	32.1	-	-
Growth & New	35.0	31.4		31.4	-	-	-	-
Facilities AM	63.4	87.0		17.9	37.0	32.1	-	-
Total	98.4	118.4		49.3	37.0	32.1	-	-

Overview of the project including key goals, objectives, and performance measures

The Happy Woodland Pet Cemetery site measures roughly 2400 square metres in size and has been divided into 10m x 10m grids (24 in total). Museum staff and volunteers have been working alongside contract restorers since 2018 carefully excavating and resetting each stone. In 2023, staff removed all the remaining patches of invasive spurge from within the grids, probed the remaining grids and hot spots, worked with a contractor to capture centimetre-accurate GPS data for each grave/feature, recorded tangible items associated with graves (wreath holders, decorations, etc.), and worked with a contractor to begin three-dimensional condition reporting for the most at-risk stones.

For 2024, it is projected that substantial progress will be made on the planning and analysis required to re-locate approximately 150 stones in the north-east corner that were removed from their original location. This is being guided GPS and geographical information system data that was generated in 2023. Stones will begin to be physically relocated in situations where new or original locations have been identified.

Additional work includes continuing the three-dimensional condition reporting of at-risk stones. This continues the work of accurately documented and provides a detailed baseline for condition reporting in the future. Work on tree maintenance, landscaping, identifying original pathways, determining a future entrance, trail connectivity, and developing interpretive plans for public visitation all continues.

In 2022, Council approved funding for the construction of a permanent perimeter fence. The installation and design of this fence is dependent on the confirmation of the Town’s vehicular access route and finalizing the trail plan/public access points.

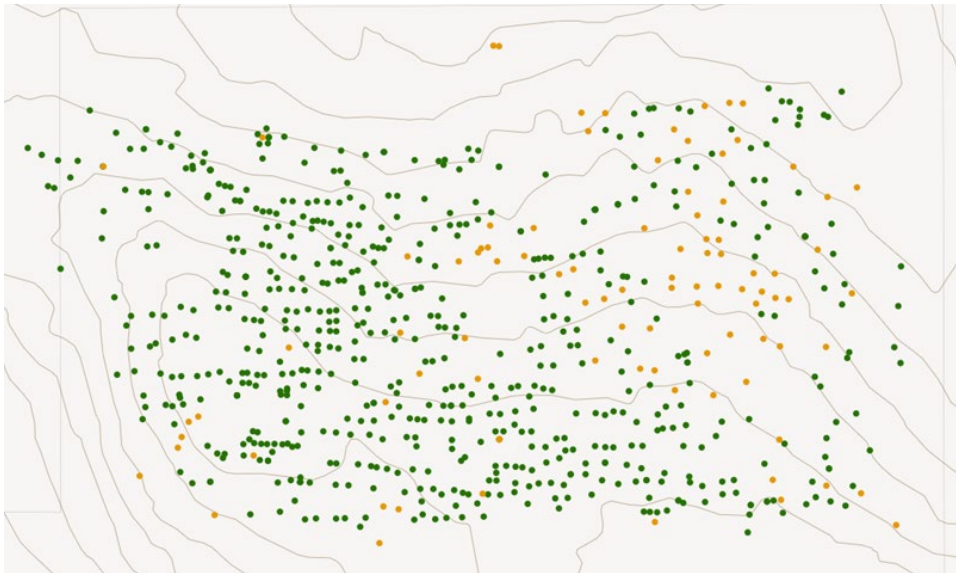


Figure 1 Map showing a selection of GPS located stones and formations at the Happy Woodland Pet Cemetery, August 2023.

Reasons the project should be approved and the impact it will have on service levels

In 2023, the Happy Woodland Pet Cemetery was officially designated under Part IV of the Ontario Heritage Act. This is an important step in publicly recognizing the intangible value of this heritage asset.

Staff across departments are working collaboratively to ensure that the development of a trail system, and the complete restoration of the pet cemetery, are happening cohesively and in unison. Continued support for this project will ensure that restoration and preservation activities keep pace with the development of infrastructure that will eventually provide public access.

With the patches of spurge removed, navigation of the site has become easier, and stones are more visible. Continuous efforts over the years have ensured that the site looks maintained and not abandoned. In 2022, security cameras were installed to deter site damage or theft of headstones, which has occurred in the past.

Approval of this project ensures that important progress continues to be made toward providing public access to this newly designated heritage site, and that thorough documentation of its attributes can continue.



Figure 2 Happy Woodland Pet Cemetery, May 2023.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Believed to be the first of its kind in Canada, staff were directed by Council to pursue heritage designation, with the goal of having the site recognized Nationally. In 2023, the Pet Cemetery was officially designated under Part IV of the Ontario Heritage Act. The property is registered as being designated with the Ontario Heritage Trust and a by-law is registered on title with the Land Registry Office. Designation under the Ontario Heritage Act is the highest form of designation for properties. Staff continue to explore the possibility of national designation through Parks Canada.

There is a broad range of interest from both within and outside of the community. Once fully restored, the site will be leveraged as an asset to promote local history and tourism. Undertaking the necessary work now will ensure that the site is able to safely welcome visitors when the trail system is opened.

Impact of not approving or delaying the project

The physical deterioration of the site is a liability for the Town. Not approving or delaying the project would set back years of progress that have been made to ensure the site is maintained and does not appear abandoned. While exact dates have yet to be finalized, the site will eventually feature a permanent fence, trail linkage, and public access. Not approving or

delaying this project will greatly reduce the ability of staff to work towards providing safe public access.

Impact this project has on climate change

The deterioration of the site is a liability for the Town. Several years in a row, trees have fallen on the site and required staff to spend time to safely remove them. With the development of nearly all the adjacent properties, the cemetery remains a thriving greenspace that demonstrates the Town's commitment to preserving its natural features.

**Project: AM0333: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2024)
(Old Project Number: 72485)**

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	100.0		-	-	100.0	-	-
Total	-	100.0		-	-	100.0	-	-
Facilities AM	-	100.0		-	-	100.0	-	-
Total	-	100.0		-	-	100.0	-	-

Overview of the project including key goals, objectives, and performance measures

Unplanned emergency repairs/replacement contingency fund. The purpose of this request is to provide an envelope of funds to manage emergency or unexpected facility repairs, enabling quick/ expedient response and repair to buildings or equipment. Alternatively reporting to Council to request funds, extending delay to the repair and interruption in service. The expectation would be that this is an annual project, and any unspent funds would be returned to the Facilities Asset Management Reserve

Reasons the project should be approved and the impact it will have on service levels

The Building Condition Assessment Program and Asset Management Plan outline the Town's 10-year capital renewal needs through a systematic process based on equipment and component expected life cycle. The Town's facilities are complex and predicting equipment and component failures are not an exact science. Weather, usage, and many other factors can cause unexpected or premature failures. This fund is intended to only to be used should a need arise outside of the regular planning process.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Ability to deal with unexpected or premature building equipment and or components failures.

Impact of not approving or delaying the project

Inability to deal in a timely manner with unexpected or premature building equipment and or components failures.

Impact this project has on climate change

Climate impacts would be contingent on any individual projects completed, typically if equipment is replaced it is with more energy efficient than the previously installed equipment

Project: AM0336: VEHICLE MITIGATION EQUIPMENT

Estimated start date: 2024-Q1 End date: 2024-Q2

(in \$000s)							
	Approved Restated	Proposed CBA	Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	60.0	-	-	60.0	-	-
Total	-	60.0	-	-	60.0	-	-
Other Grants - Recreation Sponsorship	-	60.0	-	-	60.0	-	-
Total	-	60.0	-	-	60.0	-	-

Overview of the project including key goals, objectives, and performance measures

Portable vehicle mitigation equipment is required at all street closure events to ensure the safety of people and property during parades and other events requiring a street closure. Currently this equipment is being rented and installed by a contracted service each time it is required.

Reasons the project should be approved and the impact it will have on service levels

This equipment should reduce the cost of contracting a service to provide this equipment and will have additional uses and potential for revenue generation as they could be rented out to neighbouring municipalities. This equipment provides an effective security measure at large public events by ensuring vehicles and big equipment are unable to enter spaces where the public may be. Additionally, it is staff’s understanding that YRP are going to start requiring the use of this equipment at all road closure events in the near future. Currently, it is best practice but there is an increase in terrorism and accidents at public road closure events and this equipment can mitigate these risks.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This equipment provides a high level of security to the public and property when there are street closure events by preventing vehicles from being able to enter spaces where the public and property may be during an event.

Impact of not approving or delaying the project

The Town will continue to contract this equipment and service, however the costs to do this are increasing each year. Potential savings to the operating budget may be lost in delaying the project.

Impact this project has on climate change

No impact.

Project: AM0337: TOWN HALL – COMMUNITY REFLECTIONS SPACE

Estimated start date: 2024-Q1 End date: 2025-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting	-	25.0		-	-	25.0	-	-
Total	-	25.0		-	-	25.0	-	-
Facilities AM	-	25.0		-	-	25.0	-	-
Total	-	25.0		-	-	25.0	-	-

Overview of the project including key goals, objectives, and performance measures

In January 2023, at the Indigenous Relations Committee (IRC) meeting, the idea of a public space for the community to gather and share condolences related to Truth and Reconciliation was raised. It was recommended that a public space be dedicated for the purpose of bringing the community together when faced with tragic histories and events. A small working group met and determined possible locations and features for this space.

Options for locations were presented, and in-depth discussions regarding the purpose of the space took place. The scope of the space was modified to include reflection for all tragic situations regardless of their location and cause. The eastern parkette, within the Queen’s Diamond Jubilee Park, was identified as an ideal location.

The goal of this reflection space is to provide a location that would allow for the community to participate in spontaneous memorials and reflection when tragic circumstances occur. There is a growing impulse to publicly share expressions of loss and mourning when faced with local, national, or global tragedy.

The objective of the reflection space is to provide a consistent location for the community to come together in times of sorrow, with a unified purpose of paying respects to those affected by sudden tragic events.

The frequency of use of the reflection space will be directly tied to sudden or unanticipated tragic circumstances therefore levels of attendance should be avoided as a performance measure. When one of these circumstances occurs, staff will monitor the site for spontaneous memorials and public participation but are aware it could take some time for the public to become familiar with this new space.

For this project to be fully realized, the following will need to take place:

- Officially separate the land containing the eastern parkette from the park and assign a new address;
- Assign a new name to the parkette;

- Public consultation regarding features, amenities, outdoor interpretation, and art installments;
- Ensure suitable security lighting;
- Install additional benches;
- Commit to winter service;
- Construct weatherproof shelter;
- Install weatherproof changeable signage;
- Include public art;
- Create policy for items left behind;
- Create communications plan to direct people to the space;
- Confirm staff capacity to maintain and remove items as necessary.

Reasons the project should be approved and the impact it will have on service levels

Approval of this dedicated reflection space acknowledges the myriad of emotional realities experienced by members of the public. While coming together in times of joyful celebration is common, it is important to recognize that gathering as a community in times of shared grief is equally important for social wellbeing.

During the development phase of this project, staff will coordinate internally and with external subject matter experts as required. No impact on service levels is expected.

Once the reflection space is operational, staff will be required to monitor the space and provide communication to the public about its purpose. Minimal impact on service levels is expected.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

A community reflection space will benefit the social wellbeing of the community by providing a location to gather when faced with challenging history, news, and world events. It will act as a centralized location for spontaneous memorials, which will be tended by staff according to a forthcoming policy.

Approving this project acknowledges the complexity of emotions evoked during tragic circumstances and the importance of community gathering.

Impact of not approving or delaying the project

If this project is delayed, the Town of Aurora will continue to be without a designated reflection space that is designed to bring the community together when faced with local, national, and global tragic circumstances.

Impact this project has on climate change

No impact

Project: AM0334: TOWN HALL ROOF REPLACEMENT - PHASE 1

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	425.0		-	-	425.0	-	-
Total	-	425.0		-	-	425.0	-	-
Facilities AM	-	425.0		-	-	425.0	-	-
Total	-	425.0		-	-	425.0	-	-

Overview of the project including key goals, objectives, and performance measures

The Building Condition Assessment Audits and site inspections from a roofing consultant indicated that Town Hall roof sections were noted as being in various states ranging from poor to fair condition. As many sections are approaching the end of useful life and recommendation is for a phased life cycle replacement.

- Phase 1 -2024- The asphalt shingles on the sloped roofs are in poor condition and should be replaced as soon as budget permits.
- Phase 2 – 2025 to include replacement of various section of flat roof system

Reasons the project should be approved and the impact it will have on service levels

Asset Management- Life Cycle replacement. Failure to replace the roof could impact other aspects of the building, unnecessary damage from water penetration, contribute to poor indoor air quality as water presence increased the potential for mold growth



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Cost reduction for ad hoc repairs. Less disruption to programs and staff. Planned project/timing. Work needs to be scheduled for completion in suitable weather.

Impact of not approving or delaying the project

Damage to the facility, increased costs, customer complaints or service/ program disruptions.

Impact this project has on climate change

The project supports the goals under Energy Conservation and Demand Management Plan by upgrading Town Facilities

Project: AM0335: AFLC - ARENA DEHUMIDIFICATION REPLACEMENT

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)				Actuals to	2023	Budget	Budget	Budget
	Approved Restated	Proposed CBA		Dec 2022	Forecast	2024	2025	2026+
Contracts	-	825.0		-	-	825.0	-	-
Total	-	825.0		-	-	825.0	-	-
Facilities AM	-	825.0		-	-	825.0	-	-
Total	-	825.0		-	-	825.0	-	-

Overview of the project including key goals, objectives, and performance measures

There have been various consulting reports completed to review the ongoing humidity issues within AFLC complex. There are several conditions contributing to the elevated levels of moisture in the facility. This project is to specifically address moisture issues in the arena. Other items are listed below for information only.

Recommendations include,

- **Arena Dehumidification system Upgrade** -Replacement of the existing dehumidification system as the existing. does not have the capacity to meet the peak summer capacity load. During peak conditions, the current system is unable to remove access moisture, resulting in excessive condensation,
- **Arena Wall Insulation** Provide a thermal barrier on the Arena partition wall to minimize condensation issues within the recreational complex. Frame in (on Arena side) and provide spray foam insulation and cover with heavy duty rigid drywall/boarding. Seal and paint. - *Grant application for this work is currently in progress.*
- **Pool HVAC (Heating Ventilation and Air Conditioning) Study** -In depth review of all HVAC equipment and ductwork layouts serving the Pool area and change rooms currently experiencing high humidity. *In progress, strategies have been implemented to minimize humidity levels to acceptable levels.*
- **Arena Metal Roof exterior/Interior Repair work.** An investigation to inspect the metal roof detail was completed in 2023 it was determined the existing metal roof assembly over the arena portion of the facility was deficient. The roof assembly is lacking proper vapor protection retardant. Because of this, warm humid outside air migrates towards the cold surface of the metal panel, contributing to the in excessive condensation. The condensation is also affecting the interior roofing details within the arena. This will be brought forward as new capital project (2025) once additional information and costing can be prepared.

This project specifically addresses the Arena dehumidification system replacement. As a result of undersized and aging equipment, high moisture content is present, resulting in water condensing on the ceiling surface and dripping onto the ice surface.

Reasons the project should be approved and the impact it will have on service levels

Replacement and upgrading of the dehumidification system will reduce the indoor humidity level to an acceptable level. Reducing the moisture will result in better ice for user groups as well minimize further damage to the facilities interior.

Pictures below show visible presents of humidity on the underside of roof decking, on the rink glass, boards, and floor, on the exposed concrete walls and damage to the ice surface due to condensation dripping from the underside of roof structure.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Development and approval of a long-term strategy for the Aurora Family Leisure Centre humidity issues project will ensure that various phases of work will be completed through a planned approach. The plan will also reduce potential damage to the facility and provide a better environment for ice related programming.

Impact of not approving or delaying the project

Damage to the facility, increased costs, customer complaints or service/ program disruptions.

Impact this project has on climate change

Climate impacts would be reduced and less costly to operate as the new equipment is more energy efficient than the previously installed equipment.

Asset Management: Operational Services

Project: AM0338: GUIDERAIL REPLACEMENT - ON GILBERT DRIVE - YONGE TO JARVIS (Old Project Number: 34023)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	152.4		-	-	152.4	-	-
Consulting-PreCon	-	50.8		-	-	50.8	-	-
Total	-	203.2		-	-	203.2	-	-
Roads & Related	-	203.2		-	-	203.2	-	-
Total	-	203.2		-	-	203.2	-	-

Overview of the project including key goals, objectives, and performance measures

Project consists of installing proper Guide Rails along Gilbert Drive between Yonge Street and Jarvis Avenue.

- Key Goal - Mitigation of potential public safety risk
- Objective - upgrade public infrastructure in accordance with current municipal standards
- Performance Measure - ensure public infrastructure is also in compliance with Provincial Maintenance Standards.

Reasons the project should be approved and the impact it will have on service levels

The existing Guide Rail system does not meet the provincial minimum maintenance standards has degraded at multiple locations which requires upgrades at multiple locations along Gilbert Drive. Badly deteriorated guide rail infrastructure must be addressed to maintain safe municipal streets and protection barriers.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Repairing infrastructure that is failing is a definite benefit to the community in terms of improved safety and a corresponding reduction in municipal liability and responsible risk management.

Impact of not approving or delaying the project

Unacceptable infrastructure conditions, increased risk and liability to the Corporation, noncompliance with provincial legislation, less engagement and concern from staff.

Impact this project has on climate change

No Impact to Climate Change

Project: AM0339: STREETLIGHT POLE REPLACEMENT - 2024 (Old Project Number: 34055)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	50.0		-	-	50.0	-	-
Total	-	50.0		-	-	50.0	-	-
Roads & Related	-	50.0		-	-	50.0	-	-
Total	-	50.0		-	-	50.0	-	-

Overview of the project including key goals, objectives, and performance measures

To mitigate an outstanding backlog of failing concrete streetlight pole infrastructure. This is driven by the results of our annual sidewalk inspection program whereby all streetlights are inspected, deficiencies identified and documented. Through this program we have identified approximately 100 poles with a low condition rating. Project goals include the implementation of a concrete streetlight pole replacement maintenance management program in accordance with Provincial Legislation and sound risk management practises. This program will also address streetlight poles that have been damage/knocked down due to a motor vehicle accident. Performance measures include the provision of a consistent and scheduled level of inspection and repair of critical infrastructure with an ongoing response and action plan in addressing public liability and risk.

Reasons the project should be approved and the impact it will have on service levels

With a current backlog of streetlight pole deficiencies now identified and on the public record the Corporation is obligated to proceed with these much-needed streetlight pole replacements. With the current outstanding work staff have prioritized the necessary work such that it is reasonable to conduct this program over 4-5 years. The service level associated with this infrastructure has been inadequate for a lengthy period such that the Corporation must address this issue to remain compliant with legislated requirements and for the overall benefit of the community. Staff are very confident that with the approval of this project and the steps and investment that have already been taken in managing this infrastructure, the Corporation is already much better served in the responsible provision of this service level.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Multiple benefits include reduction of risk to Corporation, improvement in community safety, fewer customer complaints over long standing and degraded streetlight poles.

Impact of not approving or delaying the project

Unacceptable streetlight pole infrastructure conditions will increase the risk and liability to the Corporation.

Impact this project has on climate change.

No impact on climate change.

Project: AM0346: FACILITIES - ICE RESURFACER OLYMPIA (#590-26) (Old Project Number: 34241)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	170.0		-	-	170.0	-	-
Total	-	170.0		-	-	170.0	-	-
Equipment/Fleet AM	-	170.0		-	-	170.0	-	-
Total	-	170.0		-	-	170.0	-	-

Overview of the project including key goals, objectives, and performance measures

The replacement of failing ice re-surfacer # 590-16. This machine is a 2016 and has approximately 4000 hours of use. As per the AMP (Asset Management Plan) and FMS the unit has surpassed its lifecycle. Staff are proposing to convert from a traditional propane unit to an electric powered machine.

Reasons the project should be approved and the impact it will have on service levels

The failure of this equipment results in disruption to ice programming, lost revenues, additional unforeseen costs, and disruption of community services. This is included in the 10-year capital plan. Unit requires repairs to hydraulic system, engine due to oil leaks and new tires at approximately \$5,000 value.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The replacement of this ice re-surfacer would allow for completed daily operations, uninterrupted ice programming and decreasing our fleet expenditures over time.

Conversion to an electric vehicle will meet objectives in the Green Fleet Action Plan.

Impact of not approving or delaying the project

This aging unit has become a service problem and is unreliable which could impact programming and increase our fleet costs. Oil leaks cause issues on ice surface therefore, users are impacted and surface needs additional maintenance to rectify the issues.

Impact this project has on climate change

Purchasing an electric ice re-surfacer would lower our CO2 emissions, provide cleaner air for spectators and players, reduce noise inside the building and assist in meeting targets set out in the Green Fleet Action Plan.

Project: AM0347: ROADS - 3/4 TON PICK-UP (#1-23) (Old Project Number: 34424)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Equipment/Fleet AM	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2013 Roads Division truck brought into service in Summer of 2013. The truck is utilized by the Roads Division for daily operational maintenance to deliver service and maintain service levels.

Reasons the project should be approved and the impact it will have on service levels

The truck has a significant amount of body rust which will result in imminent repairs, especially on the power lift tailgate and box. There are many oil leaks in the engine and transmission and the brakes and tires will need replacing in the next 12 months. It will require over \$5,000 in repairs and upkeep while the vehicle value is approx. \$6-8000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents. Decrease in Green House Gas Emissions by incorporating newer technology and thru operating a more fuel-efficient engine.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the Green Fleet Action Plan.

Project: AM0348: WATER - 3/4 TON PICK UP (#10-23) (Old Project Number: 34426)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Equipment/Fleet AM	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2013 Roads Division truck brought into service in Spring of 2013. The truck is utilized by the Roads Division for daily operational maintenance to deliver service and maintain service levels.

Reasons the project should be approved and the impact it will have on service levels

The truck is showing signs of its age. It will require brakes, tires and steering components. It will require the floor replaced under the driver and repair due to a significant amount of corrosion and body rust. It will require brakes, ball joints, front end alignment, tires and numerous electrical issues caused by corrosion. It will require over \$4,500 in repairs and upkeep while the vehicle value is approx. \$6-8000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the Green Fleet Action Plan.

Project: AM0349: FACILITIES - 3/4 TON PICK UP TRUCK (#504-23) (Old Project Number: 34466)

Estimated start date: 1900-Q1 End date: 1900-Q1

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Equipment/Fleet AM	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2010 Facilities Division truck brought into service in Summer of 2010. The truck was transferred and is utilized by the By-Law Division for daily operational patrols and special events.

Reasons the project should be approved and the impact it will have on service levels

The truck has surpassed its normal lifecycle by 3 years and is starting to show signs of age. The truck will require brakes, tires, front end repairs, front end alignment and body work due to corrosion and age. It will require over \$4,000 in repairs while the vehicle value is approx. \$4-5000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0291: STRUCTURAL LINING OF SANITARY SEWERMAINS & LATERALS 23-26 (Old Project Number: 41015)

Estimated start date: 2023-Q4 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	407.2		-	-	407.2	-	-
Consulting-PreCon	-	100.0		-	-	100.0	-	-
Total	-	507.2		-	-	507.2	-	-
Wastewater Reserve	-	507.2		-	-	507.2	-	-
Total	-	507.2		-	-	507.2	-	-

Overview of the project including key goals, objectives, and performance measures

The purpose of this program is to hire a consultant to review existing and future infrastructure CCTV videos, assess and condition rating of the sewage water mains, laterals and manholes, prioritize and propose rehabilitation work to be completed, and be the contract administrator for the lining/rehabilitation work contract.

For the last four years, the Town had a contractor to CCTV parts of the sanitary and storm sewer systems, but with limited staffing in the water division and no internal expertise to assess and rate the state of the infrastructure, no rehabilitation of these sanitary infrastructures were conducted.

The Town has hundreds of videos that need to be reviewed/evaluated to assess the condition of the infrastructure inspected to-date. Only after that review staff will understand the location/size/length of mains/number of laterals that need to be repaired through lining or replacement.

Current industry practice in sewer restoration is to complete video inspections on a periodic basis and, based on that data, develop a capital repair or replacement program to address the identified deficiencies. Lining is a cost-effective approach to extending the useful life of the infrastructure as well as maintaining the hydraulic capacity of the pipes. Sanitary sewer repairs are made based on video inspections, scoring of the problem areas and completing targeted repair.

The rehabilitation/construction part of the project includes structural lining of mainlines and service connections, sewer pipe joint sealing, internal sealing of maintenance holes and the removal of grease, calcite, and roots from sewer lines.

Reasons the project should be approved and the impact it will have on service levels

This program will identify parts of the sanitary and storm systems that have structural deficiencies and through the lining process the lifespan of the pipes will be extended for decades, an improvement that would benefit the overall system. This is an opportunity to renew, rehabilitate and extend the life of the Town's sewer infrastructure while contributing to I&I reduction.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The repairs of the sewer lines and manholes will extend the life of the existing infrastructure and will contribute to Inflow and Infiltration (I&I) reduction. I&I is the term used for water that finds its way into the sanitary system through either surface penetrations or combined drainage systems that allow surface water to enter the system (inflow), or cracks in the infrastructure, which allow groundwater to enter the system (infiltration). The I&I is increasing sanitary flows that impacts available pipe capacity and increases treatment plant costs. Stormwater infrastructure is not sensitive to I/I effects as storm sewers are generally designed to accommodate large rain events that occur on an intermittent basis. Any work performed on storm sewers is generally related to structural integrity or to accommodate increased flows resulting from the addition of new catchment areas.

The Region is committed to reduce I&I to improve capacity in the sewer system, therefore they have established I&I reduction quotas for each municipality. Town's program to CCTV and line sewer pipes will assist the Town in achieving the I&I reductions quota too.

Impact of not approving or delaying the project

All sanitary sewage systems are designed to accommodate some inflow and infiltration (I & I) into the system of clean groundwater and water from storms which enters the sanitary sewers through the covers on maintenance holes, cracks in pipes, etc. However, by not approving this project, the Town's sewer systems continues to age. These I&I flows tend to increase and they place a strain on both collection and treatment systems. High I&I leads to higher demand on Town's pumping stations, usage of electricity and pumps breaks/maintenance, potential environmental spills due to overflows and/or sewer backups into private properties.

Impact this project has on climate change

With reduced sewer capacity specially during rain events, the risks of sewage overflow/spills into the environment are higher. The spill will have negative impacts on the surrounding areas, creeks and aquatic species.

Project: AM0341: SANITARY PUMPING STATION/WATER BOOSTER STATION IMPROVEMENTS (Old Project Number: 41016)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	121.9		-	-	121.9	-	-
Total	-	121.9		-	-	121.9	-	-
Water Reserve	-	20.3		-	-	20.3	-	-
Wastewater Reserve	-	101.6		-	-	101.6	-	-
Total	-	121.9		-	-	121.9	-	-

Overview of the project including key goals, objectives, and performance measures

In 2023 Council approved a Capital project to conduct a Condition Assessment of all 9 sanitary sewer pumping stations and 1 water booster station the Town owns and maintains. This project request is to provide the necessary funding improvements to the consultant’s recommendations for each station.

Reasons the project should be approved and the impact it will have on service levels

There are many legitimate reasons to approve this project based on the Corporations duty of care to ensure all Town pumping stations are operating as designed especially during peak sanitary flows and rain events reducing the potential risks of sewage overflowing into the natural environment.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include any documented deficiencies with infrastructure within each station, noted in the consultant’s report will be addressed through this project. This significantly reduces the risks associated with potentially failing infrastructure within these sanitary pumping stations. Engagement of staff in observing, documenting, and reporting on failing infrastructure. Greatly improved systematic approach in inspecting, documenting, and implementing repairs and maintenance.

Impact of not approving or delaying the project

The Corporation could be held liable if assets that have been documented within the consultant's report are not replaced or upgraded increasing the risk a pumping station failing during peak sanitary flows or heavy rain events. This project is to ensure all Town sanitary pumping stations are operating efficiently reducing the potential risks of sewage overflowing into the natural environment.

Impact this project has on climate change

This project does not impact greenhouse gas emissions or impact climate change adaptation.

Project: AM0350: PARKS - 3/4 TON PICK UP (#205-22) (Old Project Number: 71138)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Equipment/Fleet AM	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2012 Parks Division truck brought into service in Fall of 2012. The truck is utilized by the Parks Division for daily watering and parks operations. The truck currently is equipped with a water tank and is used daily to water plants throughout the summer. During winter operations it is used as a service truck.

Reasons the project should be approved and the impact it will have on service levels

The truck is a 3/4 ton with a 250-gallon water tank and pump. Truck has a significant amount of wear and tear due to the heavy loads it sustains when hauling water and is showing its age both physically and mechanically. Job tasks are hard on the shocks/brakes and suspension. Pump on the water tank is aged and frequently needs adjustments and loses prime due to worn aged housing. The truck will require a significant amount of suspension work due to the heavy loads from the daily use as a water truck. It will require body work due to corrosion, brakes, and tires. It will require over \$5,000 in repairs and upkeep while the vehicle value is approx. \$ 6,000 – 8,000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0351: PARKS - 3/4 TON PICK UP (#206-23) (Old Project Number: 71139)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)							
	Approved Restated	Proposed CBA	Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	80.0	-	-	80.0	-	-
Total	-	80.0	-	-	80.0	-	-
Equipment/Fleet AM	-	80.0	-	-	80.0	-	-
Total	-	80.0	-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2013 Parks Division truck brought into service in Fall of 2013. The truck is a power lift gate truck and is utilized by the Parks Division for daily operational maintenance and special events.

Reasons the project should be approved and the impact it will have on service levels

The truck has a significant amount of body rust which will result in imminent repairs, especially the floor, the power lift tailgate and the body. There is body damage that requires repair as well as yearly maintenance repairs such as brakes and tires. It will require over \$4K in repairs and upkeep while the vehicle value is approx. \$5-7,000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.





Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0352: PARKS - 3 TON GARBAGE COMPACTOR (#229-22) (Old Project Number: 71152)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-
Equipment/Fleet AM	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-

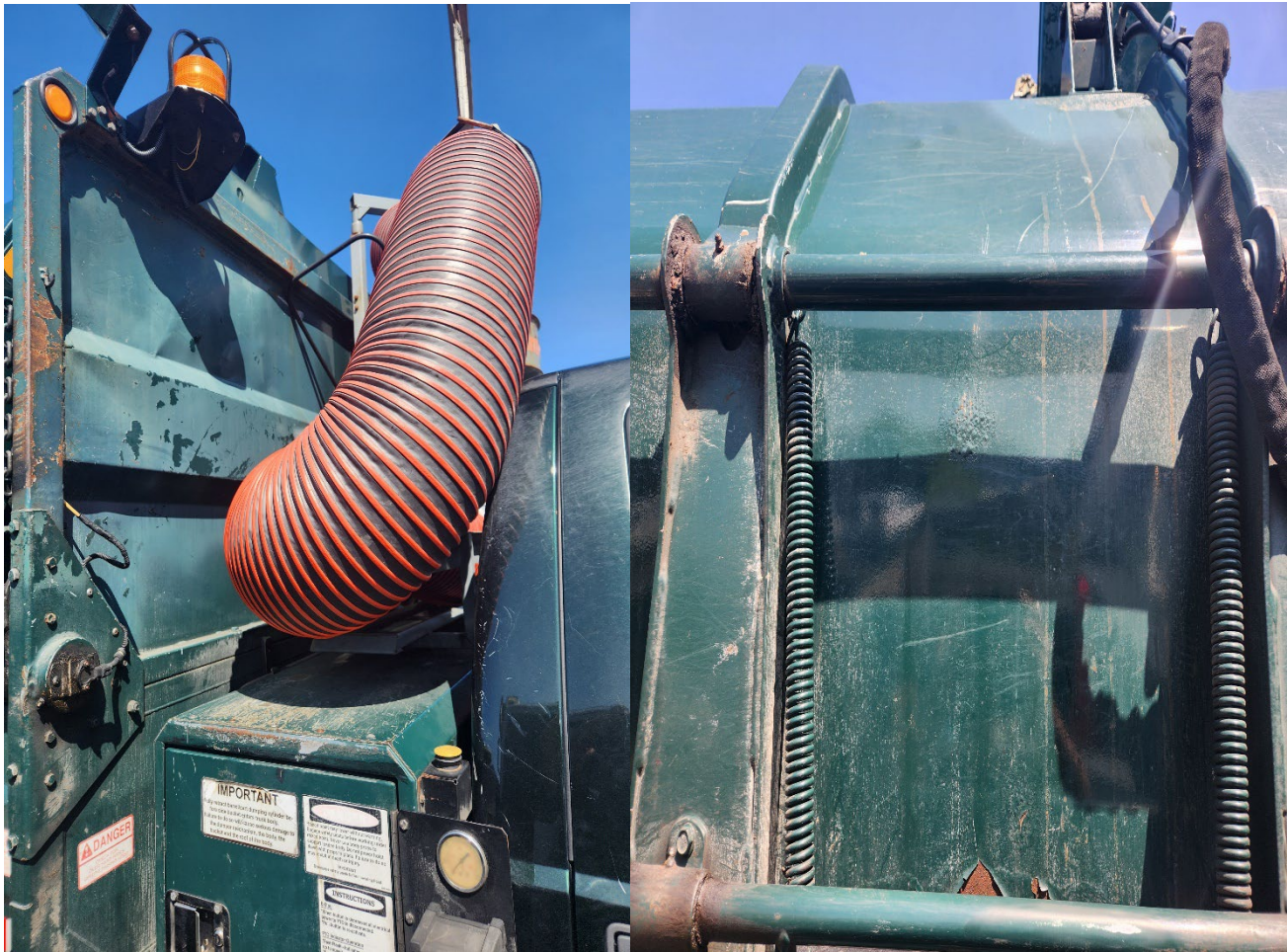
Overview of the project including key goals, objectives, and performance measures

Replacement of the 2014 Parks Division Garbage Truck brought into service in Fall of 2014. The truck is utilized by the Parks Division for daily operational garbage collection and for special events. This truck enables staff to deliver service and maintain service levels.

Reasons the project should be approved and the impact it will have on service levels

The truck requires significant maintenance and investment to keep it operational. The DPF tank requires replacement and the DPF system repairs. The repairs will be upwards of 10K, coupled with a significant oil leak (the oil pan and gasket) which will be approx. 3K. The rear differential has excessive metal fillings and is howling, it will need replaced, (approx. 2K). The unit has significant body dents, and body damage. The truck will require brakes and tires also over the course of the next 12 months. It will require over \$15,000 in repairs and upkeep while the vehicle value is approx. \$15-20K. The vehicle will take a year plus to procure and put into service. It has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is also strong probability of incurring repair costs due to unforeseen breakdowns due to age.





Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging truck will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0353: PARKS - OFF ROAD UTILITY VEHICLE (#230-22) (Old Project Number: 71153)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	36.1		-	-	36.1	-	-
Total	-	36.1		-	-	36.1	-	-
Equipment/Fleet AM	-	36.1		-	-	36.1	-	-
Total	-	36.1		-	-	36.1	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2011 Parks Division UTV brought into service in Spring of 2011. The UTV is utilized by the Parks Division for daily operational maintenance off road and in parks where accessibility by a pickup truck is hinder due to size. It is used to maintain parks, boardwalks, and trails and provides the ability to deliver service and maintain service levels in remote off-road locations.

Reasons the project should be approved and the impact it will have on service levels

The UTV has a significant amount of body rust and wear and tear which will result in imminent repairs, especially on the floor. The brakes will need replacing in the next 12 months. It will require over \$2,000 in repairs and the vehicle value is approx. \$2-3,000. The vehicle has reached its lifecycle target of 10 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring repair costs due to unforeseen breakdowns due to age.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs.

Un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this aging UTV will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0355: PLAYGROUND REPLACEMENT & PARKING LOT CONSTRUCTION- EVANS PARK (Old Project Number: 73219)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-
Parks & Recreation	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-

Overview of the project including key goals, objectives, and performance measures

To replace an aging playground structure in Evans Park to increase safety and usability for residents and add additional parking for trail access at this southern trail head for the Tim Jones Trail.

Reasons the project should be approved and the impact it will have on service levels

Evans Park playground has been in service since the 2001. There are significant wear patterns to the decking/platforms that have been identified during monthly playground inspections. In addition, staff have had plastic components over the last two years as they have become brittle due to UV degradation. This playground will be replaced with a more functional structure w/ additional AODA components. The fall protection surfacing will also be replaced as part of the project.

Asset is in 10-year Capital Plan & past its lifecycle as per the Asset Management Plan. Recommendation #25 of PRMP supports replacement of aging playgrounds. Addition of parking spots to help mitigate ongoing resident concerns regarding parking on the street for the trails.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By replacing the aging structure, children will have an inviting space to play that will keep them active and engaged with their peers. Risks will also be lowered as the structure will be built as per the latest CSA standards.

Impact of not approving or delaying the project

The Corporation could be liable as the asset ages and safety risks become greater. Increased ongoing operating costs incurred by keeping the aging infrastructure up to standard.

Impact this project has on climate change

As the project progresses to detailed design, green infrastructure for storm water, soft landscape and green procurement will be considered as they all play a significant role mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Project: AM0356: PLAYGROUND REPLACEMENT (FULLY ACCESSIBLE)- TOWN PARK (Old Project Number: 73222)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	400.0		-	-	400.0	-	-
Total	-	400.0		-	-	400.0	-	-
Parks & Recreation	-	400.0		-	-	400.0	-	-
Total	-	400.0		-	-	400.0	-	-

Overview of the project including key goals, objectives, and performance measures

To replace an aging playground structure in Town Park with a barrier free playground with rubberized safety surfacing to increase safety and usability for residents. Addition of lighting specific to playground.

Reasons the project should be approved and the impact it will have on service levels

Town Park playground has been in service since 2001. There are significant wear patterns to the decking/platforms that have been identified during monthly playground inspections in the past year. In addition, staff have had to plastic components (approx. \$10,000) over the last few years as they have become brittle due to UV degradation. This playground will be replaced with a more functional structure, interactive structure that is fully accessible with rubberized safety surface. Playground is in a destination park where many events are held yearly by user groups and the Town.

Asset is in 10-year Capital Plan & past its lifecycle as per the Asset Management Plan. Recommendation #25 supports replacement of aging playground equipment with an emphasis on barrier free/inclusive play and a goal of one barrier free playground in each of Aurora’s four quadrants.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By replacing the aging structure, children will have an inviting space to play with new designed equipment that will keep them active and engaged with their peers. A barrier free structure will be more promote inclusive participation. Risks will also be lowered as the structure will be built as per the latest CSA standards with a rubberized safety surface.

Potential for grants opportunities for accessibility.

Impact of not approving or delaying the project

By replacing the aging structure, children will have an inviting space to play that will keep them active and engaged with their peers. Risks will also be lowered as the structure will be built as per the latest CSA standards.

Impact this project has on climate change

As the project progresses to detailed design, green infrastructure for storm water, soft landscape and green procurement will be considered as they all play a significant role mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Project: AM0357: SPLASH PAD SURFACE UPGRADE- TOWN PARK (Old Project Number: 73226)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	75.0		-	-	75.0	-	-
Total	-	75.0		-	-	75.0	-	-
Parks & Recreation	-	75.0		-	-	75.0	-	-
Total	-	75.0		-	-	75.0	-	-

Overview of the project including key goals, objectives, and performance measures

To upgrade the splashpad with new components/control mechanisms and replace rubberized surface.

Reasons the project should be approved and the impact it will have on service levels

Splashpad has been in place for since 2001 and components are aged and worn. The bucket structure does not function as fluidly as previously, and buckets stick in the upright position unable to dump due to barring and counterbalance design problems. In addition, the splashpad control mechanism needs upgrading as it is an older style and not as durable as newer devices. It requires constant repairs to keep it functional during peak summer months and from time interrupts service due to a malfunction. Rubberized surface has also had to be patched numerous times over the last few years as it come to the end of its life cycle.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Replacement and upgrade of the portions of the asset will provide users with a more reliable play experience as there will be fewer interruptions in service and downtime minimized and or eliminated. The upgrade of the water flow components to new versions will make the splashpad inviting and exciting for the children. A new surface and water spray components will result in a decrease in repairs by staff.

Impact of not approving or delaying the project

By replacing the aging structure, children will have an inviting space to play that will keep them active and engaged with their peers. Risks will also be lowered as the structure will be built as per the latest CSA standards.

Impact this project has on climate change

No immediate impacts through installation or asset upgrades, however it provides cooling opportunities for residents as more extreme temperature fluctuations occur.

Project: AM0358: BOARDWALK UPGRADE - BENJAMIN PEARSON PARKETTE (Old Project Number: 73263)

Estimated start date: 2024-Q3 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-
Parks & Recreation	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-

Overview of the project including key goals, objectives, and performance measures

The current wooden boardwalk is sitting on wetlands, and the boardwalk is continually exposed to rain, snow, ice, sun, and wind. The longevity of the new boardwalk will largely be determined by the materials ability to stand up to these elements as well as the construction of the supporting structure.

Reasons the project should be approved and the impact it will have on service levels

This boardwalk was constructed over 18 years ago and it is now at the end of its service life. As the condition of the wood has deteriorated, there have been significant ongoing maintenance and inspection requirements to minimize safety concerns caused by rotting wood and exposed nails.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By replacing this aging boardwalk structure, residents will have a safer trail to enjoy. Risks will also be lowered as the structure will be built with new materials and improved building practices that will provide longevity to the structure.

Impact of not approving or delaying the project

The Corporation could be liable as the asset ages and safety risks become greater. Increased ongoing operating costs incurred by keeping the aging infrastructure up to standard.

Impact this project has on climate change

As the project progresses to detailed design, restoration planting of vegetation and promoting overland flow of water/infiltration will be considered as they all play a key role mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Project: AM0359: PLAYGROUND, PICNIC SHELTER & COURTS REPLACEMENT - FLEURY PARK (Old Project Number: 73310)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	750.0		-	-	-	750.0	-
Consulting-PreCon	-	200.0		-	-	200.0	-	-
Total	-	950.0		-	-	200.0	750.0	-
Parks & Recreation	-	950.0		-	-	200.0	750.0	-
Total	-	950.0		-	-	200.0	750.0	-

Overview of the project including key goals, objectives, and performance measures

To redesign the layout of the park by moving the existing aging playground due for replacement to the front of the park near washrooms and picnic area. Construct a 6-court lit pickleball complex in the area to the north of the existing tennis where the playground currently resides. Add an additional shade structure for tennis and pickleball as well as replace the current picnic shelter between the ball and soccer field.

Redesign options with a park landscape consultant will take into consideration of the potential inclusion of a splashpad near the new playground at the front of the park in the future and be added for consideration of the budget for construction if feasible.

Reasons the project should be approved and the impact it will have on service levels

Relocating the playground would provide for better visibility of the playground and follow CEPTED standards for design of public space. Also, it would place the amenity close to picnic area and washroom facilities. A splashpad will also be given consideration if space allocation allows through the redesign. Co-location of these amenities is optimal. The addition of a splashpad in the park would address the PRMP recommendation of seeking to address service gaps through development and renewal projects in the northwest and southwest aurora.

Constructing a 6 court pickleball complex in Fleury is also ideal as the site was part of the pickleball pilot as a location. This will co-locate pickleball just to north of the existing tennis courts (similar to the co-location of courts at Thomas Coates Park), where both activities exist together without detrimental impact of each other. This fulfills the recommendation within the PRMP for a 6 court complex and public need.





Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Relocating playground as per CEPTED design criteria will improve safety in the park for young children as the location is at the front of the park just off the parking lot, typical of most modern park design. By replacing the aging structure, children will have an inviting new space, with new challenges through new equipment design that will keep them active and engaged with their peers. Also increased accessibility of components. Risks will also be lowered as the structure will be built as per the latest CSA standards.

Replacement of the current wooden picnic shelter will continue to provide a much-needed shade element in the park and as the park is a large community park with many amenities and hosts ongoing events for sports groups. A new shade structure near the courts will be a welcome addition to the south end of the park and the court users as they wait for allocated time slots.

Pickleball courts will offer opportunity to provide revenue through permits and summer camp offerings and lessons

Impact of not approving or delaying the project

The Corporation could be liable as the asset ages and safety risks become greater. Increased ongoing operating costs incurred by keeping the aging infrastructure up to standard.

Missed opportunity to deliver on some of the PRMP objectives.

Impact this project has on climate change

As the project progresses to detailed design, green infrastructure for storm water, soft landscape (trees/shrubs), equipment design and green procurement will be considered as they all play an important role mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Project: AM0360: TREE INVENTORY UPDATE (Old Project Number: 73328)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	20.3		-	-	20.3	-	-
Total	-	20.3		-	-	20.3	-	-
Parks & Recreation	-	20.3		-	-	20.3	-	-
Total	-	20.3		-	-	20.3	-	-

Overview of the project including key goals, objectives, and performance measures

To reassess the existing street and park trees in the inventory and upgrade status of health/size etc. It is important to update the current tree inventory, this helps us understand the changes to canopy cover, diversification of species and locations which details this large asset and assists in maintenance planning. The Town initiated the street tree inventory in the early 2000's and all of the Town has been completed to date.

Reasons the project should be approved and the impact it will have on service levels

Inventory supports the Municipal Forestry Policy and the Parks Maintenance Standards, assisting in projecting/managing block pruning and budgeting works. Example of where the inventory has been vital is the management of the EAB treatment program. It has allowed staff to identify the number of trees/diameter to enable budget forecast for treatments and procurement document information, essential to allow Council to make informed decisions. Inventory shared with the GIS department, creating a layer of street trees in iCity that assists forestry/administration staff identifying ownership of trees, defining property lines and tree locations.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project will create efficiencies in customer service, planning of work and maintenance schedules. It will also assist in creating accurate forecasts in budgets and reporting of assets. In addition, it will help staff deal with work orders and customers efficiently while improving response time.

Impact of not approving or delaying the project

Incomplete registry of assets.

Loss of data essential to operational staff work orders/service delivery.

Impact this project has on climate change

Accurate inventory tracking allows for a full picture of the urban forest and make up of species which can illustrate where there is opportunity for growth/gaps to expand the canopy cover to mitigate climate impacts.

Project: AM0361: HICKSON PARK MASONARY PIER REFACING (Old Project Number: 73352)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Parks & Recreation	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Project consists of refacing 16 masonry piers with new bricks at Hickson Park as it is evident with deterioration and missing materials; years of water penetration and extreme winter weather are contributing factors to these required repairs.

- Key Goal - Mitigation of potential public safety risk
- Objective- Upgrade Park infrastructure as this has now in a state of disrepair
- Performance Goal – provide a safe and pleasant visual aesthetic for this park detail feature.

Reasons the project should be approved and the impact it will have on service levels

Reasons to approve this project based on the Corporations duty of care in providing for and sustaining safe municipal infrastructure. These brick piers are focal design feature with aesthetic appeal for the park from the street. These piers have deteriorated over the years and now are creating potential safety hazards see pictures below.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include impacting the visual appearance of the park along with eliminating any potential safety hazards to the community.

Impact of not approving or delaying the project

Not acting on this project could result in further deterioration of the brick piers and its structural integrity, with safety implications.

Impact this project has on climate change

No direct impact

Project: AM0342: TOWN PARKING LOT MAINTENANCE

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-
Roads & Related	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-

Overview of the project including key goals, objectives, and performance measures

In 2021 Council approved a Municipal Parking Lot Infrastructure Assessment of all 26 Town owned parking lots. This project request is to provide maintenance and repair to the consultant’s recommendations for each parking lot. The assets that require maintenance or repair in each parking lot are pavers, asphalt, line painting, concrete curbs, sidewalks, light standards, gardens, fences, retaining walls and signage.

Reasons the project should be approved and the impact it will have on service levels

There are many legitimate reasons to approve this project based on the Corporations duty of care in providing for and sustaining municipal infrastructure and the very lengthy period some of these assets have remained in poor condition. Staff suggest that it is incumbent on the department to ensure that all operational infrastructure in parking lots requiring maintenance receives the attention it requires. This project is aimed at providing and maintaining our infrastructure service levels by conducting routine inspections and conducting maintenance and repair works in accordance with sound municipal principals and standards.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include reinstatement of outstanding degraded infrastructure, significant reduction and management of risks associated with failing infrastructure. Engagement of staff in observing, documenting, and reporting on failing infrastructure. Mitigation of backlog of repairs and maintenance within the 26 Parking lots will have less of a financial burden once completed. Greatly improved systematic approach in inspecting, documenting, and implementing repairs and maintenance.

Impact of not approving or delaying the project

Infrastructure repairs and maintenance would continue to lag. Not acting on this project could result in an increased risk to the Corporation.

Impact this project has on climate change

This project does not impact greenhouse gas emissions or impact climate change adaptation.

Project: AM0343: MAZE BARRIER REPLACEMENT - ST JOHN'S SIDEROAD WEST OF INDUSTRIAL PARKWAY

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)							
	Approved Restated	Proposed CBA	Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	100.0	-	-	100.0	-	-
Total	-	100.0	-	-	100.0	-	-
Roads & Related	-	100.0	-	-	100.0	-	-
Total	-	100.0	-	-	100.0	-	-

Overview of the project including key goals, objectives, and performance measures

Project consists of replacing 4 pedestrian barricade railings that are beyond repair and replacing the concrete sidewalk bays that have shifted creating trip hazards on St. John’s Side Road on both the East and West sides of the Metrolinx Tracks.

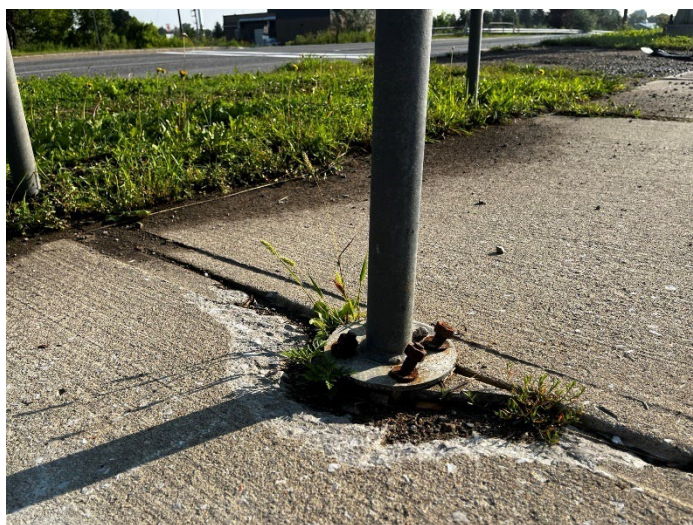
Key Goal - Mitigation of potential public safety risk

Objective - Upgrade public infrastructure in accordance with current municipal standards

Performance Goal - Ensure public infrastructure is also in compliance with Provincial Maintenance Standards

Reasons the project should be approved and the impact it will have on service levels

There are many legitimate reasons to approve this project based on the Corporations duty of care in providing for and maintaining municipal infrastructure and the very lengthy period these assets have remained in poor condition. Staff suggest that this project be approved to reduce the risk to the corporation and these railings are replaced.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include reinstatement of these 4 pedestrian barricade railings, significant reduction and management of risks associated with failing infrastructure. Engagement of staff in observing, documenting, and reporting on failing infrastructure.

Impact of not approving or delaying the project

Infrastructure repairs and maintenance would continue to lag. Not acting on this project could result in an increased risk to the Corporation.

Impact this project has on climate change

This project does not impact greenhouse gas emissions or impact climate change adaptation.

Project: AM0344: TEMPERANCE ST PARKING LOT STAIRCASE REPLACEMENT

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-
Roads & Related	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-

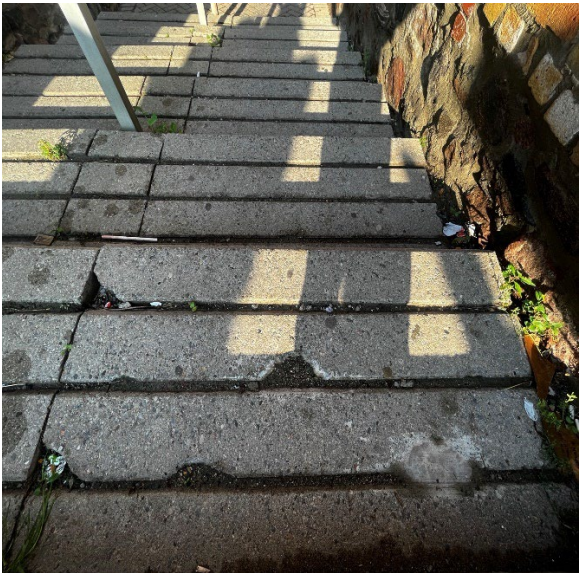
Overview of the project including key goals, objectives, and performance measures

Project consists of rebuilding the concrete pedestrian stairs that are beyond repair and replacing with either new poured concrete stairs or new precast steps. These stairs connect Yonge Street to the Temperance Street Parking Lot.

- Key Goal - Mitigation of potential public safety risk
- Objective - Upgrade public infrastructure in accordance with current municipal standards
- Performance Goal - Ensure public infrastructure is also in compliance with Provincial Maintenance Standards

Reasons the project should be approved and the impact it will have on service levels

There are many legitimate reasons to approve this project based on the Corporations duty of care in providing for and sustaining safe municipal infrastructure and the very lengthy period this has remained in poor condition. These stairs have shifted and have deteriorated over the years creating trip hazards see below.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include reinstatement of these pedestrian steps and railing, significant reduction and management of risks associated with failing infrastructure. Engagement of staff in observing, documenting, and reporting on failing infrastructure.

Impact of not approving or delaying the project

Not acting on this project could result in increased risk of trip and falls to the Corporation.

Impact this project has on climate change

Not acting on this project could result in increased risk of trip and falls to the Corporation.

Project: AM0354: BY-LAW – CARGO VAN (#405-18)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Vehicle	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-
Equipment/Fleet AM	-	80.0		-	-	80.0	-	-
Total	-	80.0		-	-	80.0	-	-

Overview of the project including key goals, objectives, and performance measures

Replacement of the 2018 By-Law Division Van brought into service in Spring of 2018. The Van is utilized by the Animal Services Division for daily operational calls from various surrounding municipalities and is utilized by staff for on call and emergencies requests from residents. It is required to maintain service levels. This is presently the only asset within the Fleet to accommodate larger animals.

Reasons the project should be approved and the impact it will have on service levels

The truck has very high mileage as it is used daily to cover a vast territory. Due to the usage of the vehicle and significant annual kilometer accumulation this vehicle has been recommended for a 5-year life cycle. This unit has reached its life cycle and maintenance costs are consistently rising due to wear and tear. The vehicle has reached its lifecycle target of 5 years as per the Asset Management Plan/Fleet Strategy and it is in the 10-year capital plan. There is a strong probability of incurring substantial repair costs due to unforeseen breakdowns due to mileage.



Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Increased staff productivity, less maintenance and downtime and lower operating costs. Easier use for the Animal Services Officers when dealing with large or unruly animals. Increases the officer safety when dealing with large or multiple animal containment situations.

This meets the right sizing of the Fleet strategy and will provide un-interrupted service delivery to residents.

Impact of not approving or delaying the project

Without replacement, this high mileage unit will require more repair investment, will consume more fuel than a comparable current model, and be susceptible to increased downtime due to unforeseen mechanical failures. Due to the high mileage and extensive use of this unit major component failure is more likely to occur. There is no other unit in the Fleet to handle large animals and provide safe containment control for Officers. Excess downtime of this vehicle due to breakdown could result in poor service levels.

Impact this project has on climate change

Purchasing a newer more fuel-efficient vehicle that embraces advance technology will lower our CO2 emissions and assist in meeting targets set out in the GFAP.

Project: AM0345: BRIDGE & CULVERT INSPECTIONS (2024-2026)

Estimated start date: 2024-Q1 End date: 2026-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	70.0		-	-	70.0	-	-
Total	-	70.0		-	-	70.0	-	-
Roads & Related	-	70.0		-	-	70.0	-	-
Total	-	70.0		-	-	70.0	-	-

Overview of the project including key goals, objectives, and performance measures

In accordance with Ontario Regulation 104/97 passed pursuant to the Public Transportation and Highway Improvement Act, the Town of Aurora is required to undertake an inspection, under the direction of a Professional Engineer, for every bridge and major culvert once every two years. The Act states that:

“The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual. O. Reg. 472/10, s. 2.”

Reasons the project should be approved and the impact it will have on service levels

There are many legitimate reasons to approve this project based on the Corporations duty of care in providing for and maintaining municipal infrastructure. Proper maintenance and investment into the Town’s bridges and major culverts will ensure that the condition of our road network is sustained.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Benefits include ensuring the Town complies with Ontario Regulation 104/97 that the structural integrity, safety and condition of every bridge and culvert is inspected by a Professional Engineer once every 2 years.

Impact of not approving or delaying the project

The Corporation could be liable as the assets age and safety risks become greater. Increased costs incurred by keeping the aging infrastructure up to standard.

Impact this project has on climate change

This project does not impact greenhouse gas emissions or impact climate change adaptation.

Asset Management: Planning and Development Services

Project: AM0037: POPLAR CRESCENT RECONSTRUCTION (Old Project Number: 31178)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	5,814.8	6,814.8		-	200.0	6,614.8	-	-
Consulting-PreCon	120.5	120.5		120.5	-	-	-	-
Total	5,935.3	6,935.3		120.5	200.0	6,614.8	-	-
Roads & Related	1,885.3	2,202.9		95.4	200.0	1,907.5	-	-
Storm Sewers	2,170.0	2,535.6		17.8	-	2,517.8	-	-
Water Reserve	810.0	946.5		-	-	946.5	-	-
Wastewater Reserve	1,070.0	1,250.3		7.3	-	1,243.0	-	-
Total	5,935.3	6,935.3		120.5	200.0	6,614.8	-	-

Overview of the project including key goals, objectives, and performance measures

To provide additional funding for the reconstruction of Poplar Crescent which is currently scheduled to take place in 2024. The project includes full depth road reconstruction, sidewalk replacement and new underground infrastructure including replacement of the undersized 150mm diameter cast iron watermain with a 200mm diameter PVC watermain and replacement of the storm and sanitary sewer systems. The project location is identified in Figure 1, below.

Through the detailed design process, it was determined that an additional budget request of \$1.0 million for 2024 is needed to cover increases in material costs and increases in costs due to construction demand.



Figure 1: Project Location - Poplar Crescent Reconstruction

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all. Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

Condition assessments revealed that the existing infrastructure on Poplar Crescent needs to be replaced as it has come to the end of its useful life.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The proposed reconstruction works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Impact of not approving or delaying the project

The watermain has experienced frequent breaks in recent years and the sewer main requires frequent flushing due to grease build up inhibiting flow. The road has come to the end of its useful life and will require replacement once the underground services have been replaced. Not undertaking this work will reduce the Town's ability to meet its level of service requirements.

Impact this project has on climate change

The project supports the goals under the Tannery Creek Flooding Study by improving storm drainage. The replacement of the watermain and sanitary sewers will also result in reductions in water loss and unnecessary water and sewage treatment, along with reductions in energy expenditures associated with those items.

Project: AM0038: ROAD RESURFACING - GURNETT, KENNEDY, VICTORIA (Old Project Number: 31199)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)							
	Approved Restated	Proposed CBA	Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	1,338.3	3,438.3	-	25.3	3,412.9	-	-
Consulting-PreCon	250.0	250.0	100.3	149.7	-	-	-
Total	1,588.3	3,688.3	100.3	175.0	3,412.9	-	-
Roads & Related	69.0	19.0	19.0	-	-	-	-
Storm Sewers	34.5	2,131.8	9.5	22.3	2,100.0	-	-
Water Reserve	776.9	776.9	19.0	152.7	605.1	-	-
Wastewater Reserve	707.8	707.8	-	-	707.8	-	-
Federal Grants	-	52.7	52.7	-	-	-	-
Total	1,588.3	3,688.3	100.3	175.0	3,412.9	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of the following municipal roads (Figure 1):

- Gurnett Street
- Victoria Street
- Kennedy Street East from Yonge Street to Gurnett Street

In addition to the mill and overlay rehabilitation of these roads, this project also includes:

- Culvert rehabilitation and retaining wall replacement on Gurnett Street
- Watermain and sanitary sewer lining on various sections of Gurnett Street, Victoria Street and Kennedy Street East
- Pedestrian signal modifications at the intersection of Yonge Street and Kennedy Street East.

Funding for the watermain and sanitary sewer lining was approved in the 2023 capital budget. Funding for the road rehabilitation, pedestrian signals modifications, retaining wall replacement and culvert rehabilitation works is being requested as part of 2024 capital budget.

The project is scheduled for construction in 2024.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65.

Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

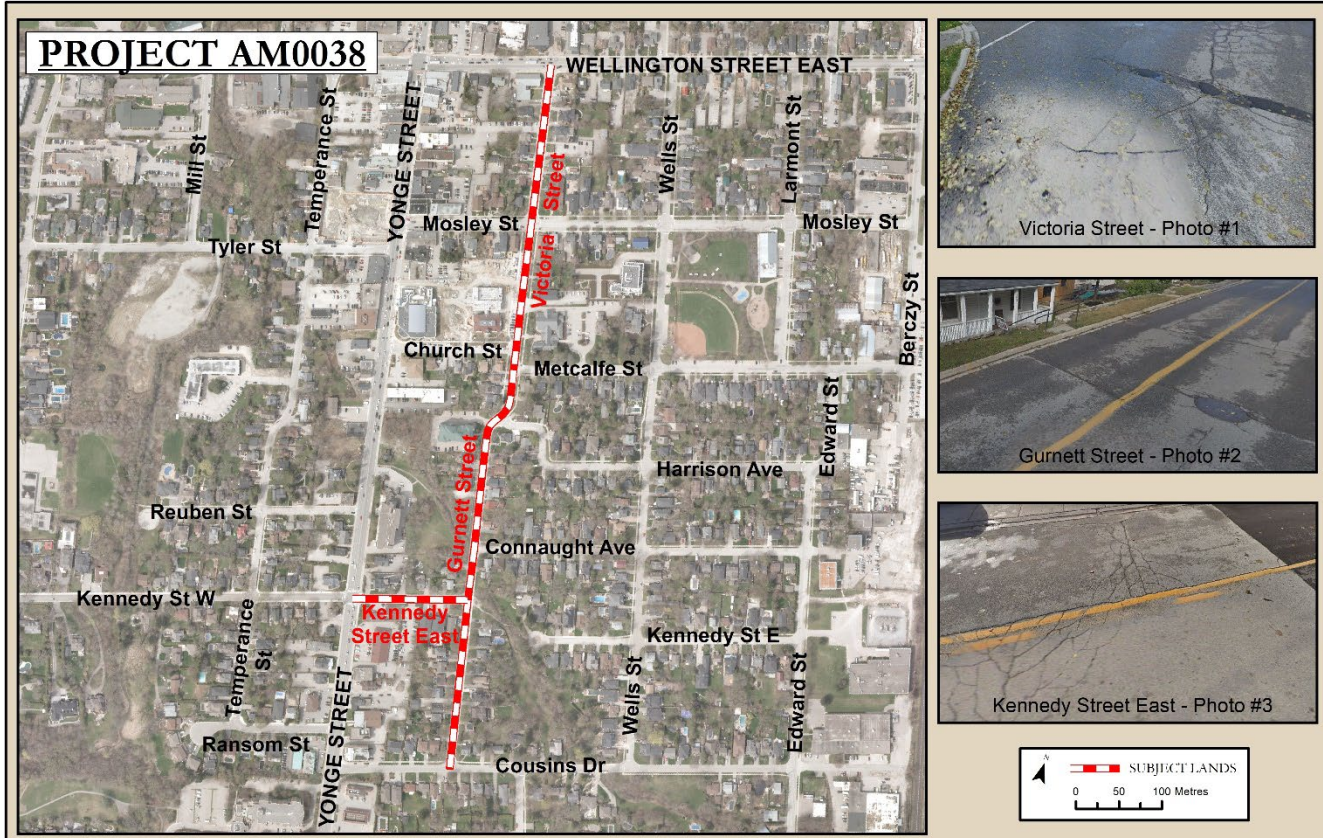


Figure 1: Map Depicting Project Location

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0238: FULL RECONSTRUCTION - MILL, WELLS, EDWARD, TEMPERANCE (Old Project Number: 31207)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,824.4		-	-	1,200.0	624.4	-
Consulting-PreCon	228.5	228.5		22.8	107.5	98.2	-	-
Total	228.5	2,052.9		22.8	107.5	1,298.2	624.4	-
Roads & Related	100.0	1,700.3		10.0	-	1,065.9	624.4	-
Storm Sewers	128.5	128.5		12.8	107.5	8.2	-	-
Water Reserve	-	224.1		-	-	224.1	-	-
Total	228.5	2,052.9		22.8	107.5	1,298.2	624.4	-

Overview of the project including key goals, objectives, and performance measures

This funding request for the rehabilitation of the following municipal roads:

- Mill Street
- Wells Street (from Cousins Drive to Wellington St. East)
- Edward Street (from Dunning Avenue to Metcalfe Street)
- Temperance Street (from Kennedy St. West to Wellington St. West)

The project includes mill and overlay of Wells Street, Edward Street and Temperance Street, full depth rehabilitation of Mill Street and culvert rehabilitation on Temperance Street

Construction of the project is planned to be delivered in two phases: mill and overlay of Wells Street and Edward Street is scheduled for construction in 2024. Road rehabilitation of Mill Street, mill and overlay and culvert rehabilitation on Temperance Street is scheduled for construction in 2025.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

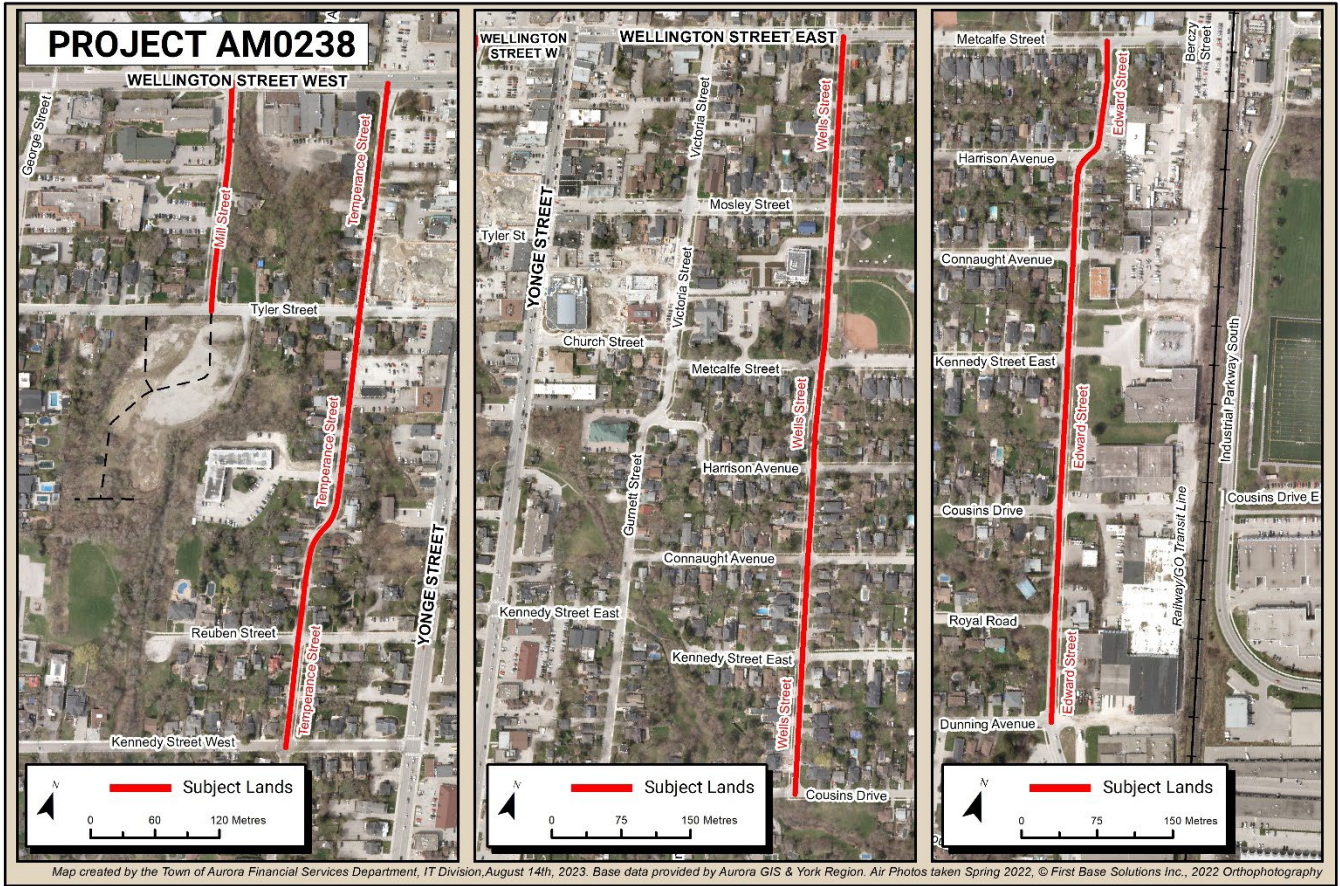


Figure 1: Map Depicting Project Locations



Figure 2: Site Photos Showing Existing Pavement Conditions

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0239: FULL RECONSTRUCTION - MARKSBURY, GILBANK, LACEY, MCLEOD (Old Project Number: 31210)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	2,759.3		-	-	2,759.3	-	-
Consulting-PreCon	200.0	200.0		-	165.0	35.0	-	-
Total	200.0	2,959.3		-	165.0	2,794.3	-	-
Roads & Related	200.0	2,299.1		-	165.0	2,134.1	-	-
Storm Sewers	-	436.1		-	-	436.1	-	-
Water Reserve	-	224.1		-	-	224.1	-	-
Total	200.0	2,959.3		-	165.0	2,794.3	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of the following municipal infrastructure:

- Mill and overlay of Marksbury Court (from Gilbank Drive to end),
- Mill and overlay of Gilbank Drive (from McLeod Drive (N) to McLeod Dr. (S)),
- Mill and overlay of Lacey Court (from McLeod Drive to end)
- Full depth road reconstruction for McLeod Drive from Aurora Heights Drive to Wellington Street West.
- Replacement of an undersized 150mm watermain and 250mm storm sewer on McLeod Drive.

This project is currently in the design phase. Construction is scheduled for 2024.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

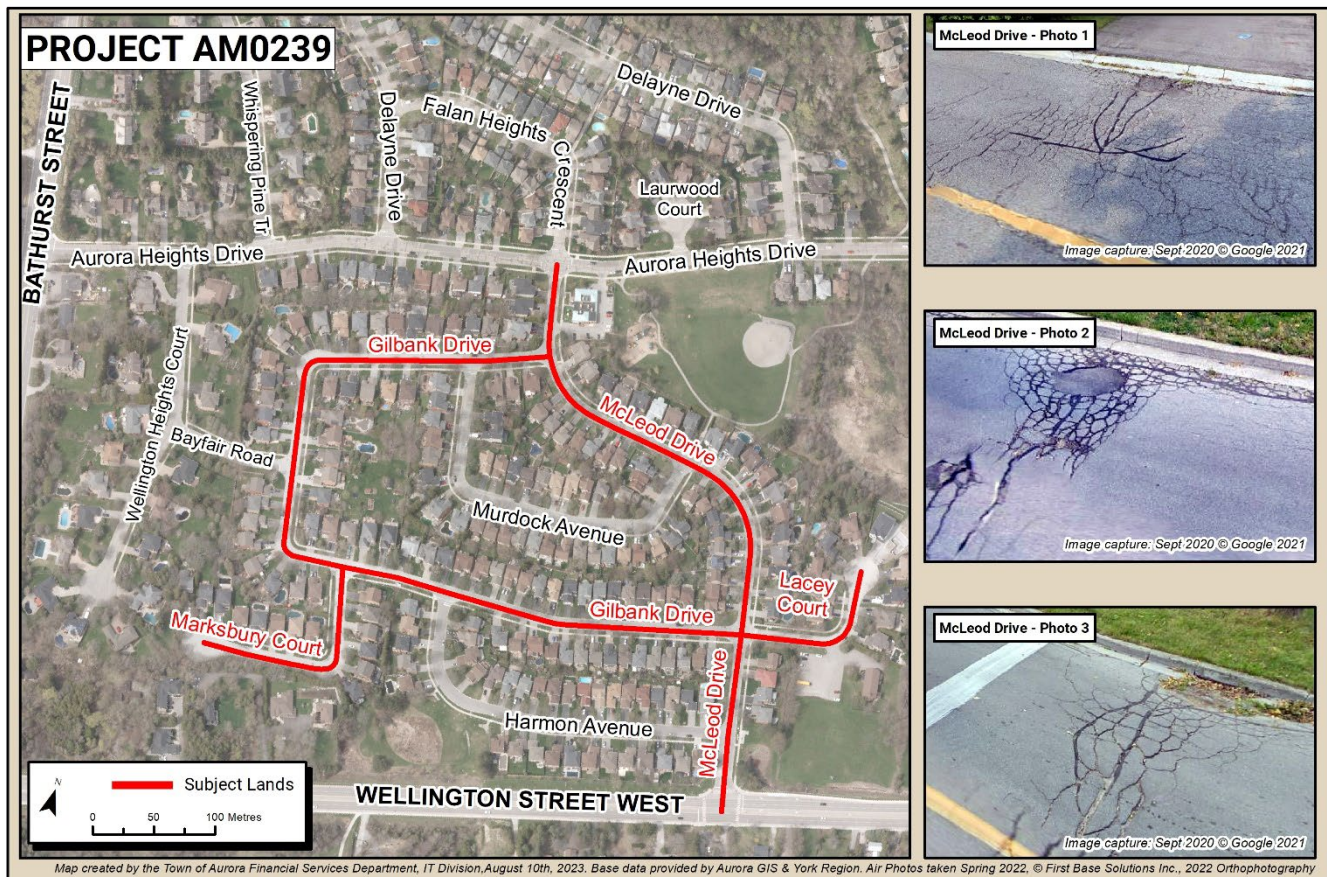


Figure 1: Map Depicting Project Location

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0247: DELAYNE DRIVE CHANNEL REHABILITATION (Old Project Number: 42089)

Estimated start date: 2023-Q4 End date: 2024-Q1

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	2,300.0		-	-	2,300.0	-	-
Consulting-PreCon	152.0	152.0		26.7	64.4	60.9	-	-
Total	152.0	2,452.0		26.7	64.4	2,360.9	-	-
Storm Sewers	152.0	2,452.0		26.7	64.4	2,360.9	-	-
Total	152.0	2,452.0		26.7	64.4	2,360.9	-	-

Overview of the project including key goals, objectives, and performance measures

This project is requesting funding to proceed to construction for the realignment and regrading of a stream channel on Delayne Drive. This project was identified through the Town’s Stream Management Master Plan.

There are currently property and infrastructure on Delayne Drive that are at risk of flooding from a major rainfall event. The proposed works looks to remove or reduce the risk of flood damage by Delayne Drive through creek regrading, realignment and widening.

This project is currently in the design phase. Construction will be delivered in 2024.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

During a major storm event, residential dwellings on Delayne Drive are at risk of being damaged due to flood waters. The current channel does not have adequate capacity for large storm events. This project will realign, regrade and widen the channel to increase conveyance capacity.



Figure 1: Map Depicting Project Location

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Environmental and community benefits will be realized through target flood improvements identified in the Town’s Stream Management Master Plan.

Impact of not approving or delaying the project

If the project is not approved there is a risk to property and infrastructure. There is also an increased risk of flooding and creek erosion.

Impact this project has on climate change

The project supports the goal of the Town's Steam Management Master Plan, the Tannery Creek Flood Relief Study and Climate Change Adaptation Plan (CCAP) by improving the health of the creek through the proposed erosion protection works and the assisted natural recovery and the flood resilience of the stormwater management system through proactive maintenance.

Project: AM0282: M & O - AVONDALE CRES, EARL STEWART DR, MCMASTER AVE, HEATHWOOD HEIGHTS DRIVE (Old Project Number: 31206)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	1,000.0	3,750.0		-	100.0	3,650.0	-	-
Total	1,000.0	3,750.0		-	100.0	3,650.0	-	-
Roads & Related	-	2,250.0		-	60.0	2,190.0	-	-
Water Reserve	1,000.0	1,500.0		-	40.0	1,460.0	-	-
Total	1,000.0	3,750.0		-	100.0	3,650.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the mill and overlay of the following municipal roads (Figure 1):

- Avondale Crescent (Spruce Street to Walton Drive),
- Earl Stewart Drive (Pedersen Drive to Gateway Drive),
- McMaster Avenue (Earl Stewart Drive to Hollidge Boulevard)
- Heathwood Heights Drive (Bathurst Street to Tribbling Crescent)

This project also includes the rehabilitation of 975m of watermain on Heathwood Heights Drive.

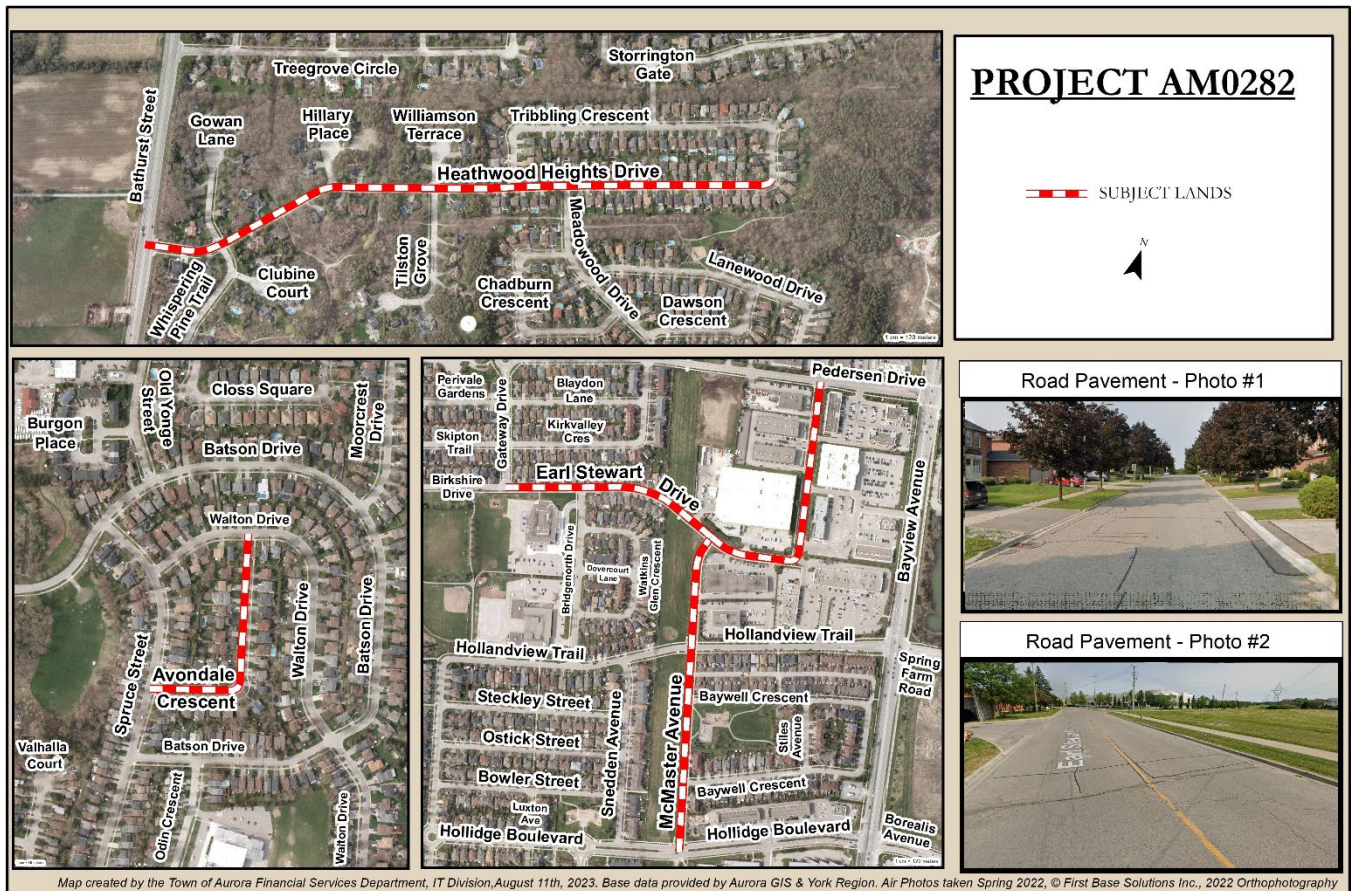


Figure 1: Map Depicting Project Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0292: SEDIMENT REMOVAL AND REMEDIATION – STORMWATER PONDS C1 AND C4 (Old Project Number: 42078)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,271.0		-	-	1,271.0	-	-
Consulting-PreCon	125.0	125.0		-	31.3	93.8	-	-
Total	125.0	1,396.0		-	31.3	1,364.8	-	-
Storm Sewers	125.0	1,396.0		-	31.3	1,364.8	-	-
Total	125.0	1,396.0		-	31.3	1,364.8	-	-

Overview of the project including key goals, objectives, and performance measures

This project is to rehabilitate two stormwater management (SWM) ponds (Figure 1):

- SWM Pond C1 located on Wellington Street East approximately 150m east of Mary Street
- SWM Pond C4 located on Bayview Avenue about 1km south of Wellington Street East

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority.

The proposed rehabilitation works include:

- Removal of sediment accumulation
- Unclogging of storm water management facility outlet structures
- Improvements to facility hydraulics
- Vegetation management including removal of invasive species such as Phragmites
- Reducing pond algae and odours
- Pond erosion repairs
- Pond signage improvements

This project is currently in design. Construction will be delivered in 2024.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The project will have environmental and community benefits through restoring and improving storm water management facility performance and capacity.

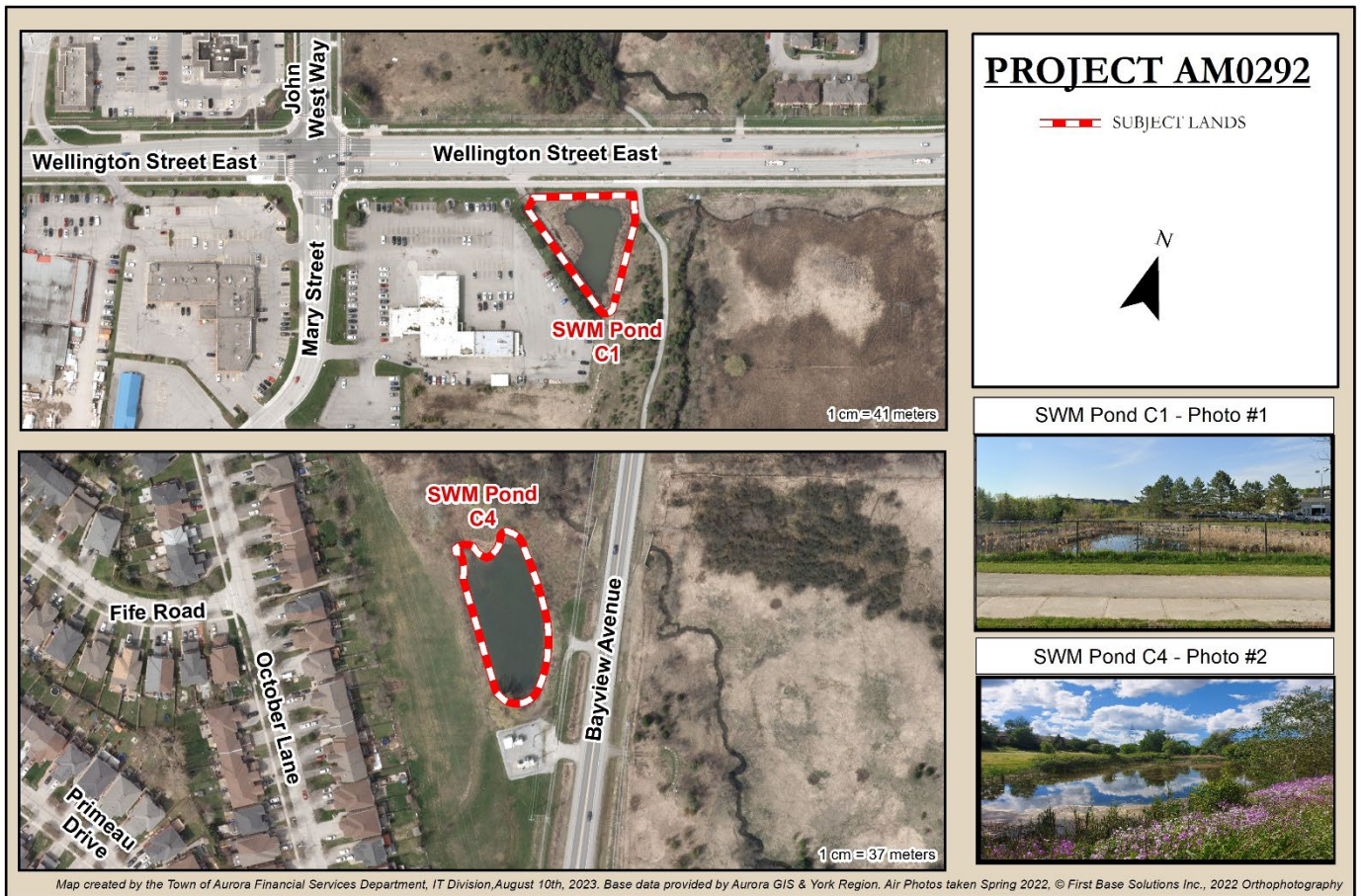


Figure 1: Map Depicting Project Locations

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of SWM ponds C1 and C4, the pond quality, quantity and erosion control functions will be restored which will benefit the environment and help protect infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM ponds C1 and C4 will not be functioning in compliance with the Environmental Compliance Approval issued by the Ministry of Environment, Conservation and Parks (MECP). Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of damage to infrastructure.

Impact this project has on climate change

The project supports the goal of the Town's Climate Change Adaptation Plan by improving the flood resilience of the stormwater management system through proactive maintenance and rehabilitation.

Project: AM0293: SEDIMENT REMOVAL AND REMEDIATION - STORMWATER PONDS SC2 AND WC5 (Old Project Number: 42090)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,016.0		-	-	1,016.0	-	-
Consulting-PreCon	101.0	101.0		-	25.0	76.0	-	-
Total	101.0	1,117.0		-	25.0	1,092.0	-	-
Storm Sewers	101.0	1,117.0		-	25.0	1,092.0	-	-
Total	101.0	1,117.0		-	25.0	1,092.0	-	-

Overview of the project including key goals, objectives, and performance measures

This project is to rehabilitate two stormwater management (SWM) ponds (Figure 1):

- SWM Pond SC2 located in open space lands west of Monkman Court
- SWM Pond WC5 located in open space lands south of McClenny and Willis Drive

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority.

The proposed rehabilitation works include:

- Removal of sediment accumulation
- Unclogging of storm water management facility outlet structures
- Improvements to facility hydraulics
- Vegetation management including removal of invasive species such as Phragmites
- Reducing pond algae and odours
- Pond erosion repairs
- Pond signage improvements

This project is currently in design. Construction will be delivered in 2024.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The project will have environmental and community benefits through restoring and improving storm water management facility performance and capacity.

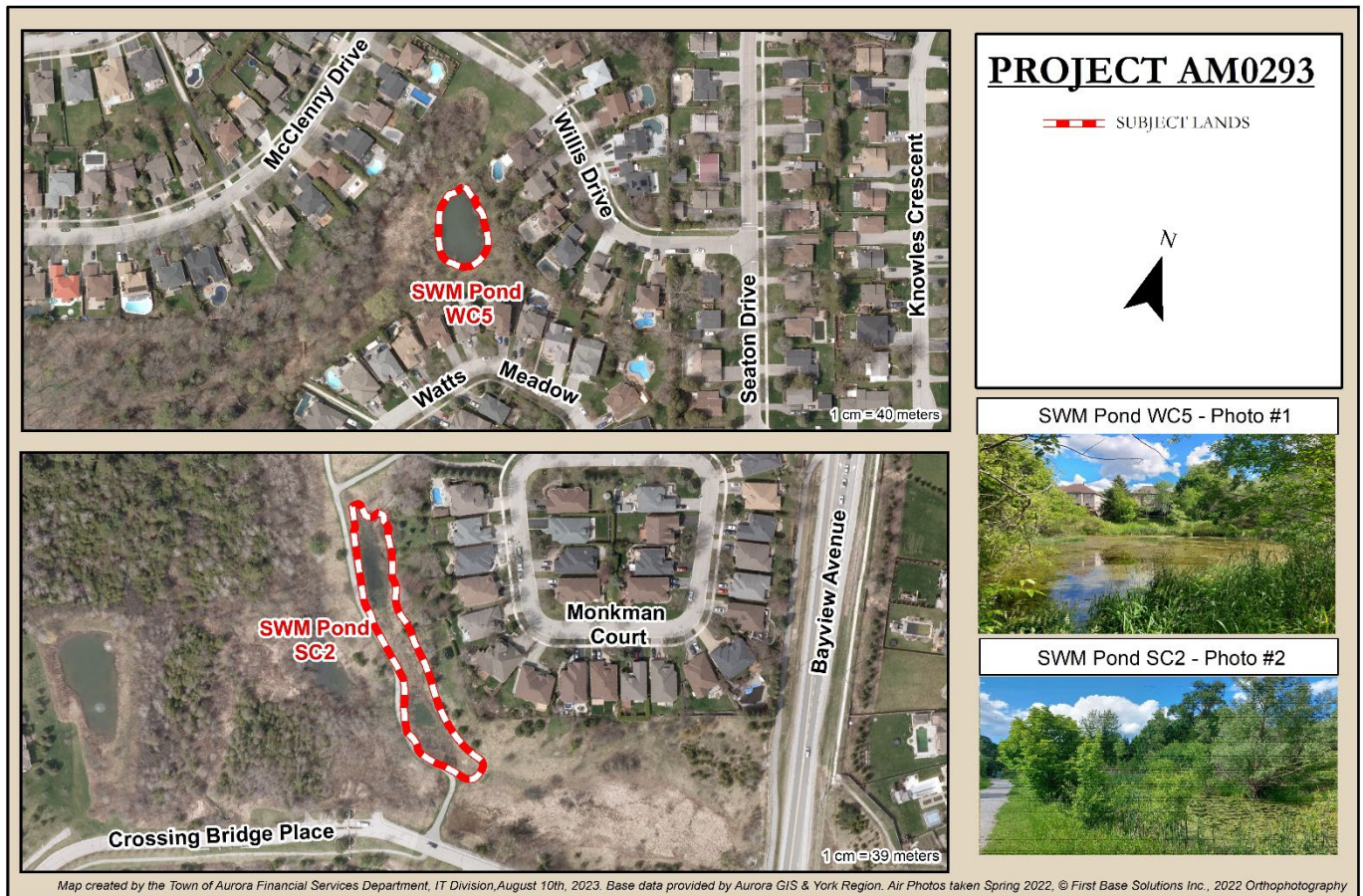


Figure 1: Map Depicting Project Locations

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of stormwater management facilities SC2 and WC5, the facility quality, quantity and erosion control functions will be restored which will benefit the environment and help protect infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM ponds SC2 and WC5 will not be functioning in compliance with the Environmental Compliance Approval issued by the Ministry of Environment, Conservation and Parks (MECP). Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of damage to infrastructure.

Impact this project has on climate change

The project supports the goal of the Town's Climate Change Adaptation Plan by improving the flood resilience of the stormwater management system through proactive maintenance and rehabilitation.

Project: AM0362: FULL ROAD RECONSTRUCTION - CENTRE ST - YONGE - SPRUCE ST (Old Project Number: 31122)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	950.0		-	-	950.0	-	-
Total	-	950.0		-	-	950.0	-	-
Roads & Related	-	816.0		-	-	816.0	-	-
Storm Sewers	-	58.0		-	-	58.0	-	-
Water Reserve	-	16.0		-	-	16.0	-	-
Wastewater Reserve	-	60.0		-	-	60.0	-	-
Total	-	950.0		-	-	950.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of Centre Street from Yonge Street to Spruce Street (Figure 1). The project includes full depth road reconstruction, sidewalk repairs and upgrades, curbs installation and storm sewer and catch basin replacement.

The design for the above noted section of the street was completed as part of the road reconstruction design project completed in 2016 for the larger section of Centre Street from Yonge Street to Walton Drive. The road section from Spruce Street to Walton Drive was reconstructed in 2017. Reconstruction of the section from Yonge Street to Spruce Street was deferred due to development related construction works that were occurring in this area at that time. The development related construction works are now complete. As such this remaining section of the street is scheduled for construction in 2024.

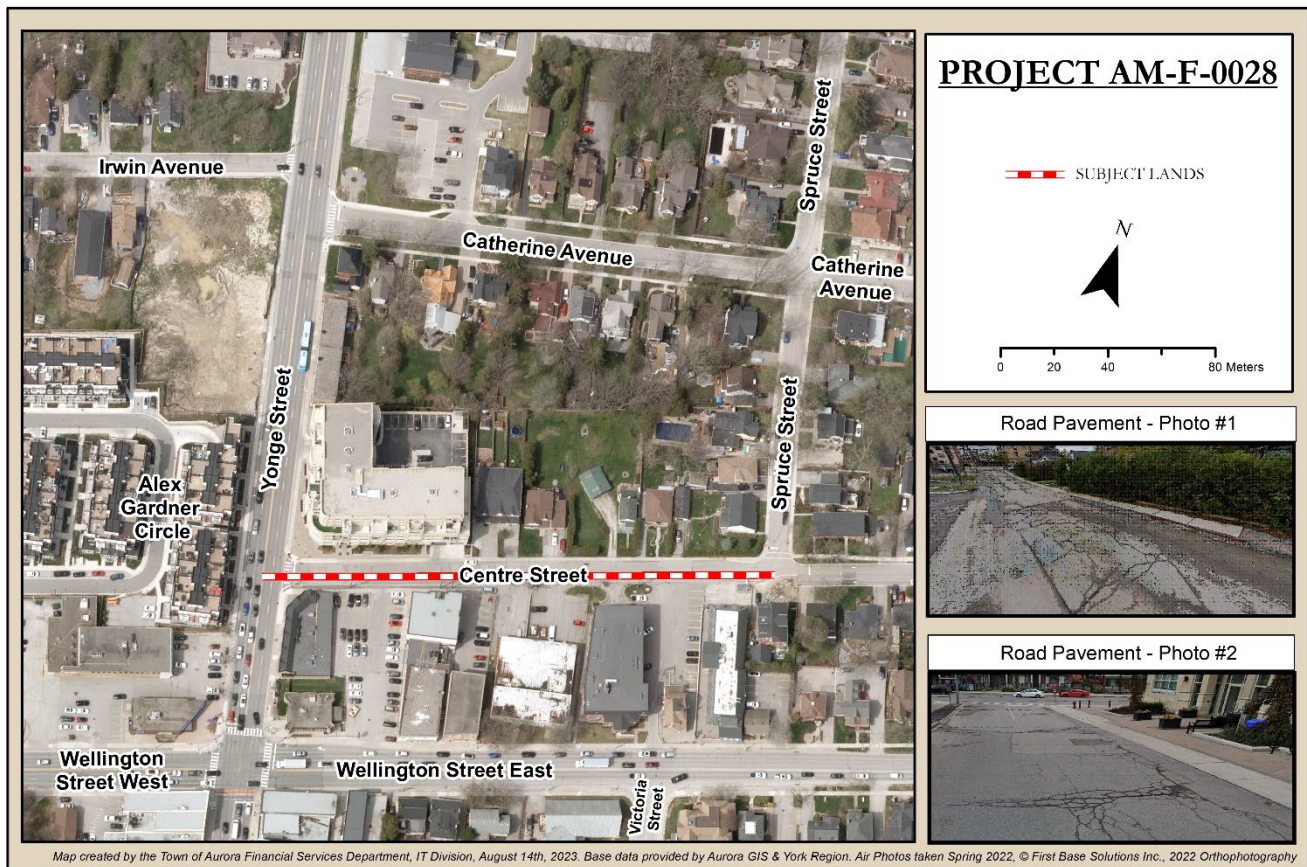


Figure 1: Map Depicting Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

This road is included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of this asset will maintain it in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for this road will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0363: M & O - MARSH HARBOUR, MCCLENNY DR, TIMPSON DR, DINSMORE TERRACE (Old Project Number: 31208)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,170.0		-	-	1,170.0	-	-
Total	-	1,170.0		-	-	1,170.0	-	-
Roads & Related	-	1,005.0		-	-	1,005.0	-	-
Storm Sewers	-	71.6		-	-	71.6	-	-
Water Reserve	-	20.4		-	-	20.4	-	-
Wastewater Reserve	-	73.0		-	-	73.0	-	-
Total	-	1,170.0		-	-	1,170.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request for the rehabilitation of the following municipal road infrastructure (Figure 1):

- Marsh Harbour
- McClenny Drive
- Timpson Drive
- Dinsmore Terrace

As part of this project, the rehabilitation of curbs and sidewalks will also be undertaken.

Construction for this project will occur in 2024.

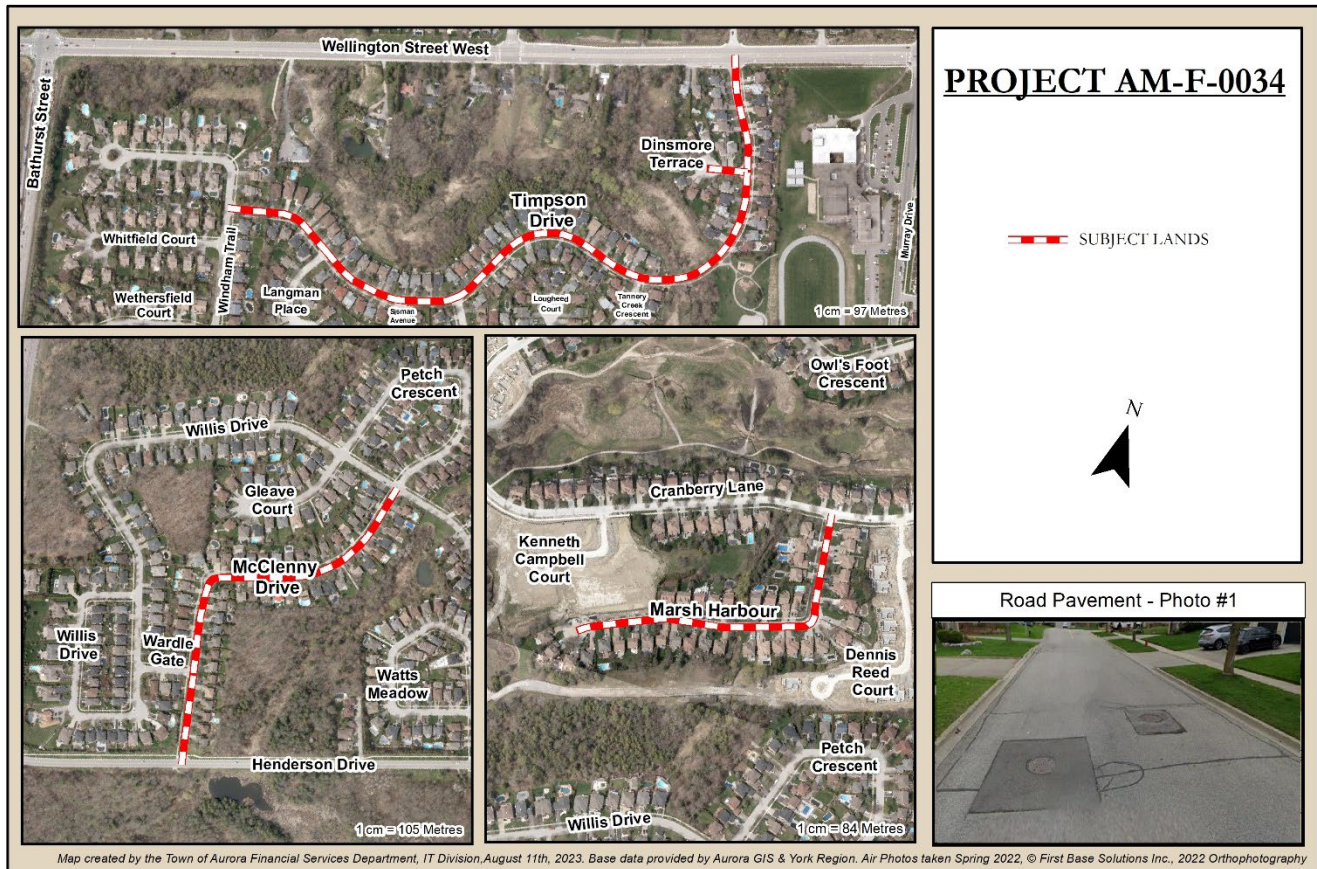


Figure 1: Map Depicting Project Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0364: M & O - BEATTY, BABCOCK, SEATON, TEASDALE, SIMMONS, SANDFIELD (Old Project Number: 31209)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,800.0		-	-	1,800.0	-	-
Total	-	1,800.0		-	-	1,800.0	-	-
Roads & Related	-	1,800.0		-	-	1,800.0	-	-
Total	-	1,800.0		-	-	1,800.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of the following municipal roads (Figure 1):

- Beatty Crescent
- Babcock Boulevard
- Seaton Drive
- Teasdale Court
- Simmons Crescent
- Sandfield Drive

As part of this project, the rehabilitation of curbs and sidewalks will also be undertaken. Construction for this project will occur in 2024.

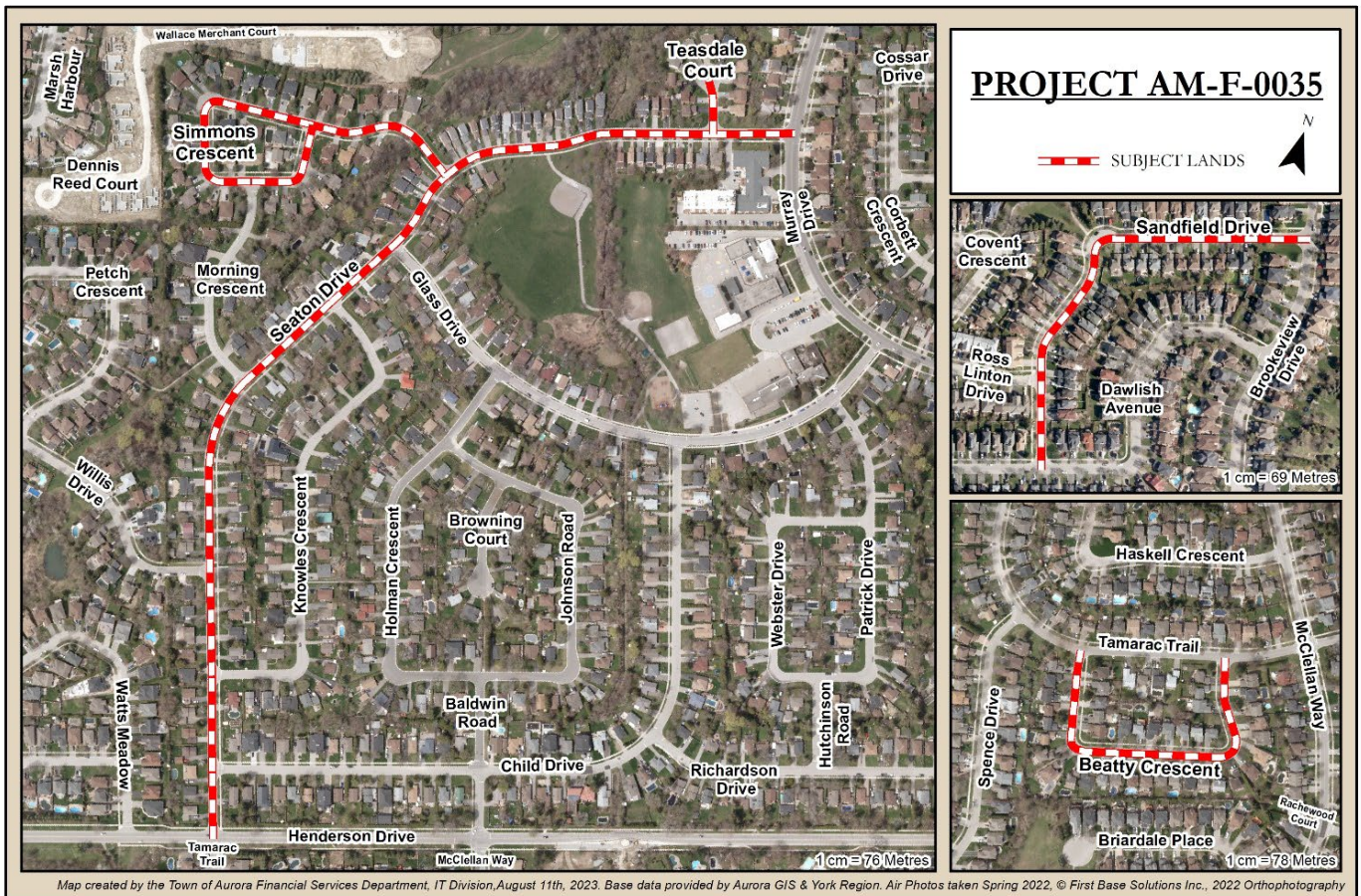


Figure 1: Map Depicting Project Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

These roads are included in the 10-year Roads Rehabilitation & Reconstruction Program which is based on an approved standard service level of a Pavement Quality Index (PQI) rating of 65. Decisions on road rehabilitation are primarily managed through a condition based, data-driven pavement investigation and modelling. Factors such as road condition and road classification are used to recommend the most cost-effective rehabilitation treatments within a defined funding envelope. Additional factors for pavement rehabilitation selection can include active development conflicts and priority infrastructure rehabilitation works in the project area.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage these assets proactively and extend their lifecycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Road infrastructure left in poor condition may also impact residents and in some cases may pose a safety hazard. The approved standard level of service of a Pavement Quality Index (PQI) rating of 65 will not be achieved and will be more costly to rehabilitate in the future.

Impact this project has on climate change

Though the road rehabilitation work scheduled for these roads will release greenhouse gas emissions from construction, the improved road conditions can result in reduced fuel consumption, tire wear, vehicle repair and maintenance costs because of smoother drivable surfaces.

Project: AM0368: MAINTENANCE HOLES IN STREAMS EROSION PROTECTION WORKS (Old Project Number: 42084)

Estimated start date: 2024-Q1 End date: 2024-Q3

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	173.0		-	-	173.0	-	-
Total	-	173.0		-	-	173.0	-	-
Storm Sewers	-	173.0		-	-	173.0	-	-
Total	-	173.0		-	-	173.0	-	-

Overview of the project including key goals, objectives, and performance measures

The Town’s Stream Management Master Plan and Tannery Creek Flood study identified three sites (Figure 1) within the Town where sanitary maintenance holes are near channels where stream bank erosion has exposed, or threatens to expose, maintenance hole structures.

These multiple sites have been grouped into a single project as their recommended rehabilitation solutions are similar in nature.

The project will look to undertake stream channel erosion protection for the exposed maintenance holes. The design for this project will be delivered in 2024.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

This project will help the Town mitigate risk of damage caused by stream bank erosion and flooding.

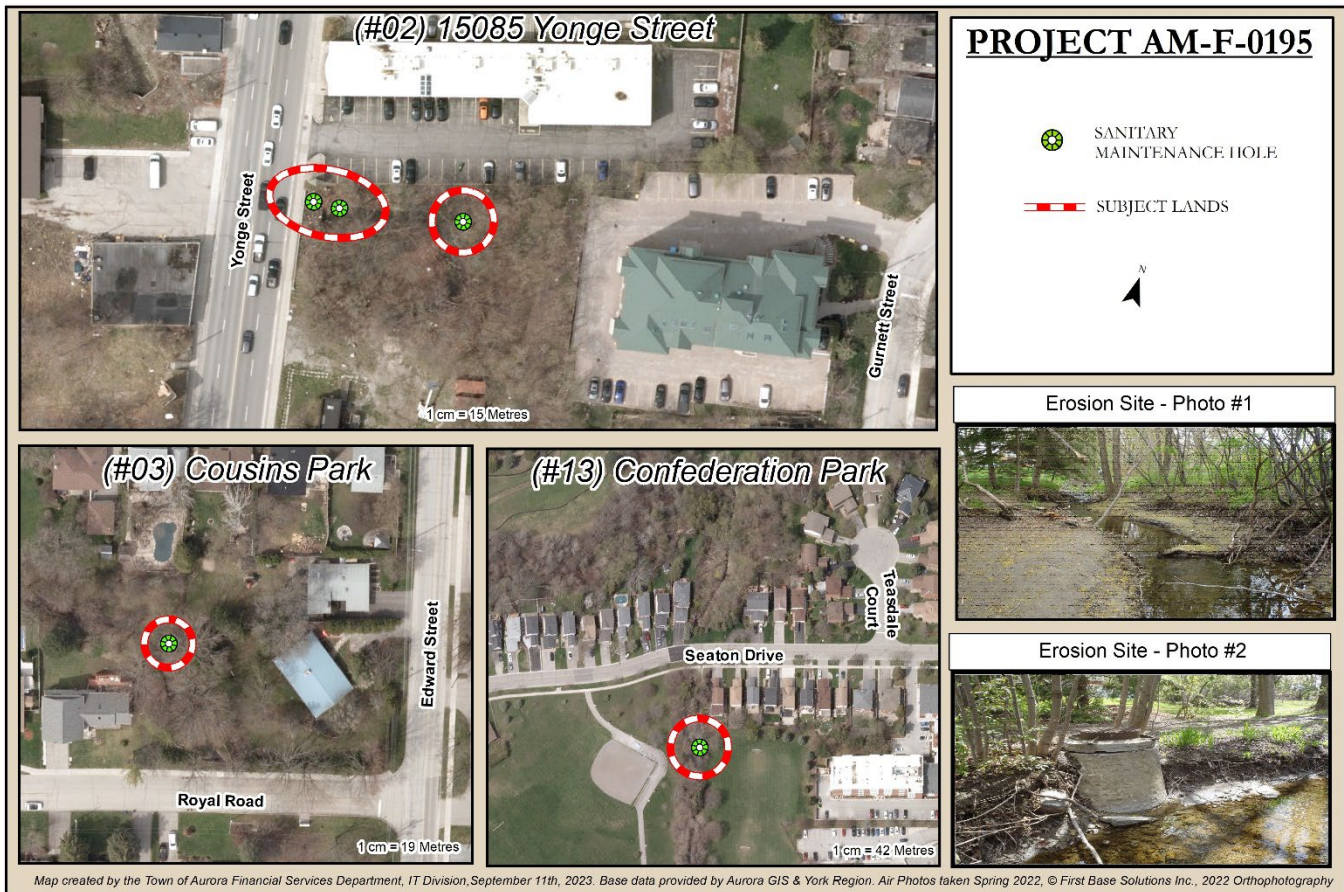


Figure 1: Map Depicting Project Locations

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

There will be environmental and community benefits through added protection of the Town's stormwater system from stream bank erosion and through target flood improvements that will reduce flood risk through removal of an undersized culvert.

This project will mitigate risk of damage to property, Town infrastructure and the environment.

This project will act on conclusions and recommendations of the Stormwater Management Master Plan under the requirements of the Lake Simcoe Protection Plan that require the Town to better address flooding and erosion mitigation measures.

Impact of not approving or delaying the project

If the project is not approved there is a risk of damage to surrounding properties, public infrastructure, and the environment. The risk increases as the maintenance holes age and become further exposed by stream bank erosion. This may result in damage to the

maintenance holes, increased unwanted flow of water entering Town sewers, increased risk of sewer failure, back-up and spills directly into the stream.

Impact this project has on climate change

The project supports the goal of the Town's Steam Management Master Plan, the Tannery Creek Flood Relief Study and Climate Change Adaptation Plan by improving the overall health of the creek through the proposed erosion protection works.

Project: AM0369: SEDIMENT REMOVAL AND REMEDIATION - PONDS NC2, NC12, NC13 (Old Project Number: 42088)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	100.0		-	-	100.0	-	-
Total	-	100.0		-	-	100.0	-	-
Storm Sewers	-	100.0		-	-	100.0	-	-
Total	-	100.0		-	-	100.0	-	-

Overview of the project including key goals, objectives, and performance measures

This project is to rehabilitate three stormwater management (SWM) ponds (Figure 1):

- NC2 (west of Twelve Oaks Drive)
- NC12 (west of Ballymore Drive)
- NC13 (north of Pinnacle Trail)

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority on behalf of the Town.

The proposed rehabilitation works include:

- Removal of sediment accumulation
- Unclogging of storm water management facility outlet structures
- Improvements to facility hydraulics
- Vegetation management including removal of invasive species such as Phragmites
- Reducing pond algae and odours
- Pond erosion repairs
- Pond signage improvements

The project will be delivered in two phases, with design occurring in 2024 and construction in 2025.

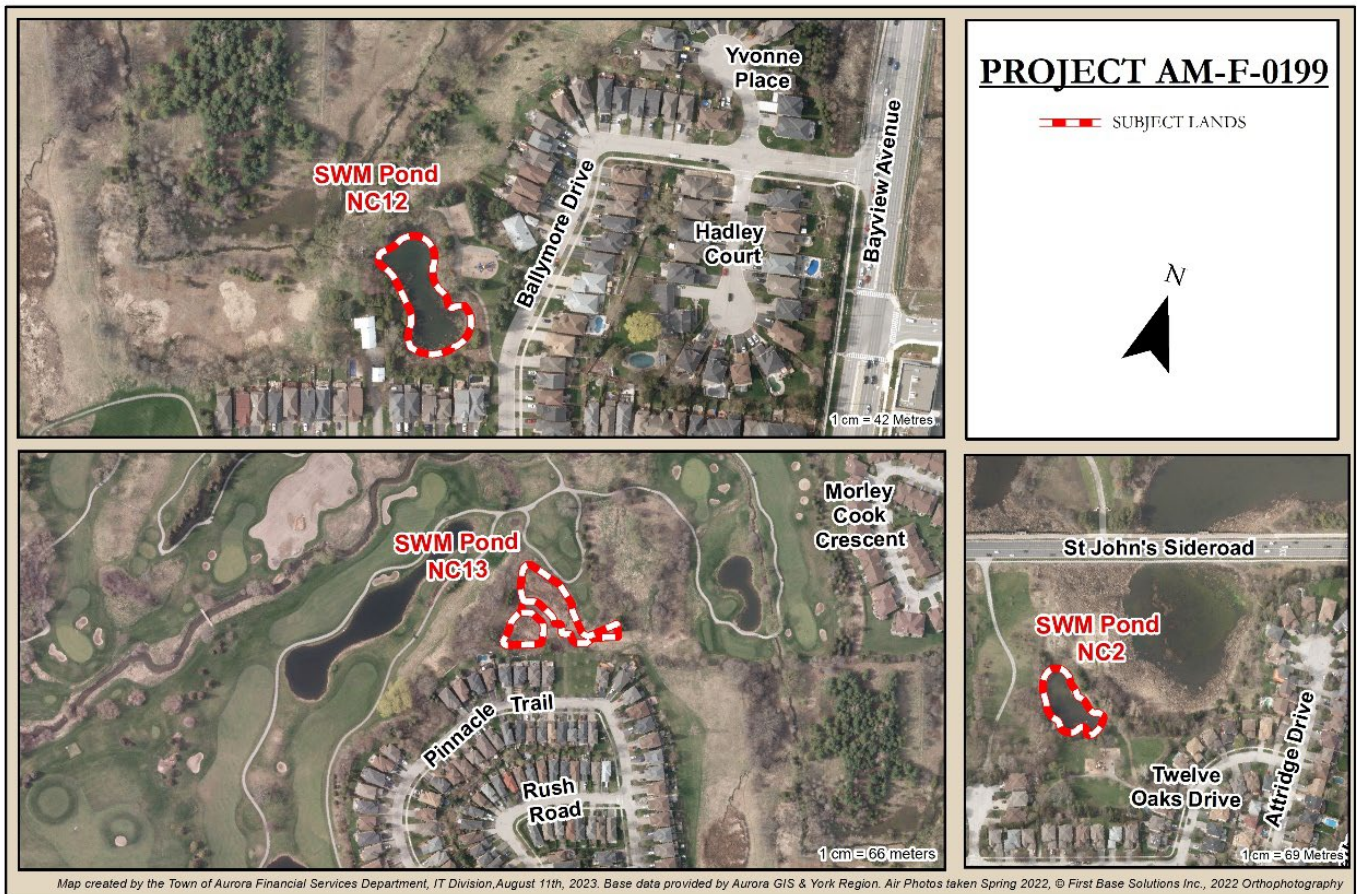


Figure 1: Map Depicting Project Locations

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The project will have environmental and community benefits through restoring and improving storm water management facility performance and capacity.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of SWM ponds NC2, NC12, and NC13, the pond quality, quantity and erosion control functions will be restored which will benefit the environment and help protect infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM ponds NC2, NC12, and NC13 will not be functioning in compliance with the Environmental Compliance Approval issued by the Ministry of Environment, Conservation and Parks (MECP). Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of damage to infrastructure.

Impact this project has on climate change

The project supports the goal of the Town's Climate Change Adaptation Plan by improving the flood resilience of the stormwater management system through proactive maintenance and rehabilitation.

Project: AM0370: REMEDIATION OF STORMWATER MANAGEMENT PONDS NW2, NW7, WC2 (Old Project Number: 42095)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	75.0		-	-	75.0	-	-
Total	-	75.0		-	-	75.0	-	-
Storm Sewers	-	75.0		-	-	75.0	-	-
Total	-	75.0		-	-	75.0	-	-

Overview of the project including key goals, objectives, and performance measures

This project is to rehabilitate three stormwater management (SWM) ponds (Figure 1):

- NW2 (east of Whispering Pine Trail)
- NW7 (South of Orchard Heights Boulevard)
- WC2 (east of Tannery Creek Crescent)

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority on behalf of the Town.

The proposed rehabilitation works include:

The project will address the following key recommendations resulting from site investigation and assessment of SWM dry ponds NW2, NW7, and WC2:

- Repair outlet structure
- Repair gabion baskets and removed woody ground in outfall channel
- Add safety signage
- Repair berm
- Sedimentation removal
- Address invasive species concerns

The project will be delivered in two phases, with design occurring in 2024 and construction in 2025.

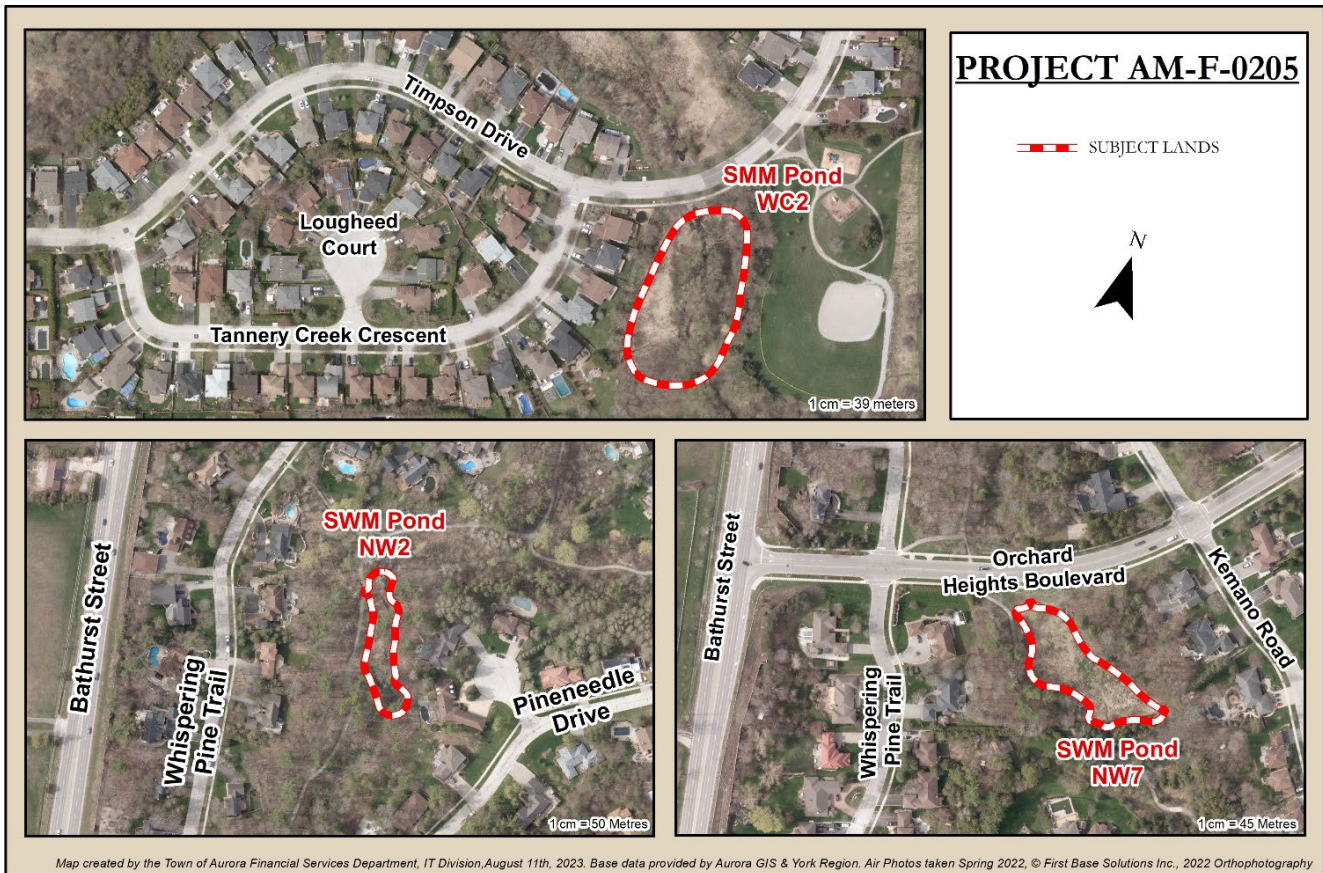


Figure 1: Dry Ponds Locations – NW2, NW7 and WC2

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The project will primarily address the rehabilitation and maintenance needs for dry ponds NW2, NW7 and WC2 relating to outlets and stormwater quantity storage controls. By addressing these maintenance needs, these ponds will regain their ability to provide active stormwater volume storage during rainfall events which will reduce flooding potential with the Town’s storm conveyance systems. The project will also extend the service life of these dry ponds, leading to further cost savings related to their regular maintenance and functionality improvements.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of SWM ponds NW2, NW7 and WC2, the pond quality, quantity and erosion control functions will be restored which will benefit the environment and help protect infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, the dry ponds NW2, NW7 and WC2 will not be repaired to provide the active stormwater volume storage that they were intended to provide. Without the necessary maintenance to these dry ponds, the active stormwater storage within the Town's storm conveyance systems will continue to be reduced, resulting in increases to downstream flooding potential.

Impact this project has on climate change

The project supports the goal of the Town's Climate Change Adaptation Plan by improving the flood resilience of the stormwater management system through proactive maintenance and rehabilitation.

Project: AM0367: WATERMAIN REHABILITATION – MARY ST (Old Project Number: 43065)

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Contracts	-	1,605.0		-	-	250.0	1,355.0	-
Total	-	1,605.0		-	-	250.0	1,355.0	-
Water Reserve	-	1,605.0		-	-	250.0	1,355.0	-
Total	-	1,605.0		-	-	250.0	1,355.0	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of the watermain along Mary Street from Industrial Parkway South to Wellington Street East.

The Mary Street watermain rehabilitation work is generally expected to include:

- Replacement of approximately 220m of existing 200mm diameter asbestos cement watermain between Industrial Parkway South and Industry Street
- Relining of approximately 720m of existing 250mm diameter ductile iron watermain between Industry Street and Wellington Street
- Replacement of hydrants, hydrant leads and valves; and secondary valves
- Replacement and/or reconnection of existing water services

The project location and areas of existing asbestos cement and ductile iron watermains are shown in Figure 1, below.

The design is set to be carried out in 2024 with construction planned to commence in 2025.

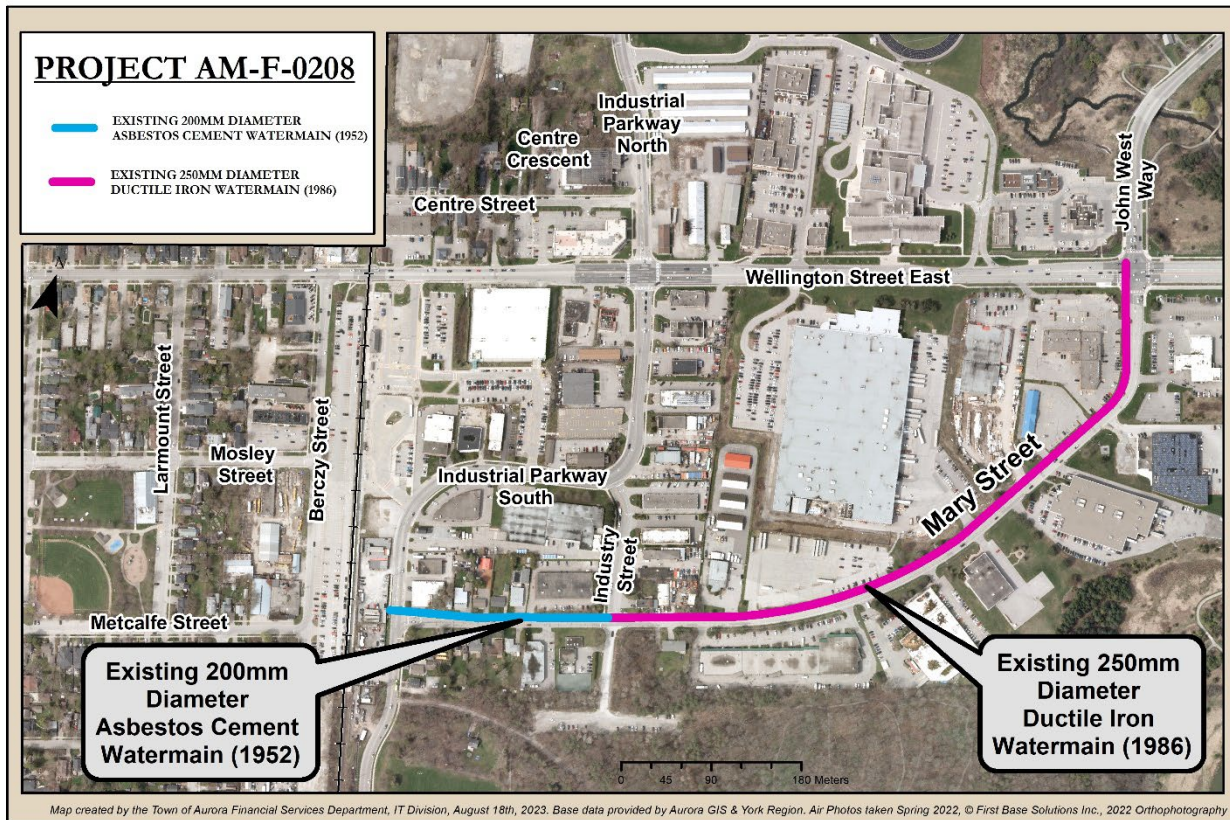


Figure 1: Project Location – Mary Street Watermain Rehabilitation

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The existing asbestos cement watermain segment on Mary Street between Industrial Parkway South and Industry Street was constructed in 1952 and is well beyond its expected service life. The existing ductile iron watermain segment on Mary Street west of Industry Street was constructed in 1986 and is coming to the end of its expected service life. Replacement and/or rehabilitation of these watermain segments are needed to prevent future watermain breaks and associated service interruptions.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the watermains on Mary Street, preventing future watermain breaks and costly emergency repairs.

Impact of not approving or delaying the project

The existing asbestos cement watermain segment from 1952 is well beyond its expected service life and the existing ductile iron watermain segment from 1986 is coming to the end of its expected service life. If this project is not approved, these watermain segments on Mary Street will not be rehabilitated and there will be future watermain breaks and emergency repairs as a result.

Impact this project has on climate change

Rehabilitation of the watermain on Mary Street will prevent future watermain breaks, resulting in a reduction of water loss within the Town's water distribution system. By reducing water loss, unnecessary water treatment is also reduced along with the energy expenditure associated with it.

Project: AM0365: PARKING LOT REHABILITATION – DEPARTMENT OF DEFENCE (Old Project Number: 72467)

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	89.0		-	-	89.0	-	-
Total	-	89.0		-	-	89.0	-	-
Facilities AM	-	89.0		-	-	89.0	-	-
Total	-	89.0		-	-	89.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is to undertake a parking lot rehabilitation at a Town owned property located at 215 Industrial Parkway South, currently leased to the Federal Government Department of National Defence.

The project will include parking lot asphalt rehabilitation work with base repairs including paver replacement, curb and sidewalk repairs. Through design and rehabilitation of the parking lot, the Town will also assess the need for improvements to the stormwater grading and drainage.

The funding requested for 2024 is for the design of the rehabilitation works.

Reasons the project should be approved and the impact it will have on service levels

The need for the rehabilitation of this parking lot was identified in the Town’s 2021 Parking Lot Management Plan that undertook a condition assessment of the Town’s parking lot inventory.

Maintaining parking lots at an acceptable standard reduces the Town’s risk and exposure to liability in the event of an accident. Pavement condition, pavement age, traffic type, volumes and maintenance frequency are all monitored and influence the timing and need for rehabilitation projects and used to manage risk.



Figure 1: Map Depicting Project Location

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

As part of this project Town staff will look at opportunities for improvements as recommended by the LSRCA Parking Lot Design Guidelines to Promote Salt Reduction, AODA Design Guidelines and the Stormwater Management Master Plan.

Impact of not approving or delaying the project

If the project is not approved the parking lot will further deteriorate resulting in increased maintenance costs.

Impact this project has on climate change

Maintaining and rehabilitating the asphalt surface of this parking lot will result in a smoother traversable surface resulting in reduction of fuel consumption, tire wear, vehicle repair and maintenance costs. This would help reducing greenhouse gas emissions supporting the goals under the Community Energy Plan

Project: AM0366: SOUTH TOWN HALL PARKING LOT REHABILITATION

Estimated start date: 2024-Q2 End date: 2025-Q1

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Consulting-PreCon	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-
Facilities AM	-	150.0		-	-	150.0	-	-
Total	-	150.0		-	-	150.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is for the design of the rehabilitation of Town Hall Senior Centre parking lot and walkway surfaces identified as requiring rehabilitation in the Town of Aurora Municipal Parking Lot Management Plan. This design will also include a luminary study for parking lot lighting improvements (Figure 1).

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town’s Municipal Parking Lot Management Plan has recommended rehabilitation work be done to the parking lot to help extend its service life, while maintaining or improving its current level of service.

Occupants of the Town Hall Senior Centre have complained of inadequate parking lot lighting. This project will look to remove any lighting deficiencies and potentially upgrade to more energy efficient lights within the parking lot through the completion of a luminary study as part of the design works.

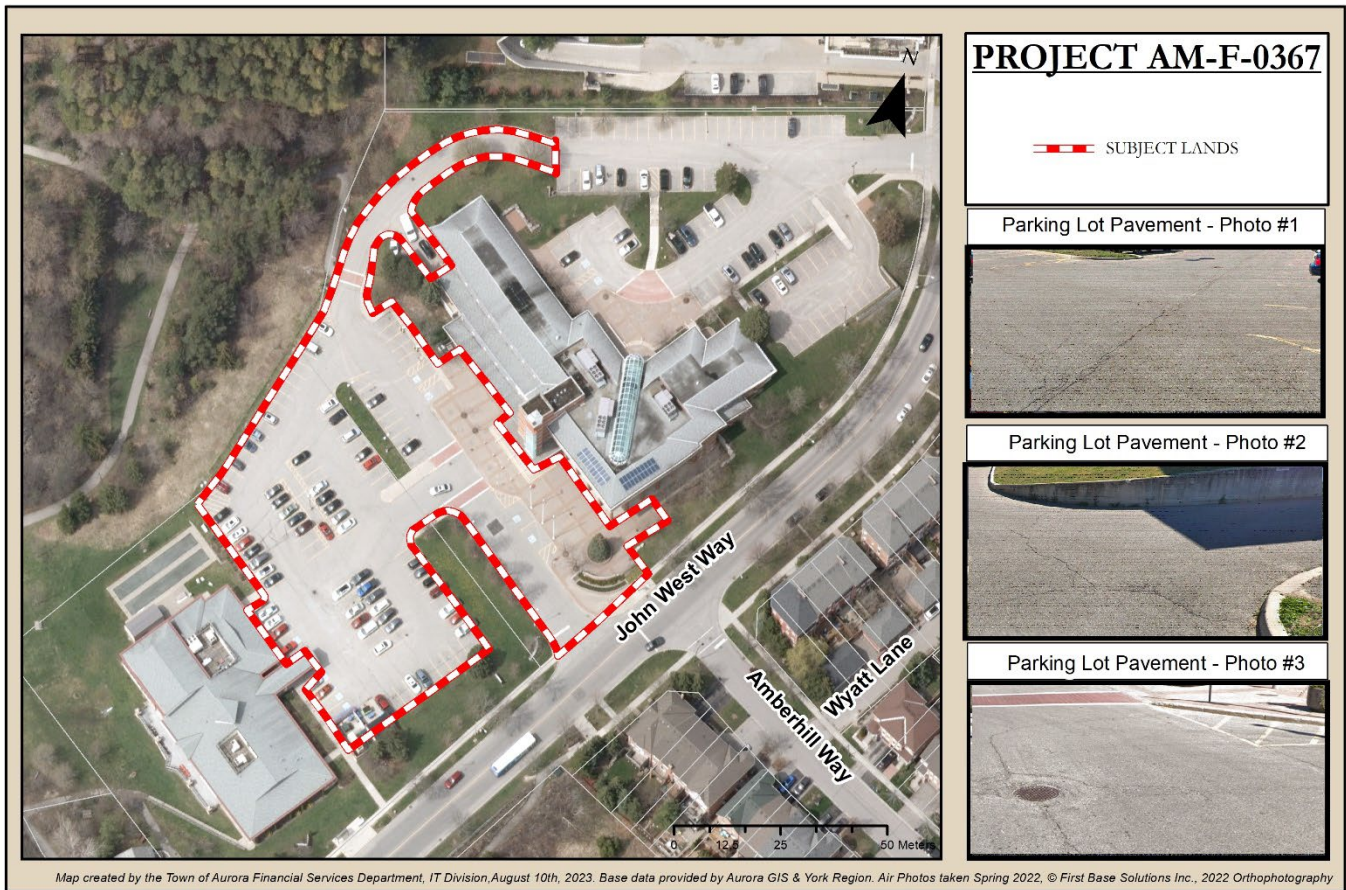


Figure 1: Map Depicting Project Location

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the parking lot assets saving the Town money by delaying the need for full replacements or more extensive maintenance works. Where required, lighting improvements may improve public safety and reduce energy consumption which may save the Town money in the long term.

Impact of not approving or delaying the project

If the project is not approved the parking lot will further deteriorate resulting in increased maintenance work and costs. Lighting will not be improved or made more energy efficient.

Impact this project has on climate change

Maintaining and rehabilitating the asphalt surface of this parking lot will result in a smoother traversable surface resulting in reduction of fuel consumption, tire wear, vehicle repair and maintenance costs.

Replacing the current lights with new more efficient LED lights will help reduce energy consumption. This will all help reduce greenhouse gas emissions supporting the goals under the Community Energy Plan.

Asset Management: Finance

Project: AM0371: UNPLANNED - IT EMERGENCY REPAIRS CONTINGENCY 2024

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	20.0		-	-	20.0	-	-
Total	-	20.0		-	-	20.0	-	-
IT AM	-	20.0		-	-	20.0	-	-
Total	-	20.0		-	-	20.0	-	-

Overview of the project including key goals, objectives, and performance measures

This fund would assist with unforeseen and unplanned technology issues that can have significant impact on critical Town services.

Reasons the project should be approved and the impact it will have on service levels

Having this fund available can expedite repairs/updates/upgrades required in an emergency. Having this fund available gives the Department the ability to implement a change quickly if the need requires it.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Depending on the affected service there could be significant impact to Residents and Staff.

Impact of not approving or delaying the project

If we were not to have these funds available, it could take longer than desired to implement a repair/update/upgrade in an emergency should the need arise.

Impact this project has on climate change

The impacts to Climate change are unknown as there is no specific task identified.

Project: AM0372: NETWORK ACCESS CONTROL

Estimated start date: 2024-Q2 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	68.0		-	-	68.0	-	-
Total	-	68.0		-	-	68.0	-	-
IT AM	-	68.0		-	-	68.0	-	-
Total	-	68.0		-	-	68.0	-	-

Overview of the project including key goals, objectives, and performance measures

The purpose of this project is to acquire a Network Access Control (NAC) solution to assist with controlling what devices are allowed to connect to our network environment.

The NAC prevents threat actors from connecting to the Town’s network as the device will not be recognized, stopping an attack before it can begin. This will further increase the security of the Town’s systems by maintaining our systems to high standard for threat prevention.

Reasons the project should be approved and the impact it will have on service levels

Cybersecurity attacks are on the rise and Municipalities are high value targets for attackers. Without securing our network we are vulnerable to attack, and it’s a matter of time before we have a significant breach. Different types of Cyber-attacks can impact Town services in different ways, e.g. availability of online services, data availability or exposure, or communications. This will have a significant impact of both Residents and Staff. It could also expose the Town to Legal implications if personal information was to be exposed.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

A NAC solution would minimize the interruption to Town services and would assist in providing a more stable environment for Residents and Staff. It would also help protect the integrity of Town data and help to prevent its exposure.

The latest NAC technology will further assist the Town with minimizing the attack surface for threat actors making us a less appealing target.

Impact this project has on climate change

There will be no impact on Climate change.

Project: AM0373: INTERNET REDUNDANCY

Estimated start date: 2024-Q3 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Equipment	-	108.0		-	-	108.0	-	-
Total	-	108.0		-	-	108.0	-	-
IT AM	-	108.0		-	-	108.0	-	-
Total	-	108.0		-	-	108.0	-	-

Overview of the project including key goals, objectives, and performance measures

The purpose of this project is to acquire a second Internet Service Provider (ISP) and the required equipment to improve the stability and availability of Town services.

A gap was identified during a significant Rogers network outage that we have all our services with one provider. This single failure impacted our communication channels and other key Town services. It is highly unlikely that more than one ISP would have an outage at any given time, so having two ISP's should minimize the chances of services being off-line. This service would allow us to merge two ISP connections to provide an automated fail over protection.

Reasons the project should be approved and the impact it will have on service levels

Adding an additional ISP will provide the redundancy required to mitigate these external events from impacting our ability to provide service to Town Residents and Staff. This will also allow us to aggregate the services and have the added benefit of greater bandwidth that can be leveraged for current and future services.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This will assist us with mitigating the impact of external technology failures on Town Services and will in turn make our Town services more reliable for our Residents and Staff.

Impact this project has on climate change

There will be no impact on Climate change.

Project: AM0374: ADDRESS MANAGER APPLICATION

Estimated start date: 2024-Q1 End date: 2024-Q2

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Software	-	12.0		-	-	12.0	-	-
Total	-	12.0		-	-	12.0	-	-
IT AM	-	12.0		-	-	12.0	-	-
Total	-	12.0		-	-	12.0	-	-

Overview of the project including key goals, objectives, and performance measures

The purpose of this project is to acquire the Address Manager application extension for our existing ESRI Geographic Information System (GIS) software to help us prepare and maintain NENA (National Emergency Number Association) standards for Next Generation 9-1-1 (NG 9-1-1).

The primary objectives of this software are to optimize staff efficiency and ensure seamless data provision to emergency services in legislative accordance with NG 9-1-1 and NENA standards. By achieving these key goals, the software aims to minimize workload while maximizing the accuracy, speed, and consistency of critical information delivery to enhance emergency response services.

The roll out for NG 9-1-1 will begin in 2025 and standardizes the mandatory data requirements from Municipalities across Canada. The set of GIS tools provided by the Address Manager Application will ensure adherence to legislative timeframe requirements regarding the provision of address changes or additional addresses to emergency services per the NENA standard.

Many attributes within the addressing data will be automated through these tools, reducing the amount of manual input and increasing accuracy. The use of these tools will ensure consistency across all Municipalities within York Region by providing a centralised address management system which will significantly diminish addressing errors/issues across Municipalities, thereby minimizing the likelihood of emergency responses to incorrect addresses.

Performance measures can be derived from the time allocated to address changes or new address creations. Additionally, requests from emergency services for address confirmation can serve as performance indicators. By employing tools that adhere to NENA standards, a reduction in address confirmations is expected, thereby reducing staff time.

Reasons the project should be approved and the impact it will have on service levels

To successfully support NG 9-1-1, all Municipalities must fulfill NENA standards for their addressing data. It has been mandated for Municipalities to meet certain data requirements and providing it to emergency services in a timely manner. The new tools in the Address Manager Application will help ensure that all the essential data has been populated and a majority of it will be automated, thereby allowing us to provide the data more quickly to emergency services. When generating addresses for properties along a newly developed street, the software tools will autonomously fill in relevant information, such as street name, type, and direction. Moreover, these tools provide users with the capability to specify the address interval between properties. For example, by setting an interval value, like 4, the system ensures that address numbers for neighboring properties will increase sequentially with a difference of 4 between them.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Acquiring the Address Manager software will greatly increase data accuracy and reduce the time to provide the required data to emergency services thereby ensuring that the safety for Town of Aurora residents and workers is enhanced.

The purchase and implementation of the application will be done in partnership with York Region and other Municipalities within the region. This will allow the Town to benefit from a reduction in cost due to economies of scale. Furthermore, the use of a standardized tools with the Region allows addressing related data to be efficiently and accurately shared between both parties.

Impact of not approving or delaying the project

If the project is not approved or is delayed, there may be a significant reduction in the quality of data provided to emergency services for 911 purposes. As a result, if there is an emergency call and the data has not been updated, there could be a delay in emergency response, or an emergency vehicle could be sent to the wrong location.

Impact this project has on climate change

Reduced paper usage

The address manager software can streamline address related processes, causing a reduction in the need for paper related documentation and maps.

Smart City Integration

In the context of smart city initiatives, the data generated for NG911 can be integrated with other technological future advancements to improve overall urban efficiency and optimisations creating a reduction in greenhouse gas emissions and energy usage.

Project: AM0375: CRM REPLACEMENT

Estimated start date: 2024-Q1 End date: 2024-Q4

(in \$000s)								
	Approved Restated	Proposed CBA		Actuals to Dec 2022	2023 Forecast	Budget 2024	Budget 2025	Budget 2026+
Software	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-
IT AM	-	300.0		-	-	300.0	-	-
Total	-	300.0		-	-	300.0	-	-

Overview of the project including key goals, objectives, and performance measures

The goal of this project is to implement a single technological solution for the entire corporation of the Town of Aurora which will assist the Town staff to better connect with its residents, increase efficiency and collect data for better analysis and resource prioritization.

The key objective of the project is to modernize and streamline its customer relationship management system by replacing the current on-premise CRM Solution (Microsoft Dynamics 2013) with a cloud based one that includes a new online customer portal.

The success of this solution can be measured through the following performance metrics:

Customer Service

- Number of service calls and requests by type
- Average time to resolution
- Average number of follow-ups per issue

Marketing

- Customer retention rate
- Number of responses

Sales

- Close rate
- Renewal rate

Reasons the project should be approved and the impact it will have on service levels

The current CRM, MS Dynamics CRM2013, is an on-prem solution that was installed in 2015 and is approaching end of manufacture support. Replacing this outdated system with latest version of CRM in a cloud environment will not only give the Town new self-serve features and enhanced workflows (see benefits section below) but also the benefits that cloud hosted solutions provide such as business continuity, global reach, manageability and scalability.

The project also aligns with the following corporate strategic objectives:

- S1 – Provide a great citizen experience

The self serve portal will provide an option for residents to submit and track requests, inquiries, and complaints online in the comfort of their homes or wherever they have internet connection without having to making a trip to the Town Hall.

- I1 – Build a safe and healthy community

Since the application will be available 24/7 and on mobile devices, the residents will be able to submit their requests and complaints immediately for necessary action ensuring safe and healthy community.

- I2 – Create a connected community

The data collected within the system in addition to satisfaction survey options will help the Town stay connected with the community.

- I3 – Support a growing economy

The sales and marketing modules will help promote Town and business initiatives and in turn assist in generating revenues.

- E3 – Protect the environment

By eliminating the need to make a trip to the Town Hall and reducing paper usage, the new CRM solution will help protect the environment by reducing greenhouse gas emission.

- F2 – Practice good governance

By creating a single solution for the entire organization to store, maintain and coordinate services provided to the residents, the Town will be able to demonstrate a good governance practice.

The new solution will greatly enhance the existing service levels both internally and externally.

- Self-service portal will allow residents to submit requests and issues and to track the status online. This will provide huge time saving opportunity by eliminating the need to visit the Town Hall or phone call.
- Using a single application to manage customer contacts, business interactions, requests and issue reporting will increase knowledge and understanding of the customers creating internal process efficiencies.
- The storage and tracking of citizen service requests will fulfill the mandatory requirement for all Ontario municipalities.
- The cloud hosted solution will ensure uninterrupted service to residents.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The followings are some of the key benefits that the new cloud-based solution will offer:

- Customer Service – Ability for staff to manage internal and external customer inquiries, enter customer contact or internal contact interactions, search customer information, assign part of a case to more than one division, manage requests and purchase of specific town items etc.
- Marketing – Ability for staff to target audience and manage multichannel campaigns, send out newsletters and marketing information from specific departments, track municipal campaigns and reports its effectiveness, attract new businesses and so on.
- Self-Service Portal - Ability for residents and customers to submit various types of requests, enter issues, complaints and other interactions, track status updates, access FAQ information etc.
- Knowledge Management – Ability to capture, enter, update, and share employee department/division knowledge information to improve organizational performance.
- Business Intelligence – Ability to search data within the system and/or external sources prompting the Town staff to appropriate response and to create customizable alerts, notifications, reports, charts and dashboards.
- Workflows - Ability to automate repetitive tasks, assign tasks and notifications to responsible divisions, schedule service and appointments, manage reminders and follow-ups, share calendars, post updates to CRM and self-service portal.
- Integration - Ability to integrate data from other business applications and social media channels such as Outlook email, Microsoft365, MS Teams, Viva Goals, GIS maps and addressing information, Oracle ERP, ActiveNet customer accounts etc.
- Mobile devices support - Ability for staff and customers to access all functionalities using any mobile devices.

Impact of not approving or delaying the project

- The current CRM, MS Dynamics CRM2013, is an on-prem solution that was installed in 2015 and is approaching end of manufacturer support. Without the manufacturer support, the Town will have to assume the risk of maintaining the application on its own.
- The current CRM2013 system in place does not meet the Town’s current and growing needs. Not upgrading to new CRM solution may lead to resident dissatisfaction with the Town’s services. In addition, the Town may also miss out on economy growth opportunities and revenues.

Impact this project has on climate change

The self-service online portal allows residents to submit and follow up on their requests and complaints from the comfort of their homes or wherever they are with an internet connection. This will reduce the need for residents and customers to travel to the Town Administrative buildings for their customer service needs and thus reduce the emission of greenhouse gases

Asset Management – 10 Year Capital Plan

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
Community Services:																		
AM0128: TOWN HALL - SPACE REFRESH	1,064,978	1,064,978	-	1,064,978	-	685,695	66,405	312,878	-	-	-	-	-	-	-	-	-	312,878
AM0129: SECURITY AUDIT & IMPLEMENTATION	526,800	526,800	-	526,800	-	66,487	50,000	410,313	-	-	-	-	-	-	-	-	-	410,313
AM0134: ARENA DEHUMIDIFIERS AFLC	34,347	34,347	-	34,347	-	14,984	19,363	-	-	-	-	-	-	-	-	-	-	-
AM0158: ACC EXTERIOR WINDOWS RESEAL	13,500	13,500	-	13,500	-	3,002	10,498	-	-	-	-	-	-	-	-	-	-	-
AM0159: ACC THEMOPLASTIC MEMBRAINE ROOF REPLCMNT	165,600	165,600	-	165,600	-	5,185	-	160,415	-	-	-	-	-	-	-	-	-	160,415
AM0163: ASC ROOFING SECTIONS REPLCMNT	32,160	32,160	-	32,160	-	6,675	-	25,485	-	-	-	-	-	-	-	-	-	25,485
AM0165: THALL ROOF SECTIONS & SKYLIGHT REPAIRS	221,650	221,650	-	221,650	-	78,992	63,666	78,992	-	-	-	-	-	-	-	-	-	78,992
AM0217: ACC SPORT FLOORING	73,900	73,900	-	73,900	-	33,596	40,304	-	-	-	-	-	-	-	-	-	-	-
AM0219: AFLC HOLLOW METAL DOORS & EXT EXIT DOORS	83,350	83,350	-	83,350	-	5,241	78,109	-	-	-	-	-	-	-	-	-	-	-
AM0220: CYFS 4-3 WINDOWS REPLACED	28,800	28,800	-	28,800	-	3,511	25,289	-	-	-	-	-	-	-	-	-	-	-
AM0223: AURORA SPORTS DOME REPAIRS	600,000	560,000	(40,000)	560,000	-	520,250	39,750	-	-	-	-	-	-	-	-	-	-	-
AM0251: SARC - WEST ROOF AREA - WINDOW SEALANT	10,200	10,200	-	10,200	-	-	10,200	-	-	-	-	-	-	-	-	-	-	-
AM0253: AFLC - REPLACE ROOFING ABOVE ARENA DRESSING ROOMS	90,100	90,100	-	90,100	-	-	-	90,100	-	-	-	-	-	-	-	-	-	90,100
AM0255: ASC - REPLACEMENT OF SECURITY SYSTEM	53,600	53,600	-	53,600	-	-	53,600	-	-	-	-	-	-	-	-	-	-	-
AM0256: AFLC - POOL BOILER REPLACEMENT	150,000	150,000	-	150,000	-	-	108,904	41,096	-	-	-	-	-	-	-	-	-	41,096
AM0257: SARC - LOW-E CEILING - ARENAS	128,000	128,000	-	128,000	-	-	-	128,000	-	-	-	-	-	-	-	-	-	128,000
AM0258: ENERGY AND DEMAND MANAGEMENT PLAN IMPLEMENTATION	100,000	100,000	-	100,000	-	-	60,000	40,000	-	-	-	-	-	-	-	-	-	40,000
AM0259: VICTORIA HALL - ACCESSIBLE RAMP	20,000	20,000	-	20,000	-	-	-	20,000	-	-	-	-	-	-	-	-	-	20,000
AM-F-0267: SARC - REPLACE ASPHALT FLAT ROOF (POOL AND COMMON	-	-	-	-	-	-	-	-	-	1,051,000	-	-	-	-	-	-	-	1,051,000
AM-F-0268: SARC- FIRE CONTROL PANEL	-	-	-	-	-	-	-	-	-	-	-	60,500	-	-	-	-	-	60,500
AM-F-0269: ACC- COMPRESSORS	-	-	-	-	-	-	-	-	290,500	-	-	-	-	-	-	-	-	290,500
AM-F-0271: AFLC - FLOORING	-	-	-	-	-	-	-	-	-	408,000	-	-	-	-	-	-	-	408,000
AM-F-0272: SARC - LIFECYCLE REPLACEMENT OF MODIFIED BITUMEN W	-	-	-	-	-	-	-	-	-	515,000	-	-	-	-	-	-	-	515,000
AM-F-0273: SARC - REPAINT INTERIOR WALL SURFACES	-	-	-	-	-	-	-	-	-	401,000	-	-	-	-	-	-	-	401,000
AM-F-0274: SARC - REPLACE HVAC PUMPS	-	-	-	-	-	-	-	-	42,000	-	-	-	-	-	-	-	-	42,000
AM-F-0275: SARC - REPLACE FORCE FLOW AND GAS FIRED HEATERS	-	-	-	-	-	-	-	-	-	-	14,000	-	-	-	-	-	-	14,000
AM-F-0276: SARC - REPLACE ICE RINK DASHER BOARD SYSTEMS	-	-	-	-	-	-	-	-	-	-	802,000	-	-	-	-	-	-	802,000
AM-F-0277: AFLC - APPLY REST COATING TO ARENA METAL ROOF	-	-	-	-	-	-	-	-	-	150,000	-	-	-	-	-	-	-	150,000
AM-F-0278: AFLC - REP OF FORCE FLOW AND GAS FIRED HEATERS	-	-	-	-	-	-	-	-	-	-	14,000	-	-	-	-	-	-	14,000
AM-F-0279: AFLC - REPLACEMENT OF SECURITY SYSTEM	-	-	-	-	-	-	-	-	-	11,400	-	-	-	-	-	-	-	11,400
AM-F-0280: ACC - REFINISH CONCRETE BLOCK WALLS	-	-	-	-	-	-	-	-	15,000	-	-	-	-	-	-	-	-	15,000
AM-F-0281: ACC - REPLACE WORN RUBBER FLOORING ACC1	-	-	-	-	-	-	-	-	-	-	91,500	-	-	-	-	-	-	91,500
AM-F-0282: ACC - REPLACEMENT OF FORCED FLOW AND GAS HEATERS	-	-	-	-	-	-	-	-	-	-	14,000	-	-	-	-	-	-	14,000
AM-F-0283: ACC - REPLACEMENT OF SECURITY SYSTEM	-	-	-	-	-	-	-	-	95,000	-	-	-	-	-	-	-	-	95,000
AM-F-0284: 215 IND - REPAINT INTERIOR WALL SURFACES	-	-	-	-	-	-	-	-	-	-	21,800	-	-	-	-	-	-	21,800
AM-F-0285: CYFS 4-3 - REPLACEMENT OF ROOF	-	-	-	-	-	-	-	-	-	430,000	-	-	-	-	-	-	-	430,000
AM-F-0287: CYFS 4-3 - REP OF FORCED AIR AND GAS HEATERS	-	-	-	-	-	-	-	-	-	-	31,000	-	-	-	-	-	-	31,000
AM-F-0288: CYFS 4-3 - REPLACE DIESEL GENERATOR	-	-	-	-	-	-	-	-	-	-	87,000	-	-	-	-	-	-	87,000
AM-F-0289: 22 CHURCH - REPLACE ASPHALT SHINGLES	-	-	-	-	-	-	-	-	-	-	97,000	-	-	-	-	-	-	97,000
AM-F-0290: ASC - REPLACEMENT OF ROOFTOP HVAC UNITS	-	-	-	-	-	-	-	-	133,500	-	-	-	-	-	-	-	-	133,500

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0292: TOWN HALL - UPGRADE OF BUILDING AUTOMATION SYSTEM	-	-	-	-	-	-	-	-	-	286,500	-	-	-	-	-	-	-	286,500
AM-F-0293: LIBRARY - MAJOR HYDRAULIC MODERNIZATION OF ELEVATOR	-	-	-	-	-	-	-	-	-	-	-	118,000	-	-	-	-	-	118,000
AM-F-0294: VICTORIA HALL - REPLACEMENT OF ROOFING SHINGLES	-	-	-	-	-	-	-	-	26,000	-	-	-	-	-	-	-	-	26,000
AM-F-0295: TOWN HALL - REPLACE HVAC - A/C COOLING/HUMIDIFICAT	-	-	-	-	-	-	-	119,000	-	-	-	-	-	-	-	-	-	119,000
AM-F-0301: SARC & AFLC - POOL SPEAKERS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67,000	-	-	67,000
AM-F-0303: AFLC - KITCHEN ACCESSIBILITY RETROFIT	-	-	-	-	-	-	-	48,300	-	-	-	-	-	-	-	-	-	48,300
AM-F-0305: SPORTS DOME - AIR CONDITIONING	155,000	-	(155,000)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM-F-0313: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2025)	-	-	-	-	-	-	-	-	100,000	-	-	-	-	-	-	-	-	100,000
AM-F-0314: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2026)	-	-	-	-	-	-	-	-	-	100,000	-	-	-	-	-	-	-	100,000
AM-F-0315: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2027)	-	-	-	-	-	-	-	-	-	-	100,000	-	-	-	-	-	-	100,000
AM-F-0316: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2028)	-	-	-	-	-	-	-	-	-	-	-	100,000	-	-	-	-	-	100,000
AM-F-0317: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2029)	-	-	-	-	-	-	-	-	-	-	-	-	100,000	-	-	-	-	100,000
AM-F-0318: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2030)	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	-	-	-	100,000
AM-F-0319: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2031)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100,000	-	-	100,000
AM-F-0320: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2032)	-	-	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000	2,000,000	2,000,000	2,100,000	-	10,100,000
AM0295: BUILDING AUTOMATION SYSTEM REPLACEMENT	132,000	132,000	-	132,000	-	-	85,000	47,000	-	-	-	-	-	-	-	-	-	47,000
AM0297: SARC - REPLACEMENT OF COMPETITIVE STARTING BLOCKS	58,500	58,500	-	58,500	-	-	58,500	-	-	-	-	-	-	-	-	-	-	-
AM0298: SARC - ENCLOSED OUTDOOR PRESCHOOL AREA	58,500	58,500	-	58,500	-	-	-	58,500	-	-	-	-	-	-	-	-	-	58,500
AM0299: UNPLANNED - FACILITIES EMERG REPAIRS CONTINGENCY 2023	100,000	100,000	-	100,000	-	-	100,000	-	-	-	-	-	-	-	-	-	-	-
AM0300: SARC - ICE PLANT ARENA REHABILITATION	160,000	160,000	-	160,000	-	-	160,000	-	-	-	-	-	-	-	-	-	-	-
AM0301: CYFS - FACILITIES PLACEHOLDER (BCA)	100,000	100,000	-	100,000	-	-	60,000	40,000	-	-	-	-	-	-	-	-	-	40,000
AM0302: RECREATION CENTRE - FACILITY PLACEHOLDER (BCA)	250,000	250,000	-	250,000	-	-	130,000	120,000	-	-	-	-	-	-	-	-	-	120,000
AM0303: LIBRARY ELEVATOR PIT WATERPROOFING	50,000	50,000	-	50,000	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-
AM0304: INVERTER BATTERIES - MULTI-SITES	70,000	70,000	-	70,000	-	-	70,000	-	-	-	-	-	-	-	-	-	-	-
AM0307: OLD CHURCH SCHOOL REFINISHING AND PAINTING BREVIK HALL ETC	-	173,000	173,000	173,000	-	-	173,000	-	-	-	-	-	-	-	-	-	-	-
AM0308: AURORA MUSEUM & ARCHIVES & ACC ADMIN REFIN AND PAINT	-	187,000	187,000	187,000	-	-	187,000	-	-	-	-	-	-	-	-	-	-	-
AM0310: SPORTS DOME - AIR CONDITIONING	-	195,000	195,000	195,000	-	-	195,000	-	-	-	-	-	-	-	-	-	-	-
AM0221: THALL CONCRETE/STONE WLKWYS REPRS	37,273	37,273	-	37,273	-	18,125	19,148	-	-	-	-	-	-	-	-	-	-	-
AM0333: UNPLANNED - EMERGENCY REPAIRS CONTINGENCY (2024)	-	-	-	100,000	100,000	-	-	100,000	-	-	-	-	-	-	-	-	-	100,000
AM0334: TOWN HALL ROOF REPLACEMENT - PHASE 1	-	-	-	425,000	425,000	-	-	425,000	-	-	-	-	-	-	-	-	-	425,000
AM0335: AFLC - ARENA DEHUMIDIFICATION REPLACEMENT	-	-	-	825,000	825,000	-	-	825,000	-	-	-	-	-	-	-	-	-	825,000
AM1FAC: Facilities (Capital Program)	4,568,258	4,928,258	360,000	6,278,257	1,349,999	1,441,742	1,913,736	2,922,779	869,300	3,352,900	1,272,300	2,278,500	2,100,000	2,100,000	2,167,000	2,100,000	-	19,162,779
AM0203: PET CEMETERY RESTORATION	98,400	98,400	-	118,400	20,000	49,284	37,000	32,116	-	-	-	-	-	-	-	-	-	32,116
AM0265: PARADE FLOAT	27,500	27,500	-	27,500	-	-	1,000	26,500	-	-	-	-	-	-	-	-	-	26,500
AM-F-0321: SARC - AQUATIC EQUIPMENT REPLACEMENT	-	-	-	-	-	-	-	-	-	-	26,700	-	-	-	-	-	-	26,700
AM-F-0355: AFLC FITNESS EQUIPMENT REPLACEMENT - 2025	-	-	-	-	-	-	-	41,000	-	-	-	-	-	-	-	-	-	41,000
AM-F-0356: AFLC FITNESS EQUIPMENT REPLACEMENT - 2026/2027	-	-	-	-	-	-	-	-	-	25,200	7,500	-	-	-	-	-	-	32,700
AM-F-0357: AFLC FITNESS EQUIPMENT REPLACEMENT - 2028	-	-	-	-	-	-	-	-	-	-	-	27,150	-	-	-	-	-	27,150
AM-F-0358: AFLC FITNESS EQUIPMENT REPLACEMENT - 2029	-	-	-	-	-	-	-	-	-	-	-	-	33,120	-	-	-	-	33,120
AM-F-0359: AFLC FITNESS EQUIPMENT REPLACEMENT - 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	22,400	-	-	-	22,400

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0360: AFLC FITNESS EQUIPMENT REPLACEMENT - 2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,100	-	-	25,100
AM-F-0361: AFLC FITNESS EQUIPMENT REPLACEMENT - 2032	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29,000	-	29,000
AM0306: AFLC FITNESS EQUIPMENT REPLACEMENT - 2023/2024	52,500	52,500	-	52,500	-	-	7,811	44,689	-	-	-	-	-	-	-	-	-	44,689
AM-F-0373: TOWN HALL - COMMUNITY REFLECTIONS SPACE	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	250,000
AM0336: VEHICLE MITIGATION EQUIPMENT	-	-	-	60,000	60,000	-	-	60,000	-	-	-	-	-	-	-	-	-	60,000
AM0337: TOWN HALL - COMMUNITY REFLECTIONS SPACE	-	-	-	25,000	25,000	-	-	25,000	-	-	-	-	-	-	-	-	-	25,000
AM1CMS: Community Programs	178,400	178,400	-	283,400	105,000	49,284	45,811	188,305	291,000	25,200	34,200	27,150	33,120	22,400	25,100	29,000	-	675,475
Subtotal Community Services	4,746,658	5,106,658	360,000	6,561,657	1,454,999	1,491,026	1,959,547	3,111,084	1,160,300	3,378,100	1,306,500	2,305,650	2,133,120	2,122,400	2,192,100	2,129,000	-	19,838,254
Corporate Services:																		
AM0001: ACCESSIBILITY PLAN	1,382,869	1,382,869	-	1,382,869	-	1,364,798	18,071	-	-	-	-	-	-	-	-	-	-	-
AM0004: HR INFO/PAYROLL SYSTEM	249,999	249,999	-	249,999	-	129,873	20,000	100,126	-	-	-	-	-	-	-	-	-	100,126
AM1CRS: Corporate Services	1,632,868	1,632,868	-	1,632,868	-	1,494,671	38,071	100,126	-	-	-	-	-	-	-	-	-	100,126
Subtotal Corporate Services	1,632,868	1,632,868	-	1,632,868	-	1,494,671	38,071	100,126	-	-	-	-	-	-	-	-	-	100,126
Finance:																		
AM0005: FINANCIAL SYSTEM	2,486,000	2,486,000	-	2,486,000	-	1,009,882	1,226,118	250,000	-	-	-	-	-	-	-	-	-	250,000
AM0090: WATER METER REPLACEMENT PROGRAM	4,587,336	4,587,336	-	4,587,336	-	2,837,896	600,000	1,149,440	-	-	-	-	-	-	-	-	-	1,149,440
AM0248: ADVANCED METERING INFRASTRUCTURE	1,599,500	1,599,500	-	1,599,500	-	-	800,000	799,500	-	-	-	-	-	-	-	-	-	799,500
AM-F-0012: WATER METER REPLACEMENT PROGRAM - 2025-2029	-	-	-	-	-	-	-	-	250,000	300,000	300,000	300,000	305,300	-	-	-	-	1,455,300
AM1FIN: Finance	8,672,836	8,672,836	-	8,672,836	-	3,847,777	2,626,118	2,198,940	250,000	300,000	300,000	300,000	305,300	-	-	-	-	3,654,240
AM0008: BOARDROOM AUDIO/VIDEO EQUIP	100,000	100,000	-	100,000	-	12,838	26,365	60,797	-	-	-	-	-	-	-	-	-	60,797
AM0009: BUS PROCESS AUTOMTN & DATA INTGRTN	250,500	250,500	-	250,500	-	20,963	50,000	169,537	10,000	-	-	-	-	-	-	-	-	179,537
AM0212: ETHERNET SWITCH REDESIGN	400,000	400,000	-	400,000	-	132,176	192,824	75,000	106,000	-	-	-	-	-	-	-	-	181,000
AM0213: DATA CENTRE HARDWARE REFRESH (SAN)	100,000	100,000	-	100,000	-	36,502	60,000	3,498	-	-	-	-	-	-	-	-	-	3,498
AM0231: TRACKIT REPLACEMENT	20,000	20,000	-	20,000	-	-	20,000	-	-	-	-	-	-	-	-	-	-	-
AM0232: CYBERSECURITY SOFTWARE (DEFENDER IDENTITY MGMT & CLOUD SECURITY)	90,000	90,000	-	90,000	-	-	35,000	55,000	-	-	-	-	-	-	-	-	-	55,000
AM0234: BACKFLOW PREVENTION APP	25,000	25,000	-	25,000	-	-	15,000	10,000	-	-	-	-	-	-	-	-	-	10,000
AM0235: END USER EQUIPMENT REPLACEMENT - 2023-2026	94,885	183,328	88,443	183,328	-	-	93,000	90,328	92,500	95,000	-	-	-	-	-	-	-	277,828
AM0236: DATA CENTRE EQUIPMENT REPLACEMENT - 2023-2026	65,000	125,638	60,638	125,638	-	-	65,000	60,638	62,500	65,000	-	-	-	-	-	-	-	188,138
AM0237: MOBILE EQUIPMENT REPLACEMENT - 2023-2026	30,000	57,956	27,956	57,956	-	-	28,253	29,703	30,000	30,000	-	-	-	-	-	-	-	89,703
AM-F-0005: END USER EQUIPMENT REPLACEMENT - 2027-2030	-	-	-	-	-	-	-	-	-	-	117,000	135,000	109,000	117,000	-	-	-	478,000
AM-F-0010: DATA CENTRE EQUIPMENT REPLACEMENT - 2027-2030	-	-	-	-	-	-	-	-	-	-	86,500	86,500	79,000	86,500	-	-	-	338,500
AM-F-0017: MOBILE EQUIPMENT REPLACEMENT - 2027-2030	-	-	-	-	-	-	-	-	-	-	30,000	30,000	30,000	30,000	-	-	-	120,000
AM-F-0018: END USER EQUIPMENT REPLACEMENT - 2030-2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127,000	125,000	-	252,000
AM-F-0019: DATA CENTRE EQUIPMENT REPLACEMENT - 2030-2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96,500	95,000	-	191,500
AM-F-0020: MOBILE EQUIPMENT REPLACEMENT - 2030-2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30,000	30,000	-	60,000
AM-F-0021: ETHERNET SWITCH REDESIGN - 2026	-	-	-	-	-	-	-	-	130,000	-	-	-	-	-	-	-	-	130,000
AM0270: COUNCIL CHAMBER A/V TECHNOLOGY	104,000	104,000	-	104,000	-	-	104,000	-	-	-	-	-	-	-	-	-	-	-
AM0271: CYBERSECURITY VULNERABILITY SERVICES	98,400	98,400	-	98,400	-	-	35,000	13,400	24,800	25,200	-	-	-	-	-	-	-	63,400
AM0272: CYBERSECURITY SIEM SERVICES	295,300	295,300	-	295,300	-	-	72,000	73,200	74,400	75,700	-	-	-	-	-	-	-	223,300
AM0273: CLUSTER REPLACEMENT AT TOWN HALL	250,000	250,000	-	250,000	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-
AM0274: CYBERSECURITY (2024) (2ND FIREWALL AT JOC)	62,400	62,400	-	62,400	-	-	-	62,400	-	-	-	-	-	-	-	-	-	62,400
AM0275: UNINTERUPTABLE POWER SUPPLY REFRESH	50,000	50,000	-	50,000	-	-	30,000	20,000	-	-	-	-	-	-	-	-	-	20,000

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM0276: LEGAL MANAGEMENT SYSTEM	100,000	100,000	-	100,000	-	-	-	100,000	-	-	-	-	-	-	-	-	-	100,000
AM0277: MS DEFENDER ENDPOINT PROTECTION	60,000	60,000	-	60,000	-	-	60,000	-	-	-	-	-	-	-	-	-	-	-
AM0278: UNPLANNED - IT EMERGENCY REPAIRS CONTINGENCY 2023	20,000	20,000	-	20,000	-	-	20,000	-	-	-	-	-	-	-	-	-	-	-
AM0371: UNPLANNED - IT EMERGENCY REPAIRS CONTINGENCY 2024	-	-	-	20,000	20,000	-	-	20,000	-	-	-	-	-	-	-	-	-	20,000
AM0372: NETWORK ACCESS CONTROL	-	-	-	68,000	68,000	-	-	68,000	-	-	-	-	-	-	-	-	-	68,000
AM0373: INTERNET REDUNDANCY	-	-	-	108,000	108,000	-	-	108,000	-	-	-	-	-	-	-	-	-	108,000
AM0374: ADDRESS MANAGER APPLICATION	-	-	-	12,000	12,000	-	-	12,000	-	-	-	-	-	-	-	-	-	12,000
AM0375: CRM REPLACEMENT	-	-	-	300,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-	-	300,000
AM1FIT: Information Technology (Capital Program)	2,215,485	2,392,522	177,037	2,900,522	508,000	202,479	1,156,442	1,331,501	530,200	290,900	233,500	251,500	218,000	233,500	253,500	250,000	-	3,592,601
Subtotal Finance	10,888,321	11,065,358	177,037	11,573,358	508,000	4,050,256	3,782,560	3,530,441	780,200	590,900	533,500	551,500	523,300	233,500	253,500	250,000	-	7,246,841
Operational Services:																		
AM-F-0066: ENGINEERED WW RECON – MOFFAT CRESCEN	175,000	-	(175,000)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM-F-0071: ENGINEERED WW RECON – MURRAY DRIVE T	-	-	-	-	-	-	-	177,800	-	-	-	-	-	-	-	-	-	177,800
AM-F-0072: RETAINING WALL RECON - 60-64 MACHELL AVEN	-	-	-	-	-	-	-	254,000	-	-	-	-	-	-	-	-	-	254,000
AM-F-0073: RAILING REPLACE - YONGE STREET SOUTH OF BATSON	-	-	-	-	-	-	-	457,200	-	-	-	-	-	-	-	-	-	457,200
AM-F-0075: RAILING REPLACE - AURORA HEIGHTS DRIVE - WEST	-	-	-	-	-	-	-	-	-	283,000	-	-	-	-	-	-	-	283,000
AM-F-0076: ENGINEERED WW RECON - 64 MARK STREET	-	-	-	-	-	-	-	-	180,800	-	-	-	-	-	-	-	-	180,800
AM-F-0077: RETAINING WALL REPLACE - 15040 YONGE STREET &	-	-	-	-	-	-	-	-	144,600	-	-	-	-	-	-	-	-	144,600
AM-F-0078: RAILING REPLACE - 15055 YONGE ST & 15054 YONGE	-	-	-	-	-	-	-	-	490,700	-	-	-	-	-	-	-	-	490,700
AM-F-0079: REPLACE MULTI-USE PATH ON WELLINGTON STREET EAST -	-	-	-	-	-	-	-	-	207,000	-	-	-	-	-	-	-	-	207,000
AM-F-0080: ENGINEERED WW RECON - HOLLANDVIEW TR	-	-	-	-	-	-	-	-	-	184,000	-	-	-	-	-	-	-	184,000
AM-F-0081: ENGINEERED WW & RETAINING WALL REPLACE -	-	-	-	-	-	-	-	-	-	315,300	-	-	-	-	-	-	-	315,300
AM-F-0082: RETAINING WALL REPLACE - OPPOSITE 76 MOSLEY ST	-	-	-	-	-	-	-	-	-	-	42,700	-	-	-	-	-	-	42,700
AM-F-0083: RAILING REPLACEMENT - 15417 YONGE STREET	-	-	-	-	-	-	-	-	-	-	133,500	-	-	-	-	-	-	133,500
AM-F-0084: RETAINING WALL REPLACEMENT - 43 & 47 COUSINS DRIVE	-	-	-	-	-	-	-	-	-	-	-	287,800	-	-	-	-	-	287,800
AM-F-0085: RAILING REPLACE - 350 MURRAY DRIVE - BOTH SIDE	-	-	-	-	-	-	-	-	-	-	-	-	342,100	-	-	-	-	342,100
AM-F-0086: RAILING REPLACE - KENNEDY STREET WEST BOTH SID	-	-	-	-	-	-	-	-	-	-	-	-	342,100	-	-	-	-	342,100
AM-F-0087: RAILING REPLACE - ON AURORA HEIGHTS DRIVE AT B	-	-	-	-	-	-	-	-	-	-	-	260,700	-	-	-	-	-	260,700
AM-F-0089: RETAINING WALL REPLACE - 32 AND 50 COLLIS DRIV	-	-	-	-	-	-	-	-	-	-	-	-	-	265,000	-	-	-	265,000
AM-F-0090: ENGINEERED WW RECON - 39 MCLEOD DRIV	-	-	-	-	-	-	-	-	-	-	-	-	-	138,000	-	-	-	138,000
AM-F-0091: ENGINEERED WW REPLACE - WALTON DRIVE TO B	-	-	-	-	-	-	-	-	-	-	-	-	-	154,600	-	-	-	154,600
AM-F-0092: RAILING REPLACE - 31 TYLER STREET - BOTH SIDES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303,000	-	-	303,000
AM-F-0093: ENGINEERED WW/RETAINING WALL RECON -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	151,500	-	-	151,500
AM-F-0094: ENGINEERED WW RECON - 75 WATTS MEADO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	168,300	-	-	168,300
AM-F-0096: STREETLIGHT POLE REPLACEMENT - 2025	-	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	50,000
AM-F-0097: STREETLIGHT POLE REPLACEMENT - 2026	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	50,000
AM-F-0098: STREETLIGHT POLE REPLACEMENT - 2027	-	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	50,000
AM-F-0099: STREETLIGHT POLE REPLACEMENT - 2028	-	-	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	-	50,000
AM-F-0100: STREETLIGHT POLE REPLACEMENT - 2029	-	-	-	-	-	-	-	-	-	-	-	50,000	-	-	-	-	-	50,000

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0101: STREETLIGHT POLE REPLACEMENT - 2030	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000	-	-	-	50,000
AM-F-0102: STREETLIGHT POLE REPLACEMENT - 2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000	-	-	50,000
AM-F-0103: STREETLIGHT POLE REPLACEMENT - 2032	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000	-	50,000
AM-F-0183: STRUCTURAL LINING OF SANI SEWERMAINS & LATERALS 23-26	-	-	-	-	-	-	-	-	514,850	523,000	-	-	-	-	-	-	-	1,037,850
AM-F-0185: STRUC LINING OF SANI SEWERMAINS & LATERALS 27-30	-	-	-	-	-	-	-	-	-	-	480,600	488,700	496,800	504,900	-	-	-	1,971,000
AM-F-0186: STRUC LINING OF SANI SEWERMAINS & LATERALS 31-32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	513,450	522,000	-	1,035,450
AM0283: RAILING REPLACEMENT - 15347 YONGE ST, 37 HARRIMAN RD	265,000	265,000	-	265,000	-	-	265,000	-	-	-	-	-	-	-	-	-	-	-
AM0284: RETAINING WALL REPAIR - 1 COMMUNITY CENTRE LANE + 25 FALLING LEAF CRT	200,000	200,000	-	200,000	-	-	200,000	-	-	-	-	-	-	-	-	-	-	-
AM0285: GUIDERAIL REPLACEMENT - MARKSBURY COURT	110,000	110,000	-	110,000	-	-	-	110,000	-	-	-	-	-	-	-	-	-	110,000
AM0286: REPLACE ASPHALT MUP ON BAYVIEW - RIVER RIDGE-BOREALIS, BOR-SPRING FARM	200,000	200,000	-	200,000	-	-	200,000	-	-	-	-	-	-	-	-	-	-	-
AM0287: STREETLIGHT POLE REPLACEMENT - 2023	50,000	50,000	-	50,000	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-
AM0291: STRUCTURAL LINING OF SANI SEWERMAINS & LATERALS 23-26	500,000	500,000	-	1,007,200	507,200	-	200,000	807,200	-	-	-	-	-	-	-	-	-	807,200
AM0309: ENGINEERED WW RECON - MOFFAT-VALLEY DRIVE + CRAWFORD-DEVINS	-	175,000	175,000	175,000	-	-	-	175,000	-	-	-	-	-	-	-	-	-	175,000
AM-F-0363: TOWN PARKING LOT MAINTENANCE	-	-	-	-	-	-	-	-	300,000	300,000	300,000	-	-	-	-	-	-	900,000
AM-F-0366: CUL-DE-SAC INTERLOCK ISLAND RPLCEMT	-	-	-	-	-	-	-	-	150,000	150,000	-	-	-	-	-	-	-	300,000
AM-F-0385: BRIDGE AND CULVERT INSPECTIONS (2024-2026)	-	-	-	-	-	-	-	-	-	70,000	-	-	-	-	-	-	-	70,000
AM-F-0386: BRIDGE AND CULVERT INSPECTIONS (2028-2032)	-	-	-	-	-	-	-	-	-	-	-	70,000	-	70,000	-	70,000	-	210,000
AM0338: GUIDERAIL REPLACEMENT - ON GILBERT DRIVE - YONGE TO JARVIS	-	-	-	203,200	203,200	-	-	203,200	-	-	-	-	-	-	-	-	-	203,200
AM0339: STREETLIGHT POLE REPLACEMENT - 2024	-	-	-	50,000	50,000	-	-	50,000	-	-	-	-	-	-	-	-	-	50,000
AM0341: SANITARY PUMPING STATION/WATER BOOSTER STATION IMPROVEMENTS	-	-	-	121,900	121,900	-	-	121,900	-	-	-	-	-	-	-	-	-	121,900
AM0342: TOWN PARKING LOT MAINTENANCE	-	-	-	300,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-	-	300,000
AM0343: MAZE BARRIER REPLACEMENT - ST JOHN'S SDRD W OF IND PKWY	-	-	-	100,000	100,000	-	-	100,000	-	-	-	-	-	-	-	-	-	100,000
AM0344: TEMPERANCE ST PARKING LOT STAIRCASE REPLACEMENT	-	-	-	150,000	150,000	-	-	150,000	-	-	-	-	-	-	-	-	-	150,000
AM0345: BRIDGE AND CULVERT INSPECTIONS (2024-2026)	-	-	-	70,000	70,000	-	-	70,000	-	-	-	-	-	-	-	-	-	70,000
AM1OPS: Operational Services	1,500,000	1,500,000	-	3,002,300	1,502,300	-	915,000	2,087,300	1,903,850	2,116,100	1,612,900	784,900	1,779,500	1,182,500	1,186,250	642,000	-	13,295,300
AM0178: PARKS/TRAILS SIGNAGE STRAT STUDY/IMPLMTN	695,699	695,699	-	695,699	-	485,250	-	210,449	-	-	-	-	-	-	-	-	-	210,449
AM0191: PLAYGROUND REPLACEMENT, WALKWAY REPAVING-L WILSON PARK	180,000	180,000	-	180,000	-	85,642	-	94,358	-	-	-	-	-	-	-	-	-	94,358
AM0195: TAMARAC PK W/LKWWY/BBALL RESURFCG	30,000	30,000	-	30,000	-	-	-	30,000	-	-	-	-	-	-	-	-	-	30,000
AM0228: BOARD WALK RESURFACE	380,000	380,000	-	380,000	-	337,322	42,678	-	-	-	-	-	-	-	-	-	-	-
AM0230: COUSINS PARK BOARDWALK REPLACEMENT	170,000	170,000	-	170,000	-	21,373	148,627	-	-	-	-	-	-	-	-	-	-	-
AM0263: PATHWAY PAVING - VARIOUS PARK TRAILS	69,300	69,300	-	69,300	-	-	69,300	-	-	-	-	-	-	-	-	-	-	-
AM0264: PLAYGROUND REPLACEMENT - ELIZABETH HADER	140,000	140,000	-	140,000	-	35,768	104,232	-	-	-	-	-	-	-	-	-	-	-
AM-F-0323: JAMES LLOYD PARK SHELTER REPLACE/REPAIR	-	-	-	-	-	-	-	-	-	103,300	-	-	-	-	-	-	-	103,300
AM-F-0324: L WILSON PARK GAZEBO R&R AND PARK SHELTER	-	-	-	-	-	-	-	-	-	-	175,000	-	-	-	-	-	-	175,000
AM-F-0325: PLYGRND RPLCE, W/LKWWY RPVE, BBALL RESURF - SUMMIT PARK (COND APP 2023)	-	-	-	-	-	-	-	-	300,000	-	-	-	-	-	-	-	-	300,000
AM-F-0326: PLAYGROUND REPLACE, WALKWAY REPAVING - TOM'S PARK	-	-	-	-	-	-	-	-	279,400	-	-	-	-	-	-	-	-	279,400
AM-F-0328: PLAYGROUND REPLACE, WALKWAY REPAVING - ATKINSON PA	-	-	-	-	-	-	-	-	-	-	293,000	-	-	-	-	-	-	293,000
AM-F-0329: PLAYGROUND REPLACEMENT- CHAPMAN PARK	-	-	-	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	250,000
AM-F-0331: REPLACE ARTIFICIAL TURF- ST MAX	-	-	-	-	-	-	-	-	-	-	-	-	1,250,000	-	-	-	-	1,250,000
AM-F-0333: STEWART BURNETT ARTICIAL TURF REPLACEMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,300,000	-	-	1,300,000

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AM-F-0335: PLAYGROUND/PATH REPLACEMENT - OPTIMIST PARK	-	-	-	-	-	-	-	-	-	-	-	300,000	-	-	-	-	-	300,000
AM-F-0336: PLAYGROUND/PATH REPLACEMENT - THOMPSON PARK	-	-	-	-	-	-	-	-	-	275,000	-	-	-	-	-	-	-	275,000
AM-F-0338: SHEPPARDS FITNESS EQUIPMENT REPLACEMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	67,300	-	-	-	67,300
AM-F-0339: SHEPPARD'S BUSH PAVILLION	-	-	-	-	-	-	-	175,000	-	-	-	-	-	-	-	-	-	175,000
AM-F-0340: PLAYGROUND REPLACEMENT - TIMBERS PARK	-	-	-	-	-	-	-	-	-	-	-	-	-	175,000	-	-	-	175,000
AM-F-0341: CONFEDERATION PARK REDESIGN/RETROFIT, PLAYGROUND,S	-	-	-	-	-	-	-	275,000	826,000	1,837,000	1,837,000	-	-	-	-	-	-	4,775,000
AM-F-0342: PLAYGROUND REPLACEMENT - HICKSON PARK	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	250,000
AM-F-0344: PLAYGROUND REPLACEMENT - SESTON PARK	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000	-	-	-	250,000
AM-F-0345: PLAYGROUND REPLACEMENT - ADA JOHNSON PARK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	-	-	500,000
AM-F-0346: TENNIS COURT RESURFACE - DAVID ENGLISH PARK	-	-	-	-	-	-	-	40,000	-	-	-	-	-	-	-	-	-	40,000
AM-F-0347: TREE INVENTORY UPDATE	-	-	-	-	-	-	-	20,700	-	-	-	-	-	-	-	-	-	20,700
AM-F-0348: PLAYGROUND UPGRADE - BENJAMIN PEARSON PARKETTE	-	-	-	-	-	-	-	-	175,000	-	-	-	-	-	-	-	-	175,000
AM-F-0350: CANINE COMMONS PARKING LOT PAVING	-	-	-	-	-	-	-	103,300	-	-	-	-	-	-	-	-	-	103,300
AM-F-0353: TENNIS COURT RESURFACE - THOMAS COATES	-	-	-	-	-	-	-	103,300	-	-	-	-	-	-	-	-	-	103,300
AM0305: BUTTERNUT RIDGE TRAIL CONSTRUCTION	379,800	379,800	-	379,800	-	-	75,000	304,800	-	-	-	-	-	-	-	-	-	304,800
AM-F-0376: LAMBERT WILSON PARK - BEACH VOLLEYBALL UPGRADE	-	-	-	-	-	-	-	-	-	-	-	75,000	-	-	-	-	-	75,000
AM-F-0377: HICKSON PARK - UPGRADE BMX TO A BIKE PUMP TRACK	-	-	-	-	-	-	-	-	-	-	450,000	-	-	-	-	-	-	450,000
AM-F-0378: LED SPORTS FIELD LIGHT UPGRADES (2025-2028)	-	-	-	-	-	-	-	-	100,000	100,000	100,000	100,000	-	-	-	-	-	400,000
AM-F-0381: PARKS/TRAILS SIGNAGE STRATEGY STUDY/IMPLEMENTATION 2025-2027	-	-	-	-	-	-	-	200,000	200,000	200,000	-	-	-	-	-	-	-	600,000
AM-F-0382: LED SPORTS FIELD LIGHT UPGRADES (2029-2033)	-	-	-	-	-	-	-	-	-	-	-	-	100,000	100,000	100,000	100,000	100,000	500,000
AM0197: FLEURY PARK WSHRM FAC IMPRVMENTS	480,000	480,000	-	480,000	-	465,501	-	14,499	-	-	-	-	-	-	-	-	-	14,499
AM0355: PLAYGROUND REPLACEMENT & PARKING LOT CONSTRUCTION - EVANS PARK	-	-	-	300,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-	-	300,000
AM0356: PLAYGROUND REPLACEMENT (FULLY ACCESSIBLE) - TOWN PARK	-	-	-	400,000	400,000	-	-	400,000	-	-	-	-	-	-	-	-	-	400,000
AM0357: SPLASH PAD SURFACE UPGRADE - TOWN PARK	-	-	-	75,000	75,000	-	-	75,000	-	-	-	-	-	-	-	-	-	75,000
AM0358: BOARDWALK UPGRADE - BENJAMIN PEARSON PARKETTE	-	-	-	150,000	150,000	-	-	150,000	-	-	-	-	-	-	-	-	-	150,000
AM0359: PLAYGROUND, PICNIC SHELTER & COURTS REPLACEMENT - FLEURY PARK	-	-	-	950,000	950,000	-	-	200,000	750,000	-	-	-	-	-	-	-	-	950,000
AM0360: TREE INVENTORY UPDATE	-	-	-	20,300	20,300	-	-	20,300	-	-	-	-	-	-	-	-	-	20,300
AM0361: HICKSON PARK MASONARY PIER REFACING	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM1PRK: Parks	2,524,799	2,524,799	-	4,500,098	1,975,299	1,430,855	439,837	1,879,406	2,346,700	1,929,300	3,055,000	2,562,000	1,350,000	592,300	1,900,000	100,000	100,000	15,814,706
AM0242: VEHICLE RADIO UPGRADE	50,000	50,000	-	50,000	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-
AM0243: ROADS - 3/4 TON PICK UP (#23-21)	75,251	75,251	-	75,251	-	-	75,251	-	-	-	-	-	-	-	-	-	-	-
AM0244: ROADS - 2 TON (#24-21)	107,900	107,900	-	107,900	-	-	107,900	-	-	-	-	-	-	-	-	-	-	-
AM0245: ROADS - 6 TON DIESEL DUMP WITH SANDER (#28-21)	352,900	352,900	-	352,900	-	-	352,900	-	-	-	-	-	-	-	-	-	-	-
AM0249: PARKS - 1 TON PICK UP CREW CAB (#203-21)	62,800	62,800	-	62,800	-	-	62,800	-	-	-	-	-	-	-	-	-	-	-
AM-F-0023: BY- LAW - 1/4 TON 4X4 PICK UP (#401-27)	-	-	-	-	-	-	-	-	-	-	64,700	-	-	-	-	-	-	64,700
AM-F-0024: BY-LAW - SUV (#404-29)	-	-	-	-	-	-	-	-	-	-	-	-	70,200	-	-	-	-	70,200
AM-F-0026: 1/4 TON 4X4 PICK UP (402-25)	-	-	-	-	-	-	-	60,000	-	-	-	-	-	-	-	-	-	60,000
AM-F-0105: FACILITIES - GENIE LIFT (#588-24)	-	-	-	-	-	-	-	-	-	-	-	16,700	-	-	-	-	-	16,700
AM-F-0106: ROADS - GMC/K3500 (#18-24)	-	-	-	-	-	-	-	95,300	-	-	-	-	-	-	-	-	-	95,300
AM-F-0108: ROADS - FRONT END LOADER - CAT/416B (#45-22)	-	-	-	-	-	-	-	-	-	-	280,000	-	-	-	-	-	-	280,000
AM-F-0109: PARKS - ZERO TURN MOWER (247-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,200	-	33,200

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AM-F-0111: WATER - CHEV EXPRESS (#61-27)	-	-	-	-	-	-	-	-	-	-	71,000	-	-	-	-	-	-	71,000
AM-F-0112: WATER - CHEV EXPRESS (#62-27)	-	-	-	-	-	-	-	-	-	-	71,000	-	-	-	-	-	-	71,000
AM-F-0113: PARKS - ZERO TURN MOWER (#248-27)	-	-	-	-	-	-	-	-	-	-	-	30,000	-	-	-	-	-	30,000
AM-F-0114: PARKS - ZERO TURN MOWER (#248-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,200	-	33,200
AM-F-0115: PARKS - ZERO TURN MOWER (#249-27)	-	-	-	-	-	-	-	-	-	-	-	30,000	-	-	-	-	-	30,000
AM-F-0116: PARKS - ZERO TURN MOWER (#249-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,200	-	33,200
AM-F-0117: PARKS - ZERO TURN MOWER (#250-27)	-	-	-	-	-	-	-	-	-	-	-	30,600	-	-	-	-	-	30,600
AM-F-0118: PARKS - ZERO TURN MOWER (#250-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36,900	-	36,900
AM-F-0119: PARKS - ZERO TURN MOWER (#251-27)	-	-	-	-	-	-	-	-	-	-	-	30,600	-	-	-	-	-	30,600
AM-F-0120: PARKS - ZERO TURN MOWER (#251-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36,900	-	36,900
AM-F-0121: PARKS - ARTICULATING LOADER (#254-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259,400	259,400
AM-F-0122: ROADS - 3/4 TON (#6-28)	-	-	-	-	-	-	-	-	-	-	-	69,100	-	-	-	-	-	69,100
AM-F-0123: ROADS - 2 TON DUMP (#15-25)	-	-	-	-	-	-	-	-	-	75,000	-	-	-	-	-	-	-	75,000
AM-F-0124: PARKS - MINI EXCAVATOR (#252-29)	-	-	-	-	-	-	-	-	-	-	-	-	70,200	-	-	-	-	70,200
AM-F-0125: PARKS - SKID STEER TRACKS (#253-29)	-	-	-	-	-	-	-	-	-	-	-	-	99,500	-	-	-	-	99,500
AM-F-0126: PARKS - WIDE AREA MOWER (#256-26)	-	-	-	-	-	-	-	-	-	185,600	-	-	-	-	-	-	-	185,600
AM-F-0127: PARKS - WIDE AREA MOWER (#256-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	227,500	-	227,500
AM-F-0128: ROADS - 6 TON TRUCK - FRITFL80 (#30-23)	-	-	-	-	-	-	-	-	-	375,000	-	-	-	-	-	-	-	375,000
AM-F-0129: ROADS - 3 TON TRUCK (#38-26)	-	-	-	-	-	-	-	-	-	120,000	-	-	-	-	-	-	-	120,000
AM-F-0130: WATER - FORD F 250 (#8-26)	-	-	-	-	-	-	-	-	-	70,000	-	-	-	-	-	-	-	70,000
AM-F-0131: WATER - FORD F 250 (#9-26)	-	-	-	-	-	-	-	-	-	70,000	-	-	-	-	-	-	-	70,000
AM-F-0132: ROADS - GMC/3500 (#17-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	115,500	-	-	-	115,500
AM-F-0134: ROADS - CHEV/1500 (#5-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71,400	-	-	71,400
AM-F-0135: FACILITIES - ICE RESURFACER (#595-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	160,600	-	-	-	160,600
AM-F-0140: ROADS - 3/4 TON PICK UP (#13-25)	-	-	-	-	-	-	-	63,500	-	-	-	-	-	-	-	-	-	63,500
AM-F-0141: ROADS - 3 TON SIGN TRUCK (#16-25)	-	-	-	-	-	-	-	-	160,000	-	-	-	-	-	-	-	-	160,000
AM-F-0142: ROADS - 6 TON DIESEL DUMP WITH SANDER (#25-26)	-	-	-	-	-	-	-	-	-	-	375,000	-	-	-	-	-	-	375,000
AM-F-0144: ROADS - 6 TON DIESEL DUMP WITH SANDER (#29-26)	-	-	-	-	-	-	-	-	-	-	-	400,000	-	-	-	-	-	400,000
AM-F-0145: ROADS - 6 TON DIESEL DUMP WITH SANDER (#32-24)	-	-	-	-	-	-	-	375,000	-	-	-	-	-	-	-	-	-	375,000
AM-F-0146: ROADS - STREET SWEEPER (#41-27)	-	-	-	-	-	-	-	-	-	362,300	-	-	-	-	-	-	-	362,300
AM-F-0147: ROADS - SKID STEER (#44-29)	-	-	-	-	-	-	-	-	-	-	-	-	175,500	-	-	-	-	175,500
AM-F-0148: ROADS - FRONT END LOADER (#46-23)	-	-	-	-	-	-	-	-	-	-	-	339,600	-	-	-	-	-	339,600
AM-F-0149: ROADS - PORTABLE AIR COMPRESSOR (#55-21)	-	-	-	-	-	-	-	-	-	-	-	-	22,600	-	-	-	-	22,600
AM-F-0150: ROADS - ASPHALT ROLLER (#87-22)	-	-	-	-	-	-	-	-	-	-	-	-	50,000	-	-	-	-	50,000
AM-F-0152: PARKS -WOOD CHIPPER (#270-27)	-	-	-	-	-	-	-	-	-	79,300	-	-	-	-	-	-	-	79,300
AM-F-0153: FACILITIES - 3/4 TON CARGO VAN (#501-27)	-	-	-	-	-	-	-	-	-	-	-	-	62,300	-	-	-	-	62,300
AM-F-0155: FACILITIES - 3/4 TON CARGO VAN (#505-23)	-	-	-	-	-	-	-	71,500	-	-	-	-	-	-	-	-	-	71,500
AM-F-0161: WATER -3/4 TON CARGO VAN (#7-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	77,300	-	-	-	77,300
AM-F-0162: ROADS 6 TON TRUCK (#30-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	356,800	-	-	-	356,800
AM-F-0163: ROADS - 3/4 TON PICK UP (#1-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76,600	76,600
AM-F-0164: WATER - 3/4 TON PICK UP (#10-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76,600	76,600
AM-F-0166: ROADS - 3/4 TON PICK UP (#22-30)	-	-	-	-	-	-	-	-	-	-	-	-	77,300	-	-	-	-	77,300
AM-F-0167: ROADS - 3/4 TON PICK UP (#23-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82,200	-	-	82,200
AM-F-0168: ROADS - 3/4 TON PICK UP (#24-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85,900	-	-	85,900
AM-F-0169: ROADS - 6 TON TRUCK (#26-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	356,800	-	-	-	356,800
AM-F-0170: ROADS - 6 TON TRUCK (#28-29)	-	-	-	-	-	-	-	-	-	-	-	351,000	-	-	-	-	-	351,000
AM-F-0172: ROADS - 6 TON TRUCK (#25-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	353,700	353,700
AM-F-0173: ROADS - 6 TON TRUCK (#29-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	353,700	353,700
AM-F-0174: ROADS - 6 TON TRUCK (#31-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	368,900	-	368,900
AM-F-0175: ROADS - 6 TON TRUCK (#32-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	362,800	-	-	362,800
AM-F-0176: ROADS - 6 TON TRUCK (#27-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	353,700	-	353,700
AM-F-0177: ROADS - 6 TON TRUCK (#27-26)	-	-	-	-	-	-	-	-	375,000	-	-	-	-	-	-	-	-	375,000
AM-F-0178: ROADS STREET SWEEPER (#40-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	423,300	-	-	423,300
AM-F-0179: ROADS - SOLAR POWERED SIGN (140,141,142,143, PLUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	245,900	-	245,900
AM-F-0180: FACILITIES - 3/4 TON CARGO VAN (#505-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92,200	-	92,200
AM-F-0181: PARKS - BACKHOE AND BROOM (#238,#392-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	319,700	-	319,700
AM-F-0209: PARKS - TRACTOR (#241-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159,900	-	159,900
AM-F-0210: PARKS - ARBORETUM SMALL JD TRACTOR (#299-25)	-	-	-	-	-	-	-	-	-	-	-	64,600	-	-	-	-	-	64,600

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0211: PARKS - WIDE AREA MOWER (#255-26)	-	-	-	-	-	-	-	-	-	180,800	-	-	-	-	-	-	-	180,800
AM-F-0212: PARKS - FORD 350 DUMP TRUCK (#226-27)	-	-	-	-	-	-	-	-	-	-	67,500	-	-	-	-	-	-	67,500
AM-F-0213: PARKS - ZERO TURN MOWER (# 245-27)	-	-	-	-	-	-	-	-	-	-	-	30,000	-	-	-	-	-	30,000
AM-F-0214: PARKS - TRACTOR - JD/4320 (#240-32), GROOMER ATTAC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91,600	-	91,600
AM-F-0215: PARKS - 1 TON (#207-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	72,400	-	-	-	72,400
AM-F-0216: PARKS - 3/4 TON (#212-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	71,400	-	-	-	71,400
AM-F-0217: PARKS - 3/4 TON PICK UP (#200-29)	-	-	-	-	-	-	-	-	-	-	-	-	70,900	-	-	-	-	70,900
AM-F-0218: PARKS - 3/4 TON PICK UP (#202-29)	-	-	-	-	-	-	-	-	-	-	-	-	70,200	-	-	-	-	70,200
AM-F-0221: PARKS - 3/4 TON 4X4 PICK UP (#208-25)	-	-	-	-	-	-	-	-	-	70,000	-	-	-	-	-	-	-	70,000
AM-F-0222: PARKS - 3/4 TON 4X4 PICK UP (#209-25)	-	-	-	-	-	-	-	-	-	70,000	-	-	-	-	-	-	-	70,000
AM-F-0223: PARKS - PORTABLE WELDER (#216-25)	-	-	-	-	-	-	-	-	-	-	-	-	32,300	-	-	-	-	32,300
AM-F-0224: PARKS - WIDE AREA MOWER (#255-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	206,300	206,300
AM-F-0225: PARKS - ARBORIST TRUCK (#223-23)	-	-	-	-	-	-	-	160,000	-	-	-	-	-	-	-	-	-	160,000
AM-F-0226: PARKS - 3/4 TON PICK UP CREW CAB (#224-27)	-	-	-	-	-	-	-	-	-	-	67,900	-	-	-	-	-	-	67,900
AM-F-0227: PARKS - 2 TON DUMP TRUCK (#225-25)	-	-	-	-	-	-	-	90,000	-	-	-	-	-	-	-	-	-	90,000
AM-F-0228: PARKS - 2 TON DUMP TRUCK (#227-23)	-	-	-	-	-	-	-	90,000	-	-	-	-	-	-	-	-	-	90,000
AM-F-0229: PARKS - 2 TON DUMP TRUCK (#228-29)	-	-	-	-	-	-	-	-	-	-	-	-	87,800	-	-	-	-	87,800
AM-F-0232: PARKS - UTILITY TRAILER (#232-26)	-	-	-	-	-	-	-	-	-	-	-	-	15,000	-	-	-	-	15,000
AM-F-0233: PARKS - EQUIPMENT TRAILER (#234-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,700	-	15,700
AM-F-0234: PARKS - TRACTOR (#242-26)	-	-	-	-	-	-	-	-	-	-	-	140,700	-	-	-	-	-	140,700
AM-F-0235: PARKS - ZERO TURN MOWER (#245-22)	169,000	-	(169,000)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM-F-0236: PARKS - ARTICULATING COMPACT WHEEL LOADER #254-23	-	-	-	-	-	-	-	-	-	-	200,000	-	-	-	-	-	-	200,000
AM-F-0237: TILLER ATTACHMENT (#277-23)	-	-	-	-	-	-	-	-	-	-	-	-	17,300	-	-	-	-	17,300
AM-F-0238: PARKS - 1 TON WATER TRUCK (#207-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	89,200	-	-	-	89,200
AM-F-0239: PARKS - 3/4 TON (#212-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	77,300	-	-	-	77,300
AM-F-0240: PARKS - SPORTS FIELD LINE PAINTER (#243-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	23,800	-	-	-	23,800
AM-F-0241: PARKS - 3/4 TON (#201-30)	-	-	-	-	-	-	-	-	-	-	-	-	-	77,300	-	-	-	77,300
AM-F-0242: PARKS - TURF CREW CAB (#203-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90,700	-	-	90,700
AM-F-0243: PARKS - 3/4 TON (#204-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78,600	-	-	78,600
AM-F-0244: PARKS - 3/4 TON (#205-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81,200	-	-	81,200
AM-F-0245: PARKS - 3/4 TON (#206-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79,000	79,000
AM-F-0249: PARKS - ARBORIST TRUCK (#223-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103,800	103,800
AM-F-0251: PARKS - 2TON (#227-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88,400	88,400
AM-F-0252: PARKS - 3 TON GARBAGE TRUCK (#229-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235,800	235,800
AM-F-0253: PARK - UTILITY VEHICLE (#230-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53,100	53,100
AM-F-0255: PARKS - GRASS CREW TRAILER (#244-33)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23,600	23,600
AM-F-0256: PARKS - ZERO TURN MOWER (#245-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30,700	-	30,700
AM-F-0257: PARKS - ZERO TRUN MOWER (#246-27)	-	-	-	-	-	-	-	-	-	-	-	30,000	-	-	-	-	-	30,000
AM-F-0258: PARKS - ZERO TURN MOWER (#246-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30,800	-	30,800
AM-F-0259: PARKS - ZERO TURN MOWER (#247-27)	-	-	-	-	-	-	-	-	-	-	-	30,000	-	-	-	-	-	30,000
AM-F-0260: FACILITIES - ICE RESURFACER (#590-36)	-	-	-	-	-	-	-	-	-	-	-	-	-	166,500	-	-	-	166,500
AM-F-0261: FACILITIES - ICE RESURFACER (#596-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175,400	-	-	175,400
AM-F-0262: FACILITIES- 3/4 TON PICK UP (#503-30)	-	-	-	-	-	-	-	-	-	-	-	-	59,500	-	-	-	-	59,500
AM-F-0263: FACILITIES- 3/4 TON PICK UP (#504-31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72,600	-	-	72,600
AM-F-0264: FACILITIES - ZAMBONI (#593-16)	-	-	-	-	-	-	-	175,000	-	-	-	-	-	-	-	-	-	175,000
AM-F-0265: FACILITIES - ZAMBONI (#597-16)	-	-	-	-	-	-	-	-	180,000	-	-	-	-	-	-	-	-	180,000
AM-F-0337: SPORTS FIELD TOP DRESSER (#292)	-	-	-	-	-	-	-	-	-	-	-	-	67,600	-	-	-	-	67,600
AM0288: FACILITIES - REPLACEMENT OF GMC SAVANA VAN TO 1/2	65,000	65,000	-	65,000	-	-	65,000	-	-	-	-	-	-	-	-	-	-	-
AM0290: FACILITIES - ICE RESURFACER (#596-21)	159,000	159,000	-	159,000	-	-	159,000	-	-	-	-	-	-	-	-	-	-	-
AM0330: ROADS - 6 TON DIESEL DUMP WITH SANDER (#26-22)	-	390,000	390,000	390,000	-	-	390,000	-	-	-	-	-	-	-	-	-	-	-
AM0331: PARKS - ZERO TURN MOWERS	-	169,000	169,000	169,000	-	-	169,000	-	-	-	-	-	-	-	-	-	-	-
AM-F-0380: ROADS - 9 TON DLA TRUCK (#34-32)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	-	500,000
AM0346: FACILITIES - ICE RESURFACER OLYMPIA (#590-26)	-	-	-	170,000	170,000	-	-	170,000	-	-	-	-	-	-	-	-	-	170,000
AM0347: ROADS - 3/4 TON PICK-UP (#1-23)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM0348: WATER - 3/4 TON PICK UP (#10-23)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM0349: FACILITIES - 3/4 TON PICK UP TRUCK (#504-23)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM0350: PARKS - 3/4 TON PICK UP (#205-22)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM0351: PARKS - 3/4 TON PICK UP (#206-23)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM0352: PARKS - 3 TON GARBAGE COMPACTOR (#229-22)	-	-	-	300,000	300,000	-	-	300,000	-	-	-	-	-	-	-	-	-	300,000
AM0353: PARKS - OFF ROAD UTILITY VEHICLE (#230-22)	-	-	-	36,100	36,100	-	-	36,100	-	-	-	-	-	-	-	-	-	36,100
AM0354: BY-LAW - CARGO VAN (#405-18)	-	-	-	80,000	80,000	-	-	80,000	-	-	-	-	-	-	-	-	-	80,000
AM1FLT: Fleet (Capital Program)	1,041,851	1,431,851	390,000	2,417,951	986,100	-	1,431,851	986,100	1,180,300	1,556,400	2,013,700	1,241,900	1,262,400	1,853,100	1,371,500	2,337,500	2,263,700	16,066,600
Subtotal Operational Services	5,066,650	5,456,650	390,000	9,920,349	4,463,699	1,430,855	2,786,688	4,952,806	5,430,850	5,601,800	6,681,600	4,588,800	4,391,900	3,627,900	4,457,750	3,079,500	2,363,700	45,176,606
Planning and Development Services:																		
AM0022: MURRAY DR & PINEHURST CRT RECON	5,522,292	6,177,800	655,508	6,177,800	-	1,908,620	4,269,180	-	-	-	-	-	-	-	-	-	-	-
AM0025: BROWNING, JOHNSON, HOLMAN, BALDWIN RECON	5,388,101	5,339,933	(48,168)	5,339,933	-	5,339,915	18	-	-	-	-	-	-	-	-	-	-	-
AM0027: HENDERSON DR CULVERT REPLACE	2,282,401	2,282,401	-	2,282,401	-	123,640	567,521	1,591,240	-	-	-	-	-	-	-	-	-	1,591,240
AM0037: POPLAR CRESCENT RECONSTRUCTION	5,935,299	5,935,299	-	6,935,299	1,000,000	120,512	200,000	6,614,787	-	-	-	-	-	-	-	-	-	6,614,787
AM0038: ROAD RESURF - GURNETT, KENNEDY, VICTORIA	1,588,250	1,588,250	-	3,688,250	2,100,000	100,323	175,000	3,412,927	-	-	-	-	-	-	-	-	-	3,412,927
AM0214: M & O - BANBURY, HIGHLAND GATE, CORBETT, COSSAR, ELDERBERRY & OTHERS	1,311,400	1,311,400	-	1,311,400	-	1,267,317	44,083	-	-	-	-	-	-	-	-	-	-	-
AM0215: M & O - HAIDA DR, WINDHAM TRAIL, WELLING	1,788,790	1,758,240	(30,550)	1,758,240	-	1,647,362	110,878	-	-	-	-	-	-	-	-	-	-	-
AM0216: M & O - VATA CRT, WALTON DR, OLD YONGE S	1,006,900	906,900	(100,000)	906,900	-	842,673	64,227	-	-	-	-	-	-	-	-	-	-	-
AM0238: FULL RECON. - MILL, WELLS, EDWARDS, TEMPERANCE	228,532	228,532	-	2,052,932	1,824,400	22,832	107,461	1,298,239	624,400	-	-	-	-	-	-	-	-	1,922,639
AM0239: FULL RECON. - MARKSBURY, GILBANK, LACEY, MCLEOD	200,000	200,000	-	2,959,300	2,759,300	-	165,000	2,794,300	-	-	-	-	-	-	-	-	-	2,794,300
AM0240: GOULDING AVE & ERIC T. SMITH WAY - TOP ASPHALT	790,500	790,500	-	790,500	-	-	-	790,500	620,000	-	-	-	-	-	-	-	-	1,410,500
AM-F-0027: PAVEMENT CONDITION ASSESSMENT - 2027	-	-	-	-	-	-	-	-	-	54,000	-	-	-	-	-	-	-	54,000
AM-F-0029: PAVEMENT CONDITION ASSESSMENT - 2031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57,600	-	-	57,600
AM-F-0036: M & O - BRIARDALE PLACE, ALLENDALE DR, BROOKVIEW	-	-	-	-	-	-	-	743,600	-	-	-	-	-	-	-	-	-	743,600
AM-F-0037: M & O - BROOKS AVE, HOLLINGSHEAD DR, WILLOW FARM L	-	-	-	-	-	-	-	1,197,600	-	-	-	-	-	-	-	-	-	1,197,600
AM-F-0038: M & O - MARY ST, INDUSTRY ST, STONE RD, MILLOY PLA	-	-	-	-	-	-	-	-	2,222,400	-	-	-	-	-	-	-	-	2,222,400
AM-F-0039: M & O - HOLLANDVIEW TRAIL, BROOKLAND AVE, RICHARDS	-	-	-	-	-	-	-	-	1,974,900	-	-	-	-	-	-	-	-	1,974,900
AM-F-0040: M & O - SPENCE DR, DEVLIN PLACE, HENDERSON DR, TIM	-	-	-	-	-	-	-	-	-	2,384,000	-	-	-	-	-	-	-	2,384,000
AM-F-0041: M & O - METCALFE ST, CHURCH ST, ROYAL RD, CAMERON	-	-	-	-	-	-	-	-	-	1,795,500	-	-	-	-	-	-	-	1,795,500
AM-F-0042: M & O - FOURACRE WAY, JOHN WEST WAY, PEDERSEN DR,	-	-	-	-	-	-	-	-	-	2,089,800	-	-	-	-	-	-	-	2,089,800
AM-F-0043: M & O - WALTON DR, TWELVE OAK DR, PITTYPAT CRT, TE	-	-	-	-	-	-	-	-	-	1,973,700	-	-	-	-	-	-	-	1,973,700
AM-F-0044: M & O - MARSHVIEW AVE, CONOVER AVE, RIVER RIDGE BL	-	-	-	-	-	-	-	-	-	-	1,259,500	-	-	-	-	-	-	1,259,500
AM-F-0045: M & O - WELLS ST N, HOLLIDGE BLVD, GATEWAY DR	-	-	-	-	-	-	-	-	-	-	1,305,800	-	-	-	-	-	-	1,305,800
AM-F-0046: M & O - ALBERY CRES, LITTLE ERIKA WAY, CADY CRT, W	-	-	-	-	-	-	-	-	-	-	-	1,883,500	-	-	-	-	-	1,883,500
AM-F-0047: M & O - HAMMOND DR, FALLING LEAF CRT, DUNHAM CRES,	-	-	-	-	-	-	-	-	-	-	-	2,446,500	-	-	-	-	-	2,446,500
AM-F-0048: M & O - RAIFORD ST, MAPLE ST, FLEURY ST, MOORCREST	-	-	-	-	-	-	-	-	-	-	-	-	1,611,400	-	-	-	-	1,611,400
AM-F-0049: M & O - CASEMOUNT ST, AMES CRES, PRIMEAU DR, AMBER	-	-	-	-	-	-	-	-	-	-	-	1,705,000	-	-	-	-	-	1,705,000
AM-F-0050: M & O - KNOWLES CRES, BONNY MEADOWS DR, HUNTERS GL	-	-	-	-	-	-	-	-	-	-	-	-	2,193,500	-	-	-	-	2,193,500
AM-F-0051: M & O - KNOLE HAVEN DR, MCGEE CRES, TYLER ST, SISM	-	-	-	-	-	-	-	-	-	-	-	-	-	1,846,200	-	-	-	1,846,200

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0052: M & O - OTTAWA CRT, CABOT CRT, KITIMAT CRES, HURON	-	-	-	-	-	-	-	-	-	-	-	-	-	1,263,000	-	-	-	1,263,000
AM-F-0053: M & O - OSTICK ST, HAVERHILL TERRACE, LIMERIDGE ST	-	-	-	-	-	-	-	-	-	-	-	-	-	2,325,300	-	-	-	2,325,300
AM-F-0054: M & O - STARR CRES, EAKINS DR, ABBOTT AVE, HARTWEL	-	-	-	-	-	-	-	-	-	-	-	-	-	2,869,000	-	-	-	2,869,000
AM-F-0055: M & O - UNDERHILL CRES, HASKELL CRES, CHISWICK CRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,388,000	-	-	2,388,000
AM-F-0056: M & O - HIGHLAND CRT, HILLVIEW RD, SANDUSKY CRES,	-	-	-	-	-	-	-	-	-	-	-	-	-	2,039,000	-	-	-	2,039,000
AM-F-0057: M & O - BUCHANAN CRES, MENDY'S FOREST, ATTREIDGE D	-	-	-	-	-	-	-	-	-	-	-	-	-	2,315,800	-	-	-	2,315,800
AM-F-0058: M & O - PEDERSEN DR, STECKLEY ST, VALEMOUNT WAY, W	-	-	-	-	-	-	-	-	-	-	-	-	-	2,727,000	-	-	-	2,727,000
AM-F-0059: M & O - COLYTON CRT, BOVAIR TRAIL, DAFOE CRT, OFFO	-	-	-	-	-	-	-	-	-	-	-	-	-	1,986,000	-	-	-	1,986,000
AM-F-0060: M & O - PETERMANN ST, DOWNEY CBRIDGENORTH DR, KIRK	-	-	-	-	-	-	-	-	-	-	-	-	2,087,000	-	-	-	-	2,087,000
AM-F-0061: M&O - COPLAND TRAI, MOFFAT CRES., VALLEY CRES., ST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,526,000	-	1,526,000
AM-F-0062: M&O - APRIL GARDENS, HARMON AVE., CENTREET ST., VAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,434,800	-	1,434,800
AM-F-0063: M&O - LANGMAN PLACE, HENDERSON DR, CASHEL CRT, TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,342,000	-	1,342,000
AM-F-0064: M&O - ISAACSON CRES., SKIPTON TRAIL, HADLEY CRT., Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,321,000	-	1,321,000
AM-F-0298: PARKING LOT REHABILITATION – DEPARTMENT OF DEFENCE	-	-	-	-	-	-	-	-	369,000	-	-	-	-	-	-	-	-	369,000
AM-F-0299: PARKING LOT REHAB - FRED BOLSBY FIRE STATION	-	-	-	-	-	-	-	-	-	-	-	-	96,800	368,000	-	-	-	464,800
AM0279: PAVEMENT CONDITION ASSESSMENT - 2023	65,000	65,000	-	65,000	-	-	65,000	-	-	-	-	-	-	-	-	-	-	-
AM0280: M & O - INDUSTRIAL PKWY N, EARL STEWART DR, MOSLEY	2,500,000	2,500,000	-	2,500,000	-	-	2,500,000	-	-	-	-	-	-	-	-	-	-	-
AM0281: M & O - KENNEDY ST W, TRILLIUM DR, MEADOWOOD DR, T	1,800,000	1,900,000	100,000	1,900,000	-	-	1,900,000	-	-	-	-	-	-	-	-	-	-	-
AM0282: M & O - AVONDALE, CENTRE, EARL STEWART, MCMASTER, HEATHWOOD HEIGHTS	1,000,000	1,000,000	-	3,750,000	2,750,000	-	100,000	3,650,000	-	-	-	-	-	-	-	-	-	3,650,000
AM0296: PARKING LOT REHABILITATION – SARC	140,400	140,400	-	140,400	-	-	40,000	100,400	1,601,000	-	-	-	-	-	-	-	-	1,701,400
AM0362: FULL ROAD RECONSTRUCTION - CENTRE ST - YONGE - SPRUCE ST	-	-	-	950,000	950,000	-	-	950,000	-	-	-	-	-	-	-	-	-	950,000
AM0363: M & O - MARSH HARBOUR, MCCLENNY DR, TIMPSON DR, DINSMORE TERRACE	-	-	-	1,170,000	1,170,000	-	-	1,170,000	-	-	-	-	-	-	-	-	-	1,170,000
AM0364: M & O - BEATTY, BABCOCK, SEATON, TEASDALE, SIMMONS, SANDFIELD	-	-	-	1,800,000	1,800,000	-	-	1,800,000	-	-	-	-	-	-	-	-	-	1,800,000
AM0365: PARKING LOT REHABILITATION –DEPARTMENT OF DEFENCE	-	-	-	89,000	89,000	-	-	89,000	-	-	-	-	-	-	-	-	-	89,000
AM0366: SOUTH TOWN HALL PARKING LOT REHABILITATION	-	-	-	150,000	150,000	-	-	150,000	-	-	-	-	-	-	-	-	-	150,000
AM1RDS: Roads (Capital Program)	31,547,865	32,124,655	576,790	46,717,356	14,592,701	11,373,195	10,308,368	23,620,893	4,957,100	5,240,300	8,243,000	2,565,300	9,830,200	10,497,000	11,881,400	5,623,800	-	82,458,993
AM0247: DELAYNE DRIVE CHANNEL REHABILITATION	152,000	152,000	-	2,452,000	2,300,000	26,700	64,380	2,360,920	-	-	-	-	-	-	-	-	-	2,360,920
AM-F-0187: SEDIMENT REMOVAL AND REMEDIATION - POND NC11	-	-	-	-	-	-	-	-	-	-	235,000	2,606,000	-	-	-	-	-	2,841,000
AM-F-0188: SEDIMENT REMOVAL/MAINT - POND NC6/7, EC3, NW10, SW1	-	-	-	-	-	-	-	150,000	1,923,000	-	-	-	-	-	-	-	-	2,073,000
AM-F-0189: SEDIMENT REMOVAL AND REMEDIATION - POND NC5 & NC9	-	-	-	-	-	-	-	70,000	654,000	-	-	-	-	-	-	-	-	724,000
AM-F-0190: SEDIMENT REMOVAL AND REMEDIATION PONDS - C3 AND C4	-	-	-	-	-	-	-	103,000	1,145,000	-	-	-	-	-	-	-	-	1,248,000
AM-F-0191: MACHELL PARK - UNDERGROUND STORAGE FACILITY	-	-	-	-	-	-	-	-	599,000	-	6,200,000	6,200,000	-	-	-	-	-	12,999,000
AM-F-0193: WELLINGTON ST PHASE 1 STREAM REHABILITATION	-	-	-	-	-	-	-	-	-	-	426,000	2,454,000	-	-	-	-	-	2,880,000
AM-F-0194: WELLINGTON ST PHASE 2 STREAM REHABILITATION	-	-	-	-	-	-	-	-	-	-	-	-	2,558,000	-	-	-	-	2,558,000

Project	2023 Council Approved CBA	2023 Restated CBA	In-Year CBA Adjustments	Proposed 2024 Budget CBA	CBA Change	ITD Actuals to End of Prior Year	2023 Forecast	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
AM-F-0195: MAINT HOLES IN STREAMS EROSION PROTECTION WORKS	-	-	-	-	-	-	-	-	-	1,018,000	-	-	-	-	-	-	-	1,018,000
AM-F-0196: TYLER STREET STREAM REHABILITATION	-	-	-	-	-	-	-	-	-	718,000	-	-	-	-	-	-	-	718,000
AM-F-0197: SANDUSKY PARK STREAM REHABILITATION	-	-	-	-	-	-	-	-	-	120,000	608,000	-	-	-	-	-	-	728,000
AM-F-0198: HARRIMAN ROAD STREAM REHABILITATION	-	-	-	-	-	-	-	-	-	-	-	-	251,000	-	1,300,000	-	-	1,551,000
AM-F-0199: SEDIMENT REMOVAL AND REMEDIATION - PONDS NC2, NC12, NC13	-	-	-	-	-	-	-	-	945,500	-	-	-	-	-	-	-	-	945,500
AM-F-0201: SEDIMENT REMOVAL AND REMEDIATION - POND NW6	-	-	-	-	-	-	-	-	-	-	-	114,000	-	1,346,000	-	-	-	1,460,000
AM-F-0202: SEDIMENT REMOVAL AND REMEDIATION - PONDS EC2 AND SW2	-	-	-	-	-	-	-	-	-	-	-	-	176,600	-	1,841,000	-	-	2,017,600
AM-F-0203: REMEDIATION - PONDS NW1, NW8, NE1, NE8	-	-	-	-	-	-	-	-	-	42,000	280,000	-	-	-	-	-	-	322,000
AM-F-0205: REMEDIATION OF SW MANAGEMENT PONDS NW2, NW7, WC2	-	-	-	-	-	-	-	-	155,000	-	-	-	-	-	-	-	-	155,000
AM-F-0206: REMEDIATION OF SW MANAGEMENT PONDS NC4, NW7, SC4, SC7, W	-	-	-	-	-	-	-	-	-	-	64,000	331,000	-	-	-	-	-	395,000
AM0079: STORM SEWER OUTLET CLEANUP	981,468	981,468	-	981,468	-	631,956	349,512	-	-	-	-	-	-	-	-	-	-	-
AM0086: PERFORMANCE MONITORING OF LID CONTROLS	240,000	240,000	-	240,000	-	194,581	45,419	-	-	-	-	-	-	-	-	-	-	-
AM0087: DEVLIN PL STREAM REHAB	2,900,000	2,900,000	-	2,900,000	-	191,315	300,000	2,408,685	-	-	-	-	-	-	-	-	-	2,408,685
AM0088: JONES CRT STREAM REHAB	1,450,000	1,450,000	-	1,450,000	-	84,477	168,200	1,197,323	-	-	-	-	-	-	-	-	-	1,197,323
AM0089: WILLOW FM LN STREAM REHAB	1,772,000	1,772,000	-	1,772,000	-	110,999	139,001	1,522,000	-	-	-	-	-	-	-	-	-	1,522,000
AM0292: SEDIMENT REMOVAL AND REMEDIATION - PONDS C1 AND C4	125,000	125,000	-	1,396,000	1,271,000	-	31,250	1,364,750	-	-	-	-	-	-	-	-	-	1,364,750
AM0293: SEDIMENT REMOVAL AND REMED - PONDS SC2 AND WC5	101,000	101,000	-	1,117,000	1,016,000	-	25,000	1,092,000	-	-	-	-	-	-	-	-	-	1,092,000
AM0368: MAINTENANCE HOLES IN STREAMS EROSION PROTECTION WORKS	-	-	-	173,000	173,000	-	-	173,000	-	-	-	-	-	-	-	-	-	173,000
AM0369: SEDIMENT REMOVAL AND REMEDIATION - PONDS NC2, NC12, NC13	-	-	-	100,000	100,000	-	-	100,000	-	-	-	-	-	-	-	-	-	100,000
AM0370: REMEDIATION OF STORMWATER MANAGEMENT PONDS NW2, NW7, WC2	-	-	-	75,000	75,000	-	-	75,000	-	-	-	-	-	-	-	-	-	75,000
AM1STM: Storm Sewer (Capital Program)	7,721,468	7,721,468	-	12,656,468	4,935,000	1,240,029	1,122,762	10,293,677	1,423,500	6,219,000	1,613,000	9,251,000	9,081,600	3,904,000	3,141,000	-	-	44,926,777
AM0061: INTERSECTION PEDESTRIAN SIGNAL	365,000	365,000	-	365,000	-	218,881	146,119	-	-	-	-	-	-	-	-	-	-	-
AM1TRF: Traffic and Streetlights	365,000	365,000	-	365,000	-	218,881	146,119	-	-	-	-	-	-	-	-	-	-	-
AM0294: WATERMAIN DECOMMISSIONING - 15408/15390 YONGE ST	65,000	65,000	-	65,000	-	-	30,000	35,000	155,000	-	-	-	-	-	-	-	-	190,000
AM0332: YONGE ST SANI SEWER REHAB & STREETSCAPE DETAILED DESIGN	-	1,037,233	1,037,233	1,037,233	-	-	-	437,233	3,100,000	2,500,000	-	-	-	-	-	-	-	6,037,233
AM0367: WATERMAIN REHABILITATION - MARY ST	-	-	-	1,605,000	1,605,000	-	-	250,000	1,355,000	-	-	-	-	-	-	-	-	1,605,000
AM1WTR: Water Wastewater	65,000	1,102,233	1,037,233	2,707,233	1,605,000	-	30,000	722,233	4,610,000	2,500,000	-	-	-	-	-	-	-	7,832,233
Subtotal Planning and Development Services	39,699,333	41,313,356	1,614,023	62,446,058	21,132,702	12,832,105	11,607,249	34,636,803	10,990,600	13,959,300	9,856,000	11,816,300	18,911,800	14,401,000	15,022,400	5,623,800	-	135,218,003
Total Asset Management Town Departments	62,033,830	64,574,890	2,541,060	92,134,289	27,559,399	21,298,914	20,174,115	46,331,260	18,361,950	23,530,100	18,377,600	19,262,250	25,960,120	20,384,800	21,925,750	11,082,300	2,363,700	207,579,830