



The Corporation of the Town of Milton

Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: March 27, 2023

Report No: CORS-011-23

Subject: 2022 Year End Capital Variances

Recommendation: **THAT the new budget adjustments that amount to a net reduction of \$2,845,546 to approved capital projects, including the transfers to/from reserves and reserve funds as summarized in the Financial Impact section of report CORS-011-23, be approved;**

That the capital projects identified as pending closure in Appendix B, with an approved budget totaling \$28,637,055 be closed;

And that new capital projects C38100022, C38100322, and C38100422, representing the design and construction of active transportation trails in the Boyne secondary area in the total amount of \$306,042, \$21,225, and \$267,277 respectively, be approved and funded by Development Charges.

EXECUTIVE SUMMARY

- This report summarizes the final position of the Town's \$454 million capital program as of 2022 year end. It also outlines the capital budget adjustments that have been required since June 30, 2022 including those previously approved by Council or the Treasurer/CAO, as well as new adjustments that have been identified through the year end capital budget variance meetings.
- During the second half of 2022, net budget adjustments amounted to a \$41,090 increase to the approved capital program. This report is being presented in accordance with Corporate Policy No. 113 Budget Management.

REPORT



Background

Corporate Policy No. 113: Financial Management - Budget Management identifies that detailed variance reports relating to the Capital Budget will be submitted to Council twice annually for the periods ending June 30th and December 31st. This report satisfies the requirement as set out in that policy.

Discussion

The financial statements attached as Appendix D to this report reflect all currently approved and active capital projects as of the end of December 2022. Expenditures are presented on an accrual basis (as opposed to a cash basis). The following table summarizes the changes reflected in the approved budget between the July 1, 2022 financial statements as presented through CORS-062-22 and the December 31, 2022 statements. Through this report, approval is being requested for net budget decreases of \$2,887,720.

Table 1 - Capital Program Approved Budget Continuity Schedule

| | Approved Capital Budget as at July 1, 2022* | Previously Approved (Appendix A) | New Budget Amendments (Appendix B) | Approved Capital Budget as at December 31, 2022* |
|----------------------|---|----------------------------------|------------------------------------|--|
| Executive Services | \$4,832,926 | \$199,007 | \$2,922 | \$5,034,855 |
| Corporate Services | 28,734,127 | 9,996 | 487,816 | 29,231,939 |
| Community Services | 141,447,588 | 389,598 | (396,449) | 141,440,737 |
| Development Services | 274,533,698 | 2,288,035 | (2,945,140) | 273,876,593 |
| Library Services | 4,521,431 | - | 5,305 | 4,526,736 |
| Total | \$454,069,770 | \$2,886,636 | \$(2,845,546) | \$454,110,860 |

*Approved budget before recommended project closures

Previously Approved Budget Amendments (Appendix A) - \$2,886,636 increase

Various tenders, single source awards and/or department reports approved by Council in the latter half of the year resulted in a net capital budget increase of \$883,012.

Under the delegated authority provided through Budget Management Policy No. 113, certain amendments to capital projects were approved by the Treasurer/CAO through the latter half of 2021 which amounted to a net budget increase of \$2,003,624.

Combined, these result in a net budget increase of \$2,886,636 in the capital program. All increases and decreases by project as well as the identified funding source are identified in Appendix A.



New Budget Amendments (Appendix B) - \$2,845,546 decrease

Through the 2022 year-end review, several capital projects were identified as being ready for closure. These projects are summarized in Appendix B and result in a net budget decrease of \$1,202,730 with funds either being drawn from or returned to the Project Variance Account and/or external funding sources as outlined on the appendix. Through this report staff are requesting Council approval to close these projects.

Included in the 10 year capital forecast is the design and construction of several active transportation trails in the Boyne secondary area. These trails will be constructed by developers, with Town reimbursement upon completion as outlined in subdivision agreements. Timing of the subdivision agreements and construction of the trails can be variable. Within 2022 work proceeded by developers on three of the trail segments currently in accordance with approved subdivision agreements. In order to recognize the expenditures for financial statement purposes, three new capital projects are required to be established in 2022 (C38100022, C38100322, and C38100422) in the amounts of \$306,042, \$21,225, and \$267,277 respectively, which will be funded from Development Charges. Through 2024 budget development, the capital forecast will be reduced accordingly to reflect these works proceeding in 2022. In accordance with Budget Management Policy No. 113 Council authority is required to establish the new 2022 capital projects.

Staff have also identified budget amendments required on active capital projects and are requesting Council approval of these amendments through this report. These projects result in a net decrease of \$2,237,360.

The budget amendments as well as the recommended funding sources, also outlined in Appendix B, amount to a net budget decrease of \$2,845,546.

Recommended Changes in Funding Source (Appendix C) - \$0 net change

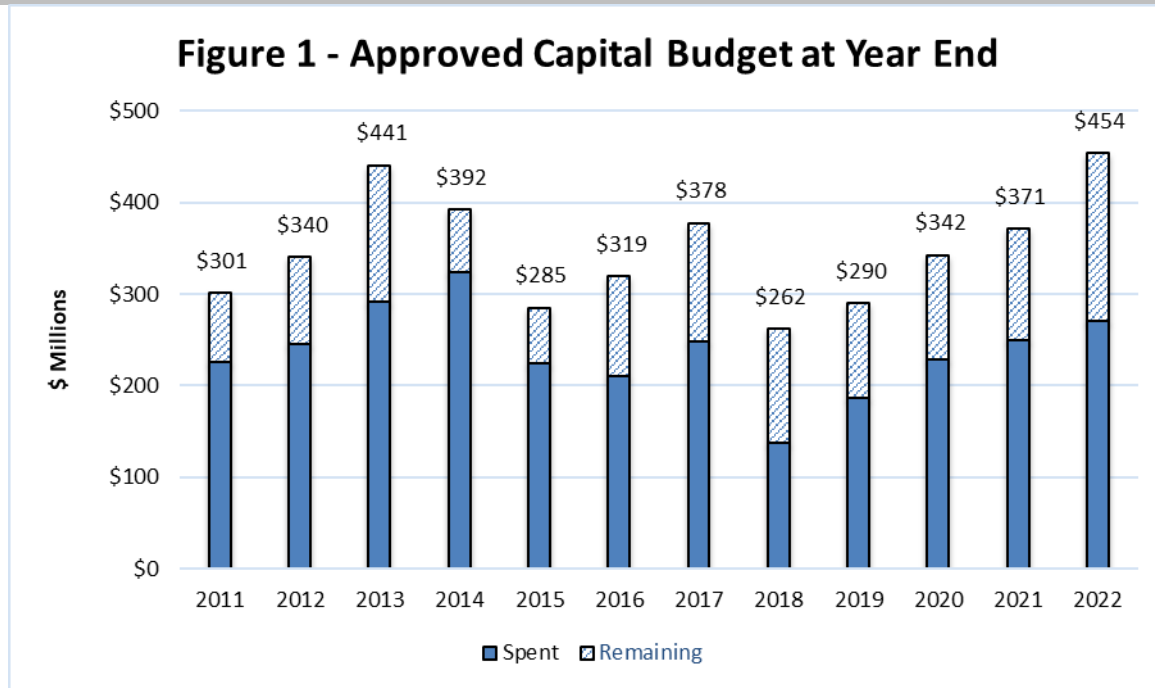
Although the total approved budget will remain unchanged, certain project require adjustments to the funding sources as further outlined on Appendix C.

Capital Program at Year End

The following table puts the 2022 year end position (including both active and closed projects) in a historical context. The size and balance of the capital projects can change from year-to-year based upon the specific initiatives that the Town is undertaking. Significant road constructions, facilities and hospital contributions, for example, generally account for the volatility in size of the program.



Discussion



Note: Approved budget figures are presented before closure of projects as approved through year end approvals

Following the recommended project closures, projects with an approved budget of \$425.5 million will carry forward to 2023 as shown in the table below, reflecting the multi-year nature of the capital program.

Table 2 - Capital Program Summary as at December 31, 2022

| | Approved Budget as of December 2022 | | | Expenditure Status of Projects Carried Forward (at December 31, 2022) | |
|----------------------|-------------------------------------|--------------------------|--------------------------|---|----------------------|
| | Total | Projects Pending Closure | Projects Carried Forward | Spent | Remaining (Note 1) |
| Executive Services | \$5,034,855 | \$208,786 | \$4,826,069 | \$2,088,661 | \$2,737,408 |
| Corporate Services | 29,231,939 | 842,389 | 28,389,550 | 15,980,438 | 12,409,112 |
| Community Services | 141,440,737 | 4,087,679 | 137,353,058 | 68,186,298 | 69,166,761 |
| Development Services | 273,876,593 | 23,075,809 | 250,800,784 | 154,504,143 | 96,296,641 |
| Library Services | 4,526,736 | 422,392 | 4,104,344 | 1,754,130 | 2,350,214 |
| Total | \$454,110,860 | \$28,637,055 | \$425,473,806 | \$242,513,670 | \$182,960,136 |

Note 1: Remaining includes funds that have been committed through a procurement process. At December 2022, the committed amount is in excess of \$30 million.

As noted in the table above, \$243 million (53%) of that approved budget has already been spent, with the remainder either committed (via previously approved contract awards) or



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remaining to be spent. The following table identifies the ten largest active projects at 2022 year end (based on size of remaining budget). These projects account for 73% of the \$183 million balance.

Table 3 - Largest Capital Projects at Year End 2022

| Project | Remaining Budget at December 31, 2022 | % Spent | Status |
|---|---------------------------------------|---------|--|
| Transit Operations Centre | \$48,083,617 | 3% | This project will provide for the detailed design, land purchase and construction of a Transit Operations Centre. Work to investigate potential sites is continuing. |
| 5th Line (Hwy 401 to Derry Road) | \$31,649,417 | 21% | This project is for environmental assessment, design, land acquisition and construction of 5th Line from Highway 401 to Derry. Additional design requirements were outlined in DS-013-20. Design completion will occur in early 2023. Land purchases are ongoing (ENG-002-20). Prequalification for a construction contractor (Main Street to Derry) occurred in late 2022, to facilitate a construction tender in Q1 of 2023. Construction is expected to start in spring 2023 with a fall 2024 completion. |
| 5th Line (Derry Road to Britannia Road) | \$19,884,877 | 4% | This project will urbanize Fifth Line to a four (4) lane urban configuration in support of the Derry Green development. Design will be completed in accordance with the 2016 environmental assessment with construction currently anticipated in 2025. Design was awarded through CORS-040-22 Schedule D. The project budget includes anticipated land requirements, utility relocations, and detailed design. Construction is anticipated to start in 2025. |



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|--|-------------|-----|--|
| Bronte Street (Main St to Steeles Ave) | \$9,690,682 | 73% | Property acquisition for Phase 2 of this project (Victoria to Steeles) continues (ENG-001-20). The construction tender for Phase 2 was awarded in July 2021 (CORS-037-21). Construction is underway with completion anticipated in fall 2023. |
| Boyne Pedestrian Railway Crossing | \$5,804,723 | 9% | The need for the Boyne Active Transportation Link was identified during the Boyne Secondary and Tertiary Plan work. The project is currently in the detailed design phase. Council endorsed the preferred preliminary design for the structure and approach (DS-044-21), and construction of the bridge, which will accommodate both pedestrians and cyclists. While originally anticipated to commence construction in 2022, detailed design is currently 66% complete. It is anticipated that a prequalification for a construction contractor will occur in mid to late 2023. The construction tender will proceed in Q1 2024, noting that adjacent development activity could affect the timing. |
| Main St (JSP to 5th Line)/5th Line (Hwy 401 to Main St) | \$4,692,602 | 83% | The construction tender for this project was awarded in July 2021 (CORS-037-21). Construction is underway with anticipated completion in June 2023. |
| Sherwood Community Centre | \$4,132,438 | 90% | Substantial completion has been reached and the facility opened on September 21, 2019. Outstanding office furniture purchases and solar panels were completed in 2021 and became fully operational in 2022. Additional outdoor works are being considered to complement existing amenities. |
| Nipissing Road Redevelopment | \$4,057,678 | 6% | Through DS-085-22, the Mayor and Clerk were authorized to execute an agreement between the Town and Metrolinx for infrastructure improvements needed on Nipissing Road and Childs Drive as a result of the proposed Milton GO Station improvements. Delegated authority |



The Corporation of the Town of Milton

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|---|----------------------|-----|--|
| | | | <p>was granted to the Commissioner or Development Services to negotiate and make changes to this agreement in consultation with Legal Counsel and the CFO/Treasurer, prior to execution. Staff continue to discuss with Metrolinx, but do not have a firm commitment from Metrolinx in terms of timing for them to have a formal response regarding funding. Metrolinx has committed to funding 50% of the preliminary design work that was awarded to WSP (CORS-073-22 Schedule E). This work is underway, and anticipated to be completed by the end of May 2023. At that point, next steps in terms of scope and project lead will need to be determined. Traffic Study Addendum work was also awarded, however delays have occurred due to Regional construction work on Ontario Street. This work is anticipated to be completed, along with the preliminary design, in the first half of 2023.</p> |
| Louis St Laurent (James Snow Parkway to Fifth Line) | \$3,295,958 | 64% | <p>Through DS-025-21, Council approval was received to enter into an agreement with OPG Derry Green Lands to accelerate the construction of Louis St. Laurent Avenue and associated funding and reimbursement. The signed construction agreement is in place. The construction tender was issued by OPG and as per the agreement, construction will be undertaken by them. Construction work commenced in early 2022 and is completed to base asphalt. Project completion is anticipated by end of 2023 or early 2024.</p> |
| Transit Bus Non Growth: Replacement | \$3,264,584 | 4% | <p>The procurement of replacement buses is in progress. The bus delivery date has been delayed due to parts and supply chain delays that have impacted bus production timelines. Delivery and project completion is expected in Q2 2023.</p> |
| Total | \$134,556,576 | | |



Discussion

Financial Impact

Net budget increases of \$2,886,636 have been previously approved since June 2022. Through this report, staff are recommending new budget changes resulting in a decrease of \$2,887,720 in required funding as illustrated in the shaded cells in the following table. The net capital budget changes since June 30, 2022 result in a net overall increase of \$41,090 to the capital program.

The cumulative 2022 in-year funding changes within the capital program result in an increase in required capital program funding of \$7,052,830 (1.6% of the approved capital program) as illustrated in the following chart.

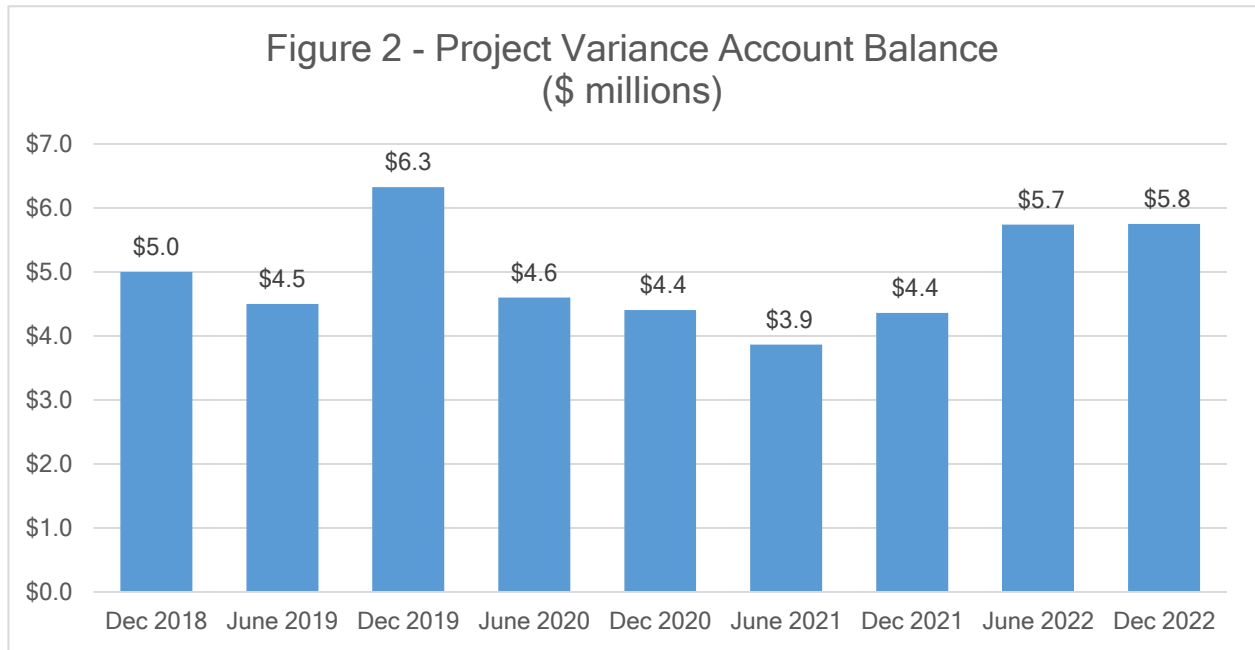
Table 4 - Summary of In-Year Funding Changes to the Capital Program in 2022

| Funding Source | Q1 & Q2 Budget Increases/(Decreases) | Q3 & Q4 YTD Budget Increases/(Decreases) | | | Total Q3 & Q4 2022 | Total December 2022 In-Year Funding Changes |
|--|--------------------------------------|--|-----------------------|---------------------------|--------------------|---|
| | | Previously Approved | New Budget Amendments | New Funding Source Change | | |
| Total Project Variance Account: | (1,390,260) | 966,555 | (732,802) | (233,784) | (31) | (1,390,291) |
| Reserves and Reserve Funds: | | | | | | |
| Library Capital Works Reserve | 32,810 | - | 5,305 | - | 5,305 | 38,115 |
| Equipment Replacement Reserve - Operations | 795,000 | - | - | - | - | 795,000 |
| Canada Community Building Fund | 851,786 | - | (1,984,042) | - | (1,984,042) | (1,132,256) |
| Provincial Gas Tax | (15,951) | - | - | - | - | (15,951) |
| Building Stabilization Reserve | (73,724) | - | (4,196) | - | (4,196) | (77,919) |
| Total Reserves and Reserve Funds | 1,589,921 | - | (1,982,933) | - | (1,982,933) | (393,012) |
| Debentures: | | | | | | |
| Tax Supported Debt | (100,000) | - | - | - | - | (100,000) |
| Total Debentures | (100,000) | - | - | - | - | (100,000) |
| Development Charges: | | | | | | |
| Roads DC | 4,379,875 | 1,242,483 | (596,401) | (125,054) | 521,028 | 4,900,902 |
| Public Works DC | 82,633 | - | - | - | - | 82,633 |
| Parks & Rec DC Fund | (213,430) | 13,500 | 563,572 | - | 577,072 | 363,642 |
| Transit DC | (61,640) | (9,332) | (31,175) | - | (40,507) | (102,146) |
| Administration DC | 229,968 | - | - | - | - | 229,968 |
| Stormwater Management DC | (115,824) | - | - | - | - | (115,824) |
| Fire DC | (10,938) | - | 6,554 | - | 6,554 | (4,385) |
| Post Period DC | - | 12,932 | - | - | 12,932 | 12,932 |
| Total Development Charges | 4,290,643 | 1,259,583 | (57,450) | (125,054) | 1,077,079 | 5,367,722 |
| External Funding Sources: | | | | | | |
| Provincial Grants/ Subsidies | 1,337,182 | - | (39,203) | 25,920 | (13,283) | 1,323,900 |
| Federal Grants/ Subsidies | 1,114,277 | 30 | (47,048) | 103,680 | 56,662 | 1,170,939 |
| Developer Recovery | 134,521 | 485,644 | 1,058 | - | 486,702 | 621,223 |
| Recovery from Other Municipality | (7,723) | - | (0) | - | (0) | (7,724) |
| Other Recoveries | 5,090 | 54,228 | 0 | 229,239 | 283,466 | 288,556 |
| LT Developer Liability | 38,089 | 120,596 | 12,832 | - | 133,428 | 171,517 |
| Total External Funding Sources | 2,621,436 | 660,498 | (72,361) | 358,839 | 946,975 | 3,568,412 |
| Increase/(Decrease) in Funding | 7,011,740 | 2,886,636 | (2,845,546) | (0) | 41,090 | 7,052,831 |



Discussion

As shown in the following chart, the Project Variance Account is currently at a balance of \$5.8 million. The Budget Management Policy No. 113 identifies a target balance of 10% of the average annual non-growth revenue sources which suggests a current target balance of \$5.1 million. No transfers to or from the Project Variance Account are being recommended at this time. Staff will re-assess the balance through the June 2023 capital variance report.



Respectfully submitted,

Glen Cowan
Chief Financial Officer / Treasurer

For questions, please contact: Deanne Peter, B. Comm., MBA 905-878-7252
X2316

Attachments

- Appendix A - Previously Approved Budget Amendments
- Appendix B - New Budget Amendments
- Appendix C - Recommended Changes in Funding Source



Attachments

Appendix D - December 2022 Capital Financial Statements

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

APPENDIX A - PREVIOUSLY APPROVED BUDGET AMENDMENTS

| Project Name & Report Number | | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)** | Funding Source |
|---|--|--------|-------------------------|--------------------|-----------------------------|---|
| Council Approved | | | | | | |
| A1 | Trafalgar Secondary Plan Application (DS-108-22) | Active | \$ 450,000 | \$ 450,000 | - | Developer Recovery |
| A2 | Heritage Property Restoration (ES-011-22) | Active | \$ 276,000 | \$ 363,302 | 316% | Project Variance Account |
| A3 | Nipissing Road Reconstruction (CORS-073-22 Sch E) | Active | \$ 108,455 | \$ 502,000 | 28% | Other Recoveries/ Project Variance Account/ Development Charges |
| A4 | Traffic Calming Study at Bronte/Main St (DS-111-22) | Active | \$ 35,000 | \$ 35,000 | - | Other Recoveries |
| A5 | High Point Drive (Hwy 25 to Parkhill Dr) (CORS-073-22 Sch B) | Active | \$ 13,557 | \$ 150,425 | 10% | Project Variance Account |
| Subtotal - Approved by Council | | | \$ 883,012 | | | |
| Treasurer / CAO / Other Board Approved | | | | | | |
| A6 | Bronte St (Main St to Steels Ave) (PDA-071-22) | Active | \$ 775,588 | \$ 28,588,879 | 3% | Project Variance Account/ Development Charges |
| A7 | 5th Line (Hwy 401 to Derry Road) (PDA-070-22) | Active | \$ 658,825 | \$ 19,008,319 | 4% | Project Variance Account/ Development Charges |
| A8 | Rescue Truck Replacement/Refurbishment (PDA-113-22) | Active | \$ 199,007 | \$ 1,198,693 | 20% | Project Variance Account |
| A9 | Britannia E/W - Secondary Plan (PDA-072-22) | Active | \$ 77,134 | \$ 1,215,777 | 7% | LT Developer Liability |
| A10 | Main Street (Drew Centre to Thompson Road) (BA-011-22) | Active | \$ 72,888 | \$ 72,888 | - | Project Variance Account |
| A11 | Corporate Office Furniture & Equipment (BA-012-22) | Active | \$ 72,826 | \$ 122,955 | 145% | Project Variance Account |
| A12 | Main Street (Drew Centre to Thompson Road) (PDA-CRAN 22-051-21) | Active | \$ 67,762 | \$ 140,650 | 93% | Project Variance Account |
| A13 | Civic Operations Centre Facility Improvements (PDA-055-22) | Active | \$ 49,354 | \$ 114,926 | 75% | Project Variance Accounts |

APPENDIX A - PREVIOUSLY APPROVED BUDGET AMENDMENTS

| Project Name & Report Number | | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)** | Funding Source |
|------------------------------|---|-----------------|-------------------------|--------------------|-----------------------------|--|
| A14 | Multifunction Tractor (BA-014-22) | Active | \$ 43,844 | \$ 188,044 | 30% | Project Variance Account |
| A15 | Britannia E/W - Water & Wastewater Servicing (PDA-072-22) | Active | \$ 28,544 | \$ 218,632 | 15% | LT Developer Liability |
| A16 | Tractor Attachments (BA-013-22) | Active | \$ 16,770 | \$ 16,770 | - | Project Variance Account |
| A17 | District Park West - Boyne (BA-024-22) | Active | \$ 15,000 | \$ 92,204 | 19% | Development Charges/ Project Variance Account |
| A18 | Britannia E/W - Transportation Plan (PDA-072-22) | Active | \$ 14,918 | \$ 200,720 | 8% | LT Developer Liability |
| A19 | Facility Audit Update (BA-010-22) | Pending Closure | \$ 11,680 | \$ 213,697 | 6% | Project Variance Account |
| A20 | User Fee Update (BA-001-23) | Pending Closure | \$ 9,996 | \$ 95,720 | 12% | Project Variance Account |
| A21 | Conventional Transit - 8 Metre Bus - Growth (BA-018-22) | Active | \$ 5,015 | \$ 522,226 | 1% | Development Charges/ Project Variance Account |
| A22 | Chris Hadfield Park Redevelopment (BA-019-22) | Active | \$ 1,701 | \$ 99,884 | 2% | Project Variance Account |
| A23 | Traffic Services Safety Review (BA-021-22) | Active | \$ 1,596 | \$ 58,914 | 3% | Project Variance Account |
| A24 | 1 Ton Crew Dump Truck (BA-015-22) | Active | \$ 1,232 | \$ 184,350 | 1% | Project Variance Account |
| A25 | Sustainable Halton Subwatershed Study (BA-020-22) | Active | \$ 644 | \$ 2,488,209 | 0% | Developer Recovery |
| A26 | Zero Turning Radius Mower (BA-016-22) | Active | \$ 485 | \$ 342,225 | 0% | Project Variance Account |
| A27 | Trackless Front Mower (BA-014-22) | Active | \$ 74 | \$ 25,824 | 0% | Project Variance Account |
| A28 | Legacy Project and Orange Crosswalk (BA-008-22) | Pending Closure | \$ 30 | \$ 75,633 | 0% | Federal Grants/Subsidies |
| A29 | Milton Sports Centre Facility Improvements 19/20/21 (BA-025-22) | Active | \$ - | \$ 2,335,308 | 0% | Project Variance Account |

APPENDIX A - PREVIOUSLY APPROVED BUDGET AMENDMENTS

| Project Name & Report Number | | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)** | Funding Source |
|---|---|--------|-------------------------|--------------------|-----------------------------|--|
| A30 | Department Specific Initiatives (2016/17/18/19) Financial Enterprise Systems (2020/21/22) (BA-023-22) | Active | \$ - | \$ 4,608,032 | 0% | Project Variance Account |
| A31 | E-Services Strategy Implementation (2017/18/19/20/21) (BA-022-22) | Active | \$ - | \$ 588,247 | 0% | Project Variance Account |
| A32 | Nipissing Road Reconstruction (PDA-067-22) | Active | \$ (4,604) | \$ 393,545 | -1% | Project Variance Account/ Development Charges |
| A33 | Second Line Nassagaweya Bridge (Structure 63) (PDA CRAN 22-051-13) | Active | \$ (12,272) | \$ 578,281 | -2% | Project Variance Account |
| A34 | In Ground Waste Container Installation (PDA 074-22) | Active | \$ (16,809) | \$ 144,098 | -10% | Project Variance Account |
| A35 | Fleet Strategy (PDA 066-22) | Active | \$ (23,884) | \$ 276,663 | -8% | Project Variance Account |
| A36 | Park Amenity Audit (PDA-114-22) | Active | \$ (63,720) | \$ 216,212 | -23% | Project Variance Account |
| Subtotal - Approved by Treasurer / CAO / Other | | | \$ 2,003,624 | | | |
| Total - Previously Approved | | | \$ 2,886,636 | | | |

* Note: Budget figures on this schedule are presented at the sub-project level (as opposed to parent project level)

** Note: % increase/(Decrease) of Previously Approved Budget

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|---------------------------------|---|-----------------|---------------------------------|------------------------|------------------------------------|---------------------------|---|
| Projects Pending Closure | | | | | | | |
| B1 | Civic Facilities Improvements (2022) | Pending Closure | \$ 7,189 | \$ 87,642 | 9% | Project Variance Account | N/A |
| B2 | Hazardous Material Equipment Growth (2019) | Pending Closure | \$ 6,554 | \$ 46,495 | 16% | Development Charges | N/A |
| B3 | Collection Replacement (2021) | Pending Closure | \$ 5,305 | \$ 422,392 | 1% | Project Variance Account | N/A |
| B4 | Poly Plow (2022) | Pending Closure | \$ 3,229 | \$ 13,529 | 31% | Project Variance Account | N/A |
| B5 | Street Lighting (2020) | Pending Closure | \$ 3,131 | \$ 66,729 | 5% | Project Variance Account | N/A |
| B6 | Court Park Redevelopment | Pending Closure | \$ 2,842 | \$ 455,192 | 1% | Project Variance Account | N/A |
| B7 | Radio Communications Backup Upgrades | Pending Closure | \$ 2,608 | \$ 54,378 | 5% | Project Variance Account | N/A |
| B8 | Facility Audit Update | Pending Closure | \$ 2,508 | 216,204 | 1% | Project Variance Account | N/A |
| B9 | Emergency Vehicle Technician Equipment | Pending Closure | \$ 2,063 | 27,813 | 8% | Project Variance Account | N/A |
| B10 | Specialized Transit - 8 Metre Bus - Replacement | Pending Closure | \$ 1,933 | \$ 463,954 | 0% | Project Variance Account | N/A |
| B11 | Campbellville Road Bridge (Structure 72) | Pending Closure | \$ 1,764 | \$ 636,359 | 0% | Project Variance Account | N/A |
| B12 | Enforcement Vehicles (2021) | Pending Closure | \$ 600 | \$ 120,090 | 1% | Project Variance Account | N/A |
| B13 | Emergency Operations Centre | Pending Closure | \$ 287 | \$ 16,854 | 2% | Project Variance Account | N/A |
| B14 | Firefighting Hose Replacement (2020) | Pending Closure | \$ 137 | 20,737 | 1% | Project Variance Account | N/A |
| B15 | Tractor Attachment (2022) | Pending Closure | \$ 0 | \$ 16,770 | 0% | Project Variance Account | N/A |
| B16 | Transit Bus Non Growth: Refurbishment (2022) | Pending Closure | \$ 0 | \$ 80,260 | 0% | Project Variance Account | N/A |
| B17 | Tech Infrastructure - Network Licencing (2017) | Pending Closure | \$ 0 | \$ 175,347 | 0% | Project Variance Account | N/A |
| B18 | Legacy Project and Orange Crosswalk | Pending Closure | \$ - | \$ 75,633 | 0% | Federal Grants/ Subsidies | N/A |
| B19 | GIS Service Delivery | Pending Closure | \$ - | \$ 133,936 | 0% | Project Variance Account | N/A |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|-----|---|--------------------|---------------------------------|------------------------|------------------------------------|--|---|
| B20 | Bell School Line (Derry Road to Britannia Road) | Pending Closure | \$ (0) | \$ 1,329,926 | 0% | Other Recovery / Project Variance Account | N/A |
| B21 | User Fee Update | Pending Closure | \$ (0) | \$ 95,720 | 0% | Project Variance Account | N/A |
| B22 | Enforcement Vehicles (2022) | Pending Closure | \$ (149) | \$ 43,351 | 0% | Project Variance Account | N/A |
| B23 | Traffic Safety Services Review (2020) | Pending Closure | \$ (624) | \$ 59,493 | -1% | Project Variance Account | N/A |
| B24 | E-Services Strategy Implementation (2019) | Pending Closure | \$ (946) | \$ 9,749 | -9% | Project Variance Account | N/A |
| B25 | E-Services Strategy Implementation (2017) | Pending Closure | \$ (987) | \$ 126,908 | -1% | Project Variance Account | N/A |
| B26 | Centre Park Redevelopment | Pending Closure | \$ (1,463) | \$ 470,028 | 0% | Project Variance Account | N/A |
| B27 | Park Improvements (2021) | Pending Closure | \$ (2,332) | \$ 98,608 | -2% | Project Variance Account | N/A |
| B28 | Fifth Line Bridge (1.9 Km. South of Brittania) (Structure No. 26) | Pending Closure | \$ (2,522) | \$ 139,725 | -2% | Project Variance Account | N/A |
| B29 | Tech Infrastructure - Network Licencing (2018) | Pending Closure | \$ (2,736) | \$ 91,413 | -3% | Project Variance Account / Reserves/Reserve Funds | N/A |
| B30 | 3/4 Ton Pick Ups Replacement (2021) | Pending Closure | \$ (3,321) | \$ 159,341 | -2% | Project Variance Account | N/A |
| B31 | E-Services Strategy Implementation (2018) | Pending Closure | \$ (4,187) | \$ 54,376 | -7% | Project Variance Account / Reserves/Reserve Funds | N/A |
| B32 | Traffic Infrastructure (2020) | Pending Closure | \$ (4,508) | \$ 67,201 | -6% | Project Variance Account | N/A |
| B33 | Fire Halls Facility Improvements (2022) | Pending Closure | \$ (4,587) | \$ 48,513 | -9% | Project Variance Account | N/A |
| B34 | Campbell Ave (Glenda Jane to Campbellville Rd) | Pending Closure | \$ (5,481) | \$ 440,097 | -1% | Project Variance Account | N/A |
| B35 | First Line Nassagaweya Bridge: N of 25 SR (Structure 61) | Pending Closure | \$ (5,733) | \$ 115,403 | -5% | Project Variance Account | N/A |
| B36 | Economic Development Strategy Plan | Pending Closure | \$ (5,831) | \$ 113,742 | -5% | Project Variance Account | N/A |
| B37 | Park Improvements (2021) | Pending Closure | \$ (6,033) | \$ 138,682 | -4% | Project Variance Account | N/A |
| B38 | Sixth Line Bridges (Structure 21 and 23) | Pending Closure | \$ (6,092) | \$ 1,206,054 | -1% | Project Variance Account | N/A |
| B39 | Fourth Line Bridge: 2.9 Kms of Derry Rd (Structure 64) | Pending Closure | \$ (6,193) | \$ 99,574 | -6% | Project Variance Account | N/A |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|-----|--|-----------------|---------------------------------|------------------------|------------------------------------|---|--|
| B40 | First Line (Britannia to Lower Base) Rehab | Pending Closure | \$ (6,374) | \$ 1,069,536 | -1% | Canada Community Building Fund/ Project Variance Account | N/A |
| B41 | 1 Ton Crew Dump Truck (2021) | Pending Closure | \$ (7,223) | \$ 342,006 | -2% | Project Variance Account | N/A |
| B42 | Boyne Framgard Trail | Pending Closure | \$ (7,270) | \$ 61,837 | -11% | Development Charges / Project Variance Account | N/A |
| B43 | Moffat Park Redevelopment | Pending Closure | \$ (7,695) | \$ 618,636 | -1% | Project Variance Account | N/A |
| B44 | Open Data Initiative | Pending Closure | \$ (10,000) | \$ 300 | -97% | Project Variance Account | N/A |
| B45 | 6th Line Nassagaweya Culverts (Structures 113 and 118) | Pending Closure | \$ (10,767) | \$ 157,148 | -6% | Project Variance Account | N/A |
| B46 | Transit Bus Pads (2019) | Pending Closure | \$ (10,874) | \$ 15,286 | -42% | Development Charges | N/A |
| B47 | Indoor Fitness Equipment (2022) | Pending Closure | \$ (10,985) | \$ 27,178 | -29% | Project Variance Account | N/A |
| B48 | Pioneer Cemetery (2018) | Pending Closure | \$ (11,288) | \$ 8,248 | -58% | Project Variance Account | N/A |
| B49 | Pedestrian Crossover (PXO) Program (2021) | Pending Closure | \$ (12,012) | \$ 88,267 | -12% | Project Variance Account | N/A |
| B50 | Traffic Infrastructure (2021) | Pending Closure | \$ (14,546) | \$ 59,227 | -20% | Project Variance Account | N/A |
| B51 | Mower Replacement (2022) | Pending Closure | \$ (15,232) | \$ 17,728 | -46% | Project Variance Account | N/A |
| B52 | Bridge/Culvert Rehab Needs (2017) | Pending Closure | \$ (19,828) | \$ 356,081 | -5% | Project Variance Account | N/A |
| B53 | GIS Implementation (2016) | Pending Closure | \$ (20,133) | \$ 83,408 | -19% | Project Variance Account | N/A |
| B54 | Transit Bus Pads (2020) | Pending Closure | \$ (20,301) | \$ 6,891 | -75% | Development Charges | N/A |
| B55 | Memorial Arena Facility Improvements (2021) | Pending Closure | \$ (24,975) | \$ 113,790 | -18% | Project Variance Account | N/A |
| B56 | Second Line Nassagaweya Bridge (Structure 63) | Pending Closure | \$ (25,927) | \$ 62,396 | -29% | Project Variance Account | The initial design estimate was based on a similar project. The consultant award came in under budget with the favourable variance returned. |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|-----|--|-----------------|---------------------------------|------------------------|------------------------------------|---|---|
| B57 | Bronson Park Village Square | Pending Closure | \$ (27,143) | \$ 385,071 | -7% | Development Charges / Project Variance Account | The construction of this Village Square was completed within the designated timeframe with minimal change orders. This led to savings in contingency and internal project management costs. |
| B58 | Asphalt Overlay Program (2019 Construction) | Pending Closure | \$ (34,801) | \$ 3,363,754 | -1% | Canada Community Building Fund / Development Charges | Due to minimal change orders, savings in contingency were realized. |
| B59 | Official Plan Amendment - North Porta Employment Lands | Pending Closure | \$ (48,842) | \$ 51,068 | -49% | LT Developer Liability | Due to minimal change orders, savings in contingency and internal project management costs were realized. |
| B60 | Asphalt Overlay Program (2020 Construction) | Pending Closure | \$ (57,899) | \$ 7,379,655 | -1% | Development Charges / Project Variance Account | There were a number of provisional items identified in the construction tender for this project. Savings are the result of some roads requiring less than anticipated provisional work. |
| B61 | Thompson Road (Britannia to Louis St Laurent) | Pending Closure | \$ (59,340) | \$ 920,877 | -6% | Development Charges / Project Variance Account / Developer Recovery | The favourable variance is the result of reduced private property land requirements and consultant design cost savings. |
| B62 | Bridge/Culvert Rehab Needs (2020) | Pending Closure | (66,513) | 417,999 | -14% | Project Variance Account | Contract Administration savings, along with minimal change orders resulted in project completion below budget. |
| B63 | Bridge/Culvert Rehab Needs (2018) | Pending Closure | \$ (66,689) | \$ 507,364 | -12% | Project Variance Account / Canada Community Building Fund | Savings are the result of reduced environmental agency requirements and contract administration costs. |
| B64 | Expanded Asphalt Program (2019 Construction) | Pending Closure | \$ (83,668) | \$ 1,608,563 | -5% | Canada Community Building Fund / Project Variance Account | Savings are the result of material quantity reductions and provisional items not required. |
| B65 | Expanded Asphalt Program (2021 Design) | Pending Closure | \$ (85,652) | \$ 174,072 | -33% | Project Variance Account | Savings were realized as a result of lower than anticipated external permit fees, which in turn led to lower design costs and contingency. |
| B66 | Commercial Street (Main to Sydney) | Pending Closure | \$ (106,571) | \$ 803,294 | -12% | Project Variance Account | Some provisional items identified in the construction tender were not required. As a result, contingency and contract savings were realized. |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|--|--|-----------------|---------------------------------|------------------------|------------------------------------|---|--|
| B67 | Mobile Fare Payment Pilot | Pending Closure | \$ (107,000) | \$ 3,210 | -97% | Project Variance Account | The Mobile Fare Payment Pilot project was anticipated to have capital costs associated with equipment requirements and back-office system support. The vendor awarded this contract operated on a commission based model that had no associated capital costs. Due to the success of the token transit app implementation, this capital project is no longer required. |
| B68 | Expanded Asphalt Program (2020 Construction) | Pending Closure | \$ (199,608) | \$ 1,895,946 | -10% | Canada Community Building Fund / Project Variance Account | The 2020 construction program included the northern section of Sixth Line that was adjacent to a project undertaken by the Ontario Ministry of Transportation. This significantly reduced the length of section requiring remediation, and led to savings in the project. |
| Subtotal - Projects Pending Closure | | | \$ (1,202,730) | \$ 28,637,055 | | | |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|--|---|---------------|---------------------------------|------------------------|------------------------------------|--|--|
| New Capital Projects | | | | | | | |
| B69 | Boyne Multiuse (Asphalt Trls in Greenlands) Lit. - West of 16 Mile | Active | \$ 306,042 | \$ 306,042 | - | Development Charges | This project is for a developer built Town trail within an approved subdivision agreement included in the Town's capital forecast. The establishment of this project represents an advancement of the capital forecast in order to recognize construction expenses incurred in 2022. |
| B70 | Boyne Multiuse (Asphalt Trls in Greenlands) Lit. - East of 16 Mile | Active | \$ 267,277 | \$ 267,277 | - | Development Charges | This project is for a developer built Town trail within an approved subdivision agreement included in the Town's capital forecast. The establishment of this project represents an advancement of the capital forecast in order to recognize construction expenses incurred in 2022. |
| B71 | Boyne Limestone Trails in Greenlands System (East 16 Mile Creek To JSP) | Active | \$ 21,225 | \$ 21,225 | - | Development Charges | This project is for a developer built Town trail within an approved subdivision agreement included in the Town's capital forecast. The establishment of this project represents an advancement of the capital forecast in order to recognize construction expenses incurred in 2022. |
| Subtotal - New Capital Projects | | | \$ 594,544 | | | | |
| Other Budget Amendments | | | | | | | |
| B72 | Legislated DC Exemptions (2022) | Active | \$ 523,910 | \$ 4,717,070 | 12% | Project Variance Account | The unfavourable variance is largely driven by higher than projected exemptions for secondary dwelling units, industrial expansions and larger than anticipated school board projects. The actuals reflect a delay in a school board project that was originally anticipated in 2022 but is now anticipated during 2023. |
| B73 | Bronte Street (Main St to Steeles Ave) | Active | \$ 100,000 | \$ 28,688,879 | 0% | Development Charges / Project Variance Account | There has been significant extra effort required for many aspects of this project including contaminated soil, utility requirements, and CP Rail coordination. Due to the complexity of this project, additional budget for internal project management costs is being requested. |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|-----|--|---------------|---------------------------------|------------------------|------------------------------------|--|--|
| B74 | Louis St Laurent (JSP to 5th Line) | Active | \$ 61,674 | \$ 491,411 | 14% | LT Developer Liability | As reported in ENG-035-19, the construction of LSL from JSP to 5th Line was advanced through an agreement with OPG Derry Green Lands Inc. This increase is to align the budget with actual costs incurred to date. |
| B75 | Stormwater Pond Maintenance (2022) | Active | \$ 50,000 | \$ 1,293,039 | 4% | Project Variance Account | Emergency work was undertaken at Highpoint Pond Stormwater Pond to contain a potential spill. This budget increase is requested to engage a consultant to determine next steps and additional site works. |
| B76 | 5th Line (Hwy 401 to Main St) | Active | \$ 40,000 | \$ 1,939,215 | 2% | Development Charges / Project Variance Account | Additional funding is required to address internal project management costs to complete the project. |
| B77 | 5th Line (Hwy 401 to Derry Road) | Active | \$ 35,000 | \$ 19,043,319 | 0% | Development Charges / Project Variance Account / Canada Community Building Fund | Due to the complexity of the project, increased funding for internal project management is required. |
| B78 | FirstOntario Arts Centre Milton Facility Improvements (2020) | Active | \$ (29,260) | \$ 210,207 | -12% | Project Variance Account | A rigging inspection indicated that the maintenance work budgeted in this project was no longer required. |
| B79 | Storm Sewer Network Program - Design | Active | \$ (71,110) | \$ 132,584 | -35% | Project Variance Account | The design contract was lower than budgeted. |
| B80 | John Tonelli Sports Centre Facility Improvements (2022) | Active | \$ (117,620) | \$ 227,708 | -34% | Federal Grants/Subsidies / Provincial Grants/Subsidies / Project Variance Account | The flooring replacement project was completed with savings due to the use of internal staff for design and contract administration, along with a lower than budgeted contract award. |
| B81 | Expanded Asphalt Program (2022 Construction) | Active | \$ (300,000) | \$ 2,457,497 | -11% | Canada Community Building Fund / Project Variance Account | The Asphalt Overlay and Expanded Asphalt construction contracts were awarded to the same lowest compliant bidder. As a result, there were lower mobilization, per unit material, and other costs. There were also minimal change orders. These factors are reflected in the favourable variances being returned. |
| B82 | Thompson Road (Britannia to Louis St Laurent) | Active | \$ (536,682) | \$ 12,522,710 | -4% | Development Charges / Project Variance Account | Due to minimal change orders, contingency savings were realized. |

APPENDIX B - NEW BUDGET AMENDMENTS INCREASE/(DECREASE) TO BUDGET

| | Project Name | Status | Increase/ (Decrease) | Revised Budget* | % Increase/ (Decrease)* | Funding Source | Explanation (Provided for variances greater than \$25,000) |
|---|--|---------------|---------------------------------|------------------------|------------------------------------|---|---|
| B83 | Asphalt Overlay Program (2022 Construction) | Active | \$ (1,993,272) | \$ 9,045,220 | -18% | Canada Community Building Fund / Project Variance Account / Development Charge | Savings of \$1.54M were identified as a result of fewer sub drain repairs and driveway restorations than anticipated, along with reduced expenses in crack and sawing repairs. Additional savings of \$457K were related to the elimination of the James Snow Parkway Multiuse Path and Main Street (Drew Centre to Thompson Rd) segment, as it was determined that these works were beyond the scope of the Asphalt Overlay project. |
| Subtotal - Other Budget Amendments | | | \$ (2,237,360) | | | | |
| Total - New Budget Amendments | | | \$ (2,845,546) | | | | |

*Note: Budget figures on this schedule are presented at the sub-project level (as opposed to parent project level)

APPENDIX C - CHANGES IN FUNDING SOURCE

| | Project | Status | Amount | Approved Funding Source | Recommended Funding Source | Explanation |
|----|---|---------------|-------------------|--|---|--|
| C1 | Main St (JSP to 5th Line) / 5th Line (401 to Main St) | Active | \$ 131,588 | Reserves/Reserve Funds/ Development Charges | Other Recoveries | This funding change is required to recover expenses for trenching and idling due to Hydro One delays. |
| C2 | FirstOntario Arts Centre Milton Facility Improvements (21) | Active | \$ 129,600 | Reserves/Reserve Funds | Federal Grants/Subsidies / Provincial Grants/Subsidies | The Town has received approval for Investing in Canada Infrastructure Program (ICIP) grant funding. As a result, the approved funding can be returned to the project variance account. |
| C3 | Street Light LED Replacement | Active | \$ 97,651 | Project Variance Account | Other Recoveries | The Town is anticipating a higher LED Incentive Payment than budgeted. |
| | Total | | \$ 358,839 | | | |

Note: Budget figures on this schedule are presented at the sub-project level (as opposed to parent project level)

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Current Year Capital

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--------------------------------------|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| EX Executive Services | | | | | | |
| Active | \$3,504,613 | \$1,321,456 | \$4,826,069 | \$2,088,661 | 43% | \$2,737,408 |
| Pending Closure | \$178,991 | \$29,795 | \$208,786 | \$208,786 | 100% | |
| Total EX Executive Services | \$3,683,604 | \$1,351,251 | \$5,034,855 | \$2,297,447 | 46% | \$2,737,408 |
| CO Corporate Services | | | | | | |
| Active | \$27,212,317 | \$1,177,233 | \$28,389,550 | \$15,980,438 | 56% | \$12,409,112 |
| Pending Closure | \$1,176,771 | (\$334,382) | \$842,389 | \$842,389 | 100% | |
| Total CO Corporate Services | \$28,389,088 | \$842,851 | \$29,231,939 | \$16,822,827 | 58% | \$12,409,112 |
| CM Community Services | | | | | | |
| Active | \$133,499,409 | \$1,143,140 | \$134,642,549 | \$65,548,980 | 49% | \$69,093,569 |
| Completed Pending Warranty | \$2,733,076 | (\$22,567) | \$2,710,509 | \$2,637,318 | 97% | \$73,191 |
| Pending Closure | \$4,100,185 | (\$12,506) | \$4,087,679 | \$4,087,679 | 100% | |
| Total CM Community Services | \$140,332,670 | \$1,108,067 | \$141,440,737 | \$72,273,976 | 51% | \$69,166,761 |
| DV Development Services | | | | | | |
| Active | \$202,999,687 | \$16,943,340 | \$219,943,027 | \$125,258,227 | 57% | \$94,684,800 |
| Completed Pending Warranty | \$31,735,443 | (\$877,686) | \$30,857,757 | \$29,245,916 | 95% | \$1,611,841 |
| Pending Closure | \$25,761,258 | (\$2,685,449) | \$23,075,809 | \$23,075,809 | 100% | |
| Total DV Development Services | \$260,496,388 | \$13,380,205 | \$273,876,593 | \$177,579,952 | 65% | \$96,296,641 |
| LB Library | | | | | | |
| Active | \$3,527,874 | \$576,470 | \$4,104,344 | \$1,754,130 | 43% | \$2,350,214 |
| Pending Closure | \$417,087 | \$5,305 | \$422,392 | \$422,392 | 100% | |
| Total LB Library | \$3,944,961 | \$581,775 | \$4,526,736 | \$2,176,522 | 48% | \$2,350,214 |
| Total Current Year Capital | \$436,846,711 | \$17,264,149 | \$454,110,860 | \$271,150,723 | 60% | \$182,960,136 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Executive Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--|--------------------|-----------------------|--------------------|--------------------|-------------|--------------------|
| EX Executive Services | | | | | | |
| Active | | | | | | |
| Office of the CAO | | | | | | |
| Office of the CAO | | | | | | |
| Milton Education Village | \$99,207 | | \$99,207 | \$25,402 | 26% | \$73,805 |
| Strategic Plan Delivery | \$516,409 | | \$516,409 | \$133,983 | 26% | \$382,426 |
| Tourism Strategy | \$152,625 | | \$152,625 | \$2,625 | 2% | \$150,000 |
| Service Delivery | \$258,750 | \$96,000 | \$354,750 | \$340,687 | 96% | \$14,063 |
| Council Staff Work Plan | \$317,169 | | \$317,169 | \$80,779 | 25% | \$236,390 |
| Total Office of the CAO | \$1,344,160 | \$96,000 | \$1,440,160 | \$583,475 | 41% | \$856,685 |
| Total Office of the CAO | \$1,344,160 | \$96,000 | \$1,440,160 | \$583,475 | 41% | \$856,685 |
| Fire | | | | | | |
| Fire Fleet Equipment - Replacement | | | | | | |
| Replace Pick-Up Trucks | \$162,844 | | \$162,844 | \$144,662 | 89% | \$18,182 |
| Aerial Replacement/Refurbishment | \$73,725 | | \$73,725 | \$30,549 | 41% | \$43,176 |
| Training Vehicle Replacement | \$78,020 | | \$78,020 | \$76,572 | 98% | \$1,448 |
| Chief Officers Vehicle | \$78,020 | | \$78,020 | \$2,272 | 3% | \$75,748 |
| Rescue Truck Replacement/Refurbishment | \$38,295 | \$1,198,693 | \$1,236,988 | \$47,612 | 4% | \$1,189,376 |
| Pumper/Rescue Units Refurbishment | \$131,115 | | \$131,115 | \$35,983 | 27% | \$95,132 |
| Replace Rehab Van | \$133,900 | | \$133,900 | \$3,900 | 3% | \$130,000 |
| Total Fire Fleet Equipment - Replacement | \$695,919 | \$1,198,693 | \$1,894,612 | \$341,550 | 18% | \$1,553,062 |
| Fire Fleet Equipment - Growth Related | | | | | | |
| Pumper/Rescue Growth | \$884,650 | \$26,763 | \$911,413 | \$884,673 | 97% | \$26,740 |
| Total Fire Fleet Equipment - Growth Related | \$884,650 | \$26,763 | \$911,413 | \$884,673 | 97% | \$26,740 |
| Fire - Replacement | | | | | | |
| Breathing Apparatus Replacement | \$38,625 | | \$38,625 | \$17,448 | 45% | \$21,177 |
| Special Operations Equipment Replacement | \$25,750 | | \$25,750 | \$16,869 | 66% | \$8,881 |
| Air Monitoring Replacement | \$14,420 | | \$14,420 | \$420 | 3% | \$14,000 |
| Bunker Gear Replacement - Employee Turnover | \$69,010 | | \$69,010 | \$27,357 | 40% | \$41,653 |
| Fire Prevention Equipment Replacement | \$56,650 | | \$56,650 | \$24,161 | 43% | \$32,489 |
| Battery & Radio Parts Replacement | \$15,450 | | \$15,450 | \$450 | 3% | \$15,000 |
| Firefighting Equipment Replacement | \$12,360 | | \$12,360 | \$3,560 | 29% | \$8,800 |
| Total Fire - Replacement | \$232,265 | | \$232,265 | \$90,265 | 39% | \$142,000 |
| Fire - Growth | | | | | | |
| Specialized Equipment Training Structure - Growth | \$72,821 | | \$72,821 | \$22,794 | 31% | \$50,027 |
| Bunker Gear and Recruit Package - Growth | \$86,520 | | \$86,520 | \$83,388 | 96% | \$3,132 |
| Vehicle Extrication Equipment Growth | \$188,278 | | \$188,278 | \$82,516 | 44% | \$105,762 |
| Total Fire - Growth | \$347,619 | | \$347,619 | \$188,698 | 54% | \$158,921 |
| Total Fire | \$2,160,453 | \$1,225,456 | \$3,385,909 | \$1,505,186 | 44% | \$1,880,723 |
| Total Active | \$3,504,613 | \$1,321,456 | \$4,826,069 | \$2,088,661 | 43% | \$2,737,408 |
| Pending Closure | | | | | | |
| Executive Services | | | | | | |
| Office of the CAO | | | | | | |
| Economic Development Strategy Plan | \$92,700 | \$21,042 | \$113,742 | \$113,742 | 100% | |
| Total Office of the CAO | \$92,700 | \$21,042 | \$113,742 | \$113,742 | 100% | |
| Fire | | | | | | |
| Fire - Replacement | | | | | | |
| Firefighting Hose Replacement | \$20,600 | \$137 | \$20,737 | \$20,737 | 100% | |
| Total Fire - Replacement | \$20,600 | \$137 | \$20,737 | \$20,737 | 100% | |
| Fire - Growth | | | | | | |
| Hazardous Material Equipment Growth | \$39,941 | \$6,554 | \$46,495 | \$46,495 | 100% | |
| Total Fire - Growth | \$39,941 | \$6,554 | \$46,495 | \$46,495 | 100% | |
| Fire Fleet Equipment - Growth Related | | | | | | |
| Emergency Vehicle Technician Equipment | \$25,750 | \$2,063 | \$27,813 | \$27,813 | 100% | |
| Total Fire Fleet Equipment - Growth Related | \$25,750 | \$2,063 | \$27,813 | \$27,813 | 100% | |
| Total Fire | \$86,291 | \$8,754 | \$95,045 | \$95,045 | 100% | |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Executive Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|------------------------------------|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| Total Executive Services | \$178,991 | \$29,795 | \$208,786 | \$208,786 | 100% | |
| Total Pending Closure | \$178,991 | \$29,795 | \$208,786 | \$208,786 | 100% | |
| Total EX Executive Services | \$3,683,604 | \$1,351,251 | \$5,034,855 | \$2,297,447 | 46% | \$2,737,408 |
| Total Executive Services | \$3,683,604 | \$1,351,251 | \$5,034,855 | \$2,297,447 | 46% | \$2,737,408 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Corporate Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|---|---------------------|-----------------------|---------------------|---------------------|-------------|---------------------|
| CO Corporate Services | | | | | | |
| Active | | | | | | |
| Corporate Services | | | | | | |
| Finance | | | | | | |
| Legislated Development Charge Exemptions | \$3,513,000 | \$1,204,070 | \$4,717,070 | \$4,036,910 | 86% | \$680,160 |
| Special Financial Studies | \$483,313 | | \$483,313 | \$191,658 | 40% | \$291,655 |
| Development Charges Study | \$258,750 | | \$258,750 | \$180,592 | 70% | \$78,158 |
| Asset Management Plan | \$180,250 | | \$180,250 | \$5,250 | 3% | \$175,000 |
| User Fee Update | \$77,250 | | \$77,250 | \$2,250 | 3% | \$75,000 |
| Total Finance | \$4,512,563 | \$1,204,070 | \$5,716,633 | \$4,416,660 | 77% | \$1,299,973 |
| Human Resources | | | | | | |
| Compensation Plan | \$123,600 | | \$123,600 | \$3,600 | 3% | \$120,000 |
| Employee Strategic Development | \$380,256 | | \$380,256 | \$103,158 | 27% | \$277,098 |
| Health and Safety Audit/Implementation | \$128,750 | | \$128,750 | \$3,750 | 3% | \$125,000 |
| Workplace Accommodation | \$15,450 | | \$15,450 | \$503 | 3% | \$14,947 |
| Total Human Resources | \$648,056 | | \$648,056 | \$111,011 | 17% | \$537,045 |
| Information Technology | | | | | | |
| Technology Strategic Plan | \$234,875 | | \$234,875 | \$155,429 | 66% | \$79,446 |
| Technology Replacement/Upgrade | \$700,378 | | \$700,378 | \$424,577 | 61% | \$275,801 |
| Phone System Changes/Upgrade | \$310,795 | | \$310,795 | \$68,554 | 22% | \$242,241 |
| PC Workstation Complement Changes | \$54,503 | | \$54,503 | \$31,517 | 58% | \$22,986 |
| E-Services Strategy Implementation | \$258,389 | \$132,706 | \$391,095 | \$21,570 | 6% | \$369,525 |
| GIS/Geosmart Infrastructure | \$376,562 | | \$376,562 | \$122,979 | 33% | \$253,583 |
| Application/Software Upgrades | \$356,158 | | \$356,158 | \$49,624 | 14% | \$306,534 |
| Radio Communications Backup Upgrades | \$1,459,733 | | \$1,459,733 | \$238,840 | 16% | \$1,220,893 |
| Enterprise Content Management | \$396,725 | | \$396,725 | \$181,584 | 46% | \$215,141 |
| Enterprise Contact Management | \$221,350 | \$49,599 | \$270,949 | \$6,447 | 2% | \$264,502 |
| Emergency Operations Centre | \$43,497 | | \$43,497 | \$22,816 | 52% | \$20,681 |
| Mobile Parking Enforcement | \$637,387 | | \$637,387 | \$200,468 | 31% | \$436,919 |
| Human Resources Information System | \$3,340,017 | \$137,376 | \$3,477,393 | \$2,322,002 | 67% | \$1,155,391 |
| Department Specific Tech Initiatives | \$3,565,355 | \$916,974 | \$4,482,329 | \$2,711,779 | 60% | \$1,770,549 |
| Technology Infrastructure Initiative | \$2,671,168 | \$70,593 | \$2,741,761 | \$1,676,843 | 61% | \$1,064,918 |
| Property Tax System Replacement | \$1,895,180 | (\$1,731,092) | \$164,088 | \$64,088 | 39% | \$100,000 |
| Financial Enterprise Systems | \$343,787 | \$259,161 | \$602,948 | \$10,014 | 2% | \$592,934 |
| Fire Department Emergency Systems | \$346,779 | | \$346,779 | \$147,641 | 43% | \$199,138 |
| Facility Infrastructure and Networking | \$2,978,830 | \$15,734 | \$2,994,564 | \$1,830,754 | 61% | \$1,163,810 |
| Enterprise Licencing and Compliance | \$1,323,454 | | \$1,323,454 | \$826,821 | 62% | \$496,633 |
| Audit & Accountability Fund - Phase 3 Intake | | \$122,112 | \$122,112 | \$98,266 | 80% | \$23,846 |
| Total Information Technology | \$21,514,922 | (\$26,837) | \$21,488,086 | \$11,212,615 | 52% | \$10,275,471 |
| Legislative & Legal Services | | | | | | |
| Taxi, Uber, Ride Strategy | \$28,490 | | \$28,490 | \$17,916 | 63% | \$10,574 |
| Council Orientation Program | \$21,115 | | \$21,115 | \$615 | 3% | \$20,500 |
| Multi-Year Accessibility Plan | \$21,012 | | \$21,012 | \$612 | 3% | \$20,400 |
| Total Legislative & Legal Services | \$70,617 | | \$70,617 | \$19,143 | 27% | \$51,474 |
| Marketing & Government Relations | | | | | | |
| Branding | \$466,159 | | \$466,159 | \$221,009 | 47% | \$245,150 |
| Total Marketing & Government Relations | \$466,159 | | \$466,159 | \$221,009 | 47% | \$245,150 |
| Total Corporate Services | \$27,212,317 | \$1,177,233 | \$28,389,550 | \$15,980,438 | 56% | \$12,409,112 |
| Total Active | \$27,212,317 | \$1,177,233 | \$28,389,550 | \$15,980,438 | 56% | \$12,409,112 |
| Pending Closure | | | | | | |
| Corporate Services | | | | | | |
| Finance | | | | | | |
| User Fee Update | \$77,250 | \$18,470 | \$95,720 | \$95,720 | 100% | |
| Total Finance | \$77,250 | \$18,470 | \$95,720 | \$95,720 | 100% | |
| Information Technology | | | | | | |
| GIS/Geosmart Infrastructure | \$321,236 | (\$103,891) | \$217,345 | \$217,345 | 100% | |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Corporate Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--------------------------------------|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| Open Data Initiative | \$10,300 | (\$10,000) | \$300 | \$300 | 100% | |
| Technology Infrastructure Initiative | \$269,496 | (\$2,736) | \$266,761 | \$266,761 | 100% | \$0 |
| E-Services Strategy Implementation | \$430,152 | (\$239,120) | \$191,032 | \$191,032 | 100% | |
| Radio Communications Backup Upgrades | \$51,770 | \$2,608 | \$54,378 | \$54,378 | 100% | |
| Emergency Operations Centre | \$16,567 | \$287 | \$16,854 | \$16,854 | 100% | |
| Total Information Technology | \$1,099,521 | (\$352,852) | \$746,669 | \$746,669 | 100% | |
| Total Corporate Services | \$1,176,771 | (\$334,382) | \$842,389 | \$842,389 | 100% | |
| Total Pending Closure | \$1,176,771 | (\$334,382) | \$842,389 | \$842,389 | 100% | |
| Total CO Corporate Services | \$28,389,088 | \$842,851 | \$29,231,939 | \$16,822,827 | 58% | \$12,409,112 |
| Total Corporate Services | \$28,389,088 | \$842,851 | \$29,231,939 | \$16,822,827 | 58% | \$12,409,112 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Community Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|---|---------------------|-----------------------|---------------------|--------------------|-------------|----------------------|
| CM Community Services | | | | | | |
| Active | | | | | | |
| Community Services | | | | | | |
| Administration | | | | | | |
| Parks Master Plan Update | \$263,339 | | \$263,339 | \$83,726 | 32% | \$179,613 |
| Service Strategy | \$50,875 | \$48,637 | \$99,512 | \$64,356 | 65% | \$35,156 |
| FOACM Children's Program Fundraising Campaign | | | | \$1,344,003 | | (\$1,344,003) |
| Trails Master Plan Update | \$46,004 | | \$46,004 | \$18,334 | 40% | \$27,670 |
| Climate Change & Mitigation | \$69,886 | | \$69,886 | \$2,036 | 3% | \$67,850 |
| Total Administration | \$430,104 | \$48,637 | \$478,741 | \$1,512,455 | 316% | (\$1,033,714) |
| Parks Redevelopment | | | | | | |
| Omagh Park Redevelopment | \$905,367 | (\$830) | \$904,537 | \$859,676 | 95% | \$44,861 |
| Tennis Court Upgrades | \$93,645 | | \$93,645 | \$66,756 | 71% | \$26,889 |
| Moorelands Park Redevelopment | \$344,348 | (\$4,733) | \$339,615 | \$260,474 | 77% | \$79,141 |
| Baldwin Park Redevelopment | \$62,520 | | \$62,520 | \$36,464 | 58% | \$26,056 |
| Chris Hadfield Park Redevelopment | \$94,991 | \$4,893 | \$99,884 | \$95,271 | 95% | \$4,613 |
| Sunny Mount Park | \$324,608 | (\$125) | \$324,483 | \$160,722 | 50% | \$163,761 |
| Community Park - Engridge Gas Easement | \$167,333 | (\$43,974) | \$123,359 | \$67,124 | 54% | \$56,235 |
| Park Improvements - Preservation | \$83,934 | | \$83,934 | \$42,390 | 51% | \$41,544 |
| Implementation Trails Master Plan | \$64,931 | \$21,271 | \$86,202 | \$54,444 | 63% | \$31,758 |
| In Ground Waste Container Installation | \$160,907 | (\$16,809) | \$144,098 | \$88,710 | 62% | \$55,388 |
| Park Amenity Audit | \$279,932 | (\$63,720) | \$216,212 | \$17,543 | 8% | \$198,669 |
| Total Parks Redevelopment | \$2,582,516 | (\$104,027) | \$2,478,489 | \$1,749,575 | 71% | \$728,914 |
| Parks Growth | | | | | | |
| Community Park - External to Boyne | \$310,101 | \$203,821 | \$513,922 | \$340,338 | 66% | \$173,584 |
| Jannock Property Master Plan | \$401,718 | \$30,000 | \$431,718 | \$81,668 | 19% | \$350,050 |
| Community Park Detailed Development | \$3,949,817 | (\$697,662) | \$3,252,155 | \$3,175,452 | 98% | \$76,703 |
| Sherwood District Park | \$930,818 | (\$129,085) | \$801,733 | \$772,663 | 96% | \$29,070 |
| District Park West - Boyne | \$133,900 | (\$41,696) | \$92,204 | \$34,753 | 38% | \$57,451 |
| Boyne Village Square #3 | \$387,827 | \$3,720 | \$391,547 | \$358,999 | 92% | \$32,548 |
| Cobban Neighbourhood Park - Boyne | \$2,130,490 | (\$29,020) | \$2,101,470 | \$1,892,017 | 90% | \$209,453 |
| Walker Neighbourhood Park - Boyne | \$185,838 | | \$185,838 | \$79,118 | 43% | \$106,720 |
| Derry Green Union Gas Pipeline Easement | \$36,050 | | \$36,050 | \$3,291 | 9% | \$32,759 |
| Total Parks Growth | \$8,466,559 | (\$659,922) | \$7,806,637 | \$6,738,299 | 86% | \$1,068,338 |
| Facilities Redevelopment | | | | | | |
| Corporate Office Furniture | \$31,758 | \$91,197 | \$122,955 | \$115,433 | 94% | \$7,522 |
| Civic Facility Improvements | \$3,046,775 | \$191,423 | \$3,238,198 | \$2,762,305 | 85% | \$475,894 |
| Heritage Property Restoration | \$112,371 | \$250,931 | \$363,302 | \$69,652 | 19% | \$293,650 |
| Accessibility Improvements | \$57,490 | | \$57,490 | \$1,731 | 3% | \$55,759 |
| Leisure Centre Upgrades | \$1,241,386 | (\$179,988) | \$1,061,398 | \$704,690 | 66% | \$356,708 |
| Memorial Arena Facility Improvements | \$321,748 | (\$3,278) | \$318,470 | \$306,143 | 96% | \$12,327 |
| Tonelli Sports Centre Improvements | \$345,328 | (\$117,620) | \$227,708 | \$129,077 | 57% | \$98,631 |
| Milton Sports Centre Upgrades | \$2,414,263 | (\$30,367) | \$2,383,896 | \$931,907 | 39% | \$1,451,989 |
| Mattamy National Cycling Centre Improvements | \$1,446,294 | (\$313,673) | \$1,132,621 | \$1,057,694 | 93% | \$74,927 |
| MNCC Renewable Energy System Feasibility | \$35,278 | | \$35,278 | \$1,028 | 3% | \$34,250 |
| Senior Centre Asset Restorations | \$95,288 | | \$95,288 | \$2,972 | 3% | \$92,316 |
| Milton Indoor Turf Centre Improvements | \$580,346 | | \$580,346 | \$17,066 | 3% | \$563,280 |
| FirstOntario Arts Centre Milton Facility Improvements | \$545,055 | (\$26,337) | \$518,718 | \$268,460 | 52% | \$250,258 |
| Civic Operations Centre Facility Improvements | \$271,602 | \$22,141 | \$293,743 | \$45,851 | 16% | \$247,893 |
| Fire Halls Facilities Improvements | \$700,784 | (\$53,749) | \$647,035 | \$401,587 | 62% | \$245,448 |
| Electric Vehicle Charging Stations Strategy | \$160,907 | | \$160,907 | \$4,687 | 3% | \$156,220 |
| Total Facilities Redevelopment | \$11,406,673 | (\$169,319) | \$11,237,354 | \$6,820,283 | 61% | \$4,417,071 |
| Facilities Growth | | | | | | |
| Town Hall Construction/Expansion | \$604,975 | | \$604,975 | \$19,975 | 3% | \$585,000 |
| Indoor Soccer - Air Supported | \$221,963 | | \$221,963 | \$3,808 | 2% | \$218,155 |
| Sherwood Community Centre | \$42,385,963 | \$949,066 | \$43,335,029 | \$39,202,591 | 90% | \$4,132,438 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Community Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|---|----------------------|-----------------------|----------------------|---------------------|------------|---------------------|
| Seniors Centre Expansion | \$239,110 | | \$239,110 | \$3,710 | 2% | \$235,400 |
| Civic Operations Centre | \$98,957 | | \$98,957 | \$2,996 | 3% | \$95,961 |
| Transit Operations Centre | \$49,558,811 | | \$49,558,811 | \$1,475,194 | 3% | \$48,083,617 |
| Branch No. 2 Building | \$7,000,586 | (\$334,588) | \$6,665,998 | \$4,986,493 | 75% | \$1,679,505 |
| Main Library Expansion | \$570,130 | | \$570,130 | \$74,294 | 13% | \$495,836 |
| Total Facilities Growth | \$100,680,495 | \$614,478 | \$101,294,973 | \$45,769,060 | 45% | \$55,525,914 |
| Transit | | | | | | |
| Transit | | | | | | |
| Transit Bus Stop-Retrofit | \$73,600 | | \$73,600 | \$23,921 | 33% | \$49,679 |
| Transit Bus Pads | \$48,100 | | \$48,100 | \$26,124 | 54% | \$21,976 |
| Total Transit | \$121,700 | | \$121,700 | \$50,045 | 41% | \$71,655 |
| Transit Fleet Replacement | | | | | | |
| Transit Bus Non Growth: Replacement | \$3,396,313 | | \$3,396,313 | \$131,729 | 4% | \$3,264,584 |
| Total Transit Fleet Replacement | \$3,396,313 | | \$3,396,313 | \$131,729 | 4% | \$3,264,584 |
| Transit Fleet Growth | | | | | | |
| Transit Bus | \$462,021 | \$60,205 | \$522,226 | \$490,712 | 94% | \$31,514 |
| Total Transit Fleet Growth | \$462,021 | \$60,205 | \$522,226 | \$490,712 | 94% | \$31,514 |
| Total Transit | \$3,980,034 | \$60,205 | \$4,040,239 | \$672,486 | 17% | \$3,367,753 |
| Operations | | | | | | |
| Fleet Equipment - Replacement | | | | | | |
| Fleet Strategy | \$180,250 | \$96,414 | \$276,664 | \$45,445 | 16% | \$231,219 |
| 1 Ton Crew Dump Trucks | \$77,250 | \$107,100 | \$184,350 | \$82,582 | 45% | \$101,768 |
| Tandem Axle Dump Truck | \$1,445,356 | \$946,560 | \$2,391,916 | \$363,524 | 15% | \$2,028,392 |
| Haul All/Packer | \$159,465 | (\$29,623) | \$129,842 | \$4,645 | 4% | \$125,197 |
| Ice Resurfacer | \$113,300 | \$58,093 | \$171,393 | \$3,300 | 2% | \$168,093 |
| Zero Turning Radius Mowers | \$320,330 | \$21,895 | \$342,225 | \$114,830 | 34% | \$227,395 |
| Multifunction Tractor | \$144,200 | \$43,844 | \$188,044 | \$4,200 | 2% | \$183,844 |
| Sign Truck | \$329,600 | \$27,987 | \$357,587 | \$87,485 | 24% | \$270,102 |
| Trackless Front Mower Deck | \$25,750 | \$74 | \$25,824 | \$750 | 3% | \$25,074 |
| Gator Utility Vehicle - Replacement | \$41,200 | (\$1,887) | \$39,313 | \$1,200 | 3% | \$38,113 |
| Total Fleet Equipment - Replacement | \$2,836,701 | \$1,270,457 | \$4,107,158 | \$707,961 | 17% | \$3,399,197 |
| Fleet Equipment - Growth Related | | | | | | |
| 1 Ton Dump Trucks - Growth | \$233,743 | \$17,921 | \$251,664 | \$6,808 | 3% | \$244,856 |
| Tandem Axle Trucks | \$540,884 | \$66,305 | \$607,189 | \$15,754 | 3% | \$591,435 |
| Zero Radius Mowers | \$49,584 | \$4,369 | \$53,953 | \$1,444 | 3% | \$52,509 |
| General Mowers and Attachments - Growth | \$99,358 | \$5,127 | \$104,485 | \$2,894 | 3% | \$101,591 |
| Trailers/Water Tanks | \$44,545 | (\$11,089) | \$33,456 | \$11,956 | 36% | \$21,500 |
| Fleet Mechanic Equipment | \$38,625 | | \$38,625 | \$1,125 | 3% | \$37,500 |
| Total Fleet Equipment - Growth Related | \$1,006,739 | \$82,633 | \$1,089,372 | \$39,981 | 4% | \$1,049,391 |
| Forestry | | | | | | |
| EAB Implementation Strategy | \$139,926 | | \$139,926 | \$61,345 | 44% | \$78,581 |
| Urban Forestry Mangement | \$63,860 | | \$63,860 | \$1,860 | 3% | \$62,000 |
| Total Forestry | \$203,786 | | \$203,786 | \$63,205 | 31% | \$140,581 |
| Surface Treatment Program | | | | | | |
| Surface Treatment Program | \$1,905,802 | | \$1,905,802 | \$1,475,675 | 77% | \$430,127 |
| Total Surface Treatment Program | \$1,905,802 | | \$1,905,802 | \$1,475,675 | 77% | \$430,127 |
| Total Operations | \$5,953,028 | \$1,353,090 | \$7,306,118 | \$2,286,822 | 31% | \$5,019,295 |
| Total Community Services | \$133,499,409 | \$1,143,142 | \$134,642,551 | \$65,548,980 | 49% | \$69,093,571 |
| Total Active | \$133,499,409 | \$1,143,142 | \$134,642,551 | \$65,548,980 | 49% | \$69,093,571 |
| Completed Pending Warranty | | | | | | |
| Community Services | | | | | | |
| Parks Redevelopment | | | | | | |
| Coulson Park Redevelopment | \$352,110 | (\$15,652) | \$336,458 | \$326,799 | 97% | \$9,659 |
| Coxe Park Redevelopment | \$509,332 | (\$43,002) | \$466,330 | \$444,087 | 95% | \$22,243 |
| Beaty Neighbourhood Park Redevelopment | \$413,803 | (\$133,193) | \$280,610 | \$275,666 | 98% | \$4,944 |
| Sam Sherratt Trail Redevelopment | \$56,045 | \$83,048 | \$139,093 | \$137,862 | 99% | \$1,231 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Community Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| Kingsleigh Park Redevelopment | \$569,728 | | \$569,728 | \$562,645 | 99% | \$7,083 |
| New Campbellville Park Redevelopment | \$832,058 | \$86,232 | \$918,290 | \$890,259 | 97% | \$28,031 |
| Total Parks Redevelopment | \$2,733,076 | (\$22,567) | \$2,710,509 | \$2,637,318 | 97% | \$73,191 |
| Total Community Services | \$2,733,076 | (\$22,567) | \$2,710,509 | \$2,637,318 | 97% | \$73,191 |
| Total Completed Pending Warranty | \$2,733,076 | (\$22,567) | \$2,710,509 | \$2,637,318 | 97% | \$73,191 |
| Pending Closure | | | | | | |
| Community Services | | | | | | |
| Administration | | | | | | |
| Legacy Project & Orange Crosswalk | | \$75,633 | \$75,633 | \$75,633 | 100% | |
| Total Administration | | \$75,633 | \$75,633 | \$75,633 | 100% | |
| Facilities Redevelopment | | | | | | |
| Indoor Fitness Equipment | \$38,163 | (\$10,985) | \$27,178 | \$27,178 | 100% | |
| Civic Facility Improvements | \$80,453 | \$7,189 | \$87,642 | \$87,642 | 100% | |
| Memorial Arena Facility Improvements | \$181,209 | (\$67,419) | \$113,790 | \$113,790 | 100% | |
| Fire Halls Facilities Improvements | \$53,100 | (\$4,587) | \$48,513 | \$48,513 | 100% | |
| Facility Audit Update | \$274,073 | (\$57,869) | \$216,204 | \$216,204 | 100% | |
| Total Facilities Redevelopment | \$626,998 | (\$133,670) | \$493,328 | \$493,328 | 100% | |
| Parks | | | | | | |
| Parks Growth | | | | | | |
| Boyne Framgard Trail | \$69,107 | (\$7,270) | \$61,837 | \$61,837 | 100% | |
| Bronson Village Square | \$382,096 | \$2,975 | \$385,071 | \$385,071 | 100% | \$0 |
| Total Parks Growth | \$451,203 | (\$4,295) | \$446,908 | \$446,908 | 100% | \$0 |
| Parks Redevelopment | | | | | | |
| Pioneer Cemetery - Preservation | \$19,536 | (\$11,288) | \$8,248 | \$8,248 | 100% | |
| Park Improvements | \$245,655 | (\$8,365) | \$237,290 | \$237,290 | 100% | |
| Centre Park Redevelopment | \$416,161 | \$53,867 | \$470,028 | \$470,028 | 100% | \$0 |
| Court Park Redevelopment | \$416,161 | \$39,031 | \$455,192 | \$455,192 | 100% | |
| Moffat Park Redevelopment | \$652,305 | (\$33,671) | \$618,634 | \$618,634 | 100% | \$0 |
| Total Parks Redevelopment | \$1,749,818 | \$39,573 | \$1,789,391 | \$1,789,391 | 100% | \$0 |
| Total Parks | \$2,201,021 | \$35,278 | \$2,236,299 | \$2,236,299 | 100% | \$0 |
| Transit | | | | | | |
| Transit Fleet Replacement | | | | | | |
| Specialized Transit Bus Non Growth | \$462,021 | \$1,933 | \$463,954 | \$463,954 | 100% | |
| Total Transit Fleet Replacement | \$462,021 | \$1,933 | \$463,954 | \$463,954 | 100% | |
| Transit Non-Growth Refurbishment | | \$80,260 | \$80,260 | \$80,260 | 100% | |
| Transit Bus Pads | \$53,352 | (\$31,175) | \$22,177 | \$22,177 | 100% | |
| Mobile Fare Payment Pilot | \$110,210 | (\$107,000) | \$3,210 | \$3,210 | 100% | |
| Total Transit | \$625,583 | (\$55,982) | \$569,601 | \$569,601 | 100% | |
| Operations | | | | | | |
| Fleet Equipment - Replacement | | | | | | |
| 1 Ton Crew Dump Trucks | \$309,000 | \$33,006 | \$342,006 | \$342,006 | 100% | |
| Poly Plow | \$10,300 | \$3,229 | \$13,529 | \$13,529 | 100% | |
| Enforcement Vehicles | \$123,137 | \$40,305 | \$163,442 | \$163,442 | 100% | |
| Mower Replacement | \$32,960 | (\$15,232) | \$17,728 | \$17,728 | 100% | |
| 3/4 Ton Pickup Replacements | \$171,186 | (\$11,845) | \$159,341 | \$159,341 | 100% | |
| Tractor Attachments | | \$16,770 | \$16,770 | \$16,770 | 100% | |
| Total Fleet Equipment - Replacement | \$646,583 | \$66,232 | \$712,815 | \$712,815 | 100% | |
| Total Operations | \$646,583 | \$66,232 | \$712,815 | \$712,815 | 100% | |
| Total Community Services | \$4,100,185 | (\$12,509) | \$4,087,676 | \$4,087,676 | 100% | \$0 |
| Total Pending Closure | \$4,100,185 | (\$12,509) | \$4,087,676 | \$4,087,676 | 100% | \$0 |
| Total CM Community Services | \$140,332,670 | \$1,108,066 | \$141,440,736 | \$72,273,974 | 51% | \$69,166,762 |
| Total Community Services | \$140,332,670 | \$1,108,066 | \$141,440,736 | \$72,273,974 | 51% | \$69,166,762 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
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Development Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| DV Development Services | | | | | | |
| Active | | | | | | |
| Development Services Administration | | | | | | |
| Eng. Serv. Administration | | | | | | |
| Development Eng & Parks Standards Manual | \$63,036 | \$15,000 | \$78,036 | \$33,110 | 42% | \$44,927 |
| Train Whistle Cessation Assessment | | \$35,000 | \$35,000 | \$1,050 | 3% | \$33,950 |
| Total Eng. Serv. Administration | \$63,036 | \$50,000 | \$113,036 | \$34,160 | 30% | \$78,877 |
| Total Development Services Administration | \$63,036 | \$50,000 | \$113,036 | \$34,160 | 30% | \$78,877 |
| Infrastructure Management | | | | | | |
| Urban Roads Redevelopment | | | | | | |
| Bronte Street (Main St to Steeles Ave) | \$33,434,927 | \$2,435,680 | \$35,870,607 | \$26,179,925 | 73% | \$9,690,682 |
| Nipissing Road Redevelopment | \$4,238,589 | \$72,991 | \$4,311,580 | \$253,903 | 6% | \$4,057,678 |
| Bronte Street (Heslop to S. of Main) | \$2,560,779 | (\$101,345) | \$2,459,434 | \$1,813,538 | 74% | \$645,896 |
| Jasper Street Reconstruction | \$624,546 | \$36,312 | \$660,858 | \$120,658 | 18% | \$540,200 |
| Asphalt Overlay Program | \$20,849,238 | (\$1,325,923) | \$19,523,315 | \$18,598,974 | 95% | \$924,341 |
| High Point Drive (Hwy 25 to Parkhill Dr) | \$116,527 | \$33,898 | \$150,425 | \$91,964 | 61% | \$58,461 |
| Main St (Drew Centre to Thompson Rd) | | \$140,650 | \$140,650 | \$12,421 | 9% | \$128,229 |
| Total Urban Roads Redevelopment | \$61,824,606 | \$1,292,264 | \$63,116,870 | \$47,071,383 | 75% | \$16,045,487 |
| Urban Roads Growth | | | | | | |
| Main St (Scott Blvd (incl. CNR Crossing) to Bronte St) | \$7,587,563 | \$28,209 | \$7,615,772 | \$7,421,672 | 97% | \$194,100 |
| Main St (JSP to 5th Line)/5th Line (Hwy 401 to Main St) | \$23,501,907 | \$3,388,437 | \$26,890,344 | \$22,197,742 | 83% | \$4,692,602 |
| 5th Line (Hwy 401 to Derry Road) | \$41,483,803 | (\$1,475,376) | \$40,008,427 | \$8,359,010 | 21% | \$31,649,417 |
| 5th Line (Derry Road to Britannia Road) | \$20,639,542 | | \$20,639,542 | \$754,665 | 4% | \$19,884,877 |
| Louis St Laurent (Yates to 4th Line) formerly to Thompson Rd | \$14,208,877 | (\$3,704,346) | \$10,504,531 | \$10,775,483 | 103% | (\$270,952) |
| Louis St Laurent (James Snow Parkway to Fifth Line) | | \$9,242,240 | \$9,242,240 | \$5,946,282 | 64% | \$3,295,958 |
| Peru Road (Bridge Removal and Cul De Sac) | \$692,933 | | \$692,933 | \$92,755 | 13% | \$600,178 |
| Boulevard Works | \$152,627 | | \$152,627 | \$10,287 | 7% | \$142,340 |
| Total Urban Roads Growth | \$108,267,252 | \$7,479,164 | \$115,746,416 | \$55,557,896 | 48% | \$60,188,520 |
| Rural Roads Redevelopment | | | | | | |
| Campbell Ave (Glenda Jane Dr./Canyon Rd-Campbellville Rd.) | \$1,337,601 | \$702,865 | \$2,040,466 | \$1,831,179 | 90% | \$209,287 |
| Expanded Asphalt Program | \$3,061,971 | (\$218,714) | \$2,843,257 | \$2,060,298 | 72% | \$782,960 |
| Appleby Line | \$818,462 | \$318,244 | \$1,136,706 | \$620,726 | 55% | \$515,980 |
| Total Rural Roads Redevelopment | \$5,218,034 | \$802,395 | \$6,020,429 | \$4,512,203 | 75% | \$1,508,226 |
| Active Transportation - Growth | | | | | | |
| Boyne Limestone Trails | \$332,861 | \$21,225 | \$354,086 | \$275,565 | 78% | \$78,521 |
| Boyne Pedestrian Railway Crossing | \$6,228,061 | \$158,918 | \$6,386,979 | \$582,256 | 9% | \$5,804,723 |
| Boyne Multiuse Asphalt Trails | \$62,827 | \$573,319 | \$636,146 | \$589,005 | 93% | \$47,141 |
| Total Active Transportation - Growth | \$6,623,749 | \$753,462 | \$7,377,211 | \$1,446,826 | 20% | \$5,930,385 |
| Bridges/Culverts Redevelopment | | | | | | |
| Bridge/Culvert Rehabilitation Needs | \$203,467 | (\$42,733) | \$160,734 | \$55,592 | 35% | \$105,142 |
| Kelso Road Bridge (Structure 74) | \$150,538 | \$17,339 | \$167,877 | \$58,388 | 35% | \$109,489 |
| 25 SR Bridge - 0.1 km West of Guelph Line (Structure No. 62) | \$124,803 | | \$124,803 | \$3,635 | 3% | \$121,168 |
| Total Bridges/Culverts Redevelopment | \$478,808 | (\$25,394) | \$453,414 | \$117,615 | 26% | \$335,799 |
| Storm Water Management Rehabilitation | | | | | | |
| Stormwater Pond Maintenance | \$1,553,886 | \$622,638 | \$2,176,524 | \$1,532,384 | 70% | \$644,140 |
| Mill Pond Rehabilitation | \$809,390 | | \$809,390 | \$79,124 | 10% | \$730,266 |
| Storm Sewer Network Study | \$205,849 | \$33,449 | \$239,298 | \$183,127 | 77% | \$56,171 |
| Storm Sewer Network Program | \$1,035,075 | (\$71,110) | \$963,965 | \$121,398 | 13% | \$842,566 |
| Total Storm Water Management Rehabilitation | \$3,604,200 | \$584,977 | \$4,189,177 | \$1,916,034 | 46% | \$2,273,143 |
| Traffic | | | | | | |
| Traffic Infrastructure | \$75,923 | | \$75,923 | \$3,980 | 5% | \$71,943 |
| Traffic Services Safety Review | \$183,312 | \$1,596 | \$184,908 | \$61,675 | 33% | \$123,233 |
| Pedestrian Crossover (PXO) Program | \$103,363 | | \$103,363 | \$45,113 | 44% | \$58,250 |
| New Traffic Signals | \$709,833 | \$26,490 | \$736,323 | \$42,526 | 6% | \$693,797 |
| Preemption Traffic Control System | \$198,765 | | \$198,765 | \$50,950 | 26% | \$147,815 |
| Signal Interconnect Program | \$184,391 | | \$184,391 | \$137,674 | 75% | \$46,717 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Development Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| Transport Canada Rail Regulations | \$537,718 | | \$537,718 | \$282,114 | 52% | \$255,604 |
| Preemption Traffic Control System | \$83,572 | | \$83,572 | \$2,434 | 3% | \$81,138 |
| Traffic Calming Study - Bronte/Main St | | \$35,000 | \$35,000 | | | \$35,000 |
| Total Traffic | \$2,076,877 | \$63,086 | \$2,139,963 | \$626,466 | 29% | \$1,513,497 |
| Streetlighting | | | | | | |
| Street Lighting | \$130,961 | | \$130,961 | \$3,815 | 3% | \$127,146 |
| Street Light / Pole / Underground Power Renewal | \$64,266 | | \$64,266 | \$1,872 | 3% | \$62,394 |
| Street Light LED Replacement | \$5,133,677 | (\$2,147,673) | \$2,986,004 | \$2,870,560 | 96% | \$115,444 |
| Total Streetlighting | \$5,328,904 | (\$2,147,673) | \$3,181,231 | \$2,876,247 | 90% | \$304,984 |
| Parking | | | | | | |
| Downtown Parking Study | \$80,000 | (\$4,101) | \$75,899 | \$61,399 | 81% | \$14,500 |
| Total Parking | \$80,000 | (\$4,101) | \$75,899 | \$61,399 | 81% | \$14,500 |
| Total Infrastructure Management | \$193,502,430 | \$8,798,180 | \$202,300,610 | \$114,186,068 | 56% | \$88,114,542 |
| Development Engineering | | | | | | |
| Storm Water Management Growth | | | | | | |
| SWM Boyne | \$368,938 | \$14,052 | \$382,990 | \$164,482 | 43% | \$218,508 |
| SWM Derry Green (BP2) | \$222,720 | \$5,206 | \$227,926 | \$100,584 | 44% | \$127,342 |
| SWM Sherwood | \$328,364 | | \$328,364 | \$11,857 | 4% | \$316,507 |
| SWM Milton Education Village | \$125,050 | | \$125,050 | \$3,642 | 3% | \$121,408 |
| Total Storm Water Management Growth | \$1,045,072 | \$19,258 | \$1,064,330 | \$280,565 | 26% | \$783,765 |
| Total Development Engineering | \$1,045,072 | \$19,258 | \$1,064,330 | \$280,565 | 26% | \$783,765 |
| Planning and Development | | | | | | |
| Planning | | | | | | |
| Official Plan Review | \$448,081 | \$366,880 | \$814,961 | \$553,411 | 68% | \$261,550 |
| Urban Design Guidelines | \$225,053 | | \$225,053 | \$73,668 | 33% | \$151,385 |
| Milton Heights OMB | \$203,500 | \$1,591,902 | \$1,795,402 | \$1,759,612 | 98% | \$35,790 |
| MEV Secondary Planning/Site Specific Zoning | \$550,417 | \$856,380 | \$1,406,797 | \$1,296,682 | 92% | \$110,116 |
| Proposed CN Intermodal Facility | \$253,500 | \$410,000 | \$663,500 | \$214,173 | 32% | \$449,327 |
| Urban Residential Secondary Plan Phase 4 | \$1,442,652 | \$1,877,303 | \$3,319,955 | \$2,580,276 | 78% | \$739,679 |
| Sustainable Halton Subwatershed Study | \$2,230,000 | \$258,209 | \$2,488,209 | \$2,267,580 | 91% | \$220,629 |
| Sustainable Halton Land Base Analysis | \$242,888 | \$399,662 | \$642,550 | \$322,585 | 50% | \$319,965 |
| Britannia E/W - Secondary Plan | \$2,389,887 | \$865,568 | \$3,255,455 | \$1,600,122 | 49% | \$1,655,333 |
| Community Improvement Plan for CBD | \$107,711 | | \$107,711 | \$3,170 | 3% | \$104,541 |
| Zoning By-Law Review | \$295,460 | | \$295,460 | \$9,378 | 3% | \$286,082 |
| Building Public Portal Implementation | | \$1,000,000 | \$1,000,000 | \$76,779 | 8% | \$923,221 |
| Trafalgar Secondary Plan Application | | \$450,000 | \$450,000 | | | \$450,000 |
| Total Planning | \$8,389,149 | \$8,075,904 | \$16,465,053 | \$10,757,435 | 65% | \$5,707,618 |
| Total Planning and Development | \$8,389,149 | \$8,075,904 | \$16,465,053 | \$10,757,435 | 65% | \$5,707,618 |
| Total Active | \$202,999,687 | \$16,943,342 | \$219,943,029 | \$125,258,227 | 57% | \$94,684,802 |
| Completed Pending Warranty | | | | | | |
| Infrastructure Management | | | | | | |
| Urban Roads Redevelopment | | | | | | |
| Wheelabrator Way - Including Culvert Replacement | \$1,698,327 | \$1,057,773 | \$2,756,100 | \$2,689,688 | 98% | \$66,412 |
| Victoria Street (Bronte to James St) | \$830,947 | (\$453,195) | \$377,752 | \$309,909 | 82% | \$67,843 |
| Elizabeth Street (Victoria St to Main St) | \$1,340,152 | (\$1,055,759) | \$284,393 | \$215,997 | 76% | \$68,396 |
| Total Urban Roads Redevelopment | \$3,869,426 | (\$451,181) | \$3,418,245 | \$3,215,594 | 94% | \$202,651 |
| Urban Roads Growth | | | | | | |
| Main St (Scott Blvd (incl. CNR Crossing) to Bronte St) | \$3,052,500 | \$3,743,586 | \$6,796,086 | \$6,628,984 | 98% | \$167,102 |
| Louis St Laurent (4th Line to James Snow Parkway) | \$5,494,082 | (\$3,457,712) | \$2,036,370 | \$1,875,994 | 92% | \$160,376 |
| Thompson Road (Britannia to Louis St Laurent) | \$12,110,740 | \$411,970 | \$12,522,710 | \$11,838,176 | 95% | \$684,534 |
| Total Urban Roads Growth | \$20,657,322 | \$697,844 | \$21,355,166 | \$20,343,153 | 95% | \$1,012,013 |
| Rural Roads Redevelopment | | | | | | |
| Expanded Asphalt Program | \$4,292,662 | (\$1,338,650) | \$2,954,012 | \$2,772,652 | 94% | \$181,360 |
| Total Rural Roads Redevelopment | \$4,292,662 | (\$1,338,650) | \$2,954,012 | \$2,772,652 | 94% | \$181,360 |
| Bridges/Culverts Redevelopment | | | | | | |
| Bridge/Culvert Rehabilitation Needs | \$1,051,498 | (\$102,031) | \$949,467 | \$868,101 | 91% | \$81,366 |

TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022

Development Services

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|---|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| Sixth Line Nassagaweya Culverts (Structures 113 and 118) | \$1,319,404 | \$283,182 | \$1,602,586 | \$1,581,542 | 99% | \$21,044 |
| Second Line Nassagaweya Bridge (Structure No. 63) | \$545,131 | \$33,150 | \$578,281 | \$464,873 | 80% | \$113,408 |
| Total Bridges/Culverts Redevelopment | \$2,916,033 | \$214,301 | \$3,130,334 | \$2,914,517 | 93% | \$215,817 |
| Total Infrastructure Management | \$31,735,443 | (\$877,686) | \$30,857,757 | \$29,245,916 | 95% | \$1,611,841 |
| Total Completed Pending Warranty | \$31,735,443 | (\$877,686) | \$30,857,757 | \$29,245,916 | 95% | \$1,611,841 |
| Pending Closure | | | | | | |
| Planning and Development | | | | | | |
| Planning | | | | | | |
| Official Plan Amendment - North Porta Employment Lands | | \$51,068 | \$51,068 | \$51,068 | 100% | |
| Total Planning | | \$51,068 | \$51,068 | \$51,068 | 100% | |
| Total Planning and Development | | \$51,068 | \$51,068 | \$51,068 | 100% | |
| Infrastructure Management | | | | | | |
| Traffic | | | | | | |
| Traffic Services Safety Review | \$60,117 | (\$624) | \$59,493 | \$59,493 | 100% | |
| Traffic Infrastructure | \$145,482 | (\$19,053) | \$126,429 | \$126,429 | 100% | |
| Pedestrian Crossover (PXO) Program | \$100,279 | (\$12,012) | \$88,267 | \$88,267 | 100% | |
| Total Traffic | \$305,878 | (\$31,689) | \$274,189 | \$274,189 | 100% | |
| Streetlighting | | | | | | |
| Street Lighting | \$63,598 | \$3,131 | \$66,729 | \$66,729 | 100% | |
| Total Streetlighting | \$63,598 | \$3,131 | \$66,729 | \$66,729 | 100% | |
| Urban Roads Redevelopment | | | | | | |
| Asphalt Overlay Program | \$10,609,512 | \$133,897 | \$10,743,409 | \$10,743,409 | 100% | |
| Commercial Street (Main to Sydney) | \$1,290,944 | (\$487,650) | \$803,294 | \$803,294 | 100% | |
| Total Urban Roads Redevelopment | \$11,900,456 | (\$353,753) | \$11,546,703 | \$11,546,703 | 100% | |
| Urban Roads Growth | | | | | | |
| Thompson Road (Britannia to Louis St Laurent) | \$1,196,810 | (\$275,933) | \$920,877 | \$920,877 | 100% | |
| Total Urban Roads Growth | \$1,196,810 | (\$275,933) | \$920,877 | \$920,877 | 100% | |
| Rural Roads Redevelopment | | | | | | |
| Expanded Asphalt Program | \$5,306,440 | (\$1,627,859) | \$3,678,581 | \$3,678,581 | 100% | |
| Bell School Line (Derry Rd to Britannia Rd) | \$1,377,844 | (\$47,918) | \$1,329,926 | \$1,329,926 | 100% | |
| First Line (Britannia to Lower Base Line) Rehabilitation | \$1,252,350 | (\$182,814) | \$1,069,536 | \$1,069,536 | 100% | |
| Campbell Ave (Glenda Jane Dr./Canyon Rd-Campbellville Rd.) | \$252,105 | \$187,992 | \$440,097 | \$440,097 | 100% | |
| Total Rural Roads Redevelopment | \$8,188,739 | (\$1,670,599) | \$6,518,140 | \$6,518,140 | 100% | |
| Bridges/Culverts | | | | | | |
| First Line Nassagaweya Bridge - North of 25 SR (Structure No. 61) | \$188,063 | (\$72,660) | \$115,403 | \$115,403 | 100% | |
| Fourth Line Bridge (2.9 Km South of Derry Rd (Structure No. 64) | \$188,571 | (\$88,997) | \$99,574 | \$99,574 | 100% | |
| Bridge/Culvert Rehabilitation Needs | \$1,532,369 | (\$250,926) | \$1,281,443 | \$1,281,443 | 100% | |
| Fifth Line Bridge - 1.9 km South of Britannia (Structure No. 26) | \$213,297 | (\$73,572) | \$139,725 | \$139,725 | 100% | |
| Second Line Nassagaweya Bridge (Structure No. 63) | \$88,323 | (\$25,927) | \$62,396 | \$62,396 | 100% | |
| 6TH Line Nassagaweya Culverts (Structures 113 and 118) | \$316,905 | (\$159,757) | \$157,148 | \$157,148 | 100% | |
| Campbellville Road Bridge (Str No. 72) | \$553,677 | \$82,682 | \$636,359 | \$636,359 | 100% | |
| Sixth Line Bridges (Structures 21 and 23) Construction | \$1,024,572 | \$181,482 | \$1,206,054 | \$1,206,054 | 100% | |
| Total Bridges/Culverts | \$4,105,777 | (\$407,674) | \$3,698,103 | \$3,698,103 | 100% | |
| Total Infrastructure Management | \$25,761,258 | (\$2,736,516) | \$23,024,742 | \$23,024,742 | 100% | (\$0) |
| Total Pending Closure | \$25,761,258 | (\$2,685,449) | \$23,075,809 | \$23,075,809 | 100% | |
| Total DV Development Services | \$260,496,388 | \$13,380,207 | \$273,876,595 | \$177,579,952 | 65% | \$96,296,643 |
| Total Development Services | \$260,496,388 | \$13,380,207 | \$273,876,595 | \$177,579,952 | 65% | \$96,296,643 |

**TOWN OF MILTON
CAPITAL FINANCIAL STATEMENT
December 2022**

Library

| | APPROVED BUDGET | BUDGET ADJUSTMENTS | REVISED BUDGET | LTD ACTUALS | % SPENT | VARIANCE LTD |
|--|--------------------|-----------------------|-------------------|----------------|------------|-----------------|
| LB Library | | | | | | |
| Active | | | | | | |
| Library | | | | | | |
| Library | | | | | | |
| Automation Replacement | \$165,156 | | \$165,156 | \$103,979 | 63% | \$61,177 |
| Collection - Replacement | \$441,502 | | \$441,502 | \$232,402 | 53% | \$209,100 |
| New Branch Equipment | \$60,660 | \$251,328 | \$311,988 | \$276,892 | 89% | \$35,096 |
| Collection - New | \$1,881,805 | | \$1,881,805 | \$690,987 | 37% | \$1,190,818 |
| Furniture Replacement | \$21,432 | | \$21,432 | \$624 | 3% | \$20,808 |
| Shelving - New | \$116,942 | \$192,582 | \$309,524 | \$287,371 | 93% | \$22,153 |
| Library Service Delivery Strategy Implementation | \$840,377 | | \$840,377 | \$24,477 | 3% | \$815,900 |
| E-Services Implementation | | \$132,560 | \$132,560 | \$137,398 | 104% | (\$4,838) |
| Total Library | \$3,527,874 | \$576,470 | \$4,104,344 | \$1,754,130 | 43% | \$2,350,214 |
| Total Library | \$3,527,874 | \$576,470 | \$4,104,344 | \$1,754,130 | 43% | \$2,350,214 |
| Total Active | \$3,527,874 | \$576,470 | \$4,104,344 | \$1,754,130 | 43% | \$2,350,214 |
| Pending Closure | | | | | | |
| Library | | | | | | |
| Library | | | | | | |
| Collection Replacement | \$417,087 | \$5,305 | \$422,392 | \$422,392 | 100% | |
| Total Library | \$417,087 | \$5,305 | \$422,392 | \$422,392 | 100% | |
| Total Library | \$417,087 | \$5,305 | \$422,392 | \$422,392 | 100% | |
| Total Pending Closure | \$417,087 | \$5,305 | \$422,392 | \$422,392 | 100% | |
| Total LB Library | \$3,944,961 | \$581,775 | \$4,526,736 | \$2,176,522 | 48% | \$2,350,214 |
| Total Library | \$3,944,961 | \$581,775 | \$4,526,736 | \$2,176,522 | 48% | \$2,350,214 |