



## The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Jane MacCaskill, Chief Administrative Officer Andrew Farr, Commissioner, Public Works Cyndy Winslow, Commissioner, Finance and Regional Treasurer
Date:	February 14, 2024
Report No:	CA-02-24/PW-04-24/FN-05-24
Re:	Revised 2023 Allocation Program

### RECOMMENDATION

1. THAT Report No. CA-18-23/PW-46-23/FN-46-23 re: "Revised 2023 Allocation Program" as deferred at the Council meeting held December 13, 2023 attached as Attachment #7 be received for information.
2. THAT in order to ensure the Halton Local Municipalities can achieve their housing pledges, Regional Council reserve interim water and wastewater servicing capacity, in addition to already committed units from previous Allocation Programs as follows:
  - a. City of Burlington: 28,452 units
  - b. Town of Halton Hills: 6,054 units
  - c. Town of Milton: 12,816 units
  - d. Town of Oakville: 26,178 units
  - e. Special Purpose Pool: up to 5,000 units
  - f. Institutional / Commercial / Industrial (ICI): 14,000 equivalent units
3. THAT Regional staff be directed to make available "Infrastructure Dependent Units" in the 2023 Allocation Program, as revised, beyond those units reserved through Recommendation #1 of Report No. CA-02-24/PW-04-24/FN-05-24, subject to additional terms and conditions described in this report.
4. THAT Regional Council approve the Development Financing Plan as outlined in Report No. CA-02-24/PW-04-24/FN-05-24.

5. THAT the Chief Administrative Officer be authorized to negotiate and execute Allocation Agreements in support of the 2023 Allocation Program with terms and conditions consistent with Report No. CA-02-24/PW-04-24/FN-05-24, and acceptable to the Commissioner of Corporate Services, Corporate Counsel and the Commissioner of Finance and Regional Treasurer upon commitment of the minimum subscription of 29,787 units (approximately 16,426 Single Dwelling Equivalent (SDEs)).
6. THAT Regional Council approve the immediate financing of \$38.0 million to advance water and wastewater projects as set out in the financial schedule in Attachment #4 to Report No. CA-02-24/PW-04-24/FN-05-24 to ensure critical projects proceed without delay.
7. THAT Regional Council approve the financing of the water, wastewater and transportation projects set out in Attachment #3 to Report No. CA-02-24/PW-04-24/FN-05-24 to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal housing pledges upon execution of the Allocation Program.
8. THAT Regional Council approve the addition of 1 FTE at \$135,358 funded 100% from capital budget as described in Report No. CA-02-24/PW-04-24/FN-05-24 and with no net impact to the Regional budget.
9. THAT the Regional Clerk forward a copy of Report No. CA-02-24/PW-04-24/FN-05-24 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, and the Grand River Conservation Authority, for information.

## REPORT

### **Executive Summary**

- The Region's Allocation Program is a financing tool to support timely delivery of growth-related infrastructure in order to increase housing supply.
- Halton Region has a shared objective with the Province and Local Municipalities to advance housing supply and will need to play a role in accelerating growth in support of Local Municipal housing pledges by proactively planning for, financing and delivering infrastructure.
- In order to support the Local Municipalities in meeting their pledges, on July 12, 2023 Regional Council directed staff to develop Allocation Program options based on the principles identified in Attachment #1 to LPS56-23/PW-31-23/FN-29-23 and bring it forward for decision no later than October 2023.

- On October 18 2023, Regional Council considered Report No. CA-08-23/PW-40-23/FN-36-23 “2023 Allocation Program” that proposed to allocate all remaining water and wastewater servicing capacity through a new “2023 Allocation Program” which would enable Local Municipalities to achieve their housing pledges and would commence the delivery of several infrastructure projects through defined financial terms and conditions for landowners participating in the program.
- On October 18, 2023, Regional Council referred recommendations 1 through 5 of Report No. CA-08-23/PW-40-23/FN-36-23 to the Halton Area CAOs and Local Municipalities for further discussion. Staff were directed to report back to Regional Council in December 2023.
- On December 13, 2023, Regional Council was presented Report No. CA-18-23/PW-45-23/FN-46-23 “Revised 2023 Allocation Program” that outlined an updated 2023 Allocation Program that introduced changes such as the addition of Future Capacity Units based on discussions with developers and Local Municipalities. Regional Council deferred Report No. CA-18-23/PW-45-23/FN-46-23 to the Council meeting of February 14, 2024 to accommodate requests for further consultation with the development and landowner community.
- This Report accommodates refinements that were incorporated from the extensive discussions with the development and landowner communities and recommends that the deferred December report be received for information.
- In response to the feedback received from Local Municipalities and the development community, staff are recommending that Regional Council approve the 2023 Allocation Program, as revised through this report and that the Region make available “Infrastructure Dependent Units” (formerly referred to as “Future Capacity Units” in the December 13, 2023 report) beyond those units recommended to be reserved through Recommendation #1 of this report.
- Any further refinements will be in alignment with the approved principles of this report and will be adjusted as agreements are finalized through the terms of the allocation agreement as described in the report.

## **Background**

The Allocation Program is Halton Region’s tool to finance the delivery of water, wastewater and regional road infrastructure required to support new housing growth across the region. The Allocation Program ensures Halton maintains the principle that “growth pays for growth” to the greatest extent possible.

The Province has a goal of building 1.5 million homes in Ontario by 2031 and has asked municipalities, including all four of Halton's Local Municipalities, to sign on to housing pledges to support delivering their share. Each of Halton's municipalities have committed to housing pledges, which total 92,000 units across Halton to 2031 as follows:

1. Burlington: 29,000 units
2. Halton Hills: 9,500 units
3. Milton: 21,000 units
4. Oakville: 33,000 units

Through a Request for Expression of Interest (REOI) in May 2023, the Region put out a call to the development community to share their short-term residential growth plans within greenfield areas. As discussed in Report No. LPS-56-23/PW-31-23/FN-29-23, the Region received a significant amount of interest involving 173 properties, totalling approximately 97,000 dwelling units and equating to just over 53,000 SDEs. As such, staff have been working to advance a new 2023 Allocation Program based on significant interest shown by the development community, and Council's direction to do so through LPS-56-23/PW-31-23/FN-29-23 which will support accelerated residential growth opportunities.

A capacity review of Halton's water and wastewater systems was conducted to determine whether the housing pledges could be supported to 2031. This review reflected infrastructure currently built, infrastructure under construction, and infrastructure that is planned to be in service prior to 2031. The review confirmed that there will be sufficient system capacity for each Local Municipality to meet their housing pledges. Infrastructure to accommodate additional growth beyond 2031 will be planned and confirmed through the forthcoming Infrastructure Master Plans. While the system as a whole has the capacity to service the equivalent of 92,500 units and to meet the housing pledges, *where* the additional units are built matters. There is sufficient system capacity to 2031, however there are limitations in the conveyance of this capacity (pumping and pipes) in some areas. Further local infrastructure outside this review is required by developers and depending on circumstances can impact timing of development. This means that while overall pledges can be met, residential development will have to be based on where capacity exists. Halton will continue to work with Local Municipalities to prioritize infrastructure based on local priority areas.

In addition to working collaboratively with Local Municipalities, staff have engaged the development community in a series of individual meetings and large group sessions throughout the development of the program since the Request for Expression of Interest (REOI) was released in May 2023.

On October 18 2023, Regional Council considered Report No. CA-08-23/PW-40-23/FN-36-23 "2023 Allocation Program" that proposed to allocate water and wastewater servicing capacity through a new "2023 Allocation Program" which would enable Local Municipalities to achieve their housing pledges and would commence the delivery of

several infrastructure projects through defined financial terms and conditions for landowners participating in the program.

Regional Council referred recommendations 1-5 in Report No. CA-08-23/PW-40-23/FN-36-23, through the following Motion:

*THAT Recommendation Nos. 1 through 5 be referred to the Halton CAOs and Local Municipalities for further discussion, with a requested report back to Regional Council in December 2023.*

On December 13, 2023, Regional Council considered Report No. CA-18-23/PW-45-23/FN-46-23 “Revised Allocation Program” which incorporated the feedback received up to that point from Local Municipalities and the development community. The report was deferred to the February 14, 2024 meeting of Regional Council to allow for further discussions with the development community and landowner groups.

With the deferral of Report No. CA-18-23/PW-45-23/FN-46-23, staff dedicated time throughout January 2024 for six half day working sessions with industry representatives in addition to many individual developer and landowner phone calls, discussions and meetings; and meetings with Local Municipal staff to discuss and negotiate key topics of the program. Following that extensive consultation, on January 30<sup>th</sup>, staff held an open session for all developers/landowners to share how the feedback would be incorporated to inform the proposed 2023 Allocation Program presented in this report.

The feedback received has been incorporated to the best extent possible into the refinement of the 2023 Allocation Program. Although the plan has modified the payment schedule and despite representing more risk in the short-term, staff have taken measures to refine the program to ensure that the risk profile is still acceptable to the Region as discussed below. Program details will continue to be refined through the finalization of the allocation agreement following approval of the program through this report by Regional Council.

## **Discussion**

The Revised 2023 Allocation Program and associated Financing plan, detailed in this report have been developed based on long standing principles, consistent with previous allocation programs and recent Provincial direction, specifically:

- “Growth pays for growth” to the extent possible under the *Development Charges Act, 1997* (DCA);
- Enable Local Municipalities to meet their housing pledges and align with local growth priorities as defined in the joint best planning estimates (JBPEs);
- Infrastructure requirements align to growth;
- Ensure Halton Region’s strong financial position and financial planning principles will not be compromised;

- Develop financing strategies to unlock specific geographic areas as necessary; and
- Ensure program requirements respond to feedback from participants if aligned to the above principles.

Halton's Allocation Programs have been developed in partnership with Local Municipalities and the development community. Servicing allocation and infrastructure delivery must be supportive of, and aligned with, Local Municipal growth plans. Historically, Halton engages with Local Municipalities and developers to define growth and infrastructure needs together with developer interest, which are important inputs in the development of an Allocation Program. The feedback received is critical to making an Allocation Program that is responsive and beneficial for all parties.

In addition to Local Municipal feedback, Halton routinely meets with the development community on an ongoing basis, and as requested, to an enhanced degree during the development of this Allocation Program. Staff have leveraged these collaborative working relationships throughout January 2024 and held multiple half-day working sessions in addition to individual meetings, phone calls and written submissions which were used to address key issues and have resulted in the updated 2023 Allocation Program as presented in this report.

## **Infrastructure**

As reported in July 2023 report LPS56-23/PW-31-23/FN-29-23 "Allocation Program and REOI Update", the Region's water, wastewater and transportation infrastructure expansions and upgrades are being implemented as detailed in the current master plans to support growth to 2031.

As the housing pledges represent approximately a 70% increase in the growth projections contemplated in ROPA 38 for 2021 to 2031, a capacity analysis was required to assess the ability to accommodate this significant increase in projected growth to fulfill the Local Municipalities' housing pledges. The analysis identified that through a combination of updates to the system and other optimization efforts, there would be sufficient capacity in the system to meet the housing pledges.

Local Municipalities have been asked to identify priorities for development that can be readily serviced while aligning with their visions for growth. Recommended areas to be prioritized include those with completed Servicing Plans and access to existing infrastructure, or infrastructure that is currently under construction and anticipated to be operational within 1- 3 years.

## **Advancing Infrastructure to Support the Allocation Program**

As the capacity allocated to fulfilling the housing pledges will functionally take the Region's systems to full capacity, as also noted in July 2023 report LPS56-23/PW-31-23/FN-29-23 "Allocation Program and REOI Update", the Region has initiated key

projects so that servicing capacity is available when Servicing Plans are complete. These projects include the required Class Environmental Assessment phases and/or engineering designs for:

- Burloak WPP Phase 2 Expansion from 55 to 165ML/d in Oakville;
- The Mid-Halton Wastewater Treatment Plant Expansion (125 to 175 MLD); and
- The 2350 L/s WWPS at Lower Base Line and 4th Line in Milton and 900 mm wastewater forcemains.

Recognizing that the complexity of capacity expansion projects can require extended timeframes to complete, in addition to projects listed above, several additional projects and project phases have been identified to be advanced prior to execution of Allocation Agreements to ensure that the additional capacity is available when required.

Six (6) capital projects have been identified as described below:

### **Wastewater**

- Design for the 2350 L/s WWPS at Lower Base Line and 4<sup>th</sup> Line in Milton. (ID8034)
- Design for twinned 900 mm wastewater forcemains from the WWPS at Lower Base Line to Regional Rd 25 in Milton. (ID8035)
- Design for the Mid-Halton Wastewater Treatment Plant Expansion (125 to 175 MLD). (ID8159)
- Design for the North WWPS expansion of 2000 L/s at Mid-Halton WWTP. (ID7528)
- Class Environmental Assessment for Skyway WWTP. (ID8360)

### **Water**

- Study and Design for Booster Pumping and Storage for North Zones. (ID6702)

Following the approval of the Development Finance Plan as outlined in this report, staff will initiate planning for additional projects that will unlock areas for future growth when Servicing Plans are complete. These include the extension of water and wastewater servicing to areas like South East Georgetown, and North Aldershot communities.

### **Program Size in Relation to Infrastructure Capacity and Supporting Municipal Housing Pledges**

The size of the 2023 program is dependent on a number of factors. The program must ensure that the growth-related infrastructure costs for the program are considered, which then is used to identify a minimum number of program SDEs. This is the minimum participation that would be required in order to make the new program financially feasible.

In addition to the financial analysis, the infrastructure capacity analysis is key to understanding and setting the program threshold. Typically for an Allocation Program, a

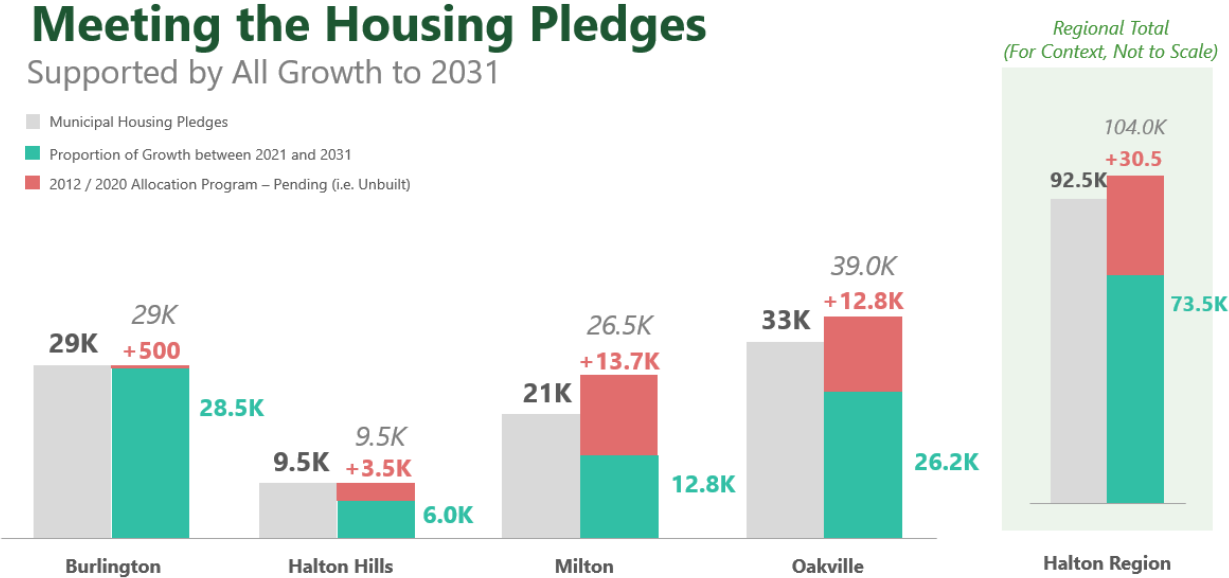
total number of SDEs that can be serviced within the program timeframe, as aligned with Best Planning Estimates sets the program maximum. Given the requirement for the 2023 program to be as flexible as possible to enable the Local Municipalities to meet their pledges, Allocation Program maximums will remain flexible within the capacity reserved by Municipality.

While the distribution of units between greenfield and built boundary will remain flexible, each municipality has a maximum number of serviceable units available based on infrastructure capacity limits, to be distributed based on further discussions and direction from Local Municipalities (as identified in Table 1 below).

**Table 1: Unit Distribution to Enable Local Municipal Housing Pledges**

Municipality	Maximum Program Units
Burlington	28,452
Halton Hills	6,054
Milton	12,816
Oakville	26,178
<b>Halton Region</b>	<b>73,500</b>

The image below provides an overview of how the available servicing capacity is able to meet the housing pledges for each Local Municipality.



For the 2023 Allocation Program, a minimum of 29,787 units (approximately 16,426 SDEs) will be required to advance the program, based on the financial requirements discussed below. Staff will rely on Local Municipalities to determine how and where allocation will be distributed within their respective municipality. Local Municipalities will be given the opportunity to define the split of units between the built boundary and



greenfield areas, assess the readiness of developments that are looking to participate in the program, and identify how this aligns with Regional locational capacity, and local infrastructure readiness.

As part of the development of this program, staff have allotted for a Special Purpose Pool of up to 5,000 units (approximately 2,760 SDEs) of servicing capacity. This will replace the pool for the 2020 program, and will be available to facilitate developments of key public interest. As an example, this would include capacity for new school sites, or long term care developments. Any units accessed from the Special Purpose Pool will be at the sole discretion of the Region and there is no guarantee that the pool will be available to any one development. Prospective program participants have been asked to ensure the necessary minimum allocation has been requested through the program as reliance on the pool cannot be guaranteed. If there are significant and important projects that require allocation beyond what each municipality can identify as priority, staff are reserving the ability to explore whether and how the special purpose pool units can be allocated at the outset of the Allocation Program to address these pressures.

In addition, as part of the servicing capacity review, infrastructure capacity was reserved for very important non-residential growth. The equivalent of 14,000 equivalent residential units has been set aside for Institutional / Commercial / Industrial (ICI) development.

### ***Local Municipal and Developer Feedback on the 2023 Allocation Program***

Throughout the development of this program, Regional staff have engaged the Halton CAOs, Local Municipalities and the development community regarding the next Allocation Program. Local Municipal staff support advancing an Allocation Program as a means to support meeting their respective housing pledges.

Meetings with Local Municipalities largely focused on:

- The quantity of units being allocated;
- Where water and wastewater trunk and treatment capacity is available;
- Timing of the delivery of water and wastewater infrastructure in relation to timing of specific developments; and
- The readiness of developers interested in participating in the Program and how that aligns with timelines of this program and the need to expedite developments in order to meet housing pledges.

In addition to the extensive discussions, workshops and meetings with the development community throughout 2023, following direction of Council through the deferral of the December 2023 report, staff met extensively with industry partners to finalize the program as presented in this report. Throughout January 2024, staff held numerous meetings including six half-day workshops to develop a program that works for both the Regional interests, supports getting Local Municipalities to their housing pledges and responds to the requests of the development community. Key areas of discussion were focused on:

1. The need for more units in this program, beyond what was identified originally in the October 2023 Report No. CA-08-23/PW-40-23/FN-36-23 through the introduction and further definition of Infrastructure Dependent Units (formerly referred to as Future Capacity Units in the December 2023 report). Tied with this, industry representatives requested clarity on the difference between SDEs and IDUs;
2. How annual enhanced growth monitoring will support the success of the program and meet housing pledges;
3. Clarity on timing of the next Allocation Program;
4. Clarity on what the 2023 Allocation program will look like, including requests for flexibility in the program such as transfer of SDEs, and the relaxing of the 40% minimum secured allocation rule which will inform the program agreement;
5. Opportunities for developer led infrastructure; and
6. The financial schedule for the program which has been re-worked to respond to current economic conditions in hopes that it will incentivize developers in the delivery of housing at an accelerated speed.

It is important to note that discussions on refinements of a more minor nature will continue pending Council's approval of the Program parameters and financing strategy through consideration of this report. This feedback can be captured through the refinement of the program agreement.

### ***How the Region has Incorporated Feedback into the Allocation Program***

#### ***1. Request for additional units in the program, and further clarity around how Infrastructure Dependent Units will support this.***

Regional staff have identified the required capacity to enable each Local Municipality and our development community partners to achieve its housing pledge, while recognizing there is a finite capacity within Regional water and wastewater trunk and treatment infrastructure to accommodate new growth. Based on earlier discussions with the development community and Local Municipal staff, there is interest in enabling allocation of servicing to additional units as part of the 2023 Allocation Program.

To respond to this need, Regional staff have introduced Infrastructure Dependent Units (IDUs) to bridge the gap between the defined finite water / wastewater system capacity and the desire for the 2023 Allocation Program to release more units consistent with the Water/Waste Water system capacity. Both IDUs and the SDE stream of units within the 2023 Allocation Program will enable developments to proceed through the planning approval process. The only distinction between the two units is that IDUs are relying on larger Regional infrastructure projects (approximately 5+ years) to come online, or for existing capacity to be "found" or transferred through the enhanced monitoring before a development can proceed to permit. IDUs will be

considered the same as SDEs except that they are dependent on the release of additional servicing capacity and will enable developments to proceed through the planning approval process. The 2023 Allocation Program agreements will list the specific infrastructure required for individual developments to proceed.

For further information on Infrastructure Dependent Units, please refer to Attachment #5 to this report.

## **2. Enhanced Growth Monitoring & Moving IDUs to SDEs**

To accompany the introduction of Infrastructure Dependent Units (IDUs), development industry partners wanted more clarity around how IDUs could be transitioned to the SDE stream of the program which would be a requirement in order to move their development to registration and permit. There are several ways in which an IDU can transition into the SDE stream within the program:

Staff are committing to annual enhanced growth and service capacity monitoring beginning in 2025. The objective of the annual enhanced monitoring report is to inform decisions in a proactive manner that may be required for a potential release of additional units, or the re-allocation of units in the system within the respective Local Municipality to meet their housing pledges. For example, should development be proceeding at a slower rate than anticipated in identified areas such as the built boundary, the reserved servicing capacity could be re-allocated to Allocation Program developments that are proceeding at a faster rate. These decisions will be made based on key data and information in collaboration with Local Municipalities and the affected developers. Further details on the annual enhanced monitoring report is outlined in Attachment #5 to this report.

In addition to this annual review, Local Municipalities may request that the Region shift capacity between the built boundary and greenfield within the respective municipality at any point, subject to a Regional review of the area specific servicing availability and capacity.

## **3. Timing of Next Allocation Program**

The development industry also expressed the need for clarity with respect to timing of the next Allocation Program. While the program has previously allowed only a minimum of 40% of allocation to be secured on a property in order to move through the approvals process, there will come a time when a development may be advancing and will need to secure the remaining SDEs required to advance to registration and permit. While the 2023 Allocation Program agreement will still allow for small top ups of SDEs, this will only be granted if servicing capacity can be found through the enhanced monitoring process. If allocation is not secured through this program, then

the next opportunity would be at a future program. The development industry is interested in knowing when the next program would be considered in order to help them determine how much allocation they would be interested in reserving through this program.

In order for the Region to determine when the next Allocation Program will be, there are several steps that have to occur first:

- Completion of the Integrated Master Plans
- Development of the next Development Charges By-law
- Development of the new Infrastructure Phasing Plans

The need for a new program would also have to be assessed based on the advancement of units through the current programs and the readiness of the development for a new program. If a new program is launched too soon, there will be less take-up and if a program is launched too late, there is a risk of program oversubscription. It is likely that the next program will not be for another 6+ years once key infrastructure projects begin to come online and servicing capacity becomes available, however given the various steps that have to occur between now and then, it is difficult to provide the definitive answer that the developers and landowners seek.

#### ***4. Allocation Agreement & Program Parameters***

The 2023 Allocation Program agreement will be finalized upon approval of the program by Regional Council through this report. Once the program parameters and financial schedule have been approved, the agreement will be finalized and shared with the development community for a final opportunity to provide feedback. Minor modifications as they align to the program as approved by Council can be made, and industry representatives had a chance to review the intended agreement content during the meetings in January. Feedback has been incorporated and the final draft summary of the program parameters which will inform the agreement can be found in Attachment #6 to this report. The intention of Attachment #6 is simply to provide an overview of the agreement and does not supersede the final allocation agreement once prepared.

A significant difference between previous programs and this 2023 Allocation Program will be in how the minimum 40% rule will be applied. For developments containing primarily ground-related housing, the minimum 40% of the SDEs remains a requirement in order to proceed through the application process. With regards to High Density (HD) units, staff have heard from industry that securing a minimum of 40% of the SDEs is more difficult and staff agree that this should not prevent draft approval of a plan. On a case-by-case basis, Regional staff will work with developers to identify where it may be sufficient to secure a minimum 40% of only ground-related units or for high density units only within blocks that are proceeding. Holding symbols will be

used to allow blocks to move to site plan submission. Further examples of how this is intended to be implemented can be found in Attachment #6 of this report.

Developers also requested further information on how units can be transferred between properties. This practice is consistent with previous programs and has been clarified for the development community through the discussions held. Attachment #6 to this report provides the clarity shared with developers and landowners.

In general, allocation program agreements have identified the requirement of participants to provide the Region with land takings as required to accommodate infrastructure projects. This practice will continue as part of the 2023 program agreement, however there will be an opportunity outside of the allocation program development process to continue working through a potentially modified approach to four specific projects. These four projects, and only these four projects, will be reviewed further due to the scale and potential land requirements. The transfer of land to ensure that the Region receives the land it requires for these specifically identified projects will be considered through a framework that is supplementary to the Allocation Program agreement and subject to a consultative process with the affected landowners. All other aspects of the Allocation Program agreement will continue to apply to the affected landowners in these project areas. The four projects have been identified as: Trafalgar Road Widening in Halton Hills, Norval By-pass, 5<sup>th</sup>/12<sup>th</sup> Line and James Snow Parkway. Staff will provide updates to Council as required on this outside of the Allocation Program process.

## **5. Acceleration of Growth-Related Infrastructure**

Local Municipalities and developers have requested the Region consider expanding the scope of the program to allow for additional roads and water/wastewater infrastructure projects.

Attachment #2 of this report identifies the infrastructure project list associated with the 2023 Allocation Program and includes the funding for planning and design of key projects to unlock growth areas as Servicing Plans are completed and funding for construction projects where design is anticipated to be completed in the near term. Development remains a dynamic and changing environment and this program has been developed with the greatest flexibility possible while still representing a financially viable program. Should it be confirmed through the consultation with the Local Municipalities on their priorities for development or discussions with the development industry that accelerating construction funding for additional projects will support growth in the near term (such as James Snow Parkway and Britannia Road wastewater trunk mains), the Region is able to adapt the infrastructure program using existing standard processes including the annual budget process or a specific report to Council for in-year consideration. These options will ensure the Region is able to adapt to needs in a timely manner where it makes sense or where it is required.

In addition to the project list that has been identified for this program, developers have requested consideration for developers to lead and deliver Regional infrastructure projects where they make sense. The Region has an existing Design and Construction of Regional Projects (Excluding Major Road Connections to Regional Roads) by the Development Industry (DCPDI) policy; however developers have identified that there may be opportunities to explore projects that would not be permitted through this policy. Staff have committed to working with the development industry to review the policy, and to come back to Council with an updated policy that may be more flexible, but that still ensures the Region's principles for delivering infrastructure projects is maintained. It is expected this review, and an updated policy can be proposed for Council endorsement by the end of 2024.

## **6. Program Financial Schedule**

The finance schedule for the program has been modified as outlined in the Capital Financing section of the report to incorporate the feedback received from the development community around the financial viability of the plan given the current costs of borrowing and economic conditions. Driving factors on the modified schedule include incentivizing developments that are proceeding within the first 3-4 years, ensuring Local Municipality's growth targets to 2031 in the greenfield are met and allowing planning processes to proceed for developments that are in the longer horizon to ensure a continuous stream of growth once capacity becomes available. This program is required for the Local Municipalities to meet their housing pledges, and as such, the program has been made as flexible as possible, more so than ever before. Allocation Programs are designed based on current conditions, and as such the flexibility of this program will not set precedent (such as not requiring front-end payments and instead relying on alternate financing strategies) as there are specific circumstances and housing growth goals that this program is in place to achieve.

## **Capital Financing**

In response to the current financial climate, municipal housing pledge targets, and accelerated infrastructure, staff developed a program to ensure financial capacity was available prior to proceeding with a program.

Based on current forecasted infrastructure, in order to support development to 2031, which includes capital budgets between 2023 and 2031, \$5.2 billion of growth-related financing requirements has been forecasted for water, wastewater and roads infrastructure as shown below and set out in Attachment #1. The required financing for growth-related water, wastewater and roads infrastructure between 2023 and 2031 would be supported from both residential developers and the Region.

	Growth Related (\$000s)		
	W/WW	Roads	Total
<b>Residential<sup>1</sup>:</b>	<b>\$ 1,307,853</b>	<b>\$ 1,701,023</b>	<b>\$ 3,008,876</b>
<b>Region:</b>			
Non-Residential	400,374	856,752	1,257,126
Non-Growth <sup>2</sup>	261,122	311,973	573,095
Oversizing	81,936	287,743	369,679
Subtotal	<b>\$ 743,432</b>	<b>\$ 1,456,468</b>	<b>\$ 2,199,900</b>
<b>Total</b>	<b>\$ 2,051,285</b>	<b>\$ 3,157,491</b>	<b>\$ 5,208,776</b>

Note:

<sup>1</sup> Includes commitments (credits, debt, historical oversizing, 2020 Allocation Shortfall)

<sup>2</sup> Non-Growth State of Good Repair projects are not included and will be approved as part 2024 Budget Approval

The residential share between 2023 and 2031 is \$3.0 billion. Halton has a long-standing principle that “growth pays for growth” to the extent possible and greenfield development is approved through financing plans and Allocation Programs.

Of the \$5.2 billion, the Region is responsible for \$2.2 billion, of which \$1.3 billion is required to support non-residential financing, \$370 million is financing for oversizing which will be recovered from future DCs and \$573 million is to finance growth state-of-good-repair (SOGR) requirements.

The \$1.3 billion is the interim financing related to the non-residential share of costs. The Region has historically provided interim financing in recognition of the fact that the timing of the infrastructure is being driven by the residential developers and is delivered well in advance of non-residential requirements. To ensure that this interim financing does not impact tax or water/wastewater rates, the Region uses internal borrowing for these requirements. The investment revolving fund reserve (the revolving fund) is used for the water and wastewater program and the Tax Capital Reserve for the roads program. Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future. The financing is a strategic investment for the Region as the infrastructure is required to support economic growth in the Region. This is in addition to the current committed outstanding Regional investment for interim financing of \$527.6 million as of the end of 2022. Based on the financing requirements up to 2022, both the revolving fund and tax capital reserves have the capacity to address the additional non-residential needs.

As noted earlier, in order to make the new program financially feasible, a minimum subscription is required to assess a program for financial viability. Through initial discussions with Local Municipalities and financial review the minimum greenfield

allocation subscription was determined to be 16,426 SDEs and an additional Special Purpose Pool of up to 2,760 SDEs. As part of the review, the built boundary SDEs and associated revenue is also taken into consideration.

	Units	SDEs
Greenfield Allocation	29,787	16,426
Special Purpose Pool	5,000	2,760
Built Boundary	43,713	24,106
<b>Total Program</b>	<b>78,500</b>	<b>43,292</b>

Based on the residential expenditures (\$3.0 billion) provided above and DC revenue (\$2.1 billion) generated from the SDEs in current dollars, in both the greenfield and built boundary areas, there is a shortfall of \$940.2 million as set out below. This analysis does not reflect the potential revenue generated from phasing or Infrastructure dependent units as the timing and take-up of the development is unknown.

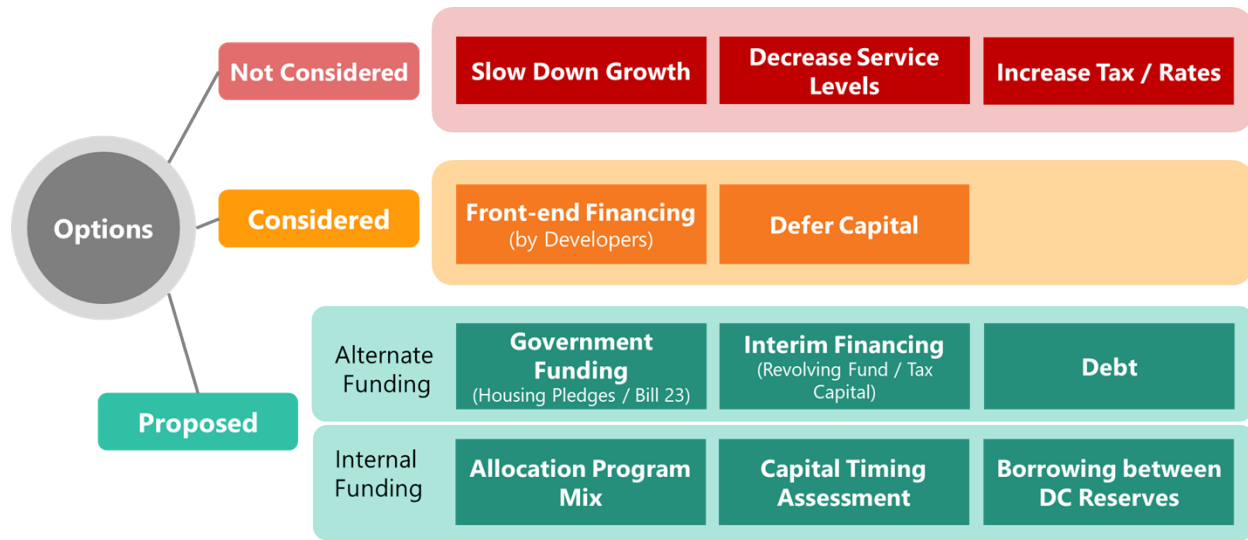
	Residential Financing (\$000s)		
	Total Expenditures	Revenue	Surplus/ Shortfall
Water/Wastewater	(\$1,307,853)	\$792,016	(\$515,837)
Roads	(\$1,701,023)	\$1,276,664	(\$424,358)
<b>Total Program</b>	<b>(\$3,008,876)</b>	<b>\$2,068,680</b>	<b>(\$940,196)</b>

Halton Region’s financial plans are built on the principle that “growth pays for growth” which would result in an additional front-end payment request from those entering into an Allocation Agreement of \$49,004 per SDE (shortfall divided by total greenfield units which includes the Special Purpose Pool) to address the \$940.2 million shortfall. This shortfall includes losses in DC revenues related to provincial changes to DC collection through Bill 23 as well as the advancement of large capacity infrastructure projects needed to accommodate future growth as discussed above.

Through discussion with the development community, it was indicated that given the current economic conditions it would be challenging and undesirable to proceed with a front-end charge in addition to development charges. For this reason, there will be no front-end payment required for the 2023 Allocation Program. To fund the shortfall, alternate strategies were considered as the goal of meeting the housing pledges and providing a continuum of future growth is important to the Province, Local Municipal partners and the Region.



Municipalities have few tools to address the cost related to growth. In recognition that DCs have a limited revenue-generating capacity to fully support growth infrastructure, the Region has explored and employed alternative funding tools and mechanisms to ensure growth targets could be met. Below is a summary of the tools reviewed.



As identified above the tools were categorized with consideration given to the impact to the program and current Halton residents. The section labeled “not considered” would have had a significant impact to existing tax/users or would not have met housing pledges, and therefore, although is an option, was not considered. The section labeled “considered”, is more palatable but was not proposed for the following reasons. The front-end financing is an option that has been undertaken in the past but is not proposed given the current economic climate and the need for a program to proceed. Deferring capital strictly on a financial basis was not recommended at this time to ensure that future programs were not impacted. The section labeled proposed are tools that were used in the development of a viable program and discussed below.

As part of the analysis, a capital timing assessment was undertaken to review the current capital program to ensure that it does not directly impact the delivery of growth. The review determined that the roads program could be scoped based on stage of project development (e.g. EA, design), project coordination (e.g. local coordination), and Masterplan review. The roads projects not included in the financing plan will still remain in the forecasted budget, however the timing will continue to be assessed as projects proceed through implementation and financing availability is reviewed. Although this review had positive impacts to address the shortfall, it was still not sufficient to alleviate

the need for front-end financing. The roads capital program adjustments have impacted the shortfall by \$624 million.

To avoid the need for front-end payments, alternate funding for the residential share is still necessary and is primarily due to the sudden acceleration of growth which requires significant capacity and necessitates the need for costly capacity expansion projects to be accelerated prior to 2031. Below is a cost summary of the major capacity projects which are proposed to be financed with alternative funding.

<b>Alternative Financing Capacity Projects (included in \$940M shortfall) (\$000s)</b>	<b>Gross</b>	<b>Residential Share</b>
<b>Burloak</b>		
Burloak WPP Phase 2 Expansion from 55 to 165ML/d	\$ 194,708	\$ 147,978
<b>North Zones</b>		
Booster Pumping & Storage for North Zones <sup>1</sup>	\$ 40,000	\$ 29,200
<b>Mid-Halton</b>		
North WWPS expansion of 2,000 L/s	\$ 77,435	\$ 19,098
Mid-Halton WWTP expansion 125 ML/d to 175 ML/d	227,241	81,170
<b>Subtotal</b>	<b>\$ 304,676</b>	<b>\$ 100,268</b>
<b>Skyway WWTP</b>		
2400mm WWM inlet to Skyway WWTP <sup>2</sup>	\$ 38,226	\$ 2,034
Skyway WWTP by 20MLD	171,000	129,960
<b>Subtotal</b>	<b>\$ 209,226</b>	<b>\$ 131,994</b>
<b>Total</b>	<b>\$ 748,610</b>	<b>\$ 409,440</b>

Note:

<sup>1</sup> Alternative financing is not being utilized for the entire project budget of \$44 Million

<sup>2</sup> Alternative financing includes a small portion of previously approved budget

The financing plan assumes the alternate financing would be some combination of Federal, Provincial and Regional financing. Given the necessity of water and wastewater capacity to respond to the housing crisis, financing the delivery of this capacity should be a priority of both the Federal and Provincial Government. It is anticipated that this requirement for alternate financing is a one-time issue to address the sudden acceleration of housing growth that was not anticipated.

RESIDENTIAL FINANCING PLAN (\$000s)

(000s)	Expenditures				Revenue	
	Expenditures	Alternate Financing (Debt/Prov)	Debt Charges*	Total Expenditures	Revenue	Surplus/ (Shortfall)
Water/ Wastewater	(\$1,307,853)	409,440	(\$96,316)	(\$994,729)	\$792,016	(\$202,713)
Roads	(\$722,000)	-	-	(\$722,000)	\$921,226	\$199,226
<b>Total (Program)</b>	<b>(\$2,029,853)</b>	<b>409,440</b>	<b>(\$96,316)</b>	<b>(\$1,716,729)</b>	<b>\$1,713,242</b>	<b>(\$3,487)</b>

\* Assumption is that Alternative Financing is taken as debt or internal financing

As depicted above, after taking all options into consideration, the shortfall is \$3.5 million. This is considered minor in nature and can be addressed through additional top-ups in the program or changes to the allocation program mix. Further, this analysis does not consider additional revenue that could be generated from phasing or additional SDE taken-up through the Infrastructure dependent units based on the agreement terms highlighted above given their uncertainty.

The parameters of the program were designed based on current DC rates and in-force legislation. The Region's DC By-law is currently under appeal and that could affect the outcome of the 2023 Allocation Program. In order to proceed with execution of allocation agreements staff will have to ensure that either Allocation Agreement terms or mediation efforts are developed with limited risk to DC collections.

For illustrative purposes, below is the current DC rate for greenfield water/wastewater and roads development charges used for the analysis. This rate is subject to change based on agreement timing. All other DCs will be collected as part of the normal development charge timing.

DC Rates per SDE	Sept. 1, 2023
<b>Water</b>	
Capacity	\$ 2,860
Greenfield	9,097
Subtotal Water	<b>\$ 11,958</b>
<b>Wastewater</b>	
Capacity	\$ 2,070
Greenfield	14,744
Subtotal Wastewater	<b>\$ 16,814</b>
<b>Subtotal Water and Wastewater</b>	<b>\$ 28,772</b>
<b>Roads</b>	<b>\$ 29,490</b>
<b>Total Water, Wastewater and Roads</b>	<b>\$ 58,261</b>

## 2023 Allocation Program Parameters

The program parameters for the 2023 Allocation Program are largely based on the 2020 Allocation Program with updates to incorporate Regional needs due to changes coming out of Bill 23, *More Homes Built Faster Act, 2022* (Bill 23) and incorporate feedback as discussed above. The following key program parameters will be the basis for the 2023 program:

- The program is being created in a way that acknowledges Bill 23 amendments to the Planning Act affecting the Region's planning roles and responsibilities, to ensure Regional interests are maintained.
- The program has been designed financially to:
  - Provide a level of cost certainty to developers;
  - incentivize developments that are proceeding within the first 3-4 years;
  - to ensure Local Municipalities growth targets to 2031 in the greenfield areas are viable; and
  - to allow planning processes to proceed in longer horizon developments to ensure a continuous stream of growth once capacity becomes available.
- The program is applicable to Regional jurisdiction over Regional infrastructure, allocation of servicing capacity and collection of Regional DCs.
- The program is intended to provide servicing capacity for development that will advance in the short term where possible. The Region may revoke allocation if not used within three years, in order to free up capacity to meet the Local Municipalities housing pledges. Commencing in 2025, Regional staff will conduct an annual review of infrastructure capacity through an enhanced monitoring report to identify whether reallocation of servicing is required to support residential development that is projecting a faster timeline. This may result in revocation of servicing capacity, which would be considered in consultation with the Local Municipalities, and the affected developer.
- Consistent with past programs, allocation program agreements are valid for 3 years unless extended for developments holding allocation that are demonstrating progress to the satisfaction of the Region's Chief Planning Official, successor position, or delegate.
- "Infrastructure Dependent Units" will be made available. Currently there is no defined limit on how many of these units will be released and will be dependent on developer interest. It is anticipated that the infrastructure projects expected to come online in 6+ years will free up a sufficient amount of capacity that will eclipse commitments received from landowners. To secure IDUs, developers/landowners must participate at the beginning of the program, as IDUs will not be available once the program is launched, and they will need to wait until the next program.

- A Public Works Commissioner’s Notice (PWCN) will be required for participating lands that do not have Regional infrastructure in the ground. Receipt of the PWCN is the Owner’s official notification that the servicing capacity release date for the corresponding lands has been achieved. To expedite program administration, the PWCN tool will be used only when required.
- Flexibility for developers to move allocation between their properties to support acceleration of development, to the satisfaction of the Region and Local Municipality.
- For developments comprised of primarily ground-related housing, the 40% of SDEs within a plan must have received allocation in order to receive planning approvals. SDEs may be transferred but SDEs remaining on lands are not to be less than 40% of the SDEs originally reserved. For developments that contain high density blocks, this rule will not be applied rigidly as staff support the creation of high density blocks through draft plan of subdivision and plan registration without needing to secure 40% of units for all the high density blocks in the plan. Provisions in the agreement will identify alternative means, such as holding provisions, that would ensure development is not proceeding without sufficient allocation. Staff will work with the participating landowner and the Local Municipality to ensure this rule does not become a barrier for new housing to proceed.

### **Agreement Terms and Conditions**

As a part of a release of allocation, each participating landowner will be required to enter into an agreement with the Region. The terms and conditions for the 2023 Allocation Program agreement are largely based on the 2020 Allocation Program with modifications that reflect feedback from the development community and current Regional needs such as changes to the way the Region can collect DCs as a result of Bill 23. It is normal practice to engage the development community to obtain feedback in ensuring the agreement and program parameters are mutually beneficial where possible, while still protecting the Region and taxpayers as intended. As such, upon Council approval of this report, a level of flexibility is assumed to allow Regional staff to continue to work with the development community where they align with the program parameters and interests of both the Region and Local Municipalities to make minor adjustments where necessary where they benefit the administration of the program.

It is recommended that the terms of the agreement will include the following:

- The payments terms were adjusted to deal with the concern of the phasing loss, additional project costs (i.e. accelerated roads infrastructure) and DC payment timing for development. Overall, staff have comfort that the new schedule was developed in a way that did not increase the overall risk and provided cost certainty to developers in developing their pro formas and sales to homeowners. This plan provides for the early payment of water, wastewater and roads DCs in installments (until earlier of subdivision or building permit, upon which payment will be required in full) based on the schedule below commencing at the execution

of the Allocation Agreement. SDEs will be subject to a phase-in unless subdivision/occupancy is reached prior to quarter 4, 2026 for Low/Medium SDEs and quarter 4, 2027 for High Density SDEs. IDU payments will be subject to indexing (capped at 4% per year after execution of agreement) in addition to the phase-in provision if IDUs are changed to SDEs prior to quarter 4, 2026 for Low/Medium, or quarter 4, 2027 for High Density, the units will be subject to an updated payment schedule based on the classification, and after this timeframe the payment schedule will not be adjusted.

2023 Allocation Program- Updated Option				
	Low/Med	High Density	Infrastructure Dependent*	
	Early DC Collections for W/WW and Roads (low/medium, high density, Infrastructure Dependent)			
Execution	5.0%	5.0%	5.0%	Indexed
Q4 2024	10.0%	-	-	
Q4 2025	15.0%	10.0%	-	
Q4 2026	17.5%	15.0%	10.0%	Phased
Q4 2027	17.5%	10.0%	15.0%	
Q4 2028	35.0%	15.0%	17.5%	
Q4 2029	-	15.0%	17.5%	
Q4 2030	-	30.0%	17.5%	
Q4 2031	-	-	17.5%	
*Allow for an upfront payment consistent with Low/Medium timing				
Security	40% of W/WW DCs for low/medium and high density SDEs			
Final Payments	Remaining W.WW and Roads DC payment at earlier of Subdivision/Building Permit			

\* all other DC's/Front-ending payments are paid at normal timing

- For prospective program participants who would like to, they will be permitted to pay IDUs in advance, in alignment with the Low/Medium SDE payment schedule;
- Conversion of SDEs reserved for High Density Apartments shall not be permitted without prior approval on the basis that there is no financial impact to the Region;
- At execution of agreement or amendment to unit category, program participants secure a letter of credit on low/medium and high density SDEs for the early payment of 40% of the water and wastewater DCs that will not be reduced until 60% of DCs have been collected;
- Updated Letter of Credit Policy for Allocation Agreements to permit an increased limit for Credit Unions that are incorporated in Ontario and confirmed by the Financial Services Regulatory Authority of Ontario. This limit will be the lesser of 1% of the Financial Institutions total reported assets or a maximum of \$10 million per developer subject to the approval of the Director of Capital and Development Financing or Regional Treasurer;
- Provide for the recovery of the early payments by credits against the water, wastewater and roads component of the DC;
- Reserve and allocate water and wastewater capacity to the lands owned by the participating landowners entering into the agreement;
- Provide for minor adjustments of SDEs through top-up and/or reconciliation provisions;
- In order to allow the Local Municipalities to meet their housing objectives, provide for the reservation of SDEs for three years, to be re-evaluated for revocation or extension, acceptable to the Region and applicable Local Municipality(ies);

- At a minimum, forty percent (40%) of the lots in the draft plan of subdivision must have received allocation in order to receive draft plan approval. For developments that contain high density blocks, this rule will not be applied rigidly as staff support the creation of high-density blocks through draft plan of subdivision and plan registration without needing to secure 40% of units for all the high density blocks in the plan;
- Provision to permit the transfer of SDEs, subject to approval by the Region and Local Municipalities, as long as the SDEs remaining on the lands are not less than forty percent (40%) of the SDEs originally reserved or forty percent (40%) of the total development where draft approval has been granted. Flexibility will be granted for high density blocks;
- High density blocks can be created with minimum allocation provided that local planning tools and instruments are in place to ensure development cannot proceed without allocation. It is expected that high density blocks that will proceed to permit in the near-term (within 3 years) be fully allocated;
- Provisions to allow development of high density blocks in a phased manner, with reliance on local planning tools and instruments to ensure that only the portion of development with allocation can proceed. This phased approach would allow for the advancement of planning and infrastructure review to be undertaken for the entire block;
- Require land dedications to be made to the Region by the owner to accommodate key Regional infrastructure projects within 45 calendar days of request, with the exception of the four projects outlined earlier in this report;
- Prevent the sale of dwelling units until water/wastewater (treatment, distribution and collection capacity) are available or expected to be available for those units within 12 months;
- Include provisions to limit the Region's exposure to risk if the Allocation Agreement or any of its components is challenged in court or before an administrative tribunal; and
- Protection to minimize the Region's exposure to delay in infrastructure delivery to the allocation areas should infrastructure delivery be challenged before a court or administrative tribunal.
- Rental and Special Care Special Needs will be required to sign-up for this program to guarantee reservation of capacity. The DC rate for these SDE's will be consistent with the principles set out in this program and collection will be consistent with the Development Charge Act timing.

## **2023 Allocation Program Launch Next Steps**

Since the May 2023 request for Expression of Interest, there have been changes to the economic conditions and interested participants were not aware of the finer program details such as the payment schedule. In order to ensure our Local Municipal partners have accurate data to inform their decisions to assign SDEs and IDUs for the program, immediately following the January 30, 2024 Developer Information Session on the draft Allocation Program, staff put out a request for prospective participating landowners to confirm what they wish to secure as part of the Allocation Program. This information was

requested to be submitted to the Region by February 12, 2024 to be consolidated and circulated to Local Municipalities as quickly as possible to inform the next steps in the process.

Through this report staff is seeking Regional Council approval to proceed with the 2023 Allocation Program based on the minimum of 29,787 units (approximately 16,246 SDEs) with a Special Purpose Pool of up to 5,000 units (approximately 2,760 SDEs). Approval of this report will allow staff to:

- Work with Local Municipalities who will set the distribution of servicing capacity to enable pledges to be met;
- Work with the development community to finalize the program agreement based on the Infrastructure and Development Financing Plans, and terms and conditions discussed in this report with flexibility to finalize implementation details and non-significant program parameters;
- Work with Local Municipalities and the development community on allocating Infrastructure Dependent Units; and
- Expeditiously launch a program within the second quarter of 2024 in order to support the objective of advancing development to meet housing pledges.

Given the Provincial objectives of accelerating residential development, and in support of enabling Local Municipalities to meet their housing pledges, staff commit to review the distribution of servicing capacity reserved through this program and the system as a whole annually starting in 2025 to ensure alignment of infrastructure capacity, development approval and municipal progress toward meeting housing pledges. This will be in consultation with Local Municipalities and may require revocation of servicing allocation in order to redistribute to developments that are closer to advancement. The result of the enhanced monitoring will inform a potential redistribution of servicing which could support further greenfield allocation units for an Allocation Program.

Upon endorsement, the next steps include:

- Local Municipalities determine and approve local distribution of Allocation to greenfield developers and follow up with developers to assign capacity;
- Allocation agreement finalized;
- Halton Region requests letters of commitment from identified developers for standard, high density and Infrastructure Dependent Unit allocation.
- Execution of agreements by landowners with provision of required security and first payment; and
- An update report to Council on the results of the 2023 Allocation Program once finalized.

While it is the intention of staff to continue to work to expedite the launch of the 2023 Allocation Program, and while the deferrals of the previous reports have resulted in program changes that reflect the needs of the development community, this has impacted the original anticipated timeframes for the launch of the program. Staff had been working



to advance the program prior to the April 1, 2024 Development Charge (DC) indexing. If Allocation Program agreements are executed after April 1, 2024, development would be subject to the most current DC rate in accordance with the *Development Charges Act, 1997* and Halton's DC By-law.

Staff have identified the opportunity for flexibility through Section 27 of the DC Act, if certain criteria are met (should execution of the allocation agreements not be achievable before April 1, 2024), where the DC can be held at the pre-indexed rate.

Should the following three criteria be satisfied, staff can hold the DC rate at the current rate of \$58,261.16 (prior to April 1, 2024 indexing):

1. The Allocation Program agreement must be finalized in advance of March 31, 2024 and fully executed by May 31, 2024;
2. The appeal against the current Development Charge By-law is resolved or can be considered resolved in-good-faith prior to March 31, 2024; and
3. The property is identified by the Local Municipality in its report to local Council by March 31, 2024.

If any of the above criteria cannot be met on or before the dates identified, then the program would advance using the April 1, 2024 rate, and any future phasing or indexing that comes into effect until agreements are executed.

#### FINANCIAL/PROGRAM IMPLICATIONS

As noted in this report, Staff are proposing to proceed with the financing plan that includes a scoped capital roads program, the reliance on alternative funding sources, borrowing between DC reserves and a minimum subscription of 29,787 units (approximately 16,426 SDEs).

As identified below, the financing required to support the proposed financing plan is \$3.2 billion of which \$2.0 billion is the residential responsibility and \$1.2 billion is Regional responsibility. The associated projects are identified in Attachment #2.

	Growth Related (\$000s)		
	W/WW	Roads	Total
<b>Residential<sup>1</sup>:</b>	<b>\$ 1,307,853</b>	<b>\$ 722,000</b>	<b>\$ 2,029,853</b>
<b>Region:</b>			
Non-Residential	400,374	306,048	706,422
Non-Growth <sup>2</sup>	261,122	129,191	390,313
Oversizing	81,936	24,220	106,156
Subtotal	<b>\$ 743,432</b>	<b>\$ 459,459</b>	<b>\$ 1,202,891</b>
<b>Total</b>	<b>\$ 2,051,285</b>	<b>\$ 1,181,459</b>	<b>\$ 3,232,744</b>

Note:

<sup>1</sup> Includes commitments (credits, debt, historical oversizing, 2020 Allocation Shortfall).

<sup>2</sup> Non-Growth State of Good Repair projects are not included and will be approved as part of the 2024 Budget Approval

The residential share (\$2.0 billion) will be financed from developers in accordance with the terms and conditions of the Allocation Agreement, DC revenue received for intensification and alternative financing. The Regional responsibility related to growth of \$1.2 billion is comprised of \$706 million in interim financing to support non-residential financing, \$106 million for oversizing and \$390 million to finance growth state-of-good-repair (SOGR) requirements.

The non-residential interim investments (\$706 million) will be financed from the Investment Revolving Fund for water and wastewater (\$400 million) and Tax Capital Reserve for roads (\$306 million). Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future. The oversizing will also be interim financed using the Revolving Fund which will be recovered from future DCs.

The non-growth share (\$390 million) will be financed from the Rate Reserves for water and wastewater (\$261 million) and from the Tax Capital Reserve (\$129 million).

In order to provide maximum flexibility to expedite timing of infrastructure based on project need and stage, it is being requested through this report to approve the capital budgets anticipated over the next 3 years. This budget includes previously approved 2023 budgets that are not part of previous allocation projects included in appendix B of the 2023 Budget Capital Report. The 2023 projects without an approved financing plan (not included in previous allocation programs as per appendix B of the 2023 Budget Capital Report) are being restated as part of this project list upon approval of this report. This funding will provide opportunity to explore alternative delivery approaches in a goal to accelerate timing. Attachment #3 provides a summary of projects and financing to be approved. Projects will not be able to initiate until execution of agreements. In the event that developments are identified by Local Municipalities to proceed in the program that require

water/wastewater or roads projects to be accelerated, future budgets or staff reports can contemplate approval where appropriate. Further the Allocation Agreement will provide for the consideration of construction works undertaken by the development community, subject to the approval of the Commissioner of Public Works.

Given the time required to finalize and execute agreements, staff have identified 6 priority planning and design water and wastewater infrastructure projects. These projects were selected as they are multi-year in nature and are extremely important to support future growth. These projects are recommended to proceed in advance of execution. The cost breakdown of growth splits is as follows:

	<b>Water &amp; Wastewater (\$000s)</b>
<b>Growth</b>	
Residential	\$ 19,173
Non-Residential	6,682
<b>Subtotal</b>	<b>\$ 25,855</b>
<b>Non-Growth</b>	<b>\$ 12,145</b>
<b>Total</b>	<b>\$ 38,000</b>

As detailed in Attachment # 4, the funding required is 68% growth-related and totals \$38.0 million. Of the \$38.0 million, \$25.9 million is eventually recoverable through development charges and will be interim financed based on actual expenditures from the capital investment revolving fund in the interim. The non-growth component (\$12.1 million) will be financed from the rate reserves. Once the Allocation Agreements are executed the financing for these projects will be consistent with the financing identified in Attachment #3.

In implementing the recommendation to release “Infrastructure Dependent Units” beyond those allocated through Recommendation #1, some additional Development Charge revenue is anticipated. Regional staff are proposing to apply additional revenue to accelerate projects and/or lessen the burden on debt financing as part of future budgets and staff reports.

The 2023 Allocation Program is very significant and includes over 190 infrastructure projects and a quantum of \$3.2 billion. To ensure the Region has sufficient resources to support the implementation and administration of the 2023 Allocation Program, one (1) additional staff resource will be required in Finance at an estimated annual cost of \$135,358. The cost to support the additional resources will be recovered from capital projects included in the 2023 Allocation Program and the subsequent allocation programs.

Respectfully submitted,




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Director, Infrastructure Planning and Policy



Andrew Farr  
Commissioner, Public Works



Matthew Buist  
Director, Capital and Development  
Financing



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Commissioner, Finance and Regional  
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Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
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Attachments: Attachment #1 – 2023-2031 Capital Projects and Financing  
Attachment #2 – 2023 Allocation Program Financing Plan  
Attachment #3 – Capital Budget Approval  
Attachment #4 – Advanced Capital Project Approval  
Attachment #5 – Infrastructure Dependent Units & Enhanced Growth Monitoring Report  
Summary  
Attachment #6 – 2023 Allocation Program & Agreement Summary  
Attachment #7 – Report CA-18-23/PW-46-23/FN-46-23 - Revised 2023 Allocation  
Program as deferred by Council at its meeting held December 13, 2023 (available  
electronically via the [Council Agenda for December 13, 2023](#))

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
		<b>Water Development</b>				
<b>Capacity</b>						
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ 12,464	\$ 3,936	\$ -	\$ -	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	135,514	42,794	-	-	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	4,587	1,449	317	-	6,353
8150	Halton Water Master Plan (REG)	1,350	426	-	-	1,776
8151	Water Distribution System Analysis (REG)	828	258	-	-	1,086
8152	Water Supply Capacity Annual Monitoring Report (REG)	382	116	-	-	498
<b>Greenfield</b>						
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	1,600
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	-	-	-	-
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	7,946	2,939	-	-	10,885
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	50,796
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	9,500
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	1,697	628	-	-	2,325
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	1,778	657	-	-	2,435
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	2,169	802	-	-	2,971
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	3,118	1,154	-	-	4,272
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	5,791	2,142	-	-	7,933
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1.211m south (Zone M4) (MIL)	2,335	864	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	3,540	1,310	-	-	4,850
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,925	1,452	-	-	5,377
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	4,370

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
		6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	3,801	1,406	-	-	5,207
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	5,038	1,864	-	-	6,902
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	3,059
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	1,066	395	-	13,151	14,612
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	13,595	5,029	-	-	18,624
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	20,393	7,542	-	-	27,935
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	4,220	1,561	-	11,736	17,517
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	32,240	11,760	-	-	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	5,611	2,075	-	-	7,686
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	3,108	1,150	-	-	4,258
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	3,489	1,290	-	3,460	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	6,336	2,344	-	-	8,680
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd-Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. -Construction (OAK)	3,534	1,307	-	-	4,841
8153	600mm WM on Wycroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	15,818	5,850	-	-	21,668
<b>Greenfield - Employment Lands</b>						
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	6,794

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	3,055
<b>Built Boundary</b>						
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	812	166	12,989	-	13,967
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	203	41	-	-	244
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	672	138	-	-	810
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	122	25	-	-	147
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	264	54	-	-	318
6713	300mm WM on Downsvew Rd from Plains Rd East to Dowland Crescent (BUR)	296	61	-	-	357
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	1,405	288	-	-	1,693
6724	300mm WM on Main St East between James St and Martin St (MIL)	579	119	-	-	698
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	2,109	431	-	-	2,540
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	357	73	-	-	430
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	747	153	-	-	900
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	791	162	-	-	953
8271	Projects to Support the Pressure Boundary Re-alignment in Milton Including Milton West Looping and System PRV (MIL)	22,376	4,584	1,419	-	28,379
<b>Sub-total Water Development</b>		<b>\$ 521,457</b>	<b>\$ 179,236</b>	<b>\$ 14,725</b>	<b>\$ 81,936</b>	<b>\$ 797,354</b>
<b>Wastewater Development</b>						
<b>Capacity</b>						
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ 19,098	\$ 6,030	\$ 52,307	\$ -	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	2,018	637	35,271	-	37,926

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
		8154	Halton Wastewater Master Plan (REG)	1,350	426	
8155	Wastewater Collection System Analysis (REG)	828	258	-	-	1,086
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	385	118	-	-	503
8157	Black Creek Monitoring Program (HHACT)	167	51	-	-	218
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	81,170	25,633	120,438	-	227,241
8360	Skyway WWTP EA	2,280	720	-	-	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	127,680	40,320	-	-	168,000
<b>Greenfield</b>						
5907	300 mm WWM North Aldershot Servicing (BUR)	10,117	3,935	-	-	14,052
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	2,543	988	-	-	3,531
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	17,179
6505	450 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	724	281	-	-	1,005
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	22,759	8,851	-	-	31,610
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	3,637	1,414	-	-	5,051
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	28,970
<b>Greenfield - Employment Lands</b>						
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	5,940



ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	3,883	1,510	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	1,417
<b>Built Boundary</b>						
6511	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP- EA and Design (HHACT)	213	43	400	-	656
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	624	127	-	-	751
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	1,298
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	280	57	-	-	337
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	1,177
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	5,758
7526	Agnes St WWPS Strategy. Scoping Study, EA and Design. (HHACT)	190	39	1,118	-	1,347
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	10,369	2,124	-	-	12,493
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	249	51	-	-	300
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study (OAK)	237	49	-	-	286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	17,269	3,537	-	-	20,806
8140	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP - Construction (HHACT)	1,258	258	2,371	-	3,887
8141	Agnes St. WWPS Strategy - Construction (HHACT)	1,343	275	7,899	-	9,517
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	2,396	491	-	-	2,887
<b>Sub-total Wastewater Development</b>		<b>\$ 632,366</b>	<b>\$ 221,138</b>	<b>\$ 246,397</b>	<b>\$ -</b>	<b>\$ 1,099,901</b>
Commitments		\$ 154,030	\$ -	\$ -		\$ 154,030
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 1,307,853</b>	<b>\$ 400,374</b>	<b>\$ 261,122</b>	<b>\$ 81,936</b>	<b>2,051,285</b>
<b>Roads</b>						
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 8,859	\$ 4,985	\$ 5,934	\$ -	\$ 19,778
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	38,129
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	49,433
5196	Travel Demand Management Initiative (REG)	144	81	225	-	450

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
		5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	
5426	Active Transportation Initiatives (REG)	144	81	225	-	450
5431	Traffic and Screen Line Counts & Studies (REG)	839	472	1,311	-	2,622
5444	Transportation Master Plan Study (REG)	1,338	754	-	-	2,092
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	4,352	2,448	6,800	-	13,600
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	71,338
5845	Tremaine Road - Widening from 4 to 6 lanes from Highway 401 to Derry Road (MIL) (Regional Road 22)	53,884	30,310	18,481	3,176	105,851
6448	Winston Churchill Boulevard - Widening from 4 to 6 lanes from Highway 401 to Steeles Avenue (Halton's Share) (HHS) (Regional Road 19)	2,752	1,549	1,143	-	5,444
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	133,548	75,121	-	4,258	212,927
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	42,315	23,802	4,976	9,693	80,786
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	18,476	10,392	11,226	10,658	50,752
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	91,245	51,326	15,842	8,336	166,749
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	14,584	8,202	2,817	9,958	35,561
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	62,860	35,360	-	7,393	105,613
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	82,691	46,513	3,997	-	133,201
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	19,060	10,721	9,927	-	39,708
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	29,697	16,706	6,934	-	53,337
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	11,571	6,508	-	82,360	100,439
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	11,752	6,611	2,990	-	21,353
6812	Appleby Line - Widening from 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	37,312	20,989	21,563	-	79,864
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	43,863	24,673	9,346	5,862	83,744
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	19,138	10,764	5,696	-	35,598
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	106,013
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	59,159	33,278	9,142	-	101,579
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	99,885
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	40,520	22,792	8,634	33,857	105,803

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
		6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	27,847	15,664	
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	30,463	17,135	5,289	-	52,887
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	39,026	21,952	6,775	4,324	72,077
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	10,104	5,682	2,152	7,326	25,264
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	12,828	7,214	2,733	13,958	36,733
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	53,138	29,891	7,220	-	90,249
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	25,687	14,447	5,473	18,627	64,234
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	5,780	3,251	1,116	24,845	34,992
6830	Tremaine Road - Widening from 2 to 4 lanes from Dundas Street to Lower Base Line (OAK) (Regional Road 22)	38,618	21,722	8,228	-	68,568
6832	Data Management Group (REG)	900	513	-	-	1,413
6833	Transportation Tomorrow Survey (REG)	134	76	-	-	210
6834	Tremaine Road - Widening from 2 to 4 lanes from Lower Base Line to Britannia Road (MIL) (Regional Road 22)	26,498	14,905	3,116	-	44,519
6837	Development Charge Background Study (REG)	602	340	-	-	942
6838	Growth Management Studies (REG)	3,015	1,692	-	-	4,707
6846	Winston Churchill Boulevard - Widening from 4 to 6 lanes 2km south of 5 Side Road to 5 Side Road (Halton's Share) (HHS) (Regional Road 19)	382	215	221	-	818
6847	Winston Churchill Boulevard Widening 5-7 lanes from Steeles Avenue to 2 km South of 5 Side Road (Halton's Share) (HHS) (Regional Road 19)	602	338	140	-	1,080
6854	New Traffic Signals - Development (REG)	4,888	2,750	-	-	7,638
6855	New Signalized Intersections (REG)	4,645	2,612	7,258	-	14,515
6858	Cordon Count Data (REG)	365	209	-	-	574
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	21,047	11,839	3,252	8,477	44,615
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	4,138	2,329	1,053	4,609	12,129
7375	Active Transportation Infill Projects (REG)	71	40	112	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	38,276
7494	Norval Bypass (HHS)	35,345	19,881	-	-	55,226

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	
7568	MTO Highway Studies (REG)	756	423	-	-	1,179
7569	Urban Design Guidelines (REG)	328	186	-	-	514
7689	Appleby Line at Harvester Road (Intersection Improvements) (BUR) (Regional Road 20)	1,746	982	2,730	-	5,458
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	126,355
7928	Active Transportation Master Plan (REG)	489	275	-	-	764
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	2,155	1,212	842	743	4,952
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	18,695	10,516	4,366	-	33,577
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	10,713
Commitments		177,923	-	-	-	177,923
<b>Sub-total Roads</b>		<b>\$ 1,701,023</b>	<b>\$ 856,752</b>	<b>\$ 311,973</b>	<b>\$ 287,743</b>	<b>\$ 3,157,491</b>
<b>Total W/WW &amp; Roads</b>		<b>\$ 3,008,876</b>	<b>\$ 1,257,126</b>	<b>\$ 573,095</b>	<b>\$ 369,679</b>	<b>\$ 5,208,776</b>

\* Non-Res & Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
<b>Water Development</b>								
<b>Capacity</b>								
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ -	\$ -	\$ -	\$ -	\$ 12,464	\$ 3,936	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	-	135,514	42,794	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	4,587	1,449	317	-	-	-	6,353
8150	Halton Water Master Plan (REG)	1,350	426	-	-	-	-	1,776
8151	Water Distribution System Analysis (REG)	828	258	-	-	-	-	1,086
8152	Water Supply Capacity Annual Monitoring Report (REG)	382	116	-	-	-	-	498
<b>Greenfield</b>								
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	-	-	1,600
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	-	-	-	-	-	-
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	7,946	2,939	-	-	-	-	10,885
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	-	-	50,796
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	-	-	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	-	-	9,500
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	1,697	628	-	-	-	-	2,325
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	1,778	657	-	-	-	-	2,435
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	2,169	802	-	-	-	-	2,971
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	3,118	1,154	-	-	-	-	4,272
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	5,791	2,142	-	-	-	-	7,933
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	2,335	864	-	-	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	3,540	1,310	-	-	-	-	4,850
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,925	1,452	-	-	-	-	5,377
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	-	-	4,370
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	-	-	-	-	5,223
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	3,801	1,406	-	-	-	-	5,207
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	5,038	1,864	-	-	-	-	6,902
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	-	-	3,059

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	1,066	395	-	13,151	-	-	14,612
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	13,595	5,029	-	-	-	-	18,624
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	20,393	7,542	-	-	-	-	27,935
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	4,220	1,561	-	11,736	-	-	17,517
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	3,040	960	-	-	29,200	10,800	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	5,611	2,075	-	-	-	-	7,686
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	3,108	1,150	-	-	-	-	4,258
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	3,489	1,290	-	3,460	-	-	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	6,336	2,344	-	-	-	-	8,680
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	-	-	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd-Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. -Construction (OAK)	3,534	1,307	-	-	-	-	4,841
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	15,818	5,850	-	-	-	-	21,668
<b>Greenfield - Employment Lands</b>								
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	-	-	6,794
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	-	-	3,055
<b>Built Boundary</b>								
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	812	166	12,989	-	-	-	13,967
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	203	41	-	-	-	-	244

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	672	138	-	-	-	-	810
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	122	25	-	-	-	-	147
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	264	54	-	-	-	-	318
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	296	61	-	-	-	-	357
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	1,405	288	-	-	-	-	1,693
6724	300mm WM on Main St East between James St and Martin St (MIL)	579	119	-	-	-	-	698
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	2,109	431	-	-	-	-	2,540
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	357	73	-	-	-	-	430
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	747	153	-	-	-	-	900
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	791	162	-	-	-	-	953
8271	Projects to Support the Pressure Boundary Re-alignment in Milton Including Milton West Looping and System PRV (MIL)	22,376	4,584	1,419	-	-	-	28,379
<b>Sub-total Water Development</b>		<b>\$ 344,279</b>	<b>\$ 121,706</b>	<b>\$ 14,725</b>	<b>\$ 81,936</b>	<b>\$ 177,178</b>	<b>\$ 57,530</b>	<b>\$ 797,354</b>
<b>Wastewater Development</b>								
<b>Capacity</b>								
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ -	\$ -	\$ 52,307	\$ -	\$ 19,098	\$ 6,030	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	-	-	35,271	-	2,018	637	37,926
8154	Halton Wastewater Master Plan (REG)	1,350	426	-	-	-	-	1,776
8155	Wastewater Collection System Analysis (REG)	828	258	-	-	-	-	1,086
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	385	118	-	-	-	-	503
8157	Black Creek Monitoring Program (HHACT)	167	51	-	-	-	-	218
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	-	120,438	-	81,170	25,633	227,241
8360	Skyway WWTP EA	-	-	-	-	2,280	720	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	-	-	-	-	127,680	40,320	168,000
<b>Greenfield</b>								
5907	300 mm WWM North Aldershot Servicing (BUR)	10,117	3,935	-	-	-	-	14,052
6496	Twinning 250mm WWM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	2,543	988	-	-	-	-	3,531
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	-	-	17,179
6505	450 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	724	281	-	-	-	-	1,005
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	22,759	8,851	-	-	-	-	31,610
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	-	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	-	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	3,637	1,414	-	-	-	-	5,051

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	-	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	-	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	-	-	28,970
<b>Greenfield - Employment Lands</b>								
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	-	-	5,940
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	3,883	1,510	-	-	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	-	-	1,417
<b>Built Boundary</b>								
6511	Twining of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP- EA and Design (HHACT)	213	43	400	-	-	-	656
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	624	127	-	-	-	-	751
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	-	-	1,298
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	280	57	-	-	-	-	337
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	-	-	1,177
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	-	-	5,758
7526	Agnes St WWPS Strategy, Scoping Study, EA and Design. (HHACT)	190	39	1,118	-	-	-	1,347
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	10,369	2,124	-	-	-	-	12,493
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	249	51	-	-	-	-	300
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study (OAK)	237	49	-	-	-	-	286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	17,269	3,537	-	-	-	-	20,806
8140	Twining of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP - Construction (HHACT)	1,258	258	2,371	-	-	-	3,887
8141	Agnes St. WWPS Strategy - Construction (HHACT)	1,343	275	7,899	-	-	-	9,517
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	2,396	491	-	-	-	-	2,887
<b>Sub-total Wastewater Development</b>		<b>\$ 400,120</b>	<b>\$ 147,798</b>	<b>\$ 246,397</b>	<b>\$ -</b>	<b>\$ 232,246</b>	<b>\$ 73,340</b>	<b>\$ 1,099,901</b>
Commitments		\$ 154,014				\$ 16		\$ 154,030
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 898,413</b>	<b>\$ 269,504</b>	<b>\$ 261,122</b>	<b>\$ 81,936</b>	<b>\$ 409,440</b>	<b>\$ 130,870</b>	<b>2,051,285</b>
<b>Roads</b>								
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 2,805	\$ 1,579	\$ 1,879	\$ -	\$ -	\$ -	\$ 6,263
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	-	-	38,129
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	-	-	49,433



ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
5196	Travel Demand Management Initiative (REG)	64	36	100	-	-	-	200
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	4,693	-	-	-	33,522
5426	Active Transportation Initiatives (REG)	64	36	100	-	-	-	200
5431	Traffic and Screen Line Counts & Studies (REG)	373	210	583	-	-	-	1,166
5444	Transportation Master Plan Study (REG)	669	377	-	-	-	-	1,046
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	1,760	990	2,750	-	-	-	5,500
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	-	-	71,338
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	9,272	5,216	-	296	-	-	14,784
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	494	278	58	113	-	-	943
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	2,253	1,267	1,369	1,300	-	-	6,189
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	516	290	90	47	-	-	943
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	387	217	75	264	-	-	943
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	4,940	2,780	-	581	-	-	8,301
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	30,606	17,216	1,480	-	-	-	49,302
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	1,524	857	794	-	-	-	3,175
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	8,836	4,971	2,063	-	-	-	15,870
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	141	79	-	1,001	-	-	1,221
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	7,307	4,110	1,859	-	-	-	13,276
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	9,073	5,104	1,933	1,213	-	-	17,323
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	3,164	1,779	942	-	-	-	5,885
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	-	-	106,013
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	16,207	9,117	2,504	-	-	-	27,828
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	-	-	99,885
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	9,648	5,427	2,056	8,062	-	-	25,193
6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	8,728	4,909	718	9,178	-	-	23,533
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	5,103	2,870	886	-	-	-	8,859
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	460	259	80	51	-	-	850
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	378	212	80	273	-	-	943
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	330	185	70	358	-	-	943
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	10,035	5,645	1,363	-	-	-	17,043
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	378	212	80	273	-	-	943
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	140	79	27	604	-	-	850

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non-Res *	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6832	Data Management Group (REG)	400	228	-	-	-	-	628
6833	Transportation Tomorrow Survey (REG)	67	38	-	-	-	-	105
6837	Development Charge Background Study (REG)	301	170	-	-	-	-	471
6838	Growth Management Studies (REG)	1,340	752	-	-	-	-	2,092
6854	New Traffic Signals - Development (REG)	2,968	1,670	-	-	-	-	4,638
6855	New Signalized Intersections (REG)	2,817	1,584	4,402	-	-	-	8,803
6858	Cordon Count Data (REG)	166	95	-	-	-	-	261
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	-	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	445	250	69	179	-	-	943
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	322	181	82	358	-	-	943
7375	Active Transportation Infill Projects (REG)	71	40	112	-	-	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	-	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	-	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	-	-	38,276
7494	Norval Bypass (HHS)	35,345	19,881	-	-	-	-	55,226
7568	MTO Highway Studies (REG)	336	188	-	-	-	-	524
7569	Urban Design Guidelines (REG)	228	129	-	-	-	-	357
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	-	-	126,355
7928	Active Transportation Master Plan (REG)	238	134	-	-	-	-	372
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	200	112	78	69	-	-	459
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	473	266	111	-	-	-	850
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	-	-	10,713
Commitments		177,923	-	-	-	-	-	177,923
<b>Sub-total Roads</b>		<b>\$ 722,000</b>	<b>\$ 306,048</b>	<b>\$ 129,191</b>	<b>\$ 24,220</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,181,459</b>
<b>Total W/WW &amp; Roads</b>		<b>\$ 1,620,413</b>	<b>\$ 575,552</b>	<b>\$ 390,313</b>	<b>\$ 106,156</b>	<b>\$ 409,440</b>	<b>\$ 130,870</b>	<b>\$ 3,232,744</b>

\* Non-Res & Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

ID No.	Description	Region Share				Alternate Financing		Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
<b>Water Development</b>								
<b>Capacity</b>								
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ -	\$ -	\$ -	\$ -	\$ 12,464	\$ 3,936	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	-	135,514	42,794	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	918	290	63	-	-	-	1,271
8150	Halton Water Master Plan (REG)	675	213	-	-	-	-	888
8151	Water Distribution System Analysis (REG)	363	113	-	-	-	-	476
8152	Water Supply Capacity Annual Monitoring Report (REG)	167	51	-	-	-	-	218
<b>Greenfield</b>								
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	-	-	1,600
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	1,589	588	-	-	-	-	2,177
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	-	-	50,796
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	-	-	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	-	-	9,500
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	63	23	-	-	-	-	86
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	99	37	-	-	-	-	136
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	153	57	-	-	-	-	210
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1.211m south (Zone M4) (MIL)	2,335	864	-	-	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	708	262	-	-	-	-	970
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	785	290	-	-	-	-	1,075
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	-	-	4,370
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	-	-	-	-	5,223
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	760	281	-	-	-	-	1,041
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	1,007	373	-	-	-	-	1,380
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	-	-	3,059
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	213	79	-	2,630	-	-	2,922
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	844	312	-	2,347	-	-	3,503

ID No.	Description	Region Share				Alternate Financing		Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	3,040	960	-	-	29,200	10,800	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	1,122	415	-	-	-	-	1,537
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	622	230	-	-	-	-	852
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	3,489	1,290	-	3,460	-	-	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	1,559	577	-	-	-	-	2,136
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	-	-	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd-Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. -Construction (OAK)	3,534	1,307	-	-	-	-	4,841
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	15,818	5,850	-	-	-	-	21,668
<b>Greenfield - Employment Lands</b>								
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	-	-	6,794
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	-	-	3,055
<b>Built Boundary</b>								
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	163	33	2,597	-	-	-	2,793
<b>Sub-total Water Development</b>		<b>\$ 225,077</b>	<b>\$ 82,936</b>	<b>\$ 2,660</b>	<b>\$ 62,026</b>	<b>\$ 177,178</b>	<b>\$ 57,530</b>	<b>\$ 607,407</b>
<b>Wastewater Development</b>								
<b>Capacity</b>								
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ -	\$ -	\$ 52,307	\$ -	\$ 19,098	\$ 6,030	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	-	-	9,286	-	531	168	9,985
8154	Halton Wastewater Master Plan (REG)	675	213	-	-	-	-	888
8155	Wastewater Collection System Analysis (REG)	363	113	-	-	-	-	476
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	170	53	-	-	-	-	223

ID No.	Description	Region Share				Alternate Financing		Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
8157	Black Creek Monitoring Program (HHACTION)	167	51	-	-	-	-	218
8159	Mid-Halton WWTP expansion from 125 MLD to 175 MLD. Design and Construction (OAK)	-	-	120,438	-	81,170	25,633	227,241
8360	Skyway WWTP EA	-	-	-	-	2,280	720	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	-	-	-	-	13,680	4,320	18,000
<b>Greenfield</b>								
5907	300 mm WWM North Aldershot Servicing (BUR)	2,023	787	-	-	-	-	2,810
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	148	57	-	-	-	-	205
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	-	-	17,179
6505	450mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	145	56	-	-	-	-	201
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	4,070	1,583	-	-	-	-	5,653
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	-	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	-	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	72	28	-	-	-	-	100
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	-	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	-	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	-	-	28,970
<b>Greenfield - Employment Lands</b>								
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	-	-	5,940
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	3,883	1,510	-	-	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	-	-	1,417
<b>Built Boundary</b>								
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	125	25	-	-	-	-	150
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	-	-	1,298

ID No.	Description	Region Share				Alternate Financing		Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	56	11	-	-	-	-	67
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	-	-	1,177
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	-	-	5,758
<b>Sub-total Wastewater Development</b>		<b>\$ 331,196</b>	<b>\$ 127,402</b>	<b>\$ 208,624</b>	<b>\$ -</b>	<b>\$ 116,759</b>	<b>\$ 36,871</b>	<b>\$ 820,852</b>
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 556,273</b>	<b>\$ 210,338</b>	<b>\$ 211,284</b>	<b>\$ 62,026</b>	<b>\$ 293,937</b>	<b>\$ 94,401</b>	<b>1,428,259</b>
<b>Roads</b>								
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 2,805	\$ 1,579	\$ 1,879	\$ -	\$ -	\$ -	\$ 6,263
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	-	-	38,129
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	-	-	49,433
5196	Travel Demand Management Initiative (REG)	64	36	100	-	-	-	200
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	4,693	-	-	-	33,522
5426	Active Transportation Initiatives (REG)	64	36	100	-	-	-	200
5431	Traffic and Screen Line Counts & Studies (REG)	373	210	583	-	-	-	1,166
5444	Transportation Master Plan Study (REG)	669	377	-	-	-	-	1,046
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	1,760	990	2,750	-	-	-	5,500
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	-	-	71,338
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	9,272	5,216	-	296	-	-	14,784
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	494	278	58	113	-	-	943
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	2,253	1,267	1,369	1,300	-	-	6,189
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	516	290	90	47	-	-	943
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	387	217	75	264	-	-	943
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	4,940	2,780	-	581	-	-	8,301
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	30,606	17,216	1,480	-	-	-	49,302
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	1,524	857	794	-	-	-	3,175
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	8,836	4,971	2,063	-	-	-	15,870
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	141	79	-	1,001	-	-	1,221
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	7,307	4,110	1,859	-	-	-	13,276
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	9,073	5,104	1,933	1,213	-	-	17,323
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	3,164	1,779	942	-	-	-	5,885
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	-	-	106,013
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	16,207	9,117	2,504	-	-	-	27,828
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	-	-	99,885
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	9,648	5,427	2,056	8,062	-	-	25,193
6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	8,728	4,909	718	9,178	-	-	23,533

ID No.	Description	Region Share				Alternate Financing		Total
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	5,103	2,870	886	-	-	-	8,859
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	460	259	80	51	-	-	850
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	378	212	80	273	-	-	943
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	330	185	70	358	-	-	943
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	10,035	5,645	1,363	-	-	-	17,043
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	378	212	80	273	-	-	943
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	140	79	27	604	-	-	850
6832	Data Management Group (REG)	400	228	-	-	-	-	628
6833	Transportation Tomorrow Survey (REG)	67	38	-	-	-	-	105
6837	Development Charge Background Study (REG)	301	170	-	-	-	-	471
6838	Growth Management Studies (REG)	1,340	752	-	-	-	-	2,092
6854	New Traffic Signals - Development (REG)	2,968	1,670	-	-	-	-	4,638
6855	New Signalized Intersections (REG)	2,817	1,584	4,402	-	-	-	8,803
6858	Cordon Count Data (REG)	166	95	-	-	-	-	261
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	-	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	445	250	69	179	-	-	943
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	322	181	82	358	-	-	943
7375	Active Transportation Infill Projects (REG)	71	40	112	-	-	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	-	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	-	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	-	-	38,276
7494	Norval Bypass (HHS)	35,345	19,881	-	-	-	-	55,226
7568	MTO Highway Studies (REG)	336	188	-	-	-	-	524
7569	Urban Design Guidelines (REG)	228	129	-	-	-	-	357
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	-	-	126,355
7928	Active Transportation Master Plan (REG)	238	134	-	-	-	-	372
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	200	112	78	69	-	-	459
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	473	266	111	-	-	-	850
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	-	-	10,713
<b>Sub-total Roads</b>		<b>\$ 544,077</b>	<b>\$ 306,048</b>	<b>\$ 129,191</b>	<b>\$ 24,220</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,003,536</b>
<b>Total W/WW &amp; Roads</b>		<b>\$ 1,100,350</b>	<b>\$ 516,386</b>	<b>\$ 340,475</b>	<b>\$ 86,246</b>	<b>\$ 293,937</b>	<b>\$ 94,401</b>	<b>\$ 2,431,795</b>

\* Non-Res & Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

ID No.	Description	Allocation Budget / Financing			
		Growth		Non-Growth	Total
		Res	Non-Res	Rate Reserve	
		Capital Investment Revolving Fund/Tax Capital*	Capital Investment Revolving Fund/Tax Capital*		
<b>Water Development</b>					
6702	Booster Pumping & Storage for Upper Zones	\$ 6,570	\$ 2,430	\$ -	\$ 9,000
<b>Sub-total Water Development</b>		<b>\$ 6,570</b>	<b>\$ 2,430</b>	<b>\$ -</b>	<b>\$ 9,000</b>
<b>Wastewater Development</b>					
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	\$ 1,680	\$ 653	\$ 667	\$ 3,000
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	2,052	798	150	3,000
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	5,358	1,692	7,950	15,000
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	1,233	389	3,378	5,000
8360	Skyway WWTP EA (BUR)	2,280	720	-	3,000
<b>Sub-total Wastewater Development</b>		<b>\$ 12,603</b>	<b>\$ 4,252</b>	<b>\$ 12,145</b>	<b>\$ 29,000</b>
<b>Total Water and Wastewater Development</b>		<b>\$ 19,173</b>	<b>\$ 6,682</b>	<b>\$ 12,145</b>	<b>\$ 38,000</b>

\* Residential and Non-Residential Interim Financing



# 2023 Allocation Program (FOR INFORMATION ONLY)

## Infrastructure Dependent Units & Enhanced Growth Monitoring Report

In order to create a program with greater flexibility, transparency and ability to enable growth objectives, staff are committed to undertaking an annual enhanced growth monitoring report. The report will provide an update on the progress of current Allocation Programs including, greenfield and built boundary development through the pipeline as well as a system level review of the available water supply and wastewater treatment capacity in Halton Region.

The objective of the annual enhanced monitoring report is to inform decisions in a proactive manner that may be required for a potential release of additional units, or the re-allocation of units in the system within the respective Local Municipality to meet their housing pledges. The report will provide information for the ability to advance Infrastructure Dependent Units (IDUs, defined further below) to the SDE stream of the program. For example, should development be proceeding at a slower rate than anticipated in identified areas such as the built boundary, the reserved servicing capacity could be re-allocated to Allocation Program developments that are proceeding at a faster rate. These decisions will be made based on key data and information as outlined below, led by the Region in collaboration with, Local Municipalities and the affected developers.

### Water and Wastewater Capacity Analysis

Consistent with previous Water and Wastewater Annual Monitoring Report methodologies and future Masterplan updates, staff will conduct an analysis of water and wastewater capacity based on the following factors:

- Residential and ICI building permit information (number of permits pulled)
- Recorded daily water and wastewater flows at treatment plants
- On-going updated comparison of actual residential and ICI uptakes versus projected (Joint BPEs)
- Available capacity in Halton water and wastewater systems

### Growth Management Analysis

Joint Best Planning Estimates provide a comprehensive forecast for both residential and employment uses for all four Local Municipalities. As part of the enhanced growth and system capacity monitoring, the Region's target will be to review and evaluation of the most current Joint BPEs.

The Development Pipeline provides an overview of development applications (draft approved, under review, appealed and approved) that are in process at each of the four municipalities. The development pipeline is a key metric for monitoring municipal progress on meeting Housing Pledges. In addition, statistics from other sources such as Housing Starts, Completions, and Units Under Construction as reported by Canada Mortgage Housing Corporation (CMHC) will provide additional insights on the progress and status of residential development as they relate to take-up of available capacity in Halton water and wastewater systems.

Development pipeline data and updated forecasting will be used to update the future water and wastewater capacity requirements for lake-based servicing in each of the four municipalities.

### Allocation Program

The enhanced monitoring report will provide an update on active Allocation Programs (2012, 2020, 2023), to identify how units are progressing to uptake and remaining SDE's by program year.

### Reporting to Inform Decisions

The report commencing in June 2025 will be drafted in consultation with Local Municipalities and our community builders with the most current pipeline data. The report will be shared with Regional Council, and provide Regional staff the opportunity to consult with Local Municipalities and community builders to inform where there are any opportunities for the conversion of Infrastructure Dependent Units (IDUs) to Standard or High Density SDEs. There will also be the opportunity to identify, discuss and inform potential adjustments to the distribution of capacity reserved for the built boundary and designated greenfield areas.

### Infrastructure Dependent Units

Regional staff has identified the required capacity to enable each Local Municipality and our community builders to achieve its housing pledge, while recognizing there is a finite capacity within Regional water and wastewater trunk and treatment infrastructure to accommodate new growth. Based on earlier discussions with the development community and Local Municipal staff, there is interest in enabling allocation of servicing to additional units as part of the 2023 Allocation Program.

To respond to this need, Regional staff have introduced Infrastructure Dependent Units (IDUs) to bridge the gap between the defined finite water / wastewater system capacity and the desire for the 2023 Allocation Program to release more units consistent with the Water/Waste Water system capacity. Both IDUs and the SDE stream of units within the 2023 Allocation Program will enable developments to proceed through the planning approval process. The only distinction between the two units is that IDUs are relying on larger Regional infrastructure projects (approximately 5+ years) to come online, or for existing capacity to be "found" or transferred through the enhanced monitoring before a development can proceed to permit. 2023 Allocation Program agreements will list the specific infrastructure required for individual developments to proceed.

Developments with IDUs will be able to advance through the planning approvals process including registration of draft plans but will not be able to proceed to building permit until notified by the Region through a Public Works Commissioners Notice (PWCN) that the infrastructure is or will be in place and capacity is available.

## Potential for Conversion from IDU to SDE

Based on the findings and recommendations of the enhanced monitoring report, Regional staff will consult on an annual basis with Local Municipalities and community builders on any opportunities to release additional allocation or re-allocate existing allocation. From this report, recommendations for releasing or re-allocating existing allocation can be made and shared in consultation with Local Municipalities.

Anticipated opportunities to move from the IDU to SDE stream are outlined below:

1. Found capacity through the enhanced monitoring report:
  - Halton Region to review and report on the Regional water / wastewater capacity and development trends through the enhanced monitoring report on an annual basis.
  - Report prepared in consultation with Local Municipalities, provided to Regional Council, and used by Regional staff to identify any opportunities for redistribution or reallocation of servicing capacity.
  - Region will identify IDUs that can convert to standard / high density SDEs based on the following criteria:
    - Local growth priorities including number of planned units in the development cycle pipeline that can utilize allocation prior to 2031.
    - Developments status to include but not be limited to Secondary Plan, Draft Plan, Zoning, Site Plan, Building Permit etc which have secured IDU's
    - Availability of infrastructure capacity, timing and other essential infrastructure such as road improvements, parks, and schools.
  - Developers will need to pay any catchup fees when transferring from IDU to SDE stream, where required. Catchup fees may be required to bring the transferred IDUs into alignment with the SDE payment schedule.
2. Shift in distribution of units between Built Boundary and Greenfield:
  - The Region through the enhanced monitoring report commencing in June 2025 and in consultation with local municipalities will identify opportunities for reallocation or re-distribution of units between BUA and DGA
  - Local Municipality may request the Region shift capacity between the BUA and DGA within the respective municipality at any point, subject to Regional review of area specific servicing availability and capacity.
  - Region may request that a Local Municipality agree to the shift capacity between the BUA and DGA should monitoring indicate BUA units are not advancing in a timely manner.
  - Region to identify which IDUs will transfer to the SDE stream of program based on the following criteria:
    - Local growth priorities including number of planned units in the development cycle that can utilize allocation prior to 2031. If it is determined that units (either greenfield or built boundary) are not proceeding to building permit prior to 2031 or as planned, through discussions with Local Municipalities, there will be an opportunity to make units available for re-allocation or re-distribution.
    - Developments status to include but not be limited to Secondary Plan, Draft Plan, Zoning, Site Plan, Building Permit, etc. which have secured IDU's
    - Availability of infrastructure capacity, timing and other essential infrastructure such as road improvements, parks, and schools.
  - Regional staff to approve the increased SDEs in the program.
  - Developer will need to pay any catchup fees when transferring from IDU to SDE stream, where required.
- Special Purpose Pool
  - The Region will be retaining a Special Purpose Pool that could be accessed by program participants to unlock lands that help deliver important public interests - for example, delivering community infrastructure and facilities, providing long term care, and those with the ability to unlock school sites.
  - There is no guarantee that the pool will be available to any one development, please secure the necessary minimum SDEs or IDUs required through the program and the potential to access the Special Purpose Pool will be determined by Regional staff with input from Local Municipalities.
  - Developer will need to pay required program fees to access the pool and convert from FCU to SDE stream.

# 2023 Allocation Program (FOR INFORMATION ONLY)

## Program & Allocation Agreement Summary

The proposed program parameters for the 2023 Allocation Program are largely based on the 2020 Allocation Program with updates to incorporate changes coming out of Bill 23, *More Homes Built Faster Act, 2022* (Bill 23) and feedback received from Local Municipalities and the development industry. This is for informational purposes only, and while it will inform the development of the agreement, does not supersede the final allocation agreement once prepared. The following key program parameters will be the basis for the 2023 program:

- The program is being created in a way that acknowledges the anticipated acceleration of growth as identified through local housing pledges and recognizes the Region's role in facilitating growth through the delivery of key water, wastewater and roads infrastructure.
- The program is applicable to Regional jurisdiction over Regional infrastructure, allocation of servicing capacity and collection of Regional Development Charges (DCs).
- Annual enhanced monitoring will commence in 2025. This will entail an updated analysis of water/wastewater system capacity and review of the progress of the allocation program including status of infrastructure projects and systematic upgrades and overall development through the pipeline to potentially enable the release of further capacity. Staff will work with Local Municipalities and the development community to define a framework for annual reporting, including proposed terms for potential redistribution of allocation based on servicing capacity.
- As part of the 2023 Allocation Program, in addition to SDEs, "Infrastructure Dependent Units" (IDUs) will be made available. The release of IDU's will be limited to the capacity of the Regional water and wastewater system following the completion of water and wastewater infrastructure and will be distributed by the Region in consultation with the local municipalities. Please refer to the accompanying document Enhanced Monitoring overview document which provides further details around IDUs, and how the enhanced monitoring will be used to facilitate how IDUs move towards permit.
- Consistent with current programs, the agreement is valid for 3 years. Prior to the expiry of the agreement, Regional staff will conduct a review of infrastructure capacity to identify progress of development and uptake of servicing capacity. As in past programs, the Region is proposing to maintain an option to revoke allocation of servicing capacity. This would only be considered in consultation with the Local Municipalities and the affected developers. As is consistent with current programs, developments holding allocation that are demonstrating progress to the satisfaction of the Region's Chief Planning Official (or successor position, or delegate), program participation will be extended. At agreement expiry, the options for extension or revocation are available to the Region for any type of unit, both Standard Dwelling Equivalents (SDEs) and Infrastructure Dependent Units (IDU)s (formerly known as Future Capacity Units or FCUs). New to this program, the Region will also monitor the take-up of reserved built boundary capacity and in consultation with the Local Municipalities, will enable the opportunity to convert unused built boundary capacity into greenfield capacity.
- A Public Works Commissioner's Notice (PWCN) will be required for participating lands where Regional infrastructure is not yet available. Receipt of the PWCN is the Owner's official notification that the servicing capacity for the corresponding lands is available, or will be operational within the next 12-month period. To expedite program administration, the PWCN tool will be used only when required. Properties requiring a PWCN will be identified within their agreement.
- Flexibility for developers to move allocation between their related properties will be permitted with consideration of how other lands which have secured allocation may be impacted, subject to approval from the Region and Local municipality(ies).
- The sale of Allocation between two developers is not permitted, however should two parties wish to explore this option, the Region will review the request and could potentially facilitate through the revocation clause in the agreement. Certain criteria would need to be met in order to be considered (such as location of both properties, availability of servicing, local growth priorities, potential impacts to the financing schedules, 40% minimum remaining on properties, etc.) and would require consultation with Local Municipalities. Should a transfer be requested between municipalities, all affected municipalities would have to review and approve the request.
- For developments containing ground-related housing, a minimum of 40% of the ground related SDEs within a plan must have received allocation in order to receive planning approvals. SDEs may be transferred but SDEs remaining on lands are not to be less than 40% of the SDEs originally reserved. As a reminder, in order for development to proceed to permit, 100% of the SDEs must be secured in advance.
- With regards to High Density (HD) units, the Region agrees that securing a minimum of 40% of the SDEs for High Density is more difficult and should not prevent draft approval of a plan. For plans which contain both ground-related housing and High Density Apartments blocks, it may be sufficient to secure a minimum of 40% of the ground-related units, provided that the Local Municipality has placed a Holding symbol on the remaining high density blocks. For these blocks, the Region will work with individual developers to review development-specific information such as site plan submission and potential phasing, timing to permits for each of the blocks, the makeup of the development and it's proposed phasing, and any other relevant information. Development may proceed in a phased manner only once 100% of the required SDEs are allocated to that phase within a block, to the satisfaction of Regional staff.
- For developments containing primarily or only HD units, it will be sufficient to secure allocation only for those blocks proceeding within the initial phase of development within the block, provided that the Local Municipality has placed a Holding symbol on the remaining high density phases with the blocks. For these, the Region will work with individual developers to review development-specific information such as timing to permits for each of the blocks, the makeup of the development and it's proposed phasing, and any other relevant information. Development may proceed in a phased manner within a block only once 100% of the required SDEs are allocated to that phase, to the satisfaction of Regional staff.



## Key Allocation Agreement Updates

### Recitals

- The recitals will be revised to include the Regional Council approved financial terms and will reference changes in the payment of the W/WW and Roads components of the DC at different times than provided under Section 26 or 26.1 of the DCA and to advise that the jurisdiction over various land use planning matters, currently under the purview of the Region, is to be transferred to the lower-tier municipalities.

### Definitions and Interpretations

- Default: definition revised to clarify a breach of provision by Owner is a default whether or not Agreement specifically refers to it as such.
- Infrastructure Dependent Units: new term defined as units above and beyond existing servicing capacity in the W/WW systems, to be allocated as part of this program, subject to the requirement that a PWCN is required to be issued once Regional Infrastructure necessary for a project to proceed is within 12 months of completion. Once the PWCN is issued, the project may proceed to permit and completion.
- Rental Housing Units: formerly defined as Purpose Built Rental Units, revised to include 4+ units, subject to agreement guaranteeing rental tenure for 5+ years.
- Special Purpose Pool: definition replaces the “Unforeseen Challenges Pool” definition currently found in the 2020 Program agreement. 5,000 units (approximately 2,760 SDE) will be reserved for allocation at the discretion of Regional staff in consultation with the Local Municipality and/or Schoolboard, as applicable. Amongst other applications Special Purpose Pool units may, at the Region’s discretion, be assigned to projects which have secured IDUs. It is understood that allocation priority shall be given to units originally intended for use within the Unforeseen Challenges Pool at the discretion of the local municipality.
- Subscribed Units: definition revised with new figures under the 2023 Allocation Program.

### Timing and Construction of the W/WW and Roads Projects

- Confirms Region has control and ownership over projects and their timing.
- Ensures that a minimum subscription of 16,426 units is reached before the program proceeds.
- Confirms the Region may permit landowners to construct infrastructure projects subject to reimbursement.

### Payments

- Agreement specifies timing of early payment of Development Charges (DCs) for specific categories of units, including Low/Medium, High Density Apartments, Rental Housing Units, Special Care/Special Need dwellings, Special Purpose Pool, IDUs and all others.
- The DC Payment is calculated in respect to IDUs and subject to indexing (TBD) and phase in (TBD) with no required security as prescribed by the Region’s Development Charges By-law (DCB).
- The amount of Security to be provided pursuant to the Agreement shall be 40% of the financial commitment and the Owner agrees that failing to provide Security in full shall constitute a Default under the Agreement. IDU’s will not require security.
- Provisions address how instalments and security are handled. After the Owner has remitted a minimum of 60% of the total DC Payment to the Region, initial Security provided to the Region shall be reduced in increments equal to payments from the Owner for associated W/WW and Roads projects.
- Confirmation of rental tenure is required to the Region’s satisfaction.
- If units were secured as Rental Housing Units, but the development proposal later changes to standard SDE, those units will be moved out of the Program and the Allocation Agreement will be terminated.
- The DC Payment that is calculated in respect of the IDUs Units is subject to indexing (TBD) and phase in (TBD) as prescribed by the DCB.

2023 Allocation Program- Updated Option				
Early DC Collections for W/WW and Roads (low/medium, high density, Infrastructure Dependent)	Low/Med	High Density	Infrastructure Dependent*	
	Execution	5.0%	5.0%	
Q4 2024	10.0%	-	-	
Q4 2025	15.0%	10.0%	-	} Indexed
Q4 2026	17.5%	15.0%	10.0%	
Q4 2027	17.5%	10.0%	15.0%	} Phased
Q4 2028	35.0%	15.0%	17.5%	
Q4 2029	-	15.0%	17.5%	} Phased
Q4 2030	-	30.0%	17.5%	
Q4 2031	-	-	17.5%	
*Allow for an upfront payment consistent with Low/Medium timing				
Security	40% of W/WW DCs for low/medium and high density SDEs			
Final Payments	Remaining W. WW and Roads DC payment at earlier of Subdivision/Building Permit			

\* all other DC's/Front-ending payments are paid at normal timing

**Reservation and Allocation of Capacity**

- New provisions recognize the role of local municipalities in implementing and enforcing the Agreement, related to Bill 23.
- Removal of reference of Zone 3/4/5 Boundary Re-alignment Project operational requirements.
- Right to proceed to draft approval of plan of subdivision where at least 40% of units have allocation.
- Right to proceed to draft approval of plan of subdivision where no allocation for High Density Apartments, where appropriate, subject to Holding provision.
- Parameters for the allocation of Capacity in respect of IDUs:
  - Written confirmation through a PWCN that all of the W/WW infrastructure required for the development of the Lands is to be completed within 12 months; and,
  - The Owner has identified in writing, and the Region has accepted the number and the types of Dwelling Units which are to proceed to final approval.
- The Region requires satisfactory evidence of entitlement to DC “rate freeze” under s. 26.2 of the DCA.

**Transfers**

- No conversion of SDE reserved for High Density Apartments shall be permitted, either to SDE reserved for dwellings or through transfer to other lands, without the prior approval of the Chief Planning Official or successor position unless such transfer remains within the block and maintains the minimum block density. Such transfer will be subject to catchup fees.