

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS

| Name                           | From                                                              | To                       | Existing # of Lanes          | Future # of Lanes | Timing | Gross Project Cost | Grants/ Subsidies/Other Recoveries | Net Municipal Cost | Ineligible Costs |                          |               | Total DC Eligible Costs |                |
|--------------------------------|-------------------------------------------------------------------|--------------------------|------------------------------|-------------------|--------|--------------------|------------------------------------|--------------------|------------------|--------------------------|---------------|-------------------------|----------------|
|                                |                                                                   |                          |                              |                   |        |                    |                                    |                    | BTE %            | Replacement & BTE Shares | 0% Reduction  |                         |                |
| 1.1 Arterial Roads System      |                                                                   |                          |                              |                   |        |                    |                                    |                    |                  |                          |               |                         |                |
| 1.1.1                          | BURNHAMTHORPE RD. W.                                              | NINTH LINE               | LOYALIST DR.                 | 2                 | 4      | 2021 - 2023        | \$ 5,526,000                       | \$ -               | \$ 5,526,000     | 10%                      | \$ 552,600    | \$ -                    | \$ 4,973,400   |
| 1.1.2                          | BURNHAMTHORPE RD. E.                                              | HURONTARIO ST.           | CAWTHRA RD.                  | 4                 | 6      | 2034 - 2038        | \$ 19,403,000                      | \$ -               | \$ 19,403,000    | 20%                      | \$ 3,880,600  | \$ -                    | \$ 15,522,400  |
| 1.1.3                          | BURNHAMTHORPE RD. E.                                              | CAWTHRA RD.              | DIXIE RD.                    | 4                 | 6      | 2034 - 2038        | \$ 11,460,000                      | \$ -               | \$ 11,460,000    | 20%                      | \$ 2,292,000  | \$ -                    | \$ 9,168,000   |
| 1.1.4                          | BURNHAMTHORPE RD. E.                                              | DIXIE RD.                | ETOBICOKE CREEK              | 4                 | 6      | 2034 - 2038        | \$ 23,678,000                      | \$ -               | \$ 23,678,000    | 20%                      | \$ 4,735,600  | \$ -                    | \$ 18,942,400  |
| 1.1.6                          | COURTNEYPARK DR. E. / HWY. 410 RAMPS (NB ON-RAMP AND SB OFF-RAMP) |                          |                              | 0                 | 3      | 2020 - 2024        | \$ 9,562,000                       | \$ -               | \$ 9,562,000     | 0%                       | \$ -          | \$ -                    | \$ 9,562,000   |
| 1.1.7                          | COURTNEYPARK DR. E. & W.                                          | MARITZ DR.               | KENNEDY RD.                  | 4                 | 6      | 2029 - 2033        | \$ 8,662,000                       | \$ -               | \$ 8,662,000     | 20%                      | \$ 1,732,400  | \$ -                    | \$ 6,929,600   |
| 1.1.8                          | COURTNEYPARK DR. E.                                               | KENNEDY RD.              | TOMKEN RD.                   | 4                 | 6      | 2023 - 2024        | \$ 30,346,000                      | \$ -               | \$ 30,346,000    | 20%                      | \$ 6,069,200  | \$ -                    | \$ 24,276,800  |
| 1.1.10                         | CREEKBANK RD.                                                     | MATHESON BLVD.           | NORTH LIMIT OF CREEKBANK RD. | 2                 | 4      | 2022 - 2022        | \$ 1,387,000                       | \$ -               | \$ 1,387,000     | 10%                      | \$ 138,700    | \$ -                    | \$ 1,248,300   |
| 1.1.11                         | CREEKBANK RD.                                                     | NORTH LIMIT OF CREEKBANK | SOUTH OF HWY. 401            | 0                 | 4      | 2021 - 2022        | \$ 6,433,000                       | \$ -               | \$ 6,433,000     | 0%                       | \$ -          | \$ -                    | \$ 6,433,000   |
| 1.1.12                         | CREEKBANK RD.                                                     | SOUTH OF HWY. 401        | BRITANNIA RD.                | 0                 | 4      | 2029 - 2033        | \$ 38,523,000                      | \$ -               | \$ 38,523,000    | 0%                       | \$ -          | \$ -                    | \$ 38,523,000  |
| 1.1.13                         | MAVIS RD.                                                         | CPR CROSSING             | CENTRAL PKWY. W.             | 5                 | 6      | 2029 - 2033        | \$ 5,816,000                       | \$ -               | \$ 5,816,000     | 20%                      | \$ 1,163,200  | \$ -                    | \$ 4,652,800   |
| 1.1.14                         | MAVIS RD.                                                         | CENTRAL PKWY. W.         | BURNHAMTHORPE RD. W.         | 4                 | 6      | 2029 - 2033        | \$ 2,593,000                       | \$ -               | \$ 2,593,000     | 20%                      | \$ 518,600    | \$ -                    | \$ 2,074,400   |
| 1.1.15                         | MAVIS RD.                                                         | COURTNEYPARK DR.         | N. CITY LIMIT                | 4                 | 6      | 2019 - 2020        | \$ 6,600,000                       | \$ -               | \$ 6,600,000     | 20%                      | \$ 1,320,000  | \$ -                    | \$ 5,280,000   |
| 1.1.17                         | NINTH LINE                                                        | EGLINTON RD. W.          | BRITANNIA RD. W.             | 2                 | 4      | 2023 - 2024        | \$ 12,781,000                      | \$ -               | \$ 12,781,000    | 10%                      | \$ 1,278,100  | \$ -                    | \$ 11,502,900  |
| 1.1.18                         | NINTH LINE                                                        | BRITANNIA RD. W.         | DERRY RD. W.                 | 2                 | 4      | 2023 - 2024        | \$ 14,579,000                      | \$ -               | \$ 14,579,000    | 10%                      | \$ 1,457,900  | \$ -                    | \$ 13,121,100  |
| 1.1.19                         | NINTH LINE                                                        | DERRY RD. W.             | HWY. 401                     | 2                 | 4      | 2029 - 2033        | \$ 9,164,000                       | \$ -               | \$ 9,164,000     | 10%                      | \$ 916,400    | \$ -                    | \$ 8,247,600   |
| 1.1.20                         | WINSTON CHURCHILL BLVD.                                           | DERRY RD. W.             | BRITANNIA RD.                | 4                 | 6      | 2034 - 2038        | \$ 12,345,000                      | \$ -               | \$ 12,345,000    | 20%                      | \$ 2,469,000  | \$ -                    | \$ 9,876,000   |
| 1.1.21                         | WINSTON CHURCHILL BLVD.                                           | BRITANNIA RD. W.         | ERIN CENTRE BLVD.            | 4                 | 6      | 2034 - 2038        | \$ 10,228,000                      | \$ -               | \$ 10,228,000    | 20%                      | \$ 2,045,600  | \$ -                    | \$ 8,182,400   |
| 1.1.22                         | WINSTON CHURCHILL BLVD.                                           | DUNDAS ST. W.            | HWY. 403                     | 4                 | 6      | 2034 - 2038        | \$ 13,968,000                      | \$ -               | \$ 13,968,000    | 20%                      | \$ 2,793,600  | \$ -                    | \$ 11,174,400  |
| Subtotal Arterial Roads System |                                                                   |                          |                              |                   |        |                    | \$ 243,054,000                     | \$ -               | \$ 243,054,000   |                          | \$ 33,363,500 | \$ -                    | \$ 209,690,500 |

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|--------------------------------------|---------------------------------------------------|----------------------------|------------------------------------|-------------------|--------|--------------------|------------------------------------|--------------------|------------------|--------------------------|--------------|-------------------------|----------------|
|                                      |                                                   |                            |                                    |                   |        |                    |                                    |                    | BTE %            | Replacement & BTE Shares | 0% Reduction |                         |                |
| 1.2 Major Collector Road System      |                                                   |                            |                                    |                   |        |                    |                                    |                    |                  |                          |              |                         |                |
| 1.2.1                                | BELGRAVE RD. RAMP EXT.                            | MAVIS RD.                  | NORTH LIMIT OF BELGRAVE RD.        | 0                 | 4      | 2026 - 2027        | \$ 6,530,000                       | \$ -               | \$ 6,530,000     | 0%                       | \$ -         | \$ -                    | \$ 6,530,000   |
| 1.2.2                                | BELGRAVE RD.                                      |                            | NORTH LIMIT OF BELGRAVI CANTAY RD. | 2                 | 4      | 2026 - 2027        | \$ 2,598,000                       | \$ -               | \$ 2,598,000     | 10%                      | \$ 259,800   | \$ -                    | \$ 2,338,200   |
| 1.2.3                                | CENTRE VIEW DR.                                   | DUKE OF YORK BLVD.         | RATHBURN RD. W.                    | 4                 | 5      | 2025 - 2026        | \$ 2,244,000                       | \$ -               | \$ 2,244,000     | 20%                      | \$ 448,800   | \$ -                    | \$ 1,795,200   |
| 1.2.4                                | CENTRE VIEW DR. RAMP                              | CENTRE VIEW DR.            | HWY. 403                           | 0                 | 1      | 2029 - 2033        | \$ 17,808,000                      | \$ -               | \$ 17,808,000    | 0%                       | \$ -         | \$ -                    | \$ 17,808,000  |
| 1.2.5                                | CITY CENTRE DR. FLYOVER                           | RATHBURN RD. W.            | NORTHERN DISTRIBUTION RD.          | 0                 | 4      | 2029 - 2033        | \$ 14,595,000                      | \$ -               | \$ 14,595,000    | 0%                       | \$ -         | \$ -                    | \$ 14,595,000  |
| 1.2.6                                | CITY CENTRE DR. RAMP                              | CITY CENTRE DR.            | NORTHERN DISTRIBUTION RD.          | 0                 | 1      | 2029 - 2033        | \$ 1,784,000                       | \$ -               | \$ 1,784,000     | 0%                       | \$ -         | \$ -                    | \$ 1,784,000   |
| 1.2.7                                | CONFEDERATION PKWY. RAMP                          | CONFEDERATION PKWY.        | NORTHERN DISTRIBUTION RD.          | 0                 | 1      | 2029 - 2033        | \$ 1,784,000                       | \$ -               | \$ 1,784,000     | 0%                       | \$ -         | \$ -                    | \$ 1,784,000   |
| 1.2.8                                | CREDITVIEW RD.                                    | BANCROFT DR.               | Old Creditview Rd                  | 2                 | 4      | 2024 - 2028        | \$ 32,204,000                      | \$ -               | \$ 32,204,000    | 10%                      | \$ 3,220,400 | \$ -                    | \$ 28,983,600  |
| 1.2.9                                | CREDIT RIVER CROSSING                             | FRONT ST. N.               | STAVEBANK RD.                      | 0                 | 2      | 2034 - 2038        | \$ 13,436,000                      | \$ -               | \$ 13,436,000    | 0%                       | \$ -         | \$ -                    | \$ 13,436,000  |
| 1.2.10                               | CREEKBANK RD. - HWY. 401 WB (HWY. 401             |                            | ENTERPRISE RD.                     | 0                 | 2      | 2026 - 2028        | \$ 17,915,000                      | \$ -               | \$ 17,915,000    | 0%                       | \$ -         | \$ -                    | \$ 17,915,000  |
| 1.2.11                               | DREW RD.                                          | TOMKEN RD.                 | DIXIE RD.                          | 0                 | 4      | 2039 - 2041        | \$ 28,286,000                      | \$ -               | \$ 28,286,000    | 0%                       | \$ -         | \$ -                    | \$ 28,286,000  |
| 1.2.12                               | DREW RD.                                          | TORBRAM RD.                | 660M EAST OF TORBRAM RD.           | 2                 | 4      | 2024 - 2025        | \$ 2,516,000                       | \$ -               | \$ 2,516,000     | 10%                      | \$ 251,600   | \$ -                    | \$ 2,264,400   |
| 1.2.13                               | DREW RD.                                          | 660M EAST OF TORBRAM RD    | 530M WEST OF AIRPORT RD.           | 0                 | 4      | 2024 - 2025        | \$ 7,471,000                       | \$ -               | \$ 7,471,000     | 0%                       | \$ -         | \$ -                    | \$ 7,471,000   |
| 1.2.14                               | DUKE OF YORK BLVD. FLYOVER                        | RATHBURN RD.W.             | NORTHERN DISTRIBUTION RD.          | 0                 | 4      | 2029 - 2033        | \$ 14,814,000                      | \$ -               | \$ 14,814,000    | 0%                       | \$ -         | \$ -                    | \$ 14,814,000  |
| 1.2.15                               | DUKE OF YORK BLVD. RAMP                           | DUKE OF YORK BLVD.         | NORTHERN DISTRIBUTION RD.          | 0                 | 1      | 2029 - 2033        | \$ 1,674,000                       | \$ -               | \$ 1,674,000     | 0%                       | \$ -         | \$ -                    | \$ 1,674,000   |
| 1.2.16                               | EDWARDS BLVD.                                     | NORTH OF TOPFLIGHT DR.     | HURONTARIO ST. / HWY. 407          | 0                 | 2      | 2021 - 2023        | \$ 8,584,000                       | \$ -               | \$ 8,584,000     | 0%                       | \$ -         | \$ -                    | \$ 8,584,000   |
| 1.2.17                               | HWY. 403 WB OFF-RAMP                              | HWY. 403                   | NORTHERN DISTRIBUTION RD.          | 0                 | 2      | 2028 - 2028        | \$ 9,881,000                       | \$ -               | \$ 9,881,000     | 0%                       | \$ -         | \$ -                    | \$ 9,881,000   |
| 1.2.18                               | KARIYA DR.                                        | 110 M SOUTH OF ELM DR.     | CENTRAL PKWY. W.                   | 0                 | 2      | 2029 - 2033        | \$ 2,179,000                       | \$ -               | \$ 2,179,000     | 0%                       | \$ -         | \$ -                    | \$ 2,179,000   |
| 1.2.19                               | LAKEFRONT PROMENADE                               | RANGEVIEW STREET           | STREET A (STREET D IN OP MAP)      | 0                 | 2      | 2024 - 2028        | \$ 1,081,000                       | \$ 1,081,000       | \$ -             | 0%                       | \$ -         | \$ -                    | \$ -           |
| 1.2.20                               | NORTHERN DISTRIBUTION RD.                         | MAVIS RD.                  | HURONTARIO ST.                     | 0                 | 2      | 2025 - 2028        | \$ 52,818,000                      | \$ -               | \$ 52,818,000    | 0%                       | \$ -         | \$ -                    | \$ 52,818,000  |
| 1.2.21                               | REDMOND RD.                                       | BURNHAMTHORPE RD. W.       | WEBB DR.                           | 0                 | 2      | 2029 - 2033        | \$ 508,000                         | \$ 508,000         | \$ -             | 0%                       | \$ -         | \$ -                    | \$ -           |
| 1.2.22                               | SHERIDAN PARK DR.                                 | WEST LEG SPEAKMAN DR.      | EAST LEG SPEAKMAN DR.              | 0                 | 2      | 2022 - 2024        | \$ 3,095,000                       | \$ -               | \$ 3,095,000     | 0%                       | \$ -         | \$ -                    | \$ 3,095,000   |
| 1.2.23                               | SQUARE ONE DR. W.                                 | CONFEDERATION PKWY.        | RATHBURN RD. W.                    | 0                 | 2      | 2019 - 2024        | \$ 18,460,000                      | \$ -               | \$ 18,460,000    | 0%                       | \$ -         | \$ -                    | \$ 18,460,000  |
| 1.2.24                               | SQUARE ONE DR. E.                                 | HURONTARIO ST.             | RATHBURN RD. E.                    | 0                 | 2      | 2024 - 2024        | \$ 6,217,000                       | \$ -               | \$ 6,217,000     | 0%                       | \$ -         | \$ -                    | \$ 6,217,000   |
| 1.2.25                               | STREET A (STREET D IN OP MAP) LAKEFRONT PROMENADE |                            | STREET H (HYDRO RD. IN OP MAP)     | 0                 | 2      | 2024 - 2028        | \$ 1,450,000                       | \$ 1,450,000       | \$ -             | 0%                       | \$ -         | \$ -                    | \$ -           |
| 1.2.26                               | STREET H (HYDRO RD. IN OP MAP) RANGEVIEW STREET   |                            | STREET A (STREET D IN OP)          | 0                 | 2      | 2024 - 2028        | \$ 1,196,000                       | \$ 1,196,000       | \$ -             | 0%                       | \$ -         | \$ -                    | \$ -           |
| 1.2.27                               | TENTH LINE                                        | BRITANNIA RD. W.           | DERRY RD. W.                       | 2                 | 4      | 2034 - 2038        | \$ 12,271,000                      | \$ -               | \$ 12,271,000    | 10%                      | \$ 1,227,100 | \$ -                    | \$ 11,043,900  |
| 1.2.28                               | TENTH LINE                                        | DERRY RD. W.               | RAILWAY TRACKS                     | 2                 | 4      | 2034 - 2038        | \$ 5,467,000                       | \$ -               | \$ 5,467,000     | 10%                      | \$ 546,700   | \$ -                    | \$ 4,920,300   |
| 1.2.29                               | TENTH LINE                                        | RAILWAY TRACKS             | ARGENTIA RD.                       | 2                 | 4      | 2034 - 2038        | \$ 898,000                         | \$ -               | \$ 898,000       | 10%                      | \$ 89,800    | \$ -                    | \$ 808,200     |
| 1.2.30                               | THE EXCHANGE                                      | CITY CENTRE DR.            | BURNHAMTHORPE RD. W.               | 0                 | 2      | 2021 - 2023        | \$ 1,238,000                       | \$ -               | \$ 1,238,000     | 0%                       | \$ -         | \$ -                    | \$ 1,238,000   |
| 1.2.31                               | THE EXCHANGE                                      | BURNHAMTHORPE RD. W.       | WEBB DR.                           | 0                 | 2      | 2022 - 2022        | \$ 514,000                         | \$ -               | \$ 514,000       | 0%                       | \$ -         | \$ -                    | \$ 514,000     |
| 1.2.32                               | WEBB DR.                                          | CONFEDERATION PKWY.        | DUKE OF YORK BLVD.                 | 2                 | 2      | 2021 - 2021        | \$ 1,585,000                       | \$ -               | \$ 1,585,000     | 100%                     | \$ 1,585,000 | \$ -                    | \$ -           |
| 1.2.33                               | WEBB DR.                                          | 125 M EAST OF DUKE OF YORK | KARIYA DR.                         | 0                 | 2      | 2029 - 2033        | \$ 2,864,000                       | \$ -               | \$ 2,864,000     | 0%                       | \$ -         | \$ -                    | \$ 2,864,000   |
| 1.2.34                               | WHITTLE RD.                                       | BRITANNIA RD. E.           | MATHESON BLVD. E.                  | 2                 | 4      | 2029 - 2033        | \$ 4,418,000                       | \$ -               | \$ 4,418,000     | 10%                      | \$ 441,800   | \$ -                    | \$ 3,976,200   |
| Subtotal Major Collector Road System |                                                   |                            |                                    |                   |        |                    | \$ 300,383,000                     | \$ 4,235,000       | \$ 296,148,000   |                          | \$ 8,071,000 | \$ -                    | \$ 288,077,000 |

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|---------------------------------|------------------------------------------|----|---------------------|-------------------|-------------|--------------------|------------------------------------|--------------------|------------------|--------------------------|--------------|-------------------------|
|                                 |                                          |    |                     |                   |             |                    |                                    |                    | BTE %            | Replacement & BTE Shares | 0% Reduction |                         |
| 1.3 Rail Grade Separations      |                                          |    |                     |                   |             |                    |                                    |                    |                  |                          |              |                         |
| 1.3.1                           | Goreway Drive (CNR)                      |    |                     |                   | 2019 - 2041 | \$ 17,750,000      | \$ -                               | \$ 17,750,000      | 0%               | \$ -                     | \$ -         | \$ 17,750,000           |
| 1.3.2                           | Drew Road (CNR)                          |    |                     |                   | 2019 - 2041 | \$ 34,000,000      | \$ -                               | \$ 34,000,000      | 0%               | \$ -                     | \$ -         | \$ 34,000,000           |
| 1.3.3                           | Ninth Line                               |    |                     |                   | 2019 - 2041 | \$ 34,000,000      | \$ -                               | \$ 34,000,000      | 0%               | \$ -                     | \$ -         | \$ 34,000,000           |
| Subtotal Rail Grade Separations |                                          |    |                     |                   |             | \$ 85,750,000      | \$ -                               | \$ 85,750,000      |                  | \$ -                     | \$ -         | \$ 85,750,000           |
| 1.4 Bicycle Facilities          |                                          |    |                     |                   |             |                    |                                    |                    |                  |                          |              |                         |
| 1.4.1                           | Provision for New Cycling Infrastructure |    |                     |                   | 2019 - 2019 | \$ 6,550,600       | \$ -                               | \$ 6,550,600       | 8%               | \$ 503,375               | \$ -         | \$ 6,047,225            |
| 1.4.2                           | Provision for New Cycling Infrastructure |    |                     |                   | 2020 - 2020 | \$ 6,568,900       | \$ -                               | \$ 6,568,900       | 8%               | \$ 504,781               | \$ -         | \$ 6,064,119            |
| 1.4.3                           | Provision for New Cycling Infrastructure |    |                     |                   | 2021 - 2021 | \$ 6,687,300       | \$ -                               | \$ 6,687,300       | 8%               | \$ 513,880               | \$ -         | \$ 6,173,420            |
| 1.4.4                           | Provision for New Cycling Infrastructure |    |                     |                   | 2022 - 2022 | \$ 6,622,800       | \$ -                               | \$ 6,622,800       | 8%               | \$ 508,923               | \$ -         | \$ 6,113,877            |
| 1.4.5                           | Provision for New Cycling Infrastructure |    |                     |                   | 2023 - 2023 | \$ 6,604,700       | \$ -                               | \$ 6,604,700       | 8%               | \$ 507,532               | \$ -         | \$ 6,097,168            |
| 1.4.6                           | Provision for New Cycling Infrastructure |    |                     |                   | 2024 - 2024 | \$ 6,627,100       | \$ -                               | \$ 6,627,100       | 8%               | \$ 509,254               | \$ -         | \$ 6,117,846            |
| 1.4.7                           | Provision for New Cycling Infrastructure |    |                     |                   | 2025 - 2025 | \$ 6,587,300       | \$ -                               | \$ 6,587,300       | 8%               | \$ 506,195               | \$ -         | \$ 6,081,105            |
| 1.4.8                           | Provision for New Cycling Infrastructure |    |                     |                   | 2026 - 2026 | \$ 6,619,800       | \$ -                               | \$ 6,619,800       | 8%               | \$ 508,693               | \$ -         | \$ 6,111,107            |
| 1.4.9                           | Provision for New Cycling Infrastructure |    |                     |                   | 2027 - 2027 | \$ 6,522,200       | \$ -                               | \$ 6,522,200       | 8%               | \$ 501,193               | \$ -         | \$ 6,021,007            |
| 1.4.10                          | Provision for New Cycling Infrastructure |    |                     |                   | 2028 - 2028 | \$ 6,546,300       | \$ -                               | \$ 6,546,300       | 8%               | \$ 503,045               | \$ -         | \$ 6,043,255            |
| 1.4.11                          | Provision for New Cycling Infrastructure |    |                     |                   | 2029 - 2029 | \$ 6,685,200       | \$ -                               | \$ 6,685,200       | 8%               | \$ 513,718               | \$ -         | \$ 6,171,482            |
| 1.4.12                          | Provision for New Cycling Infrastructure |    |                     |                   | 2030 - 2030 | \$ 6,541,600       | \$ -                               | \$ 6,541,600       | 8%               | \$ 502,683               | \$ -         | \$ 6,038,917            |
| 1.4.13                          | Provision for New Cycling Infrastructure |    |                     |                   | 2031 - 2031 | \$ 6,540,600       | \$ -                               | \$ 6,540,600       | 8%               | \$ 502,607               | \$ -         | \$ 6,037,993            |
| 1.4.14                          | Provision for New Cycling Infrastructure |    |                     |                   | 2032 - 2032 | \$ 6,647,000       | \$ -                               | \$ 6,647,000       | 8%               | \$ 510,783               | \$ -         | \$ 6,136,217            |
| 1.4.15                          | Provision for New Cycling Infrastructure |    |                     |                   | 2033 - 2033 | \$ 6,128,700       | \$ -                               | \$ 6,128,700       | 8%               | \$ 470,955               | \$ -         | \$ 5,657,745            |
| 1.4.16                          | Provision for New Cycling Infrastructure |    |                     |                   | 2034 - 2034 | \$ 6,013,400       | \$ -                               | \$ 6,013,400       | 8%               | \$ 462,094               | \$ -         | \$ 5,551,306            |
| 1.4.17                          | Provision for New Cycling Infrastructure |    |                     |                   | 2035 - 2035 | \$ 6,085,000       | \$ -                               | \$ 6,085,000       | 8%               | \$ 467,596               | \$ -         | \$ 5,617,404            |
| 1.4.18                          | Provision for New Cycling Infrastructure |    |                     |                   | 2036 - 2036 | \$ 5,996,600       | \$ -                               | \$ 5,996,600       | 8%               | \$ 460,803               | \$ -         | \$ 5,535,797            |
| 1.4.19                          | Provision for New Cycling Infrastructure |    |                     |                   | 2037 - 2037 | \$ 5,621,500       | \$ -                               | \$ 5,621,500       | 8%               | \$ 431,979               | \$ -         | \$ 5,189,521            |
| 1.4.20                          | Provision for New Cycling Infrastructure |    |                     |                   | 2038 - 2038 | \$ 6,338,500       | \$ -                               | \$ 6,338,500       | 8%               | \$ 487,076               | \$ -         | \$ 5,851,424            |
| 1.4.21                          | Provision for New Cycling Infrastructure |    |                     |                   | 2039 - 2039 | \$ 5,995,800       | \$ -                               | \$ 5,995,800       | 8%               | \$ 460,742               | \$ -         | \$ 5,535,058            |
| 1.4.22                          | Provision for New Cycling Infrastructure |    |                     |                   | 2040 - 2040 | \$ 5,683,900       | \$ -                               | \$ 5,683,900       | 8%               | \$ 436,774               | \$ -         | \$ 5,247,126            |
| 1.4.23                          | Provision for New Cycling Infrastructure |    |                     |                   | 2041 - 2041 | \$ 5,985,200       | \$ -                               | \$ 5,985,200       | 8%               | \$ 459,927               | \$ -         | \$ 5,525,273            |
| 1.4.24                          | Provision for New Cycling Infrastructure |    |                     |                   | 2042 - 2042 | \$ 6,083,900       | \$ -                               | \$ 6,083,900       | 8%               | \$ 467,512               | \$ -         | \$ 5,616,388            |
| 1.4.25                          | Provision for New Cycling Infrastructure |    |                     |                   | 2043 - 2043 | \$ 5,933,700       | \$ -                               | \$ 5,933,700       | 8%               | \$ 455,970               | \$ -         | \$ 5,477,730            |
| 1.4.26                          | Provision for New Cycling Infrastructure |    |                     |                   | 2044 - 2044 | \$ 6,221,800       | \$ -                               | \$ 6,221,800       | 8%               | \$ 478,109               | \$ -         | \$ 5,743,691            |
| 1.4.27                          | Provision for New Cycling Infrastructure |    |                     |                   | 2045 - 2045 | \$ 6,063,600       | \$ -                               | \$ 6,063,600       | 8%               | \$ 465,952               | \$ -         | \$ 5,597,648            |
| Subtotal Bicycle Facilities     |                                          |    |                     |                   |             | \$ 170,503,000     | \$ -                               | \$ 170,503,000     |                  | \$ 13,102,152            | \$ -         | \$ 157,400,848          |

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS

| Name                                            | From                                                                | To | Existing # of Lanes | Future # of Lanes | Timing      | Gross Project Cost | Grants/ Subsidies/Other Recoveries | Net Municipal Cost | Ineligible Costs |                          |              | Total DC Eligible Costs |
|-------------------------------------------------|---------------------------------------------------------------------|----|---------------------|-------------------|-------------|--------------------|------------------------------------|--------------------|------------------|--------------------------|--------------|-------------------------|
|                                                 |                                                                     |    |                     |                   |             |                    |                                    |                    | BTE %            | Replacement & BTE Shares | 0% Reduction |                         |
| 1.5 Other Roads and Related Infrastructure      |                                                                     |    |                     |                   |             |                    |                                    |                    |                  |                          |              |                         |
| 1.5.1                                           | STAND ALONE SIGNALIZED INTERSECTION IMPROVEMENTS                    |    |                     |                   | 2019 - 2041 | \$ 20,700,000      | \$ -                               | \$ 20,700,000      | 0%               | \$ -                     | \$ -         | \$ 20,700,000           |
| 1.5.2                                           | SIGNAL PHASING CHANGES, TRAFFIC SIGNAL EQUIP. ENHANCEMENTS, AND ITS |    |                     |                   | 2019 - 2041 | \$ 29,153,000      | \$ -                               | \$ 29,153,000      | 0%               | \$ -                     | \$ -         | \$ 29,153,000           |
| 1.5.3                                           | TRANSIT SIGNAL PRIORITY                                             |    |                     |                   | 2019 - 2041 | \$ 9,200,000       | \$ -                               | \$ 9,200,000       | 0%               | \$ -                     | \$ -         | \$ 9,200,000            |
| 1.5.4                                           | STAND ALONE SIDEWALK COSTS                                          |    |                     |                   | 2019 - 2041 | \$ 7,420,000       | \$ -                               | \$ 7,420,000       | 0%               | \$ -                     | \$ -         | \$ 7,420,000            |
| 1.5.5                                           | STAND ALONE NOISE WALLS                                             |    |                     |                   | 2019 - 2041 | \$ 61,900,000      | \$ -                               | \$ 61,900,000      | 50%              | \$ 30,950,000            | \$ -         | \$ 30,950,000           |
| 1.5.6                                           | DC, OP and TMP STUDIES                                              |    |                     |                   | 2019 - 2041 | \$ 3,600,000       | \$ -                               | \$ 3,600,000       | 0%               | \$ -                     | \$ -         | \$ 3,600,000            |
| 1.5.7                                           | EA STUDIES (1.5% OF ROADS AND RAIL GRADE SEPARATIONS)               |    |                     |                   | 2019 - 2041 | \$ 9,438,000       | \$ -                               | \$ 9,438,000       | 0%               | \$ -                     | \$ -         | \$ 9,438,000            |
| Subtotal Other Roads and Related Infrastructure |                                                                     |    |                     |                   |             | \$ 141,411,000     | \$ -                               | \$ 141,411,000     |                  | \$ 30,950,000            | \$ -         | \$ 110,461,000          |
| TOTAL ROADS                                     |                                                                     |    |                     |                   |             | \$ 941,101,000     | \$ 4,235,000                       | \$ 936,866,000     |                  | \$ 85,486,652            | \$ -         | \$ 851,379,348          |

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