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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 24, 2017 |
| FROM: | KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |
| SUBJECT: | INFRASTRUCTURE CANADA – PHASE ONE INVESTMENTS PUBLIC TRANSIT INFRASTRUCTURE FUND – APPROVED PROJECTS |

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| RECOMMENDATION |
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, with the concurrence of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and City Manager, the following actions be taken with respect to the execution of the Transfer Payment Agreement (TPA) for the Public Transit Infrastructure Fund (PTIF) Phase One (Ontario):

- a) the attached proposed by-law (Appendix A), **BE INTRODUCED** at the Municipal Council meeting to be held on May 30, 2017 to:
 - (i) authorize and approve the Transfer Payment Agreement (TPA) for the Public Transit Infrastructure Fund (PTIF) Phase One (Ontario) between Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario and The Corporation of the City of London, substantially in the form attached as Schedule A to the by-law and to the satisfaction of the City Solicitor; it being noting that the Province is currently finalizing the Agreement;
 - (ii) authorize the Mayor and the City Clerk to sign the Transfer Payment Agreement authorized and approved in a) (i), above; and,
 - (iii) authorize the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and City Manager, or designate, to execute any financial reports required as a condition of the Transfer Payment Agreement authorized and approved in a) (i) above.

- b) the list of projects approved for funding under PTIF Phase One (Appendix B) **BE RECEIVED** for information; it being noted that the City of London, including London Transit, was approved for \$74.3 million worth of projects, with \$37.2 million of funding from the PTIF program.

- c) the Civic Administration **BE AUTHORIZED** to increase the 2016-2019 Multi-Year Capital Budget by \$14.3 million (from \$903.5 million to \$917.8 million) to reflect projects that have been approved by the Federal Government related to the PTIF announcement; it being noted that \$6.2 million in authorized but unissued debt will be cancelled as a result of recognizing PTIF funding.

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| PREVIOUS REPORTS PERTINENT TO THIS MATTER |
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Infrastructure Canada – Phase One Investments - Public Transit Infrastructure Fund (Civic Works Committee — October 4, 2016)

BACKGROUND

The City Public Transit Infrastructure Fund (PTIF) application included 61 projects to be delivered by the City and London Transit Commission. 54 projects were approved based on the program criteria that relate to improvements to public transit systems including active transportation. Minor adjustments to the value of a few projects were recently submitted by the City to retain London's full PTIF allocation of \$76.7 million. The approved projects are listed in **Appendix B**.

The rejected projects are:

- Replacement of paint booth at Highbury transit Facility;
- Replacement of Heating/Air Conditioning Units at Highbury transit facility;
- Replacement of service truck and inspector van utilized at Highbury transit facility; and,
- Supply and installation of additional bus wash at Wonderland transit facility;

Projects under Infrastructure Canada review are:

- VMP Park and Ride Lot Expansion;
- Replacement of audio system and implementation of video recording system in main boardroom at Highbury Transit Facility; and,
- Replacement of garage equipment at Highbury Transit Facility.

The Transfer Payment Agreement for PTIF Phase One

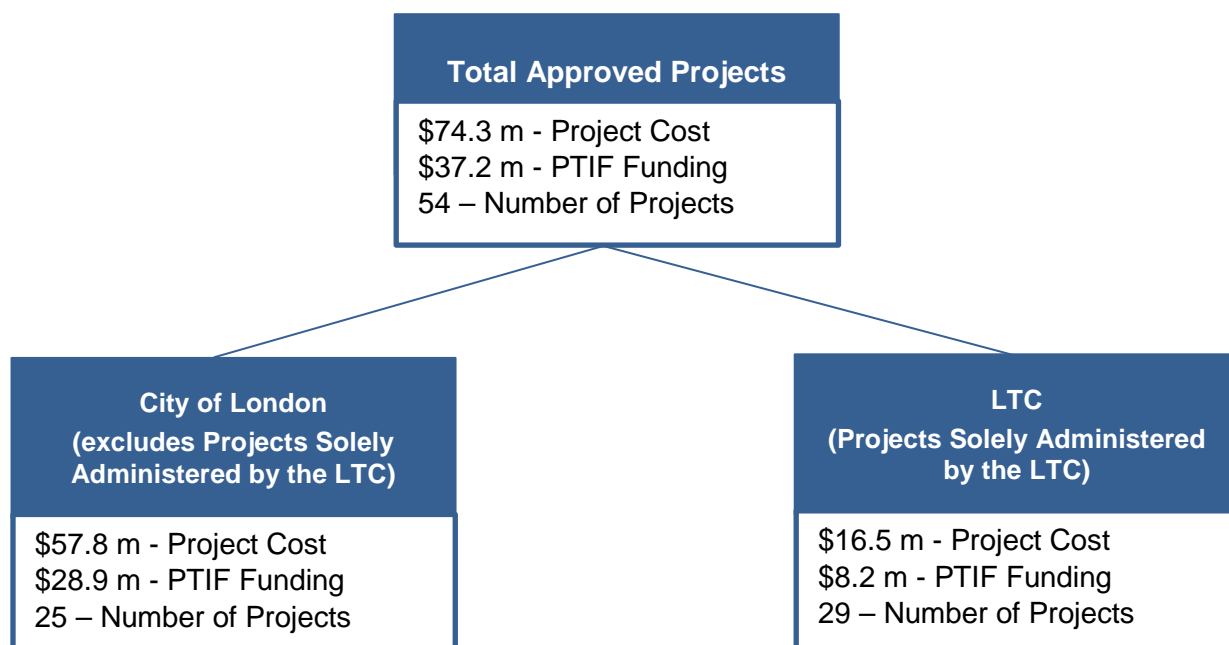
The purpose of the Transfer Payment Agreement (TPA) is to set out the terms and conditions for the funding agreement between the Province of Ontario and the City of London (see full text of the TPA in **Appendix A** – Schedule A). Funding is provided by the Government of Canada but under a Bilateral Agreement, the Province of Ontario has agreed to identify projects and be responsible for the transfer of PTIF funds to eligible municipalities pursuant to transfer payment agreements. The TPA sets out the maximum funds that will be provided to the City of London for the purpose of carrying out the projects on the approved list.

Program guidelines for PTIF Phase One require projects to be complete by March 31, 2018, but the Province has indicated that they may provide some flexibility regarding this deadline should there be a demonstrated need for up to 25% of the program value. March 2018 identifies an extremely short timeframe to deliver a lot of projects. Civic Administration is determining which projects will require some flexibility and will work with the Province to get an extension on the March 31, 2018 target deadline where necessary.

Financial Impact

The Federal Government approved \$74.3 million in eligible London projects with the government to fund up to 50% or \$37.2 million in PTIF. The approved projects consist of those included in the City of London budget and those administered by the London Transit Commission (LTC) (**Exhibit 1**).

Exhibit 1



The City of London 2016-2019 multi-year capital budget has been approved at \$903.5 million. In order to maximize PTIF funding while meeting PTIF program criteria (incrementality), the 2016-2019 multi-year capital budget will need to be increased by \$14.3 million as a result of projects approved. This will result in a revised 2016-2019 multi-year budget of \$917.8 million. The \$14.3 million increase is summarized in Table 1.

Of the 25 approved PTIF capital projects, 21 new discrete capital projects will be setup in order to capture the budget and associated activity related to the specific PTIF project approved (see **Appendix C**). There were also two capital projects (PTIF #LON-003 & #LON-004) related to Dundas Place where the City already has discrete capital projects established and that require a budget increase related to scope of work changes. Two additional capital projects (PTIF #LON-001 & #LON-002) related to Rapid Transit already have established capital budgets including senior government funding and do not require any budget adjustments.

Some of the capital projects approved as part of the City's application represent future capital projects that can now be accelerated under the PTIF program, thereby not requiring future year budgets. This has resulted in a reduction of \$13.6 million primarily in future year budgets (e.g. the replacement of seven buses planned for 2018 have now been advanced to 2017). All of the budget adjustments impact the 2016-2019 multi-year budget period, so there are no additional impacts to the ten year capital plan (**Appendix D**).

The financing of the \$14.3 million budget increase is primarily due to recognizing PTIF funding, partially offset by a reduction in authorized but unissued debt of \$6.2 million and other adjustments of \$1.0 million. Table 1 outlines the 2016-2019 multi-year capital budget sources of financing and the adjustments required to accommodate the PTIF project approval. It should be noted that of the \$28.9 million PTIF funding approved to be received by the City of London, \$7.4 million related to Rapid Transit which already assumed other level of government funding in the budget (the total budget for Rapid Transit is currently \$383 million with an assumption that the City will receive 2/3 funding). As a result, the net impact of PTIF funding is an additional \$21.5 million being recognized in the budget as new senior government funding.

Table 1

| Expenditure / Funding Source | 2016-2019 (\$ millions) | | |
|---|-------------------------|--------------|--------------|
| | Approved ¹ | Adjustment | Revised |
| EXPENDITURE | | | |
| New Discrete Projects / Increase Scope ² | 15.0 | 27.9 | 42.9 |
| Adjustments To Approved Capital Budgets | 888.5 | (13.6) | 874.9 |
| Total Expenditure | 903.5 | 14.3 | 917.8 |
| SOURCE OF FINANCING | | | |
| Tax Supported | | | |
| Capital Levy | 153.6 | - | 153.6 |
| Debenture ³ | 127.3 | (6.2) | 121.1 |
| Reserve Fund & Other | 108.3 | - | 108.3 |
| Sub-total Tax Supported | 389.2 | (6.2) | 383.0 |
| Non-Tax Supported | | | |
| Development Charges Debenture/Reserve Fund | 255.5 | - | 255.5 |
| Federal Gas Tax ⁴ | 58.3 | (0.7) | 57.6 |
| Senior Government ⁵ | 179.3 | (7.4) | 171.9 |
| Public Transit Infrastructure Funding | - | 28.9 | 28.9 |
| Provincial Grants / Other ⁶ | 21.2 | (0.3) | 20.9 |
| Sub-total Non-Tax Supported | 514.3 | 20.5 | 534.8 |
| Total Sources of Financing | 903.5 | 14.3 | 917.8 |

1) Represents the capital budget approved during the 2017 Annual Update on December 6, 2016.

2) Includes the approved budget for Dundas Place (PTIF #LON-003 & #LON-004).

3) The \$6.2 million reduction to debenture financing from 2016-2019 will be used to cancel authorized, but unissued debt.

4) Federal Gas Tax funding to be returned to the Federal Gas Tax Reserve Fund to be used for future eligible Federal Gas Tax projects.

5) PTIF funding of \$7.4 million related to Rapid Transit (LON-001 & LON-002) that was previously included in the approved budget as Senior Government funding to be committed as PTIF funding.

6) Adjustments predominately relate to Provincial Gas Tax that is administered and allocated by the London Transit Commission.

In summary, in order to account for the projects approved under the PTIF program the capital budget will need to be adjusted to:

- Setup discrete capital budgets;
- Recognize the PTIF funding;
- Reflect the incremental requirement along with the need to advance the timing of some projects in order to ensure that the projects can be completed in accordance with the timelines specified in the agreement; and,
- Make adjustments to other capital program financing (shifting of capital levy and debt sources).

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| CONCLUSION |
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The City of London, including London Transit, was successful in securing funding for \$74.3 million worth of projects under the PTIF Phase One. \$37.2 million of funding (50%) will come from the Government of Canada.

The purpose of this report is to seek Municipal Council approval of the Transfer Payment Agreement for the PTIF program between the Province of Ontario and the City of London, to authorize the Mayor and Clerk to sign the Transfer Payment Agreement once the final version is received from the Province, and to authorize the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and City Manager (or delegate) to execute any financial reports required as a condition of the Transfer Payment Agreement.

This report seeks to increase the 2016-2019 Multi-Year Capital Budget by \$14.3 million (from \$903.5 million to \$917.8 million) in order to accommodate changes to the capital plan resulting from the PTIF announcement.

This report was prepared with contributions from many individuals in the Planning, Engineering and Finance areas of the Corporation, with continuing support from the Senior Leadership Team.

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| SUBMITTED BY: | SUBMITTED BY: |
| | |
| JASON SENESE MANAGER, FINANCIAL PLANNING & POLICY | EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION |
| REVIEWED & CONCURRED BY: | RECOMMENDED BY: |
| | |
| LARRY PALARCHIO DIRECTOR, FINANCIAL PLANNING & POLICY | KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |

- Appendix A - By-law to approve Transfer Payment Agreement
- Appendix B - Schedule of Approved PTIF Projects
- Appendix C – Schedule of Required Capital Budget Adjustments
- Appendix D – 2016-2019 Multi-Year Budget Impact

Cc: John Fleming, Planning
 Kelly Paleczny, London Transit Commission
 Ian Collins, Finance

APPENDIX A

Bill No.
2017

A by-law to authorize and approve the Transfer Payment Agreement between Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario and The Corporation of the City of London; and to authorize the Mayor and the City Clerk to execute the Agreement.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of the Corporation of the City of London enacts the follows:

1. The Transfer Payment Agreement substantially in the form attached as Schedule "A" to this by-law, and subject to the satisfaction of the City Solicitor, between Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario and The Corporation of the City of London, permitting the City to receive capital funding of \$37,149,409 under Phase One of Public Transit Infrastructure Fund (PTIF), is hereby authorized and approved.
2. The Mayor and the City Clerk are hereby authorized to execute the Transfer Payment Agreement authorized and approved under section 1, above.
3. The Managing Director, Corporate Services and City Treasurer, Chief Financial Officer and City Manager (or delegate) is hereby authorized to execute any financial reports required as a condition under the Transfer Payment Agreements.
4. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council on _____

Matt Brown
Mayor

Catherine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

Schedule A

Transfer Payment Agreement

Appendix B

List of Approved Projects for City of London under Public Transit Infrastructure Fund (PTIF) Phase 1

| Project ID | Project Title | PTIF Contribution | Municipal/ Provincial Contribution | Total Project Cost |
|-------------------|---|--------------------------|---|---------------------------|
| LON-001 | Shift Rapid Transit Environmental Assessment | \$1,500,000 | \$1,500,000 | \$3,000,000 |
| LON-002 | Shift Rapid Transit Engineering | \$5,942,909 | \$5,942,909 | \$11,885,818 |
| LON-003 | Rehabilitation of Dundas Place | \$8,000,000 | \$8,000,000 | \$16,000,000 |
| LON-004 | Dundas Place Transit Improvements | \$1,000,000 | \$1,000,000 | \$2,000,000 |
| LON-005 | New Accessible Transit Pad and Sidewalks | \$1,000,000 | \$1,000,000 | \$2,000,000 |
| LON-006 | Installation of New Pedestrian Crossovers | \$345,000 | \$345,000 | \$690,000 |
| LON-008 | Kiwanis Park Pathway Connection | \$1,050,000 | \$1,050,000 | \$2,100,000 |
| LON-009 | Construct New Downtown Cycle Tracks | \$1,075,000 | \$1,075,000 | \$2,150,000 |
| LON-010 | Byron Baseline and Wonderland Road Sidewalk & Bicycle Facilities | \$875,000 | \$875,000 | \$1,750,000 |
| LON-011 | Separated Bicycle Lane Renewal | \$645,000 | \$645,000 | \$1,290,000 |
| LON-012 | Construct Bradley Ave Extension Transit and Active Transportation | \$250,000 | \$250,000 | \$500,000 |
| LON-013 | Sidewalk & Bicycle Lane Improvements on the Field Marshall Wolseley Bridge | \$95,000 | \$95,000 | \$190,000 |
| LON-014 | Rehabilitate & Upgrade Blackfriars Bridge Active Transportation Components | \$750,000 | \$750,000 | \$1,500,000 |
| LON-015 | Old East Village Shift Rapid Transit Route Parking Lot Improvements | \$650,000 | \$650,000 | \$1,300,000 |
| LON-016 | Feasibility Study for a Downtown Transportation Alliance | \$75,000 | \$75,000 | \$150,000 |
| LON-017 | Neighbourhood Bike Parking Infrastructure Preliminary Concepts Study | \$25,000 | \$25,000 | \$50,000 |
| LON-018 | Install Bike Parking Facility (near downtown Bus Rapid Transit Station) | \$60,000 | \$60,000 | \$120,000 |
| LON-019 | Upgrade Automatic Vehicle Location/Communication System utilized at London Transit | \$121,000 | \$121,000 | \$242,000 |
| LON-020 | Replacement of existing 8-line wayside transit information signs | \$195,500 | \$195,500 | \$391,000 |
| LON-021 | Upgrade of on-board bus audio/video recording system | \$175,000 | \$175,000 | \$350,000 |
| LON-022 | Replacement of current telephone system in use at London Transit | \$150,000 | \$150,000 | \$300,000 |
| LON-023 | Retrofit current bus fleet (110 buses) with perimeter seating to increase accessibility | \$562,500 | \$562,500 | \$1,125,000 |
| LON-024 | Asphalt repairs at both transit facilities | \$200,000 | \$200,000 | \$400,000 |
| LON-025 | Upgrade lighting to Light-emitting diodes (LED) at both transit facilities | \$162,500 | \$162,500 | \$325,000 |
| LON-026 | Replacement of (2) hoists at Highbury transit facility | \$200,000 | \$200,000 | \$400,000 |
| LON-028 | Upgrade of Fuel Cardlock system at Highbury Transit Facility | \$57,500 | \$57,500 | \$115,000 |

| Project ID | Project Title | PTIF Contribution | Municipal/ Provincial Contribution | Total Project Cost |
|-------------------|--|--------------------------|---|---------------------------|
| LON-029 | Replacement of 10 engines in buses that have surpassed the planned 6 year replacement cycle | \$450,000 | \$450,000 | \$900,000 |
| LON-030 | Replacement of all 380 bus shelters currently in place in the City of London | \$1,319,500 | \$1,319,500 | \$2,639,000 |
| LON-031 | Upgrades to file server and network switching infrastructure in use at the Highbury Transit Facility. | \$101,500 | \$101,500 | \$203,000 |
| LON-032 | Replacement of bus wash infrastructure at Highbury Transit Facility | \$368,000 | \$368,000 | \$736,000 |
| LON-034 | Replacement batteries for 8 Hybrid buses currently in fleet | \$372,500 | \$372,500 | \$745,000 |
| LON-035 | Replacement Dual Power Invertor Modules for 8 Hybrid buses | \$200,000 | \$200,000 | \$400,000 |
| LON-036 | Replacement of transmissions for 8 Hybrid buses | \$414,000 | \$414,000 | \$828,000 |
| LON-037 | Replacement of the Autotechnik Joints for 9 articulated buses in the fleet | \$276,000 | \$276,000 | \$552,000 |
| LON-038 | Replacement of the salt storage tent at Highbury Transit Facility | \$37,500 | \$37,500 | \$75,000 |
| LON-039 | Complete construction to enclose existing structure at Wonderland transit facility to provide for additional storage | \$30,000 | \$30,000 | \$60,000 |
| LON-040 | Replace/repair existing perimeter fencing at Highbury Transit Facility | \$40,000 | \$40,000 | \$80,000 |
| LON-041 | Replace security gate infrastructure at Highbury Transit Facility | \$75,000 | \$75,000 | \$150,000 |
| LON-042 | Replacement of all (25) man doors at Highbury Transit Facility | \$15,000 | \$15,000 | \$30,000 |
| LON-043 | Completion of concrete repair at Wonderland Transit Facility | \$75,000 | \$75,000 | \$150,000 |
| LON-044 | Replacement of sewage pump infrastructure at the Wonderland Transit Facility | \$34,500 | \$34,500 | \$69,000 |
| LON-045 | Renovation of reception area at Highbury transit facility to provide greater security | \$11,500 | \$11,500 | \$23,000 |
| LON-046 | Supply and installation of 35 wayside transit information signs at identified locations across the City | \$162,500 | \$162,500 | \$325,000 |
| LON-047 | Completion of a Facility needs Assessment and detailed plan for Highbury Transit facility | \$150,000 | \$150,000 | \$300,000 |
| LON-048 | Purchase and installation of 78 Automatic Passenger Counters for remainder of bus fleet | \$287,500 | \$287,500 | \$575,000 |
| LON-049 | Purchase and installation of closed-circuit monitors for all 213 buses | \$1,992,500 | \$1,992,500 | \$3,985,000 |
| LON-050 | Increased bus replacement program in 2017 to include 7 buses planned for 2018 replacement | \$2,000,000 | \$2,000,000 | \$4,000,000 |
| LON-051 | Increased bus replacement program in 2018 to include 7 buses planned for 2019 replacement | \$2,000,000 | \$2,000,000 | \$4,000,000 |

| Project ID | Project Title | PTIF Contribution | Municipal/ Provincial Contribution | Total Project Cost |
|-------------------|---|--------------------------|---|---------------------------|
| LON-052 | Rehabilitation of Thames Valley Parkway (TVP), South Branch | \$500,000 | \$500,000 | \$1,000,000 |
| LON-053 | Rehabilitation of Thames Valley Parkway (TVP), Main Branch | \$375,000 | \$375,000 | \$750,000 |
| LON-054 | Rehabilitation of 3 Pedestrian Bridges | \$300,000 | \$300,000 | \$600,000 |
| LON-055 | 12 Audible Pedestrian Signal Upgrades | \$195,000 | \$195,000 | \$390,000 |
| LON-056 | Installation of 60 Pedestrian Countdown Signal Heads | \$155,000 | \$155,000 | \$310,000 |
| LON-057 | Bicycle Detection Improvements at 4 intersections | \$50,000 | \$50,000 | \$100,000 |
| | Total | \$37,149,409 | \$37,149,409 | \$74,298,818 |

Appendix C

Schedule of Required Capital Budget Adjustments

| COL Project # | PTIF Reference | PTIF Title | 2016-2019 Expenditure | | |
|----------------------------|----------------|---|-----------------------|-------------------|-------------------|
| | | | Approved | Adjusted | Revised |
| TS1430 | LON-001 | Shift Rapid Transit Environmental Assessment (EA) / Transit Project Assessment Process (TPAP) | 3,000,000 | 0 | 3,000,000 |
| TS1430 | LON-002 | Shift Rapid Transit Pilot Project & Implementation | 11,885,818 | 0 | 11,885,818 |
| TS1135 | LON-003 | Rehabilitation of Dundas Place | 13,300,000 | 2,700,000 | 16,000,000 |
| MU1435 | LON-004 | Dundas Place Transit Improvements | 1,700,000 | 300,000 | 2,000,000 |
| TS1166 | LON-005 | New Accessible Transit Pads and Sidewalks | 0 | 2,000,000 | 2,000,000 |
| TS1140 | LON-006 | Installation of New Pedestrian Crossings | 0 | 690,000 | 690,000 |
| PD2159 | LON-008 | Kiwanis Park Pathway Connection | 0 | 2,100,000 | 2,100,000 |
| TS1765 | LON-009 | Construct New Downtown Cycle Tracks | 0 | 2,150,000 | 2,150,000 |
| TS1768 | LON-010 | Byron Baseline and Wonderland Road Sidewalk and Bicycle Facilities | 0 | 1,750,000 | 1,750,000 |
| TS1769 | LON-011 | Separated Bicycle Lane Renewal | 0 | 1,290,000 | 1,290,000 |
| TS1766 | LON-012 | Construct Bradley Avenue Extension Transit and Active Transportation Features | 0 | 500,000 | 500,000 |
| TS1764 | LON-013 | Sidewalk and Bicycle Lane Improvements on the Field Marshall Wolseley Bridge | 0 | 190,000 | 190,000 |
| TS1218 | LON-014 | Rehabilitate & Upgrade Blackfriars Bridge Active Transportation Components | 0 | 1,500,000 | 1,500,000 |
| TS1141 | LON-015 | Old East Village Shift Rapid Transit Route Parking Lot Improvements | 0 | 1,300,000 | 1,300,000 |
| TS5036 | LON-016 | Feasibility Study for a Downtown Transportation Alliance | 0 | 150,000 | 150,000 |
| TS5037 | LON-017 | Neighbourhood Bike Parking Infrastructure Preliminary Concepts Study | 0 | 50,000 | 50,000 |
| TS5038 | LON-018 | Install Bike Parking Facility (near downtown Bus Rapid Transit Station) | 0 | 120,000 | 120,000 |
| MU1045 | LON-050 | Increased bus replacement program in 2017 to include 7 buses planned for 2018 replacement | 0 | 4,000,000 | 4,000,000 |
| MU1046 | LON-051 | Increased bus replacement program in 2018 to include 7 buses planned for 2019 replacement | 0 | 4,000,000 | 4,000,000 |
| PD1073 | LON-052 | Rehabilitation of Thames Valley Parkway (TVP), South Branch | 0 | 1,000,000 | 1,000,000 |
| PD1075 | LON-053 | Rehabilitation of Thames Valley Parkway (TVP), Main Branch | 0 | 750,000 | 750,000 |
| PD1222 | LON-054 | Rehabilitation of 3 Pedestrian Bridges | 0 | 600,000 | 600,000 |
| TS5018 | LON-055 | Audible Pedestrian Signal Upgrades | 0 | 390,000 | 390,000 |
| TS5019 | LON-056 | Installation of up to 60 Pedestrian Countdown Signal Heads | 0 | 310,000 | 310,000 |
| TS1767 | LON-057 | Bicycle Detection Improvements at up to 4 intersections | | 100,000 | 100,000 |
| Total PTIF Projects | | | 29,885,818 | 27,940,000 | 57,825,818 |

| COL Project # | PTIF Reference | PTIF Title | 2016-2019 Expenditure | | |
|--|----------------|--------------------------------|-----------------------|---------------------|--------------------|
| | | | Approved | Adjusted | Revised |
| Existing Projects in the Approved 2016-2019 Multi-year Capital Budget | | | | | |
| TS1165 | | Warranted Sidewalks | 2,200,000 | (1,000,000) | 1,200,000 |
| TS1138 | | Road Safety Strategy | 875,000 | (345,000) | 530,000 |
| PD2135 | | Maintain Thames Valley Pathway | 1,325,000 | (1,050,000) | 275,000 |
| TS1446 | | Road Network Improvements | 40,881,800 | (750,000) | 40,131,800 |
| TS1254 | | Localized Roadworks | 535,000 | (85,000) | 450,000 |
| TS4208 | | Parking Lots Rehabilitation | 2,510,000 | (1,295,000) | 1,215,000 |
| TS1763 | | Bridges Major Upgrades | 11,556,450 | (95,000) | 11,461,450 |
| TS1215 | | Blackfriars Bridge | 4,000,000 | (1,300,000) | 2,700,000 |
| MU1044 | | Bus Purchase Replacement | 23,177,600 | (6,101,000) | 17,076,600 |
| RC2464 | | Multi Use Park Pathway | 1,050,000 | (500,000) | 550,000 |
| PD1173 | | Springbank Park Upgrade | 950,000 | (175,000) | 775,000 |
| PD2135 | | Maintain Thames Valley Path W. | 850,000 | (200,000) | 650,000 |
| PD2063 | | Maintain Open Space | 1,130,000 | (300,000) | 830,000 |
| TS5012 | | Audible Pedestrian Signals | 442,045 | (145,000) | 297,045 |
| TS4067 | | Traffic Signals - Mtce | 3,702,000 | (205,000) | 3,497,000 |
| TS1739 | | Cycling Facilities | 2,348,550 | (50,000) | 2,298,550 |
| Total Variance to Existing Approved Capital Projects | | | 97,533,445 | (13,596,000) | 83,937,445 |
| Total Revised Capital Budgets for PTIF Initiative | | | 127,419,263 | 14,344,000 | 141,763,263 |

Appendix D

2016-2019 Multi-Year Budget Impact

| Expenditure (\$millions) | Approved 2016-2019 Multi-year Capital Budget ¹ | 2016 Adjustment | 2017 Adjustment | 2018 Adjustment | 2019 Adjustment | Total 2016-2019 Adjustments | Approved 2016-2019 Multi-year Capital Budget |
|--|---|-----------------|-----------------|-----------------|-----------------|-----------------------------|--|
| EXPENDITURE | | | | | | | |
| New Discrete Projects | - | - | 24.9 | - | - | 24.9 | 24.9 |
| Increase Scope (LON-003 & LON-004) | 15.0 | - | 15.7 | (6.4) | (6.3) | 3.0 | 18.0 |
| Adjustments To Approved Capital Budgets | 888.5 | (1.7) | (2.8) | (5.7) | (3.4) | (13.6) | 874.9 |
| TOTAL | 903.5 | (1.7) | 37.8 | (12.1) | (9.7) | 14.3 | 917.8 |
| SOURCE OF FINANCING | | | | | | | |
| Tax Supported | | | | | | | |
| Capital Levy | 153.6 | (1.8) | 1.8 | - | - | - | 153.6 |
| Debenture ² | 127.3 | 0.6 | 12.5 | (10.8) | (8.5) | (6.2) | 121.1 |
| Reserve Fund & Other | 108.3 | - | - | - | - | - | 108.3 |
| Sub-total Tax Supported | 389.2 | (1.2) | 14.3 | (10.8) | (8.5) | (6.2) | 383.0 |
| Non-Tax Supported | | | | | | | |
| Development Charges Debenture/Reserve Fund | 255.5 | - | - | - | - | - | 255.5 |
| Federal Gas Tax ³ | 58.3 | (0.5) | - | (0.2) | - | (0.7) | 57.6 |
| Senior Government ⁴ | 179.3 | - | (7.4) | - | - | (7.4) | 171.9 |
| Public Transit Infrastructure Funding | - | - | 28.9 | - | - | 28.9 | 28.9 |
| Provincial Grants / Other ⁵ | 21.2 | - | 2.0 | (1.1) | (1.2) | (0.3) | 20.9 |
| Sub-total Non-Tax Supported | 514.3 | (0.5) | 23.5 | (1.3) | (1.2) | 20.5 | 534.8 |
| Total Sources of Financing | 903.5 | (1.7) | 37.8 | (12.1) | (9.7) | 14.3 | 917.8 |

1) Represents the capital budget approved during the 2017 Annual Update on December 6, 2016.

2) The \$6.2 million reduction to debenture financing from 2016-2019 will be used to cancel authorized, but unissued debt.

3) Federal Gas Tax funding to be returned to the Federal Gas Tax Reserve Fund to be used for future eligible Federal Gas Tax projects.

4) PTIF funding of \$7.4 million related to Rapid Transit (LON-001 & LON-002) that was previously included in the approved budget as Senior Government funding to be committed as PTIF funding.

5) Adjustments predominately relate to Provincial Gas Tax that is administered and allocated by the London Transit Commission.