

TO:	CHAIR AND MEMBERS STRATEGIC PRIORITIES & POLICY COMMITTEE MEETING ON OCTOBER 28, 2019
FROM:	ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES AND CITY TREASURER, CHIEF FINANCIAL OFFICER
SUBJECT:	INVESTING IN CANADA INFRASTRUCTURE PLAN PUBLIC TRANSIT INFRASTRUCTURE STREAM APPROVED PROJECTS

RECOMMENDATION

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer:

- a) the list of projects approved for funding under the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program (ICIP) **BE RECEIVED** for information; it being noted that the City of London will utilize \$225.1 million of funding from the PTIS program (\$122.8 million from the Federal government and \$102.3 million from the Provincial government) for the ten projects submitted for consideration under the Public Transit stream of ICIP.
- b) the financial impact included in this report **BE RECEIVED** for information, noting that the changes will be reflected in the 2020-2023 Multi-Year Budget.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Strategic Priorities and Policy Committee, March 25, 2019, Item 4.1, Investing in Canada Infrastructure Program Public Transit Stream Transportation Projects for Submission <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=60115>
- Strategic Priorities and Policy Committee, March 20, 2019, Item 3.1, Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=59998>

LINK TO 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the Building a Sustainable City strategic area of focus by building new transportation infrastructure to meet the long term needs of our community. The improvements and new construction included in the ten approved Public Transit Infrastructure Stream (PTIS) projects will enhance safe and convenient mobility choices for transit, automobiles, pedestrians and cyclists.

BACKGROUND

On February 13, 2019, Council directed staff to assemble a list of transportation projects that were both likely to be eligible for provincial and federal funding and able to be delivered within the program funding window of the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Infrastructure Program (ICIP), ending in March of 2028.

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting the projects for submission to the Province. On March 25, the Strategic Priorities and Policy Committee debated the final project list to be submitted and on March 26, Council made the final selection for the ten projects submitted for approval under the PTIS program.

On June 25, 2019, the Province pledged \$103.2 million for ten transit and transit supportive projects for the City of London under the PTIS program. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program. This “Agreement in Principle” allows the City of London to proceed with spending PTIS funds. The PTIS Transfer Payment Agreement has not yet been received.

RECONCILIATION OF TEN APPROVED PTIS PROJECTS

Under the PTIS program, the City of London received approval for ten projects with a total value of \$375.2 million (**Exhibit 1**).

Exhibit 1

Investing in Canada Infrastructure Plan - Public Transit Infrastructure Stream City of London - Approved Funding

Project Name	Federal Funding	Provincial Funding	Municipal / Other Funding	Total Project Costs
East London Link	\$41,680,000	\$34,729,860	\$43,790,140	\$120,200,000
Wellington Gateway	\$38,120,000	\$31,763,490	\$61,916,510	\$131,800,000
Downtown Loop	\$11,280,000	\$9,399,060	\$7,820,940	\$28,500,000
Intelligent Traffic Signals	\$7,800,000	\$6,499,350	\$5,200,650	\$19,500,000
Adelaide Street Underpass Active Transportation Connections	\$6,034,692	\$5,028,407	\$7,836,901	\$18,900,000
Expansion Buses	\$10,080,000	\$8,399,160	\$6,720,840	\$25,200,000
Bus Stop Amenities	\$440,000	\$366,630	\$293,370	\$1,100,000
Dundas Place Thames Valley Parkway Active Transportation Connection	\$1,600,000	\$1,333,200	\$1,066,800	\$4,000,000
Dundas Street Old East Village Streetscape Improvements	\$3,280,000	\$2,733,060	\$2,186,940	\$8,200,000
Oxford Street / Wharncliffe Road Intersection Improvements	\$3,520,000	\$2,933,040	\$11,346,960	\$17,800,000
Approved Total	\$123,834,692	\$103,185,257	\$148,180,051	\$375,200,000
Potential Reduction to PTIS Funding Due to the Projected Contribution from Canadian Pacific Railway to the Adelaide Street Project	(\$1,074,201)	(\$895,078)	(\$716,223)	(\$2,685,502)
Revised Total	\$122,760,491	\$102,290,179	\$147,463,828	\$372,514,498

Exhibit 1 identifies that \$225.1 million of funding from the PTIS program will be utilized (\$122.8 million from the Federal government and \$102.3 million from the Provincial government). These amounts are slightly lower than the approved amounts because an allowance has been included for the potential reduction to the PTIS funding due to the projected contribution from Canadian Pacific Railway to the Adelaide Street Underpass Active Transportation Connection project. A final estimation on the amount that will be claimed under PTIS cannot be determined until the PTIS Transfer Payment Agreement has been received and reconciled.

The existing budget for the Rapid Transit corridors assumed that land acquisition costs would be recognized as part of the municipal share and included within the total eligible project cost. However, under the PTIS program, land costs were not recognized as part of the municipal share so they were excluded from the total eligible project costs used to establish available PTIS funding. Five of the projects submitted for consideration, including the Rapid Transit corridors, included land costs. Under the PTIS program, the combined funding from the Federal and Provincial governments is 73.33% of total eligible project costs.

The total PTIS funding application, including land, was for \$273.2 million, \$46.2 million more than was eventually approved under the PTIS program. This increased the municipal contribution to the PTIS projects that included land costs. However, with the approval of the seven “non-rapid transit”

PTIS projects, projects that were already partially funded in the City's approved capital budget, capacity was created in municipal funding to offset land costs that were not recognized within total eligible project costs.

As seen in **Exhibit 2** below, the net result is an increase in municipal funding for all PTIS approved projects, consisting of a \$25.4 million increase in development charges (DC), a \$4.6 million increase in capital levy, and a \$9.5 million savings in debenture funding. In other words, the municipal funding for all ten approved PTIF projects can be accommodated and capacity of \$4.9 million in tax supported financing will be achieved.

The increase in development charges will be funded from the City Services Reserve Funds and will be accounted for in the DC rate setting process in the next DC Study. The \$4.6 million increase in capital levy will be addressed by shifting capital levy from other projects that are eligible for debt financing and can take advantage of the \$9.5 million savings in debenture financing.

Exhibit 2 PTIS Funding Reconciliation (000's)

		Revised Budget (after 2019 DC Study changes)		Federal/Provincial Approval		Available/ (Required)
All PTIS Projects	Federal	\$120,545	34.4%	\$122,760	32.7%	N/A
	Provincial	\$100,444	28.6%	\$102,290	27.3%	N/A
	Dev Charges	\$91,780	26.2%	\$117,157	31.2%	(\$25,377)
	Capital Levy	\$15,625	4.5%	\$20,254	5.4%	(\$4,628)
	Debenture	\$19,575	5.6%	\$10,053	2.7%	\$9,522
	Subtotal Municipal	\$126,980	36.2%	\$147,464	39.3%	(\$20,483)
	Other ⁽¹⁾	\$2,686		\$2,686		N/A
Total	\$350,655			\$375,200		(\$20,483)

(1) Projected contribution from Canadian Pacific Railway to Adelaide Street Underpass Active Transportation Connection

(2) The growth/non-growth splits utilized for this analysis are based on the approved 2019 DC Background Study. These splits are subject to change upon completion of the next DC Study.

Details for the revised funding for each of the ten PTIS projects summarized in Exhibit 2 can be seen in **Appendix A**, including some notable observations.

- Each of the three rapid transit corridors requires additional municipal funding because each includes land costs which were not recognized within total eligible project costs (\$16.0 million for East; \$36.5 million for Wellington; and \$300,000 for Downtown).
- Five of the seven non-rapid transit corridor projects are drawing funding from other previously approved capital projects thereby creating capacity in funding from development charges, debenture or capital levy after the PTIS funding is incorporated.

RECONCILIATION OF RAPID TRANSIT PROJECTS

Although the North and West rapid transit corridors were not submitted for PTIS funding, they are still included in the 2019 Development Charges (DC) Background Study and the Transportation Master Plan. As Council's direction on these corridors is outstanding, these corridors will remain in the proposed 2020 – 2023 Multi-Year Budget. **Exhibit 3** below provides a reconciliation of the required funding for the five rapid transit corridors. Note that this reconciliation assumes that land costs for the North and West corridors will not be recognized within total eligible projects. Details for the revised funding for the five rapid transit corridor projects that were summarized in Exhibit 3 can be seen in **Appendix B**.

Two of the approved PTIS projects, the Intelligent Traffic Signals project and the Oxford-Wharnclyffe Intersection project, include work that was originally intended to be completed under the North and West corridors. For this reason, a total of \$20.9 million of the approved budget for those corridors was allocated to the respective PTIS projects. The Intelligent Traffic Signals project was allocated a total of \$6.5 million from the North and West corridors and the Oxford-Wharnclyffe Intersection project was allocated \$14.4 million from the West corridor.

The rapid transit funding reconciliation in Exhibit 3 also includes \$15.2 million of life-to-date and committed funding, excluding land costs, for:

- the Rapid Transit Master Plan and Environmental Assessment;
- heritage and archaeological assessments;
- implementation of intelligent traffic signal quick start program; and,
- preliminary detailed design.

After making the above allocations, the total budget for the five corridors is \$494.4 million. This excludes the \$20.9 million from the North and West corridors that was allocated to two PTIS projects bringing the total to \$515.2 million. Exhibit 3 indicates that to fund all five rapid transit corridors requires a \$49.1 million increase in development charges and a \$4.8 million increase in capital levy.

This does not take into consideration the \$18.2 million of capacity in the municipal contribution from the seven non-rapid transit PTIS projects that was reflected in the reconciliation of the ten approved PTIS projects in Exhibit 3. The net result is an increase in municipal funding, consisting of a \$39.3 million increase in development charges, a \$5.8 million increase in capital levy, and a \$9.5 million savings in debenture funding. In other words, the municipal funding for all five rapid transit corridors plus the other seven approved non-rapid transit PTIF projects can be accommodated and capacity of \$3.7 million in tax supported financing will be achieved.

Exhibit 3
Subtotal of All Rapid Transit Corridors (000's)

		Current Budget		Revised Budget (after PTIS Approval)		Available/ (Required)
Future Costs - All RT Projects ^{(1), (2)}	Federal	\$191,655	40.0%	\$162,256	33.9%	N/A
	Provincial	\$159,697	33.3%	\$135,200	28.2%	N/A
	Dev Charges	\$105,465	22.0%	\$154,516	32.2%	(\$49,051)
	Capital Levy	\$22,321	4.7%	\$27,166	5.7%	(\$4,845)
	Subtotal Municipal	\$127,786	26.7%	\$181,682	37.9%	(\$53,896)
	Total	\$479,138		\$479,138		(\$53,896)
Life-to-Date Actual + Committed Costs (excluding land costs) ⁽³⁾	PTIF (Federal)	\$6,277	41.2%	\$6,277	41.2%	N/A
	Dev Charges	\$8,187	53.8%	\$8,187	53.8%	\$0
	Capital Levy	\$767	5.0%	\$767	5.0%	\$0
	Subtotal Municipal	\$8,955	58.8%	\$8,955	58.8%	\$0
	Total	\$15,232		\$15,232		\$0
RT TOTAL	Federal	\$197,932	40.0%	\$168,533	34.1%	N/A
	Provincial	\$159,697	32.3%	\$135,200	27.3%	N/A
	Dev Charges	\$113,652	23.0%	\$162,704	32.9%	(\$49,051)
	Capital Levy	\$23,088	4.7%	\$27,933	5.7%	(\$4,845)
	Subtotal Municipal	\$136,741	27.7%	\$190,637	38.6%	(\$53,896)
	Total	\$494,369		\$494,369		(\$53,896)
Portion of PTIS Projects Originally Included in West and North Corridors		\$20,863		\$20,863		
RT GRAND TOTAL		\$515,232		\$515,232		

Non-RT PTIS Projects	Federal	\$8,345	11.9%	\$31,680	33.5%	N/A
	Provincial	\$6,953	9.9%	\$26,398	27.9%	N/A
	Dev Charges	\$29,651	42.3%	\$19,932	21.0%	\$9,719
	Capital Levy	\$2,945	5.6%	\$3,951	11.6%	(\$1,005)
	Debenture	\$19,575	27.9%	\$10,053	10.6%	\$9,522
	Subtotal Municipal	\$52,171	74.4%	\$33,936	35.8%	\$18,235
	Other ⁽⁴⁾	\$2,686		\$2,686		N/A
	Total	\$70,155		\$94,700		\$18,235

(1) Excludes \$3.75 million contributed to the Intelligent Traffic Signals (PTIS) project from the North RT corridor.

(2) Excludes \$2.75 million contributed to the Intelligent Traffic Signals (PTIS) project and \$14.4 million contributed to the Oxford-Adelaide Intersection Improvements (PTIS) project from the West RT corridor.

(3) Includes \$15.2 million of life-to-date and committed funding for the Environmental Assessment; achieving 30% design level through the Transit Project Assessment Process; completing supporting heritage and archaeological assessments; implementation of intelligent traffic signal quick start program; and completion of preliminary detailed design of the Downtown Loop.

(4) Projected contribution from Canadian Pacific Railway to Adelaide Street Underpass Active Transportation Connection

Next Steps

Although the City has received the Agreement in Principle from the Province confirming their financial commitment under the PTIS program, the formal Transfer Payment Agreement (TPA) is still required. The TPA should be available in the coming months, but the City can proceed with spending PTIS funds based on the Agreement in Principle.

As the 2020-2023 Multi-Year Budget is developed, Federal and Provincial PTIS funding will be incorporated into the approved projects and additional funding from development charges and tax

supported sources will be allocated to the required municipal contribution, noting that a net surplus in debenture financing required will be realized.

Civic Administration will explore opportunities to apply additional available PTIS funding. The current approved PTIS projects were part of the first round of PTIS funding. A second round of PTIS funding is still expected. The original funding allocation was \$375.6 million (\$204.9 Federal plus \$170.7 Provincial). The ten approved PTIS projects will utilize \$225.1 million of this allocation, leaving an available balance of \$150.5 million. As currently budgeted, the North and West rapid transit corridors require \$130.5 million of federal and provincial funding.

CONCLUSION

Under the PTIS program, the City of London will utilize \$225.1 million of funding from the PTIS program (\$122.8 million from the Federal government and \$102.3 million from the Provincial government) for the ten projects submitted for consideration with a total project value of \$375.2 million. The additional municipal funding required to support these projects will be allocated as the 2020-2023 Multi-Year Budget is developed.

SUBMITTED BY:	REVIEWED BY:
ALAN DUNBAR, CPA, CGA MANAGER, FINANCIAL PLANNING & POLICY	KYLE MURRAY, CPA, CA DIRECTOR, FINANCIAL PLANNING AND BUSINESS SUPPORT
RECOMMENDED BY:	CONCURRED BY:
ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES, AND CITY TREASURER, CHIEF FINANCIAL OFFICER	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER

Appendix A - PTIS Funding Reconciliation
 Appendix B – Rapid Transit Funding Reconciliation

- Cc: Doug MacRae
 Jennie Dann
 Lisa MacInnis
 Jason Senese
 Paul Yeoman
 Jason Davies
 Adam Thompson
 Kelly Paleczny, LTC

APPENDIX A

PTIS Funding Reconciliation (000's)

		Revised Budget (after 2019 DC Study changes)			Council Submission			Federal/Provincial Approval	Available/ (Required)
1 East London Link	Federal	\$48,080	40.0%	\$48,080	40.0%	\$41,680	34.7%	N/A	
	Provincial	\$40,063	33.3%	\$40,063	33.3%	\$34,730	28.9%	N/A	
	Dev Charges	\$26,649	22.2%	\$26,649	22.2%	\$37,561	31.2%	(\$10,912)	
	Capital Levy	\$5,408	4.5%	\$5,408	4.5%	\$6,229	5.2%	(\$821)	
	Subtotal Municipal	\$32,057	26.7%	\$32,057	26.7%	\$43,790	36.4%	(\$11,733)	
Total	\$120,200			\$120,200		\$120,200			
2 Wellington Gateway	Federal	\$52,720	40.0%	\$52,720	40.0%	\$38,120	28.9%	N/A	
	Provincial	\$43,929	33.3%	\$43,929	33.3%	\$31,763	24.1%	N/A	
	Dev Charges	\$29,074	22.1%	\$29,074	22.1%	\$53,056	40.3%	(\$23,982)	
	Capital Levy	\$6,077	4.6%	\$6,077	4.6%	\$8,861	6.7%	(\$2,784)	
	Subtotal Municipal	\$35,151	26.7%	\$35,151	26.7%	\$61,917	47.0%	(\$26,765)	
Total	\$131,800			\$131,800		\$131,800			
3 Downtown Loop	Federal	\$11,400	40.0%	\$11,400	40.0%	\$11,280	39.6%	N/A	
	Provincial	\$9,499	33.3%	\$9,499	33.3%	\$9,399	33.0%	N/A	
	Dev Charges	\$6,406	22.5%	\$6,406	22.5%	\$6,608	23.2%	(\$202)	
	Capital Levy	\$1,195	4.2%	\$1,195	4.2%	\$1,213	4.3%	(\$18)	
	Subtotal Municipal	\$7,601	26.7%	\$7,601	26.7%	\$7,821	27.4%	(\$220)	
Total	\$28,500			\$28,500		\$28,500			
4 Intelligent Traffic Signals	Federal	\$2,600	13.3%	\$7,800	40.0%	\$7,800	40.0%	N/A	
	Provincial	\$2,166	11.1%	\$6,499	33.3%	\$6,499	33.3%	N/A	
	Dev Charges	\$13,264	68.0%	\$4,705	24.1%	\$4,705	24.1%	\$8,559	
	Capital Levy	\$170	1.2%	\$149	2.9%	\$149	2.9%	\$21	
	Debtenture	\$1,300	6.7%	\$347	1.8%	\$347	1.8%	\$953	
Subtotal Municipal	\$14,734	75.6%	\$5,201	26.7%	\$5,201	26.7%	\$9,533		
Total	\$19,500			\$19,500		\$19,500			
5 Adelaide Street Underpass Active Transportation Connections	Federal	\$0	0.0%	\$6,486	34.3%	\$4,960	26.2%	N/A	
	Provincial	\$0	0.0%	\$5,404	28.6%	\$4,133	21.9%	N/A	
	Dev Charges	\$5,302	28.1%	\$1,414	7.5%	\$2,328	12.3%	\$2,974	
	Capital Levy	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	
	Debtenture	\$10,912	57.7%	\$2,910	15.4%	\$4,792	25.4%	\$6,120	
Subtotal Municipal	\$16,214	85.8%	\$4,324	22.9%	\$7,121	37.7%	\$9,094		
Other ⁽¹⁾	\$2,686		\$2,686		\$2,686		N/A		
Total	\$18,900			\$18,900		\$18,900			
6 Expansion Buses	Federal	\$0	0.0%	\$10,080	40.0%	\$10,080	40.0%	N/A	
	Provincial	\$0	0.0%	\$8,399	33.3%	\$8,399	33.3%	N/A	
	Dev Charges	\$4,622	40.0%	\$2,688	10.7%	\$2,688	10.7%	\$1,934	
	Capital Levy	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	
	Debtenture	\$6,933	60.0%	\$4,033	16.0%	\$4,033	16.0%	\$2,900	
Subtotal Municipal	\$11,555	100.0%	\$6,721	26.7%	\$6,721	26.7%	\$4,834		
Total	\$11,555			\$25,200		\$25,200			
7 Bus Stop Amenities	Federal	\$0		\$440	40.0%	\$440	40.0%	N/A	
	Provincial	\$0		\$367	33.3%	\$367	33.3%	N/A	
	Dev Charges	\$0		\$0	0.0%	\$0	0.0%	\$0	
	Capital Levy	\$0		\$293	26.7%	\$293	26.7%	(\$293)	
	Subtotal Municipal	\$0		\$293	26.7%	\$293	26.7%	(\$293)	
Total	\$0			\$1,100		\$1,100			
8 Dundas Place Thames Valley Parkway Active Transportation Connection	Federal	\$0		\$1,600	40.0%	\$1,600	40.0%	N/A	
	Provincial	\$0		\$1,333	33.3%	\$1,333	33.3%	N/A	
	Dev Charges	\$0		\$0	0.0%	\$0	0.0%	\$0	
	Capital Levy	\$0		\$1,067	26.7%	\$1,067	26.7%	(\$1,067)	
	Subtotal Municipal	\$0		\$1,067	26.7%	\$1,067	26.7%	(\$1,067)	
Total	\$0			\$4,000		\$4,000			
9 Dundas Street Old East Village Streetscape Improvements	Federal	\$0	0.0%	\$3,280	40.0%	\$3,280	40.0%	N/A	
	Provincial	\$0	0.0%	\$2,733	33.3%	\$2,733	33.3%	N/A	
	Dev Charges	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	
	Capital Levy	\$2,400	100.0%	\$2,187	26.7%	\$2,187	26.7%	\$213	
	Subtotal Municipal	\$2,400	100.0%	\$2,187	26.7%	\$2,187	26.7%	\$213	
Total	\$2,400			\$8,200		\$8,200			
10 Oxford Street / Wharncliffe Road Intersection Improvements	Federal	\$5,745	32.3%	\$7,120	40.0%	\$3,520	19.8%	N/A	
	Provincial	\$4,787	26.9%	\$5,933	33.3%	\$2,933	16.5%	N/A	
	Dev Charges	\$6,463	36.3%	\$4,257	23.9%	\$10,210	57.4%	(\$3,747)	
	Capital Levy	\$375	5.2%	\$255	5.4%	\$255	2.2%	\$121	
	Debtenture	\$430	2.4%	\$235	1.3%	\$882	5.0%	(\$452)	
Subtotal Municipal	\$7,268	40.8%	\$4,747	26.7%	\$11,347	63.7%	(\$4,079)		
Total	\$17,800			\$17,800		\$17,800			
All PTIS Approved Projects	Federal	\$120,545	34.4%	\$149,006	39.7%	\$122,760	32.7%	N/A	
	Provincial	\$100,444	28.6%	\$124,159	33.1%	\$102,290	27.3%	N/A	
	Dev Charges	\$91,780	26.2%	\$75,194	20.0%	\$117,157	31.2%	(\$25,377)	
	Capital Levy	\$15,625	4.5%	\$16,631	4.4%	\$20,254	5.4%	(\$4,628)	
	Debtenture	\$19,575	5.6%	\$7,525	2.0%	\$10,053	2.7%	\$9,522	
Subtotal Municipal	\$126,980	36.2%	\$99,350	26.5%	\$147,464	39.3%	(\$20,483)		
Other ⁽¹⁾	\$2,686		\$2,686		\$2,686		N/A		
Total	\$350,655			\$375,200		\$375,200			

(1) Projected contribution from Canadian Pacific Railway to Adelaide Street Underpass Active Transportation Connection

Observations on the PTIS Funding Reconciliation

- **East London Link, Wellington Gateway and Downtown Loop (rapid transit corridors) -** Each project requires additional municipal funding (development charges and tax supported) because each corridor includes land costs which were excluded from the total eligible project costs used to establish available PTIS funding (\$16.0 million for East; \$36.5 million for Wellington; and \$300,000 for Downtown). The total required tax supported funding for all three projects is \$3.6 million. As noted above, capacity in municipal funding from the other seven approved PTIS projects compensates for the required tax supported funding.
- **Intelligent Traffic Signals** – This project includes work that was intended to be completed under the North and West rapid transit corridors so \$6.5 million of the approved funding for those corridors is allocated to the Intelligent Traffic Signals project. After the PTIS funding is incorporated, the net result is \$9.5 million of capacity in development charges, capital levy and debenture funding.
- **Adelaide Street Underpass Active Transportation Connection** – The full Adelaide Underpass project is \$58.3 million. The approved PTIS project for active transportation is \$18.9 million including \$3.8 million of land and pre-approval consulting costs which were excluded from the total eligible project costs used to establish available PTIS funding. \$9.1 million of capacity in development charges and debenture financing is created after PTIS funding is applied.
- **Expansion Buses** – The DC approved project was \$11.5 million for 21 buses. The PTIS approved project is \$25.2 million for 31 buses. After PTIS funding is applied, \$4.8 million of capacity in development charges and tax supported funding is created.
- **Bus Stop Amenities** – This new \$1.1 million project is leveraged with \$293,000 of tax supported funding.
- **Dundas Place – Thames Valley Parkway Active Transportation Connection** – This is a new \$4 million project. After PTIS funding is applied, an additional \$1,067,000 of tax supported funding is required.
- **Dundas Street - Old East Village Streetscape Improvements** – This is a new \$8.2 million project but \$2.4 million is being applied from an approved life cycle project so the result is \$213,000 of capacity in capital levy.
- **Oxford Street – Wharnccliffe Road Intersection Improvements** – This project is a \$17.8 million project including \$9 million of land costs that were excluded from the total eligible project costs used to establish available PTIS funding. This project includes work that was intended to be completed under the West rapid transit corridor so \$14.4 million from the West corridor was allocated to the Oxford-Wharnccliffe Intersection project. This project is also funded by \$3.4 million from a growth project included in the 2019 DC Study. After PTIS funding is applied and the allocations are considered, the net result is \$3.7 million of additional development charges, \$0.5 million of additional debenture, and savings of \$121,000 in capital levy.

APPENDIX B

Rapid Transit Funding Reconciliation (000's)

		Current Budget		Revised Budget (after PTIS Approval)		Available/ (Required)
1 East London Link	Federal	\$48,080	40.0%	\$41,680	34.7%	N/A
	Provincial	\$40,063	33.3%	\$34,730	28.9%	N/A
	Dev Charges	\$26,649	22.2%	\$37,561	31.2%	(\$10,912)
	Tax Support	\$5,408	4.5%	\$6,229	5.2%	(\$821)
	Subtotal Municipal	\$32,057	26.7%	\$43,790	36.4%	(\$11,733)
	Total	\$120,200		\$120,200		(\$11,733)
2 Wellington Gateway	Federal	\$52,720	40.0%	\$38,120	28.9%	N/A
	Provincial	\$43,929	33.3%	\$31,763	24.1%	N/A
	Dev Charges	\$29,074	22.1%	\$53,056	40.3%	(\$23,982)
	Tax Support	\$6,077	4.6%	\$8,861	6.7%	(\$2,784)
	Subtotal Municipal	\$35,151	26.7%	\$61,917	47.0%	(\$26,765)
	Total	\$131,800		\$131,800		(\$26,765)
3 Downtown Loop	Federal	\$11,400	40.0%	\$11,280	39.6%	N/A
	Provincial	\$9,499	33.3%	\$9,399	33.0%	N/A
	Dev Charges	\$6,406	22.5%	\$6,608	23.2%	(\$202)
	Tax Support	\$1,195	4.2%	\$1,213	4.3%	(\$18)
	Subtotal Municipal	\$7,601	26.7%	\$7,821	27.4%	(\$220)
	Total	\$28,500		\$28,500		(\$220)
Subtotal PTIS Approved RT Projects	Federal	\$112,200	40.0%	\$91,080	32.5%	N/A
	Provincial	\$93,491	33.3%	\$75,892	27.1%	N/A
	Dev Charges	\$62,129	22.1%	\$97,225	34.7%	(\$35,096)
	Tax Support	\$12,680	4.5%	\$16,303	5.8%	(\$3,623)
	Subtotal Municipal	\$74,809	26.7%	\$113,528	40.5%	(\$38,718)
	Total	\$280,500		\$280,500		(\$38,718)
4 North ⁽¹⁾	Federal	\$57,420	40.0%	\$50,525	35.2%	N/A
	Provincial	\$47,845	33.3%	\$42,100	29.3%	N/A
	Dev Charges	\$31,780	22.1%	\$43,447	30.3%	(\$11,667)
	Tax Support	\$6,505	4.5%	\$7,478	5.2%	(\$973)
	Subtotal Municipal	\$38,285	26.7%	\$50,925	35.5%	(\$12,641)
	Total	\$143,550		\$143,550		(\$12,641)
5 West ⁽²⁾	Federal	\$22,035	40.0%	\$20,651	37.5%	N/A
	Provincial	\$18,361	33.3%	\$17,207	31.2%	N/A
	Dev Charges	\$11,556	21.0%	\$13,845	25.1%	(\$2,289)
	Tax Support	\$3,136	5.7%	\$3,384	6.1%	(\$249)
	Subtotal Municipal	\$14,692	26.7%	\$17,229	31.3%	(\$2,537)
	Total	\$55,088		\$55,088		(\$2,537)
Subtotal All RT Projects	Federal	\$191,655	40.0%	\$162,256	33.9%	N/A
	Provincial	\$159,697	33.3%	\$135,200	28.2%	N/A
	Dev Charges	\$105,465	22.0%	\$154,516	32.2%	(\$49,051)
	Tax Support	\$22,321	4.7%	\$27,166	5.7%	(\$4,845)
	Subtotal Municipal	\$127,786	26.7%	\$181,682	37.9%	(\$53,896)
	Total	\$479,138		\$479,138		(\$53,896)
Life-to-Date Actual + Committed Costs (excluding land costs) ⁽³⁾	PTIF (Federal)	\$6,277	41.2%	\$6,277	41.2%	N/A
	Dev Charges	\$8,187	53.8%	\$8,187	53.8%	\$0
	Tax Support	\$767	5.0%	\$767	5.0%	\$0
	Subtotal Municipal	\$8,955	58.8%	\$8,955	58.8%	\$0
	Total	\$15,232		\$15,232		\$0
RT TOTAL	Federal	\$197,932	40.0%	\$168,533	34.1%	N/A
	Provincial	\$159,697	32.3%	\$135,200	27.3%	N/A
	Dev Charges	\$113,652	23.0%	\$162,704	32.9%	(\$49,051)
	Tax Support	\$23,088	4.7%	\$27,933	5.7%	(\$4,845)
	Subtotal Municipal	\$136,741	27.7%	\$190,637	38.6%	(\$53,896)
	Total	\$494,369		\$494,369		(\$53,896)
Portion of PTIS Projects Originally Included in West and North Corridors		Total		\$20,863		
RT GRAND TOTAL		Total		\$515,232		
Non-RT PTIS Projects	Federal	\$8,345	11.9%	\$31,680	33.5%	N/A
	Provincial	\$6,953	9.9%	\$26,398	27.9%	N/A
	Dev Charges	\$29,651	42.3%	\$19,932	21.0%	\$9,719
	Capital Levy	\$2,945	4.2%	\$3,951	4.2%	(\$1,005)
	Debenture	\$19,575	27.9%	\$10,053	10.6%	\$9,522
	Subtotal Municipal	\$52,171	74.4%	\$33,936	35.8%	\$18,235
	Other ⁽⁴⁾	\$2,686		\$2,686		N/A
	Total	\$70,155		\$94,700		\$18,235

(1) Excludes \$3.75 million contributed to the Intelligent Traffic Signals (PTIS) project from the North RT corridor.

(2) Excludes \$2.75 million contributed to the Intelligent Traffic Signals (PTIS) project and \$14.4 million contributed to the Oxford-Adelaide Intersection Improvements (PTIS) project from the West RT corridor.

(3) Includes \$15.2 million of life-to-date and committed funding for the Environmental Assessment; achieving 30% design level through the Transit Project Assessment Process; completing supporting heritage and archaeological assessments; implementation of intelligent traffic signal quick start program; and completion of preliminary detailed design of the Downtown Loop.

(4) Projected contribution from Canadian Pacific Railway to Adelaide Street Underpass Active Transportation Connection