

City of Mississauga

Corporate Report



Date: 2016/09/30

To: Chair and Members of Budget Committee

From: Gary Kent, Commissioner of Corporate Services and
Chief Financial Officer

Originator's files:

Meeting date:
2016/10/05

Subject

Public Transit Infrastructure Fund and Clean Water Wastewater Fund - Federal Funding Programs

Recommendation

1. That the Director of Finance and Treasurer or his designate be authorized to submit grant applications for Public Transit Infrastructure Fund (PTIF) recommended projects as listed in Appendix 1 attached to the report dated September 30, 2016 from the Commissioner of Corporate Services and Chief Financial Officer, to Grants Ontario;
2. That the Director of Finance and Treasurer or his designate be authorized to submit grant applications for Clean Water Wastewater Fund (CWWF) recommended projects as listed in Appendix 2 attached to the report dated September 30, 2016 from the Commissioner of Corporate Services and Chief Financial Officer, to Infrastructure Ontario;
3. That the projects included in Appendix 1 and Appendix 2 be included in the 2017-2026 Business Plan and Budget for budget approval;
4. That 12 contract FTEs be approved to implement the PTIF and CWWF programs, and that these positions be funded from the PTIF and CWWF projects and be included in the 2017 budget for budget approval;
5. That notwithstanding section 12 and section 18 of the Purchasing By-law #0374-2006 as amended, the City Manager and Chief Administrative Officer, or designate, be authorized to approve sole/single source procurements and contract amendments where appropriate for the PTIF and CWWF projects to meet the necessary timelines for the completion of these projects;
6. That the 2017-2019 budgets for MiWay bus acquisition totaling \$57.2M be approved for tendering purposes;

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7. That the Purchasing Agent be authorized to negotiate with New Flyer Industries and/or Nova Bus and execute all necessary agreements on a single source basis to purchase buses for MiWay in an amount up to \$57.2 million in a form satisfactory to Legal Services;
8. That all necessary bylaws be enacted.

Report Highlights

- The Public Transit Infrastructure Fund (PTIF) program is an equally cost-shared program with the federal government and the municipality. Funding is to be used to improve the state of a municipality's transit infrastructure. Appendix 1 includes \$116.6M of recommended projects to be submitted for consideration under PTIF. The federal government will contribute 50% (\$58,315,508) and the municipal portion of these projects in the amount of \$58,315,508 will be funded through \$4.9M from Development Charge (DC) reserve funds, and \$53.4M from the Capital reserve fund.
- The Clean Water Wastewater Fund (CWWF) program is also cost shared, but the funding formula is 50% federal (\$6,575,526), 25% provincial (\$3,287,763) and 25% municipal (\$3,287,763). Appendix 2 includes \$13.2M of recommended stormwater projects to be submitted for consideration under CWWF. The municipal portion of these projects will be funded through \$0.1M from Development Charge (DC) reserve funds, \$0.5M from the Capital reserve fund and \$2.7M from the Stormwater Capital reserve fund.
- Although eligible expenses must be incurred between April 1, 2016 and March 31, 2018 (a twenty-four month window), it is anticipated that project approval will not be available until December 2016 at the earliest. This represents a compressed timeframe for project completion.
- Meeting the purchasing requirements and completing construction will be difficult. For example, Mississauga will be looking to purchase \$63.3M in buses from two potential vendors, at a time when municipalities across Canada will be doing the same. For this reason, Council is being asked to grant approval for sole-source acquisition where necessary to ensure project completion and delivery of goods within the required timeframe.
- The PTIF and CWWF agreements, in addition to the Canada 150 programs, represent a much-needed infusion of funds that will allow the City of Mississauga to advance its infrastructure building without affecting the 2017 property tax bill. This funding has enabled us to advance and accelerate projects.
- Infrastructure Canada has indicated that details on Phase II infrastructure spending will be announced in the coming months. Council will be provided with regular updates on all infrastructure programs, as required.

Background

Through the 2016 Federal Budget, the Government of Canada has introduced the \$3.4 billion Public Transit Infrastructure Fund (PTIF) and the \$2 billion Clean Water Wastewater Fund (CWWF) programs.

The PTIF program is an equally cost-shared funding program with the federal government and the municipality. PTIF will help accelerate short term investments to support the rehabilitation of transit systems and fund studies to support longer-term transit expansion plans. Phase One of PTIF, announced on August 26, 2016, commits approximately \$3.4 billion across Canada, to be distributed on the basis of transit ridership. For the City of Mississauga, the federal government contribution is \$58,315,508 (50%); the City of Mississauga's share is also \$58,315,508 (50%).

The CWWF is also a federal program, designed to accelerate short-term community investments, while supporting the rehabilitation and modernization of drinking water, wastewater and stormwater infrastructure, and the planning and design of future facilities and upgrades to existing systems. The CWWF is also cost shared, but the funding formula is 50% federal (\$6,575,526), 25% provincial (\$3,287,763) and 25% City of Mississauga (\$3,287,763).

The provision of both PTIF and CWWF funds is governed by bilateral agreements between the Government of Canada and the Government of Ontario. Although eligible expenses must be incurred between April 1, 2016 and March 31, 2018 (a twenty-four month window), it is anticipated that project approval will not be available until December 2016 at the earliest.

This report provides Council with specific details on the PTIF and CWWF programs.

Comments

There has been a significant increase in federal infrastructure funding in the last year. Canada 150 (Intake 1) projects are currently underway. The City is awaiting feedback on its Canada 150 (Intake 2) submissions (approved by Council on June 15, 2016).

The PTIF and CWWF programs will provide a substantial infusion of funds that the City can use to improve the state of its infrastructure. Furthermore, Phase II of infrastructure programs is anticipated to be announced in the coming months.

In addition to recognizing the need to provide additional funding, the federal government has also improved its processes with respect to funding programs. Advanced communication has allowed municipalities to begin planning for these infrastructure programs in advance of detailed funding information. There is increased communication between the federal government and its municipal funding partners, resulting in funding being allocated to programs where it is most needed. Furthermore, the process to apply for funding has been streamlined, which is an administrative benefit.

Notwithstanding these improvements, there are other areas where these funding programs could be improved. In particular, a fifteen to eighteen-month window for designing, acquiring

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and/or constructing infrastructure is very challenging, particularly in projects that may involve significant construction or complex purchasing specifications.

The City endeavours to apply best practices in its long range planning as well as its specific project application. Even before a project can be considered “shovel-ready,” there are many steps which may need to be followed. For example, prior to proceeding with construction, an environmental assessment (EA), design, and approval phase must be undertaken. This phase alone can take fifteen months to three years to complete. Once permits, approvals and easements are in place, the construction phase can take six to twenty-four months to complete, depending on the complexity of the contract, short construction seasons, etc. Property issues can cause significant delays to this timeline, and utility relocations, if required, can add six to eighteen months to the project. Once completed, up to three years to satisfy post-construction monitoring and warranty requirements is not uncommon.

Program Details – PTIF

The Canada–Ontario Bilateral PTIF Agreement was signed on July 29, 2016. The agreement provides 50% cost-sharing from the federal government, and Mississauga’s funding allocation of \$58,315,508 was identified on August 29, 2016.

Funding is from the federal government but will be administered through Grants Ontario. Eligible investment categories are:

- Capital projects for rehabilitation, optimization and modernization of public transit infrastructure, or that improve the efficiency, accessibility and/or safety of public transit infrastructure (including rehabilitation or enhancement of existing guide ways, maintenance and storage facilities, transit stations or other public transit capital assets; refurbishment or replacement of existing rolling stock; intelligent transportation systems and replacement or enhancement of transit stations);
- Expenditures to support the asset management capacity of a public transit system;
- Expenditures to support design and planning for the expansion and improvements to public transit systems, including transportation demand management measures and studies and pilot projects related to innovative and transformative technologies; and
- Projects for system expansion, which may include active transportation, if they can be completed within the program timeframe.

Maximum funding from all federal sources will not exceed 50% of the total eligible expenditures (i.e. the municipal portion cannot be funded through other federal funds such as the Federal Gas Tax). Eligible expenditures include costs incurred between April 1, 2016 and March 31, 2018.

Canada requires that all projects are “incremental.” Project incrementality has been met if the project would not otherwise have taken place in 2016-17 or 2017-18, **and/or** the project would not have been undertaken without federal funding. The City must demonstrate project incrementality in order to have funding approved.

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Applications for PTIF must be submitted no later than October 18, 2016. Grants Ontario has indicated that project approval is targeted for mid-December 2016.

In selecting projects to be considered, and given the parameters of the program, replacing or growing transit infrastructure was the first consideration. This included replacing existing or purchasing new buses to meet ridership demand, restoration or addition of pedestrian shelters, and transit facility improvements. Staff also focused on active transportation, such as trail reconstruction, sidewalks and cycling. All eligible projects were further reviewed to confirm these could be undertaken and completed within the Agreement's timeframe. Appendix 1 provides a list of the 87 recommended PTIF projects, totaling \$116.6M.

Program Details – CWWF

The provision of CWWF funding is also governed by a bilateral agreement between Canada and Ontario, and will be administered by Grants Ontario. The Canada–Ontario Bilateral CWWF Agreement was signed on September 13, 2016. The agreement provides 50% cost-sharing from the federal government and 25% cost-sharing from the provincial government.

Mississauga's funding allocation of \$3,287,763 (25%) was provided on September 14, 2016.

CWWF projects must align with one of two guiding principles:

- Capital works are required in every project, and may include preceding engineering stages such as feasibility studies and detailed design work, provided that the capital works component is completed by March 31, 2018; or
- Stand-alone non-capital works projects (i.e., feasibility studies, detailed design or pilot projects) that support system optimization and/or improved asset management are permitted. In addition, design and planning for upgrades to wastewater treatment infrastructure to meet federal regulatory requirements are permitted.

The City must demonstrate project incrementality in order to have funding approved. Incrementality has been met if the project would not otherwise have taken place in 2016-2017 or 2017-2018, and/or the project would not have been undertaken without federal funding.

Maximum funding from all federal sources will not exceed 50% of the total eligible expenditures (i.e. the municipal portion cannot be funded through other federal funds such as the Federal Gas Tax). Eligible expenditures include costs incurred between April 1, 2016 and March 31, 2018.

Applications for CWWF must be submitted no later than October 31, 2016. There is no indication yet when project approval will be obtained.

The City of Mississauga is only eligible for stormwater projects under the CWWF program. Staff reviewed all projects that meet the criteria, again taking into consideration projects that could be undertaken and completed within the Agreement's timeframe. Appendix 2 provides a list of the 19 recommended CWWF projects, totaling \$13.2M.

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Implementation Considerations

As previously identified in this report, our ability to complete the PTIF and CWWF projects in the tight timelines provided will be very challenging. In addition to actual project construction completion, there will be additional workload issues in the purchasing, legal, communications and finance areas.

The acceleration of projects will require additional work in the areas of project management and inspection services. The cost of six contract full-time positions has been distributed proportionately amongst the appropriate projects in both the PTIF and CWWF programs.

There will also be additional workload in the areas of purchasing, finance, communication, legal and administration.

Meeting the purchasing requirements will be ambitious. For example, this report recommends funding in the amount of \$63.3M for the purchase of new buses. There are only two companies in Canada that can supply buses meeting Mississauga's specifications (New Flyer Industries and Nova Bus). These companies are limited in their production capacity. In addition, increased demand will be imposed by multiple municipalities across Canada seeking to purchase buses in the same limited timeframe. A firm commitment from Council is required by October 31, 2016, in order to guarantee bus delivery by March 31, 2018. Approximately \$6 million for bus acquisition has already been approved in the 2016 budget. Council is being asked to approve the 2017-2019 budgets for MiWay bus acquisition totaling \$57.2 million (\$63.3 million less \$6.1 million) at this time for procurement purposes. Furthermore, in order to meet the tight timelines and given the limited number of suppliers in the market, single source contract awards for the purchase of buses are being recommended. Given past experience with the two bus vendors, there is little risk in this approach. In the unlikely event bus acquisition is not approved under PTIF, Federal Gas Tax (FGT) funds will be available to honour this commitment.

It is anticipated that there will be other instances where sole or single source awards will be required to ensure project completion. Any sole or single source contract award having a value of \$100,000 or more requires Council approval under the Purchasing By-law. Schedule A of the Purchasing By-law, section 1(b) (xvi), provides single source justification if funding and project timelines imposed by a senior-level government program does not allow adequate time for a competitive bidding process. As such, staff is requesting that Council delegates approval authority to the City Manager for any single source purchases required. This authority will only be used where time does not permit waiting for a Council meeting. Council will be notified by email in advance, whenever the delegation is applied.

Some projects may require specific signage recognizing federal, provincial (where applicable) and municipal funding. Sign design, content and installation guidelines will be provided by the federal government. The project guidelines also speak to specific communication and media protocols.

Other areas of administration will be impacted due to the sheer volume of projects. Grant applications, contract reviews and executions, reporting and detailed financial submissions to the Province will add a significant amount of workload on top of routine work.

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A total of 12 contract full-time positions are being recommended for inclusion in the 2017 and 2018 budgets in order to ensure project and deadline requirements can be met. Table 1 (below) summarizes the 12 positions and their associated cost.

Table 1 – Incremental Project Management / Administration Costs

	#staff	2017	2018	TOTAL
<u>Included in projects</u>				
Project managers	4	\$ 560,000	\$ 140,000	\$ 700,000
T&W Sr. Inspectors	<u>2</u>	<u>\$ 237,600</u>	<u>\$ 59,400</u>	<u>\$ 297,000</u>
Total, included in projects	6	\$ 797,600	\$ 199,400	\$ 997,000
<u>Included in Project Administration</u>				
Finance	1	\$ 105,600	\$ 52,800	\$ 158,400
Purchasing	2	\$ 175,900	\$ 29,300	\$ 205,200
T&W Contract Coordinator	1	\$ 65,700	\$ 32,800	\$ 98,500
Legal	1	\$ 82,300	\$ -	\$ 82,300
Communications	<u>1</u>	<u>\$ 52,800</u>	<u>\$ 52,800</u>	<u>\$ 105,600</u>
Total, Project Administration	6	\$ 482,300	\$ 167,700	\$ 650,000

Financial Impact

Grants Ontario staff have indicated that PTIF and CWWF submissions should equal the amount of total funding allocated. In the event some projects are deemed ineligible, there will be opportunity to resubmit further projects, to ensure maximum funding is obtained.

Appendix 1 identifies PTIF projects totaling \$116.6M. Federal cost-sharing for these projects is anticipated to be \$58.3M. The municipal portion of these projects will be funded through \$4.9M from Development Charge (DC) reserve funds, and \$53.4M from the Capital reserve fund.

Appendix 2 identifies CWWF projects totaling \$13.2M. Federal cost-sharing for these projects is anticipated to be \$6.6M, and provincial cost-sharing is anticipated to be \$3.3. The municipal portion of these projects will be funded through \$0.1M from Development Charge (DC) reserve funds, \$0.5M from the Capital reserve fund and \$2.7M from the Stormwater Capital reserve fund.

The cost of the 12 contract staff required to ensure all PTIF and CWWF requirements and timelines can be met has been included in the PTIF and CWWF project lists, with the City's 50% (PTIF) and 25% (CWWF) share funded from tax capital reserves. It is anticipated that these incremental costs will be eligible for reimbursement. In the event these costs are deemed ineligible, the entire cost will be funded from tax capital reserves.

The timing of the announcement has coincided with our 2017-2026 business planning and budget process. Although this has been challenging, the timing has enabled us to review, prioritize and evaluate all planned and unfunded projects, and their associated financing. The recommended 2017-2026 capital budget will look different from the approved 2016-2025 capital

budget. This was necessary in order to take advantage of the new funding. Projects have now been funded through a mix of PTIF, CWWF and reserve funding, enabling the City to reduce its infrastructure gap without impacting the 2017 tax increase or increasing reliance on debt financing.

The CWWF is particularly well timed. CWWF funding has come at a time when we are still reviewing and assessing our stormwater assets. This funding will allow a larger number of projects to be completed over the next two or three years. No change is being recommended to the Stormwater charge as a result of this incremental funding.

Conclusion

The PTIF and CWWF agreements, in addition to the Canada 150 programs, represent a much-needed infusion of funds that will allow the City of Mississauga to advance its infrastructure building without affecting the 2017 property tax bill. This funding has enabled us to advance and accelerate projects.

The recommendations in this report will provide staff with the tools required to ensure that we can meet the application deadlines and deliver the projects in the timeframes outlined in the agreements.

It should be noted that the CWWF program guidelines indicate that where a need is demonstrated, up to 25% of costs can extend beyond March 31, 2018. Extensions beyond March 31, 2018 require preapproval by the province and the federal government. Recent conversations with Grants Ontario suggest that similar extensions may be allowed for the PTIF program, but this has not been formally communicated.

Infrastructure Canada has indicated that details on Phase II infrastructure spending will be announced in the coming months. Council will be provided with regular updates on all infrastructure programs, as required.

Attachments

Appendix 1: Public Transit Infrastructure Funding Project List (000's)

Appendix 2: Clean Water Wastewater Funding Project List (000's)



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Carolyn Paton, Manager, Strategic Financial Initiatives

Public Transit Infrastructure Fund Project List (000's)

Year	Service Description	Project Number	Project Description	Ward	Eligible Cost
2016	MiWay	16201	Transit Bus Acquisitions - Growth	City Wide	\$262
2016	MiWay	16202	Transit Bus Acquisitions-Servi	City Wide	\$5,840
2016	MiWay	16203	Transit Capital Bus Maint.- En	City Wide	\$3,759
2016	MiWay	16216	Transit Bus Seat Modification-	City Wide	\$1,500
2017	Facilities & Property Management	5963	Renewal / replacement of Chiller, Boiler, Doors, Lifecycle Mechanical & Electrical upgrades, & Interior finishes - City Centre Transit Terminal	4	\$1,408
2017	Facilities & Property Management	5964	Renewal / replacement of parking lots, installing heat recovery coils on 12 existing roof top Air Handling Units, Lifecycle Mechanical & Electrical upgrades, LED lighting upgrades (interior/exterior), Building automation controls - Central Parkway	6	\$1,758
2017	Facilities & Property Management	5965	Interior clean lane building addition, Lifecycle Mechanical & Electrical upgrades, Site redevelopment and improvements - Malton Satellite	5	\$836
2017	Finance	5967	PTIF Implementation Support	City Wide	\$585
2017	Information Technology	4581	VCOM Radio Infrastructure	City Wide	\$1,158
2017	Information Technology	5714	Network Fibre	City Wide	\$1,138
2017	Information Technology	5723	Wireless Infrastructure	City Wide	\$300
2017	Information Technology	5724	Switches and Routers	City Wide	\$450
2017	MiWay	5956	Bus Communication Gateway Replacement	City Wide	\$3,000
2017	MiWay	5962	100 additional bus shelters across the city - all wards.	City Wide	\$2,500
2017	MiWay	2682	Transit Maintenance Management System Replacement	City Wide	\$1,500
2017	MiWay	2705	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement	City Wide	\$4,800
2017	MiWay	2706	Transit Mini Terminals/Bays/Bus Loops - Replacement	City Wide	\$100
2017	MiWay	2707	Transit MiWay Signs	City Wide	\$50
2017	MiWay	2708	Transit Bus Stops/Pads (Accessibility Plan) - Growth	City Wide	\$136
2017	MiWay	2709	Transit Bus Stops/Pads (Accessibility Plan) - Replacement	City Wide	\$140
2017	MiWay	2710	Transit Capital Equipment Acquisition - Maintenance Section	City Wide	\$145
2017	MiWay	2711	Transit Facility Repairs (Minor)	City Wide	\$80
2017	MiWay	2714	Transit Other Vehicles (Vans/Cars/Trucks) Acquisitions - Replacement	City Wide	\$85
2017	MiWay	2717	Transit Security Vehicles & Equipment - Replacement	City Wide	\$40
2017	MiWay	3745	Transit Bus Acquisitions - Growth	City Wide	\$1,168
2017	MiWay	4284	Transit Performance Metrics Module (Hastus)	City Wide	\$400
2017	MiWay	4830	Transit Change Off Vehicles	City Wide	\$20
2017	MiWay	5453	Transit Change-Off Vehicle Acquisitions - Growth	City Wide	\$270
2017	MiWay	5465	Transit New Facilities - Washrooms (Cardiff)	5	\$1,000
2017	MiWay	5467	Transit Anchor Terminals Study	City Wide	\$500
2017	MiWay	5468	Transit Bus Landing Pads	City Wide	\$500
2017	MiWay	5472	Transit Terminal Pavement Treatment	City Wide	\$100
2017	MiWay	5705	Transit Hastus Module	City Wide	\$570
2017	Parks & Forestry	5960	Etobicoke Creek Trail reconstruction - trail resurfacing, signage, trail markers and trail user-count technology	3,5	\$904
2017	Parks & Forestry	5961	Waterfront Trail Improvements and trail reconstruction - Signage, trail markers, trail user-count technology and minor trail reconstructions	1.2	\$245
2017	Parks & Forestry	1170	Trail Reconstruction - Max Ward Park (P_267)	5	\$190
2017	Parks & Forestry	3981	Trail Reconstruction -Crawford Green Park (P_299)	8	\$84
2017	Parks & Forestry	4795	Trail Reconstruction - Osprey Marsh (P_466)	10	\$232
2017	Parks & Forestry	4797	Trail Reconstruction - Pheasant Run Park (P_163)	8	\$193
2017	Parks & Forestry	4802	Trail Reconstruction - Stonewood Park (P_377)	10	\$111
2017	Roads	5957	Pedestrian & Cyclist Access to Transitway & GoTransit	City Wide	\$2,488
2018	Roads	5957	Pedestrian & Cyclist Access to Transitway & GoTransit	City Wide	\$2,073
2017	Roads	5958	Pedestrian sidewalk connections in Airport Corporate Centre to BRT	5	\$311
2018	Roads	5958	Pedestrian sidewalk connections in Airport Corporate Centre to BRT	5	\$311
2017	Roads	5959	Cycling Master Plan	City Wide	\$104
2017	Roads	2351	Transportation Master Plan Study	City Wide	\$259
2017	Roads	2398	Multi-Use Trails along Hanlan Routes	City Wide	\$643
2017	Roads	2437	Field Equipment Replacement - Traffic Controllers	City Wide	\$197
2017	Roads	2443	Cycling Program (non-DC Funded roads)	City Wide	\$104
2017	Roads	2444	Cycling Program (Major Roads)	City Wide	\$1,088
2017	Roads	2454	Traffic Signal Equipment Enhancements	City Wide	\$155
2017	Roads	2458	Traffic System and ITS	City Wide	\$78
2017	Roads	2794	Lakeshore Road Movement Study	City Wide	\$259
2017	Roads	5570	At Grade Railway Crossing-Detailed Safety Assessment	City Wide	\$104
2017	Roads	5689	Sidewalks - Accessible Pedestrian Crossings (AODA)	City Wide	\$2,073

Year	Service Description	Project Number	Project Description	Ward	Eligible Cost
2018	Facilities & Property Management	5963	Renewal / replacement of Chiller, Boiler, Doors, Lifecycle Mechanical & Electrical upgrades, & Interior finishes - City Centre Transit Terminal	4	\$1,073
2018	Facilities & Property Management	5964	Renewal / replacement of parking lots, installing heat recovery coils on 12 existing roof top Air Handling Units, Lifecycle Mechanical & Electrical upgrades, LED lighting upgrades (interior/exterior), Building automation controls - Central Parkway	6	\$1,600
2018	Facilities & Property Management	5865	Exterior Door Replacement -Edward J. Dowling Transit Facility (Bldg ABCD)	6	\$38
2018	Facilities & Property Management	5871	Interior Finishes -CCTT Door	4	\$177
2018	MiWay	2713	Transit Change-Off Vehicle Acquisitions - Growth	City Wide	\$20
2018	MiWay	2718	Transit Bus Acquisitions - Replacement	City Wide	\$19,200
2018	MiWay	2719	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement	City Wide	\$2,100
2018	MiWay	2720	Transit Bus Acquisitions - Growth	City Wide	\$1,752
2018	MiWay	2721	Transit Mini Terminals/Bays/Bus Loops - Replacement	City Wide	\$100
2018	MiWay	2722	Transit MiWay Signs	City Wide	\$50
2018	MiWay	2723	Transit Bus Stops/Pads (Accessibility Plan) - Growth	City Wide	\$136
2018	MiWay	2724	Transit Bus Stops/Pads (Accessibility Plan) - Replacement	City Wide	\$140
2018	MiWay	2725	Transit Capital Equipment Acquisition - Maintenance Section	City Wide	\$145
2018	MiWay	2727	Transit Facility Repairs (Minor)	City Wide	\$60
2018	MiWay	2728	Transit Change-Off Vehicle Acquisitions - Replacement	City Wide	\$60
2018	MiWay	2731	Transit Bus Acquisitions - Replacement	City Wide	\$33,327
2018	MiWay	3746	Transit Bus Acquisitions - Growth	City Wide	\$1,752
2018	MiWay	5447	Transit Other Vehicles - Replacement	City Wide	\$25
2018	MiWay	5450	Transit Route Supervisor Vehicle Acquisitions - Replacement	City Wide	\$35
2018	MiWay	5469	Transit Bus Landing Pads	City Wide	\$500
2018	MiWay	5473	Transit Terminal Pavement Treatment	City Wide	\$100
2018	Parks & Forestry	5960	Etobicoke Creek Trail reconstruction - trail resurfacing, signage, trail markers and trail user-count technology	3,5	\$1,356
2018	Parks & Forestry	5961	Waterfront Trail Improvements and trail reconstruction - Signage, trail markers, trail user-count technology and minor trail reconstructions	1.2	\$245
2018	Parks & Forestry	4006	Trail Reconstruction - South Common Park (P_151)	8	\$256
2018	Parks & Forestry	4810	Trail Reconstruction - Garnetwood Park (P_135)	3	\$304
2018	Parks & Forestry	4813	Trail Reconstruction - Quenippenon Meadows Park (P_324)	9	\$124
2018	Roads	2460	Cycling Program (non-DC Funded roads)	City Wide	\$104
2018	Roads	2461	Cycling Program (Major Roads)	City Wide	\$1,477
2018	Roads	5690	Sidewalks - Accessible Pedestrian Crossings (AODA)	City Wide	\$2,073

Grand Total

\$116,631

Clean Water Wastewater Fund Project List (000's)

Year	Project Number	SAP Order Description	Ward	Eligible Cost
2017	2960	Cooksville Creek Flood Storage Facility - Eglinton Avenue East and Kennedy Road (Eastgate Park)	4	\$6,380
2017	2948	Cooksville Creek Erosion Control - Queen Elizabeth Way to Elaine Trail	1	\$219
2017	3802	Cooksville Creek - Meadows Blvd. to Rathburn Rd. E.	4	\$143
2017	4546	Cooksville Creek Erosion Control - Mississauga Valley Blvd to Downstream of Central Parkw...	4	\$1,470
2017	5428	Mary Fix Creek erosion control, downstream of Dundas Street West (175m)	7	\$87
2017	5427	Levi Creek watercourse realignment, upstream of Old Derry Road (60m)	11	\$44
2017	5470	Lisgar Improvements - Storm Sewer Lining & Dewatering Utility Trench - Phase II	10	\$2,000
2017	4786	SWM Pond Rehabilitation – Facility 0801, 4403, 5701 and 5702	2, 10, 11	\$1,715
2018	2965	Cooksville Creek Flood Storage Fac/Frank McKechnie Park(#330)	5	\$558
2018	2969	Cooksville Creek Flood Storage Facility - Mississauga Valley	4	\$471
2018	5968	CWWF Implementation Support	City Wide	\$65

Grand Total**\$13,151**