PTIF & CWWF Summary of Financing

September 1, 2017

	2017	2018	Total
Water & Waste Utility			
Federal Clean Water Wastewater Fund	$ 5,200	$ -	$ 5,200
Water Utility Fund - Retained Earnings*	2,550	-	2,550
Sewer Utlity Fund - Wastewater Environmental Projects Reserve*	2,850	-	2,850
Total Water & Waste Utility	**$ 10,600**	**$ -**	**$ 10,600**
Transit Utility			
Federal Public Transit Infrastructure Fund	$ 1,500	$ -	$ 1,500
City of Winnipeg - Transit Utility - External Debt*	1,700	-	1,700
Total Transit Utility	**$ 3,200**	**$ -**	**$ 3,200**
Public Works - Tax Supported			
Federal Public Transit Infrastructure Fund	$ 9,600	$ -	$ 9,600
City of Winnipeg - Cash to Capital*	-	2,250	2,250
City of Winnipeg - Interim Financing*	7,850	-	7,850
City of Winnipeg - Transfer from 2017 Active Transportation Program*	1,000	-	1,000
City of Winnipeg - Transfer from 2017 Local Street Renewal Program*	300	-	300
Total Public Works - Tax Supported	**$ 18,750**	**$ 2,250**	**$ 21,000**
Total Financing	**$ 32,550**	**$ 2,250**	**$ 34,800**

***Details of City of Winnipeg Funding Sources:**

Water Utility Fund - Retained Earnings	$ 2,550	$ -	$ 2,550
Sewer Utility Fund - Wastewater Environmental Projects Reserve	2,850	-	2,850
Total Waterworks Fund	**$ 5,400**	**$ -**	**$ 5,400**
Transit Utility - Debt Financing	$ 1,700	$ -	$ 1,700
General Capital Fund - Interim Financing**	7,850	-	7,850
General Capital Fund - Cash to Capital	-	2,250	2,250
General Capital Fund - Transfer from 2017 Active Transportation Program	1,000	-	1,000
General Capital Fund - Transfer from 2017 Local Street Renewal Program	300	-	300
Total Tax Supported and Transit Utility Fund	**$ 10,850**	**$ 2,250**	**$ 13,100**
Total Waterworks, Tax Supported and Transit Utility Fund	**$ 16,250**	**$ 2,250**	**$ 18,500**

**The Pedestrian and Cycling Bridges: Chief Peguis Trail and Protected Bike Lanes: Chevrier Boulevard and Waverley Pathway Connection have interim financing that is repaid in future years budget (cash to capital). Please refer to the individual capital project detail sheets for more details.

WATER & WASTE - SEWAGE DISPOSAL SYSTEM FUND

PTIF & CWWF Summary (

Transcona Separate Sewer Relief
(Part of the Combined Sewer Overflow and Basement Flood Management Strategy Program)

September 1, 2017

Standing Policy: Water and Waste, Riverbank Management and the Environment
Dept ID: 200752
Department: Water and Waste
Project: 2038000117

Service: Wastewater
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	5,600	-	-	-	-	-	-	5,600
Financed by:									
Environmental Projects		2,850						-	2,850
Federal Clean Water Wastewater Fund		2,750						-	2,750

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	200	5,400	-	-	-	-	-	5,600
Financed by:								
Environmental Projects	200	2,650						2,850
Federal Clean Water Wastewater Fund		2,750						-

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs			
External debt and finance charges			
Transfer to General Capital Fund			
Total Direct Costs	-	-	-
Less: Incremental Revenue/Recovery			-
Net Cost/(Benefit)	-	-	-
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 3

The existing basement flood protection in the Transcona sewer district is below the minimum service level established for the City of Winnipeg. This project will include the construction of new sewers to meet the City's level of service standard. Two contracts are remaining; once complete the sewer district will meet the level of service standard.

This project is part of the Combined Sewer Overflow and Basement Flood Management Strategy Program budget. This funding will allow tendering of the project to be advanced to 2017.

WATER & WASTE - WATERWORKS SYSTEM FUND

PTIF & CWWF Summary (**North St Boniface Water Main Upgrading**

September 1, 2017

Standing Policy: Water and Waste, Riverbank Management and the Environment
Dept ID: 200751
Department: Water and Waste
Project: 2013500317
Service: Water
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	5,000	-	-	-	-	-	-	5,000
Financed by:									
Retained Earnings		2,550						-	2,550
Federal Clean Water Wastewater Fund		2,450						-	2,450

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	-	5,000	-	-	-	-	-	5,000
Financed by:								
Retained Earnings		2,550						2,550
Federal Clean Water Wastewater Fund		2,450						2,450
								-

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs			
External debt and finance charges			
Transfer to General Capital Fund			
Total Direct Costs	-	-	-
Less: Incremental Revenue/Recovery			-
Net Cost/(Benefit)	-	-	-
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 3

There has been significant interest in multi-family development in the North St Boniface area but it has not been able to proceed due to insufficient available fire flows. The primary goal of this project is to upsize water mains in this area to improve the available fire protection and facilitate the higher density redevelopment plans.

TRANSIT - TRANSIT SYSTEM FUND

PTIF & CWWF Summary Sheet — **Rapid Transit Master Plan and Prioritization Study**

September 1, 2017

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755		
Department:	**Transit**	Service:	Public Transit
Project:	4230020117	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	3,200	-	-	-	-	-	-	3,200
Financed by:									
Federal Public Transit Infrastructure Fund		1,500						-	1,500
External Debt		1,700							1,700

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	-	2,400	800	-	-	-	-	3,200
Financed by:								
Federal Public Transit Infrastructure Fund		1,124	376					1,500
External Debt		1,276	424					1,700

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs			
External debt and finance charges		63	98
Transfer to General Capital Fund			
Total Direct Costs	-	63	98
Less: Incremental Revenue/Recovery	-	56	18
Net Cost/(Benefit)	-	7	80
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 5

The study will include conceptual design of all remaining rapid transit corridors identified in the Transportation Master Plan, Class 5 cost estimates, phasing plan, and schedule for (i) design studies, (ii) funding applications, (iii) procurement processes, and (iv) construction. In addition, the study will identify any gaps or modifications to the proposed rapid transit network in the Transportation Master Plan.

The City budget identified above includes 1.0 temporary capital Full Time Equivalent (FTE) positions for 2 years required to deliver this project which may include multiple partial positions.

Approval of this project is contingent upon Federal and Provincial contributions.

Estimated useful life - N/A

PUBLIC WORKS - GENERAL CAPITAL FUND

PTIF & CWWF Summary (

Pedestrian and Cycling Bridges: Chief Peguis Trail (Part of the Pedestrian and Cycling Program)

September 1, 2017

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 180603
Department: **Public Works**
Project: 1832000417

Service: Roadway Construction and Maintenance
OurWinnipeg: Sustainability

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	7,200	-	-	-	-	-	-	7,200
Financed by:									
Cash to Capital				770	770	770	770	3,080	3,080
Interim Financing from General Capital Fund / (Repayment)		3,850		(770)	(770)	(770)	(770)	(3,080)	770
Federal Public Transit Infrastructure Fund		3,350							3,350

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	300	6,121	779	-	-	-	-	7,200
Financed by:								
Cash to Capital			770	770	770	770	770	3,850
Interim Financing from General Capital Fund / (Repayment)	150	3,273	(343)	(770)	(770)	(770)	(770)	-
Federal Public Transit Infrastructure Fund	150	2,848	352					3,350

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs	-	-	11
External debt and finance charges	-	-	-
Transfer to General Capital Fund	-	-	770
Total Direct Costs	-	-	781
Less: Incremental Revenue/Recovery	7	142	33
Net Cost/(Benefit)	(7)	(142)	748
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 3

Chief Peguis Trail - Kildonan Settlers Bridge Pedestrian and Cycling Improvements.
A protected multiuse pedestrian/cycle path will be constructed along Chief Peguis Trail from Henderson Highway to west of Main Street. This project will modify the existing bridge deck of the eastbound Chief Peguis Bridge over the Red River, relocating the traffic barriers on the south side of the bridge to accommodate an improved protected pedestrian/cycling path. It will connect the recently constructed Chief Peguis Trail Greenway that was partially funded federally, to the North Winnipeg Parkway.

PUBLIC WORKS - GENERAL CAPITAL FUND

PTIF & CWWF Summary (

Protected Bike Lanes: McDermot Avenue (Phase 1) (Part of the Pedestrian and Cycling Program)

September 1, 2017

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 180603
Department: **Public Works**
Project: 1832000517

Service: Roadway Construction and Maintenance
OurWinnipeg: Sustainability

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	2,300	-	-	-	-	-	-	2,300
Financed by:									
Cash to Capital from 2017 Active Transportation Program		1,000						-	1,000
Cash to Capital from 2017 Local Street Renewal Program		300						-	300
Federal Public Transit Infrastructure Fund		1,000							1,000

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	345	1,955	-	-	-	-	-	2,300
Financed by:								
Cash to Capital from 2017 Active Transportation Program	150	850						1,000
Cash to Capital from 2017 Local Street Renewal Program	45	255						300
Federal Public Transit Infrastructure Fund	150	850						1,000

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs	-	19	19
External debt and finance charges	-	-	-
Transfer to General Capital Fund	1,300	-	-
Total Direct Costs	1,300	19	19
Less: Incremental Revenue/Recovery	8	47	-
Net Cost/(Benefit)	1,292	(28)	19
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 5

McDermot Avenue Phase 1 (Arlington to Kate) (Phase 1)
Protected Bike Lanes / Street Renewal / Watermain Renewal
Renewals of the street and sidewalks around the University of Manitoba Bannatyne Campus, Cancer Care Manitoba and the Health Sciences Centre. Improves street crossing for pedestrians and adds protected bike lanes. Includes watermain renewals. Supported by the Pedestrian and Cycling Strategies (policy).

2017 City financing is consistent with the Council approved Pedestrian and Cycling program.

PUBLIC WORKS - GENERAL CAPITAL FUND

PTIF & CWWF Summary (

Protected Bike Lanes: McDermot Avenue/Bannatyne Avenue (Phase 2) (Part of the Pedestrian and Cycling Program)

September 1, 2017

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 180603
Department: **Public Works**
Project: 1832000617
Service: Roadway Construction and Maintenance
OurWinnipeg: Sustainability

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	1,750	2,250	-	-	-	-	2,250	4,000
Financed by:									
Cash to Capital			2,250					2,250	2,250
Federal Public Transit Infrastructure Fund		1,750						-	1,750

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	300	3,400	300	-	-	-	-	4,000
Financed by:								
Cash to Capital	150	1,900	200					2,250
Federal Public Transit Infrastructure Fund	150	1,500	100					1,750
								-

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs	-	-	15
External debt and finance charges	-	-	-
Transfer to General Capital Fund	-	2,250	-
Total Direct Costs	-	2,250	15
Less: Incremental Revenue/Recovery	7	81	8
Net Cost/(Benefit)	(7)	2,169	7
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 5

McDermot/Bannatyne Phase 2 (Kate to Waterfront Drive)
Adjustable Protected Bike Lanes / Surface condition road improvements
Builds on Phase 1. Provides east-west bicycle connection for many north-south transit routes. Improves street crossing for pedestrians and adds protected bike lanes. Supported by the Pedestrian and Cycling Strategies (policy).

The Administrative Report approving this Capital Project Detail Sheet also approves a first call on the 2018 budget in the amount of $2.25 million.

PUBLIC WORKS - GENERAL CAPITAL FUND

PTIF & CWWF Summary (

Protected Bike Lanes: Chevrier Boulevard & Waverley Pathway Connection (Part of Regional and Local Street Renewal program)

September 1, 2017

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 180603
Department: **Public Works**
Project: 1832000717
Service: Roadway Construction and Maintenance
OurWinnipeg: Sustainability

AUTHORIZATION	Previous Budgets	2017 Adopted	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	7,500	-	-	-	-	-	-	7,500
Financed by:									
Transfer from 2019 Local Street Program				4,000				4,000	4,000
Interim Financing from General Capital Fund / (Repayment)		4,000		(4,000)				(4,000)	-
Federal Public Transit Infrastructure Fund		3,500							3,500

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	500	6,375	625	-	-	-	-	7,500
Financed by:								
Transfer from 2019 Local Street Program			4,000					4,000
Interim Financing from General Capital Fund / (Repayment)	250	3,400	(3,650)					-
Federal Public Transit Infrastructure Fund	250	2,975	275					3,500

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs	-	-	20
External debt and finance charges	-	-	-
Transfer to General Capital Fund	-	-	4,000
Total Direct Costs	-	-	4,020
Less: Incremental Revenue/Recovery	11	148	88
Net Cost/(Benefit)	(11)	(148)	3,932
Incremental Full Time Equivalent Positions	-	-	-

Class Estimate: 5

Chevrier Boulevard (Waverley to Pembina) and Waverly Pathway Extension (from Chevrier to McGillivray)
Buffered Bike Lanes, Street Renewal and Pathway Extension
Provide a protected bicycle connection from the Pembina Hwy buffered bike lanes to the proposed SWRTC Phase 2 stations. Closes a gap on the Waverley bike spine and provides a protected bicycle connection from the Waverley bike spine to the SWRTC Phase 2 stations. Street currently has limited or no pedestrian facilities.