



**STAFF REPORT  
ACTION REQUIRED**

**Intergovernmental Infrastructure Funding Priorities in  
the 2015-2024 Recommended Capital Budget and Plan**

<b>Date:</b>	February 20, 2015
<b>To:</b>	Executive Committee
<b>From:</b>	City Manager and Deputy City Manager & Chief Financial Officer
<b>Wards:</b>	All
<b>Reference Number:</b>	

**SUMMARY**

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This report outlines the City's priorities under existing federal and provincial infrastructure funding programs as identified in the 2015-2024 Recommended Capital Budget and Plan. The City receives funding under the Provincial Gas Tax (Dedicated Gas Tax for Public Transportation Program), the Federal Gas Tax Fund, the Streetcar (LRV) Fleet Replacement Program, and the Building Canada Fund. Building Canada Fund projects are also supported by other federal sources of funding such as Transit Secure and VIA Rail, as well as provincial funding such as the Move Ontario Trust and Metrolinx.

Capital projects committed for funding under each program are identified through the capital budget process and are summarized in this report. The City has also identified its priority projects proposed for funding under the federal New Building Canada Fund.

The 2015 Recommended Tax Supported Capital Budget identifies a total of \$350 million in funding from other orders of government (federal - \$181 million; provincial - \$169 million). In total, the Government of Canada and the Province of Ontario are expected to contribute \$5.762 billion (18%) towards the 2015-2014 Recommended Tax and Rate Supported Capital Budget and Plan (federal: \$2.459 billion; provincial: \$3.303 billion).

## RECOMMENDATIONS

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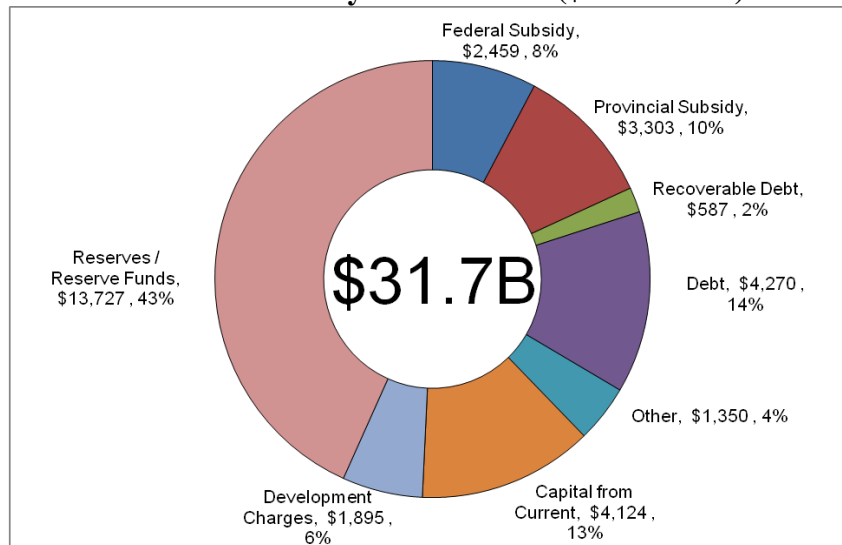
The City Manager and Deputy City Manager & Chief Financial Officer recommend that:

1. City Council receive this report for information.

### Financial Impact

In total, the Government of Canada and Province of Ontario are expected to contribute up to \$5.762 billion (18%) towards the \$31.715 billion 2015-2024 Recommended Capital Budget and Plan as outlined in Graph 1.

**Graph 1 – 2015-2024 Recommended Capital Budget and Plan, Where the Money Comes From (\$31.7 billion)**



In 2015, the Recommended Tax Supported Capital Budget identifies a total of \$350 million in funding from other orders of government (federal: \$181 million; provincial: \$169 million).

Federal and provincial funding identified in the 2015-2024 Recommended Capital Budget and Plan is summarized in Table 1. In addition to the funding agreements discussed in this report, there is an intergovernmental agreement for the provincial portion of the Canada Strategic Infrastructure Fund, which is winding down (\$73.582 million in the 2015-2024 TTC Base Capital Program), and capital funding for projects in Solid Waste, Economic Development, Toronto Public Health, Facilities Management (other than Union Station) and the Sony Centre.

**Table 1 – Summary of Intergovernmental Funding in the  
2015-2024 Recommended Capital Budget and Plan**

Program	Project	2015-2024 ~ Intergov. Funding (\$000s)		
		Total	Provincial	Federal
<b>Provincial Gas Tax</b>	TTC Base Capital Program	712,244	712,244*	N/A
<b>Toronto-TTC-Ontario Streetcar Fleet Replacement</b>	TTC Replacement Streetcars (LRVs)	194,640	194,640	N/A
<b>Federal Gas Tax Fund</b>	TTC Base Capital Program	1,643,770	N/A	1,643,770
<b>Building Canada Fund</b>	Toronto-York Spadina Subway Extension <b>Total Funding - \$ million</b> Federal 697 Provincial 1,059 York Region 352 City 526 <b>Total Cost \$2,634</b>	426,571	331,607**	94,964
	Union Station Revitalization <b>Total Funding - \$ million</b> Federal 139.5 Provincial 222.8 VIA Rail 24.9 Other Stakeholders 2.4 City 406.7 <b>Total Cost \$796.4</b>	106,144	70,474	35,670
<b>Other</b>	Canada Strategic Infrastructure Fund and projects in Solid Waste, Economic Development, Toronto Public Health, Facilities Management (other than Union Station) and the Sony Centre	130,945	80,627	50,318
<b>New Building Canada Fund</b>	Scarborough Subway Extension <b>Total Funding - \$ million</b> Federal 660 Provincial 1,990 City 910 <b>Total Cost \$3,560‡</b>	2,548,417†	1,913,711	634,707
<b>Total</b>		5,762,732	3,303,303	2,459,429

\* \$91.6 million of the annual allocation from the Provincial Gas Tax is applied to the TTC operating budget

\*\* Incl. \$75 million in federal contributions that are in the provincial Move Ontario Trust

† federal and provincial funding committed, subject to key terms and conditions

‡ \$136.5 million in gross expenditures post 2024

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

City Council provides the authority to enter into intergovernmental funding agreements and has approved funding for specific projects through the capital budget process. City Council has also authorized staff to negotiate and enter into agreements, as directed, for new intergovernmental funding for priority projects.

On July 8, 9, 10 and 11, 2014, City Council authorized the City Manager, the Deputy City Manager Cluster B, and the Deputy City Manager and Chief Financial Officer, in consultation with Waterfront Toronto, to initiate discussions with federal and provincial officials regarding one-third funding contributions to accelerate the design and construction of Port Lands flood protection and related infrastructure.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.11>

On June 10, 11 and 12, 2014, City Council authorized the preparation of a procurement options analysis report in support of the implementation of the Strategic Plan for the rehabilitation of the F.G. Gardiner Expressway, which would inform a potential request for federal funding.

<http://www.toronto.ca/legdocs/mmis/2014/pw/bgrd/backgroundfile-69059.pdf>

On January 29 and 30, 2014, City Council authorized the execution of the 2014-2023 Administrative Agreement on the Federal Gas Tax Fund and directed that planned eligible projects be reported on annually through the capital budget process.

<http://www.toronto.ca/legdocs/mmis/2014/ex/bgrd/backgroundfile-66216.pdf>

On January 29, and 30, 2014, City Council directed staff to create a special task force to prioritize, seek and secure funding for the \$2.5 billion of unfunded TTC Capital Projects.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EX37.1>

On October 8, 9, 10 and 11, 2013, City Council authorized the City Manager to negotiate a contribution agreement with the Federal Government for up to \$660 million towards the cost of constructing the Scarborough Subway Extension project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.CC39.5>

On July 11, 12 and 13, 2012, City Council authorized entry into a funding agreement with the Province to receive funding to the maximum of \$417 million to finance up to one-third of the cost of the purchase of light rail vehicles.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.CC25.2>

On August 5 and 6, 2009, City Council authorized the Union Station Revitalization Project, and confirmation of Federal and Provincial Funding commitments.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EX33.44>

On June 23 and 24, 2008, City Council authorized negotiation of a Building Canada Fund Contribution Agreement relating to the Toronto-York Spadina Subway Extension with the Government of Canada.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.EX21.8>

On March 27, 2006, City Council's Policy and Finance Committee authorized the execution of the standard annual Letter of Agreement with the Province for funding under the Dedicated Gas Tax Funds for Public Transportation Program for 2005-2006 and each subsequent year, as necessary.

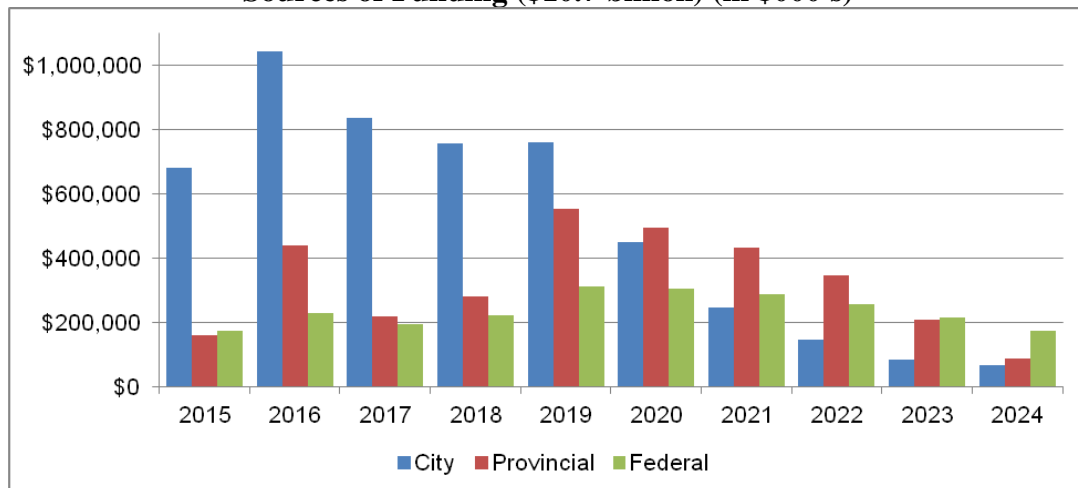
<http://www.toronto.ca/legdocs/2006/minutes/committees/pof/pof060327.pdf>

## ISSUE BACKGROUND

The City's 2015-2024 Staff Recommended Tax and Rate Supported Capital Budget and Plan identifies \$31.715 billion in public investments to infrastructure such as transit and transportation, water and wastewater, and other capital assets. Investments are funded from user fees (rates), reserves, development charges, borrowing, and by federal and provincial governments.

Contributions from the federal and provincial governments account for a total of 18% (\$5.762 billion) of the funding outlined in the Capital Budget and Plan. Provincial investments of \$3.303 billion and federal investments of \$2.459 billion respectively will primarily support investments in the TTC, including major capital expansion initiatives such as the Scarborough Subway Extension, and the purchase of vehicles to replace aging fleet and meet the demands of ridership growth (Graph 2).

**Graph 2 – TTC 2015-2024 Recommended Capital Budget and Plan\*  
Sources of Funding (\$10.7 billion) (in \$000's)**

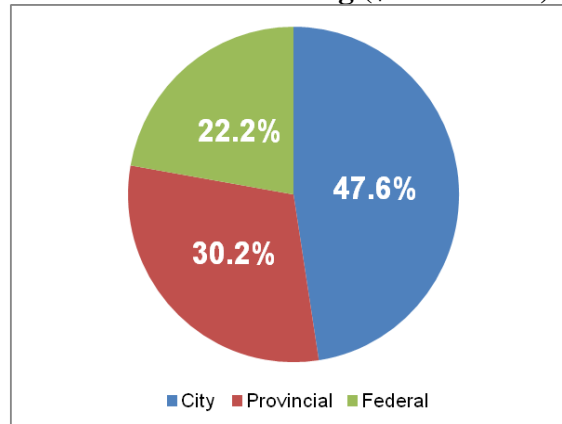


\*Inclusive of TTC's base capital program, Scarborough Subway Extension and Toronto-York Spadina Subway Extension

In total, the TTC's 2015-2024 Recommended Capital Budget and Plan, the Toronto-York Spadina Subway Extension (TYSSE), and the Scarborough Subway Extension (SSE) is

47% funded by the City, 31% funded by the Government of Ontario, and 22% funded by the Government of Canada (Graph 3). While major transit capital expansion initiatives can only proceed with intergovernmental partnerships, additional federal and provincial funding is necessary for each party to reach its one-third share of total capital costs.

**Graph 3 – TTC 2015-2024 Recommended Capital Budget and Plan\*  
Share of Total Funding (\$10.7 billion)**



\*Inclusive of TTC's base capital program, Scarborough Subway Extension and Toronto-York Spadina Subway Extension

## COMMENTS

Current signed intergovernmental funding agreements include the provincial Gas Tax (Dedicated Gas Tax for Public Transportation Program), the federal Gas Tax Fund, the Streetcar (LRV) Fleet Replacement Program, and the Building Canada Fund. Building Canada Fund projects are also supported by other federal sources of funding such as Transit Secure and VIA Rail, as well as provincial funding such as the Move Ontario Trust and Metrolinx.

City staff have also identified priority projects to be considered for funding under the federal New Building Canada Fund, per Council direction to seek intergovernmental funding

### Provincial Gas Tax

Introduced in 2004, the Provincial Gas Tax (PGT) currently transfers two cents per litre of provincial gas tax revenues to municipalities to expand and improve their public transit systems. The program was phased in over time, and in 2013 the provincial government passed legislation which now permanently dedicates a portion of annual provincial gas tax revenues to municipalities for public transportation.

Municipal allocations change annually, and are determined using a provincial allocation formula based on transit ridership (70% weighting) and population (30% weighting). Funds are deposited into a dedicated gas tax funds reserve account when received, and

revenues must be used to support municipal public transportation expenditures above the City's baseline spending.

The Strategic and Corporate Policy division in the City Manager's Office administers the agreement and program in collaboration with Financial Planning and the TTC. Financial Planning, in consultation with appropriate City divisions and the TTC, oversees the investment of PGT funds by identifying priorities as part of the Operating and Capital Budget process. From 2004-2014, the City has received over \$1.4 billion in PGT funds which have been invested in the operating and capital requirements of the TTC.

In 2014/15, the City of Toronto will receive approximately \$162.8 million. \$91.6 million of the allocation will be applied towards the TTC's operating needs while the balance of \$71.2 million will be applied to the capital program. The allocation to both operating and capital costs is similar to prior years, and similar amounts have been budgeted for each of the years 2016-2024.

The City's 2014/15 PGT capital funding will be \$1.828 million lower than forecasted, with no change to the Provincial allocation formula. The decrease in funding is a result of an overall decrease in gas consumption in Ontario. This shortfall, \$18.276 million over the 2015-2024 Recommended Capital Budget and Plan, will be addressed through increased debt.

Priority PGT projects in the 2015-2024 Recommended Capital Budget and Plan include Easier Access Phase III, surface track work, the subway car overhaul program and the purchase of buses. The full list of TTC projects planned to be funded by the PGT is in Appendix A.

### **Toronto-TTC-Ontario Streetcar Fleet Replacement**

In 2009, the Province of Ontario allocated a maximum of \$417 million for the purpose of funding up to one-third of the eligible costs of the TTC streetcar (LRV) fleet replacement project. 204 new streetcars (total project cost of \$1.187 billion) will replace the aging fleet and accommodate future growth. The first new streetcar entered into revenue service on August 31, 2014.

A Transfer Payment Agreement between the City, TTC and Province was fully executed in January 2013. The Strategic and Corporate Policy Division, in collaboration with Financial Planning and the TTC, administer the agreement and program. Funds are provided quarterly, on the basis of one-third of the eligible costs that were actually incurred to a maximum of \$417 million, paid and claimed by the TTC.

In 2015, the City is budgeting receipt of \$11.804 million. The 2015-2024 Recommended Capital Budget and Plan accounts for a total of \$194.638 million of provincial funding to be applied against this purchase, recognizing the adjusted delivery schedule and cash flow.

## **Federal Gas Tax Fund**

Originally established in 2005, the federal Gas Tax Fund (GTF) is a population-based allocation transfer to Canadian municipalities with \$2 billion per year for investment in infrastructure. The program was phased in over time, and has now been made permanent. The Federal Government has also indexed the allocation by 2% each year, with increases applied in \$100 million increments.

The GTF is a flexible source of infrastructure funding, allowing municipalities to select local priority projects within eighteen categories of eligible infrastructure. The Strategic and Corporate Policy and Financial Planning Divisions administer the agreement and program. Financial Planning, in consultation with appropriate City divisions and agencies, oversees the investment of GTF funds by identifying priority projects as part of the Capital Budget process.

From 2005-2013, the City has received over \$1 billion in GTF that has been directed to the Toronto Transit Commission to leverage over \$2.6 billion of investments in the City's transit system. In 2014, the City entered into a new Administrative Agreement with the Government of Canada, the Province of Ontario and the Association of Municipalities of Ontario (AMO) which governs the flow of funds from 2014-2023.

In 2015, the City of Toronto will receive approximately \$152.2 million. While annual federal Gas Tax funding has decreased over time due to slower population growth as compared to other municipalities in Ontario, the City's allocation is expected to increase to \$167.4 million by year 2018 as a result of indexing. This amount is projected to be received in each of the 2019-2024 years, however actual allocations from 2019-2023 will be based on 2016 Census data.

The 2015-2024 Recommended Capital Budget and Plan reflects \$1.644 billion in GTF funding to be received. Priority GTF projects in the 2015-2024 Recommended Capital Budget and Plan includes a continued focus on fleet replacement and renewal (buses and subways) and on construction of the Leslie Barns Streetcar Maintenance and Storage Facility. The full list of TTC projects planned to be funded by the GTF is in Appendix B.

## **Building Canada Fund**

Established in 2007, the Building Canada Fund (BCF) provided \$8.8 billion for infrastructure from 2008 to 2014. The City received funding for two projects, the Toronto-York Spadina Subway Extension and the Union Station Revitalization Project.

A BCF contribution agreement for the TYSSE was signed by the City, York Region and Canada in September 2008 committing \$622 million in federal funding to the project. This is in addition to the \$75 million which was already provided by the federal government under the Public Transit Capital Trust. The Corporate Finance Division participates in the TYSSE Management Committee which has representatives from the City of Toronto, the Region of York, and Transport Canada.



The Province allocated a total of \$870 million to TYSSE in 2006 and 2007 via contributions to the Move Ontario Trust. The funds held in Trust continue to accrue interest earnings, which are also used to fund the project. Including estimated interest income, the total provincial contribution to the project is expected to be \$1.059 billion. The province's contributions are governed by the Move Ontario Trustees which has representatives of the City of Toronto, the Region of York, and the Ministry of Transportation.

The 2015-2024 Recommended Capital Budget and Plan outlines \$590.314 million in federal and provincial funding for the Toronto-York Spadina Subway Extension.

Federal and provincial governments committed funding to the Union Station Revitalization project in July 2009. In total, the Government of Canada is contributing up to \$133.0 from the BCF and \$6.5 million from the Transit-Secure Fund toward the project (total \$139.5 million), plus \$24.9 million from Via Rail. The Government of Ontario is contributing up to \$222.8 million (through Metrolinx).

The Chief Corporate Officer and the Strategic and Corporate Policy Division co-ordinate governance oversight of the Union Station Revitalization project, including the Intergovernmental Committee which has representatives from the Ministry of Transportation, Metrolinx, Transport Canada and the City of Toronto. The Chief Corporate Officer is responsible for the expenditure and management of funds, including those received as part of the Union Station Revitalization BCF agreement.

The Union Station Revitalization project will receive \$106.144 million in federal and provincial contributions during the 2015-2024 Recommended Capital Budget and Plan.

### **New Building Canada Fund**

In Spring 2014, the Federal government announced the program details of the New Building Canada Fund (NBCF), a \$14 billion commitment to infrastructure over ten years.

NBCF projects larger than \$100 million are required to undergo a P3 (Public Private Partnership) screen to determine procurement options. If this process determines that a project could be successfully procured through a P3, federal funding is contingent upon the project being delivered as a P3.

As a requirement of the NBCF, the Province is required to support municipal applications, particularly those to be funded under the Provincial-Territorial Infrastructure Component which provides base funding for each province and territory. The province is currently identifying priority projects, and a process to intake and review municipal applications for Ontario's \$2.7 billion allocation (other than the Small Communities Fund) has not yet been announced.

The Federal government also announced funding of \$1.25 billion through the P3 Canada Fund. This is a merit-based program administered by PPP Canada which is designed to

incent innovation in P3s as well as encourage inexperienced governments to consider P3s in public infrastructure procurements. Round six of the Fund closed on June 13, 2014. Round seven of the Fund is expected to be announced in Spring 2015.

City staff have selected projects for funding under the NBCF per Council direction to seek intergovernmental funding for key transit, transportation and waterfront projects.

Priority projects were identified using the following principles:

- Project is included within City Council's approved 10-year Capital Budget and Plan, with consideration given to whether the capital financing strategy assumed future Provincial/Federal funding;
- City Council gave direction to seek funding for unfunded (below-the-line) projects through the creation of an intergovernmental task force (e.g. TTC/City Transit Funding Task Force);
- Project meets the criteria of the NBCF/P3 Canada Fund program objectives and eligibility criteria and is likely to form a successful application;
- Project is likely to be delivered within the 10-year time frame of the programs.

Priority projects submitted for consideration are outlined in Table 2. In certain cases, the City is also seeking matching provincial funding.

**Table 2 – City of Toronto Priority Projects**

<b>Project</b>	<b>Total Estimated Cost (\$000s)</b>	<b>Federal Funding Request (\$000s)</b>
Scarborough Subway Extension (SSE)	3,560,000*	660,000
Lower Donlands Flood Protection	975,000	325,000
F.G. Gardiner Expressway Rehabilitation	1,900,000	475,000**
60 Low Floor LRV/Streetcar	352,904	117,635
135 Low Floor 40 FT Diesel Buses	105,276	35,092

\* funding committed, subject to key terms and conditions

\*\* The City is seeking a total federal contribution equivalent to 25% of the project cost (12.5% from the NBCF and another 12.5% from the P3 Canada Fund). This is the maximum amount allowed under the NBCF for projects delivered as a P3.

Federal and provincial commitments have been received for the Scarborough Subway Extension, subject to key terms and conditions. A P3 screen, required to secure federal funding, is currently underway. As federal and provincial contributions have been committed, the 2015-2024 Recommended Capital Budget and Plan identifies \$2.548 billion in intergovernmental funding to be received for the SSE, as outlined in Table 3.

**Table 3 – Scarborough Subway Extension**

<b>Funding Source</b>	<b>2015 (\$000s)</b>	<b>2015-2024 (\$000s)</b>	<b>Post 2024 (\$000s)</b>	<b>Total (\$000s)</b>
City Funding	50,258	873,638	34,917	910,000
Provincial Funding*	-	1,913,710	76,290	1,990,000
Federal Funding*	-	634,707	25,293	660,000
<b>Total Gross Annual Expenditures &amp; Plan</b>	<b>50,258</b>	<b>3,422,055</b>	<b>136,500</b>	<b>3,560,000</b>

\* funding committed, subject to key terms and conditions

The City has been screened in for federal funding under Round 6 of the P3 Canada Fund for the F.G. Gardiner Expressway Rehabilitation Project. A business case is being developed to determine the suitability of using a P3 procurement model. The business case will fulfill the requirements of both the P3 Canada Fund and the NBCF.

The City Manager's Office and Financial Planning, in collaboration with other City division and agencies are responsible for identifying infrastructure projects requiring intergovernmental funding based on Council's priorities. Intergovernmental funding agreements provide significant capital contributions that help address many of the City's key strategic priorities.

**CONTACT**

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**SIGNATURE**

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Joseph P. Pennachetti  
 City Manager

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Roberto Rossini  
 Deputy City Manager & Chief Financial Officer

**ATTACHMENTS**

- Appendix A – Provincial Gas Tax Funding for TTC's 2015-2024 Recommended Capital Budget and Plan
- Appendix B – Federal Gas Tax Funding for TTC's 2015-2024 Recommended Capital Budget and Plan

## Appendix A – Provincial Gas Tax Funding for TTC's 2015-2024 Recommended Capital Budget and Plan

Project Description (\$000s)	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015-2024
Subway Track		10,542				10,542		7,743		11,752	12,232	42,269
Surface Track	10,498	13,243	15,311	20,725	11,163	70,940		11,737	12,262	12,710	13,330	120,979
Traction Power		5,065	5,528	4,631	3,230	18,454						18,454
Power Distribution - Electrical Systems	7,000		5,749			12,749		2,581				15,330
Communications	1,601				5,888	7,489		2,833	5,141	5,119	5,829	26,411
Signal Systems	2,559					2,559		1,438	1,221	1,252		6,470
Finishes	9,000					9,000			334			9,334
Equipment	2,006					2,006						2,006
Yard & Roads	2,149					2,149						2,149
Easier Access - Phase III	22,369	36,774	26,928	36,031	41,047	163,149	34,526	3,236				200,911
Streetcar Overhaul Program						-			1,530			1,530
Subway Car Overhaul Program	14,042	5,600	17,708	9,837	9,896	57,083	9,682	9,336	8,915	6,879	7,057	98,952
Rail Non-Revenue Vehicle Overhaul						-			1,683	1,693		3,376
Environmental Programs						-			6,240	5,676		11,916
Other Buildings & Structures						-		6,512				6,512
Purchase of Buses						-			14,852	6,661	32,776	54,289
ATC Resignalling						-			19,046	19,482		38,528
Toronto Rocket Yard & Storage Track Accommodation						-	27,016	25,808				52,824
<b>Total</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>356,120</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>71,224</b>	<b>712,240</b>

\* The list of projects funded by Provincial Gas Tax is subject to change.

## Appendix B – Federal Gas Tax Funding for TTC's 2015-2024 Recommended Capital Budget and Plan

Project Description (\$000s)	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015-2024
Subway Track					8,187	8,187	7,454	11,701	20,096	8,986	9,354	65,778
Surface Track						-		8,975	9,376	9,720	10,193	38,264
Traction Power						-		11,536	12,212	14,175	14,305	52,228
Power Distribution - Electrical Systems						-		3,262	5,829	5,684	5,986	20,761
Finishes						-		123	114	107	800	1,144
Equipment						-	31,055	24,418	16,273	10,208	7,376	89,330
Bridges & Tunnels						-	23,147	36,245	36,971	37,698	32,368	166,429
Purchase of Subway Cars	72,507	10,075	4,147			86,729						86,729
Streetcar Overhaul Program						-		107		4,264	7,966	12,337
Subway Overhaul Program						-		7,139	3,602	5,261	5,397	21,399
Rail Non-Revenue Vehicle Overhaul						-					1,414	1,414
Environmental Programs						-					5,790	5,790
Transit Shelters & Loops						-					1,383	1,383
Other Buildings & Structures				9,565	7,134	16,699		12,713	3,858	3,769	3,448	40,487
Purchase of Buses	23,088	43,814	50,142	41,725	43,462	202,231	42,848	22,125	43,649	57,444	30,822	399,119
Bus Overhaul Program	22,251	18,684	28,723	31,831	24,025	125,514						125,514
Purchase of Streetcars		46,760	50,576	50,219	50,180	197,735	17,122					214,857
ATC Resignalling						-	12,448	11,872	15,441	10,106	30,819	80,686
Leslie Barns Streetcar Maintenance & Storage Facility	34,355	12,760				47,115						47,115
Toronto Rocket Yard & Storage Track Accommodation		27,718	15,968	19,582	19,433	82,701	26,395	17,205				126,301
McNicoll Bus Garage Facility			10,255	14,499	15,000	39,754	6,954					46,708
<b>Total FGT Funding in 2015-2024 Recommended Capital Budget and Plan</b>	<b>152,201</b>	<b>159,811</b>	<b>159,811</b>	<b>167,421</b>	<b>167,421</b>	<b>806,665</b>	<b>167,423</b>	<b>167,421</b>	<b>167,421</b>	<b>167,422</b>	<b>167,421</b>	<b>1,643,773</b>
<b>Allocations under New Agreement</b>	<b>152,201</b>	<b>159,811</b>	<b>159,811</b>	<b>167,421</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Variance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\* The list of projects funded by federal Gas Tax Fund is subject to change.

\* N/A = Not available at this time, as allocations from 2019-2023 will be updated to reflect 2016 census data, as well as 2024 when a new agreement will be needed