

APPENDIX B  
TABLE 1

CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Growth	mid-2019 mid-2029	Post mid-2029
<b>1.1 Recovery of Negative Reserve Balance</b>											
Reserve Fund Balance as of December 31, 2018	2020 - 2020	\$ 27,832,833	\$ -	\$ 27,832,833	0%	\$ -	\$ -	\$ 27,832,833	\$ -	\$ 27,832,833	\$ -
<b>A Subtotal Recovery of Negative Reserve Balance</b>		\$ 27,832,833	\$ -	\$ 27,832,833		\$ -	\$ -	\$ 27,832,833	\$ -	\$ 27,832,833	\$ -
<b>1.2 Transit Projects</b>											
2.09E+04 Light Rail Transit Phase 2 - Vehicles	2020 - 2020	\$ 544,487,400	\$ 347,200,000	\$ 197,287,400	33%	\$ 65,356,526	\$ -	\$ 131,930,874	\$ -	\$ 131,930,874	\$ -
2.1394 Origin-destination Survey	2020 - 2020	\$ 424,800	\$ -	\$ 424,800	33%	\$ 140,726	\$ -	\$ 284,074	\$ -	\$ 284,074	\$ -
2.0194 Western Transitway (Bayshore-Moodie)	2020 - 2020	\$ 17,954,172	\$ -	\$ 17,954,172	33%	\$ 5,947,781	\$ -	\$ 12,006,391	\$ -	\$ 12,006,391	\$ -
2.0014 Baseline Transit Corridor (Baseline Station-Heron Station)	2020 - 2022	\$ 112,741,920	\$ 74,409,667	\$ 38,332,253	33%	\$ 12,698,545	\$ -	\$ 25,633,708	\$ -	\$ 25,633,708	\$ -
2.089A4 O-Train Extension-Greenboro to Bowesville & New Stations-Gladstone & Walkley	2020 - 2023	\$ 185,637,600	\$ 116,900,000	\$ 68,737,600	33%	\$ 22,771,098	\$ -	\$ 45,966,502	\$ -	\$ 45,966,502	\$ -
2.089B4 Orleans Light Rail Transit Phase 2 - Blair to Place d'Orleans	2020 - 2023	\$ 497,122,200	\$ 313,100,000	\$ 184,022,200	33%	\$ 60,962,087	\$ -	\$ 123,060,113	\$ -	\$ 123,060,113	\$ -
2.089C4 Western Light Rail Transit Phase 2 - Tunney's Pasture to Baseline	2020 - 2023	\$ 861,175,800	\$ 575,954,375	\$ 285,221,425	33%	\$ 94,486,933	\$ -	\$ 190,734,492	\$ -	\$ 190,734,492	\$ -
2.089D4 Western Light Rail Transit Phase 2 - Lincoln Fields to Bayshore	2020 - 2023	\$ 540,876,600	\$ 340,600,000	\$ 200,276,600	33%	\$ 66,346,775	\$ -	\$ 133,929,825	\$ -	\$ 51,238,783	\$ 82,691,042
2.0994 Transit Vehicles	2020 - 2024	\$ 60,109,200	\$ -	\$ 60,109,200	33%	\$ 19,912,719	\$ -	\$ 40,196,481	\$ -	\$ -	\$ 40,196,481
2.0244 Rapid Transit Environmental Assessment Studies	2020 - 2029	\$ 1,998,684	\$ -	\$ 1,998,684	33%	\$ 662,115	\$ -	\$ 1,336,569	\$ -	\$ -	\$ 1,336,569
2.0844 Transit Corridor Protection	2020 - 2029	\$ 16,640,478	\$ -	\$ 16,640,478	33%	\$ 5,512,586	\$ -	\$ 11,127,892	\$ -	\$ -	\$ 11,127,892
2.5444 Park and Ride Facilities	2020 - 2029	\$ 14,837,202	\$ -	\$ 14,837,202	33%	\$ 4,915,205	\$ -	\$ 9,921,997	\$ -	\$ -	\$ 9,921,997
2.0024 TMP Transit Priority Network	2020 - 2029	\$ 1,961,514	\$ -	\$ 1,961,514	33%	\$ 649,802	\$ -	\$ 1,311,712	\$ 514	\$ -	\$ 1,311,712
2.1494 TRANS Model Projects	2022 - 2022	\$ 1,423,080	\$ -	\$ 1,423,080	33%	\$ 471,432	\$ -	\$ 951,648	\$ -	\$ -	\$ 951,648
2.1394 Origin-destination Survey	2024 - 2024	\$ 488,520	\$ -	\$ 488,520	33%	\$ 161,835	\$ -	\$ 326,685	\$ -	\$ -	\$ 326,685
2.1494 TRANS Model Projects	2027 - 2027	\$ 1,274,400	\$ -	\$ 1,274,400	33%	\$ 422,178	\$ -	\$ 852,222	\$ -	\$ -	\$ 852,222
<b>B Subtotal Transit Projects</b>		\$ 2,859,153,569	\$ 1,768,164,042	\$ 1,090,989,527		\$ 361,418,343	\$ -	\$ 729,571,184	\$ -	\$ 580,854,937	\$ 148,716,247
<b>1.3 Recovery of Past Commitments</b>											
906933 CLS*2013 Transit Corridor Protection	2020 - 2020	\$ 60,000	\$ -	\$ 60,000	0%	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
907045 CLS*S37 Hickory St Pedestrian Pathway	2020 - 2020	\$ 69,000	\$ -	\$ 69,000	0%	\$ -	\$ -	\$ 69,000	\$ -	\$ 69,000	\$ -
906968 CLS*Miscellaneous Vehicle Growth	2020 - 2020	\$ 4,525	\$ -	\$ 4,525	0%	\$ -	\$ -	\$ 4,525	\$ -	\$ 4,525	\$ -
907201 O-OTM Civic Works - Cash Allowances	2021 - 2021	\$ 90,000	\$ -	\$ 90,000	0%	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000
<b>C Subtotal Recovery of Past Commitments</b>		\$ 223,525	\$ -	\$ 223,525		\$ -	\$ -	\$ 223,525	\$ -	\$ 133,525	\$ 90,000
<b>1.4 Current Debt Payments - Principle and Interest</b>											
Summary of Authorized DC Debt - Principal Payments	2020 - 2029	\$ 22,685,495	\$ -	\$ 22,685,495	0%	\$ -	\$ -	\$ 22,685,495	\$ -	\$ 11,377,648	\$ 11,307,847
Summary of Authorized DC Debt - Interest Payments	2020 - 2029	\$ 57,340,214	\$ -	\$ 57,340,214	0%	\$ -	\$ -	\$ 57,340,214	\$ -	\$ 28,758,323	\$ 28,581,891
Summary of Issued DC Debt - Principal Payments - 903273 - 905176 - 908650 - 904684	2020 - 2029	\$ 77,615,444	\$ -	\$ 77,615,444	0%	\$ -	\$ -	\$ 77,615,444	\$ -	\$ 38,927,130	\$ 38,688,314
Summary of Issued DC Debt - Interest Payments	2020 - 2029	\$ 108,063,877	\$ -	\$ 108,063,877	0%	\$ -	\$ -	\$ 108,063,877	\$ -	\$ 54,198,191	\$ 53,865,686
<b>D Subtotal Current Debt Payments - Principle and Interest</b>		\$ 265,705,030	\$ -	\$ 265,705,030		\$ -	\$ -	\$ 265,705,030	\$ -	\$ 133,261,292	\$ 132,443,738

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CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE %	Replacement & BTE Shares	0% Reduction		Prior Growth	mid-2019 mid-2029	Post mid-2029
<b>1.5 New Public Transit Projects</b>											
2.0144 Transportation Master Plan	2020 - 2029	\$ 1,911,600	\$ -	\$ 1,911,600	33%	\$ 633,267	\$ -	\$ 1,278,333	\$ -	\$ -	\$ 1,278,333
2.0007 West Transitway (March Road to Terry Fox Drive)	2020 - 2029	\$ 123,192,000	\$ -	\$ 123,192,000	33%	\$ 40,810,519	\$ -	\$ 82,381,481	\$ -	\$ -	\$ 82,381,481
O-Train Extension CL West - Bayshore to Moodie	2020 - 2029	\$ 74,340,000	\$ -	\$ 74,340,000	33%	\$ 24,627,037	\$ -	\$ 49,712,963	\$ -	\$ -	\$ 49,712,963
2.0017 LRT Maintenance Service Facilities - Moodie, Walkley & Belfast	2020 - 2029	\$ 276,120,000	\$ -	\$ 276,120,000	33%	\$ 91,471,852	\$ -	\$ 184,648,148	\$ -	\$ -	\$ 184,648,148
2.0027 Light Rail Transitway - Extension to Trim Road	2020 - 2029	\$ 168,327,000	\$ 160,000,000	\$ 8,327,000	33%	\$ 2,758,533	\$ -	\$ 5,568,467	\$ -	\$ -	\$ 5,568,467
2.0037 Light Rail Transitway - Extension to Airport	2020 - 2029	\$ 164,610,000	\$ 160,000,000	\$ 4,610,000	33%	\$ 1,527,181	\$ -	\$ 3,082,819	\$ -	\$ -	\$ 3,082,819
Provision for Future Growth Related Transit Projects	2020 - 2029	\$ 180,000,000	\$ -	\$ 180,000,000	33%	\$ 59,629,630	\$ -	\$ 120,370,370	\$ -	\$ -	\$ 120,370,370
<b>E Subtotal New Public Transit Projects</b>		\$ 988,500,600	\$ 320,000,000	\$ 668,500,600		\$ 221,458,019	\$ -	\$ 447,042,581	\$ -	\$ -	\$ 447,042,581
<b>1.5 New Stage 2 LRT Costs</b>											
Revised Additional Cost Estimate for Stage 2 LRT	TBD	\$ 1,242,000,000	\$ -	\$ 1,242,000,000	33%	\$ 411,444,444	\$ -	\$ 830,555,556	\$ -	\$ -	\$ 830,555,556
<b>F Subtotal New Stage 2 LRT Costs</b>		\$ 1,242,000,000	\$ -	\$ 1,242,000,000		\$ 411,444,444	\$ -	\$ 830,555,556	\$ -	\$ -	\$ 830,555,556
<b>Total Negative Reserve Fund Balance (A)</b>		\$ 27,832,833	\$ -	\$ 27,832,833		\$ -	\$ -	\$ 27,832,833	\$ -	\$ 27,832,833	\$ -
<b>Total Transit Projects with BTE Share (B)</b>		\$ 2,859,153,569	\$ 1,768,164,042	\$ 1,090,989,527		\$ 361,418,343	\$ -	\$ 729,571,184	\$ -	\$ 580,854,937	\$ 148,716,247
<b>Total Recovery of Past Commitments (C)</b>		\$ 223,525	\$ -	\$ 223,525		\$ -	\$ -	\$ 223,525	\$ -	\$ 133,525	\$ 90,000
<b>Total Debenture Costs - Principle &amp; Interest (D)</b>		\$ 265,705,030	\$ -	\$ 265,705,030		\$ -	\$ -	\$ 265,705,030	\$ -	\$ 133,261,292	\$ 132,443,738
<b>Total New Public Transit Projects (E)</b>		\$ 988,500,600	\$ 320,000,000	\$ 668,500,600		\$ 221,458,019	\$ -	\$ 447,042,581	\$ -	\$ -	\$ 447,042,581
<b>Total New Stage 2 LRT Costs (F)</b>		\$ 1,242,000,000	\$ -	\$ 1,242,000,000		\$ 411,444,444	\$ -	\$ 830,555,556	\$ -	\$ -	\$ 830,555,556
<b>TOTAL</b>		\$ 5,383,415,557	\$ 2,088,164,042	\$ 3,295,251,515		\$ 994,320,806	\$ -	\$ 2,300,930,709	\$ -	\$ 742,082,587	\$ 1,558,848,122

**COST ALLOCATION - CITY-WIDE**

<b>Residential Development Charge Calculation</b>			
Residential Share of mid-2019 - mid-2029 DC Eligible Costs	62%	\$456,761,531	
10-Year Growth in Population in New Units		149,110	
Development Charge Per Capita		<b>\$3,063.26</b>	
Development Charge Per Single & Semi-Detached Unit	3.36	\$10,288	
<b>Non-Residential Development Charge Calculation</b>			
<i>Industrial</i>			
Non-Residential Share of mid-2019 - mid-2029 DC Eligible Costs	6%	\$40,945,692	
10-Year Growth in Square Metres		948,160	
Development Charge Per Square Metre		<b>\$43.18</b>	
<i>Non-Industrial</i>			
Non-Residential Share of mid-2019 - mid-2029 DC Eligible Costs	33%	\$244,375,363	
10-Year Growth in Square Metres		2,218,310	
Development Charge Per Square Metre		<b>\$110.16</b>	

<b>Transit Cost Allocations - Transit Projects</b>		
	Ridership	Allocation
Benefit to Existing	16,100	33.13%
In-period	16,300	33.54%
Post-Period Benefit	16,200	33.33%
<b>Total</b>	<b>48,600</b>	<b>100.00%</b>

<b>Transit Cost Allocations - Debentures</b>		
	Ridership	Allocation
In-period	16,300	50.15%
PPB Share for Debt Payments	16,200	49.85%
<b>Total</b>	<b>32,500</b>	<b>100.00%</b>

APPENDIX B  
TABLE 2

CITY OF OTTAWA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PUBLIC TRANSIT

CITY-WIDE CHARGE  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
<b>PUBLIC TRANSIT</b>											
OPENING CASH BALANCE	\$0.0	(\$140,721.6)	(\$178,870.7)	(\$218,552.4)	(\$254,034.3)	(\$220,183.0)	(\$183,196.9)	(\$142,886.8)	(\$99,062.6)	(\$51,506.9)	
2017-2027 RESIDENTIAL FUNDING REQUIREMENTS											
- Public Transit Services: Non Inflated	\$174,487.02	\$68,503.2	\$68,503.2	\$63,244.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$374,737.5
- Public Transit Services: Inflated	\$174,487.02	\$70,215.8	\$71,971.2	\$68,106.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$384,780.9
- Public Transit Infrastructure: Debenture Finance Interest (1)	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$51,060.8
- Public Transit (Inflated + Debenture Financed)	\$179,593.1	\$75,321.9	\$77,077.3	\$73,212.9	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$5,106.1	\$435,841.7
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	14,053	14,237	14,424	14,613	14,804	14,999	15,196	15,392	15,594	15,799	149,110
REVENUE											
- DC Receipts: Inflated	\$41,461.4	\$43,055.0	\$44,710.0	\$46,429.0	\$48,214.2	\$50,068.0	\$51,993.0	\$53,983.0	\$56,058.2	\$58,212.6	\$494,184.5
INTEREST											
- Interest on Opening Balance	\$0.0	(\$5,277.1)	(\$6,707.6)	(\$8,195.7)	(\$9,526.3)	(\$8,256.9)	(\$6,869.9)	(\$5,358.3)	(\$3,714.8)	(\$1,931.5)	(\$55,838.1)
- Interest on In-year Transactions	(\$2,590.0)	(\$605.0)	(\$606.9)	(\$502.2)	\$269.4	\$281.0	\$293.0	\$305.5	\$318.5	\$331.9	(\$2,504.7)
TOTAL REVENUE	\$38,871.5	\$37,172.9	\$37,395.5	\$37,731.1	\$38,957.3	\$42,092.2	\$45,416.2	\$48,930.3	\$52,661.8	\$56,613.0	\$435,841.7
CLOSING CASH BALANCE	(\$140,721.6)	(\$178,870.7)	(\$218,552.4)	(\$254,034.3)	(\$220,183.0)	(\$183,196.9)	(\$142,886.8)	(\$99,062.6)	(\$51,506.9)	\$0.0	

2019 Principle Repayment Charge (2)	\$ 207.65
2019 Adjusted Capital Cost & Finance Interest Charge Per Capita	\$ 2,950.43
<b>Total Charge per Capita</b>	<b>\$ 3,158.09</b>

<b>Single &amp; Semi</b>	3.36
<b>Charge per SDU after cash flow analysis</b>	<b>\$ 10,607</b>

Notes:

(1) Debenture finance interest are not inflated

(2) Principle Repayment Charge will not be indexed

Allocation of Capital Program	
Residential Sector	61.6%
Industrial	5.5%
Non-Industrial	32.9%
Rates	
Inflation Rate	2.50%
Interest Rate on Positive Balances	1.25%
Interest Rate on Negative Balances	3.75%

**APPENDIX B  
TABLE 2**

**CITY OF OTTAWA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PUBLIC TRANSIT**

**CITY-WIDE CHARGE  
INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PUBLIC TRANSIT</b>	<b>2017 2018</b>	<b>2018 2019</b>	<b>2019 2020</b>	<b>2020 2021</b>	<b>2021 2022</b>	<b>2022 2023</b>	<b>2023 2024</b>	<b>2024 2025</b>	<b>2025 2026</b>	<b>2026 2027</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$12,578.83)	(\$15,971.38)	(\$19,507.48)	(\$22,674.57)	(\$19,631.11)	(\$16,316.76)	(\$12,716.26)	(\$8,809.01)	(\$4,577.86)	
<b>2017-2027 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Public Transit Services: Non Inflated	\$15,641.62	\$6,140.87	\$6,140.87	\$5,669.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	<b>\$33,592.8</b>
- Public Transit Services: Inflated	\$15,641.6	\$6,294.4	\$6,451.8	\$6,105.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$34,493.1</b>
- Public Transit Infrastructure: Debenture Finance Interest (1)	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	<b>\$4,577.3</b>
- Public Transit (Inflated + Debenture Financed)	\$16,099.35	\$6,752.12	\$6,909.48	\$6,563.06	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	\$457.73	<b>\$39,070.4</b>
<b>NEW NON-RESIDENTIAL DEVELOPMENT</b>											
- Growth in Square Metres	90,227	91,146	92,158	93,170	94,273	95,285	96,297	97,400	98,504	99,700	<b>948,160</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$3,752.0	\$3,885.0	\$4,026.4	\$4,172.3	\$4,327.3	\$4,483.1	\$4,643.9	\$4,814.6	\$4,990.9	\$5,177.8	<b>\$44,273.3</b>
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	(\$471.7)	(\$598.9)	(\$731.5)	(\$850.3)	(\$736.2)	(\$611.9)	(\$476.9)	(\$330.3)	(\$171.7)	<b>(\$4,979.4)</b>
- Interest on In-year Transactions	(\$231.5)	(\$53.8)	(\$54.1)	(\$44.8)	\$24.2	\$25.2	\$26.2	\$27.2	\$28.3	\$29.5	<b>(\$223.6)</b>
<b>TOTAL REVENUE</b>	<b>\$3,520.5</b>	<b>\$3,359.6</b>	<b>\$3,373.4</b>	<b>\$3,396.0</b>	<b>\$3,501.2</b>	<b>\$3,772.1</b>	<b>\$4,058.2</b>	<b>\$4,365.0</b>	<b>\$4,688.9</b>	<b>\$5,035.6</b>	<b>\$39,070.4</b>
CLOSING CASH BALANCE	(\$12,578.8)	(\$15,971.4)	(\$19,507.5)	(\$22,674.6)	(\$19,631.1)	(\$16,316.8)	(\$12,716.3)	(\$8,809.0)	(\$4,577.9)	\$0.0	

2019 Principle Repayment Charge (2)	\$	2.93
2019 Adjusted Capital Cost & Finance Interest Charge Per Square M	\$	41.58
<b>Total Charge per Square Metre</b>	<b>\$</b>	<b>44.51</b>

<b>Allocation of Capital Program</b>	
Residential Sector	61.6%
Industrial	5.5%
Non-Industrial	32.9%
<b>Rates</b>	
Inflation Rate	2.50%
Interest Rate on Positive Balances	1.25%
Interest Rate on Negative Balances	3.75%

Notes

- (1) Debenture finance interest are not inflated  
(2) Principle Repayment Charge will not be indexed

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CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PUBLIC TRANSIT

CITY-WIDE CHARGE  
NON-INDUSTRIAL DEVELOPMENT CHARGE  
(in \$000)

PUBLIC TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
OPENING CASH BALANCE	\$0.00	(\$75,081.55)	(\$95,316.08)	(\$116,409.27)	(\$135,297.86)	(\$117,139.09)	(\$97,353.74)	(\$75,849.78)	(\$52,526.19)	(\$27,281.54)	
2017-2027 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Public Transit Services: Non Inflated	\$93,353.59	\$36,650.43	\$36,650.43	\$33,836.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,491.1
- Public Transit Services: Inflated	\$93,353.6	\$37,566.7	\$38,505.9	\$36,438.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$205,864.5
- Public Transit Infrastructure: Debenture Finance Interest (1)	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$27,318.4
- Public Transit (Inflated + Debenture Financed)	\$96,085.43	\$40,298.53	\$41,237.70	\$39,170.17	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$2,731.84	\$233,182.9
NEW NON-RESIDENTIAL DEVELOPMENT											
- Growth in Square Metres	211,026	213,369	215,712	218,092	220,508	222,960	225,412	227,899	230,387	232,946	2,218,310
REVENUE											
- DC Receipts: Inflated	\$22,385.8	\$23,200.2	\$24,041.3	\$24,914.2	\$25,820.0	\$26,759.7	\$27,730.3	\$28,737.3	\$29,777.2	\$30,860.6	\$264,226.6
INTEREST											
- Interest on Opening Balance	\$0.0	(\$2,815.6)	(\$3,574.4)	(\$4,365.3)	(\$5,073.7)	(\$4,392.7)	(\$3,650.8)	(\$2,844.4)	(\$1,969.7)	(\$1,023.1)	(\$29,709.6)
- Interest on In-year Transactions	(\$1,381.9)	(\$320.6)	(\$322.4)	(\$267.3)	\$144.3	\$150.2	\$156.2	\$162.5	\$169.0	\$175.8	(\$1,334.1)
TOTAL REVENUE	\$21,003.9	\$20,064.0	\$20,144.5	\$20,281.6	\$20,890.6	\$22,517.2	\$24,235.8	\$26,055.4	\$27,976.5	\$30,013.4	\$233,182.9
CLOSING CASH BALANCE	(\$75,081.6)	(\$95,316.1)	(\$116,409.3)	(\$135,297.9)	(\$117,139.1)	(\$97,353.7)	(\$75,849.8)	(\$52,526.2)	(\$27,281.5)	\$0.0	

2019 Principle Repayment Charge (2)	\$	7.47
2019 Adjusted Capital Cost & Finance Interest Charge Per Square Metre	\$	106.08
<b>Total Charge per Square Metre</b>	<b>\$</b>	<b>113.55</b>

Notes

- (1) Debenture finance interest are not inflated  
(2) Principle Repayment Charge will not be indexed

<b>Allocation of Capital Program</b>	
Residential Sector	61.6%
Industrial	5.5%
Non-Industrial	32.9%
<b>Rates</b>	
Inflation Rate	2.50%
Interest Rate on Positive Balances	1.25%
Interest Rate on Negative Balances	3.75%