

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: November 18, 2013

SUBJECT: 2014-2023 TTC Capital Budget

ACTION ITEM

RECOMMENDATION

It is recommended that the Board:

1. Approve the 2014-2023 TTC Capital Budget (including the Toronto-York Spadina Subway Extension and Scarborough Subway Extension) as summarized in Appendix A and detailed in this report and contained on Appendix B (The Blue Pages);
2. Support the creation of a special task force, comprised of the TTC Chair, the TTC CEO, the TTC CFAO, the City Manager and the City CFO, to seek and secure funding for the list of “unfunded TTC Capital Projects” contained in Exhibit 5 of this report;
3. Request the City of Toronto to amend section 4-A-1(c) of Chapter 279 of TTC Financial Control By-law relating to the carry forward of unspent funds within Capital Programs which will exempt TTC from the one year limit rule.
4. Forward this report to the City of Toronto for submission to the City’s budget process;
5. Forward this report to the Metrolinx Board;
6. Forward this report to the Ontario Minister of Transportation and to the Federal Minister of Transportation; and,
7. Request the Federal, Provincial and Municipal governments to provide incremental funding for the currently Unfunded Projects shown on Appendix D.

COMPANION REPORT

This report should be considered in concert with the companion report on the “2014 TTC and Wheel-Trans Operating Budgets”.

BUDGET HIGHLIGHTS

- 10-year capital needs for the base system are pegged at just over \$9 billion

- Funding from known services (city debt, other city sources, Federal and Provincial Gas Taxes and other programs) amounts to about \$6.3 billion, leaving the unfunded list of needed capital projects at about \$2.7 billion.
- These needs will not go away. They need to start as shown on Exhibit 5.
- Most of the projects on the unfunded list are precisely the type that have received very significant Provincial or Federal government capital support in the past. The project-specific upper-level government funding that has been provided in the past either has been or are nearly completed. A refreshing of these types of programs (listing in Exhibit 5) is needed by the dates shown in order to adequately fund the needs of the existing system.
- A special task force, headed by the TTC Chair, is recommended to establish the strategy for securing the funding for these much-needed projects.
- The City of Toronto has worked with TTC staff to try to fund most of the \$9 billion 2014-2023 TTC Capital Budget.
- Sources of operating subsidy for major expansion projects must also be found to ensure financial stability of the system as the lines open in the future.
- The Toronto–York Spadina Subway Extension remains within budget and is expected to open in 2016.

FUNDING

All known or expected current funding sources have been incorporated into this ten-year capital plan for the TTC. Appendix C summarizes the funding sources available over the next decade and compares them to the base capital needs of the system required to keep the existing system in a state-of-good-repair.

Sufficient funds are available to meet the 2014 budget request; however, a \$2.7 billion shortfall exists over the 2014-2023 time frame (approximately 70% of this shortfall is in the latter five years). City staff will recommend to City Council that certain projects not be approved at this time pending the identification of committed funding (see the section on Unfunded Projects on page 11 in this report). Meanwhile, TTC staff will look into those projects closely to partially elevate the funding needs by utilizing the prior year carry forward into future years as required. The current Chapter 279 By-law and City's Financial Planning Policy (Policy# FS-PF003) restricts the Commission ability to re-utilize the debt funded projects beyond one year, thus compromising the spending affordability in future years. The approval of Recommendation #3 of this report will address the above mentioned issue.

HISTORY

The original Yonge subway opened in the 1950s, and the Bloor-Danforth line opened in the mid-1960s. The period from 1970-1990 was one of remarkable growth for the TTC. Key to this growth was a program of systematic expansion of the transit system based on long-term, stable and predictable capital and operating funding. During this period, the

Provincial Government paid for 75% of the TTC's capital funding needs and the municipal government paid the remaining 25%. This allowed for the construction of the Spadina subway, extension of the Yonge subway north to Finch, extension of the Bloor-Danforth subway to Kipling in the west and Kennedy in the east, construction of the Scarborough RT line and an expansion in the bus fleet by 70% as surface routes were extended into all corners of the suburbs. Over this same period, transit fares were set annually to cover 68% of the TTC's annual operating expenses, under the Provincial-Municipal "User's Fair Share" formula which saw the municipal and Provincial governments fund the balance on a 50/50 basis. In addition, both the Spadina Subway and the Scarborough RT received special ramp-up subsidies from the province during the initial years of operation until ridership on those lines reached system-wide levels.

As noted in the 2014 TTC Operating Budget Report also being submitted to this Board meeting, annual ridership is being budgeted at an all-time record of 540 million. This is 168 million or 45% more annual rides than was taken in 1996 following the recession of the early 1990s. To put that into perspective, the actual growth of 168 million in annual ridership over that period is comparable to all of the new ridership expected to be generated by implementation of all of the current expansion plans in place or on the books.

The TTC has a long history of trying to accommodate and promote ridership growth in ways to delay mega-project expenditures as long as possible. Clearly, these results make it plain that funding the existing system and allowing it to be the backbone of any sustained long-term ridership growth must be at the heart of any long-term transit capital plan. The early 1990s bear witness to the detrimental impact that self-imposed policies to significantly increase fares, cut service and cut funding can have on ridership levels in the long-term. It took TTC ridership levels well over a decade to recover from the recession and the impact of these other items, even though City of Toronto employment levels had recovered to pre-recession levels within 4 or 5 years.

The exhibit below shows the myriad of project-specific capital funding provided by the province and the federal government. Most of these have been completed or are coming to an end. A renewal of these types of programs are needed to help fund the list of unfunded projects contained in Exhibit 5.

Exhibit 1

Canada Strategic Infrastructure Fund (CSIF) – a \$1.05 billion agreement between the Federal, Provincial and Municipal Governments to provide equal shares of funding towards TTCs State of Good Repair, Ridership Growth and subway expansion programs. This program is largely concluded with only about \$35 million left to be claimed from the Federal and Provincial contributions.

Infrastructure Stimulus Fund (ISF) – a federally funded initiative under Canada's Economic Action Plan to promote job growth in Canada. This program included 19 projects and provided a 1/3 Federal contribution of \$44.2 million. This program concluded in 2011.

Public Transit Capital Trust (PTCT) – the Federal government announced the creation of a Public Transit Capital Trust in 2006. The City's share of this funding, based on transit ridership, amounted to about \$223 million. \$75 was applied to the TYSSE with the balance to SOGR projects. This contribution was exhausted in 2009.

Transit Secure (TS) – Funding of approximately \$6 million was received under the Passenger Rail and Transportation Security Program ("Transit Secure") between 2006 and 2009. This program is now concluded.

Ontario Bus Replacement Program (OBRP) – Implemented in 2007, the Province committed to fund 1/3 of the cost of replacement buses at the time of procurement. In 2008, the Province changed the program by committing to provide up to 33.3% of conventional bus contract payments amortized over a 12 year bus life. In the 2010 budget, the Province cancelled the OBRP program and paid out outstanding obligations for bus contract commitments made from 2008 through 2010.

Golden Horseshoe Transit Improvement Fund (GTIP) – The Province paid out previously announced commitments under the Transit Technology Infrastructure Program ("TTIP") in full in March 2007 when the Province made an unconditional payment to the City of \$31.1 million. These funds were fully drawn by the end of 2012.

Ontario Rolling Stock Infrastructure Fund – in 2007 the Province provided \$150 million to address the Commission's unique rolling stock requirements which were fully drawn by the end of 2012.

Metrolinx Quickwins (QW) - \$386 million - Subway Capacity projects including a 1/3 share of 282 subway cars and a 100% share of the initial costs for the YUS Automatic Train Control Resignalling project. These funds will be exhausted by 2016.

Canada-Ontario Infrastructure Program (COIP) – The Federal government provided 1/3 funding in the amount of \$76 million towards various modernization and improvement projects. This amount was fully drawn by 2003.

Over the past several years, the need for stable long-term capital funding for the TTC has been a recurring theme. A couple of years ago, the ten-year funding shortfall was pegged at about \$2.3 billion for the base budget. In response, the TTC deleted or deferred over \$1.5 billion in needed projects, including over \$700 million in the 2012 budget cycle. That backlog has now grown to about \$2.7 billion in unfunded capital projects.

Going back to the early 1970s, and in more recent times as outlined above, the City has never been required to fully fund the TTC's needs. The City has noted that it is unable financially bear the full cost of the TTC's on-going capital requirements to maintain the existing system in a state-of-good-repair. Consequently, a long term capital funding strategy is required with the Provincial and Federal governments to secure the sustainability of the transit system for the 540 million riders projected in 2014 and the growth in ridership that will follow as the population of the City and region continue to expand.

Funding for the Spadina Subway Extension, the Scarborough Subway Extension, Transit Expansion and Waterfront involve other parties under specific funding agreements and are presented separately from the base capital program.

BUDGET SUMMARY

The 2014-2023 Capital Budget has been prepared consistent with the Commission's Five Year Corporate Plan and with the 2014 TTC and Wheel-Trans Operating Budgets Report as well as the Commission priorities and the plan approved by City Council last year. While project timing and cash flows have been adjusted to reflect more current information, funding continues to represent the greatest challenge to moving forward with the base capital program. Highlights of the 2014-2023 Capital Budget are as follows:

- \$1.171 billion is budgeted for 2014 for the base capital program:
 - \$687 million for infrastructure and related projects, including \$368 million for rehabilitation of buildings, structures, tunnels, bridges, yards and roads, \$83 million for track work, \$162 million for signals, electrical and communications systems, \$35 million for various information technology projects and, \$39 million for various facility, equipment and environmental projects.
 - \$484 million for vehicles, including \$56 million toward the purchase of 420 Toronto Rocket Subway Cars, \$127 million toward the procurement of 153 articulated buses, \$187 million toward the purchase of 204 LRV's, \$98 million for revenue vehicle overhaul programs (bus, subway car, SRT car and streetcar) and \$16 million for the acquisition or overhaul of various non-revenue vehicles.
 - Based on current funding assumptions, there is more than sufficient funding available to cover the 2014 budgeted expenditures.
- \$9.037 billion is forecasted as the overall requirement for the base capital program for the ten years from 2014 to 2023, including \$5.385 billion for infrastructure and related projects and \$3.651 billion for the procurement and overhaul of vehicles. Based on current funding assumptions, there is a funding shortfall in the order of \$2.7 billion over the next ten years and, therefore, certain unfunded projects will not be permitted

to proceed pending confirmation of available funding. These are discussed later in this report.

- \$528 million is required in 2014 and \$1.119 billion from 2014 to 2023 for the construction of the Toronto-York Spadina Subway Extension.
- \$14 million is required in 2014 and \$3.437 billion from 2014 to 2023 for the construction of the Scarborough Subway Extension (including \$132 million for the SRT life extension).
- A summary of expenditures for key program elements is included as Appendix A.

DISCUSSION

The “Blue Pages” attached as Appendix B to this report list the various projects needed to meet the base needs of the system over the next decade.

2014-2023 CAPITAL BUDGET

With investment approaching \$12 billion in existing assets (many of which last for decades) and ridership volumes at record levels, the existing transit network must remain the TTC’s first priority. The base capital program covers the acquisition of new and replacement transit assets needed by the TTC for the provision of public transit services within the City of Toronto and under contract with adjacent municipalities. In establishing the budget, a life-cycle approach is essential. Detailed system inventories of each class of capital asset are maintained. Budgets are set to replace or rehabilitate assets based on condition assessments, engineering standards, legislative requirements or safety/environmental implications. A one-year budget, five-year program and ten-year forecast are developed: all designed to keep the TTC’s capital assets in proper working order. The capital plan was constructed using the Commission’s long standing capital budget priorities which remain:

1. State-of Good-Repair and Safety
2. Legislative
3. Improvement
4. Expansion

The cash flow for each program or project element contained within the Base or State-of-good-repair capital budget is set out in the Blue Pages attached as Appendix B (expansion initiatives, including the Toronto-York Spadina Subway Extension and the Scarborough Subway Extension, are not included in the base capital program).

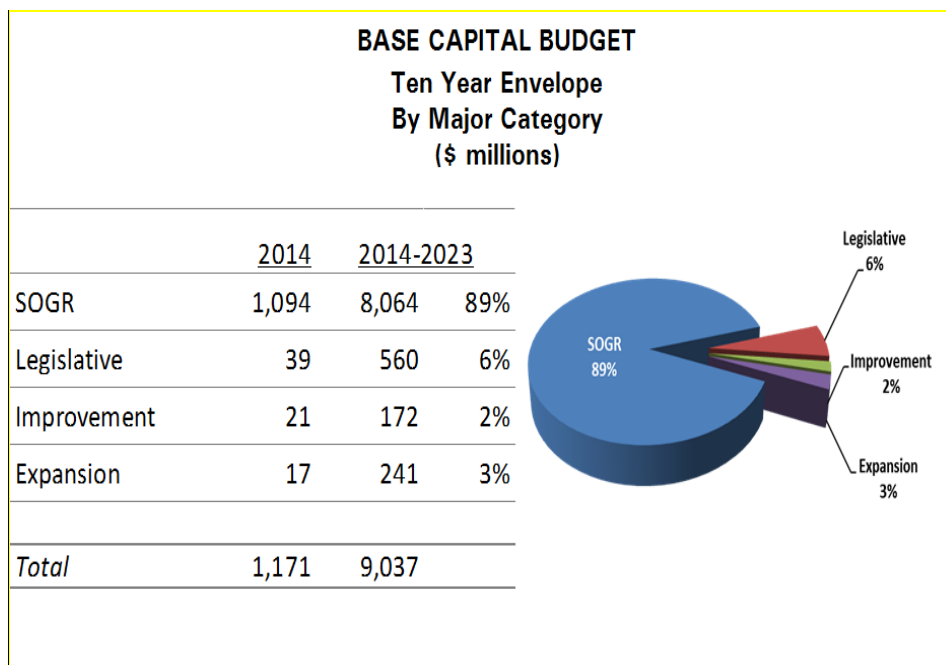
Key elements of the \$1.171 billion in the base capital budget for 2014 are shown below in Exhibit 2.

Exhibit 2

TTC – PROPOSED 2014 BASE CAPITAL BUDGET (\$Millions)		
Vehicles:		
Delivery of 153 Artic Diesel Buses (142 in 2014) (contract completion)	126	} 484
Purchase of 234 + 126 +60 Subway Cars (delivery of last cars, 126 car order and 60 New Car Order)	56	
Purchase of 204 + 60 LRV Cars (delivery of 34 in 2014 & down payment for new 60 car order)	187	
Vehicle Overhaul Programs (Bus, WT, Subway, Streetcar)	98	
Other	17	
Infrastructure Projects:		
Finishes, Equip, Yards & Roads	54	} 687
Bridges & Tunnels	48	
Leslie Barns & LRV CH (141), EA II&III (22), Facility Renewal (8)	171	
Fire Ventilation (29), TR Accommodation (39)	68	
Track Programs	83	
Signals Electrical Communications (58), OH & Poles (16), YUS ATO (88)	162	
NRV (16), Equipment (17), Farecard (10), Environ (6), IT (35)	84	
Other projects	17	
TTC REQUEST LEVEL	\$1,171	

Expenditures for the next 10 years from 2014 to 2023 are budgeted in the order of \$9.037 billion as shown in Exhibit 3.

Exhibit 3



As can be seen from the exhibit, \$8.6 billion or about 95% of the base capital budget for the ten years from 2014 to 2023 is committed to state-of-good-repair/safety and legislative projects. Key elements of the base capital program over the next ten years include:

- Vehicle acquisitions:
 - 153 articulated buses (\$137 million)
 - 400 replacement buses (incl. growth) (\$280 million)
 - 135 buses – service enhancement (\$105 million)
 - 900 Replacement buses (ridership growth & transition to a 15 year life) (\$763 million)
 - 39 Toronto Rocket subway car deliveries (\$650 million)
 - 21 TR trains for replacement of 126 H6 cars (\$295 million)
 - 10 TR trains to address ridership growth (\$230 million)
 - 204 LRV's (\$1.186 billion)
 - Purchase 60 LRVs to address ridership growth (\$353 million)
 - T1 subway train replacement commencing in 2023 (\$426 million)
- Leslie Barns (\$497 million) and existing facility modifications required for LRV (\$85 million)
- McNicoll bus garage (2020 completion; \$181 million)
- TR/T1 Rail Yard Accommodation (\$740 million)
- Wilson Facility Modifications for new TR trains nearing completion (\$95 million)
- installation of automatic train control and re-signaling on the Y-U-S subway line (\$563 million)
- installation of automatic train control on the B-D line (following Y-U-S) (\$431 million)
- track replacement (\$656 million)
- Easier Access Phase III (AODA Provincial goal of full accessibility by 2025) (\$426 million)
- various bridge and tunnel infrastructure rehabilitation (\$402 million)
- POP LRV fare collection and infrastructure needs (\$23 million)
- upgrading of fire ventilation equipment and second exits in the subway (\$276 million)
- upgrades to information technology assets (\$376 million)
- roofing rehabilitation and paving programs (\$355 million)
- streetcar overhead system rebuild (\$62 million)
- streetcar network upgrades for new LRVs (\$61 million)

Approximately \$9 billion is required over the next 10 years from 2014 to 2023 for the base capital program.

In addition to the base capital budget:

- The Toronto-York Spadina Subway Extension (TYSSE) is a \$2.634 billion project that will extend the Spadina subway line north from Downsview Station to

Vaughan Metropolitan Corporate Centre in York Region. It is fully funded by the City of Toronto, York Region, the Province of Ontario and the Government of Canada. It is currently projected to commence operation in the fourth quarter of 2016 and will see expenditures of \$1.119 billion over the next five years – including \$528 million in 2014 alone.

- The Scarborough Subway Extension (SSE) is currently estimated to be a \$3.305 billion project that will extend the Bloor-Danforth subway line approximately 7.6 kilometres from Kennedy Station to Sheppard Avenue and McCowan Road. In addition, \$132 million is required to extend the life of the SRT until the SSE commences operation. Thereafter, it is estimated that \$123 million will be required to decommission and demolish the SRT.

A summary of expenditures over the next ten years for key elements of the base capital program over the next 10 years are outlined in the Appendix A.

BUDGET COMPARISON

Exhibit 4 shows the changes requested in the base budget from that approved by City of Toronto Council in January of this year.

Exhibit 4

<u>Proposed 2014-2023 TTC CAPITAL BUDGET</u>	
(\$millions)	
\$3,458	Total 2014 – 2023 Increase
<u>(\$913)</u>	2023 Requirements (Next Year)
↳ \$2,545	2014 – 2022 Increase
<u>(\$1,778)</u>	New Projects
↳ \$767	Net Other Changes
<u>(\$720)</u>	Projects with significant changes
↳ \$47	All other changes

The 2014-2023 Capital Program and 10 Year Forecast requirements for the proposed base capital program have been identified with the following impacts:

- Based on the recommended 2014-2023 Capital Program submission, at the time of writing it is currently estimated that 2013 will be under-spent by \$37 million mostly associated with delays on the Leslie Barns project.
- For 2023, the \$913 million request includes the following:
 - Purchase of 372 subway cars (T1 replacement) (\$426 million)
 - Trackwork (subway and surface) (\$63 million)
 - BD ATC Resignalling (\$60 million)
 - Bridges & Tunnels (\$51 million)
 - Easier Access III (\$43 million)
 - Fire Ventilation (\$26 million)
 - Bus Rebuild Program (\$25 million)
 - Roofing & On-Grade Paving Rehabilitation (\$22 million)
 - Subway Pumps & Escalator Overhaul (\$14 million)
 - Subway Car Overhaul (\$12 million)
- For 2014-2023 new capital requirements will increase by \$1,778 million largely based on the following:
 - 900 diesel buses (transition to 15 year life) (\$763 million)
 - 60 additional LRVs to meet ridership growth (\$353 million)
 - 60 additional subway cars to meet ridership growth (\$230 million)
 - 135 additional buses to improve loading standards (\$105 million)
 - CAD/AVL System (CIS replacement) (\$95 million)
 - SAP-ERP Implementation Program (\$63 million)
 - Train Door monitoring system – T1 &TR (\$57 million)
 - Station Finishes Renewal (\$51 million)
 - Subway rail grinding (\$16 million)
 - SMS Work Order System replacement (\$15 million)
- For 2014-2022 existing capital requirements will increase by \$767 million. The primary source of these changes includes the following:
 - Purchase of 400 diesel buses (\$207 million)
 - YUS ATC Resignalling (\$172 million)
 - Leslie Barns (\$142 million; including \$82 million slippage)
 - Fire Ventilation (\$133 million)
 - McNicoll Bus Garage (\$101 million)
 - TR/T1 Rail Yard Accommodations (\$71 million)

- Subway Track Rehabilitation (\$54 million)
 - Facility Renewal Program (\$32 million)
 - Storage Tank Replacements (\$18 million)
 - Bus Overhauls (Orion VII) (-\$185 million)
- The Toronto-York Spadina Subway Extension project remains within the approved budget of \$2.634 billion, however, due to project slippage and is expected to open in 2016.
 - For the Scarborough Subway Extension project:
 - \$3.305 billion is required over the next ten years (including \$0.5 million in 2013)
 - \$132 million is required for the SRT life extension during this time frame
 - \$123 will be required after 2023 for SRT Decommissioning and Demolition
 - Additional Risks: Studies currently underway could lead to +/- \$200 million in new projects in the future. This includes:
 - Wilson and Malvern Building Expansion (\$50 million)
 - Wilson HVAC Upgrade (\$40 million)
 - Davenport Facility Renewal (\$50 million)
 - Lawrence West & Yorkdale Skylights (\$25 million)
 - Underground Bus Platform Ventilation (\$15 million)
 - The Yonge/Eglinton interchange station for the Eglinton Crosstown line will require upwards of \$50 million in work to bring the fire ventilation in that station up to the building code coincidental with the opening of that station. Once the dollar amount for this work has been established, it will be added into a subsequent TTC Capital Budget.

UNFUNDED TTC CAPITAL PROJECTS

The TTC's Base Capital Budget needs over the ten year period 2014-2023 total just over \$9.0 billion; however, all known sources of funding currently available are about \$6.3 billion, with a resulting \$2.7 billion funding shortfall over this time period. As noted earlier in this report, there is an urgent need to identify long-term, sustainable and predictable funding sources. This would allow the TTC to proceed with appropriate and timely capital investments in a planned fashion in order to meet the needs of the City and our customers to ensure that the transit system, infrastructure, vehicles and equipment are maintained in a state-of-good-repair.

Exhibit 5

<u>2014 - 2023 UNFUNDED PROJECTS</u>		
<u>PROJECT</u>	<u>\$(Millions)</u>	<u>DECISION DATE</u>
372 T1 Replacements	(426)	2022
58 Wheel-Trans Buses	(22)	2017
135 Enhancement Buses	(105)	2018
Buses (Revert to 18 year life)**	(930)	2014
Bus Rebuilds (to support 18 year life)	260	2014
60 New LRVs	(353)	2014
Fire Ventilation Upgrade	(159)	2014
McNicoll New Bus Garage (Phase 2)	(101)	2014
Station Finish Renewal Program	(46)	2017
Train Door Monitoring System - T1 & TR	(51)	2014
SMS Work Order System SOGR	(15)	2014
Easier Access III	(240)	2014
Capacity to Spend Opportunities	(338)	2014
Total	<u>(2,526)</u>	
* Request of \$9 B versus funding available of \$6.3 B = \$2.7 B shortfall		
** 266 Replacement buses are required in 2023 at a cost of \$251 m		

In the interim, while recognizing that the TTC's capital needs are real, City staff is unable to recommend to City Council a budget that significantly exceeds the available funding to support it. Consequently, they have asked that the TTC identify up to \$2.7 billion of capital work that must remain uncommitted, pending the identification of additional sources of funding. The following table identifies a list of projects that must be held in abeyance until such time as funding sources can be identified. Also noted on the table is a required decision date by which funding must be identified in order to allow these projects to proceed as required. Detailed cash flow for these projects is identified on Appendix D.

Following is a brief discussion of each of these Unfunded Projects.

372 T1 Replacements (-\$426 million) – By 2025 the T1 subway car fleet will be reaching the end of its useful life after 30 years of revenue service. Replacement vehicles must be ordered well in advance to ensure timely arrival consistent with the retirement of the existing fleet in order to avoid excessive maintenance costs which would negatively impact the operating budget.

58 Wheel-Trans Buses (-\$22 million): Wheel-Trans services are delivered through a combination of contracted accessible taxis and sedans and TTC owned buses. The size of the TTC owned bus fleet is impacted by customer mobility requirements, demand levels, legislation (AODA), planned linking of trips with the conventional service, and the bus modal split set out in the Collective Agreement. Any prolonged delay in the procurement of buses will affect Wheel-Trans' ability to meet service and accommodate ridership growth.

135 Enhancement Buses (-\$105 million): Additional buses are proposed to be added in 2019 in order coincidental with a future recommendation to improve existing loading standards (i.e. to make vehicles less crowded).

Bus Procurements (-\$930 million) and Bus Rebuilds (+ \$260 million): The design life of a conventional bus in North America is 12 years and the TTC has historically maintained its buses to last at least 18 years (and in recent years for as long as 24 years) through mid-life bus rebuilds at about 9 years of age. Experience with newer bus fleets has indicated that these bus rebuilds need to be performed earlier (in the range of 7½ years). It appears the optimal life of a bus with a single mid-life rebuild may now be closer to 15 years. Staff intend to undertake a comprehensive life-cycle analysis for buses in 2014 and to present a plan to the Board for consideration as part of the 2015 budget cycle. While reducing the expected life of a bus will result in additional capital costs, failure to implement an appropriate strategy for maintenance of the bus fleet will impact the integrity and reliability of the fleet and has the potential to significantly increase operating costs.

60 New LRVs (-\$353 million): The TTC is replacing the entire streetcar fleet under the 204 LRV order. Ridership to date and future expectations are such that an additional 60 LRVs are needed to accommodate growth. Since these entire fleet replacements happen once a generation (a large order is needed to obtain a cost-effective price), it is cost-effective to add these 60 vehicles to the existing order to take advantage of the volume pricing.

Fire Ventilation Upgrade (-\$159 million): The \$159 million amount placed on hold effectively means that the budget for this project will remain as approved by Council during the 2013 budget process. This is a multi-year project consisting of both fire ventilation and second exits elements. Staff will undertake a planning phase to re-assess the fire ventilation portion and establish an achievable project delivery plan that will recommend a project implementation strategy, budget and schedule.

McNicoll New Bus Garage (Phase 2) (-\$101 million): Bus Garages are currently operating over capacity. This over capacity situation is expected to increase significantly in the next 5 and 10 year. The need for McNicoll Garage exists. New lines such as the Eglinton Crosstown and the Scarborough Subway Extension may impact the number of buses required outside the 10 year envelope, however, future ridership growth and customer service improvements still require a new bus garage. While the design of

Phase 1 and Phase 2 of this project is underway to accommodate storage, service lines and maintenance of 250 buses, funding for all the construction of this facility will be requested in the 2015-2019 Budget Submission.

Station Finish Renewal Program (-\$46 million): As part of the Five Year Corporate Plan, staff intend to identify select stations that require finish upgrades (e.g. tiles, lighting, signage, wall and ceiling panels, art, etc.). Sufficient funds will remain in the budget, the specific work required at identified locations; however, the actual upgrades will not proceed until funding can be secured.

Train Door Monitoring System – T1 and TR (-\$51 million): The purpose of this initiative – identified as part of the Five Year Corporate Plan - is to install a train door monitoring system to allow a transition to a “single person operator” on trains on all subway lines. Sufficient funds have been included to allow this initiative to get underway on the Sheppard Subway line in 2014 for the purposes of evaluating its success. Additional funding will be required before the operating benefits of this initiative will be achieved. This project will assist in the modernization of the Yonge Subway and represents a significant opportunity to achieve a substantial reduction in labour required to operate trains.

SMS Work Order System SOGR (-\$15 million): This project involves the replacement of the work order system currently utilized by Rail, Cars & Shops which enables vehicle maintenance management. This project is linked to the TTC corporate goal “Excel at Asset Management and Operation Performance” under Asset Management Strategies. Failure to replace the system will result in increased risk to existing system operation due to unsupportable technologies. This in turn will lead to potential system outages thus affecting the ability to maintain vehicles and provide sufficient numbers of vehicles for service.

Easier Access III (-\$240 million): There is a Provincially legislated requirement under the Accessibility for Ontarians with Disabilities Act (AODA) requiring all subway stations to be fully accessible by 2025 and this project is intended to complete the required work. There are 39 stations that require accessibility improvements including elevators, easier access fare gates, automatic sliding doors, signage improvements, associated modifications to architectural, structural, mechanical and electrical elements and Easier Access Portal Unit (EAPU) where necessary. Furthermore, with the implementation of the AODA requirements, there are annual operating budget impacts associated with maintaining these elevators. While the Commission acknowledges the importance of meeting AODA requirements, the funding shortfall and competing capital priorities to ensure the SOGR and safety requirements of the existing ageing transit system, may compromise our ability to fulfill this requirement without additional funding to support this costly initiative.

In summary, as shown in the table above and as set out on Appendix D, the value of these Unfunded Projects is in the order of \$2.7 billion.

For these Unfunded Projects, the TTC’s base capital requirements have been

demonstrated over time to be justified and are based on solid capital assessments and plans which ensure the state of good repair and maintenance of safety standards. While potential project deferrals provide an option for expenditure reductions in the short term, lack of inclusion of these projects will hamper the ability of the TTC to modernize and to accommodate existing ridership volumes and moderate growth in ridership over the coming decade. Many of these items would constitute poor economic decisions that the TTC may be forced into should the funding not be found and will ultimately add to the state of good repair backlog and result in even higher funding needs in the future.

BUDGET CONCLUSIONS

The TTC is charged with the responsibility of providing efficient, safe and affordable public transit to the residents of the City of Toronto. The Capital Budget set out in this report is structured to keep the existing system in a state-of-good-repair, while maximizing the use and life of assets to meet existing and future transit needs. However, while the plans are practical and achievable, they are dependent upon funding from all three orders of government – funding that is predictable, sustainable and long term.

The following conclusions or observations can be made:

1. The TTC's priorities for capital investment remain unchanged. The needs are real. Although City staff agree, they have advised that they cannot fund the TTC's needs alone.
2. The 2014-2023 Capital Budget is consistent with the TTC's Corporate Plan and with the capital plan approved by the Board and City Council last year.
3. The proposed 2014 budget is affordable within the City approved debt guidelines. After factoring in all available funding sources there is projected to be a \$24 million funding surplus for 2014.
4. There is a funding shortfall of \$2.7 billion for the base capital program over the ten years 2014-2023. As a result, several critical Unfunded Projects will be held in abeyance pending confirmation of funding sources to allow these projects to proceed. Failure to identify funding will have significant impacts for the existing transit system and will not meet the needs of the TTC, its riders or the City of Toronto.
5. To partially address the 10 year funding shortfall, relinquish the one year carry forward limit currently imposed under Chapter 279 By-Law and City's Financial Planning Policy (Policy #FS-PF003) to future years which will provide the flexibility required to ensure completion of capital projects within the existing approved scope. For the purpose of the aforementioned, TTC will be exempt from the one year rule which limits the utilization of debt funded projects beyond one year. In this regard, TTC's debt carry forward will be excluded from debt

affordability target where carry forward applies.

6. Much remains to be done to resolve the need for long-term, stable and predictable capital funding to fully fund the base capital program needs so that expansionary initiatives can proceed without compromising the ability to maintain the existing system. Incremental Federal and Provincial infrastructure funding is required. That is what the Special Task Force will work on.

The TTC is an integral part of the transportation system of the City of Toronto and the GTAH. Maintaining the existing system is critical to ensuring that record ridership levels - projected to reach 540 million in 2014 - can be adequately serviced in a safe, efficient and cost effective manner. Expanding the system is necessary to meet demand and to ensure that the City's Official Plan can be achieved. However, the state-of-good-repair portion of the budget (the highest priority), is not fully funded at this time. Expanding the system, as much as it is needed, only makes sense if the existing system is properly funded.

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November 5, 2013
42-66

- Attachment:
- Appendix A - 2014-2023 Capital Program Summary
 - Appendix B - 2014-2023 Capital Program Blue Pages
 - Appendix C - 2014-2023 Capital Program Funding Summary
 - Appendix D - Unfunded Projects

2014-2023 CAPITAL PROGRAM SUMMARY

BASE CAPITAL - PROGRAM ELEMENTS	2014	2015	2016	2017	2018	2014 to 2018	2019	2020	2021	2022	2023	2019-2023	2014 to 2023
BASE CAPITAL - PROGRAM ELEMENTS													
<i>Track:</i>	75.714	44.730	61.198	57.131	70.228	309.001	88.935	61.687	61.670	63.238	64.315	339.845	646.846
Subway Track	55.037	16.991	17.827	20.959	29.691	140.505	65.931	30.157	30.958	31.600	31.885	190.531	331.036
Surface Track	20.677	27.739	43.371	36.172	40.537	168.496	23.004	31.530	30.712	31.638	32.430	149.314	317.810
<i>Signals, Electrical, Communications:</i>	162.261	173.876	147.496	151.231	96.439	731.303	78.007	73.606	71.482	78.109	83.139	384.343	1,115.646
Traction Power	30.939	27.972	28.880	18.368	11.334	117.493	11.466	11.491	11.736	12.412	14.175	61.280	178.773
Power Distribution	6.714	7.686	7.435	8.332	8.023	38.190	5.670	5.515	5.506	5.232	5.396	27.319	65.509
Communications	26.426	31.761	17.477	13.174	9.349	98.187	6.409	3.027	2.854	3.031	2.316	17.637	115.824
Signal Systems	98.182	106.457	93.704	111.357	67.733	477.433	54.462	53.573	51.386	57.434	61.252	278.107	755.540
Energy Management	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Facilities and Structures:</i>	362.719	446.813	380.957	303.065	317.635	1,811.189	357.432	221.181	195.245	187.583	165.037	1,126.478	2,937.667
Finishes	19.371	18.726	14.794	14.955	15.520	83.366	27.592	30.462	30.925	31.354	20.800	141.133	224.499
Equipment	24.924	25.930	27.169	29.327	35.010	142.360	27.006	26.825	24.969	21.495	15.771	116.066	258.426
Yards & Roads	11.867	20.801	23.235	29.600	30.687	116.190	20.833	16.000	16.000	15.998	12.000	80.831	197.021
Bridges & Tunnels	49.618	48.709	42.255	40.058	44.991	225.631	48.668	48.593	50.872	51.587	50.643	250.363	475.994
Buildings & Structures	256.939	332.647	273.504	189.125	191.427	1,243.642	233.333	99.301	72.479	67.149	65.823	538.085	1,781.727
<i>Computers:</i>	34.133	38.533	23.819	18.903	30.695	146.083	41.631	43.048	54.731	52.668	44.438	236.516	382.599
Corporate Systems	34.133	38.533	23.819	18.903	30.695	146.083	41.631	43.048	54.731	52.668	44.438	236.516	382.599
<i>Equipment:</i>	22.223	19.867	18.821	15.021	7.919	83.851	13.337	8.376	6.376	6.255	3.982	38.326	122.177
Shop Equipment	5.145	2.556	2.746	2.861	2.756	16.064	2.736	2.663	2.603	2.545	2.562	13.109	29.173
Revenue & Fare Handling	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	2.171	1.795	1.840	1.904	2.013	9.723	2.099	2.210	2.328	2.453	-	9.090	18.813
Other Maintenance Equipment	4.839	0.932	1.025	1.020	1.020	8.836	1.020	1.020	1.020	1.020	1.028	5.108	13.944
Fare System	9.866	13.918	13.001	8.750	1.775	47.310	6.763	1.800	-	-	-	8.563	55.873
Furniture & Office Equipment	0.202	0.666	0.209	0.486	0.355	1.918	0.719	0.683	0.425	0.237	0.392	2.456	4.374
<i>Other:</i>	11.183	9.851	10.229	11.519	12.039	54.821	6.637	6.703	6.868	5.281	5.091	30.580	85.401
Environmental	5.913	7.216	7.594	8.883	10.004	39.610	4.602	4.668	4.833	3.246	3.056	20.405	60.015
Service Planning	5.270	2.635	2.635	2.636	2.035	15.211	2.035	2.035	2.035	2.035	2.035	10.175	25.386
Subtotal - Infrastructure	668.233	733.670	642.520	556.870	534.955	3,136.248	585.979	414.601	396.372	393.134	366.002	2,156.088	5,292.336
<i>Vehicles:</i>													
Purchase of Buses	133.289	41.733	39.136	50.781	9.373	274.312	126.913	44.950	5.665	44.074	261.540	483.142	757.454
Bus Overhaul	45.660	46.743	48.639	74.556	64.950	280.548	65.733	31.744	28.630	18.497	18.123	162.727	443.275
Purchase of Subway Cars	10.972	7.898	42.132	2.620	255.274	318.896	2.435	32.467	-	-	425.707	460.609	779.505
Subway Car Overhaul	27.867	23.710	23.619	20.053	13.697	108.946	13.986	14.340	14.641	12.398	10.046	65.411	174.357
Purchase of SRT Cars	-	-	-	-	-	-	-	-	-	-	-	-	-
SRT Overhaul	1.922	-	-	-	-	1.922	-	-	-	-	-	-	1.922
Purchase of Streetcars	186.278	140.523	116.286	124.454	111.050	678.591	218.669	130.946	9.415	-	-	359.030	1,037.621
Streetcar Overhaul	4.019	-	-	-	0.280	4.299	4.000	4.200	4.284	4.370	11.397	28.251	32.550
Purchase Non Revenue Vehicles	7.740	5.802	5.692	2.999	0.737	22.970	1.341	1.308	0.495	0.615	0.495	4.254	27.224
Rail Non-Revenue Vehicle Overhauls	-	-	-	-	-	-	-	-	-	-	-	-	-
/ Purchases	7.396	5.099	6.229	3.022	5.065	26.811	3.198	2.975	0.501	0.513	0.523	7.710	34.521
Subtotal - Vehicles	425.143	271.508	281.733	278.485	460.426	1,717.295	436.275	262.930	63.631	80.467	727.831	1,571.134	3,288.429
BASE PROGRAM - TOTAL	1,093.376	1,005.178	924.253	835.355	995.381	4,853.543	1,022.254	677.531	460.003	473.601	1,093.833	3,727.222	8,580.765
Toronto York Spadina Subway Extension	527.583	323.308	268.405	-	-	1,119.296	-	-	-	-	-	-	1,119.296
TOTAL - BASE & TYSSE	1,620.959	1,328.486	1,192.658	835.355	995.381	5,972.839	1,022.254	677.531	460.003	473.601	1,093.833	3,727.222	9,700.061

Note: columns and rows may not add exactly due to rounding

APPENDIX B

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013.**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

Category	Res. BuD#	Type	1414 Page Ref.	1414 Page Ref.	WO#	DESCRIPTION	CITY	PROBABLE	CITY											POST 2023	170-2013	171-2013	170-2013	EFC	CITY Approval Request							
									2012	2013	2014	2015	2016	2017	2018	2019-2019	2014-2015	2019	2020							2021	2022	2023				
1.1 Subway Track																																
Annual Programs																																
SOGRS	OPNS	ONGOING	1	CTT001	6022	Subway/SRT Track Rehabilitation Program	B	51,453	7,105	15,556	9,138	11,377	10,370	19,855	59,846	69,306	16,031	16,512	16,957	17,308	-	-	143,219	136,114	194,672	194,672	115,397					
SOGRS	OPNS	ONGOING		CTT001			P	59,805	15,167	43,375	8,650	8,300	10,700	19,859	64,692	80,325	52,649	16,512	16,957	17,308	-	-	204,558	207,425	273,257	273,257						
				CTT001			C	(648)	8,062	27,519	(2,469)	(2,577)	(2,679)	(2,765)	27,846	17,019	36,638	-	-	-	-	-	17,654	17,654	61,719	71,311	78,725	78,725				
SOGRS	OPNS	ONGOING	8	CTT001	6028	Subway/SRT Turnout Rehabilitation Program	B	18,388	5,672	8,157	8,858	7,400	8,500	11,000	38,587	43,915	11,320	11,370	11,965	12,235	-	-	96,807	91,135	115,195	115,195	42,190					
SOGRS	OPNS	ONGOING		CTT001			P	19,512	5,672	8,157	8,858	7,400	8,500	11,000	38,587	43,915	11,320	11,370	11,965	12,235	-	-	96,807	103,615	128,799	128,799						
				CTT001			C	1,124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12,480	12,480	13,604	13,604						
Existing Projects																																
SOGRS	OPNS	FNITE	13	CTT001	7715	MOWS Upgrade	B	319	102	51	-	102	204	305	459	662	314	324	333	340	-	-	2,075	1,973	2,354	2,354	2,671					
SOGRS	OPNS	FNITE		CTT001			P	249	-	153	-	102	204	305	459	764	314	324	333	340	-	-	2,075	2,422	2,671	2,671						
				CTT001			C	(70)	(92)	102	-	-	-	-	-	102	-	-	-	-	-	-	-	449	277	277						
IMPROV	OPNS	FNITE	17	CTT001	6012	YUS Re-gravelling - Installation of Crossovers	B	10,493	1,936	-	-	-	-	-	1,306	-	-	-	-	-	-	-	-	1,906	-	12,429	12,429	12,698				
IMPROV	OPNS	FNITE		CTT001			P	10,752	797	1,130	-	-	-	-	1,306	-	-	-	-	-	-	-	-	1,906	-	1,139	12,698	12,698				
				CTT001			C	259	(1,130)	1,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	289	289					
IMPROV	OPNS	FNITE	23	CTT001	6032	Rail Vehicle Based Inspection System	B	-	5,000	-	-	-	-	-	5,000	-	-	-	-	-	-	-	-	-	-	5,000	5,000	5,000				
IMPROV	OPNS	FNITE		CTT001			P	-	5,000	6,500	-	-	-	-	7,000	-	-	-	-	-	-	-	-	-	-	7,000	6,500	7,000				
				CTT001			C	-	(4,500)	6,500	-	-	-	-	2,000	-	-	-	-	-	-	-	-	-	-	2,000	6,500	2,000				
New Projects																																
SOGRS	OPNS	ONGOING	21	CTT001		New Subway Rail Grading	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
SOGRS	OPNS	ONGOING		CTT001			P	-	-	1,454	1,483	1,525	1,555	1,586	6,917	7,803	1,918	1,651	1,683	1,717	1,751	-	-	14,372	16,203	16,203	16,203	2,937				
				CTT001			C	-	-	1,454	1,483	1,525	1,555	1,586	6,917	7,803	1,918	1,651	1,683	1,717	1,751	-	-	14,372	16,203	16,203	16,203					
Sub-Total Subway Track								SB	80,653	19,815	34,694	17,696	18,879	22,074	20,870	132,838	113,863	27,375	38,508	29,279	26,893	-	-	-	-	-	249,037	225,222	325,693	325,693		
								SF	81,319	22,130	60,778	16,991	17,827	20,959	29,991	138,691	146,246	65,991	33,157	30,956	31,600	32,232	-	-	-	-	-	327,023	337,124	440,573	440,573	183,492
								SC	655	2,321	39,714	(1,005)	(1,052)	(1,115)	(1,179)	35,663	52,363	39,256	1,651	1,683	1,717	32,232	-	-	-	-	-	77,991	107,902	110,893	110,893	
1.2 Surface Track																																
Annual Programs																																
SOGRS	OPNS	ONGOING	39	CTT002	6068	Surface Track Replacement Program	B	94,659	20,929	6,572	20,144	29,025	14,513	16,119	91,183	80,370	15,565	17,026	17,498	18,023	-	-	179,411	155,442	271,070	271,070	138,435					
SOGRS	OPNS	ONGOING		CTT002	6003		P	89,905	26,042	3,195	20,263	29,251	18,747	22,238	97,528	96,744	8,188	17,164	17,640	18,169	18,625	-	-	185,947	178,530	293,477	293,477					
				CTT002			C	(3,754)	5,113	(3,377)	149	226	4,234	11,142	6,345	12,374	(3,377)	138	142	148	18,625	-	-	9,596	23,048	22,437	22,407					
SOGRS	OPNS	ONGOING	41	CTT002	6099	Surface Special Trackwork Replacement Program	B	50,172	19,484	14,768	7,324	17,197	13,241	12,952	72,614	54,582	15,964	14,333	13,049	13,439	-	-	140,851	121,367	191,023	191,023	104,267					
SOGRS	OPNS	ONGOING		CTT002	6004		P	51,691	17,038	18,137	7,358	13,113	17,425	13,279	73,071	69,312	14,816	14,366	13,072	13,469	13,805	-	-	142,073	138,840	207,479	207,479					
				CTT002			C	1,429	(2,446)	3,269	34	(4,094)	4,184	1,227	1,657	4,730	(1,148)	33	23	30	13,905	-	-	1,222	17,473	16,456	16,456					
Existing Projects																																
SOGRS	OPNS	FNITE	43	CTT002	6127	Russell Yard South End Track Improvement	B	206	800	-	-	-	-	-	800	-	-	-	-	-	-	-	-	800	-	1,000	1,000	1,000				
SOGRS	OPNS	FNITE		CTT002			P	13	357	650	-	-	-	-	987	-	-	-	-	-	-	-	-	987	650	1,000	1,000	1,000				
				CTT002			C	(187)	(660)	650	-	-	-	-	187	-	-	-	-	-	-	-	-	187	650	-	-					
IMPROV	OPNS	FNITE	45	CTT002	6000	Reserved Transit Lanes on St. Clair Avenue	B	57,913	450	-	-	-	-	-	450	-	-	-	-	-	-	-	-	-	450	-	58,363	58,363				
IMPROV	OPNS	FNITE		CTT002			P	55,821	2,359	-	-	-	-	-	2,359	-	-	-	-	-	-	-	-	-	2,359	-	57,920	57,920				
				CTT002			C	(2,392)	1,949	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(443)	(443)					
SOGRS	OPNS	FNITE	47	CTT002	6259	St. Clair Avenue - Surface Special Trackwork Replacement	B	6,043	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,043	6,043					
SOGRS	OPNS	FNITE		CTT002			P	5,985	46	-	-	-	-	-	46	-	-	-	-	-	-	-	-	-	46	-	6,043					
				CTT002			C	(46)	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	-	-					
IMPROV	OPNS	FNITE	49	CTT002	6006	Modifications to The Queensway	B	-	162	88	1,007	-	-	-	1,257	1,257	-	-	-	-	-	-	-	-	1,257	1,257	1,257	1,257				
IMPROV	OPNS	FNITE		CTT002			P	-	162	88	1,007	-	-	-	1,257	1,257	-	-	-	-	-	-	-	-	1,257	1,257	1,257	1,257				
				CTT002			C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Sub-Total Surface Track								SB	208,997	41,683	21,552	27,556	47,229	27,754	28,568	168,754	152,209	32,326	31,339	30,547	31,462	-	-	-	-	-	319,786	276,106	629,756	629,756		
								SF	202,036	46,694	22,144	27,739	43,371	26,172	40,537	175,290	169,963	23,004	31,230	30,712	31,638	32,430	-	-	-	-	-	322,711	319,273	667,126	667,126	308,922
								SC	(6,952)	4,201	642	183	(3,658)	8,419	12,369	6,996	17,754	(9,225)	171	165	176	32,430	-	-	-	-	-	12,942	41,171	38,420	38,420	
ELECTRICAL SYSTEMS																																
1.1 Traction Power																																
Existing Projects																																
SOGRS	OPNS	ONGOING	15	CTT003	6366	Reconstruction of Steeles Overhead	B	42,693	12,329	13,574	13,085	12,774	2,500	2,500	54,262	44,433	2,500	2,500	2,500	2,800	-	-	87,662	54,733	109,755	109,755	77,641					
SOGRS	OPNS	ONGOING		CTT003			P	33,097	17,885	13,574	13,085	13,774	5,540	2,500	63,658	48,472	2,500	2,500	2,500	2,800	3,500	-	-	76,658	62,273	113,255	113,255					
				CTT003			C	(9,595)	5,559	-	-	1,000	3,040	-	9,595	4,040	-	-	-	-	3,500	-	-	9,596	7,540	3,500	3,500					
SOGRS	OPNS	ONGOING	81	CTT003	6520	Overhead Pole Replacement	B	35,179	1,271	2,290	2,290	1,319	1,360	500	8,560	7,768	500	500</														

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

Category	Budget Type	1414	1414	Page	CTT No.	NO #	DESCRIPTION	CITY										POST 2013	2013-2012	2014-2013	10-2013	EFC	CITY Request										
								2014	2015	2016	2017	2018	2019	2020	2021	2022	2023																
SCGRS	OPNS	ONGOING	73		CTT003	6667	Substation Electrical Rebuild	B	21,860	3,491	3,491	3,596	3,596	3,703	3,703	11,877	18,080	3,814	3,814	3,929	3,929	-	-	37,990	33,575	58,046	59,046						
SCGRS	OPNS	ONGOING			CTT003			P	22,213	3,258	3,491	3,596	3,596	3,703	3,703	12,644	18,089	3,814	3,814	3,929	3,929	4,000	4,000	-	-	36,833	37,575	63,046	63,046				
SCGRS	OPNS	ONGOING			CTT003			C	233	(233)	-	-	-	-	-	(233)	-	-	-	-	-	4,000	4,000	-	-	(233)	4,000	4,000	4,000		32,558		
SCGRS	OPNS	ONGOING	79		CTT003	7633	Replace Rectifier Transformers	B	13,006	1,518	1,518	1,561	1,561	1,608	1,608	7,702	7,854	1,656	1,656	1,706	1,757	-	-	18,145	14,629	29,151	29,151						
SCGRS	OPNS	ONGOING			CTT003			P	12,871	1,539	1,561	1,568	1,568	1,615	1,615	7,851	7,927	1,663	1,663	1,713	1,764	1,811	-	-	18,269	16,541	30,951	30,951					
SCGRS	OPNS	ONGOING			CTT003			C	(135)	23	45	7	7	7	7	89	73	7	7	7	7	1,811	-	-	124	1,912	1,800	1,800		17,539			
SCGRS	OPNS	ONGOING	83		CTT003	6147	Electrolysis Control	B	8,227	725	625	488	520	540	560	2,898	2,733	600	625	650	670	-	-	6,003	5,278	14,230	14,230						
SCGRS	OPNS	ONGOING			CTT003			P	8,229	723	625	488	520	540	560	2,896	2,733	600	625	650	670	-	-	6,001	5,958	14,910	14,910						
SCGRS	OPNS	ONGOING			CTT003			C	2	(2)	-	-	-	-	-	(2)	-	-	-	-	-	680	-	(2)	680	680	680		10,065				
SCGRS	OPNS	ONGOING	81		CTT003	7501	Modification of DC Feeder Measuring Circuitry	B	2,798	742	742	764	764	786	786	3,798	3,842	809	809	834	859	-	-	7,895	7,153	10,633	10,633						
SCGRS	OPNS	ONGOING			CTT003			P	2,818	722	742	764	764	786	786	3,778	3,842	809	809	834	859	884	-	-	7,875	8,037	11,577	11,577					
SCGRS	OPNS	ONGOING			CTT003			C	23	(20)	-	-	-	-	-	(20)	-	-	-	-	884	-	(20)	884	884	884		5,046					
SCGRS	OPNS	ONGOING	87		CTT003	7525	Replace LV Feeder Cables	B	2,524	250	260	250	260	270	270	1,290	1,310	280	280	280	280	-	-	2,680	2,430	5,204	5,204						
SCGRS	OPNS	ONGOING			CTT003			P	2,399	375	290	250	260	270	270	1,415	1,310	280	280	280	280	290	-	-	2,805	2,720	5,494	5,494					
SCGRS	OPNS	ONGOING			CTT003			C	(125)	125	-	-	-	-	-	125	-	-	-	-	290	-	125	290	290	290		3,284					
SCGRS	OPNS	FINITE	181		CTT003	6072	Allstate Feeds for Intersections	B	2,378	1,282	1,291	1,300	1,381	-	-	5,254	3,972	-	-	-	-	-	-	5,254	3,972	7,832	7,832						
SCGRS	OPNS	FINITE			CTT003			P	333	1,356	1,383	1,300	1,381	1,900	-	7,299	5,944	-	-	-	-	-	-	7,299	5,944	7,832	7,832						
SCGRS	OPNS	FINITE			CTT003			C	(2,043)	73	72	-	-	1,900	-	2,045	1,972	-	-	-	-	-	-	2,045	1,972	-	-		7,832				
SCGRS	OPNS	ONGOING	183		CTT003	6082	Rebuild TTC Cable Chambers	B	1,434	500	535	555	570	587	605	2,747	2,852	623	642	662	680	-	-	5,959	5,479	7,393	7,393						
SCGRS	OPNS	ONGOING			CTT003			P	1,408	500	750	750	770	770	800	3,540	3,840	800	800	830	830	-	-	7,600	7,300	9,838	9,838						
SCGRS	OPNS	ONGOING			CTT003			C	(26)	-	215	195	209	183	185	793	988	177	158	168	150	830	-	-	1,641	2,471	2,445	2,445		3,408			
SCGRS	OPNS	FINITE	157		CTT003	6084	Replace Diode Section Insulators	B	1,781	925	930	935	986	-	-	3,776	2,851	-	-	-	-	-	-	3,776	2,851	5,537	5,537						
SCGRS	OPNS	FINITE			CTT003			P	855	977	930	935	986	854	-	4,682	3,705	-	-	-	-	-	-	4,682	3,705	5,537	5,537						
SCGRS	OPNS	FINITE			CTT003			C	(906)	52	-	-	-	854	-	906	854	-	-	-	-	-	-	906	854	-	-		5,537				
SCGRS	OPNS	FINITE	111		CTT003	6088	Replace Underpass Troughs	B	1,520	420	430	430	-	-	-	1,280	860	-	-	-	-	-	-	1,280	890	2,800	2,800						
SCGRS	OPNS	FINITE			CTT003			P	1,311	629	430	430	-	-	-	1,468	860	-	-	-	-	-	-	1,488	860	2,800	2,800						
SCGRS	OPNS	FINITE			CTT003			C	(209)	209	-	-	-	-	-	209	-	-	-	-	-	-	-	209	-	-	-		2,800				
SCGRS	OPNS	FINITE	115		CTT003	6108	Traction Power Substations	B	3,055	540	500	2,500	500	200	-	4,240	3,700	-	-	-	-	-	-	4,240	3,700	7,335	7,335						
SCGRS	OPNS	FINITE			CTT003			P	773	943	3,458	1,150	2,500	500	100	8,551	7,703	-	-	-	-	-	-	8,551	7,703	9,424	9,424						
SCGRS	OPNS	FINITE			CTT003			C	(2,322)	403	2,958	(1,350)	2,000	300	100	4,311	4,003	-	-	-	-	-	-	4,411	4,008	2,089	2,089		9,424				
Sub-Total Traction Power								SB	151,941	25,761	27,384	28,654	25,031	12,084	11,032	119,214	104,483	11,282	11,326	11,561	12,255	-	-	-	-	-	-	176,070	150,509	328,611	328,611		
SF								133,655	34,051	30,939	27,572	28,890	18,369	11,334	140,210	140,210	11,466	11,461	11,736	12,412	14,175	-	-	-	-	-	-	198,649	178,773	346,479	346,479		234,838
SC								(18,286)	6,290	3,555	(882)	3,846	6,284	302	20,966	13,008	184	165	175	157	14,175	-	-	-	-	-	-	21,979	27,864	17,868	17,868		
2.2 Power Distribution/Electric Systems																																	
Existing Projects																																	
SCGRS	OPNS	ONGOING	121		CTT005	6540	Replace Lighting & Receptacles in Tunnels / Vent Shafts	B	9,676	530	590	605	620	650	650	3,095	3,115	660	660	675	680	-	-	6,420	5,790	16,999	16,096						
SCGRS	OPNS	ONGOING			CTT005			P	9,187	748	678	691	706	735	679	3,594	3,547	689	689	704	564	680	-	-	6,909	6,798	16,696	16,696					
SCGRS	OPNS	ONGOING			CTT005			C	(489)	86	86	86	86	145	29	489	432	29	29	29	(115)	600	-	-	489	1,003	900	900		11,270			
SCGRS	ECAE	FINITE	129		CTT005	7507	Replacement Lighting for Buildings / Garages/Shops/Carhouses	B	9,752	775	659	691	283	258	484	2,838	2,345	869	121	158	-	-	-	-	4,268	3,493	14,020	14,020					
SCGRS	ECAE	FINITE			CTT005			P	9,778	581	511	672	637	876	614	3,477	3,510	151	150	163	-	-	-	4,555	3,974	14,333	14,333						
SCGRS	ECAE	FINITE			CTT005			C	28	(164)	(148)	211	354	618	130	841	1,155	29	5	-	-	-	-	287	481	313	313		14,333				
SCGRS	ECAE	ONGOING	133		CTT005	6990	Station Security Lighting Upgrades	B	1,499	236	130	254	230	230	230	1,080	1,074	230	170	244	235	-	-	2,169	1,653	3,688	3,688						
SCGRS	ECAE	ONGOING			CTT005			P	1,475	208	110	336	304	220	230	1,178	1,200	170	222	207	206	250	-	-	2,213	2,255	3,938	3,938					
SCGRS	ECAE	ONGOING			CTT005			C	(24)	(28)	(20)	92	74	(16)	-	98	128	(60)	52	(37)	(29)	250	-	-	24	302	250	250		2,373			
SCGRS	ECAE	FINITE	137		CTT005	6174	Emergency Lighting - Substations	B	2,482	277	345	144	-	-	-	765	498	-	-	-	-	-	-	-	766	489	3,228	3,228					
SCGRS	ECAE	FINITE			CTT005			P	2,336	212	70	150	125	125	100	682	600	80	-	-	-	-	-	852	690	3,228	3,228						
SCGRS	ECAE	FINITE			CTT005			C	(126)	(89)	(275)	6	125	125	150	(84)	111	80	-	-	-	-</											

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

Category	Resp. Br/Type	Type	Page	CTT No.	W3 #	DESCRIPTION	CITY		PROBABLE										CITY Approval Request											
							2012	2013	2014	2015	2016	2017	2018	2019-2017	2014-2018	2018	2020	2021		2022	2023	POST 2023	2013-2022	2014-2023	(10-2023)	EFC				
SOGRS	OPNS	ONGOING	371	CTT005	6004	Subway Track Side Heating Equipment	B	7,990	790	790	300	300	325	335	2,485	2,040	350	305	375	390	-	-	4,300	3,620	12,290	12,290	9,958			
							P	7,484	1,332	590	552	250	325	335	3,085	2,052	350	365	375	390	400	-	-	4,904	3,972	12,788		12,788		
							C	(506)	552	(190)	252	(10)	-	-	604	52	-	-	-	-	400	-	-	604	452	498		498		
SOGRS	OPNS	ONGOING	375	CTT005	6205	UPS Replacement	B	2,201	440	440	450	455	465	465	2,250	2,275	475	475	475	475	-	-	4,615	4,175	6,318	6,819	3,531			
							P	2,038	521	522	450	455	465	465	2,413	2,357	475	475	475	475	475	-	-	4,776	4,732	7,291		7,291		
							C	(183)	81	82	-	-	-	-	163	62	-	-	-	-	475	-	-	163	557	475		475		
SOGRS	OPNS	ONGOING	383	CTT005	6129	Shoring Switches	B	645	275	290	290	300	300	310	1,455	1,400	310	310	320	320	-	-	3,025	2,750	3,170	3,670	1,427			
							P	389	318	300	441	451	422	310	1,952	1,924	310	310	320	320	330	-	-	3,502	3,514	4,200		4,200		
							C	(477)	43	10	151	151	122	-	477	434	-	-	-	-	330	-	-	477	794	330		330		
SOGRS	ECAE	FNITE	387	CTT005	6617	Lighting in Open Cut	B	439	256	680	1,455	1,485	1,483	-	5,389	5,133	-	-	-	-	-	-	5,389	5,133	5,128	5,828	5,828			
							P	277	340	100	585	785	1,641	1,900	3,651	5,211	-	-	-	-	-	-	-	-	5,551	5,211		5,128	5,828	
							C	(182)	84	(580)	(900)	(700)	358	1,900	(1,738)	78	-	-	-	-	-	-	-	-	192	78		-	-	
SOGRS	OPNS	ONGOING	389	CTT005	6077	Surface Building UPS Retrofit Program	B	-	443	50	50	50	50	50	643	250	50	50	50	50	-	-	893	450	893	893	565			
							P	-	443	72	50	50	50	50	665	272	50	50	50	50	60	-	-	915	532	975		975		
							C	-	-	22	-	-	-	-	22	22	-	-	-	-	60	-	-	22	82	82		82		
Sub-Total Power Distribution/Electric Systems							SE	68,888	7,768	7,430	7,620	7,312	7,027	5,934	37,357	35,423	8,328	5,377	5,650	5,377	-	-	65,821	56,252	124,709	124,709	98,744			
							SF	92,230	8,873	6,714	7,686	7,435	8,332	8,023	39,040	38,193	5,870	5,515	5,500	5,232	5,196	69,689	65,556	140,812	140,812					
							SC	(2,658)	1,105	(719)	(134)	123	1,305	2,189	1,683	2,767	(656)	238	(144)	(143)	5,396	-	3,165	7,456	5,923	5,923				
2.3 Communications																														
Existing Projects																														
SOGRS	OPNS	FNITE	383	CTT006	6849	System Security / Safety Upgrades	B	14,547	1,475	944	1,585	601	800	666	5,345	4,536	531	-	-	-	-	-	6,542	5,067	21,089	21,089	21,089			
							P	13,979	1,560	963	1,650	780	938	768	5,811	4,999	531	-	-	-	-	-	-	-	-	7,110		5,530	21,089	21,089
							C	(568)	105	49	65	119	128	102	468	463	-	-	-	-	-	-	-	-	-	568		463	-	-
SOGRS	OPNS	ONGOING	387	CTT006	6003	Video Equipment Replacement	B	1,104	308	248	250	250	250	255	1,306	1,253	260	265	270	275	-	-	2,631	2,323	3,735	3,735	1,808			
							P	999	311	248	250	250	250	255	1,309	1,253	260	265	270	275	279	-	-	2,634	2,602	3,912		3,912		
							C	(105)	3	-	-	-	-	-	3	-	-	-	-	-	279	-	-	3	279	177		177		
SOGRS	ECAE	FNITE	389	CTT006	6080	Industrial Security Improvements of TTC Properties	B	5,340	1,025	2,100	1,374	49	190	-	4,739	3,724	-	-	-	585	-	-	5,334	4,309	10,644	10,644	11,554			
							P	5,028	599	305	1,503	1,430	2,435	234	6,292	5,907	-	-	-	-	-	-	-	-	6,320	5,967		11,554	11,554	
							C	(312)	(478)	(1,735)	129	1,390	2,245	234	1,533	2,263	-	-	-	-	(565)	-	-	-	1,222	1,668		919	919	
LEGIS	OPNS	FNITE	393	CTT006	7866	Radio Replacement	B	966	4,657	5,180	967	92	2,174	2,600	12,470	10,413	-	-	-	-	-	-	14,470	10,413	15,466	15,466	15,466			
							P	647	3,679	5,147	2,341	2,271	426	425	14,354	11,100	-	-	-	-	-	-	-	-	14,779	11,100		15,466	15,466	
							C	(505)	(378)	(33)	1,374	2,659	(1,748)	(1,575)	1,894	687	-	-	-	-	-	-	-	-	309	687		-	-	
SOGRS	OPNS	ONGOING	397	CTT006	6246	Voice Recording System Replacement	B	1,050	169	122	123	125	337	121	876	828	130	130	131	345	-	-	1,733	1,564	2,823	2,823	1,504			
							P	974	285	122	123	125	337	165	992	972	130	130	131	345	189	-	-	1,893	1,777	3,036		3,036		
							C	(176)	115	-	-	-	-	44	116	44	-	-	-	-	189	-	-	160	213	213		213		
SOGRS	ECAE	ONGOING	211	CTT006	6961	Subway Station Fire Alarm Modifications	B	4,282	914	530	150	525	325	275	2,444	1,895	50	50	50	225	-	-	3,094	2,180	7,356	7,356	7,057			
							P	3,657	779	490	607	648	678	59	3,200	2,521	50	50	50	250	-	-	3,499	2,971	7,006	7,006				
							C	(405)	(135)	(40)	457	124	351	(176)	756	716	-	-	-	(178)	250	-	-	465	791	250		250		
SOGRS	ECAE	ONGOING	215	CTT006	6962	Building Fire Alarm Upgrades	B	4,533	1,817	1,795	1,835	1,249	1,499	1,916	7,395	8,094	1,224	606	521	770	-	-	13,022	11,215	17,565	17,565	11,938			
							P	3,042	1,789	1,215	1,928	1,325	2,284	2,475	8,540	9,227	1,329	743	736	700	700	-	-	14,520	13,435	18,255		18,255		
							C	(1,491)	(92)	(590)	293	76	785	559	545	1,133	105	137	215	(70)	700	-	-	1,491	2,220	700		700		
SOGRS	OPNS	FNITE	219	CTT006	6229	Subway Station PA System	B	1,584	604	696	936	484	462	396	3,572	2,994	-	-	-	-	-	-	3,958	2,994	5,942	5,942	5,942			
							P	1,798	752	966	936	612	492	396	3,758	3,392	-	-	-	-	-	-	-	-	4,144	3,392		5,942	5,942	
							C	(180)	(212)	270	-	128	-	-	186	398	-	-	-	-	-	-	-	-	186	398		-	-	
SOGRS	OPNS	ONGOING	223	CTT006	6004	Cable Replacement	B	1,194	790	639	648	162	103	170	2,452	1,842	170	170	170	180	-	-	3,312	2,532	4,536	4,536	2,939			
							P	1,195	253	798	711	733	200	204	2,705	2,646	207	212	215	221	225	-	-	3,784	3,728	5,155		5,155		
							C	(28)	(517)	159	63	541	7	34	253	864	37	42	45	41	225	-	-	452	1,194	649		649		
SOGRS	OPNS	FNITE	227	CTT006	7724	Emergency Trip System Replacement	B	4,667	215	84	85	67	-	-	451	236	-	-	-	-	-	-	451	236	5,118	5,118	5,162			
							P	4,679	215	95	96	78	-	-	454	259	-	-	-	-	-	-	-	-	484	269		5,162	5,162	
							C	11	-	11	11	11	-	-	33	33	-	-	-	-	-	-	-	-	33	33		44	44	
SOGRS	OPNS	FNITE	231	CTT006	6237	RTU Expansion	B	1,871	370	367	369	375	421	432	1,902	1,964	-	-	-	-	-	-	2,334	1,964	4,205	4,205	4,205			
							P	1,795	373	380	387	395	432	443	1,967	2,027	-	-	-	-	-	-	-	-	2,410	2,037		4,205	4,205	
							C	(76)	3	13	18	20	11	11	65	73	-	-	-	-	-	-	-	-	79	73		-	-	
SOGRS	OPNS	FNITE	235	CTT006	6238	Communication System Security Risk Study and Implementation	B	202	53	53	-	-	-	-	106	53	-	-	-	-	-	-	106	53	308	308	373			
							P	63	166	105	39	-	-	-	310	144	-	-	-	-	-	-	-	-	310	144		373	373	
							C	(139)	113	52	39	-	-	-	204	91	-	-	-	-	-	-	-	-	204	91		65	65	
SOGRS	OPNS	FNITE	237	CTT006	6377																									

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

Category	Resp. Br/Opt	Type	Page	2014 Ref.	CITY CTT No.	W/O #	DESCRIPTION	CITY PROBABLE										POST 2023	2013-2022	2014-2023	L10-2023	EFC	CITY Approval Request						
								2012	2013	2014	2015	2016	2017	2018	2019	2020	2021							2022	2023				
SOGRS	OPNS	FNITE	247	CTT000	6144		SCADA RTU - Surface Properties	B	174	150	233	233	235	237	-	1,097	938	-	-	-	-	-	-	1,097	938	1,271	1,271		
SOGRS	OPNS	FNITE		CTT000				P	97	164	260	220	222	314	-	1,180	1,016	-	-	-	-	-	-	1,180	1,016	1,277	1,277		1,277
				CTT000				C	(77)	5	27	(13)	(13)	77	-	83	78	-	-	-	-	-	83	78	6	6			
SOGRS	OPNS	FNITE	251	CTT000	6161		Radio Antenna Modifications	B	739	624	-	-	-	-	-	624	-	-	-	-	-	-	-	624	-	1,302	1,302		
SOGRS	OPNS	FNITE		CTT000				P	577	785	-	-	-	-	-	785	-	-	-	-	-	-	-	785	-	1,302	1,302		1,302
				CTT000				C	(161)	161	-	-	-	-	-	161	-	-	-	-	-	-	-	161	-	-	-		
SOGRS	OPNS	FNITE	253	CTT000	6172		Track Level Occupancy Lights	B	510	145	319	474	481	493	507	1,912	2,274	321	-	-	-	-	-	2,740	2,595	3,250	3,250		3,251
SOGRS	OPNS	FNITE		CTT000				P	264	363	329	484	491	502	507	2,169	2,313	321	-	-	-	-	-	2,997	2,834	3,281	3,281		3,281
				CTT000				C	(226)	218	10	10	10	9	-	257	39	-	-	-	-	-	-	257	39	31	31		
APPROV	OPNS	FNITE	257	CTT000	6630		Garage CCTV	B	186	188	-	-	-	-	-	168	-	-	-	-	-	-	-	168	-	354	354		
APPROV	OPNS	FNITE		CTT000				P	12	559	-	-	-	-	-	559	-	-	-	-	-	-	-	559	-	571	571		571
				CTT000				C	(174)	391	-	-	-	-	-	391	-	-	-	-	-	-	-	391	-	217	217		
SOGRS	OPNS	FNITE	259	CTT000	6224		FibreOptic Upgrade	B	201	-	-	-	262	356	310	618	928	356	202	-	-	-	-	1,486	1,486	1,687	1,687		1,687
SOGRS	OPNS	FNITE		CTT000				P	153	48	-	-	262	356	310	666	928	356	202	-	-	-	-	1,534	1,486	1,687	1,687		1,687
				CTT000				C	(48)	48	-	-	-	-	-	48	-	-	-	-	-	-	-	48	-	-	-		
SOGRS	OPNS	ONGOING	263	CTT000	6225		Radio System Battery Replacement	B	204	192	198	200	202	204	208	996	1,012	213	218	223	229	-	-	2,007	1,895	2,291	2,291		
SOGRS	OPNS	ONGOING		CTT000				P	132	103	105	107	110	113	118	538	551	120	122	125	127	130	-	1,534	1,486	1,895	1,895		1,895
				CTT000				C	(72)	(89)	(93)	(93)	(92)	(91)	(92)	(458)	(481)	(93)	(96)	(98)	(102)	130	-	(636)	(720)	(841)	(841)		447
SOGRS	OPNS	ONGOING	265	CTT000	6681		Subway Station RTU's	B	-	74	500	505	511	518	515	2,108	2,550	520	533	546	563	-	-	4,786	4,712	4,786	4,786		
SOGRS	OPNS	ONGOING		CTT000				P	-	74	154	160	166	175	175	2,112	2,554	520	533	546	563	563	-	4,786	4,712	4,786	4,786		908
				CTT000				C	-	-	(348)	175	175	-	-	4	4	-	-	-	-	-	-	4	567	567	567		
SOGRS	OPNS	FNITE	267	CTT000	6694		Train Door Monitoring	B	1,991	1,213	2,562	414	-	-	-	4,378	3,066	-	-	-	-	-	-	4,276	3,066	6,270	6,270		
SOGRS	OPNS	FNITE		CTT000				P	166	1,803	3,474	6219	565	-	-	12,091	10,258	-	-	-	-	-	-	12,091	10,258	12,227	12,227		12,227
				CTT000				C	(1,825)	590	822	5,805	565	-	-	7,782	7,192	-	-	-	-	-	-	7,782	7,192	5,857	5,857		
SOGRS	OPNS	FNITE	271	CTT000	6695		Turnback Locations	B	60	238	210	-	-	-	-	448	210	-	-	-	-	-	-	448	210	568	568		
SOGRS	OPNS	FNITE		CTT000				P	35	8	-	255	220	-	-	483	475	-	-	-	-	-	-	483	475	518	518		518
				CTT000				C	(25)	(230)	(210)	255	220	-	-	35	285	-	-	-	-	-	-	35	285	10	10		
SOGRS	OPNS	FNITE	273	CTT000	6637		SCADA Master Replacement	B	470	788	631	1,225	1,371	-	-	4,025	3,227	-	-	-	-	-	-	4,025	3,227	4,465	4,465		
SOGRS	OPNS	FNITE		CTT000				P	31	798	1,571	1,440	699	-	-	4,517	3,719	-	-	-	-	-	-	4,517	3,719	4,548	4,548		4,548
				CTT000				C	(439)	-	940	224	(872)	-	-	492	492	-	-	-	-	-	-	492	492	53	53		
SOGRS	OPNS	FNITE	278	CTT000	6241		Fibre Cable to CIS Divisions	B	509	30	-	-	-	-	-	30	-	-	-	-	-	-	-	30	-	539	539		
SOGRS	OPNS	FNITE		CTT000				P	413	120	-	-	-	-	-	126	-	-	-	-	-	-	-	126	-	539	539		539
				CTT000				C	(96)	96	-	-	-	-	-	96	-	-	-	-	-	-	-	96	-	-	-		
SOGRS	ECAG	FNITE	283	CTT000	6198		Garage / Carhouse Public Address & Intercoms	B	3,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,500	1,500	5,000	5,000		
SOGRS	ECAG	FNITE		CTT000				P	3,255	245	50	450	500	500	-	1,745	1,500	-	-	-	-	-	-	1,745	1,500	5,000	5,000		5,000
				CTT000				C	(245)	245	50	450	500	500	-	1,745	1,500	-	-	-	-	-	-	245	-	-	-		
IMPROV	OPNS	FNITE	285	CTT000	6638		Commuter Parking Lots CCTV	B	4	281	371	-	-	-	-	652	371	-	-	-	-	-	-	652	371	656	656		
IMPROV	OPNS	FNITE		CTT000				P	4	308	344	-	-	-	-	652	344	-	-	-	-	-	-	652	344	656	656		656
				CTT000				C	-	27	(27)	-	-	-	-	-	(27)	-	-	-	-	-	-	-	-	(27)	-		
SOGRS	OPNS	FNITE	287	CTT000	6031		Conventional Radio System Modifications	B	635	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	635	635		
SOGRS	OPNS	FNITE		CTT000				P	584	51	-	-	-	-	-	51	-	-	-	-	-	-	-	51	-	635	635		635
				CTT000				C	(51)	51	-	-	-	-	-	51	-	-	-	-	-	-	-	51	-	635	635		635
SOGRS	OPNS	FNITE	291	CTT000	TED		Transit Control ICS and SCADA Integration	B	-	-	151	210	133	-	-	494	494	-	-	-	-	-	-	494	494	494	494		
SOGRS	OPNS	FNITE		CTT000				P	-	-	151	210	133	-	-	494	494	-	-	-	-	-	-	494	494	494	494		494
				CTT000				C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SOGRS	OPNS	FNITE	295	CTT000	6336		Subway Radio Antenna System (SRAS) Overhaul	B	-	-	2,502	2,511	2,521	2,531	2,500	10,965	12,565	2,428	-	-	-	-	-	14,993	14,993	14,993	14,993		14,994
SOGRS	OPNS	FNITE		CTT000				P	-	-	2,442	2,572	2,521	2,531	2,500	10,966	12,566	2,428	-	-	-	-	-	14,994	14,994	14,994	14,994		14,994
				CTT000				C	-	-	(60)	61	-	-	-	1	1	-	-	-	-	-	-	1	1	1	1		
SOGRS	OPNS	FNITE	299	CTT000	TED		Passenger Assist Intercom Upgrade (DWA)	B	-	-	-	-	-	-	146	-	146	391	770	781	750	-	-	2,808	2,808	2,808	2,808		2,808
SOGRS	OPNS	FNITE		CTT000				P	-	-	146	361	770	781	750	2,058	2,808	391	770	781	750	-	-	2,808	2,808	2,808	2,808		2,808
				CTT000				C	-	-	146	361	770	781	750	2,058	2,808	(391)	(770)	(781)	(750)	-	-	-	-	-	-		
New Projects																													
SOGRS	OPNS	FNITE	303	CTT000	New		McBrien Building Radio Relocation																						

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

Category	Resp. Enblt	Type	2014 Page	CITY	PROBABLE	2014-2023															CITY Approval Request								
						2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	POST 2023	2014-2023	LTD-2023	EPF										
SOGRS	OPNS	FINITE	317	CTT008	6615	Continuous Speed Control System	B	45,200	2,263	3,123	397	-	-	-	5,803	3,520	-	-	-	-	-	-	5,803	3,520	81,383	51,083			
SOGRS	OPNS	FINITE		CTT008			P	46,293	2,541	3,744	556	504	-	-	7,347	4,806	-	-	-	-	-	-	7,347	4,806	83,840	53,540	53,640		
SOGRS	OPNS	FINITE		CTT008			C	1,013	258	621	191	504	-	-	1,544	1,286	-	-	-	-	-	-	1,544	1,286	2,557	2,557			
SOGRS	OPNS	ONGOING	321	CTT008	6610	Switch Machine Replacement / Refurbishment	B	14,992	435	649	669	684	794	696	3,231	3,482	730	680	665	678	-	-	5,670	6,235	21,662	21,662			
SOGRS	OPNS	ONGOING		CTT008			P	15,296	435	1,147	668	684	794	696	3,729	3,980	730	680	665	678	865	-	7,168	7,428	23,159	23,159	17,547		
SOGRS	OPNS	ONGOING		CTT008			C	304	-	498	-	-	-	-	498	498	-	-	-	655	-	498	1,190	1,497	1,497				
SOGRS	OPNS	FINITE	329	CTT008	6616	Subway Signal System Alterations	B	12,737	514	421	-	-	-	-	935	421	-	-	-	-	-	-	935	421	13,672	13,672			
SOGRS	OPNS	FINITE		CTT008			P	12,523	728	421	300	-	-	-	1,449	721	-	-	-	-	-	-	1,449	721	13,972	13,972	13,972		
SOGRS	OPNS	FINITE		CTT008			C	(214)	214	-	300	-	-	-	514	300	-	-	-	-	-	514	300	300	300				
SOGRS	OPNS	FINITE	333	CTT008	7044	Streetcar Trackswitch & Controllers Rehabilitation & Replacement	B	3,024	1,025	2,546	2,609	2,539	2,413	1,500	11,132	11,697	-	-	-	-	-	-	12,632	11,607	15,656	15,656			
SOGRS	OPNS	FINITE		CTT008			P	2,211	271	1,199	2,421	2,720	2,789	3,748	9,397	12,874	-	-	-	-	-	-	13,145	12,974	15,358	15,358	15,358		
SOGRS	OPNS	FINITE		CTT008			C	(813)	(754)	(1,347)	(188)	181	373	2,248	(1,735)	1,267	-	-	-	-	-	-	513	1,237	(300)	(900)	15,358		
SOGRS	OPNS	ONGOING	336	CTT008	6005	Signal Cable Replacement	B	1,818	521	456	471	480	493	494	2,421	2,394	506	519	532	543	-	-	5,015	4,494	6,633	6,633			
SOGRS	OPNS	ONGOING		CTT008			P	1,303	521	456	471	480	493	494	2,421	2,394	506	519	532	543	557	-	5,015	5,051	7,410	7,410	3,286		
SOGRS	OPNS	ONGOING		CTT008			C	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	557	557	777	777			
SOGRS	OPNS	FINITE	345	CTT008	7729	Replace Signal Instrument Cases	B	1,742	465	291	296	271	248	223	1,571	1,329	229	235	241	-	-	-	2,499	2,034	4,241	4,241			
SOGRS	OPNS	FINITE		CTT008			P	1,379	649	486	296	271	253	223	1,934	1,508	229	235	241	-	-	-	2,862	2,213	4,241	4,241	4,241		
SOGRS	OPNS	FINITE		CTT008			C	(363)	184	174	-	-	5	-	363	179	-	-	-	-	-	-	363	179	-	-			
SOGRS	OPNS	FINITE	351	CTT008	7730	Trainstop Replacement	B	13,530	875	-	-	-	-	-	875	-	-	-	-	-	-	-	875	-	14,405	14,405			
SOGRS	OPNS	FINITE		CTT008			P	13,517	835	709	84	-	-	-	1,628	783	-	-	-	-	-	-	1,628	793	15,145	15,145	15,145		
SOGRS	OPNS	FINITE		CTT008			C	(13)	(40)	709	84	-	-	-	753	783	-	-	-	-	-	-	753	793	740	740			
SOGRS	OPNS	FINITE	355	CTT008	6252	Yard Interchange Signal Upgrades	B	1,279	834	487	-	-	-	-	1,321	487	-	-	-	-	-	-	1,321	487	2,600	2,600			
SOGRS	OPNS	FINITE		CTT008			P	395	183	224	226	-	-	-	633	450	-	-	-	-	-	633	450	1,028	1,028	1,028			
SOGRS	OPNS	FINITE		CTT008			C	(884)	(651)	(283)	226	-	-	-	(688)	(37)	-	-	-	-	-	-	(688)	(37)	(1,572)	(1,572)			
SOGRS	OPNS	FINITE	359	CTT008	6438	SRT Loop Cable and Aisle Counter Replacement	B	965	774	-	-	-	-	-	774	-	-	-	-	-	-	-	774	-	1,738	1,738			
SOGRS	OPNS	FINITE		CTT008			P	222	141	144	151	147	-	-	583	442	-	-	-	-	-	-	583	442	805	805	805		
SOGRS	OPNS	FINITE		CTT008			C	(743)	(633)	144	151	147	-	-	(191)	442	-	-	-	-	-	-	(191)	442	(804)	(804)			
SOGRS	OPNS	FINITE	365	CTT008	6440	Bloor Danforth and Greenwood Yard Capacity Study	B	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274	274			
SOGRS	OPNS	FINITE		CTT008			P	157	174	-	-	-	-	-	174	-	-	-	-	-	-	-	174	-	331	331	331		
SOGRS	OPNS	FINITE		CTT008			C	(117)	174	-	-	-	-	-	174	-	-	-	-	-	-	-	174	-	57	57			
SOGRS	OPNS	FINITE	367	CTT008	6434	Event Recorder Replacement	B	72	-	890	849	175	-	-	1,914	1,914	-	-	-	-	-	-	1,914	1,914	1,996	1,996			
SOGRS	OPNS	FINITE		CTT008			P	72	-	890	849	175	-	-	1,914	1,914	-	-	-	-	-	-	1,914	1,914	1,996	1,996	1,996		
SOGRS	OPNS	FINITE		CTT008			C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
SOGRS	OPNS	FINITE	311	CTT008	T3D	Wilson Yard Resignaling	B	-	-	-	400	3,600	9,000	11,000	13,000	24,000	12,000	5,025	-	-	-	-	41,025	41,025	41,025	41,025			
SOGRS	OPNS	FINITE		CTT008			P	-	-	-	400	3,600	9,000	11,000	13,000	24,000	12,000	5,025	-	-	-	-	41,025	41,025	41,025	41,025	41,025		
SOGRS	OPNS	FINITE		CTT008			C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
SOGRS	OPNS	FINITE	375	CTT008	T3D	Signalling of Davisville Yard	B	-	-	-	-	1,422	1,423	1,400	2,845	4,245	1,400	1,395	-	-	-	-	7,040	7,040	7,040	7,040			
SOGRS	OPNS	FINITE		CTT008			P	-	-	-	-	1,422	1,423	1,400	2,845	4,245	1,400	1,395	-	-	-	-	7,040	7,040	7,040	7,040	7,040		
SOGRS	OPNS	FINITE		CTT008			C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
New Projects																													
SOGRS	OPNS	FINITE	377	CTT008	New	Workcar Advanced Warning System	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
SOGRS	OPNS	FINITE		CTT008			P	-	-	1,564	671	-	-	-	2,235	2,235	-	-	-	-	-	-	2,235	2,235	2,235	2,235	2,235		
SOGRS	OPNS	FINITE		CTT008			C	-	-	1,564	671	-	-	-	2,235	2,235	-	-	-	-	-	-	2,235	2,235	2,235	2,235	2,235		
Sub-Total Signal Systems						SB	242,890	71,204	62,099	50,614	69,289	74,840	68,430	328,208	325,438	74,245	57,552	57,551	61,221	-	-	-	647,561	576,357	890,431	890,431			
Sub-Total Signal Systems						SP	234,288	70,390	98,557	126,757	93,704	111,357	67,775	480,725	478,150	54,462	63,573	51,388	57,434	61,252	130,778	-	-	-	765,316	756,257	1,050,995	1,181,673	1,041,159
Sub-Total Signal Systems						SC	(16,602)	(654)	36,498	55,943	24,415	36,517	(663)	152,519	152,712	(9,783)	(4,229)	(8,265)	(3,767)	61,252	130,778	-	-	117,794	179,900	160,444	291,222		
BUILDINGS & STRUCTURES																													
3.1 Finishes																													
Annual Programs																													
SOGRS	ECGE	ONGOING	381	CTT010	6563	Roofing Rehabilitation Program	B	40,547	10,446	17,784	16,009	13,765	14,902	14,731	72,906	77,251	15,037	15,353	15,677	11,491	-	-	145,255	134,809	185,802	185,802			
SOGRS	ECGE	ONGOING		CTT010			P	39,663	9,263	9,929	12,301	12,440	10,889	10,889	54,798	56,375	20,000	20,000	20,000	20,501	10,000	-	146,139	146,876	185,802	185,802	73,186		
SOGRS	ECGE	ONGOING		CTT010			C	(816)	(1,183)	(7,853)	(3,794)	(1,325)	(4,077)	(3,851)	(18,208)	(20,876)	4,963	4,647	4,323	9,010	10,000	-	884	12,067	10,000	10,000			
SOGRS	ECGE																												

Category	Resp. Br/Obj	Type	Page Ref.	CTT No.	WO #	DESCRIPTION	CITY										2013-2017	2014-2018	2019	2020	2021	2022	2023	FOST 2023	2011-2022	2014-2023	LTD 2013	EFC	CITY Approval Request		
							2012	2013	2014	2015	2016	2017	2018	2019	2020	2021														2022	2023
SOGRS	OPNS	ONGOING	859	CTT058	6025	Revenue Processing Equipment	B	1,124	820	-	-	250	250	250	1,320	750	250	250	250	250	-	-	2,570	1,750	3,694	3,694	2,469				
							P	1,124	771	409	75	75	75	1,485	799	250	250	250	250	250	-	-	2,570	2,049	3,944	3,944					
							C	-	(49)	409	75	(175)	(175)	(175)	175	46	-	-	-	-	-	-	-	299	250	250		250			
EXPAN	OPNS	FINITE	861	CTT056	6612	Revenue Operations Business Continuity	B	-	600	-	-	-	-	-	600	-	-	-	-	-	-	-	-	600	600	600	600	600			
							P	-	-	600	-	-	-	-	-	600	900	-	-	-	-	-	-	-	-	-	600		600	600	600
							C	-	(600)	600	-	-	-	-	-	900	-	-	-	-	-	-	-	-	-	-	-		600	-	-
SOGRS	OPNS	FINITE	854	CTT056	7576	Vending Machine Project	B	9,240	1,135	-	-	-	-	-	1,135	-	-	-	-	-	-	-	-	-	1,135	-	10,375	10,375	10,375		
							P	8,852	918	807	-	-	-	-	-	1,723	807	-	-	-	-	-	-	-	-	-	1,723	807		10,375	10,375
							C	(688)	(219)	807	-	-	-	-	-	588	807	-	-	-	-	-	-	-	-	-	588	807		-	-
Sub-Total Revenue & Fare Handling Equipment							SB	14,166	4,009	1,501	1,545	1,836	1,860	1,994	10,787	6,772	2,099	2,210	2,328	2,453	-	-	21,871	17,862	39,337	39,037	21,160				
							SF	12,507	1,707	5,181	1,795	1,840	1,804	2,013	12,427	12,733	2,099	2,210	2,328	2,453	2,585	-	-	23,530	24,408	38,522		38,622			
							SC	(1,859)	(2,302)	3,586	250	4	8	19	1,640	3,961	-	-	-	-	-	2,585	-	1,659	6,646	2,585		2,585			
5.3 Other Maintenance Equipment																															
Annual Programs																															
SOGRS	OPNS	ONGOING	867	CTT113	6871	Plant Maintenance Department Equipment	B	2,985	1,007	601	665	685	600	600	3,619	3,152	600	600	600	600	-	-	5,619	5,552	8,704	8,704	3,979				
							P	1,752	948	664	615	665	600	600	3,432	3,084	600	600	600	600	-	-	5,432	6,084	8,704	8,704					
							C	(333)	(119)	63	(51)	(60)	-	-	(187)	(98)	-	-	-	-	-	-	-	-	-	-		-	532	89	89
SOGRS	OPNS	ONGOING	869	CTT113	6924	Rail Infrastructure Department Equipment	B	2,637	4,098	406	406	420	420	420	5,750	2,672	420	420	420	420	-	-	7,850	3,752	10,487	10,487	7,698				
							P	2,205	975	4,450	288	282	282	282	6,257	5,564	282	282	282	282	282	282	-	-	7,967	6,974		10,154	10,154		
							C	(432)	(3,123)	4,044	(138)	(138)	(138)	(138)	507	3,462	(138)	(138)	(138)	(138)	(138)	(138)	(138)	-	-	7,163		3,222	(33)	(33)	
New Projects																															
SOGRS	OPNS	ONGOING	871	CTT113	New	Streetcar Maintenance Department Equipment	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,564				
							P	-	651	775	138	138	138	138	1,840	1,840	138	138	138	138	138	138	138	-	-	2,530		2,017	2,669	2,598	
							C	-	651	775	138	138	138	138	1,840	1,327	138	138	138	138	138	138	138	-	-	2,530		2,017	2,669	2,598	
Sub-Total Other Maintenance Equipment							SB	4,722	5,565	1,007	1,072	1,105	1,020	1,020	9,369	5,224	1,020	1,020	1,020	1,020	-	-	14,466	9,304	19,191	19,191	13,441				
							SF	3,957	2,374	5,699	1,021	1,025	1,020	1,020	11,529	9,975	1,020	1,020	1,020	1,020	1,020	-	-	16,829	16,075	21,606		21,506			
							SC	(765)	(2,591)	4,692	(91)	(80)	-	-	2,160	4,751	-	-	-	-	1,020	-	2,160	5,771	2,415	2,415					
5.4 FARE SYSTEM																															
TTC/GTA Farecard																															
EXPAN	EXEC	FINITE	874	CTT141	6365	TTC-PRESTO Project	B	6,078	12,100	14,630	7,530	4,110	-	-	38,660	26,580	-	-	-	-	-	-	38,660	26,580	46,738	46,738	46,998				
							P	6,728	4,100	8,100	10,900	10,650	6,800	-	-	40,260	36,150	-	-	-	-	-	-	-	-	-		40,260	36,150	46,988	46,988
							C	(1,350)	(8,000)	(6,630)	3,380	6,450	6,600	-	-	1,600	9,600	-	-	-	-	-	-	-	-	-		-	1,600	9,600	250
POP Legacy																															
SOGRS	OPNS	FINITE	877	CTT141	6386	POP Legacy Fare Collection	B	125	1,230	1,230	1,230	1,185	-	-	4,875	3,645	-	-	-	-	-	-	4,875	3,645	5,000	5,000	5,000				
							P	-	1,355	1,230	1,230	1,185	-	-	5,000	3,645	-	-	-	-	-	-	-	-	-	5,000		3,645	5,000	5,000	
							C	(125)	125	-	-	-	-	-	-	125	-	-	-	-	-	-	-	-	-	-		125	-	-	-
EXPAN	EC4E	FINITE	879	CTT141	6390	POP Legacy Infrastructure	B	1,651	2,248	5,468	4,062	2,021	1,501	653	15,300	13,705	-	-	-	-	-	-	15,953	13,705	17,604	17,604	17,604				
							P	1,652	484	536	1,788	1,256	2,150	1,775	6,214	7,505	6,763	1,800	-	-	-	-	-	-	16,552	18,068		17,604	17,604		
							C	(599)	(1,764)	(4,932)	(2,274)	(765)	949	1,122	(5,088)	(6,200)	6,763	1,800	-	-	-	-	-	-	599	2,363		-	-		
Sub-Total Other Maintenance Equipment							SB	9,854	15,578	21,628	12,812	7,316	1,501	653	56,635	43,910	-	-	-	-	-	-	59,489	43,910	69,342	69,342	69,592				
							SF	7,790	5,939	9,899	13,918	13,001	8,740	1,775	51,474	47,310	6,763	1,900	-	-	-	-	61,612	55,873	69,592	69,592					
							SC	(2,074)	(6,659)	(11,792)	1,106	5,685	7,249	1,122	(7,361)	3,400	6,763	1,900	-	-	-	-	2,324	11,963	250	250					
ENVIRONMENTAL ISSUES																															
5.1 Environmental Programs																															
Existing Projects																															
LEGRS	OPNS	ONGOING	883	CTT058	6142	Subway Asbestos Removal Program	B	40,181	5,147	3,110	2,794	3,015	3,078	2,288	17,144	14,285	2,352	2,418	2,483	2,996	-	-	29,681	24,534	69,802	69,802	47,578				
							P	30,537	5,147	3,110	2,794	3,015	3,078	2,288	17,144	14,285	2,352	2,418	2,483	2,996	3,055	-	-	29,681	27,590	69,264		69,264			
							C	(6,654)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	3,055	690	(598)
LEGRS	EC4E	FINITE	887	CTT058	Various	Garage Subsurface Remediation Program	B	30,288	1,802	1,746	1,526	1,526	6,458	-	13,116	11,254	-	-	-	-	-	-	13,116	11,254	43,384	43,384	43,384				
							P	29,421	997	1,378	1,822	1,979	2,071	5,716	8,247	12,966	250	250	250	250	-	-	-	-	14,963	13,966		43,384	43,384		
							C	(1,847)	(695)	(368)	296	453	(4,385)	5,716	(4,899)	1,712	250	250	250	250	-	-	-	-	1,847	2,712		-	-		
LEGRS	EC4E	FINITE	891	CTT058	7236	Storage Tank Replacements	B	17,205	1,978	550	-	-	-	-	2,528	550	-	-	-	-	-	-	2,528	550	19,733	19,733	34,733				
							P	15,015	1,059	1,825	2,600	2,800	3,734	2,000	11,618	12,559	2,000	2,000	2,100	-	-	-	-	19,716	18,659	34,733		34,733			
							C	(2,160)	(919)	1,075	2,600	2,800	3,734	2,000	9,090	12,009	2,000	2,000	2,100	-	-	-	-	17,190	18,109	15,000		15,000			
Sub-Total Environmental Programs							SB	97,854	8,987	5,466	4,320	4,541	9,534	2,288	32,788	26,069	2,352	2,418	2,483	2,996	-	-	45,325	36,338	132,976	132,976	125,665				
							SF	79,963	7,203	6,113	7,219	7,584	8,683	10,004	37,009	35,810	4,602	4,668	4,833	3,248	3,056	-	-	64,362	60,215	147,361		147,361			
							SC	(7,691)	(1,784)	707	2,896	3,053	(651)	7,716	4,221	13,721	2,250	2,250	2,350	250	3,056	-	-	19,037	23,977	14,402		14,402			
COMPUTER EQUIPMENT & SOFTWARE																															
7.1 IT Systems Infrastructure																															
7.1.9 Service and Program Management																															
SOGRS	ITS	FINITE	895	CTT061	Various	7.1.0 Service and Program Management	B	2,281	730	5,904	3,250	13,850	4,490	12,713	27,424	36,407	8,250	10,600	900	5,450	-	-	65,837	64,007	67,918	67,918	6,029				
							P	1,582	1,356	1,903	1,535	510	300	3,300	5,844	7,588	8,300	10,600	5,300	4,750	1,800	-	-	38,094	36,215	147,361		147,361			
							C	(699)	626	(4,001)	(1,715)																				

CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013

TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)

2014		CITY		PROBABLE															CITY		
Resp.	Page			2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	POST 2023	2014-2023	(19-23)	EFC	Approval	
Category	Br/Opt	Type	Ref.	CTT No.	WO #	DESCRIPTION															
7.11 Financial Management																					
SOGRS	ITS	FNITE	803	CTT001	Various	7.11 Financial Management	B	12,081	600	2,000	5,000	5,000	5,000	10,000		17,600	27,000	5,000	3,000	-	-
SOGRS	ITS	FNITE		CTT001			P	11,355	1,326	300	550	100	-	-	-	2,276	2,700	500	-	-	-
SOGRS	ITS	FNITE		CTT001			C	(726)	726	(1,700)	(4,450)	(4,900)	(5,000)	(10,000)		(15,324)	(28,050)	(5,000)	(3,000)	-	-
SOGRS	ITS	FNITE	809	CTT001	TBD	SAP - ERP Implementation Program	B	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	-	-	1,000	3,000	21,394	18,905	11,454	-	44,299	55,753	7,961	-	-	-
SOGRS	ITS	FNITE		CTT001			C	-	-	1,000	3,000	21,394	18,905	11,454	-	44,299	55,753	7,961	-	-	-
7.12 Supply Chain Management																					
SOGRS	ITS	FNITE	913	CTT001	Various	7.12 Supply Chain Management	B	28,545	869	-	-	-	-	-	-	869	-	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	28,275	476	310	456	-	-	-	-	1,242	766	-	-	-	
SOGRS	ITS	FNITE		CTT001			C	(570)	(393)	310	456	-	-	-	-	373	766	-	-	-	
7.13 Risk Management																					
SOGRS	ITS	FNITE	917	CTT001	Various	7.13 Risk Management	B	2,221	1,066	901	100	50	300	50	-	2,419	1,401	50	50	550	50
SOGRS	ITS	FNITE		CTT001			P	1,877	1,173	2,260	1,390	150	200	50	-	5,273	4,150	50	50	50	50
SOGRS	ITS	FNITE		CTT001			C	(344)	105	1,359	1,290	100	-	-	-	2,854	2,749	-	-	(500)	50
7.14 Customer Management																					
SOGRS	ITS	FNITE	925	CTT001	Various	7.14 Customer Management	B	8,667	1,595	240	-	-	-	-	-	1,839	240	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	8,203	2,332	835	1,433	-	-	-	-	4,911	2,406	-	-	-	
SOGRS	ITS	FNITE		CTT001			C	(484)	794	695	1,433	-	-	-	-	2,972	2,186	-	-	-	
7.15 Service Delivery Management																					
SOGRS	ITS	FNITE	931	CTT001	Various	7.15 Service Delivery Management	B	83,398	13,231	9,081	11,163	10,429	10,845	9,760	-	54,540	51,078	12,048	12,952	11,962	11,815
SOGRS	ITS	FNITE		CTT001			P	78,791	20,643	11,907	13,851	10,189	10,045	9,300	-	64,532	53,249	12,048	12,952	11,962	11,815
SOGRS	ITS	FNITE		CTT001			C	(6,637)	7,412	2,728	688	(243)	(600)	(400)	-	9,963	2,171	-	-	-	-
SOGRS	ITS	FNITE	940	CTT001	TBD	CAD/AVL System	B	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	-	-	1,000	4,000	38,000	33,000	33,000	-	65,000	95,000	-	-	-	
SOGRS	ITS	FNITE		CTT001			C	-	-	1,000	4,000	39,000	30,000	30,000	-	68,000	95,000	-	-	-	
7.16 Human Resources Management																					
SOGRS	ITS	FNITE	949	CTT001	Various	7.16 Human Resource Management	B	1,926	364	770	-	-	-	-	-	1,074	770	-	-	500	-
SOGRS	ITS	FNITE		CTT001			P	2,034	490	1,178	1,320	-	-	-	-	2,386	2,498	-	-	-	
SOGRS	ITS	FNITE		CTT001			C	108	186	406	1,320	-	-	-	-	1,912	1,726	-	-	(500)	
7.17 Information Management																					
SOGRS	ITS	FNITE	956	CTT001	Various	7.17 Information Management	B	3,561	2,985	5,520	3,452	4,729	75	60	-	16,761	13,838	100	150	700	70
SOGRS	ITS	FNITE		CTT001			P	3,598	4,465	7,755	6,548	3,467	75	60	-	22,310	17,905	100	150	300	70
SOGRS	ITS	FNITE		CTT001			C	37	1,480	2,235	3,096	(1,262)	-	-	-	5,549	4,069	-	-	(400)	-
7.19 Asset Management																					
SOGRS	ITS	FNITE	967	CTT001	Various	7.19 Asset Management	B	31,545	3,283	316	-	-	-	-	-	3,599	316	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	29,796	2,078	3,615	4,477	445	-	-	-	10,615	8,537	-	-	-	
SOGRS	ITS	FNITE		CTT001			C	(1,749)	(1,205)	3,299	4,477	445	-	-	-	7,016	8,221	-	-	-	
SOGRS	ITS	FNITE	975	CTT001	New	SMS Work Order System SOGR	B	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOGRS	ITS	FNITE		CTT001			P	-	-	200	800	2,000	2,000	-	-	3,000	5,000	5,000	5,000	-	
SOGRS	ITS	FNITE		CTT001			C	-	-	200	800	2,000	2,000	-	-	3,000	5,000	5,000	5,000	-	
7.2 Other Dept. IT Projects																					
SOGRS	ECHE	ONGOING	979	CTT001	6945	CADD Hardware & Software	B	1,731	200	255	263	243	300	318	-	1,321	1,371	315	320	325	333
SOGRS	ECHE	ONGOING		CTT001			P	1,645	211	255	263	243	250	280	-	1,222	1,291	315	320	325	333
SOGRS	ECHE	ONGOING		CTT001			C	(80)	(49)	-	-	-	(50)	(30)	-	(69)	(80)	-	-	-	338
SOGRS	OPNS	ONGOING	981	CTT001	6312	Operations Computer Infrastructure	B	2,949	701	778	683	1,040	568	578	-	3,370	3,639	720	678	794	750
SOGRS	OPNS	ONGOING		CTT001			P	2,051	1,379	2,577	1,265	1,125	658	660	-	7,004	8,285	820	778	884	850
SOGRS	OPNS	ONGOING		CTT001			C	(888)	679	1,799	582	85	90	90	-	3,234	2,646	100	100	100	750
Sub-Total Corporate Systems SB																					
Sub-Total Corporate Systems SF																					
Sub-Total Corporate Systems SC																					
OTHER																					
9.1 Furniture & Office Equipment																					
Annual Programs																					
SOGRS	EXEC	ONGOING	985	CTT002	6979	9.1 Graphic Services Equipment Replacement	B	1,986	210	163	552	93	341	206	-	1,339	1,355	519	527	408	73
SOGRS	EXEC	ONGOING		CTT002			P	1,265	252	95	557	97	370	236	-	1,371	1,355	149	557	296	103
SOGRS	EXEC	ONGOING		CTT002			C	(701)	42	(68)	5	4	29	30	-	12	-	(376)	30	(113)	30
SOGRS	ECHE	ONGOING	989	CTT002	6946	Furniture & Office Equipment	B	534	104	107	109	112	118	119	-	548	593	123	126	130	134
SOGRS	ECHE	ONGOING		CTT002			P	570	104	107	109	112	118	119	-	548	593	123	126	130	134
SOGRS	ECHE	ONGOING		CTT002			C	(64)	-	-	-	-	-	-	-	-	-	-	-	137	
Sub-Total Other - Furniture & Office Equipment SB																					
Sub-Total Other - Furniture & Office Equipment SF																					
Sub-Total Other - Furniture & Office Equipment SC																					

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD OCTOBER 23, 2013**

**TORONTO TRANSIT COMMISSION 2014-2023 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

Category	Resp. Br/Dst	Type	2014 Page Ref.	CTT No.	WO #	DESCRIPTION	CITY		PROBABLE													CITY Approval Request	
							to 2012	2013	2014	2015	2016	2017	2018	2013-2017	2014-2018	2019	2020	2021	2022	2023	POST 2023		2013-2022
SCARBOROUGH SUBWAY EXTENSION																							
1029	CTT147	New Scarborough Subway	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CTT147		P	-	500	14,000	15,500	82,872	171,465	339,383	284,337	623,220	665,750	878,861	628,489	411,189	96,991	-	-	-			
	CTT147		C	-	500	14,000	15,500	82,872	171,465	339,383	284,337	623,220	665,750	878,861	628,489	411,189	96,991	-	3,208,009	3,304,500	3,305,000	3,305,000	170,000
1011	CTT147	New SRT Life Extension	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CTT147		P	-	-	-	-	14,000	15,000	16,000	29,000	45,000	16,000	17,000	17,000	19,000	19,000	-	-	-			
	CTT147		C	-	-	-	-	14,000	15,000	16,000	29,000	45,000	16,000	17,000	17,000	19,000	19,000	-	113,000	132,000	132,000	132,000	-
1032	CTT147	New SRT Decommissioning & Demolition	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CTT147		P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	CTT147		C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123,000	-	-	-	123,000
Sub-Total Scarborough Subway Extension SB																							
	SF		-	500	14,000	15,500	96,872	186,465	355,383	313,337	668,220	681,750	895,861	645,489	429,189	115,991	123,000	-	3,321,009	3,436,500	3,437,000	3,560,000	170,000
	SC		-	500	14,000	15,500	96,872	186,465	355,383	313,337	668,220	681,750	895,861	645,489	429,189	115,991	123,000	-	3,321,009	3,436,500	3,437,000	3,560,000	-

APPENDIX C

TTC 2014-2018 CAPITAL BUDGET REQUIREMENTS & SOURCES OF FUNDING

Assumptions: Expenditures based on proposed 2014-2023 Capital Budget - Preliminary Submission Version dated September 6, 2013

(\$ thousands)	2013	2014	2015	2016	2017	2018	2014-2018	2019	2020	2021	2022	2023	2019-2023	2013-2022	2014-2023
PROPOSED BUDGET															
Council Approved 2013-2022 Gross Budget - Jan 16/13	PA 878,760	1,068,917	820,039	777,487	672,447	585,426	3,924,316	530,163	403,209	336,445	384,439	-	1,654,256	6,457,332	5,578,572
2014-2023 Gross Budget - Proposed	842,131	1,171,212	1,189,305	958,617	874,786	795,166	4,989,086	1,111,684	797,651	594,244	630,578	913,328	4,047,485	8,965,374	9,036,571
CHANGE FROM APPROVED	(36,629)	102,295	369,266	181,130	202,339	209,740	1,064,770	581,521	394,442	257,799	246,139	913,328	2,393,229	2,508,042	3,457,999
PROPOSED CURRENT BUDGET REQUEST															
State-of-Good-Repair / Safety	785,134	1,093,746	1,107,629	853,370	752,699	670,285	4,477,729	892,880	714,387	539,854	575,334	863,559	3,586,014	7,985,318	8,063,743
Legislative	29,720	38,747	51,057	63,152	72,666	75,251	300,873	58,855	49,879	51,505	52,359	46,286	258,864	543,191	559,737
Improvement	18,788	21,389	11,531	10,279	5,671	2,855	51,725	108,186	2,885	2,885	2,885	3,503	120,344	187,354	172,069
Capacity Enhancement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expansion	8,489	17,330	19,088	31,816	43,750	46,775	158,759	51,763	30,500	-	-	-	82,263	249,511	241,022
Vehicles	317,870	484,293	455,213	265,969	260,645	223,731	1,689,851	529,847	380,290	227,058	259,636	564,488	1,961,319	3,404,552	3,651,170
Infrastructure / Other	524,261	686,919	734,092	692,648	614,141	571,435	3,299,235	581,837	417,361	367,186	370,942	348,840	2,086,166	5,560,822	5,385,401
Total Gross - Base Capital Program Request ¹²	842,131	1,171,212	1,189,305	958,617	874,786	795,166	4,989,086	1,111,684	797,651	594,244	630,578	913,328	4,047,485	8,965,374	9,036,571
Funding Sources															
Provincial gas tax ¹⁰	71,617	71,416	71,416	71,416	71,416	71,416	357,080	71,416	71,416	71,416	71,416	71,416	357,080	714,361	714,160
Canada Strategic Infrastructure Fund (CSIF) ⁷	18,715	-	-	-	-	-	-	-	-	-	-	-	-	18,715	-
Capital Reserve ³	-	-	57,946	-	-	-	57,946	-	-	-	-	-	-	57,946	57,946
Metrolinx Quick Wins ³	92,330	39,476	2,213	2,143	-	-	43,831	-	-	-	-	-	-	136,161	43,831
204 LRV Funding ⁸	35,297	42,868	36,167	34,705	37,948	33,110	184,798	22,346	-	-	-	-	22,346	242,440	207,144
Total Provincial Funding	217,958	153,760	167,742	108,264	109,364	104,526	643,655	93,762	71,416	71,416	71,416	71,416	379,426	1,169,623	1,023,081
Base Federal Gas Tax - 5 cent (population) ¹¹	154,367	154,367	154,367	154,367	154,367	154,367	771,835	154,367	154,367	154,367	154,367	154,367	771,835	1,543,670	1,543,670
Canada Strategic Infrastructure Fund (CSIF) ⁷	6,833	3,348	-	-	-	-	3,348	-	-	-	-	-	-	10,181	3,348
Total Federal Funding	161,200	157,715	154,367	154,367	154,367	154,367	775,183	154,367	154,367	154,367	154,367	154,367	771,835	1,553,851	1,547,018
TTC internal (depreciation) ¹⁴	28,403	31,707	33,959	30,395	25,968	24,119	146,147	20,431	20,919	23,029	23,009	22,888	110,277	261,939	256,424
Development charges ¹⁶	42,351	43,694	22,432	31,914	24,288	36,110	158,438	32,634	33,576	29,969	33,728	57,595	187,502	330,696	345,940
Total Other Funding	70,754	75,401	56,391	62,309	50,256	60,229	304,585	53,065	54,495	52,998	56,737	80,483	297,779	592,635	602,364
City Debt Target - CFO Recommended	416,527	388,355	273,212	275,366	203,891	170,679	1,311,503	125,782	80,536	77,291	131,613	151,613	566,835	2,143,252	1,878,338
City Carryforward - Deferred Debt Issued	83,483	167,791	-	-	-	-	167,791	-	-	-	-	-	-	251,274	167,791
Sub-Total City / Other Funding	570,764	631,547	329,603	337,675	254,147	230,908	1,783,879	178,847	135,031	130,289	188,350	232,096	864,614	2,987,161	2,648,493
City Funding - Reserve Funds (asset monetization) - 1	60,000	210,000	180,000	125,000	80,000	-	595,000	-	-	-	-	-	-	655,000	595,000
City Funding - Reserve Funds (asset monetization) - 2	-	42,294	48,085	69,543	84,614	114,115	358,651	115,673	59,917	-	-	-	-	534,241	534,241
Total City / Other Funding	630,764	883,841	557,688	532,218	418,761	345,023	2,737,530	294,520	194,948	130,289	188,350	232,096	1,040,204	4,176,402	3,777,734
Total Funding	1,009,922	1,195,316	879,797	794,848	682,492	603,916	4,156,369	542,649	420,731	356,072	414,133	457,879	2,191,465	6,899,877	6,347,834
Funding Shortfall/(Surplus)	(167,791)	(24,104)	309,508	163,769	192,294	191,250	832,717	569,035	376,920	238,172	216,445	455,449	1,856,020	2,065,497	2,688,737
Government Funding Share of Gross Expenditures							832,717						1,856,020	2,065,497	2,688,737
Prov	26%	13%	14%	11%	13%	13%		8%	9%	12%	11%	8%			
Fed	19%	13%	13%	16%	18%	19%		14%	19%	26%	24%	17%			
City	75%	75%	47%	56%	48%	43%		26%	24%	22%	30%	25%			
Short/(Surplus)	(20)%	(2)%	26%	17%	22%	24%		51%	47%	40%	34%	50%			

GROSS EXPENDITURES

FUNDING SOURCES

APPENDIX D

TTC 2014-2023 Unfunded Projects
Summary of Changes - Cash Flow by Year

\$000s	2014	2015	2016	2017	2018	2014-2018	2019	2020	2021	2022	2023	2014-2023
TTC Budget and Plan Request	1,171,212	1,189,305	958,617	874,786	795,166	4,989,086	1,111,684	797,651	594,244	630,578	913,328	9,036,571
Proposed gross costs below the line:						-						-
372 Replacement Subway Cars						-					(425,707)	(425,707)
58 Wheel-Trans Buses					534	534	1,965	(12,381)		(12,189)		(22,071)
135 Buses for Service Improvements						-	(105,276)					(105,276)
Buses (Revert to 18 Year Life) *		(29,222)	(37,185)	(24,953)	(74,851)	(166,211)	(155,875)	(163,308)	(171,100)	(179,277)	(93,871)	(929,642)
Bus Rebuilds (to support 18 year life)	7,168	27,604	27,732	59,883	48,592	170,979	48,926	7,486	9,217	3,977	19,181	259,766
60 New LRVs	(51,724)					(51,724)	(160,819)	(130,946)	(9,415)			(352,904)
Fire Ventilation Upgrade	2,806	(7,485)	(23,842)	(12,550)	(14,372)	(55,443)	(16,765)	(21,303)	(19,822)	(19,545)	(26,212)	(159,090)
McNicoll New Bus Garage (Phase 2)	8,000	25,000	10,000	(25,300)	(45,000)	(27,300)	(45,000)	(28,700)				(101,000)
Station Finish Renewal Program	-	-	-	-	(1,500)	(1,500)	(4,750)	(9,500)	(10,000)	(10,000)	(10,000)	(45,750)
Train Door Monitoring System - T1 & TR	(13,803)	(22,506)	(15,166)	-	-	(51,475)	-	-	-	-	-	(51,475)
SMS Work Order System SOGR		(200)	(800)	(2,000)	(2,000)	(5,000)	(5,000)	(5,000)				(15,000)
Easier Access III					(5,442)	(5,442)	(51,752)	(44,911)	(46,372)	(48,813)	(42,710)	(240,000)
Subway Track					(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(60,000)
Surface Track	(10,000)	(8,000)	(10,000)	(10,000)	(10,000)	(48,000)						(48,000)
Traction Power	(10,000)	(10,000)	(5,000)			(25,000)						(25,000)
Finishes		(10,000)				(10,000)		(10,000)	(10,000)	(10,000)		(40,000)
Equipment	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
Bridges and Tunnels	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
On-Grade Paving		(5,000)	(5,000)	(5,000)	(5,000)	(20,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(45,000)
Building and Structures		(10,000)	-			(10,000)						(10,000)
Total Gross Change *	(77,553)	(69,809)	(69,261)	(29,920)	(129,039)	(375,582)	(519,346)	(443,563)	(282,492)	(300,847)	(604,319)	(2,526,149)
Net Request	1,093,659	1,119,496	889,356	844,866	666,127	4,613,504	592,338	354,088	311,752	329,731	309,009	6,510,422
Total Funding Sources Available	1,195,316	879,797	794,848	682,492	603,916	4,156,369	542,649	420,731	356,072	414,133	457,879	6,347,833
Additional Funding:												
Transportation DC Savings - Transit Priorities	1,760	1,760	1,760	1,760	1,760	8,800	1,760	1,760	1,760	1,760	1,760	17,600
Toronto Water Contribution to Leslie Barns	10,000					10,000						10,000
Debt Change due to DC Change	(41,694)	32,600	37,407	16,465	(19,622)	25,156	18,044	(13,062)	998	21,641	(57,595)	(4,818)
Revised Over / (Under) Debt Target	(71,723)	205,339	55,341	144,149	80,073	413,179	29,885	(55,341)	(47,078)	(107,803)	(93,035)	139,807

* 266 Enhancement buses currently below the base line but a decision will need to be made re: timing for next order - cash flow impact \$426 K 2022 and \$250.082 M in 2023 - Total \$250.508 M.