

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: February 2, 2015

SUBJECT: 2015-2024 TTC Capital Budget

ACTION ITEM

RECOMMENDATION

It is recommended that the Board:

1. Approve the 2015-2024 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 in Appendix B (the Blue Pages); noting that there are \$2.4 billion of Unfunded Projects as shown on Appendix D;
2. Forward this report to the City of Toronto for submission to the City's budget process;
3. Forward this report to the Metrolinx Board; and,
4. Forward this report to the Ontario Minister of Transportation and to the Federal Minister of Transportation.

COMPANION REPORT

This report should be considered in concert with the companion report on the "2015 TTC and Wheel-Trans Operating Budgets".

BUDGET HIGHLIGHTS

- 10-year capital needs for the base system are pegged at almost \$9.3 billion
- Funding from known services (city debt, other city sources, Federal and Provincial Gas Taxes and other programs) amounts to about \$6.9 billion, leaving the unfunded list of needed capital projects at about \$2.4 billion.
- These needs will not go away. Decisions are required as set out in Exhibit 6 and Appendix D.
- Most of the projects on the unfunded list are precisely the type that has 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 2) is needed by the dates shown in order to adequately fund the needs of the existing system.

- The City of Toronto has worked with TTC staff to try to fund most of the \$9.3 billion 2015-2024 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 is facing serious schedule and budget challenges and efforts are underway to assess these challenges.
- Work is underway to replace the ageing Scarborough RT with the Scarborough Subway Extension.

FUNDING

The order of magnitude for the ten year Capital Budget request is about the same. Exhibit 1 below is a budget comparison of last year’s ten year budget submission to this year’s request. The City has increased funding to help reduce the shortfall that the Commission is facing.

All known or expected current funding sources have been incorporated into this ten-year capital plan for the TTC (including an increase in debt funding of \$508 million above the originally established debt target as well as an increase in Development Charge funding of \$139 million). Appendix E 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.

Exhibit 1

10 - Year Capital Budget Comparison		
Base Programs		
(\$Billions)		
	2014 - 2023	2015 - 2024
	<u>Approved</u>	<u>Request</u>
Budget	9.0	9.3
Funding Available	<u>6.5</u>	<u>6.9</u>
Shortfall/(Surplus)	<u>2.5</u>	<u>2.3</u>

Sufficient funds are available to meet the 2015 budget request; however, a \$2.4 billion shortfall exists over the 2015-2024 time frame (almost 84% 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 13 in this report and Appendix D for a full 10 year cash flow profile).

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 2015 TTC Operating Budget Report also being submitted to this Board meeting, annual ridership is being budgeted at an all-time record of 545 million. This is 173 million or 47% more annual rides than in 1996 following the recession of the early 1990s. To put that into perspective, the actual growth of 173 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 6 (Appendix D includes a full 10 year cashflow profile of the Unfunded Projects).

Exhibit 2

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 \$3.6 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 million 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 were exhausted in 2014.

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.

Light Rail Vehicle (LRV) Program - The Provincial government has allocated up to \$416 million or 1/3 funding of eligible costs related to the purchase of 204 LRVs to replace the current streetcar fleet. The program is active and is slated to run from 2009 to 2019 when the last LRV is delivered.

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 545 million riders projected in 2015 and the growth in ridership that will follow as the population of the City and region continue to expand.

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

BUDGET SUMMARY

The 2015-2024 Capital Budget has been prepared consistent with the Commission's Five Year Corporate Plan and with the 2015 TTC and Wheel-Trans Operating Budgets Report as well as the Commission priorities and the plan approved by City Council two years ago. 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 2015-2024 Capital Budget are as follows:

- \$1.149 billion is budgeted for 2015 for the base capital program:
 - \$510 million for vehicles, including \$151 million toward the purchase of 420 Toronto Rocket Subway Cars, \$33 million toward the procurement of 55 LF 40 foot buses, \$14 million for the procurement of 50 buses for customer service improvements, \$187 million toward the purchase of 264 LRV's, \$99 million for revenue vehicle overhaul programs (bus, subway car and streetcar) and \$26 million for the acquisition or overhaul of various non-revenue vehicles (Appendix C contains a summary of the fleet plans for the TR, LRV and bus fleet).
 - \$639 million for infrastructure and related projects, including \$329 million for rehabilitation of buildings, structures, tunnels, bridges, yards and roads, \$53 million for track work, \$157 million for signals, electrical and communications systems, \$46 million for various information technology projects and, \$54 million for various facility, equipment and environmental projects.
 - Based on current funding assumptions, there is sufficient funding available to cover the 2015 budgeted expenditures.

- \$9.268 billion is forecasted as the overall requirement for the base capital program for the ten years from 2015 to 2024:
 - \$5.576 billion for infrastructure and related projects.
 - \$3.692 billion for the procurement and overhaul of vehicles.
- Based on current funding assumptions, there is a funding shortfall in the order of \$2.35 billion over the next ten years and, therefore, certain projects will not be permitted to proceed pending confirmation of available funding (see Appendix D). These are discussed later in this report.
- \$444 million is required in 2015 and \$446 million in 2016 for the construction of the Toronto-York Spadina Subway Extension.
- \$50 million is required in 2015 and \$3.422 billion from 2015 to 2024 for the construction of the Scarborough Subway Extension (including \$132 million for the SRT life extension).

DISCUSSION

Appendix A provides a Summary of the 2015-2024 Capital Budget by program category and the “Blue Pages” as attached in Appendix B is a detailed listing of the various projects needed to meet the base needs of the system over the next decade. Plans for the revenue vehicle fleets (Toronto Rocket Subway Cars, LRVs and buses) are included in Appendix C.

2015-2024 CAPITAL BUDGET

With investments approaching \$14.5 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:

- State-of Good-Repair
- Legislative
- Improvement
- Expansion

The cash flow for each program or project element contained within the Base Capital Budget is summarized in Appendix A and full project details are presented in the Blue Pages as attached in Appendix B (Note: Expansion Initiatives, including the Toronto-York Spadina Subway Extension and the Scarborough Subway Extension, are not included in the base capital program).

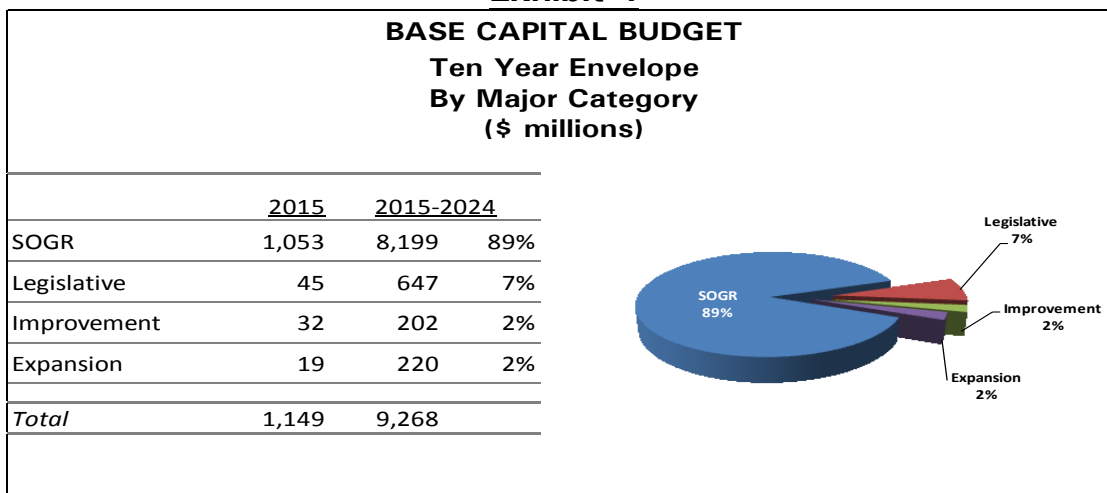
Key elements of the \$1.149 billion in the base capital budget for 2015 are shown below in Exhibit 3.

Exhibit 3

TTC PROPOSED 2015 BASE CAPITAL BUDGET (\$Millions)		
Vehicles:		
Purchase of 82 (55 + delivery of 27 of 50) Low Floor 40' Diesel Buses	47	} 510
Purchase of 234+126+60 Subway Cars	151	
Purchase of 204 + 60 LRV Cars	187	
Vehicle Overhaul Programs (Bus, WT, Subway, Streetcar)	99	
Other (Non-Revenue Vehicle Purchase & Overhaul)	26	
Infrastructure Projects:		
Finishes, Equip, Yards & Roads	39	} 639
Bridges & Tunnels	53	
Leslie Barns (116), LRV CH (4), EA III (26), Facility Renewal/Other Build. Struct. (28),	174	
Fire Ventilation (29), TR Accommodation (34)	63	
Track Programs	53	
Signals/Electrical/Communications (78), YUS/BD ATO (79)	157	
Shop/Maint. Equip/Fare Handling (26), Farecard (11), Environ (8), IT (46)	91	
Service Planning (9)	9	
TTC REQUEST LEVEL	\$1,149	

Expenditures for the next 10 years from 2015 to 2024 are budgeted for the base capital budget in the order of \$9.268 billion as shown in Exhibit 4.

Exhibit 4



As noted in the above exhibit, over \$8.8 billion or about 96% of the base capital budget for the ten years from 2015 to 2024 is committed to State-Of-Good-Repair and Legislative projects. Key elements of the base capital program over the next ten years include:

Vehicle acquisitions:

- ✓ 810 Low Floor Buses (\$608 million)
- ✓ 149 Low Floor Buses (\$117 million) – Board approved initiative
- ✓ 201 Future Wheel Trans Buses (\$100 million)
- ✓ 420 Toronto Rocket Subway cars (\$185 million)
- ✓ 372 T1 Subway car Replacement (\$616 million)
- ✓ 204 LRV's (\$672 million)
- ✓ 60 LRVs to address ridership growth (\$366 million)

Building and Infrastructure Projects:

- ✓ Leslie Barns (\$167 million) and existing facility modifications required for LRVs (\$53 million)
- ✓ McNicoll bus garage (\$178 million)
- ✓ TR/T1 Rail Yard Accommodation (\$436 million)
- ✓ Installation of automatic train control and re-signalling on the YUS subway line (\$325 million)
- ✓ Installation of automatic train control and re-signalling on the BD subway line (\$301 million)
- ✓ Track replacement (\$694 million)
- ✓ Easier Access Phase III (\$432 million)
- ✓ Various bridge and tunnel infrastructure rehabilitation (\$505 million)
- ✓ TTC Presto and POP LRV fare collection and infrastructure needs (\$36 million)
- ✓ Upgrading of fire ventilation equipment and second exits in the subway (\$286 million)
- ✓ Upgrades to information technology assets (\$388 million)
- ✓ Roofing rehabilitation and paving programs (\$284 million)
- ✓ Streetcar overhead system rebuild (\$65 million)
- ✓ Streetcar network upgrades for new LRVs (\$60 million)

In addition to the base capital budget:

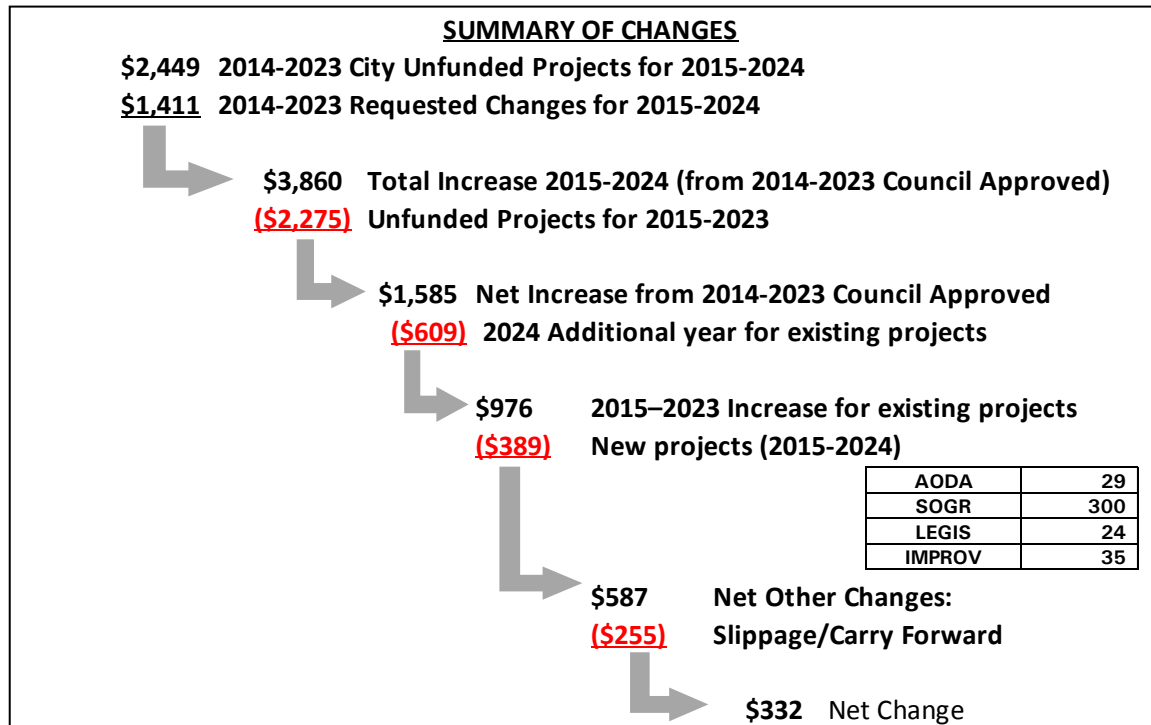
- The Toronto-York Spadina Subway Extension (TYSSE) is a \$2.634 billion project that will extend the Spadina subway line north from Downsview Station to Vaughan Metropolitan Corporate Centre in York Region. It is fully funded by the City of Toronto, York Region, the Province of Ontario and the Government of Canada. It is projected that expenditures of \$890 million will be incurred over the next two years are – including \$444.2 million in 2015 alone.
- The Scarborough Subway Extension (SSE) is currently estimated to be a \$3.56 billion project that will extend the Bloor-Danforth subway line approximately 7.6 kilometres from Kennedy Station to Sheppard Avenue and McCowan Road. This includes \$132 million to extend the life of the SRT until the SSE commences operation and a further \$123 million to decommission

and demolish the SRT.

BUDGET COMPARISON

Exhibit 5 shows the changes requested in the base budget from that approved by City of Toronto Council in January of 2014.

Exhibit 5



The 2015-2024 Capital Program and 10 Year Forecast requirements for the proposed base capital program have been identified with the following impacts:

- For 2015-2023, \$2,275 million relates to projects approved by the Board but not funded by City Council as part of the 2014-2023 Capital Budget. These Unfunded Projects are being resubmitted and include:
 - Purchase of 904 Buses (\$543 million)
 - Purchase of 372 Subway Cars (\$458 million)
 - Purchase of 60 Streetcars (Ridership Growth) (*Board Approved Initiative to Improve Transit Service*) (\$366 million)
 - Easier Access III (AODA) (\$240 million)
 - Fire Ventilation Upgrade (\$162 million)
 - McNicoll Bus Garage (\$109 million)
 - Subway Track Program (\$60 million)
 - Surface Track Program (\$38 million)
 - On-Grade Paving Rehabilitation Program (\$45 million)
 - Train Door Monitoring (\$52 million)
 - Purchase of Future Wheel Trans Buses (\$22 million)

- For 2024, the new tenth year, the \$609 million request relates to existing projects includes the following:
 - Purchase of 372 subway cars (T1 replacement) (\$158 million)
 - Purchase of Low Floor Buses (\$ 69 million)
 - Trackwork (subway and surface) (\$67 million)
 - BD ATC Resignalling (\$58 million)
 - Bridges & Tunnels (\$47 million)
 - Bus Overhaul Program (\$40 million)
 - Easier Access III (\$32 million)
 - Fire Ventilation (\$19 million)
 - Equipment (\$14 million)
 - Traction Power (\$14 million)
 - Yard and Roads (\$14 million)
 - Subway Car Overhaul (\$13 million)
 - IT Systems (\$14 million)

- For 2015-2024 new capital requirements will increase by \$389 million largely based on the following:
 - Supply of Orion VII Hybrid Bus Components (transfer from operating) (\$159 million)
 - Wilson Garage Ventilation Upgrade (\$50 million)
 - Life Extension Overhaul of 30 Artic LRV (\$25 million)
 - Backflow Preventers (\$24 million)
 - Purchase of Rail Non-Revenue Vehicles (\$21 million)
 - IT Systems/Infrastructure (\$16 million)

- Transit Priority Measures (\$12 million)
 - Union Station New Platform (\$11 million)
 - Rail Non-Revenue Vehicle Overhaul (\$11 million)
 - Subway Car Overhaul (\$7 million)
 - WT Friendly Bus Rebuild (\$9 million)
 - AODA Requirements (\$29 million)
- Based on the recommended 2015-2024 Capital Program submission, at the time of writing it is currently estimated that 2014 will be under-spent by \$255 million and these funds will be carried forward.
 - For 2015-2023 existing capital requirements will increase by \$332 million. The primary source of these changes includes the following:
 - TR/T1 Rail Yard Accommodations (\$82 million)
 - Subway Facility Renewal (\$47 million)
 - Fire Ventilation (\$24 million)
 - Subway Asbestos Removal Program (\$19 million)
 - Surface Way Building Replacement (\$19 million)
 - Purchase of Automotive Non-Revenue Vehicles (\$17 million)
 - Bus Washrack (\$16 million)
 - Revenue Operations Facility (\$14 million)
 - Fire Main Replacement (\$13 million)
 - Subway Track Rehabilitation (\$13 million)
 - Storage Tank Replacement (\$10 million)
 - Leslie Barns (\$10 million)
 - Maintenance of Joint TTC/Transportation Bridges (\$9 million)
 - Video Equipment (\$9 million)
 - The in-service date for the Toronto-York Spadina Subway Extension project is targeted for the fall of 2016. However, the project is facing serious schedule challenges. Work on the major facility contracts is advancing, with three stations, York University, Steeles West (Pioneer Village), and Hwy 407 not maintaining schedule. Efforts to have these station contractors improve their schedule performance are intense and have been ongoing for some time.

A peer review was conducted by APTA in late 2014 largely to assess schedule and budget challenges. A report is expected in March that will make recommendations to mitigate schedule challenges.

In addition the consulting firm, Bechtel Ltd., was retained to conduct a thorough in depth analysis of the project and similarly is expected to present its findings in March.

- For the Scarborough Subway Extension project:
 - \$3.305 billion is required over the next ten years for Scarborough Subway
 - \$132 million is required for the SRT life extension during this time frame
 - \$123 million will be required after 2024 for SRT Decommissioning and Demolition
- Projects for Future Consideration: Studies currently underway could lead to +/- \$200 million in new projects in the future. This includes:
 - Non-compliance of AODA legislation by 2025 (including Easier Access, AODA communications upgrade, fleet, bus stops)
 - Sufficiency of budget in later years (e.g. 2024)
 - Buses (move from an 18 year life to 15 years)
 - Fire Ventilation Upgrades
 - Various Studies underway that could lead to new projects in the future – for example:
 - Yonge-Bloor Capacity Improvements (Prelim. Design Study \$6M, Future needs EFC TBD)
 - Downtown Relief Line Study \$3M; Future needs TBD
 - Platform Edge Doors (PEDs) \$1M; Future needs TBD

UNFUNDED TTC CAPITAL PROJECTS

The TTC's Base Capital Budget needs over the ten year period 2015-2024 total almost \$9.3 billion; however, all known sources of funding currently available are about \$6.9 billion (including additional City debt of \$508 million above the originally established debt target), resulting in a \$2.4 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.

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 \$2.4 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. A detailed cash flow profile for these projects is identified on Appendix D.

Exhibit 6

<u>2015-2024 UNFUNDED PROJECTS</u>		
<u>PROJECT</u>	<u>\$(Millions)</u>	<u>DECISION DATE</u>
372 Replacement Subway Cars	(616)	2017
201 Replacement Wheel-Trans Buses	(100)	2016
Purchase of 99 40' LF Buses Customer Service Initiative	(89)	2015
60 New LRVs for Growth	(366)	2016
Fire Ventilation Upgrade	(132)	2017
Train Door Monitoring System - T1 & TR	(51)	2015
Easier Access III	(165)	2018
Bus Heavy Rebuilt Program	(256)	2018
Capacity to Spend Opportunities	(573)	2015
Total	<u>(2,350)</u>	
<i>* Request of \$9.3 B versus funding available of \$6.9 B = \$2.4 B shortfall</i>		

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

- 372 Replacement Subway cars (-\$616 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.
- 201 Replacement Wheel-Trans Buses (-\$100 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) and planned linking of trips with the conventional service. Any prolonged delay in the procurement of buses will affect Wheel-Trans' ability to meet service and accommodate ridership growth.
- Purchase of 99 (of 149) 40' LF Buses for Customer Service Initiatives (-\$89 million): 149 additional buses are required to roll out to meet the initiatives described in the report "Opportunities to Improve Transit Service in Toronto" as recommended by the Board on August 19, 2014. This includes providing a means to reduce passenger wait times and crowding and to provide more reliable and expanded services. This will support the objectives of Toronto's "Official Plan" by helping to entice commuters away from automobiles and towards public transit. In recent weeks, TTC and City staff have identified additional funding of \$27.5 million to accelerate the procurement of 50 of the 149 LF 40' buses. It is anticipated that these buses will be delivered starting in late 2015.

- 60 New LRVs for Growth (-\$366 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 (-\$132 million): 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.
- 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 2015 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.
- Easier Access III (-\$165 million): Provincially legislated requirements under the Accessibility for Ontarians with Disabilities Act (AODA) require 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.
- Bus Heavy Rebuild Program (-\$256 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. 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. Staff are moving to a reliability centered maintenance approach to improve the quality of the fleet and will make a recommendation in a future capital budget to transition to a 15 year bus life.

- Capacity to Spend Opportunities (-\$573 million): City staff have reviewed historical spending patterns and, based on that review, have recommended that the budget level of expenditures be reduced for specific capital programs over the next ten years based on the expectation that historical spending patterns will be repeated going forward. Projects/programs affected include subway and surface track, traction power, building finishes, building equipment, bridges & tunnels and on-grade paving. TTC staff will continue to monitor and adjust programs based on the actual capacity to spend and will seek flexibility from City staff to ensure that actual expenditures are not constrained on any individual element if there was to be a negative consequence from doing so.

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 \$2.350 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 2015-2024 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 2015 budget is affordable within the City approved debt guidelines.
4. There is a funding shortfall of \$2.4 billion for the base capital program over the ten years 2015-2024. 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. 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.

The TTC is an integral part of the transportation system of the City of Toronto and the GTHA. Maintaining the existing system is critical to ensuring that record ridership levels - projected to reach 545 million in 2015 - 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.

January 19, 2014
42-66

Attachment: Appendix A - 2015-2024 Capital Program Summary
Appendix B - 2015-2024 Capital Program Blue Pages **
Appendix C – Fleet Plans (TR, LRVs, Buses)
Appendix D – Unfunded Projects
Appendix E - 2015-2024 Capital Program Funding Summary

** Note: In the 2014-2023 Capital Budget process, the Board approved the Commission's 10 year capital budget request of \$9.0 billion. However, due to funding constraints, \$2.5 billion of projects were deemed unfunded and Council only approved \$6.5 billion for the 10 year envelope. The blue pages included in Appendix B reflects Council's approval (of the 2014-2023 CB – as noted on the "B" line) and TTC's new 10 year request (as noted on the "P" line).

**TORONTO TRANSIT COMMISSION
2015-2024 CAPITAL BUDGET SUMMARY**

\$Millions

Programs	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015 to 2024
Infrastructure Related Programs:											
Tracks:	52,501	104,916	53,427	71,722	91,098	62,164	62,156	63,734	65,168	67,109	693,995
1.1 Subway Track	23,964	50,075	21,408	30,149	66,399	30,634	31,444	32,096	32,738	33,586	352,493
1.2 Surface Track	28,537	54,841	32,019	41,573	24,699	31,530	30,712	31,638	32,430	33,523	341,502
Signals, Electrical, Communications:	157,461	165,661	169,035	146,675	108,481	67,101	58,522	71,769	77,168	85,500	1,107,373
2.1 Traction Power	27,209	24,947	24,509	21,344	21,071	11,628	11,536	12,212	14,175	14,305	182,936
2.2 Power Distribution	8,541	9,032	10,118	10,444	6,097	5,865	5,843	5,829	5,684	5,986	73,439
2.3 Communications	24,778	30,933	24,693	16,611	10,391	6,183	2,833	5,141	5,119	5,829	132,511
2.4 Signal Systems	18,297	19,354	19,423	17,523	10,229	2,829	1,438	1,221	1,252	1,290	92,856
2.4 YUS/BD Resignalling	78,636	81,395	90,292	80,753	60,693	40,596	36,872	47,366	50,938	58,090	625,631
Buildings and Structures:	328,591	419,195	403,320	438,311	437,207	358,679	258,830	182,247	157,589	143,637	3,127,606
3.1 Finishes	9,218	18,798	20,564	14,518	21,409	21,362	20,925	21,354	10,800	8,741	167,689
3.2 Equipment	19,450	38,823	42,669	32,159	32,156	33,741	26,818	23,333	16,328	14,001	279,478
3.3 Yards & Roads	10,478	24,865	26,470	28,702	28,206	27,815	16,278	16,284	12,295	13,699	204,692
3.4 Bridges & Tunnels	52,461	61,975	51,193	45,591	43,884	48,067	50,845	51,571	52,298	46,968	504,853
3.9 Fire Ventilation Upgrade	28,926	25,377	27,345	44,980	44,443	43,019	25,306	13,059	14,751	18,521	285,727
3.9 Easier Access Phase III	26,316	43,263	49,007	55,886	48,291	40,620	46,855	47,393	42,696	31,515	431,842
3.9 Leslie Barns	115,500	45,499	3,000	2,900	-	-	-	-	-	-	166,899
3.9 Toronto Rocket Yard & Storage Track Accommodation	34,398	69,296	54,856	77,805	102,996	53,411	43,013	-	-	-	435,775
3.9 McNicoll Bus Garage	537	4,000	36,100	49,247	47,000	41,000	-	-	-	-	177,884
3.9 Other Buildings & Structures	31,707	87,299	92,116	86,523	68,822	49,644	28,790	9,253	8,421	10,192	472,767
Tooling, Machinery and Equipment	44,644	31,153	29,130	27,955	16,345	13,639	12,483	12,263	11,699	11,339	210,650
5.1 Shop Equipment	8,520	4,366	2,881	3,526	2,809	2,562	2,341	2,452	2,500	2,541	34,498
5.2 Revenue & Fare Handling Equipment	5,916	1,840	1,904	2,013	2,227	2,335	2,350	2,358	2,365	1,848	25,156
5.3 Other Maintenance Equipment	11,679	1,452	1,162	1,225	1,151	1,153	1,154	1,213	1,158	1,160	22,507
5.4 Fare System	10,802	11,188	8,308	5,271	-	-	-	-	-	-	35,569
6.1 Environmental	7,727	12,307	14,875	15,920	10,158	7,589	6,638	6,240	5,676	5,790	92,920
Computer Equipment & Software	46,373	82,517	73,368	58,071	32,774	27,884	18,706	18,358	15,713	14,048	387,812
7.1 & 7.2 IT Systems/Infrastructure	46,373	82,517	73,368	58,071	32,774	27,884	18,706	18,358	15,713	14,048	387,812
Other:	9,282	7,729	6,521	6,191	5,507	3,518	2,660	2,472	2,627	2,470	48,977
9.1 Furniture & Office Equipment	391	209	486	355	272	683	425	237	392	235	3,685
9.2 Service Planning	8,891	7,520	6,035	5,836	5,235	2,835	2,235	2,235	2,235	2,235	45,292
Subtotal - Infrastructure Related Programs	638,852	811,171	734,801	748,925	691,412	532,985	413,357	350,843	329,964	324,103	5,576,413
Vehicle Related Programs:											
4.11 Purchase of Buses	46,919	76,190	74,309	77,138	80,349	84,165	80,167	70,883	65,979	69,098	725,197
4.11 Purchase of Future Wheel Trans	-	-	-	13,900	23,600	14,400	26,000	22,400	-	-	100,300
4.12 Purchase of Subway Cars	151,081	23,156	10,367	249	524	584	1,523	293,407	161,569	158,376	800,836
4.13 Bus Overhaul	55,626	75,056	91,956	79,579	60,063	42,232	37,504	57,862	57,828	60,635	618,341
4.15 Streetcar Overhaul	8,318	10,182	9,024	410	410	1,043	1,316	1,530	4,264	7,966	44,463
4.16 Subway Car Overhaul	35,193	63,784	49,377	17,361	17,463	17,085	16,475	12,517	12,140	12,454	253,849
4.18 Purchase of Streetcars	187,301	116,901	126,439	125,547	125,450	241,580	107,636	7,161	-	-	1,038,015
4.21 Purchase Non Revenue Vehicles	12,743	6,615	3,637	2,820	2,237	3,277	6,505	3,974	5,757	1,964	49,529
4.22 Rail Non-Revenue Vehicle Overhauls	5,048	2,132	2,221	1,759	1,776	1,758	1,671	1,683	1,693	1,414	21,155
4.23 Purchase Rail Non-Revenue Vehicle	7,727	18,249	4,992	4,476	2,592	2,356	-	-	-	-	40,392
Subtotal - Vehicles Related Programs	509,956	392,265	372,322	323,239	314,464	408,480	278,797	471,417	309,230	311,907	3,692,077
BASE PROGRAM - TOTAL	1,148,808	1,203,436	1,107,123	1,072,164	1,005,876	941,465	692,154	822,260	639,194	636,010	9,268,490
Toronto York Spadina Subway Extension (TYSSE)	444,180	445,830	-	-	-	-	-	-	-	-	890,010
Scarborough Subway Extension (SSE)	50,258	120,118	185,550	268,162	756,903	711,403	618,395	464,992	215,273	31,000	3,422,054
TOTAL - BASE, TYSSE & SSE Programs	1,643,246	1,769,384	1,292,673	1,340,326	1,762,779	1,652,868	1,310,549	1,287,252	854,467	667,010	13,580,554

Category	Type	CTT No.	WO #	DESCRIPTION	CITY	PROBABLE	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST	
New Projects																						
SOG	FINITE	CTT112	6709	WT Friendly Bus Rebuild Program	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOG	FINITE	CTT112			P	-	800	2,010	2,170	2,220	1,700	8,900	-	-	-	-	-	-	8,900	8,900	8,900	
					C	-	800	2,010	2,170	2,220	1,700	8,900	-	-	-	-	-	-	8,900	8,900	8,900	
LEGIS	FINITE	CTT112	6710	AODA Requirements - TTC Buses	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
LEGIS	FINITE	CTT112			P	-	1,200	4,200	335	-	-	5,735	-	-	-	-	-	-	5,735	5,800	5,800	
					C	-	1,200	4,200	335	-	-	5,735	-	-	-	-	-	-	5,735	5,800	5,800	
SOG	ONGOING	CTT112	6013	Replacement of Orion VII Hybrid Bus Components	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOG	ONGOING	CTT112			P	-	13,359	20,767	19,567	20,054	11,193	84,940	7,138	12,790	17,216	16,646	20,270	-	159,000	159,000	34,126	
					C	-	13,359	20,767	19,567	20,054	11,193	84,940	7,138	12,790	17,216	16,646	20,270	-	159,000	159,000	34,126	
Sub-Total Bus Overhaul					SB		44,893	52,475	46,743	48,639	74,556	64,950	65,733	300,621	31,744	37,369	27,503	44,508	-	441,765	530,233	
					SP		45,660	45,962	55,626	75,056	91,966	79,579	60,063	362,280	42,232	37,504	57,862	57,828	60,635	-	618,341	709,563
					SC		667	(6,513)	8,883	26,417	17,400	14,629	(5,670)	61,659	10,488	115	30,359	13,320	60,635	-	176,576	170,730
4.14 SRT Car Overhaul																						
Existing Projects																						
SOG	FINITE	CTT049	6058	SRT Life Extension Overhaul	B	6,870	1,922	-	-	-	-	-	-	-	-	-	-	-	-	-	8,792	
SOG	FINITE	CTT049			P	6,712	2,412	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,124
					C	(158)	490	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332
Sub-Total SRT Car Overhaul					SB	6,870	1,922	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,792
					SP	6,712	2,412	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,124
					SC	(158)	490	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332
4.15 Streetcar Overhaul																						
Existing Projects																						
SOG	FINITE	CTT050	6036	Overhaul of 196 Canadian Light Rail Vehicles (CLRVs)	B	55,109	4,019	-	-	-	-	-	-	-	-	-	-	-	-	-	59,128	
SOG	FINITE	CTT050			P	55,668	6,606	-	-	-	-	-	-	-	-	-	-	-	-	-	62,274	
					C	559	2,587	-	-	-	-	-	-	-	-	-	-	-	-	-	3,146	
SOG	FINITE	CTT050	TBD	New LRVs Overhaul	B	-	-	-	-	-	-	-	615	1,345	4,937	6,036	-	11,833	11,833	10,328	10,328	
SOG	FINITE	CTT050			P	-	-	-	-	-	-	-	-	257	1,120	3,854	5,097	20,242	11,833	30,570	10,328	
					C	-	-	-	-	-	-	-	-	(615)	(1,088)	(3,817)	(1,182)	5,097	(1,505)	18,737	18,737	
LEGIS	ONGOING	CTT050	6276	AODA Requirements - Streetcars	B	-	-	3,204	410	410	410	4,844	410	410	410	410	2,869	-	9,353	9,353	3,614	
LEGIS	ONGOING	CTT050			P	-	-	3,204	410	410	410	4,844	410	410	410	410	2,869	-	9,353	9,353	3,614	
					C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOG	FINITE	CTT050	6367	Life Extension Overhaul of 30 Articulated Light Rail Vehicles (ALRVs)	B	-	-	5,114	9,772	8,614	-	23,500	633	649	-	-	-	-	24,782	25,796	25,796	
SOG	FINITE	CTT050			P	-	1,014	5,114	9,772	8,614	-	23,500	633	649	-	-	-	-	24,782	25,796	25,796	
					C	-	1,014	5,114	9,772	8,614	-	23,500	633	649	-	-	-	-	24,782	25,796	25,796	
Sub-Total Streetcar Overhaul					SB	55,109	4,019	-	-	-	-	-	515	1,345	4,937	6,036	-	-	-	11,833	70,561	
					SP	55,668	7,620	8,318	10,182	9,024	410	410	28,344	1,643	1,316	1,530	4,264	7,966	20,242	44,463	127,993	102,012
					SC	559	3,601	8,318	10,182	9,024	410	410	28,344	528	(29)	(3,407)	(772)	7,966	20,242	32,630	57,032	
4.16 Subway Car Overhaul																						
Existing Projects																						
SOG	FINITE	CTT051	6070	T1 Subway Cars - 15 Year Overhaul	B	34,843	27,867	23,710	21,070	11,359	-	67,039	-	-	-	-	-	-	57,039	119,749	119,749	
SOG	FINITE	CTT051			P	22,163	20,782	25,429	25,245	26,130	-	76,804	-	-	-	-	-	-	76,804	119,749	119,749	
					C	(12,880)	(7,085)	1,719	3,275	14,771	-	19,765	-	-	-	-	-	-	19,765	-	-	
SOG	FINITE	CTT051	6318	T1 Subway Cars - 20 Year Overhaul	B	-	-	-	260	4,717	9,823	24,862	10,344	10,611	5,354	-	-	-	51,171	51,171	51,171	
SOG	FINITE	CTT051			P	-	-	500	260	4,217	9,823	24,862	10,344	10,611	5,354	-	-	-	51,171	51,171	51,171	
					C	-	-	500	-	(500)	-	-	-	-	-	-	-	-	-	-	-	
SOG	FINITE	CTT051	6130	TR Subway Cars - 7 Year Overhaul	B	-	-	-	1,389	3,977	3,874	13,164	3,996	4,039	4,084	-	-	-	25,274	25,274	32,887	
SOG	FINITE	CTT051			P	-	270	492	1,255	1,898	5,141	15,809	6,741	5,864	4,203	-	-	-	32,617	32,887	32,887	
					C	-	270	492	(134)	(2,079)	1,267	3,099	2,645	2,745	1,834	119	-	-	7,343	7,613	7,613	
SOG	FINITE	CTT051	TBD	TR Subway Cars - 14 Year Overhaul	B	-	-	-	-	-	-	-	-	-	660	7,700	-	-	8,360	8,360	16,214	
SOG	FINITE	CTT051			P	-	-	-	-	-	-	-	-	-	660	7,700	7,854	62,986	16,214	79,200	16,214	
					C	-	-	-	-	-	-	-	-	-	-	-	7,854	62,986	7,854	70,840	70,840	
SOG	FINITE	CTT051	TBD	T1 Subway Cars - 25 Year Overhaul	B	-	-	-	-	-	-	-	-	-	2,300	4,440	-	-	6,740	6,740	11,340	
SOG	FINITE	CTT051			P	-	-	-	-	-	-	-	-	-	2,300	4,440	4,600	11,606	11,340	22,946	11,340	
					C	-	-	-	-	-	-	-	-	-	-	-	4,600	11,606	4,600	16,206	16,206	
SOG	FINITE	CTT051	6261	Train Door Monitoring System - T1 & TR	B	-	5,000	-	-	-	-	-	-	-	-	-	-	-	5,000	5,000	56,475	
SOG	FINITE	CTT051			P	-	2,086	6,610	33,029	14,750	-	54,389	-	-	-	-	-	-	54,389	54,389	56,475	
					C	-	(2,914)	6,610	33,029	14,750	-	54,389	-	-	-	-	-	-	54,389	54,389	51,475	
New Projects																						
SOG	FINITE	CTT051	6333	T1 CCTV Camera System	B	-	-	142	2,015	2,382	2,397	378	7,314	-	-	-	-	-	7,314	7,314	7,314	
SOG	FINITE	CTT051			P	-	-	142	2,015	2,382	2,397	378	7,314	-	-	-	-	-	7,314	7,314	7,314	
					C	-	-	142	2,015	2,382	2,397	378	7,314	-	-	-	-	-	7,314	7,314	7,314	

CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD FEBRUARY 02, 2015

TORONTO TRANSIT COMMISSION 2015-2024 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)

APPENDIX B

Category	Type	CTT No.	WO #	DESCRIPTION	CITY	PROBABLE	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST					
SOG	FINITE	CTT054	TBD	Replace RT 16 & 17 Tunnel Washer	B	-	-	-	-	236	2,592	2,828	2,356	-	-	-	-	-	5,184	5,184	5,184					
							P	-	-	-	236	2,592	2,828	2,356	-	-	-	-	-	5,184		5,184				
							C	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-			
SOG	FINITE	CTT054	6837	Dual Cab Electric Flatcar - Communication	B	-	1,500	-	-	-	-	1,500	-	-	-	-	-	-	1,500	1,500	1,500					
							P	-	204	-	-	-	-	-	-	-	-	-	-	-		-	1,296	1,500		
							C	-	204	(204)	-	-	-	-	-	-	-	-	-	-		-	-	-	(204)	
SOG	FINITE	CTT054	6838	Spot Tamper	B	-	450	-	-	-	-	450	-	-	-	-	-	-	450	450	869					
							P	-	10	859	-	-	-	-	-	-	-	-	-	-		-	-	859	869	
							C	-	10	409	-	-	-	-	-	-	-	-	-	-		-	-	-	409	419
SOG	FINITE	CTT054	6971	Electric Combo Flatcars	B	-	-	1,500	1,500	-	-	3,000	-	-	-	-	-	-	3,000	3,000	3,000					
							P	-	-	250	1,500	1,250	-	-	-	-	-	-	-	-		-	-	-	3,000	3,000
							C	-	-	250	-	(250)	-	-	-	-	-	-	-	-		-	-	-	-	
SOG	FINITE	CTT054	6760	Replace RT-43/44 and RT-14/15	B	1,287	1,075	-	-	-	-	-	-	-	-	-	-	-	-	-	2,342					
							P	832	1,410	649	151	-	-	-	-	-	-	-	-	-	-	-	-	800	3,142	
							C	(335)	335	649	151	-	-	-	-	-	-	-	-	-	-	-	-	800		
IMPROV	FINITE	CTT054	6596	Electric Combination Flatcars - Structures (3)	B	2,418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,418					
							P	2,304	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,310	
							C	(114)	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(108)	
IMPROV	FINITE	CTT054	6497	Vacuum Workcar	B	2,028	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,028					
							P	2,038	(6)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,032	
							C	10	(6)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	
New Projects																										
SOG	FINITE	CTT054	6972	Skid-Mounted Vacuum Unit	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	200	200	
							C	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	
SOG	FINITE	CTT054	6981	Paper Vacuum Workcar	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	2,400	3,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,000
							C	-	-	2,400	3,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,000
SOG	FINITE	CTT054	6982	Vacuum Excavator	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	1,198	3,500	2,302	-	-	-	-	-	-	-	-	-	-	-	-	-	7,000
							C	-	-	1,198	3,500	2,302	-	-	-	-	-	-	-	-	-	-	-	-	-	7,000
SOG	FINITE	CTT054	6983	Production Tamper	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	24	3,400	576	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000
							C	-	-	24	3,400	576	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000
SOG	FINITE	CTT054	6984	Crane Flatcar (2)	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	507	2,300	393	-	-	-	-	-	-	-	-	-	-	-	-	-	3,200
							C	-	-	507	2,300	393	-	-	-	-	-	-	-	-	-	-	-	-	-	3,200
SOG	FINITE	CTT054	6985	Auxiliary Power Unit (APU) for RT-74 (1)	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
							P	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200
							C	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200
Sub-Total Purchase Rail Non-Revenue Vehicles																										
SB						5,713	1,075	2,094	5,298	1,971	4,476	2,592	16,431	2,356	-	-	-	-	-	18,787	25,575					
SP						5,274	1,624	7,727	18,249	4,992	4,476	2,592	38,036	2,356	-	-	-	-	-	40,392	47,290	47,290				
SC						(439)	549	5,633	12,951	3,021	-	-	21,605	-	-	-	-	-	-	21,606	21,715					
TOOLING, MACHINERY & EQUIPMENT																										
5.1 Shop Equipment																										
Annual Programs																										
Bus Maintenance																										
SOG	ONGOING	CTT055	6547	Bus Maintenance & Shops Department - Shop Equipment	B	2,897	2,896	1,339	1,462	1,314	1,282	1,292	6,689	1,292	1,292	1,292	1,291	1,229	1,263	11,858	17,619					
							P	1,856	3,592	2,148	1,101	1,256	1,363	9,458	1,141	1,170	1,189	1,229	1,263	-	-	-	-	-	15,457	19,179
							C	(1,031)	(1,040)	2,253	684	(213)	(26)	71	2,769	(151)	(122)	(93)	(62)	1,260	-	-	-	-	-	3,501
SOG	ONGOING	CTT055	6552	Street Car Carhouse Shop Equipment	B	771	490	83	93	103	113	123	525	123	123	123	125	-	-	1,019	2,280					
							P	387	592	820	93	103	113	123	1,252	123	123	123	125	125	-	-	-	-	1,871	2,850
							C	(384)	102	727	-	-	-	-	-	727	-	-	-	-	-	-	-	-	852	570
SOG	ONGOING	CTT055	6623	Greenwood Shop/Subway/SRT Car Carhouse Shop Equipment	B	2,908	400	500	537	596	606	618	2,855	616	616	616	631	640	-	5,334	8,640					
							P	1,024	1,900	1,372	537	596	606	618	3,727	616	616	616	631	640	-	-	-	-	8,846	10,370
							C	(1,282)	1,500	872	-	-	-	-	-	872	-	-	-	-	-	-	-	-	-	1,512
Vehicle Engineering - Rubber Tired Shop Equipment																										
SOG	ONGOING	CTT055	6627	Vehicle Engineering Rubber Tire Shop Equipment	B	821	1,912	845	645	463	382	502	2,637	471	370	471	471	471	-	4,420	7,153					
							P	209	523	2,010	713	574	1,352	502	5,151	471	380	471	471	471	-	-	-	-	8,846	8,157
							C	(612)	(1,389)	1,365	68	111	970	-	-	2,514	-	20	-	-	-	-	-	-	-	3,005
Miscellaneous																										
SOG	ONGOING	CTT055	6978	S.1 Materials Management - Warehouse & Material Handling Equipm	B	2,721	380	36	37	426	188	203	900	161	202	43	44	-	1,350	4,451						
							P	2,473	326	726	677	507	159	205	2,514	211	42	43	44	45	-	-	-	-	2,899	5,698
							C	(248)	(54)	690	840	81	1	2	1,614	50	(160)	-	-	-	-	-	-	-	-	1,549

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APPENDIX B

Category	Type	CTT No.	WO #	DESCRIPTION	CITY	PROBABLE	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST		
					to 2013	2014																	
IMPROV	FINITE	CTT055	6429	Vigil Vanguard Driver Training Program	B	666	-	-	-	-	-	-	-	-	-	-	-	-	-	666	668		
IMPROV	FINITE	CTT055			P	602	66	-	-	-	-	-	-	-	-	-	-	-	-	668			
		CTT055			C	(84)	68	-	-	-	-	-	-	-	-	-	-	-	-	2			
Sub-Total Shop Equipment & Major Tools SB					10,752	6,078	2,613	2,774	2,902	2,581	2,736	13,608	2,663	2,603	2,545	2,562	-	-	23,979	40,609			
SP					7,161	5,263	8,520	4,366	2,861	3,526	2,609	22,102	2,562	2,341	2,452	2,500	2,541	-	-	34,498	46,922	25,310	
SC					(3,591)	(815)	5,907	1,592	(21)	945	73	8,496	(161)	(262)	(93)	(62)	2,541	-	-	10,519	6,113		
5.2 Revenue & Fare Handling Equipment																							
Existing Projects																							
SOGR	ONGOING	CTT056	7737	Turnstile Replacement	B	2,751	3,275	1,720	1,765	1,829	1,938	1,849	9,101	1,960	2,078	2,203	2,335	-	-	17,677	23,703		
SOGR	ONGOING	CTT056			P	2,736	982	4,128	1,765	1,829	1,938	1,977	11,635	2,085	2,100	2,108	2,115	1,598	-	-	21,641	25,359	
		CTT056			C	(15)	(2,293)	2,406	-	-	-	128	2,534	125	22	(95)	(220)	1,598	-	-	3,964	1,656	
SOGR	ONGOING	CTT056	6026	Revenue and Fare Handling Equipment	B	1,865	499	75	75	75	75	250	550	250	250	250	250	-	-	1,550	3,944		
SOGR	ONGOING	CTT056			P	1,124	518	960	75	75	75	250	1,466	250	250	250	250	250	-	-	2,715	4,357	
		CTT056			C	(771)	19	915	-	-	-	-	915	-	-	-	-	250	-	-	1,165	413	
EXPAN	FINITE	CTT056	6612	Revenue Operations Business Continuity	B	-	600	-	-	-	-	-	-	-	-	-	-	-	-	-	600		
EXPAN	FINITE	CTT056			P	-	-	800	-	-	-	-	800	-	-	-	-	-	-	-	800	800	
		CTT056			C	-	(600)	800	-	-	-	-	800	-	-	-	-	-	-	-	800	200	
SOGR	FINITE	CTT056	7576	Vending Machine Project	B	9,568	807	-	-	-	-	-	-	-	-	-	-	-	-	-	10,375		
SOGR	FINITE	CTT056			P	9,092	1,665	-	-	-	-	-	-	-	-	-	-	-	-	-	10,657	10,657	
		CTT056			C	(476)	758	-	-	-	-	-	-	-	-	-	-	-	-	-	262		
Sub-Total Revenue & Fare Handling Equipment SB					14,214	5,161	1,795	1,840	1,904	2,013	2,099	9,651	2,210	2,328	2,453	2,565	-	-	16,227	38,622			
SP					12,932	3,965	5,916	1,840	1,904	2,013	2,227	13,900	2,335	2,350	2,358	2,365	1,848	-	-	25,156	41,173	23,773	
SC					(1,262)	(2,116)	4,121	-	-	-	-	128	4,249	125	22	(95)	(220)	1,848	-	-	5,929	2,551	
5.3 Other Maintenance Equipment																							
Annual Programs																							
SOGR	ONGOING	CTT113	6170	Plant Maintenance Department Equipment	B	1,140	664	615	605	600	600	600	3,020	600	600	600	600	-	-	5,420	7,224		
SOGR	ONGOING	CTT113			P	904	900	615	605	600	600	600	3,020	600	600	600	600	600	-	-	6,020	7,824	
		CTT113			C	(236)	236	-	-	-	-	-	-	-	-	-	-	600	-	-	600	600	
SOGR	ONGOING	CTT113	6150	Subway Infrastructure Department Equipment	B	1,604	4,450	268	282	282	282	282	1,399	282	282	282	282	282	-	-	2,524	8,578	
SOGR	ONGOING	CTT113			P	987	1,697	5,150	282	282	282	282	6,278	282	282	282	282	282	-	-	7,688	10,342	
		CTT113			C	(617)	(2,783)	4,862	-	-	-	-	4,862	-	-	-	-	282	-	-	5,164	1,764	
SOGR	ONGOING	CTT113	6165	Streetcar Maintenance Department Equipment	B	654	775	138	138	138	138	138	690	138	138	138	138	138	-	-	1,242	2,671	
SOGR	ONGOING	CTT113			P	3	1,426	5,633	138	138	138	138	6,185	138	138	138	138	138	-	-	6,875	8,304	
		CTT113			C	(651)	651	5,495	-	-	-	-	5,495	-	-	-	-	138	-	-	5,633	5,633	
New Projects																							
SOGR	ONGOING	CTT113	New	Other Maintenance Equipment	B	-	-	110	90	50	50	50	350	50	50	50	50	50	-	-	600	600	
SOGR	ONGOING	CTT113			P	-	-	110	90	50	50	50	350	50	50	50	50	50	-	-	600	600	
		CTT113			C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOGR	ONGOING	CTT113	New	Station Services Equipment	B	-	-	171	337	92	155	81	836	83	84	143	88	90	-	-	1,324	1,479	
SOGR	ONGOING	CTT113			P	-	155	171	337	92	155	81	836	83	84	143	88	90	-	-	1,324	1,479	
		CTT113			C	-	155	171	337	92	155	81	836	83	84	143	88	90	-	-	1,324	1,479	
Sub-Total Other Maintenance Equipment SB					3,398	5,869	1,021	1,025	1,020	1,020	1,020	5,106	1,020	1,020	1,020	1,020	-	-	-	9,186	16,473		
SP					1,894	4,148	11,679	1,452	1,462	1,225	1,151	16,669	1,153	1,154	1,213	1,158	1,160	-	-	22,507	26,549	19,173	
SC					(1,504)	(1,741)	10,658	427	142	205	131	11,563	133	134	193	138	1,160	-	-	13,321	10,076		
5.4 FARE SYSTEM																							
TTC/GTAFarecard																							
EXPAN	FINITE	CTT141	6385	TTC-PRESTO Project	B	10,828	8,100	10,900	10,560	6,600	-	28,060	-	-	-	-	-	-	-	28,060	46,988		
EXPAN	FINITE	CTT141			P	8,365	6,000	9,825	10,365	7,665	4,678	32,333	-	-	-	-	-	-	-	32,333	46,698		
		CTT141			C	(2,463)	(2,100)	(1,275)	(195)	1,065	4,678	4,273	-	-	-	-	-	-	-	4,273	(290)		
POP Legacy																							
SOGRS	FINITE	CTT141	6386	POP Legacy Fare Collection	B	1,355	1,230	1,230	1,185	-	-	2,415	-	-	-	-	-	-	-	2,415	5,000		
SOGRS	FINITE	CTT141			P	15	1,749	1,177	823	643	593	3,236	-	-	-	-	-	-	-	3,236	5,000		
		CTT141			C	(1,340)	519	(53)	(352)	643	593	821	-	-	-	-	-	-	-	821	-		
Sub-Total Other Fare system Equipment SB					12,183	9,330	12,130	11,745	6,600	-	-	30,475	-	-	-	-	-	-	-	30,475	51,988		
SP					8,390	7,749	10,802	11,188	8,308	5,271	-	35,569	-	-	-	-	-	-	-	35,569	51,698	51,698	
SC					(3,803)	(1,581)	(1,326)	(557)	1,708	5,271	-	5,094	-	-	-	-	-	-	-	5,094	(260)		
ENVIRONMENTAL ISSUES																							
6.1 Environmental Programs																							
Existing Projects																							
LEGIS	ONGOING	CTT058	6142	Subway Asbestos Removal Program	B	41,674	3,110	2,794	3,015	3,078	2,288	2,352	13,527	2,418	2,483	2,999	3,056	-	-	24,460	69,264		
LEGIS	ONGOING	CTT058			P	38,151	2,738	4,950	4,845	4,942	5,142	5,246	25,125	5,349	5,463	5,565	5,676	5,790	-	-	52,968	93,657	
		CTT058			C	(3,523)	(372)	2,156	1,830	1,864	2,854	2,894	11,596	2,931	2,980	2,569	2,620	5,790	-	-	28,488	24,593	

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APPENDIX B

Category	Type	CTT No.	WO #	DESCRIPTION	CITY to 2013	PROBABLE 2014	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST	
OTHER																						
9.1 Furniture & Office Equipment																						
Annual Programs																						
SOCR	ONGOING	CTT062	6979	Graphic Services Equipment Replacement	B	1,537	95	557	97	370	236	149	1,409	557	295	103	255	95	2,619	4,251	2,433	
SOCR	ONGOING	CTT062			P	1,427	627	282	97	370	236	149	1,134	557	295	103	255	95	2,439	4,493		
		CTT062			C	(110)	532	(275)	-	-	-	-	(275)	-	-	-	95	-	(180)	242		
SOCR	ONGOING	CTT062	6946	Furniture & Office Equipment	B	674	107	109	112	116	119	123	579	126	130	134	137	-	1,106	1,887	907	
SOCR	ONGOING	CTT062			P	579	107	109	112	116	119	123	570	126	130	134	137	140	1,246	1,932		
		CTT062			C	(95)	-	-	-	-	-	-	-	-	-	-	140	-	140	45		
Sub-Total Other - Furniture & Office Equipment SB					2,211	202	656	209	486	355	272	1,988	683	425	237	392	-	-	3,725	6,138		
SP					2,606	734	391	209	486	355	272	1,713	653	425	237	392	235	-	-	3,685	6,425	3,340
SC					(205)	532	(275)	-	-	-	-	(275)	-	-	-	-	235	-	(40)	287		
OTHER																						
9.2 Service Planning																						
Annual Programs																						
IMPROV	ONGOING	CTT063	6391	Transit Priorities *	B	3,893	275	275	275	275	275	1,375	275	275	275	275	-	-	2,475	6,843	9,401	
IMPROV	ONGOING	CTT063			P	2,033	1,066	4,267	2,035	2,035	2,035	12,407	2,035	2,035	2,035	2,035	2,035	-	22,582	25,681		
		CTT063			C	(1,860)	791	3,992	1,760	1,760	1,760	11,032	1,760	1,760	1,760	1,760	2,035	-	20,107	19,038		
Existing Projects																						
IMPROV	FINITE	CTT063	7551	Automatic Passenger Counting (APC) Implementation Program	B	4,750	240	-	-	-	-	-	-	-	-	-	-	-	-	4,990	4,990	
IMPROV	FINITE	CTT063			P	4,001	650	339	-	-	-	339	-	-	-	-	-	-	339	4,990		
		CTT063			C	(749)	410	339	-	-	-	339	-	-	-	-	-	-	-	339		
IMPROV	FINITE	CTT063	6362	Construct BRT Lines on the Avenues - Environmental Assessment	B	310	600	600	600	601	-	1,801	-	-	-	-	-	-	-	1,801	2,711	2,711
IMPROV	FINITE	CTT063			P	310	-	600	600	601	-	2,401	-	-	-	-	-	-	2,401	2,711		
		CTT063			C	-	(600)	-	-	(1)	601	600	-	-	-	-	-	-	600	-		
IMPROV	FINITE	CTT063	6417	Automatic Passenger Counting (APC) Equipment on Articulated Buses	B	-	495	-	-	-	-	-	-	-	-	-	-	-	-	495	1,560	
IMPROV	FINITE	CTT063			P	-	160	335	1,085	-	-	1,420	-	-	-	-	-	-	1,420	1,560		
		CTT063			C	-	(335)	335	1,085	-	-	1,420	-	-	-	-	-	-	1,420	1,085		
SOCR	FINITE	CTT063	6418	Platform Modifications to Accommodate Articulated Buses	B	-	2,000	-	-	-	-	-	-	-	-	-	-	-	-	2,000	2,000	
SOCR	FINITE	CTT063			P	-	500	750	750	-	-	1,500	-	-	-	-	-	-	1,500	2,000		
		CTT063			C	-	(1,500)	750	750	-	-	1,500	-	-	-	-	-	-	1,500	-		
New Projects																						
IMPROV	ONGOING	CTT063	New	Automatic Passenger Counting (APC) Equipment on Future Bus and Streetcar Purchases	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	450	
IMPROV	ONGOING	CTT063			P	-	-	-	450	800	600	600	2,450	600	-	-	-	-	-	3,050		3,050
		CTT063			C	-	-	-	450	800	600	600	2,450	600	-	-	-	-	-	3,050		3,050
LEGIS	FINITE	CTT063	6712	Bus Stop Improvements for Accessibility	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000	
LEGIS	FINITE	CTT063			P	-	-	200	200	200	200	200	1,000	200	200	200	200	200	2,000	2,000		
		CTT063			C	-	-	200	200	200	200	200	1,000	200	200	200	200	-	2,000	2,000		
Board Approved Initiative to Improve Service																						
IMPROV	FINITE	CTT063	6713	Opportunities to Improve Transit Service - Transit Priority Measures	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12,000	
IMPROV	FINITE	CTT063			P	-	-	2,400	2,400	2,400	2,400	2,400	12,000	-	-	-	-	-	-	12,000		12,000
		CTT063			C	-	-	2,400	2,400	2,400	2,400	2,400	12,000	-	-	-	-	-	-	12,000		12,000
Sub-Total Other - Service Planning SB					8,953	3,610	875	875	876	275	275	3,176	275	275	275	275	-	-	4,276	16,839		
SP					6,344	2,376	8,891	7,520	6,035	5,836	5,235	33,517	2,835	2,235	2,235	2,235	2,235	-	-	45,292	54,012	35,132
SC					(2,809)	(1,234)	8,016	6,645	5,159	5,561	4,960	30,341	2,560	1,960	1,960	1,960	2,235	-	-	41,016	37,173	
FUNDED BASE CAPITAL PROGRAM																						
SB					5,385,818	1,083,899	1,092,736	877,596	868,408	682,067	590,578	4,111,383	352,328	309,992	327,671	307,249	-	-	5,408,923	11,878,640		
SP					5,188,766	1,026,947	1,148,808	1,203,436	1,107,123	1,072,164	1,005,876	5,537,407	941,465	692,154	822,260	639,194	636,010	1,935,515	-	9,266,490	17,419,718	13,164,674
SC					(197,052)	(58,952)	56,072	325,840	238,717	390,097	415,298	1,428,024	589,137	382,162	494,288	331,945	636,010	1,935,515	-	3,859,567	5,541,078	

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APPENDIX B

Category	Type	CTT No.	WO #	DESCRIPTION	CITY to 2013	PROBABLE 2014	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST	
	New			7.1'SMS Work Order System SOGR Reduction	B	-	200	800	2,000	2,000	5,000	10,000	5,000	-	-	-	-	-	15,000	15,000		
					P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
					C	-	(200)	(800)	(2,000)	(2,000)	(5,000)	(10,000)	(5,000)	-	-	-	-	-	(15,000)	(15,000)		
				<i>Sub-Total Unfunded Projects</i>	SB	77,553	69,809	69,261	29,920	129,039	519,346	817,375	443,563	282,492	300,847	604,319	-	-	2,448,596	2,526,149	-	
					SP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
					SC	(77,553)	(69,809)	(69,261)	(29,920)	(129,039)	(519,346)	(817,375)	(443,563)	(282,492)	(300,847)	(604,319)	-	-	(2,448,596)	(2,526,149)	-	
TOTAL - BASE CAPITAL PROGRAM						5,882,699	1,161,452	1,162,545	946,857	998,326	811,105	1,109,924	4,928,758	795,891	592,484	628,818	911,568	-	-	7,857,519	14,901,670	
						5,684,695	1,026,947	1,148,808	1,203,436	1,107,123	1,072,164	1,005,876	5,537,407	941,465	692,154	822,260	639,194	636,010	1,935,515	9,288,490	17,915,647	13,660,603
						(198,004)	(134,505)	(13,737)	256,579	208,797	261,058	(104,048)	668,649	145,574	99,670	103,442	(272,374)	636,010	1,935,515	1,410,971	3,013,977	

* Note to the McNicoll Bus Garage and Transit Priority Projects:
The 2014-2023 Board Approved Capital Budget of \$9,037 B subsequently revised by City for two projects: McNicoll Bus Garage Facility Project (Program 3.9 - CTT1148) revised cash flows with zero impact to EFC and Transit Priority Project (Program 9.2 - CTT063) reduced 10-year cash flow by \$1.760 million annually, with total reduction of \$17.6 million to EFC.

TORONTO YORK SPADINA SUBWAY EXTENSION - TO VAUGHAN CORPORATE CENTRE

CTT134	568X			Toronto York Spadina Subway Extension	B	1,514,875	527,593	323,308	268,405	-	-	591,713	-	-	-	-	-	-	591,713	2,634,171	
CTT134					P	1,364,915	379,246	444,180	445,830	-	-	890,010	-	-	-	-	-	-	890,010	2,634,171	2,634,171
CTT134					C	(149,960)	(148,337)	120,872	177,425	-	-	298,297	-	-	-	-	-	-	298,297	-	-
<i>Sub-Total Spadina Subway Extension to VCC SB</i>					SB	1,514,875	527,593	323,308	268,405	-	-	591,713	-	-	-	-	-	-	591,713	2,634,171	
					SP	1,364,915	379,246	444,180	445,830	-	-	890,010	-	-	-	-	-	-	890,010	2,634,171	2,634,171
					SC	(149,960)	(148,337)	120,872	177,425	-	-	298,297	-	-	-	-	-	-	298,297	-	-

SCARBOROUGH SUBWAY EXTENSION

CTT147	531x			Scarborough Subway	B	-	14,500	15,500	82,872	171,465	339,383	665,750	1,274,970	878,861	628,489	411,189	96,991	-	-	3,290,500	3,305,000	303,872
CTT147					P	16	1,430	33,750	101,118	197,550	292,162	741,903	1,296,491	697,403	605,395	451,992	207,773	31,000	13,500	3,290,054	3,305,000	
CTT147					C	16	(13,070)	18,258	18,246	(3,915)	(87,221)	76,153	21,521	(181,458)	(23,094)	40,803	110,782	31,000	13,500	(446)	-	
CTT147	6501			SRT Life Extension - Facilities, Equipment & Vehicles	B	-	-	-	14,000	15,000	16,000	16,000	61,000	17,000	17,000	16,000	19,000	-	-	132,000	132,000	132,000
CTT147	6502				P	-	-	-	16,500	19,000	18,000	16,000	84,500	14,000	13,000	13,000	7,500	-	-	132,000	132,000	
CTT147	6503				C	-	-	-	16,500	5,000	3,000	(1,900)	29,500	(3,000)	(4,000)	(5,000)	(11,500)	-	-	-	-	
CTT147	TBD			SRT Decommissioning & Demolition	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CTT147					P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123,000	123,000	
CTT147					C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123,000	123,000	
<i>Sub-Total Scarborough Subway Extension</i>					SB	-	14,500	15,500	96,872	186,465	355,383	661,750	1,335,970	865,861	645,489	429,189	115,991	-	-	3,422,500	3,437,000	
					SP	16	1,430	50,258	120,118	185,550	268,162	756,903	1,380,991	711,403	618,395	464,992	215,273	31,000	136,500	3,422,054	3,560,000	435,872
					SC	16	(13,070)	34,758	23,246	(915)	(87,221)	75,153	45,021	(184,458)	(27,094)	35,803	99,282	31,000	136,500	(446)	123,000	

B City Approved 2014-2023 Capital Budget
P Proposed 2015-2024 Capital Budget
C Change (P-B)

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE BOARD FEBRUARY 02, 2015**

**TORONTO TRANSIT COMMISSION 2015-2024 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

Category	Type	CTT No.	WO #	DESCRIPTION	CITY to 2013	PROBABLE 2014	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	POST 2024	2015-2024	EFC	PROJECT APPROVAL REQUEST	
<i>WATERFRONT INITIATIVES COORDINATED BY WATERFRONT TORONTO</i>																						
563X				Union Station New Platform	100,979	21,138	17,333	-	-	-	-	17,333	-	-	-	-	-	-	17,333	139,450		
					103,752	21,138	18,180	5,400	-	-	-	23,560	-	-	-	-	-	-	23,560	148,450		
					2,773	-	827	5,400	-	-	-	6,227	-	-	-	-	-	-	6,227	9,600		
543X				East Bayfront Streetcar and Station Expansion	3,818	-	-	-	-	-	-	-	-	-	-	-	-	409,182	-	413,000		
					3,829	40	-	-	-	-	-	-	-	-	-	-	-	421,457	-	425,326		
					11	40	-	-	-	-	-	-	-	-	-	-	-	12,275	-	12,326		
TBD				Purchase of 6 Additional LRT Cars - East Bayfront Streetcar Line	-	1,360	3,120	-	-	31,520	-	34,640	-	-	-	-	-	-	34,640	36,000		
					-	-	1,360	3,120	-	31,520	-	36,000	-	-	-	-	-	-	36,000	36,000		
					-	(1,360)	(1,760)	3,120	-	-	-	1,360	-	-	-	-	-	-	1,360	-		
541X				West Don Lands Streetcars	3,633	2,112	-	-	-	-	-	-	-	-	-	-	-	-	-	5,745		
					2,633	2,612	500	-	-	-	-	500	-	-	-	-	-	-	500	5,745		
					(1,000)	500	500	-	-	-	-	500	-	-	-	-	-	-	500	-		
TBD				Purchase 5 Additional LRT Cars - West Donlands Streetcar Line	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
					-	-	1,133	2,600	26,267	-	-	30,000	-	-	-	-	-	-	30,000	30,000		
					-	-	1,133	2,600	26,267	-	-	30,000	-	-	-	-	-	-	30,000	30,000		
TBD				Purchase of 4 Additional LRT Cars -Bremner Blvd Streetcar Line	-	906	2,080	-	-	-	21,014	23,094	-	-	-	-	-	-	23,094	24,000		
					-	-	906	2,080	-	-	21,014	24,000	-	-	-	-	-	-	24,000	24,000		
					-	(906)	(1,174)	2,080	-	-	-	906	-	-	-	-	-	-	906	-		
TBD				Port Lands Streetcar Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188,145	188,145		
					-	-	-	-	-	-	-	-	-	-	-	-	-	-	193,789	193,789		
					-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,644	5,644		
<i>Total Waterfront Initiatives</i>					108,430	25,516	22,533	-	-	31,520	21,014	75,067	-	-	-	-	-	597,327	75,067	806,340		
					110,214	23,790	22,059	13,200	26,267	31,520	21,014	114,050	-	-	-	-	-	-	615,246	114,060	863,310	
					1,784	(1,726)	(474)	13,200	26,267	-	-	38,993	-	-	-	-	-	-	17,919	38,993	56,970	

APPENDIX C

SUBWAY FLEET PLAN 2015

2015 - 2024 Capital Program

Table 2A: Line 1 (YUS) Fleet Plan

Year End	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Trains Required																					
Short Turn - (Glencairn AM ONLY)					2																
Forecast Growth (ATC Required)									7	1	1		1		1	1	1		1		1
Spadina Ext/Short Turn at Wilson				2	5																
AM Peak Short Turn at Wilson						1															
Total Peak Service	49	49	49	51	52	58	58	58	65	66	67	67	68	68	69	70	71	71	72	72	73
Maintenance Spares	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Total Trains Required	57	57	57	59	60	67	67	67	74	75	76	76	77	77	78	79	80	80	81	81	82
Trains Available																					
H5 (Retirements)		(14)	(8)																		
T1 (Transfer to Line 1)	(7)	(2)	(11)	(18)																	
TR Procurement	11	17	18	18	16																
Total Trains Available	64	65	64	64	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Contingency	7	8	7	5	20	13	13	13	6	5	4	4	3	3	2	1	0	0	(1)	(1)	(2)

Peak service in these years is based on a P.M. peak of 49 trains.

Table 2B: Line 2 (BD) Fleet Plan (including Line 4 – Sheppard)

Year End	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Trains Required																					
Forecast Growth				2											4	1	1	1			1
Line 2 Extension (Scarborough)													6								
Total Peak Service (T1)	43	43	43	45	45	45	45	45	45	45	45	45	51	51	51	55	56	57	58	58	59
Sheppard Line				3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
15% Maintenance Spares	7	7	7	7	7	7	7	7	7	7	7	7	7	7	9	9	9	9	9	9	9
Total Trains Required	50	50	50	55	55	55	55	55	55	55	55	55	61	61	61	67	68	69	70	70	71
Trains Available																					
H4 (Retirement)	(7)																				
H6 (Retirement)		(1)	(1)	(9)																	
T1 (Transfers from Line 1)	8	2	11	17																	
T1 Asset converted to Workcar					(1)																
T1 Retirement (End of Life)																(4)	(10)	(15)	(15)	(13)	(5)
Next Procurement																13	15	15	15	11	
Total Trains Available	53	54	54	62	61	61	61	61	61	61	61	61	61	61	61	70	75	75	75	73	68
Contingency	3	4	4	7	6	6	6	6	6	6	6	6	0	0	0	3	7	6	5	3	(3)

Maintenance spares reduced in these years to offset loss of contingency trains; dependent upon timing of next vehicle procurement.

APPENDIX C

STREETCAR FLEET PLAN 2015
2015 - 2024 Capital Program

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Deployment by Location						
											Les	Ren	Rus	Total			
NEW STREETCAR																	
510 Spedina	8	4				1						13	0	0	13		
511 Bethurst		10										10	0	0	10		
509 Harbourfront		7			1							8	0	0	8		
505 Dundas			14		2	1						17	0	0	17		
501 Queen / 508 Lakeshore			15	28	3	1						25	20	0	45		
* 504 King				0	10	1						23	0	0	23		
512 St Clair					12	7						0	19	0	19		
502 Downtown						6						0	0	6	6		
503 Kingston Rd Tripper						5						0	0	5	5		
506 Carlton						11	18					0	0	27	27		
New Streetcar Total Service	8	29	58	90	124	157	173	173	173	173		96	39	38	173		
New Streetcar Maintenance Spares	7	7	13	20	26	33	36	36	36	36		20	6	6	36		
New Streetcar Required	0	36	71	110	150	190	209	209	209	209		116	47	48	209		
New Streetcar Procurement	9	27	35	39	40	40	14										
New Streetcar Available	9	36	71	110	150	190	204	204	204	204		113	48	46	204		
New Streetcar Surplus / (Service Deficit)	0	0	0	0	0	0	(5)	(5)	(5)	(5)		(3)	(1)	(1)	(5)		
ALRV																	
* ALRV Service	33	38	33	24	24	24	24	24	24	24		0	12	12	24		
ALRV Maintenance Spares	15	14	14	6	6	6	6	6	6	6		0	3	3	6		
ALRV Required	48	52	47	30	30	30	30	30	30	30		0	15	15	30		
ALRV Surplus / (Service Deficit)	4	0	0	0	0	0	0	0	0	0		0	0	0	0		
ALRV Retirements			(5)	(17)													
CLRV																	
CLRV Service	161	135	108	85	58	21											
CLRV Maintenance Spares	34	35	26	25	16	5											
CLRV Required	195	170	134	110	74	26											
CLRV Surplus / (Service Deficit)	0	0	0	0	0	0											
CLRV Retirements		(25)	(36)	(24)	(36)	(48)	(28)										

* 504 King service supplemented with ALRV vehicles to facilitate availability for New Opportunities.

Note: TTC is working with Bombardier to establish a revised delivery plan to realign the schedule in efforts to achieve the full vehicle delivery commitment of 2019. Once a revised schedule has been agreed to, modifications to the budgeted cashflow may be required.

APPENDIX D

TTC 2015-2024 UNFUNDED PROJECTS
Summary of Changes - Cash Flow by Year
(\$000s)

Projects	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015-2024
372 Replacement Subway Cars				(249)	(524)	(584)	(1,523)	(293,407)	(161,569)	(158,376)	(616,232)
201 Replacement Wheel-Trans Buses				(13,900)	(23,600)	(14,400)	(26,000)	(22,400)			(100,300)
Purchase of 99 40' LF Buses Customer Service Initiative			(2,678)	(17,531)	(18,261)	(22,954)	(20,042)	(7,882)			(89,348)
60 New LRVs for Growth	(52,755)					(198,776)	(107,636)	(7,161)			(366,328)
Fire Ventilation Upgrade					(17,495)	(43,019)	(25,306)	(13,059)	(14,751)	(18,521)	(132,151)
Train Door Monitoring System - T1 & TR	(3,696)	(33,029)	(14,750)								(51,475)
Easier Access III							(43,048)	(47,393)	(42,696)	(31,515)	(164,652)
Bus Heavy Rebuilt Program						(42,232)	(37,504)	(57,862)	(57,828)	(60,635)	(256,061)
Capacity to Spend Opportunities:											
Subway Track		(5,000)	(5,000)	(5,000)	(5,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(80,000)
Surface Track	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(10,000)	(10,000)	(10,000)	(10,000)	(70,000)
Traction Power	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)						(25,000)
Finishes				(3,757)	(19,488)	(20,000)	(20,000)	(20,501)	(10,000)	(7,941)	(101,687)
Equipment			(159)	(1,892)	(2,143)	(1,982)	(2,400)	(7,060)	(6,120)	(6,625)	(28,381)
Bridges and Tunnels	(5,000)	(5,000)	(5,000)	(5,000)	(9,475)	(14,073)	(14,600)	(14,600)	(14,600)	(14,600)	(101,948)
On-Grade Paving				(3,088)	(14,520)	(16,000)	(16,000)	(15,998)	(12,000)	(12,180)	(89,786)
Other Buildings & Structures			(5,056)	(17,855)	(15,668)	(12,743)	(8,077)	(5,395)	(4,652)	(6,744)	(76,190)
Sub-Total: Capacity to Spend Opportunities	(15,000)	(20,000)	(25,215)	(46,592)	(76,294)	(81,798)	(83,077)	(85,554)	(69,372)	(70,090)	(572,992)
TTC 2015-2024 Unfunded Projects	(71,451)	(53,029)	(42,643)	(78,272)	(136,174)	(403,763)	(344,136)	(534,718)	(346,216)	(339,137)	(2,349,539)

TTC 2015-2024 CAPITAL BUDGET REQUIREMENTS & SOURCES OF FUNDING

APPENDIX E

Assumptions: Expenditures based on proposed 2015-2024 Capital Budget - Updated blue pages version for presentation to the Board on February 2, 2015

\$ millions	2014	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	2015-2024
PROPOSED BUDGET													
Council Approved 2014-2023 Gross Budget - Jan 30/14	1,282	1,093	878	868	682	591	4,111	352	310	328	307	0	5,409
2015-2024 Gross Budget - Proposed - Feb 2/15	1,027	1,149	1,203	1,107	1,072	1,006	5,537	941	692	822	639	636	9,268
CHANGE FROM APPROVED	(255)	56	326	239	390	415	1,426	589	382	494	332	636	3,860
PROPOSED CURRENT BUDGET REQUEST													
State-of-Good-Repair / Safety	949	1,053	1,070	968	903	858	4,852	809	612	754	584	588	8,199
Legislative	43	45	76	83	91	76	371	64	57	58	52	44	647
Improvement	22	32	42	12	24	25	135	27	23	10	3	4	202
Expansion	14	19	16	44	54	47	179	41	0	0	0	0	220
Vehicles	412	510	392	372	323	314	1,912	408	279	471	309	312	3,692
Infrastructure / Other	615	639	811	735	749	691	3,625	533	413	351	330	324	5,576
Total Gross - Base Capital Program Request	1,027	1,149	1,203	1,107	1,072	1,006	5,537	941	692	822	639	636	9,268
Proposed Capital Program Budget	1,027	1,149	1,203	1,107	1,072	1,006	5,537	941	692	822	639	636	9,268
Funding Sources													
Provincial gas tax	72	71	71	71	71	71	356	71	71	71	71	71	712
Canada Strategic Infrastructure Fund (CSIF)	15						0						16
Canada Strategic Infrastructure Fund (CSIF) - Interest			16				16						58
Capital Reserve			58				58						209
Metrolinx Quick Wins	77												995
204 LRV Funding	58	26	41	44	44	44	199	10					1,644
Total Provincial Funding	223	97	186	115	115	115	629	81	71	71	71	71	995
Base Federal Gas Tax - 5 cent (population)	152	152	160	160	167	167	807	167	167	167	167	167	1,644
Canada Strategic Infrastructure Fund (CSIF)	7												277
Total Federal Funding	159	152	160	160	167	167	807	167	167	167	167	167	1,644
TTC internal (depreciation)	42	34	33	30	25	27	148	23	27	29	28	22	277
Other Reserves / Funding Partners	13	2	2	2	2	2	9	2	2	2	2	2	18
Development charges	2	30	74	62	67	61	294	64	63	17	23	33	494
Total Other Funding	56	66	109	93	94	89	451	89	92	48	52	56	789
City Debt Target - CFO Recommended	309	454	321	373	256	152	1,556	25	30	24	59	152	1,845
City Carryforward - Deferred Debt Issued	284	242					242						242
Additional City Funding above Debt Target (to be approved by Council)		(175)	175	158	248	230	636	115	(13)	(23)	(57)	(150)	508
City Funding - Reserve Funds (Asset Monetization)	252	228	195	165	114	116	817	60					877
City Operating CFC		14	5				19						19
Total City / Other Funding	901	828	805	789	711	587	3,720	289	109	49	54	58	4,281
Total Funding	1,283	1,077	1,150	1,064	994	870	5,156	538	348	288	293	297	6,919
Funding Shortfall/(Surplus)	(256)	71	53	43	78	136	382	404	344	535	346	339	2,350
							382						2,350
Unfunded Projects - See Appendix D													(2,350)
Revised Funding Shortfall/(Surplus)													\$

GROSS EXPENDITURES

FUNDING SOURCES

Note: The funding shortfall is addressed through the removal of certain projects from the Base Capital Program as shown on Appendix D.